



Department of Doing
Planning Division
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TO: City Plan Board

Item Number: 1

FROM: Department of Doing

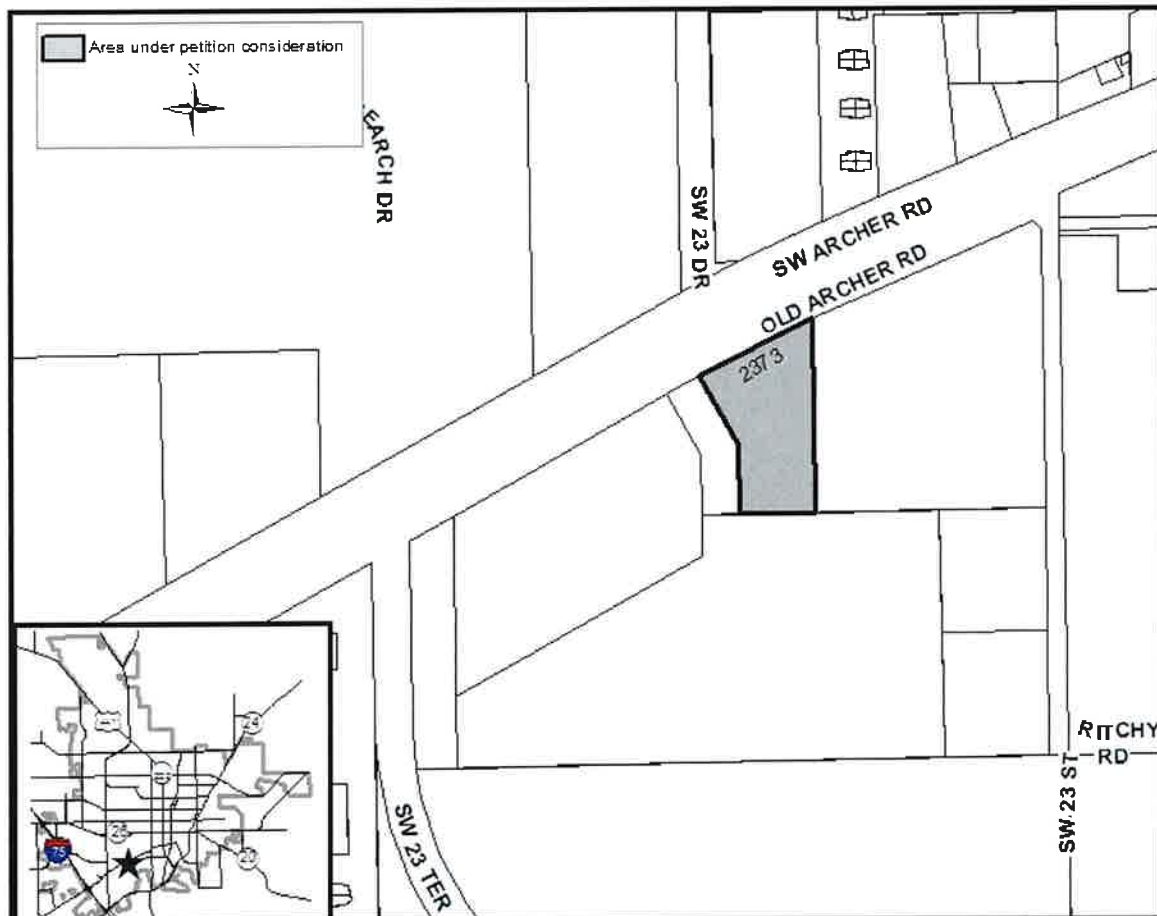
DATE: July 27, 2017

SUBJECT: **Petition PB-17-48 SUP:** CHW, Inc. (Robert Walpole, P.E.) agent for Blakewood LLC, owner. A special use permit with a concept development plan to construct a gas station with twelve (12) fueling positions and a convenience store. Zoned: MU-2 (12—30 units/acre mixed use medium intensity). Located at 2373 SW Archer Road.

Recommendation

Staff recommends approval of Petition PB-17-48 SUP with conditions and comments in the staff report and from the Technical Review Committee.

Map 1
General Location Map of the Proposed Gas Station



Description

This petition requests a Special Use Permit at 2373 SW Archer Road to construct a gasoline station with 12 fueling positions and a retail/convenience store and an eating establishment. Per the Comprehensive Plan, Policy 10.4.9 of the Transportation Mobility Element, gasoline service stations with more than six fueling positions must obtain a special use permit subject to the criteria listed in Sec. 30-231 and must meet a specific set of conditions with final approval by the City Commission.

The 2.5 acre site has a land use designation of Mixed Use Low (MUL) and zoned MU-1 (Mixed use low intensity 8-30 units per acre). The agent is processing a zoning change to MU-2 which will allow a maximum of twelve fueling positions by Special Use Permit. This report is presented and the request evaluated as if the property is zoned MU-2 (Mixed Use medium intensity).

The property lies on the south side of Archer road, between SW 23 Terrace and SW 28th Avenue, across from educational facilities and residential developments related to the University of Florida, an area of low to moderate intensity developments. Adjacent to the subject property to the east is a planned multi-family residential development and to the west is an automobile repair and service establishment.

The development proposal is graphically illustrated on Map 2. It includes a typical gasoline dispensing facility with twelve (12) fueling positions; a principal building; and a canopy covering the fueling positions. The building is positioned about 67 feet from Old Archer Road and is approximately 5,600 square feet. It houses the convenience store, services related to the gas station and an eating establishment with an outdoor café and associated facilities. The fueling canopy runs north/south along the west side of the building with a small angle of exposure to the adjacent Archer Road and Old Archer Road.

The project is seeking a general Special Use Permit and a Transportation Mobility Program Area (TMPA) Special Use Permit but is not requesting preliminary or final development plan approval.

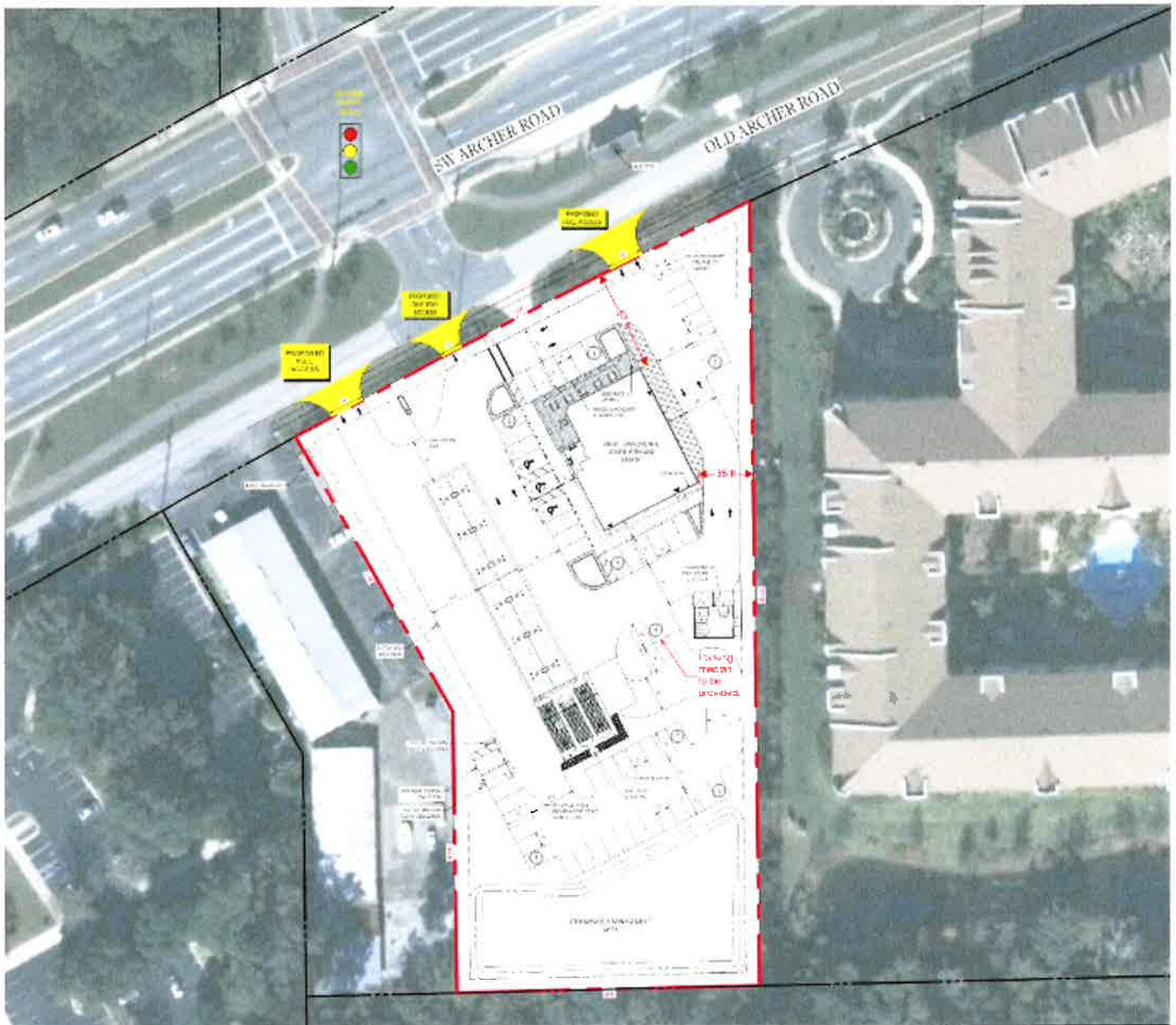
Key Issues

The issues pertaining to this development and its request for a Special Use Permit and TMPA Special Use Permit are as follows:

1. The parcel is located adjacent to an established planned residential development.
2. The development is proposing more parking than what is required by the Land Development Code.
3. The development is unique in its offering of an eating place with an outdoor café.
4. The proposed development includes underground storage of hazardous materials. It is not within the Wellfield District but will require review by Alachua County Environmental Protection Department.
5. The maximum front setback is based on a determination of the average setbacks of existing buildings within the same block face.
6. The proposed development is in a unique location relative to the intersection of SW 23rd Drive and SW Archer Road.
7. The current proposal is to operate the station 24 hours per day.

Map 2

Conceptual Design and Layout of the Proposed Gas Station



Basis for Recommendation

Staff's review and recommendations are based on the criteria for issuing a Special Use Permit as stated in the Land Development Code Section 30-233; the special criteria of the Transportation Mobility Program Area, Policy 10.4.9 of the Comprehensive Plan; and the relevant development standards of the Land Development Code.

Special Use Permit Criteria

In accordance with Section 30-233 no Special Use Permit shall be approved by the city plan board unless the following findings are made concerning the proposed special use:

1. That the use or development complies with all required regulations and standards of this chapter and all other applicable regulations.

The proposed uses are consistent with the land use designation of Mixed-Use Medium and the associated MU-2 zoning district.

Section 30-234 states the following procedures for approval of a special use permit:

“....

- (a) ***Application submittal requirements. Each application shall be filed with the city's planning and development services department on the form prescribed. Applications must include a development plan or master plan in accordance with this article”(Article VII).***

The request does not include a development plan which is typically used to establish compliance with many of the standards of the Comprehensive Plan and the Land Development Code. A Concept Plan is provided which shows certain elements of the development and demonstrates intent; it is not an effective tool to communicate compliance. Staff is therefore limited in determining full compliance with all required regulations and standards of Chapter 30 and other applicable regulations. However, staff has included a set of standards, recommendations and conditions that must be implemented during development plan review in order for the development to attain full compliance with the required regulations.

Building Setbacks

The development as proposed demonstrates the capability to comply with the development standards of the MU-2 zoning district for developments of less than 50,000 square feet. One area of concern is the front setback which is listed as follows:

Front: The maximum setback shall be the average setback of existing development in the same face block face; however, when there is no existing development in the same block face, the setback shall be between 15 and 80 feet.

The definition of “Block Face” is as follows:

Block face means a unit of property abutting a common street, on both sides of such street, and lying between the two nearest intersecting or intercepting streets or nearest intersecting or intercepting street and railroad right-of-way or waterway, golf course, campus, park or other designated open space. Whenever a block face exceeds 1,320 feet without intersecting or intercepting streets or railroad rights-of-way, waterways, golf courses, campuses, parks or other designated open spaces, it shall be divided into equal segments of no more than 1,320 feet each. Whenever application of the above criteria results in a division of a single parcel between two block faces, the parcel shall be included in the block face in which it primarily falls. If the above criteria result in a division of a single parcel into two equal segments, the parcel may be counted as part of either (but not both) of the adjacent block faces.

The applicant is proposing a front setback of 67 feet which staff has determined is consistent with the intent of the ordinance.

Condition 1.

The Special Use Permit may be approved subject to approval of the Land Use and Zoning by the City Commission.

Condition 2.

During development plan review, the applicant shall demonstrate compliance with the building setback limits as outlined in the Land Development Code.

Parking

The applicant is proposing 61 off-street parking spaces which exceed the maximum number of spaces required based on the proposed uses and parking standards of the Land Development Code. Using the total size of the building, 5,636 square feet and the number of outdoor seats, the number of parking spaces provided qualifies as “excess parking” per Sec. 30-333. Excess parking is not allowed per the Comprehensive Plan policy 10.6.1 of the Transportation Mobility Element.

The applicant may utilize other options available in Sec. 30-329 to justify the number of parking spaces provided. One option is to consider special standards for uses not mentioned in the code; another is the ability to add up to 10% more than the required parking; and provisions are made to consider joint and shared parking arrangements.

Conditions 3.

During development plan review, the applicant shall demonstrate compliance with the parking standards of the Land Development Code.

Signage

Signage for the development shall be in accordance with the standards outlined in Article IX, Division 1 of the Land Development Code.

Photometric Plan

A photometric plan is not provided which limits the ability to determine compliance. The applicant has indicated that during development plan review the development shall comply with the standards listed in Section 30-344 of the Land Development Code.

Compatibility of the proposed development with the adjacent residential to the east regarding lighting is one of the concerns which will be addressed during development plan review.

Condition 4.

During development plan review, the applicant shall submit a photometric plan which shall demonstrate compliance with all aspects of the photometric standards applicable to the development. Consideration of any waivers shall not allow light intensities onto the adjacent property of the residential development of more than 0.5fc at any time

The attached comments and conditions of the Technical Review Committee are included to ensure that areas of potential deficiencies are addressed. The project is also subject to the appropriate Federal, State and local agency regulations. Alachua County Environmental Protection Department has provided documentation confirming its intent to review the development during development plan review.

- 2. That the proposed use or development will have general compatibility and harmony with the uses and structures on adjacent and nearby properties.***

The proposed development is in the MU-2 zoning district which is generally characterized as a mixed-use medium intensity district established for the purpose of providing a mix of employment, retail, professional, services and residential uses in medium level activity centers. It is also consistent with several of the listed objectives of the MU-2 district (See Attachment “D”).

The development is also on a major east/west arterial that receives approximately 55,000 Annual Average Daily Trips (AADT), a significant volume of traffic can be serviced by the proposed uses. The site is easily accessible and located within a geographic area dominated by a concentration of educational, medical, commercial, office and residential uses. The proposed uses will be compatible and coexist harmoniously with surrounding uses.

The placement of the development within the MU-2 zoning district is consistent and compatible with the zoning and offers vital support to its surroundings. The proximity and adjacent relationship to the large multi-family residential development leaves some concerns about the potential for negative impacts on the residential. Those concerns relate to noise, fumes, odor, light pollution, increased traffic volumes, the unique intersection and pedestrian/bicycle/automobile conflicts. However, most of those concerns can be mitigated in the development review process through implementation of the conditions included in this report. Another area of concern is the 24-hour operational hours of the development. This is less troubling but is often a major area of concern, primarily from the residential side, when residential developments find themselves facing an adjacency relationship with commercial or more intense uses. This “perceived” concern is often due to the fear of negative impacts to a major change from what was accepted as a normal and acclimatized environment.

Care must be exercised in the placement, design and operation of the facility to ensure compatibility with surrounding developments. The Technical Review Committee paid close attention to key design features that will facilitate a compatible and harmonious coexistence of the proposed development with the surrounding uses.

Given the recommendations and conditions included in the report, staff has determined that during development plan review, the applicant will be required to demonstrate general compatibility and harmonious coexistence with the uses and structures on adjacent and nearby properties.

Condition 5.

A fifteen-foot wide compatibility use buffer with screening vegetation shall be provided along the east boundary of the property. The buffer shall be a Type “C” with the required vegetation and trees which shall be 65 gallons at the time of planting.

3. *That necessary public utilities are available to the proposed site and have adequate capacity to service the proposed use and development.*

The project has been reviewed by the Technical Review Committee and a determination has been made that the necessary public utilities are available to service the demands of the site. Potable water, sewer and wastewater systems are in place to provide adequate services. GRU has recommended approval and indicates that there is adequate capacity to serve future needs as demand changes.

4. *That the use or development is serviced by streets of adequate capacity to accommodate the traffic impacts of the proposed use.*

The proposed development is located on the south side of Old Archer Road which is effectively a service road parallel to the high occupancy arterial, Archer Road. The property is directly opposite the intersection where Old Archer Road opens into Archer Road and is configured with three driveways to facilitate safe and efficient traffic circulation. Access to the main Archer Road east/west arterial provides links to other east/west and north/south arterials connecting surrounding neighborhoods and regional service areas.

Public Works has determined that both roadways have adequate capacity to accommodate traffic associated with the development and has approved the development and associated access routes. The development is located in Zone A of the TMPA and must meet all requirements as stated in the Transportation Mobility Program Area Element of the Comprehensive Plan.

Condition 6.

During development plan review, the applicant shall provide traffic volumes, circulation and distribution data to establish compliance with the transportation and traffic circulation standards of the geographic area.

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

The concept plan shows dedicated spaces that can be used to satisfy the requirements for the minimum open space; and perimeter, interior and vehicular use area landscaping. Based on the Concept Plan, staff has determined that the proposed development has the potential to satisfy the general landscaping and screening requirement per the Land Development Code. Those areas are reflected in the Concept Plan depicted in Attachment "B". Additional landscaping shall be required along the south boundaries, adjacent to the stormwater basin and the residential development. The most critical area is on the east side where the development has a common boundary with the adjacent residential. The Concept Plan shows approximately 37 feet of space which is more than what is required to establish the required compatibility use buffer.

Condition 7.

During development plan review, the applicant shall provide a landscaping plan consistent with the conditions of the special use permit and the landscaping standards listed in Article VIII.

- 6. That the use or development conforms to the general plans of the city as embodied in the city comprehensive plan.**

The property is zoned MU-2 which is consistent with the land use designation of Mixed Use Medium Intensity. The uses proposed for the property are uses allowed by right in the MU-2 zoning district, except that twelve fueling stations are allowed by special use permit per the Comprehensive Plan. The proposed uses and development are therefore consistent with the intent of the Future Land Use Element of the Comprehensive Plan.

The project can be considered an infill development which is supported by Policy 2.1.1 of the Future Land Use Element of the Comprehensive Plan. The development can be described as a compact development which is supported by Objectives 1.5 and 2.1 of the comprehensive plan. It is also developed within close proximity to the urban core thus discouraging urban sprawl and promoting transportation choices. The development is consistent with Policy 1.2.5 in the manner in which it addresses the needs of local pedestrians through the implementation of several sidewalk routes connecting residential neighborhoods to frequently used surrounding neighborhood activity centers. The development has the potential of stimulating additional development and enhancing economic opportunities within the neighborhood; this is consistent with Policy 2.1.1 which seeks to encourage neighborhood enhancement and stabilization. Although the development is not in the Wellfield Protection Zone, care has been taken to ensure that the development is in compliance with the Alachua County Hazardous Material Code thus supporting the quality of life criteria of the Comprehensive Plan.

- 7. *That the proposed use or development meets the level of service standards adopted in the comprehensive plan and conforms with the concurrency management requirements of this chapter as specified in article III, division 2.***

The development shall meet all level of service requirements. Based on the above analysis, staff has determined that the information provided is sufficient to justify compliance with the criteria for issuing the special use permit. During development plan review, the development will be considered for a Certificate of Preliminary and Final Concurrency subject to meeting the TMPA requirements as listed in the TRC comments.

Condition 8.

The applicant shall be required to comply with all comments and conditions of the Technical Review Committee as included in Attachment "A".

Condition 9.

The layout and design of fueling positions shall ensure that pumps are positioned to serve only two vehicles at a time at each pump station.

Comprehensive Plan, Transportation Mobility Plan Areas (TMPA), Policy 10.4.9

The Comprehensive Plan allows a maximum of six fueling positions within all zoning districts except industrial zoning (no limitation), and a maximum of 12 fueling positions by Special Use Permit in MU-2, with final approval of the City Commission.

Policy 10.4.9 states that within the TMPA, retail petroleum sales at service stations and/or car washes, either separately or in combination with the sale of food or eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria in the Land Development Code for Special Use Permits, the following review standards shall apply:

- a. Site design shall enhance pedestrian/bicycle access to any retail and/or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.**

Old Archer Road commences at SW 23rd Street approximately 600 feet east of the subject property and continues to SW 34th Street. Sidewalks are provided along the north side of Old Archer Road providing a vital pedestrian link to properties along that roadway and to the bus stops and other crosswalks traversing Archer Road. Sidewalks are sporadic along the south side and occur mainly alongside recently improved properties. There are no sidewalks fronting the subject property along the south side of Old Archer Road. Improvement of the subject property will increase pedestrian, automobile and bus traffic to the site creating a need for an efficient pedestrian circulation in the vicinity. This should include direct links from the subject site to the residential development, the bus stop and the intersection corridor that feeds into Archer Road.

The principal use of the property as a gasoline station should not distract from the need for pedestrian access to the site as well as an internal network of sidewalks that link safely and efficiently to the external sidewalk system. The proposed uses will attract a high volume of pedestrian traffic which necessitates implementation of adequate and efficient sidewalk facilities. The wider sidewalk width is consistent with the pedestrian/sidewalk condition of the University Town Center, located further west on Old Archer Road. The Special Area Plans overlay districts also recommend 7-foot wide sidewalks on local streets within commercial, office and mixed use developments.

Condition 10.

During development plan review, the applicant shall provide a minimum 7-foot sidewalk along the full frontage of the property along Old Archer Road.

Condition 11.

During development plan review, the applicant shall submit a design that extends the pedestrian crosswalks system along Archer Road into Old Archer Road. The pedestrian walkway system shall include a safe connection to the adjacent bus stop and the adjacent residential development to the east. The minimum width of the sidewalk shall be 7 feet; if warranted, the design shall include a pedestrian lighting system that facilitates pedestrian safety across the intersection and access to the bus stop.

Condition 12.

During development plan review, the applicant shall include a design that provides a minimum of two sidewalk systems from the main on street sidewalk system into the main building and pedestrian services on the site.

Condition 13.

During development plan review, the applicant shall work with the adjacent residential development to provide a direct pedestrian connection to the facility.

Condition 14.

During development plan review, the applicant shall work with the adjacent auto repair facility to the west to provide a direct pedestrian and automobile connection to the facility.

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

The number and width of driveways have been approved by Public Works based on the location and nature of the site.

c. Policy 10.4.9 Additional Criteria c. (3)

Since the development is located within the MU-2 zoning district the Comprehensive Plan allows consideration of up to twelve positions through the special use permitting process. The development is proposing twelve fueling positions in accordance with the following criteria:

a. *The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;*

The property is approximately 2.52 acres and appears to have adequate space to accommodate a designed that would safely accommodate required access, turning movements for large suppliers and the necessary separation of facilities on the site. The applicant indicates that the conceptual development plan was designed using the AutoCAD's AutoTURN software to ensure that fuel trucks and delivery trucks could adequately navigate the site.

Condition 15.

During development plan review, the applicant shall demonstrate that the proposed access points, parking, internal circulation and fuel deposit areas can be accommodated safely and efficiently on the site without

diminishing the ability to comply with the required landscaping, buffering and other Land Development Code requirements.

b. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;

The applicant provided data indicating that the proposed development will generate an estimated 6,511 average daily trips that can be accommodated on the adjacent roadways without creating negative impacts. The access design is proposing replacement of one existing access driveway to the site with three access points. Public Works has recommended approval of the petition and the access design proposed for the development.

Condition 16.

During development plan review, the applicant will demonstrate implementation of the design and will comply with the TMPA requirements applicable to the site.

c. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;

Due to the site design, implementation of additional sidewalks, limited access points and pedestrian crosswalks, the additional fueling positions will not compromise pedestrian/bicycle safety in the area. There are no designated bicycle routes along the adjacent roadway. This leads to cyclists sharing the existing sidewalks with pedestrians causing conflicts between pedestrians and cyclists. The recommended minimum 7-foot wide sidewalk will help alleviate that situation.

d. The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals.

The proposed design is a unique approach to the industry and is intended to incorporate special features that will improve the architectural compatibility of the area and in many ways compliment the special design elements of the adjacent multi-family residential development. The concept plan depicts the building within the setback limits with glazing along the front façade and an orientation towards Old Archer Road. The architectural elements and building materials present an attractive façade along Old Archer Road.

The canopy housing the fueling positions is located along the west side of the building and offers very little direct exposure to the adjacent public right-of-way. The slant of the canopy is also unique and adds a special design to the facility. Light intensities are much higher at gasoline stations and particularly under the fueling canopy. It is recommended that careful consideration be given to the light screening design to minimize negative impacts of the tilted canopy onto the adjacent residential development.

Condition 17.

During development plan review, the applicant shall demonstrate that the fueling canopy is in compliance with the canopy lighting standards of the Land Development Code.

e. Cross-access or joint driveway usage is provided to other adjacent developments.

The subject property sits between two developed properties; a residential development to the east and an automobile repair facility to the west. Connectivity to the adjacent residential to the east is limited to a pedestrian access but that option is difficult due to the nature and type of existing improvements. There are greater and more realistic options for connectivity between the subject property and the existing automobile oriented use to the west. The two uses have more common attributes and can be viewed as supportive and highly compatible with each other.

Condition 18.

The development shall be designed to include both a pedestrian and automobile connection between the proposed use and the automobile use to the west. The development shall explore options for establishing a pedestrian connection along the east side to facilitate pedestrian connectivity.

f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged:

The development includes a building of approximately 5,600 square feet housing the retail convenience store, services for the gasoline retail and a unique indoor and outdoor eating place. The convenience store and eating place are consistent with the required standard and will encourage pedestrian and bicycle access to the site. Staff has also included a set of conditions intended to facilitate compliance with the development standards and to ensure that the facility will encourage and cater for pedestrian and bicycle access to the site.

Gasoline and alternative fuel service stations (GN-554), and food stores (MG-54) with accessory gasoline and alternative fuel pumps.

The MU-2 zoning district allows the proposed use in accordance with the specific standards outlined in Section 30-93 for gasoline service stations including the sale of alternative fuels for automobiles. Based on the Concept Plan it appears that the development can comply with the requirements of Section 30-93.

Condition 19.

During development plan review the development shall demonstrate compliance with the standards for convenience stores with accessory gasoline outlined in Section 30-93.

Outdoor cafes.

The concept plan shows the general location of an outdoor café which appears to have the potential of meeting the requirements of Section 30-87 of the land development code.

Condition 20.

During development plan review the applicant shall demonstrate compliance with the conditions of Section 30-87 of the Land Development Code.

Summary

The application for the Special Use Permit demonstrates the potential to be consistent with the criteria of the regular special use permit, the TMPA standards and the land development code. Because of the lack of a

development plan to confirm compliance with the required standards, staff has included a number of conditions intended to facilitate compliance during development plan review.

The development must meet State and Regional requirements related to air emissions, surface and groundwater emission, noise, truck traffic, odor and glare. Based on the above analysis, staff has determined that the information provided is sufficient to justify compliance with the criteria for issuing the TMPA Special Use Permit and the general Special Use Permit.

Special Use Permit Conditions

Condition 1.

The Special Use Permit may be approved subject to approval of the Land Use and Zoning by the City Commission.

Condition 2.

During development plan review, the applicant shall demonstrate compliance with the building setback limits as outlined in the Land Development Code.

Conditions 3.

During development plan review, the applicant shall demonstrate compliance with the parking standards of the Land Development Code.

Condition 4.

During development plan review, the applicant shall submit a photometric plan which shall demonstrate compliance with all aspects of the photometric standards applicable to the development. Consideration of any waivers shall not allow light intensities onto the adjacent property of the residential development of more than 0.5fc at any time.

Condition 5.

A fifteen-foot wide compatible use buffer with screening vegetation shall be provided along the east boundary of the property. The buffer shall be a Type "C" with the required vegetation and trees which shall be 65 gallons at the time of planting.

Condition 6.

During development plan review, the applicant shall provide traffic volumes, circulation and distribution data to establish compliance with the transportation and traffic circulation standards of the geographic area.

Condition 7.

During development plan review, the applicant shall provide a landscaping plan consistent with the conditions of the special use permit and the landscaping standards listed in Article VIII.

Condition 8.

The applicant shall be required to comply with all requirements of the Technical Review Committee as included in Attachment "A".

Condition 9.

The layout and design of fueling positions shall ensure that pumps are positioned to serve only two vehicles at a time at each pump station.

Condition 10.

During development plan review, the applicant shall provide a minimum 7-foot sidewalk along the full frontage of the property along Old Archer Road.

Condition 11.

During development plan review, the applicant shall submit a design that extends the pedestrian crosswalks system along Archer Road into Old Archer Road. The pedestrian walkway system shall include a safe connection to the adjacent bus stop and the adjacent residential development to the east. The minimum width of the sidewalk shall be 7 feet; if warranted, the design shall include a pedestrian lighting system that facilitates pedestrian safety across the intersection and access to the bus stop.

Condition 12.

During development plan review, the applicant shall include a design that provides a minimum of two sidewalk systems from the main on street sidewalk system into the main building and pedestrian services on the site.

Condition 13.

During development plan review, the applicant shall work with the adjacent residential development to provide a direct pedestrian connection to the facility.

Condition 14.

During development plan review, the applicant shall work with the adjacent auto repair facility to the west to provide a direct pedestrian and automobile connection to the facility.

Condition 15.

During development plan review, the applicant shall demonstrate that the proposed access points, parking, internal circulation and fuel deposit areas can be accommodated safely and efficiently on the site without diminishing the ability to comply with the required landscaping, buffering and other Land Development Code requirements.

Condition 16.

During development plan review, the applicant will demonstrate implementation of the design and will comply with the TMPA requirements applicable to the site.

Condition 17.

During development plan review, the applicant shall demonstrate that the fueling canopy is in compliance with the canopy lighting standards of the Land Development Code.

Condition 18.

The development shall be designed to include both a pedestrian and automobile connection between the proposed use and the automobile use to the west. The development shall explore options for establishing a pedestrian connection along the east side to facilitate pedestrian connectivity.

Condition 19.

During development plan review the development shall demonstrate compliance with the standards for convenience stores with accessory gasoline outlined in Section 30-93.

Condition 20.

During development plan review the applicant shall demonstrate compliance with the conditions of Section 30-87 of the Land Development Code.

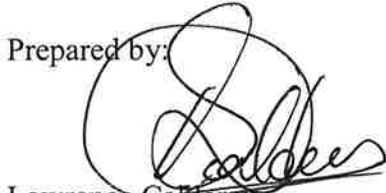
Respectfully submitted,



Wendy Thomas

Director of Department of Doing

Prepared by:



Lawrence Calleron

Lead Planner

List of Attachments:

Attachment A: Technical Review Committee Comments

Attachment B: Concept Plans & Maps

Attachment C: Application and Neighborhood Workshop Information

Attachment D: Comprehensive Plan and Land Development Code References

Attachment E: Additional Information from the Applicant Related to Setbacks, Parking and Signage

Attachment A:
Technical Review Committee Comments

	A	B	C	D	E	G	H
1	<div><div><div></div><div></div><div></div></div><div>Department of Doing</div><div>Technical Review Committee Comments and Conditions</div></div>						
2							
4							
6							
6	Project Name: DB-17-00048 SPL Old Archer Road Fueling Station						
8	Department	File	Changemark Details	Applicant Response	Markup Date	Staff	
9	Transportation Mobility	Conceptual Development Plan.pdf	1. In accordance with Policy 10.6.1 of the Transportation Mobility Element, parking in excess of that required by the Land Development Code shall be prohibited within the Transportation Mobility Program Area (TMPA). With + 5,636 square feet of floor area, and a parking standard of 1 space per 200 square feet of floor area, 28 spaces are required for the convenience store. For the outdoor restaurant, 11 spaces are required for a total of 39 required spaces Vehicular parking that exceeds the amount required by more than 10 spaces or 10%, whichever is greater is excess parking. In this case the number of spaces beyond 49 spaces is considered excess parking.		06/27/2017 4:07 PM	Excess parking	
10	Gainesville Fire Rescue Department	Conceptual Development Plan.pdf	Be sure a fire truck can make this turn (in the SE corner). It looks to be a roughly 120 degree turn. I see pavement is widened, please include a graphic/calculations of sufficient room to turn.		06/09/2017 6:26 PM	Burgett	
11	Urban Forestry	Conceptual Development Plan.pdf	Earline Luhrman 06/09/2017 03:30 PM Conditions for Special Use Permit: Action, For Discussion The Conceptual Plan plan needs a few adjustments. The tranformer is located in the a terminal landscape island that requires a shade tree. Please make sure all perimeter landscape planting areas indicate a nine (9) foot planting strip for shade trees and shrubs including the vehicular use areas. Stormwater basins shall be planted wtih an average of one tree every 35 linear feet of the basin perimeter. Twenty-five percent or more of the appropriae planting area of the basin perimeter or littoral zone shall be landscaped with shrubs, groundcover, native perennials or aquatic plants. Required landscape islands require shade trees. All shade trees need to be proposed in 30-gallon containers or larger. Street trees are required along all street fontages and please indicate shade street trees on 40' centers		06/13/2017 8:48 AM	Earline	
12	Public Works - Design	Conceptual Development Plan.pdf	What mechanism will be used to prohibit the left in and left out movements?	The western-most driveway will be changed to full-access rather than a right-in/right-out, as originally proposed.	05/22/2017 8:13 AM	RM	

	A	B	C	D	E	G	H
8	Department	File	Changemark Details	Applicant Response	Markup Date	Staff	
13	Planners	Conceptual Development Plan.pdf	Pleaase provide information pertaining to the setbacks of existing building within the block face so that the proper setback for the building can be determined. Based on the devellopment sandard the maximum setback must be the average of building within the same block face.(this pertains to both sides of the street per the definition of block face). Since this is a concept, the information will be required during development plan review. However, this comment will be a part of the Special Use Permit.	<p>To meet the requirements of LDC §30-65(c)(1)a, a map showing existing setbacks, both on Old Archer Road and the north side of Archer Road, was presented to staff during the TRC meeting. Staff requested a more detailed explanation of methodology and a closer analysis of the “block face” definition within the LDC.</p> <p>The attached Setbacks Map meets staff’s requests. The analysis determined average front building setbacks measure 85.7’, which is greater than the proposed 67’ setback of this application.</p> <p>The site’s block face (along Old Archer Road) was established by first measuring the distance between SW 23rd Terrace and SW 23rd Street. Since the distance is greater than 1,320’, the block was split into two equal parts. The site’s majority frontage was within the east portion. Therefore, the site’s block frontage includes the project site and all properties east to SW 23rd Street (i.e. The Bartram).Buildings on the opposite side of the street are located along the north side of</p>	05/19/2017 3:27 PM	Lawrence	
14	Planners	Conceptual Development Plan.pdf	Please not that the side setback is based on adjacency to residential; the required setback on the side adjacenntt to residential is 25 feet or the 45 degree angle of light whichever is greater.	Noted. The concept plan shows a ±36’ setback from the eastern property boundary, which is consistent with the LDC	05/19/2017 3:27 PM	Lawrence	
15	Planners	Conceptual Development Plan.pdf	<p>1. Please note that the allowable use is classified as Food Store with Accessory Gasoline. The standards for Articiel VI pertaining to the ue is applicable.</p> <p>2. Please note that the standards listed in Article VI shall apply. Sec. 30-93. - Gasoline and alternative fuel service stations (GN-554), and food stores (MG-54) with accessory gasoline and alternative fuel pumps.</p> <p>3. Note repair facilities, carwashes, vending machines and general vending machines are regulated under Article VI.</p>	Noted. The desired onsite uses will meet the appropriate standards.	05/19/2017 3:27 PM	Lawrence	
16	Planners	Conceptual Development Plan.pdf	<p>1. Please note that this facility is within 75 feet of residential and must strickly comply with the lighting standards of the Land Development Code.</p> <p>2. Canopy lighting has special standards which are applicable to the site with a large canopy. Considering the proximity to the adjacent residential development; spill over lighting from the canopy system must be carefully considered.</p> <p>3. Please provide information concerning the operating hours of the facility; this is important in terms of the need to reduce lighting intensities after operating hours.</p>	<p>Noted.</p> <p>1 & 2. Building, canopy, and parking area lighting will meet LDC standards.</p> <p>3. The facility will operate 24-hours per day. Lighting is controlled for daytime, nighttime, and inclement weather.</p>	05/19/2017 3:27 PM	Lawrence	
17	Planners	Conceptual Development Plan.pdf	<p>1. Please note that the development to the east has a well buffered landcaped screen between the adjacent uses; it is strongly recommended that this relationship be maintained or improved.</p> <p>2. The south portion of the property, where the stormwater basin is proposed, shows some</p>	<p>1. The LDC requires a Type ‘A’ buffer (9’-wide) along the east property boundary, which will complement the existing buffer on</p>	05/19/2017 3:27 PM	Lawrence	

	A	B	C	D	E	G	H
8	Department		File	Changemark Details	Applicant Response	Markup Date	Staff
18	Planners		Conceptual Development Plan.pdf	It would seem prudent to explore pedestrian or other modes of connectivity between the adjacent residential and commercial to the east and west. This would be consistent with several of the goals and objectives of the Comprhensive Plan. I am aware that there is opposition to the project from the Bartram so the internal one to the Bartram may not be	The concept plan shows a sidewalk connection along the site's frontage, connecting to the existing to the east (in front of The Bartram).	05/19/2017 3:27 PM	Lawrence
19	Planners		Conceptual Development Plan.pdf	Is it possible to consider relocation of this transformer; it is in a landscape island and also at the front of the development.	The transformer will be discussed with Gainesville Regional Utilities (GRU) to determine the best location. An existing Public Utility	05/19/2017 3:27 PM	Lawrence
20	Planners		Conceptual Development Plan.pdf	Given the relationship of the bus stop and the placement of this new development, there may be a need to rethink the relationship of the bus stop, sidewalks and pedestrian crossing to better fit all surrounding areas.	Improvements to proposed bus stop connections shall be explored during Development Plan review.	05/19/2017 3:27 PM	Lawrence
21	Planners		Conceptual Development Plan.pdf	In light of the standards listed in Policy 10.4.9, the building elevation and architectural elements should be given consideration and its relationship to the adjacent street. That section of the Policy also addresses the number of driveways; please pay close	The end user includes glazing and other façade treatments on the front of buildings. The revised concept plan shows the building floor plan.	05/19/2017 3:27 PM	Lawrence
22	Planners		Conceptual Development Plan.pdf	Per the reference below: All applications for a Special Use Permit must include a "Development Plan" of a "Master Plan". Should staff accept your Concept Plan as fulfilling that requirement?	Noted. Additional materials shall be provided upon request.	05/19/2017 3:27 PM	Lawrence
23	Planners		Conceptual Development Plan.pdf	Please confirm that this sign is on the subject property and please indicate any proposed modification to the sign.	The billboard sign is onsite. No mention of the billboard or its remaining lease has occurred.	05/19/2017 3:27 PM	Lawrence
24	GRUCom		Conceptual Development Plan.pdf	GRUCOM FACILITIES RUN OVERHEAD ALON OLD ARCHER RD ON GRU POLE LINE. IF CUSTOMER DESIRES GRUCOM SERVICE PLEASE CALL THE SALES DEPT AT 352-334-3400 AND INSTALL A 2" MIN CONDUIT WITH PULL STRING FROM DMARC INSIDE THE BLDG TO THE	GRUCOM is likely to be utilized. Confirmation/coordination will occur during development plan review.	05/11/2017 9:33 AM	DBS-GRUCOM
25	Transportation Mobility		Conceptual Development Plan.pdf	1. In accordance with Policy 10.6.1 of the Transportation Mobility Element, parking in excess of that required by the Land Development Code shall be prohibited within the Transportation Mobility Program Area (TMPA). With + 5,636 square feet of floor area, and a parking standard of 1 space per 200 square feet of floor area, 28 spaces are required.	The parking calculation has been revised to more accurately reflect the intended uses and the unique needs of the end user. The revised	05/09/2017 11:09 AM	Excess Parking

MEMORANDUM

To:	Lawrence Calderon, City of Gainesville, Lead Planner	16-0667
From:	Ryan Thompson, AICP, Project Manager	
Date:	June 8, 2017	
Re:	Wawa on Old Archer Road, Special Use Permit – Response to TRC Comments	

The following are responses to City of Gainesville Technical Review Committee (TRC) comments received on May 23rd and clarification received from staff on June 1st regarding the above-referenced project:

Item	Subject	Comment	Response
1	Access	What mechanism will be used to prohibit the left in and left out movements?	The western-most driveway will be changed to full-access rather than a right-in/right-out, as originally proposed.
2	Front Building Setback	Please provide information pertaining to the setbacks of existing building within the block face so that the proper setback for the building can be determined. Based on the development standard the maximum setback must be the average of building within the same block face. (this pertains to both sides of the street per the definition of block face). Since this is a concept, the information will be required during development plan review. However, this comment will be a part of the Special Use Permit.	<p>To meet the requirements of LDC §30-65(c)(1)a, a map showing existing setbacks, both on Old Archer Road and the north side of Archer Road, was presented to staff during the TRC meeting. Staff requested a more detailed explanation of methodology and a closer analysis of the “block face” definition within the LDC.</p> <p>The attached Setbacks Map meets staff’s requests. The analysis determined average front building setbacks measure 85.7’, which is greater than the proposed 67’ setback of this application.</p> <p>The site’s block face (along Old Archer Road) was established by first measuring the distance between SW 23rd Terrace and SW 23rd Street. Since the distance is greater than 1,320’, the block was split into two equal parts. The site’s majority frontage was within the east portion. Therefore, the site’s block frontage includes the project site and all properties east to SW 23rd Street (i.e. The Bartram).</p>

			<p>Buildings on the opposite side of the street are located along the north side of Archer Road. Due to the site's location along this corridor, this frontage is split between two block faces located both east and west of SW 23rd Drive. Therefore, two block faces were used to establish buildings setbacks on the opposite side of the street: all parcels within 1,320' of SW 23rd Drive, measuring both east and west.</p> <p>The location of building fronts were established using both aerial imagery and property appraiser GIS data. Setbacks were then measured from the property appraiser tax parcel line to the building front.</p> <p>A table is included in the Setback Map that shows the calculations used to determine an overall maximum setback.</p>
3	Side Setback	Please note that the side setback is based on adjunct to residential; the required setback on the side adjacent to residential is 25 feet or the 45 degree angle of light whichever is greater.	Noted. The concept plan shows a ±36' setback from the eastern property boundary, which is consistent with the LDC requirement.
4	Allowable Use	<p>1. Please note that the allowable use is classified as Food Store with Accessory Gasoline. The standards for Article VI pertaining to the use is applicable.</p> <p>2. Please note that the standards listed in Article VI shall apply. Sec. 30-93. - Gasoline and alternative fuel service stations (GN-554), and food stores (MG-54) with accessory gasoline and alternative fuel pumps.</p> <p>3. Note repair facilities, carwashes, vending machines and general vending machines are regulated under Article VI.</p>	Noted. The desired onsite uses will meet the appropriate standards.
5	Site Lighting and Canopy Lighting	<p>1. Please note that this facility is within 75 feet of residential and must strictly comply with the lighting standards of the Land Development Code.</p> <p>2. Canopy lighting has special standards which are applicable to the site with a large canopy. Considering the proximity to the adjacent residential development; spill over lighting from</p>	<p>Noted.</p> <p>1 & 2. Building, canopy, and parking area lighting will meet LDC standards.</p> <p>3. The facility will operate 24-hours per day. Lighting is controlled for daytime, nighttime, and inclement weather.</p>

		<p>the canopy system must be carefully considered.</p> <p>3. Please provide information concerning the operating hours of the facility; this is important in terms of the need to reduce lighting intensities after operating hours.</p>	
6	Perimeter Screening and Landscaping	<p>1. Please note that the development to the east has a well buffered landscaped screen between the adjacent uses; it is strongly recommended that this relationship be maintained or improved.</p> <p>2. The south portion of the property, where the stormwater basin is proposed, shows some existing tree growth; this should be analyzed carefully prior to any removal in terms of placement of the stormwater area.</p>	<p>1. The LDC requires a Type 'A' buffer (9'-wide) along the east property boundary, which will complement the existing buffer on The Bartram property.</p> <p>2. Trees will be evaluated prior to determination of stormwater area. Tree removal will be consistent with LDC requirements.</p>
7	Connectivity	<p>It would seem prudent to explore pedestrian or other modes of connectivity between the adjacent residential and commercial to the east and west. This would be consistent with several of the goals and objectives of the Comprehensive Plan. I am aware that there is opposition to the project from the Bartram so the internal one to the Bartram may not be feasible but I am merely listing "Options" for pedestrian connections.</p>	<p>The concept plan shows a sidewalk connection along the site's frontage, connecting to the existing to the east (in front of The Bartram). Pedestrian connections shall be implemented where practicable.</p>
8	Location of Transformer	<p>Is it possible to consider relocation of this transformer; it is in a landscape island and also at the front of the development.</p>	<p>The transformer will be discussed with Gainesville Regional Utilities (GRU) to determine the best location. An existing Public Utility Easement (PUE) may limit location options.</p>
9	Pedestrian Access and Associated Sidewalks	<p>Given the relationship of the bus stop and the placement of this new development, there may be a need to rethink the relationship of the bus stop, sidewalks and pedestrian crossing to better fit all surrounding areas.</p>	<p>Improvements to proposed bus stop connections shall be explored during Development Plan review.</p>
10	Architectural Elevations and Site Design	<p>In light of the standards listed in Policy 10.4.9, the building elevation and architectural elements should be given consideration and its relationship to the adjacent street.</p> <p>That section of the Policy also addresses the number of driveways; please pay close attention to Policy 10.4.9 (c) (3) (f).</p>	<p>The end user includes glazing and other façade treatments on the front of buildings. The revised concept plan shows the building floor plan.</p> <p>The City of Gainesville Public Works Department has indicated the proposed number and width of driveways is acceptable.</p>
11	Overall Comment	<p>Per the reference below:</p> <p>All applications for a Special Use Permit must include a "Development</p>	<p>Noted. Additional materials shall be provided upon request.</p>

		<p>Plan" of a "Master Plan". Should staff accept your Concept Plan as fulfilling that requirement?</p> <p>Please be advised that Preliminary and Final Development Plan review and approval will be required prior to undertaking any approvals of the Special Use Permit. The board may at its discretion require additional information which may include a more detailed plan.</p> <p>Sec. 30-234. - Procedures for approval.</p> <p>(a) Application submittal requirements. Each application shall be filed with the city's planning and development services department on the form prescribed. Applications must include a development plan or master plan in accordance with this article. Any incomplete applications will be returned to the applicant. The application must include proof of having met the requirements of section 30-350(b), citizen participation.</p>	
12	Billboard Sign	Please confirm that this sign is on the subject property and please indicate any proposed modification to the sign.	The billboard sign is onsite. No mention of the billboard or its remaining lease has occurred.
13	DBS-GRUCOM	<p>GRUCOM FACILITIES RUN OVERHEAD ALONG OLD ARCHER RD ON GRU POLE LINE.</p> <p>IF CUSTOMER DESIRES GRUCOM SERVICE PLEASE CALL THE SALES DEPT AT 352-334-3400 AND INSTALL</p> <p>A 2" MIN CONDUIT WITH PULL STRING FROM DMARC INSIDE THE BLDG TO THE R/W IN THE AREA OF POLE 37507 OR POLE 56032.</p>	GRUCOM is likely to be utilized. Confirmation/coordination will occur during development plan review.
14	Excess Parking	1. In accordance with Policy 10.6.1 of the Transportation Mobility Element, parking in excess of that required by the Land Development Code shall be prohibited within the Transportation Mobility Program Area (TMPA). With + 5,636 square feet of floor area, and a parking standard of 1 space per 200 square feet of floor area, 28 spaces are required. Vehicular parking that exceeds the amount required by more than 10 spaces or 10%, whichever is greater, is excess parking. In this case the number of spaces beyond 38 spaces is considered excess parking.	<p>The parking calculation has been revised to more accurately reflect the intended uses and the unique needs of the end user. The revised number of permitted parking spaces is 51, which can be increased to 61, per LDC §30-333. A breakdown of uses and required parking spaces is outlined in Table 1.</p> <p>The end user is not a typical fueling station, as additional food and convenience options are provided. These uses require more parking than standard fueling stations</p>

			<p>because patrons typically stay longer and more employees are required to serve patrons, stock goods, and clean facilities.</p> <p>The building's interior is a combination of both convenience store and restaurant, as shown on the revised concept plan. Since both convenience store and restaurant without seating require the same number of parking spaces per Gross Floor Area (GFA), they have been combined as a single use in Table 1.</p> <p>The outdoor seating is considered a Restaurant with seating, since it is the only seating area for restaurant and/or store patrons. Therefore, the 24 outdoor seats require 11 additional parking spaces.</p> <p>Last, the end user requires considerably more employees than a typical fueling station, which has a maximum 1-3 employees per shift. This end user will require at least 12 employees during the largest shift, including clerks, cashiers, servers, stockers, custodians, etc. Therefore, additional parking is required to accommodate the employees. The parking standard for employees is consistent with other uses identified in LDC §30-332 – Required number of parking spaces, which requires one space per employee in the largest shift.</p>
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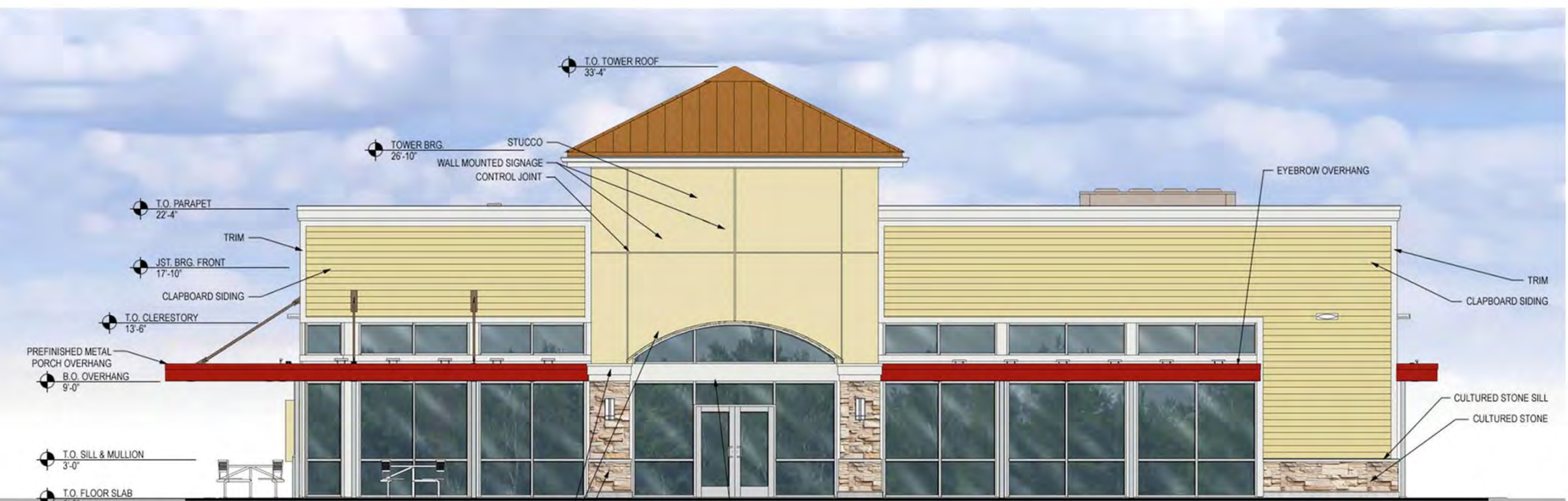
Table 1: Parking Quantity Calculation

Use	Size/Quantity	Requirement	Required Spaces
Convenience Store / Restaurant - no seating	5,636	1:200 sf of GFA	28
Restaurant - seating	24	3, plus 1:3 seats	11
Employees	12	1 per each employee in the largest work shift	12
Total:			51

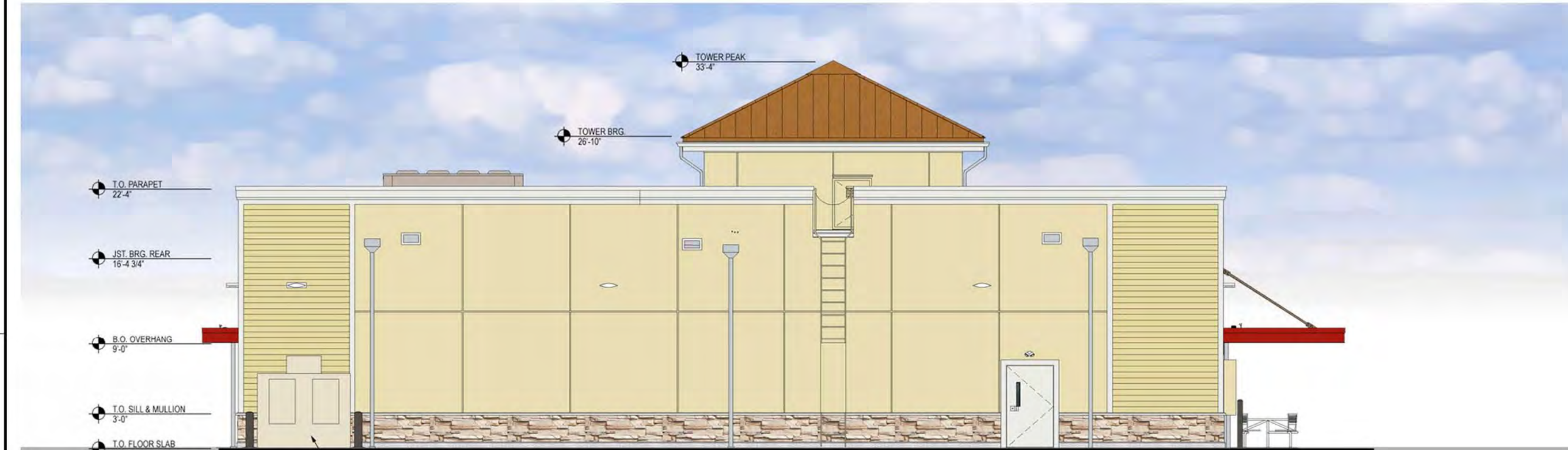
Attachment B:
Concept Plan and Site Maps



RIGHT (SOUTHEAST) ELEVATION



FRONT (SOUTHWEST) ELEVATION
61% WINDOW GLAZING BETWEEN 3'-0" AND 8'-0" A.F.F.

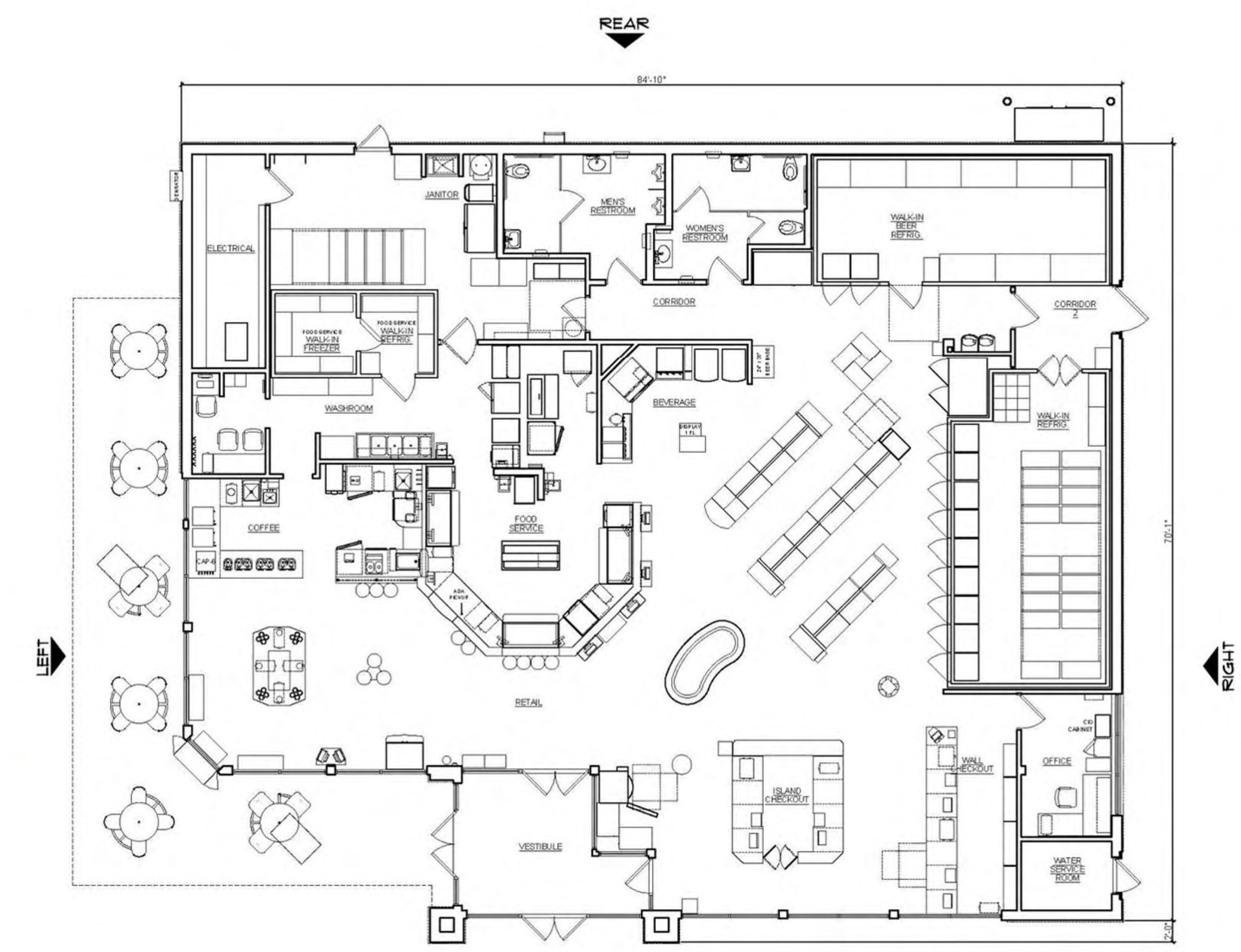


REAR (NORTHEAST) ELEVATION



LEFT (NORTHWEST) ELEVATION (SW ARCHER RD.)
44% WINDOW GLAZING BETWEEN 3'-0" AND 8'-0" A.F.F.

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



FLOOR PLAN

1830 NW 76th Drive
Gainesville, Florida 32607
(850) 881-1976 / (850) 331-2476
WWW.CHIA-FL.COM

CHIA
Professional Consultants

1"=40'
VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALE ACCORDINGLY

CLIENT: FUELING STATION, OIL AND GAS FACILITY SUB APPLICATION

PROJECT: SUBMITTAL - JUNE 8, 2017

CONSTRUCTION REV. REVISIONS

DESIGNER: R. THOMPSON

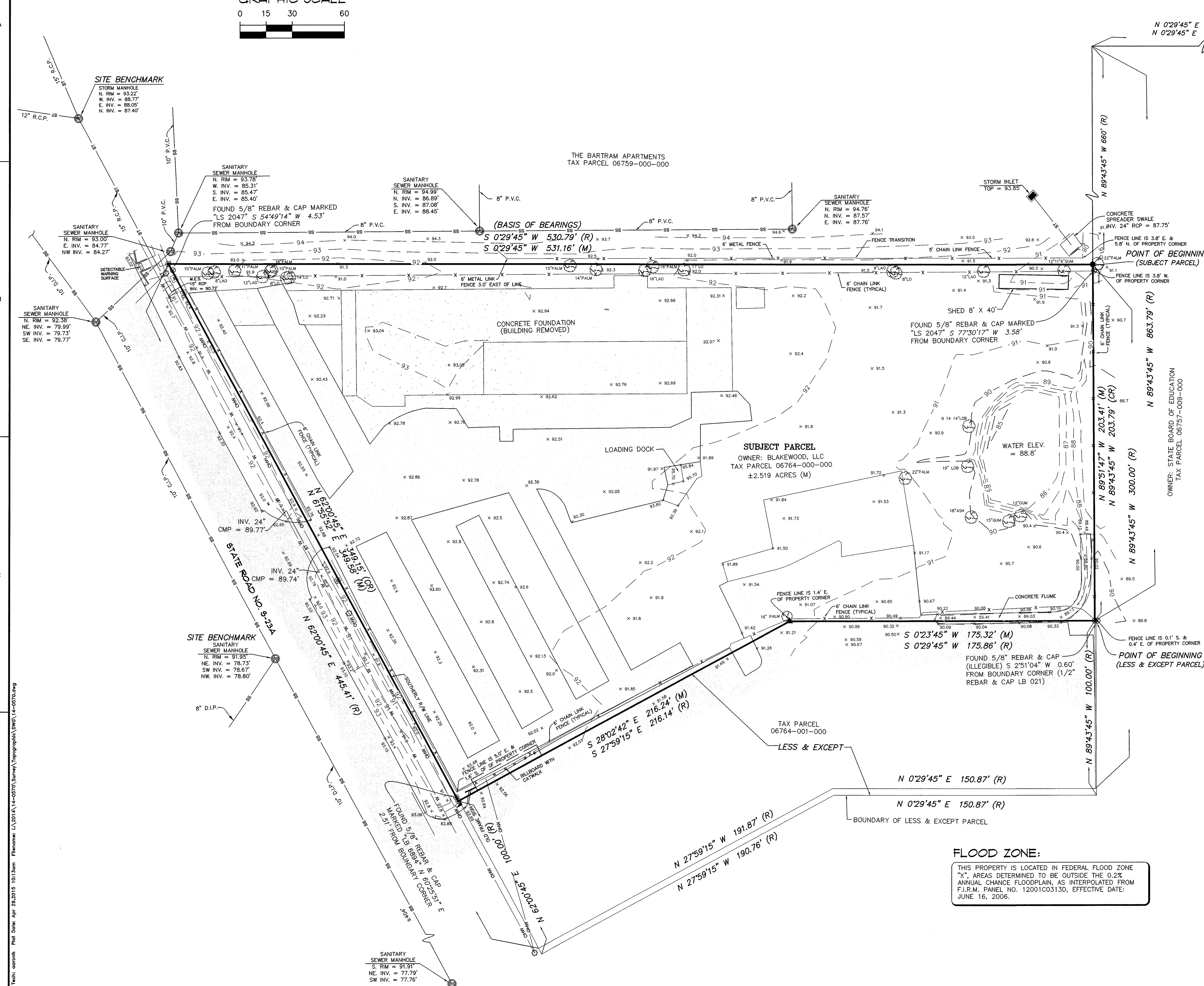
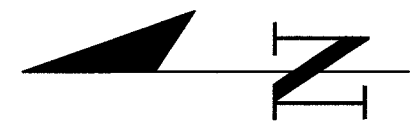
QUALITY CONTROL: C. BRASHER

PROJECT NUMBER: 16-0667

ELEVATIONS AND FLOOR PLAN

SHEET NO.: 2

BOUNDARY & TOPOGRAPHIC SURVEY
LOCATED IN SECTION 12, TOWNSHIP 10 SOUTH, RANGE 19 EAST,
CITY OF GAINESVILLE, ALACHUA COUNTY, FLORIDA



LEGEND

- ▲ = FOUND NAIL & DISK (ILLEGIBLE)
- = SET 5/8" REBAR & CAP MARKED "CHW LB 5075"
- ⊗ = FOUND 5/8" REBAR & CAP (ILLEGIBLE)
- ⊙ = FOUND REBAR & CAP MARKED AS NOTED
- (M) = CALCULATED FROM FIELD MEASUREMENTS
- (R) = RECORD
- (CR) = CALCULATED FROM RECORD
- R/W = RIGHT OF WAY
- O.R.B. = OFFICIAL RECORDS BOOK
- R.C.P. = REINFORCED CONCRETE PIPE
- PVC = POLYVINYL CHLORIDE
- D.I.P. = DUCTILE IRON PIPE
- C.I.P. = CAST IRON PIPE
- INV. = INVERT
- M.E.S. = MITERED END SECTION
- ELEV. = ELEVATION
- LO = LIVE OAK
- LAO = LAUREL OAK
- LOB = LOBLOLLY PINE
- ⊕ = WOOD POWER POLE
- ⊕ = TELEPHONE PEDESTAL
- ⊕ = WATER VALVE
- ⊕ = STORM MANHOLE
- ⊕ = SANITARY SEWER MANHOLE
- ⊕ = WATER METER
- ⊕ = WATER LINE MARKER
- = OVERHEAD WIRES
- = WATER LINE (12" D.I.P.)
- = STORM LINE
- = SANITARY SEWER LINE
- = CONTOUR LINE
- = ASPHALT SURFACE
- = ASPHALT SURFACE IN POOR CONDITION
- = CONCRETE SURFACE
- X 92.4 = SPOT ELEVATION (PERVIOUS SURFACE)
- X 92.07 = SPOT ELEVATION (IMPERVIOUS SURFACE)

SURVEYOR'S NOTES:

- BEARINGS SHOWN HEREON ARE REFERRED TO A VALUE OF SOUTH 0°29'45" WEST FOR THE EASTERLY LINE OF THE SUBJECT PARCEL. SAID BEARING BEING IDENTICAL TO THE DESCRIPTION OF RECORD.
- NO UNDERGROUND INSTALLATION OF UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN.
- THE SURVEYOR HAS NO KNOWLEDGE OF UNDERGROUND FOUNDATIONS WHICH MAY ENCROACH.
- INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR VIA OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, AGENT FILE REFERENCE "BLAKEWOOD, LLC", DATED MARCH 29, 2015. A SEARCH OF THE PUBLIC RECORDS HAS NOT BEEN DONE BY THIS SURVEYOR.
- INFORMATION FROM FEDERAL EMERGENCY MANAGEMENT AGENCY, (F.E.M.A.) FLOOD INSURANCE RATE MAP(S), SHOWN ON THIS MAP WAS CURRENT AS OF THE REFERENCED DATE. MAP REVISIONS AND AMENDMENTS ARE PERIODICALLY MADE BY LETTER AND MAY NOT BE REFLECTED ON THE MOST CURRENT MAP.
- FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
- IN THE OPINION OF THIS SURVEYOR, THE PERIMETER LINES AS SHOWN HEREON REPRESENT THE LOCATION OF THE BOUNDARY LINES OF THE SUBJECT PARCEL IN RELATION TO THE DESCRIPTION OF RECORD AND THOSE EXISTING LAND CORNERS FOUND TO BE ACCEPTABLE BY THIS SURVEYOR.
- VERTICAL DATUM SHOWN HEREON IS BASED ON NAVD 88 DATUM AS PROJECTED FROM A PRIOR SURVEY PREPARED BY BRINKMAN SURVEYING & MAPPING INC. UNDER PROJECT NUMBER 001-05, DATED 01/28/2005.
- THIS PROPERTY IS SUBJECT TO THE EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION AS RECORDED IN OFFICIAL RECORDS BOOK 503, PAGE 381; ASSIGNMENT TO THE CITY OF GAINESVILLE RECORDED OFFICIAL RECORDS BOOK 899, PAGE 238. (BLANKET EASEMENT OVER ENTIRE PARCEL & ADJOINING PARCEL TO THE WEST)

DESCRIPTION: (PER FURNISHED TITLE COMMITMENT)

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 10 SOUTH, RANGE 19 EAST AND RUN NORTH 00 DEGREES, 29 MINUTES, 45 SECONDS EAST, 659.32 FEET, THENCE RUN NORTH 89 DEGREES, 43 MINUTES, 45 SECONDS WEST, 660 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 89 DEGREES, 43 MINUTES, 45 SECONDS WEST, 300 FEET, THENCE RUN NORTH 00 DEGREES 29 MINUTES, 45 SECONDS EAST, 150.87 FEET, THENCE RUN NORTH 27 DEGREES, 59 MINUTES, 15 SECONDS WEST, 191.87 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF STATE ROAD NO. S-23A (66 FOOT RIGHT OF WAY AS MAINTAINED BY S.R.D.) THENCE RUN NORTH 62 DEGREES, 00 MINUTES, 45 SECONDS EAST ALONG SAID RIGHT OF WAY 445.21 FEET, THENCE RUN SOUTH 00 DEGREES, 29 MINUTES, 45 SECONDS WEST, 530.79 FEET TO THE POINT OF BEGINNING, ALL BEING AND LYING IN THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 12, TOWNSHIP 10 SOUTH, RANGE 19 EAST, ALACHUA COUNTY, FLORIDA.

LESS & EXCEPT: COMMENCE AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 10 SOUTH, RANGE 19 EAST, AND RUN NORTH 00 DEGREES, 29 MINUTES, 45 SECONDS EAST, 659.32 FEET, THENCE RUN NORTH 89 DEGREES, 43 MINUTES, 45 SECONDS WEST, 663.79 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 89 DEGREES, 43 MINUTES, 45 SECONDS WEST, 100 FEET, THENCE RUN NORTH 00 DEGREES, 29 MINUTES, 45 SECONDS EAST, 150.87 FEET, THENCE RUN NORTH 27 DEGREES, 59 MINUTES, 15 SECONDS WEST, 190.76 FEET TO MAINTAINED RIGHT-OF-WAY LINE OF STATE ROAD NO. S-23A, THENCE RUN ALONG SAID RIGHT-OF-WAY LINE, NORTH 62 DEGREES, 00 MINUTES, 45 SECONDS EAST, 100 FEET, THENCE RUN SOUTH 27 DEGREES, 59 MINUTES, 15 SECONDS EAST, 216.14 FEET, THENCE RUN SOUTH 00 DEGREES 29 MINUTES, 45 SECONDS WEST, 175.86 FEET TO THE POINT OF BEGINNING.

FLOOD ZONE:

THIS PROPERTY IS LOCATED IN FEDERAL FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS INTERPOLATED FROM F.I.R.M. PANEL NO. 120001C03130, EFFECTIVE DATE: JUNE 16, 2008.

132 NW 78th Drive
Gainesville, FL 32609
(352) 331-0717
www.chw-inc.com
FLORIDA
LB-5075
est. 1988

CHW
Professional Consultants

SCALE: 1" = 30'
VERIFY SCALE
DATE: 04/21/2014
BY: [Signature]
IF NOT ONE INCH ON
SCALES ACCORDINGLY.

GATE PETROLEUM COMPANY
BLAKEWOOD, LLC
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
CLAUDE COFFEY, P.A.
ROGERS TOWERS

CERTIFIED TO:
SURVEY DATE: 04/21/2014
REVISION DATE:
PROJECT NUMBER: 14-0570
TECHNICAL: [Signature]
DRAWN BY: [Signature]
CHECKED BY: [Signature]
DATE: 04/21/2014

AARON H. HICKMAN
Professional Surveyor
License No. 6791

This map prepared by:
Certificate of Authorization No. LB 5075
NOT VALID WITHOUT THE SIGNATURE AND
ORIGINAL RAISED SEAL OF A FLORIDA
LICENSED SURVEYOR AND MAPPER



ILLUSTRATION 1A:
CONTEXT MAP

Old Archer Road Development Plan Application


NORTH

Projection: NAD 1983, StatePlane
Florida, North Central Zone
Datum: North American 1983
False Easting: 1000000.000000
Central Meridian: -84.500000
Standard Parallel 1: 29.563333
Standard Parallel 2: 29.563333
Latitude of Origin: 29.000000
GCS: North American, 1983
Prepared by: Employee 391
Date: Dec 16, 2014

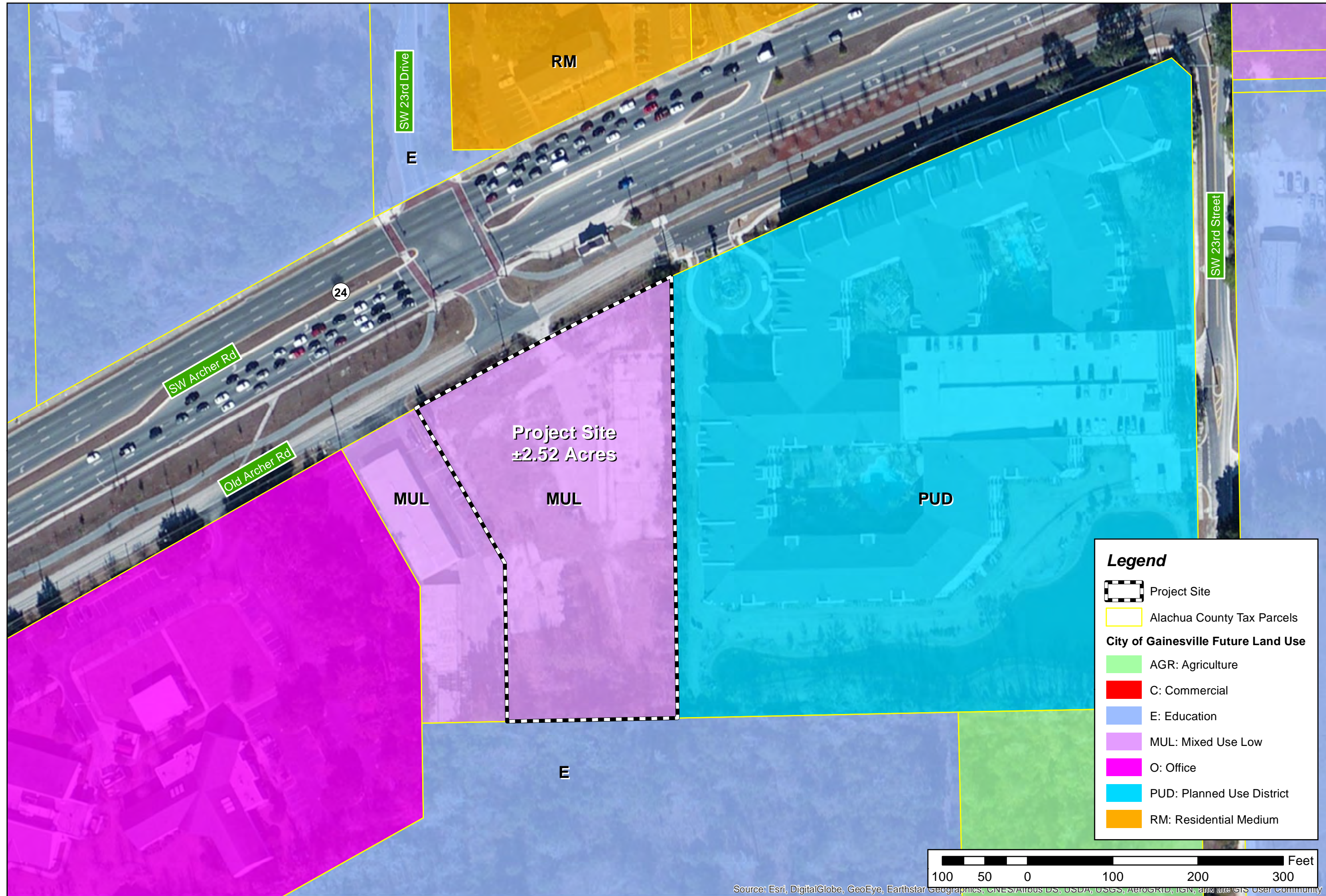

CH2M
Professional Consultants

File: L:\2014\14-0570\Planning\GISMXDs\1A

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

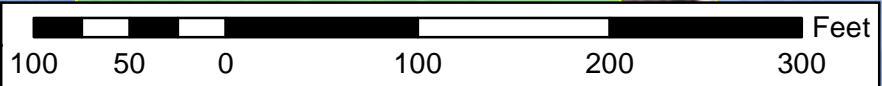


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Legend

- Project Site
- Alachua County Tax Parcels
- City of Gainesville Future Land Use**
- AGR: Agriculture
- C: Commercial
- E: Education
- MUL: Mixed Use Low
- O: Office
- PUD: Planned Use District
- RM: Residential Medium



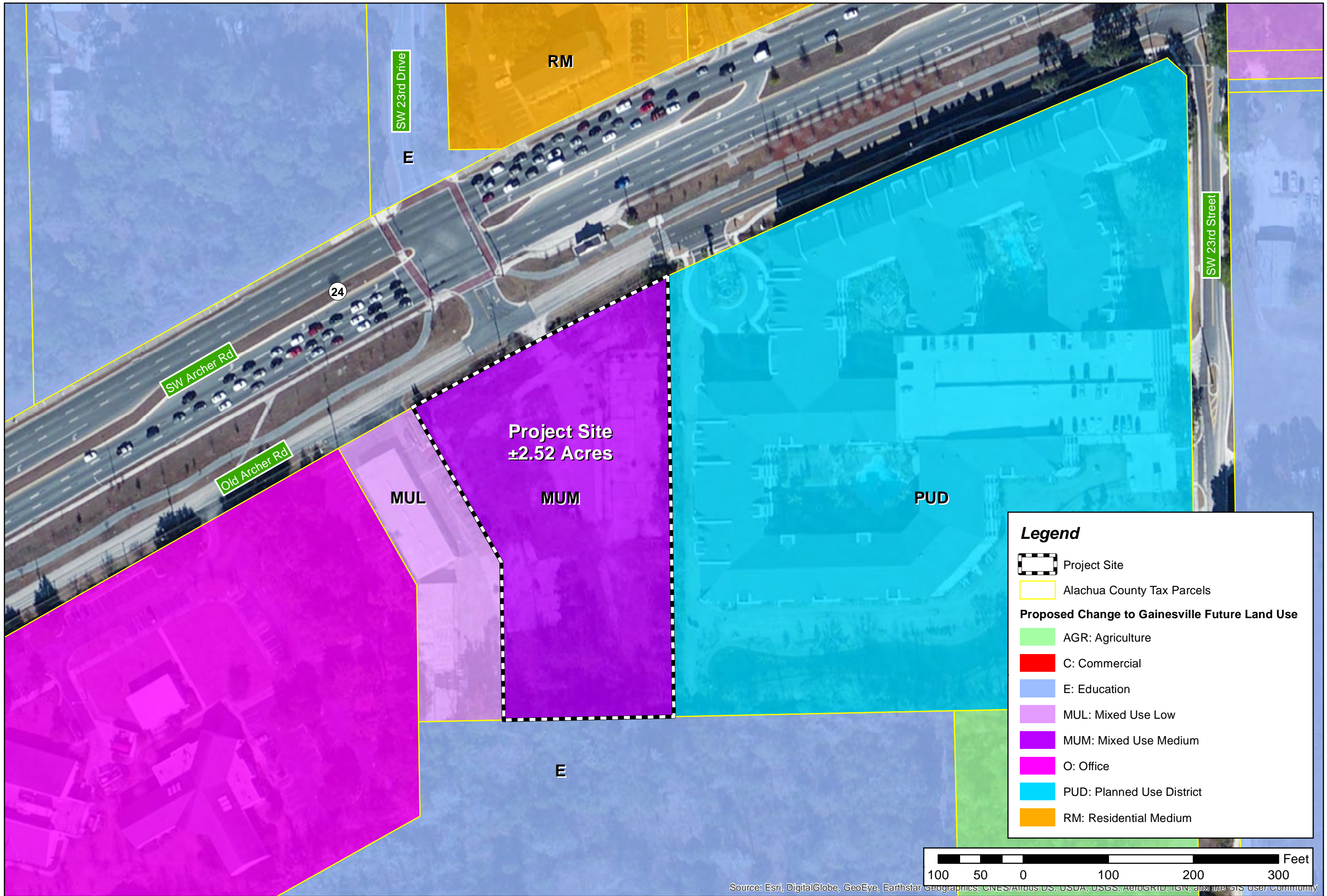
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Old Archer Road
Development Plan Application**



Projection: NAD 1983 StatePlane
Florida North Central Zone
Datum: North American 1983
Spheroid: GRS 1980
Prime Meridian: -84.500000
Central Meridian: -84.500000
Standard Parallel 1: 29.563333
Standard Parallel 2: 29.563333
Latitude of Origin: 29.000000
False Easting: 1000000.00
False Northing: 0.00
Units: Feet
Prepared by: Employee 446
Date: March 9, 2017

Old Archer Road
Development Plan Application



Legend

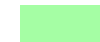


Project Site



Alachua County Tax Parcels

Proposed Change to Gainesville Future Land Use



AGR: Agriculture



C: Commercial



E: Education



MUL: Mixed Use Low



MUM: Mixed Use Medium



O: Office



PUD: Planned Use District

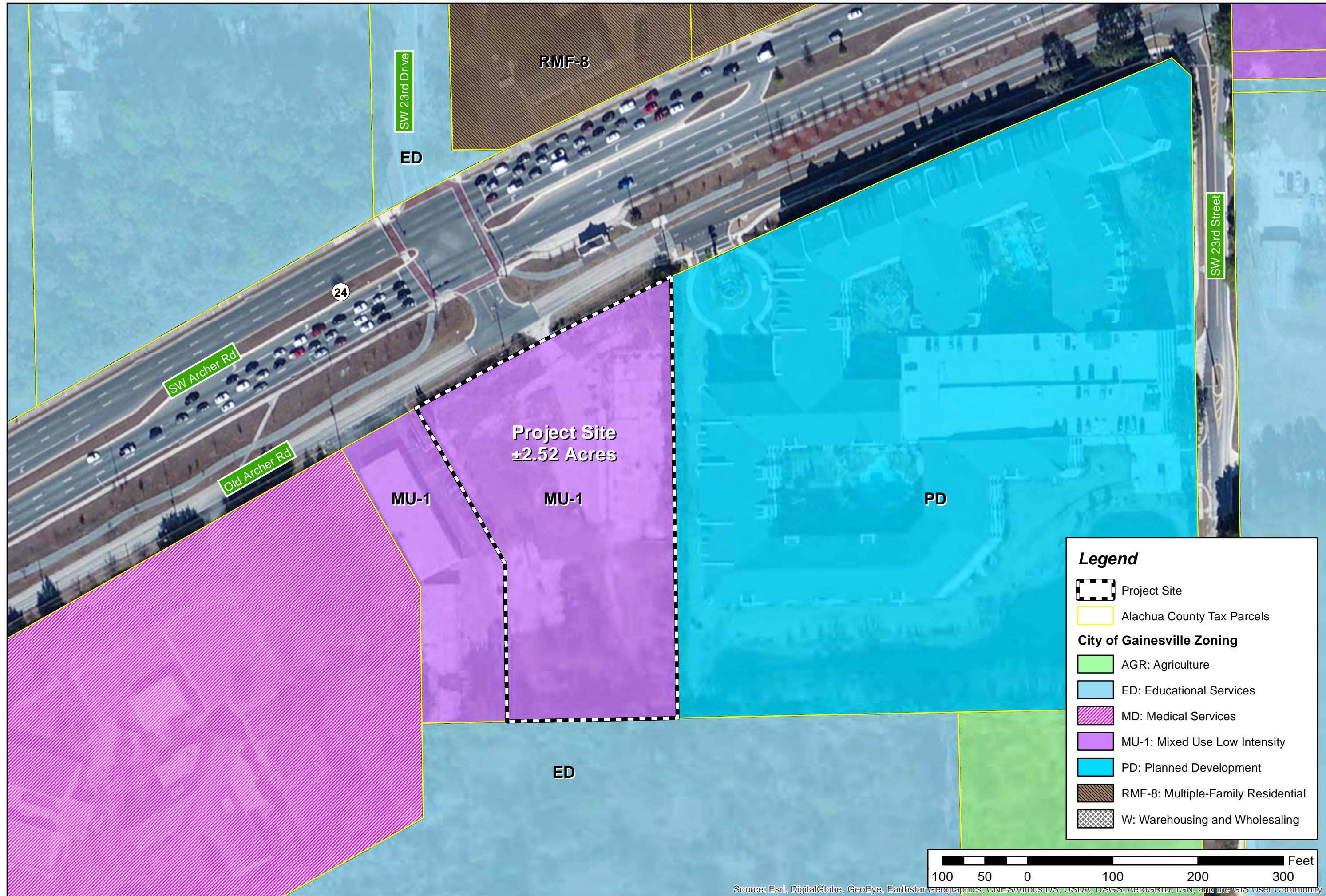


RM: Residential Medium



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Folio: 180800000000000000
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Standard Parallel 1: 29.583333
Standard Parallel 2: 29.666667
Latitude of Origin: 29.000000
GCS: North American 1983
Prepared by: Employee 446
Date: March 9, 2017





Legend

- Project Site
- Alachua County Tax Parcels

City of Gainesville Zoning

- AGR: Agriculture
- ED: Educational Services
- MD: Medical Services
- MU-1: Mixed Use Low Intensity
- PD: Planned Development
- RMF-8: Multiple-Family Residential
- W: Warehousing and Wholesaling

**Old Archer Road
Development Plan Application**



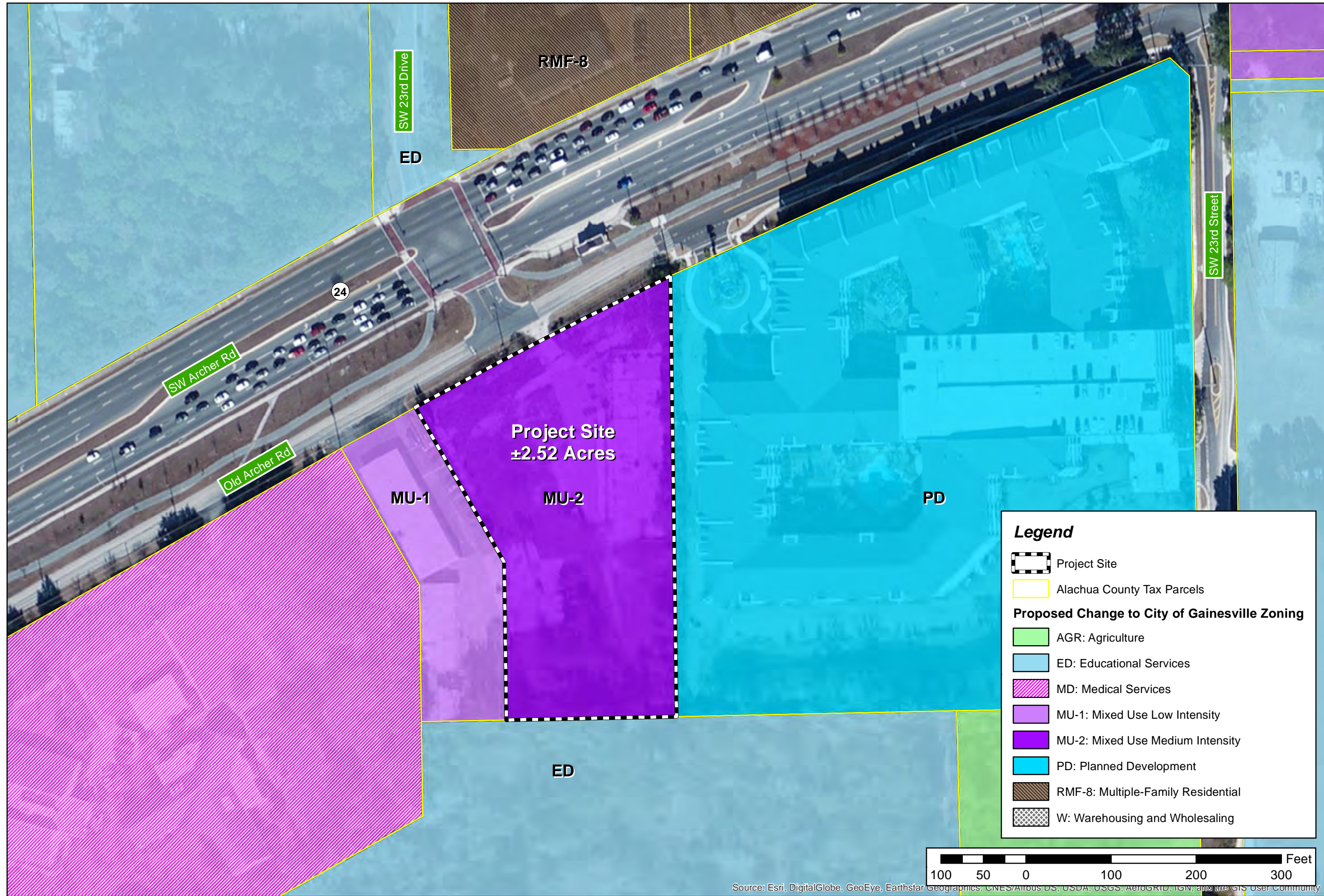
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Standard Parallel 1: 29.563333
Standard Parallel 2: 29.563333
Latitude of Origin: 29.000000
False Easting: 1000000.00
False Northing: 0.00
Units: Feet
GCS: North American, 1983
Prepared by: Employee 446
Date: March 9, 2017



Old Archer Road Development Plan Application



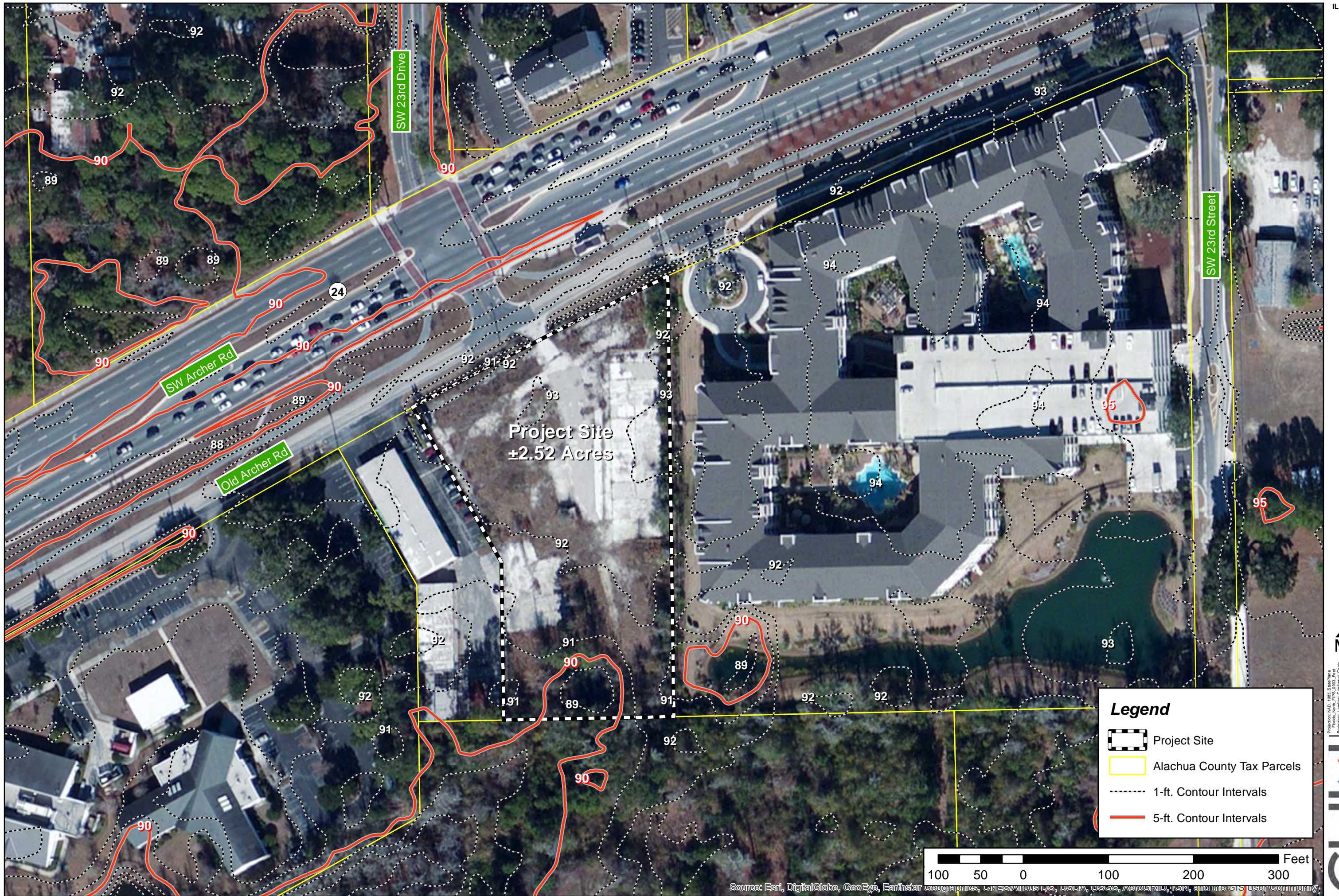
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Standard Parallel 1: 29.563333
Standard Parallel 2: 29.563333
Latitude of Origin: 29.000000
GCS: North American, 1983
Prepared by: Employee 446
Date: March 9, 2017



Old Archer Road Development Plan Application

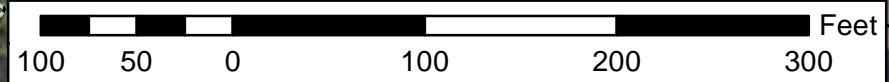


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Florida, North, FIPS 3100, Feet
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Central Meridian: -84.500000
Standard Parallel 1: 29.563333
Standard Parallel 2: 29.000000
Latitude of Origin: 29.000000
GCS: North American, 1983
Prepared by: Employee 446
Date: March 9, 2017



Legend

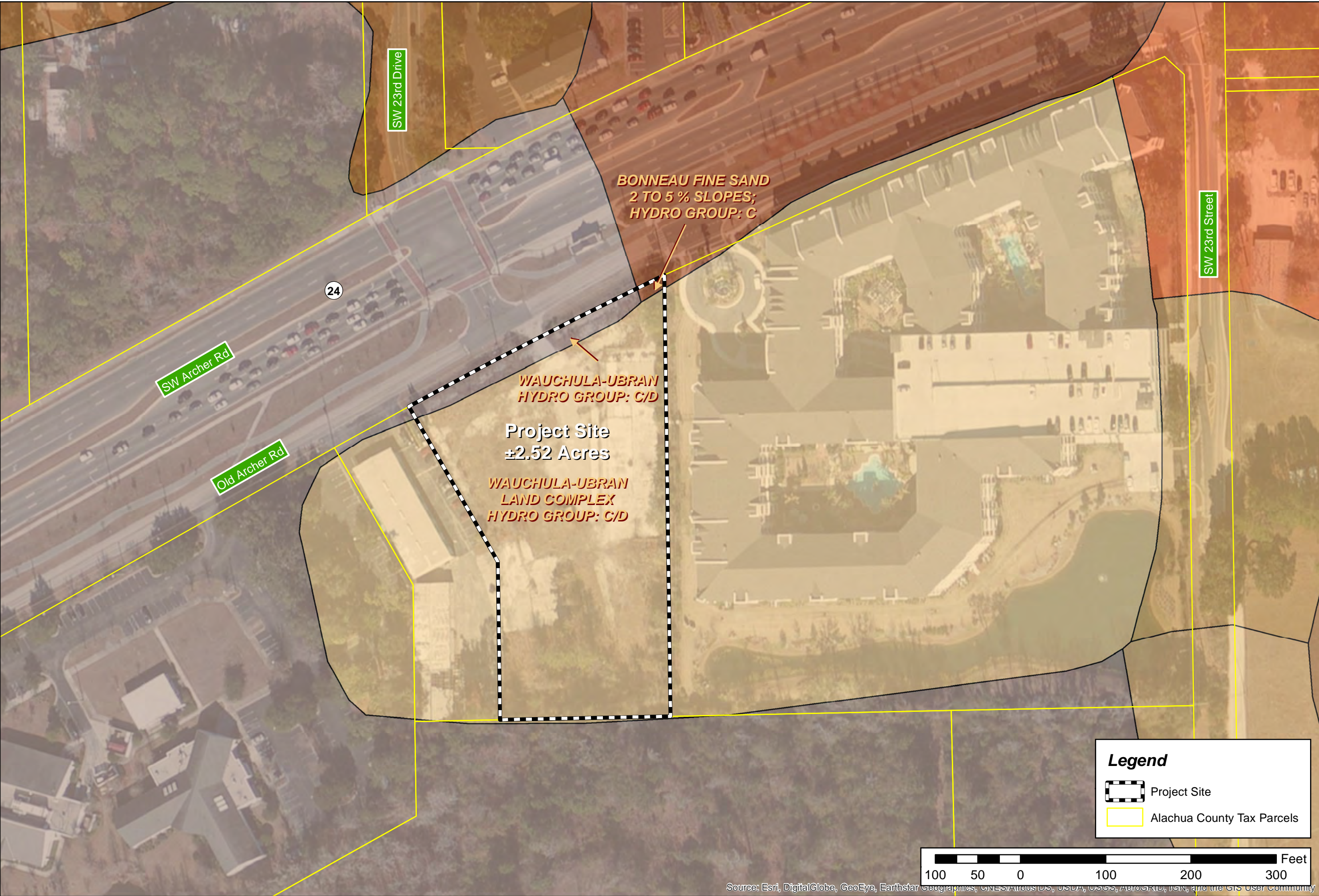
- Project Site
- Alachua County Tax Parcels
- 1-ft. Contour Intervals
- 5-ft. Contour Intervals



Old Archer Road
Development Plan Application

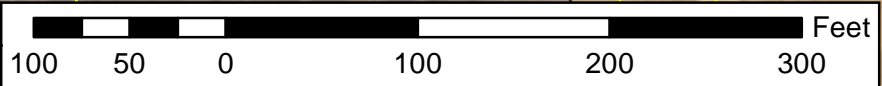


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Standard Parallel 2: 29.563333
Latitude of Origin: 29.000000
False Easting: 1000000.00
False Northing: 1000000.00
Units: Feet
Prepared by: Employee 446
Date: March 9, 2017



Legend

- Project Site
- Alachua County Tax Parcels



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Attachment C:
Application and Neighborhood Workshop Information and Supporting Documents

April 24, 2017

Forrest Eddleton
City of Gainesville Planning & Development Services
Thomas Center B
306 NE 6th Avenue
Gainesville, FL 32601

Re: Fueling Station on Old Archer Road – Special Use Permit Application
Tax Parcel No. 06764-000-000
Gainesville, Florida

Dear Mr. Eddleton,

Please see attached the following items:

- The required City of Gainesville Special Use Permit (SUP) application;
- Check No. 8962 for Special Use Permit in the amount of \$1,086.00;
- Justification Report and supporting information for the application; and
- A CD-ROM with all application materials for the SUP.

On behalf of the property owner, CHW submits this SUP application to request an additional six (6) fueling positions. The application is companion to a Small-scale Comprehensive Plan Amendment to amend the Future Land Use Map from Mixed-Use Low-Intensity (MUL) to Mixed-Use Medium Intensity (MUM) and a Rezoning to change the Zoning from MU-1 to MU-2 on for the ±2.52-acre project site located on Alachua County Tax Parcel No. 06764-000-000.

Should all these applications receive approval by the City Commission, a complete set of development plans will be submitted in accordance with City requirements.

We trust this submittal will be sufficient for your review and subsequent approval by the City Plan Board and City Commission. If you have any questions or need additional information, please call me at (352)331-1976.

Sincerely,
CHW



Ryan Thompson, AICP
Project Manager

L:\2016\16-0667\Planning\City-County\Working Documents\LTR_16-0667_Cover_170424.docx

APPLICATION FOR SPECIAL USE PERMIT
Planning & Development Services

OFFICE USE ONLY

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

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

Name of Owner(s) (please print)
Name: <u>Blakewood, LLC</u>
Address: <u>3600 NW 43rd St</u>
<u>Suite E-2</u>
<u>Gainesville FL, 32606</u>
Phone: <u>(352)244-0470</u> Fax: _____
Owner's Signature: _____
(If additional owners, please include on back)

Applicant(s)/Agent(s), if different
Name: <u>CHW</u>
Address: <u>132 NW 76th Drive</u>
<u>Gainesville, FL 32607</u>
Phone: <u>(352)331-1976</u> Fax: _____

PROPERTY INFORMATION: (Information below applies to property for which a Special Use Permit is being requested.)
Street address: <u>2373 SW Archer Road, Gainesville, FL</u>
Tax parcel no(s): <u>06764-000-000</u>
Legal description (use separate sheet, if needed): <u>Please see attached copy of the Warranty Deed</u>

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

Signature of applicant: _____ Date: 3-31-17

Certified Cashier's Receipt:

A Special Use Permit is requested pursuant to Policy Section 10.4.9, Subsection C, Paragraph 3, of the Land Development Code, City of Gainesville, to allow the following use:

Per Comprehensive Plan, Transportation Mobility Element - An additional six (6) fueling positions for a total of twelve (12) fueling positions.

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

Existing zoning classification: MU-2 Existing land use designation: MUM

Existing use of property: Vacant

SURROUNDING PROPERTY INFORMATION: (List all uses surrounding the subject property under "Existing use." Staff is available to supply zoning and land use information.)			
	Zoning	Land Use	Existing Use
North (RoW), RMF-8, ED	(RoW), RM, ED	Old Archer Road/ SW Archer Rd RoW, MF Residential, UF	
South	ED	E	UF
East	PD	E	MF Residential
West	MU-1	MUL	Automotive Repair Shop

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

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

Signature: _____ Date: _____

Name of Owner (please print)	
Name:	
Address:	
Phone:	Fax:
Owner's Signature:	
(If additional owners, please list on separate sheet)	

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

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

PLAN REVIEW APPLICATION

OVERVIEW:

Project Name: Fueling Station Old Archer	Tax Parcel Number: 06764-000-000
Property Address: 2373 SW Archer Road Gainesville, FL	
First Step Meeting Date:	GRU Project Meeting Date:

Proposed Uses/Type of Development (Check all that apply)

<input type="checkbox"/> Residential	Density	<input checked="" type="checkbox"/> Non-residential
<input type="checkbox"/> Multi-family	Units/acre:	<input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Office
Total Units:	Total bedrooms:	<input type="checkbox"/> Industrial <input type="checkbox"/> Other
		Gross floor area: 15,600 sq ²

PROJECT MANAGEMENT:

Owner(s) of Record (please print)		
Name: Blakewood LLC		
Mailing Address: 3600 NW 43rd Street Suite E2 Gainesville, FL 32606		
Phone: 352-244-0470	Fax:	E-Mail:

Applicant/Engineer of Record/Project Coordinator (please print)		
Name: CHW		
Mailing Address: 132 NW 76th Drive Gainesville, FL 32607		
Phone: 352-331-1976	Fax:	E-Mail: ryant@chw-inc.com

Project Coordinator Name: Kristin Knopf kristink@chw-inc.com

FEES:

Level of Review (check one)			Special Use Permit <input checked="" type="checkbox"/>	Enterprize Zone <input type="checkbox"/>
MINOR	INTERMEDIATE	MAJOR	CONCEPT	MASTER
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Fees are determined at First Step Meeting or GRU Project Meeting and are based on level of review and EZ Zone. More information about EZ Zones can be found at	
http://cityofgainesville.org/Portals/0/plan/2015%20Web%20Docs/landdevfees151001.pdf	
Plan Review Fee: \$1,086.00	
GRU Fee: \$	GRU Business Acct No.:
Plan review fee will be paid by:	
Name:	E-Mail: Phone:

Applicant Signature: 

Date: 4/10/17

THIS SECTION FOR OFFICE USE ONLY
Petition Number:

SUFFICIENCY CHECKLIST BELOW. PLEASE FILL OUT

Reviewer Comment	Met Y/N/NA	Sheet #
PLANNING: Wellfield exemption and protection permit provided	N/A	
PLANNING: Property owner authorization provided	Y	N/A
PLANNING: Neighborhood workshop information provided	Y	N/A
PLANNING: First Step Meeting held	Y	N/A
PLANNING: Stormwater Management Plan provided	N/A	
PLANNING: Signed Concurrency Exemption or Long Form provided	N/A	
PLANNING: Fire Flow Calculations provided	N/A	
PLANNING: Environmental mitigation plan for impacted environmental areas provided	N/A	
PLANNING: Photometric plan/ lighting plan provided	N/A	
PLANNING: Landscape plan provided	N/A	
PLANNING: Construction staging plan provided	N/A	
PLANNING: Boundary survey with a legal description provided	Y	1 of 1
PLANNING: Utility Plan provided	N/A	
PLANNING: Building elevations with basic floorplans provided	N/A	
PLANNING: Trip generation study provided	N/A	
PLANNING: Traffic study provided	N/A	
PLANNING: [Insert Comments]	N/A	
GRU GENERAL - Is this plan review 2 or greater? If yes, were all previous comments addressed?	N/A	
GRU GENERAL - Did you coordinate with Electric Engineer or tech and provide a layout on plan? If yes, provide name	N/A	
Include contact information, Owners name, project name, address and phase(s)	Y	
GRU GENERAL - Clear and legible plans on 24" x 36" sheets	N/A	
GRU GENERAL - GRU Energy Delivery Electric System Design reflecting proposed W/WW utility design. Note on cover page/plans as Electric Design Provided by GRU Energy Delivery.	N/A	
GRU GENERAL - ALL GRU standard utility notes must be shown on utility plans (see Section 1. III.C.21 of the GRU Water/Wastewater Design Standards)	N/A	
GRU GENERAL - Project location map with North Arrow	Y	Map 1B
GRU GENERAL - On utility master site plan show and label all existing & proposed utilities (note 'end of GRU maintenance')	N/A	
GRU GENERAL - Existing and proposed easements	N/A	
GRU GENERAL - Right-of-way lines	Y	Map 1B
GRU GENERAL - Parcels and/or lot numbers of site location and adjacent property	Y	" "
GRU GENERAL - Street names	Y	" "
GRU GENERAL - Proposed structures (i.e. buildings, walls fences, signs)	Y	Concept, Shf 1
GRU GENERAL - Proposed subdivision plat, if project is a subdivision	N/A	
GRU GENERAL - Signed & sealed boundary survey, including legal description and parcel number(s)	Y	1 of 1

GRU GENERAL - Proposed off-site utility extensions to the point of availability, showing the affected offsite parcels/properties/proposed easements	N/A	
GRU GENERAL - Landscape Plan reflecting all proposed Utility locations	N/A	
GRU GENERAL - Building minimum finished floor elevations	N/A	
GRU GENERAL -Building footprints (for commercial projects), labeled building setback lines and build-to lines, decorative masonry walls, fences, signs and landscaped buffer areas	Y	Concept Plan 'G', Sht 1
GRU GENERAL Utility Space Allocation cross sections for each different road section, alleys and PUEs including street and locations if roads or alleys are included in project	N/A	
GRU GENERAL Identify lot numbers and street names in some fashion (names may change prior to permit issuance)	N/A	
GRU W-WW - Application by engineer that W/WW/RCW system design is in accordance with GRU Design Standards. (note: Final plans shows valid P.E. license and reads ôProfessional Engineerö	N/A	
GRU W-WW - Potable and wastewater demand calculations	N/A	
GRU W-WW - AutoCAD Drawing file of Water and Wastewater Utilities with pipe sizes, fittings, and valves clearly labeled (this file will be used by GRU Strategic Planning to model the proposed water system)	N/A	
GRU W-WW - In all cases, signed and sealed NFPA 1 and ISO fire flow calculations See Appendix E of Water/Wastewater Standards for a copy of ISO 2008	N/A	
GRU W-WW - Copy of Development Master Plan including Phasing Schedule, unless plans include all potential future development	N/A N/A	
GRU W-WW - Show temporary construction water source with reduced pressure back flow preventer (RPBFP)	N/A	
GRU W-WW - Indicate and label source of irrigation water if there is landscaping	N/A	
GRU W-WW - If water/wastewater infrastructure is illegible on Master Plan, provide on multiple sheets	N/A	
GRU W-WW - If WW service is provided, then plan and profile views are required for gravity sewer and force mains. All WW system plan and profile sheets at 1" = 30' max horizontal scale and 1" = 5' max vertical scale. (Exceptions accepted at GRU discretion	N/A	
"GRU W-WW - All materials clearly labeled (pipe including diameter, material and slope, valves, fire hydrants, fire sprinkler lines, water meters, RPBFP, fittings, manholes including elevations, services, clean outs with top and invert elevations, sizes, types, slopes and associated appurtenances"	N/A	

"GRU W-WW - Show and label connections to existing utilities. Label existing facilities which cross or are adjacent to the property as well as elevations (manhole tops and inverts), pipe diameter and material of all existing W/WW, Electric, Gas, GruCom and Stormwater facilities which cross and/or are adjacent to the property"	N/A	
GRU W-WW - Existing and proposed site contours must be shown on utility plan	N/A	
"GRU W-WW - Master paving and drainage plan reflecting all stormwater facilities, retention or detention ponds with elevations (clearly indicate design high water level and 100 year flood elevations)"	N/A	
"GRU W-WW Standard WW Pump Station design drawings for GRU O&M stations (Private O&M WW pump stations shall include signed and sealed design calculations, i.e. system head curve, pump curve/specs, If lift station is included in project)"	N/A	
GRU ELECTRIC: All Proposed electric infrastructure shown to scale per EDSG	N/A	
GRU ELECTRIC Proposed meter/service delivery point shown	N/A	
"GRU ELECTRIC If using GRU Rental Lights, GRU will provide conduit layout. Owner to provide photometric plan. (Note: provide copy of waiver application that is submitted to the City)"	N/A	
"GRU ELECTRIC - All electric equipment, cable/conduits must be contained within a PUE û coordinate with GRU Real Estate "	N/A	
GRU ELECTRIC - Provide proper clearances around all electric structures and equipment as per EDSG	N/A	
GRU ELECTRIC - Provide required voltage (single phase or three phase)and any load information that you have	N/A	
GRU GAS - Gas shown on plans	N/A	
GRU GAS - Gas usage statement: include notes on items contractor will provide to mitigate aid in construction costs and whether there will be natural gas generator on-site	N/A	
GRU GAS - Gas meter location	N/A	
GRU GAS - Acceptable service delivery point	N/A	
"GRU GAS - Include gas department notification statements, one week for demolition services, 72 hours prior to casing installations, one week for gas main installations and 72 hours for meter se"	N/A	
GRU GRUCom - Are you considering GRUCom services	N/A	



FUELING STATION – OLD ARCHER ROAD

Special Use Permit –
Justification Report
April 24, 2017

Prepared for:
City of Gainesville Planning Department

Prepared on behalf of:
Blakewood, LLC

Prepared by:
CHW

PN# 16-0667
L:\2016\16-0667\Planning\Reports\RPT_16-0667_JR_SUP.docx

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1. Executive Summary

To: Ms. Wendy Thomas, AICP, Department of Doing, Director #16-0667
From: Ryan Thompson, AICP, Project Manager
Date: April 24, 2017
Re: Fueling Station on Old Archer Road – Special Use Permit Application

<u>Jurisdiction:</u> City of Gainesville	<u>Intent of Development:</u> Gas Station and Convenience Store
<u>Description of Location:</u> 2373 SW Archer Road	
<u>Parcel Numbers:</u> 06764-000-000	<u>Acres:</u> ±2.52 acres
<u>Pending Future Land Use Classification:</u> <i>Mixed-Use Medium-Intensity (12-30 units per acre)</i> This category allows a mixture of residential, office, business and light industrial uses. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by special use permit.	
<u>Pending Zoning District:</u> <i>Mixed-Use Medium-Intensity (MU-2)</i> The mixed-use medium intensity district is established for the purpose of providing a mix of employment, retail, professional, service and residential uses in medium level activity centers. The district is intended to encourage a reduction in the number and length of vehicular trips by providing for basic needs and employment opportunities within close proximity to residential areas. Such districts are established to allow uses compatible with each other and with surrounding residential areas to be clustered in a compact urban center.	
<u>Proposed Special Use Permit</u> To allow an additional six (6) fueling positions (three (3) pumps) for the proposed gas station use on the project site, per Comprehensive Plan, Transportation Mobility Element, Policy 10.4.9.c.3. The total number of fueling positions for the site will be 12 (six (6) pumps).	

2. STATEMENT OF PROPOSED CHANGE

This Special Use Permit (SUP) application requests six (6) additional fueling positions for a maximum of twelve (12) fueling positions on Alachua County Tax Parcel 06764-000-000. The site is ± 2.52 acres in size and located on the south side of Old Archer Road. An aerial is provided as Figure 1 which shows the site's exact location.



Figure 1: Aerial Map

Currently, the site has Mixed-Use Low-Intensity (MUL) Future Land Use (FLU) classification and MU-1 Zoning District designations. A gas station with convenient store is permitted within MUL and MU-1 by Special Use Permit. However, City Comprehensive Plan, Transportation Mobility Element, Policy 10.4.9.c.2 specifically limits the MU-1 Zoning District to six (6) fueling positions (three (3) pumps).

Therefore, this SUP application is being submitted following a Small-scale Comprehensive Plan Amendment (Ss-CPA) application requesting Mixed-Use Medium-Intensity (MUM) and a Rezoning application requesting MU-2. These amendments are required to achieve a maximum 12 fueling positions (six (6) pumps), per Comprehensive Plan, Transportation Mobility Element Policy 10.4.9.c.3.

Figures 2 – 5 demonstrate the proposed changes in the companion Ss-CPA and Rezoning applications. This SUP as well as the companion applications are consistent with the City Comprehensive Plan and Land Development Code (LDC), as identified in the following sections.

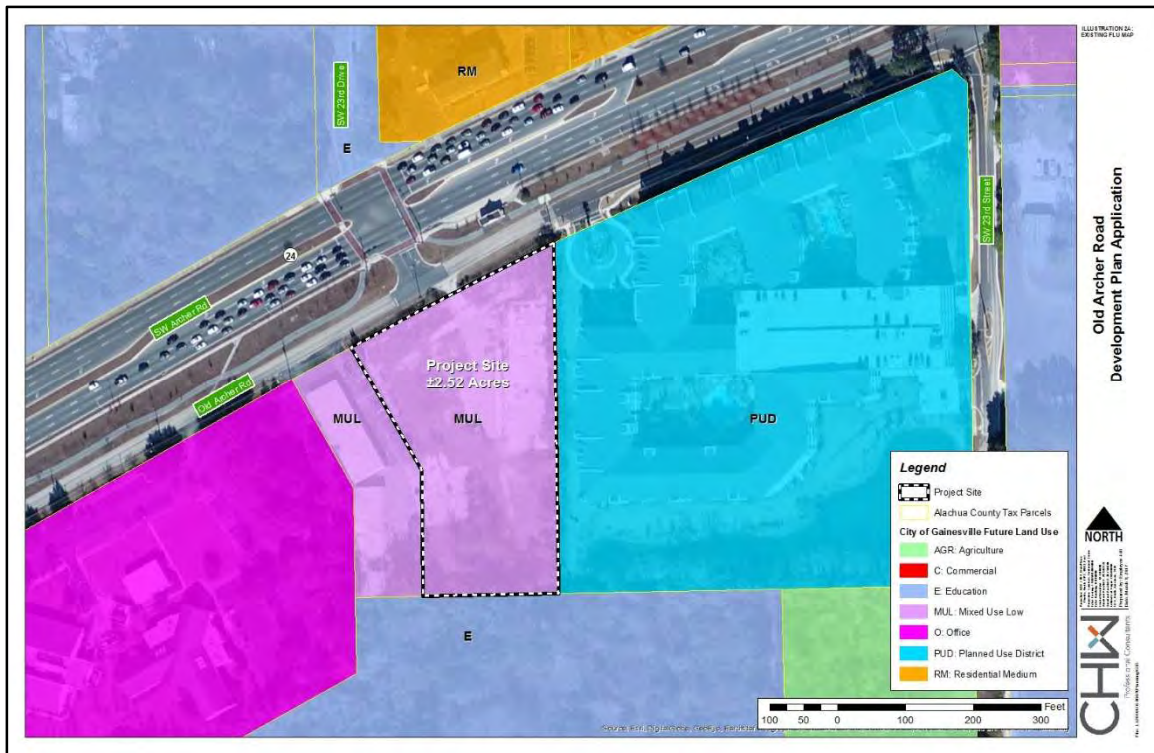


Figure 2: Existing Future Land Use Map

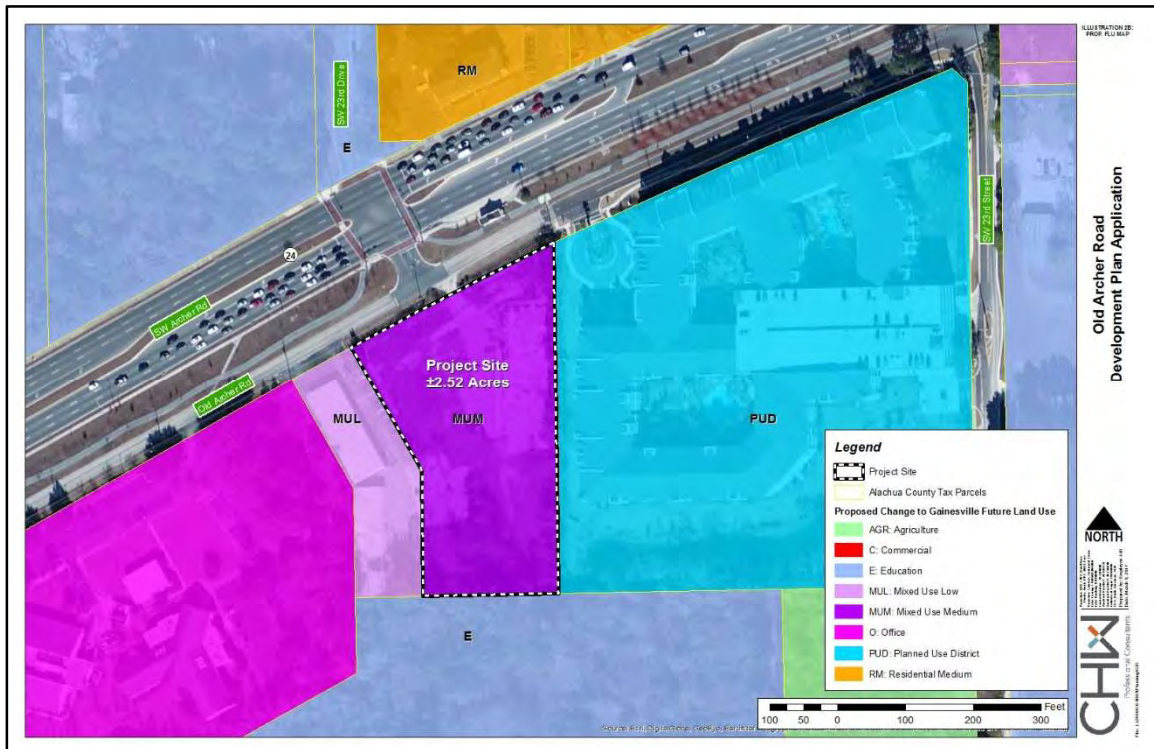


Figure 3: Proposed Future Land Use Map



Figure 4: Existing Zoning Map



Figure 5: Proposed 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 10.4.9.

The City of Gainesville Comprehensive Plan, Transportation Mobility Element, Policy 10.4.9 requires that gas stations within the Transportation Mobility Plan Area (TMPA) be approved by Special Use Permit. This project site is located within TMPA Zone A.

Policy 10.4.9 also establishes conditions which must be met in order to achieve an additional six (6) fueling positions for a maximum of twelve (12) fueling positions. A conceptual development plan has been submitted to demonstrate consistency with the conditions established in Policy 10.4.9.c.3. The consistency statement below reference these development plans and building elevations.

Policy 10.4.9.c.3.

Until adoption in the Land Development Code of specific architectural and design standards, six fueling positions in all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:

- a. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;*

The project site is ±2.52 acres in size. The proposed fueling position locations are shown on the conceptual development plan. The required building setbacks, landscape buffers, stormwater management facility, and parking are all accommodated on the site along with the 12 fueling positions. Additionally, in preparing the conceptual development plan, the AutoCAD's AutoTURN software was utilized to ensure that fuel trucks and delivery trucks could adequately navigate the site.

The conceptual development plan includes the following characteristics:

- ±37' building setback from multi-family development to the east;**
- ±67' building setback along the Old Archer Road frontage;**
- Minimum 9'-wide Type A landscape buffer along the site's perimeter; and**
- Estimated limits of the stormwater management facility located in the southern portion of the site.**

- b. *Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;*

The site features a proposed one-way access driveway that leads into the project site and will be relocated and reconfigured to align with the signalized intersection at SW 23rd Drive & SW Archer Road, one (1) right-in/right-out access point to the west, and one (1) full access point to the east. Due to the nature of the three (3) access points along the site's frontage, the estimated increase in traffic will not compromise the safety and convenience of the adjacent intersection.

There are also stop signs for east-west traffic located along Old Archer Road at the site's proposed entrance. The existing traffic control measures should be adequate to control site access and traffic safety. Additional offsite traffic analysis may be performed during the Development Plan review stage.

This SUP application proposes twelve (12) fueling positions on this site. Per the ITE Trip Generation Manual, 9th Edition, six (6) additional fueling positions (ITE Use Code: 853) will generate an estimated 6,511 AADT. The 6,511 AADT represents $\pm 12\%$ of the existing AADT along this segment of Archer Road.

The proposed gas station and convenience store will not necessarily create new trips, but will meet the needs of existing trips ($\pm 55,000$ AADT) on SW Archer Road. Pictures of the current intersection are provided in Figures 6-8.

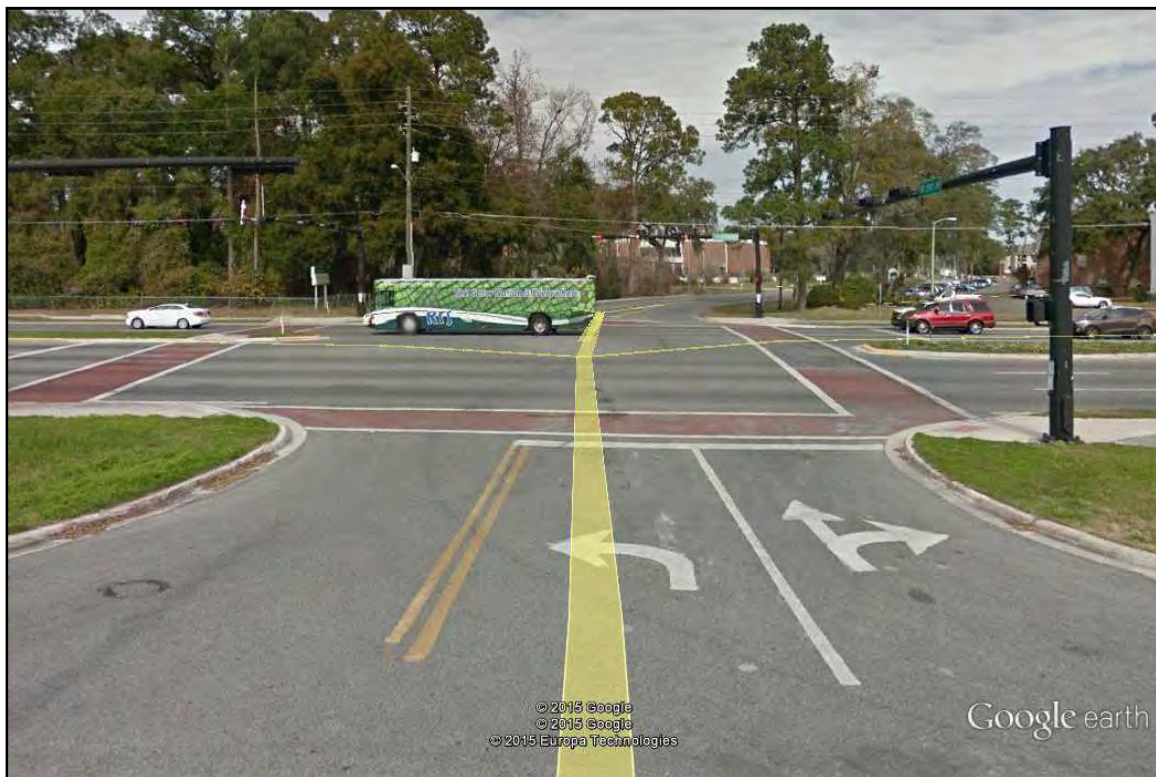


Figure 6: SW Archer Road & SW 23rd Drive Intersection



Figure 7: Old Archer Road & SW 23rd Drive Intersection (West Bound)

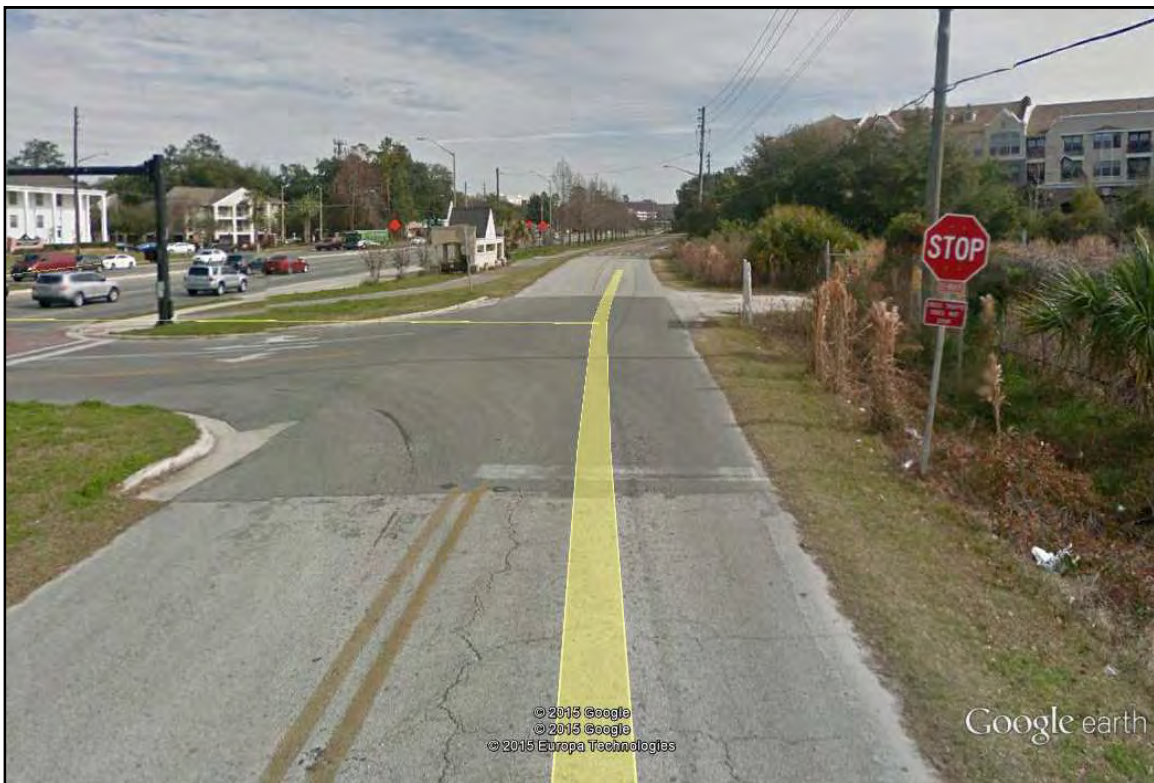


Figure 8: Old Archer Road & SW 23rd Drive Intersection (East Bound)

- c. *Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;*

As seen on the conceptual development plan, the offsite sidewalk system currently terminates at east property line. As proposed, the sidewalk will continue along the site's Old Archer Road frontage and connect to the onsite building. The sidewalk will maneuver around an existing utility pole and drainage structure as needed. The sidewalk connection and crosswalk will allow for safe pedestrian / bicycle access to the onsite building.

Building placement and orientation will also enhance pedestrian / bicycle safety and site access. The building is positioned close to the Old Archer Road and a large sidewalk / patio space provides a protected corridor to the building's entrance. This will minimize pedestrian / bicycle interaction with onsite traffic.

- d. *The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to, façade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points;*

Currently, the project site is vacant with overgrown weeds and a chain link fence surrounding the property. The site's current condition is shown in Figure 9.



Figure 9: Current Site Condition

The proposed redevelopment and infill will improve the site's condition and enhance the Old Archer Road corridor. A conceptual development plan is submitted as part of this SUP application package. Much thought and consideration were given to the site's layout to minimize impacts to the adjacent multi-family development, enhance the Old Archer Road streetscape, and accommodate multi-modal transportation. Lighting will be consistent with the City LDC requirements for gas stations to minimize adjacent property impacts.

The building will be placed along the northeastern side of the site along the Old Archer Road frontage. This building placement provides an additional buffer between the fueling pumps and the multi-family development, as well as contributes to the Old Archer Road streetscape. A minimum 9'-wide Type A landscape buffer will be provided along the project site's perimeter.

The proposed conceptual development plan illustrates pedestrian / bicycle amenities, including offsite sidewalk enhancements and onsite connections. Currently, a 5'-wide sidewalk terminates at the east property line, adjacent multi-family development. The sidewalk will maneuver around an existing utility pole and drainage structure to extend along the entire frontage of the project site. Additionally, a sidewalk connection and crosswalk will provide safe pedestrian / bicycle access to the site's building.

- e. Cross-access or joint driveway usage is provided to other adjacent developments; and*

The adjacent properties, east and west, are currently developed with existing uses and do not offer cross-access or joint driveway usage. The property to the east is a large multi-family development, as shown in Figure 10. The common property line consists of a landscaped buffer and a 6-foot tall metal fence, as shown on the property survey included with this application.



Figure 10: Adjacent Apartment Complex (Multi-Family PD)

The property to the west consists of an auto repair business. As seen in Figure 11, necessary parking and a large billboard are located along the common property line. Therefore, a connection to this property is not practicable.



Figure 11: Adjacent Auto Repair Business

Additionally, the project site fronts Old Archer Road that serves as a cross-access road, providing interconnectivity for adjacent uses. Therefore, Old Archer Road meets Policy 10.4.9.c.3.e's intent: to reduce vehicle trips on major arterial/collector roadways by creating interconnected driveways or parking areas.

- f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:*
 - 1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;*

The conceptual development plan was designed to ensure the building was the predominant feature along the site's frontage. As shown on the conceptual development plan, the proposed ±5,636 sq. ft. convenience store is placed close to Old Archer Road, which reinforces the current development pattern on the site's block face. The building has an outdoor seating area, which enhances the streetscape. Additionally, the fueling stations are oriented perpendicular to the street frontage to minimize their profile along Old Archer Road.

- 2. A minimum of 30% window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80% transparent;*

The site's building will meet the minimum 30% glazing requirement.

3. *A pedestrian entry is provided from the public sidewalk on the property frontage or near a building corner when the building is on a corner lot;*

As shown on the conceptual development plan, a building entrance is oriented to the street to enhance pedestrian access. Building orientation and placement minimize the distance pedestrians must travel from the street. Additionally, the site's design minimized potential vehicle/pedestrian conflicts with sidewalk and cross walk placement and building orientation.

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

As shown on the conceptual development plan, all onsite parking is provided to the side and rear of the building except for a few parking spaces that serve as a visual and noise buffer to patrons utilizing the outdoor café.

5. *The building height and façade elevation are appropriate for the site and surrounding zoned properties.*

The single story convenience store is appropriate for the site and consistent with other nonresidential uses in the area. The proposed use is consistent in scale with the current development pattern and other auto-oriented uses along this SW Archer Road / Old Archer Road corridor. Pictures of the similar uses are provided in Figures 12 - 14.

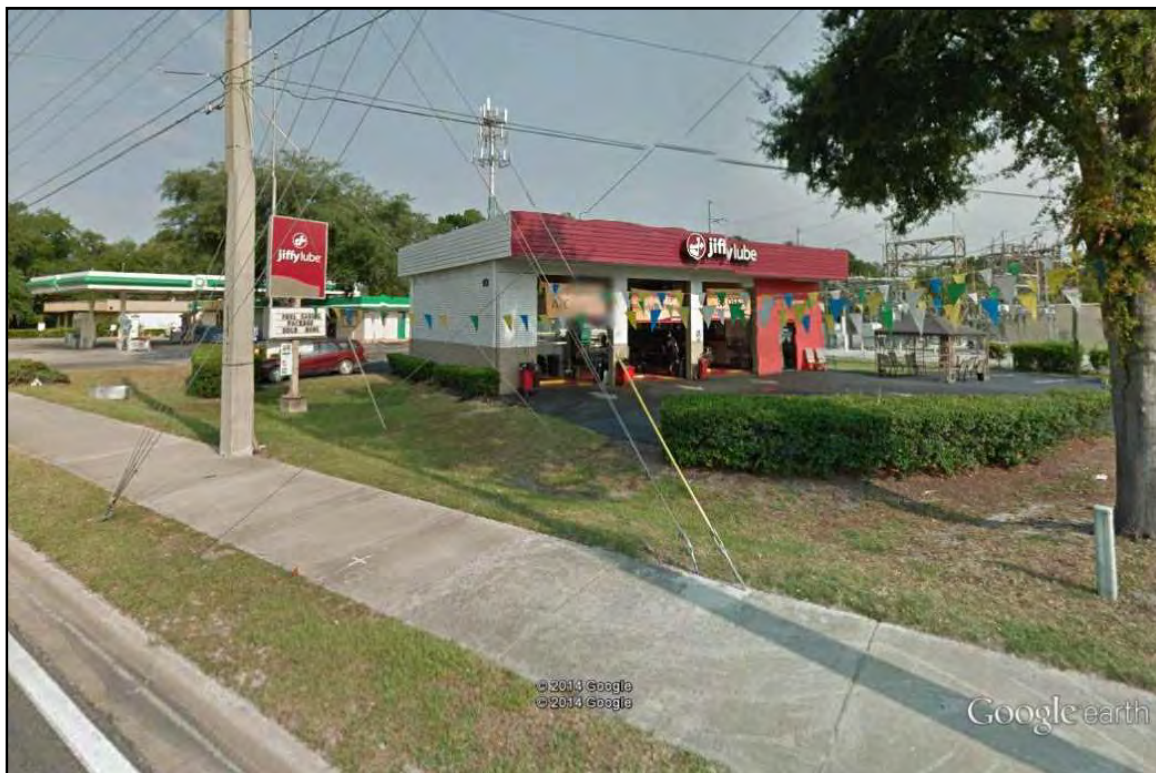


Figure 12: North Side of SW Archer Road: Auto Care



Figure 13: North Side of SW Archer Road: Gas Station



Figure 14: Adjacent Property to the West: Auto Repair

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). Language from the LDC is provided in normal font, and the consistency statements are provided in **bold** font.

Sec. 30-233. - Criteria for issuance.

No special use permit shall be approved by the city plan board unless the following findings are made concerning the proposed special use:

- 1) *That the use or development complies with all required regulations and standards of this chapter and all other applicable regulations.*

In addition to the consistency statements provided for the requirements of this LDC section, consistency analyses have been provided for the City's Comprehensive Plan, Transportation Mobility Element, Policy 10.4.9 and LDC Sections 30-65 and 30-93.

- 2) *That the proposed use or development will have general compatibility and harmony with the uses and structures on adjacent and nearby properties.*

As shown in Figures 12 through 14 in the previous section, the proposed use is similar in scale and nature to other nonresidential, auto-oriented uses in this area. The proposed redevelopment and infill will improve the site's condition and enhance the Old Archer Road corridor. A conceptual development plan has been submitted as part of this SUP application package. Much thought and consideration were given to the site's layout to minimize impacts to the adjacent multi-family development and enhance the Old Archer Road streetscape. Lighting will be consistent with the City's LDC requirements for gas stations, which will also minimize impacts to the adjacent properties.

The building will be placed along the northeastern side of the site along the Old Archer Road frontage. This building placement will provide an additional buffer between the fueling pumps and the multi-family development, as well as contribute to the Old Archer Road streetscape. A minimum 9'-wide Type A landscape buffer will be provided along the perimeter of the site.

The proposed conceptual development plan includes linkages to an existing sidewalk and multi-use trail to enhance pedestrian / bicycle safety and access to the site. Currently, a 5'-wide sidewalk terminates at the property line of the adjacent multi-family development to the east. The sidewalk will maneuver around an existing utility pole and drainage structure to extend along the entire frontage of the project site. Additionally, a sidewalk connection and crosswalk will allow for safe pedestrian / bicycle access from the existing multi-use trail that runs along the south side of SW Archer Road.

Building placement will also enhance pedestrian / bicycle safety and access to the site. The building is pulled to the Old Archer Road street frontage and an entrance is provided on the northern end of the building. This will minimize pedestrian / bicycle interaction with onsite traffic circulation.

- 3) That necessary public utilities are available to the proposed site and have adequate capacity to service the proposed use and development.

GRU provided the utility map shown in Figure 15. Water and sewer infrastructure is adjacent and available to the site and served the site's previous use. Adequate capacity is available to continue serving this site. Electric infrastructure and service is also available to the site.

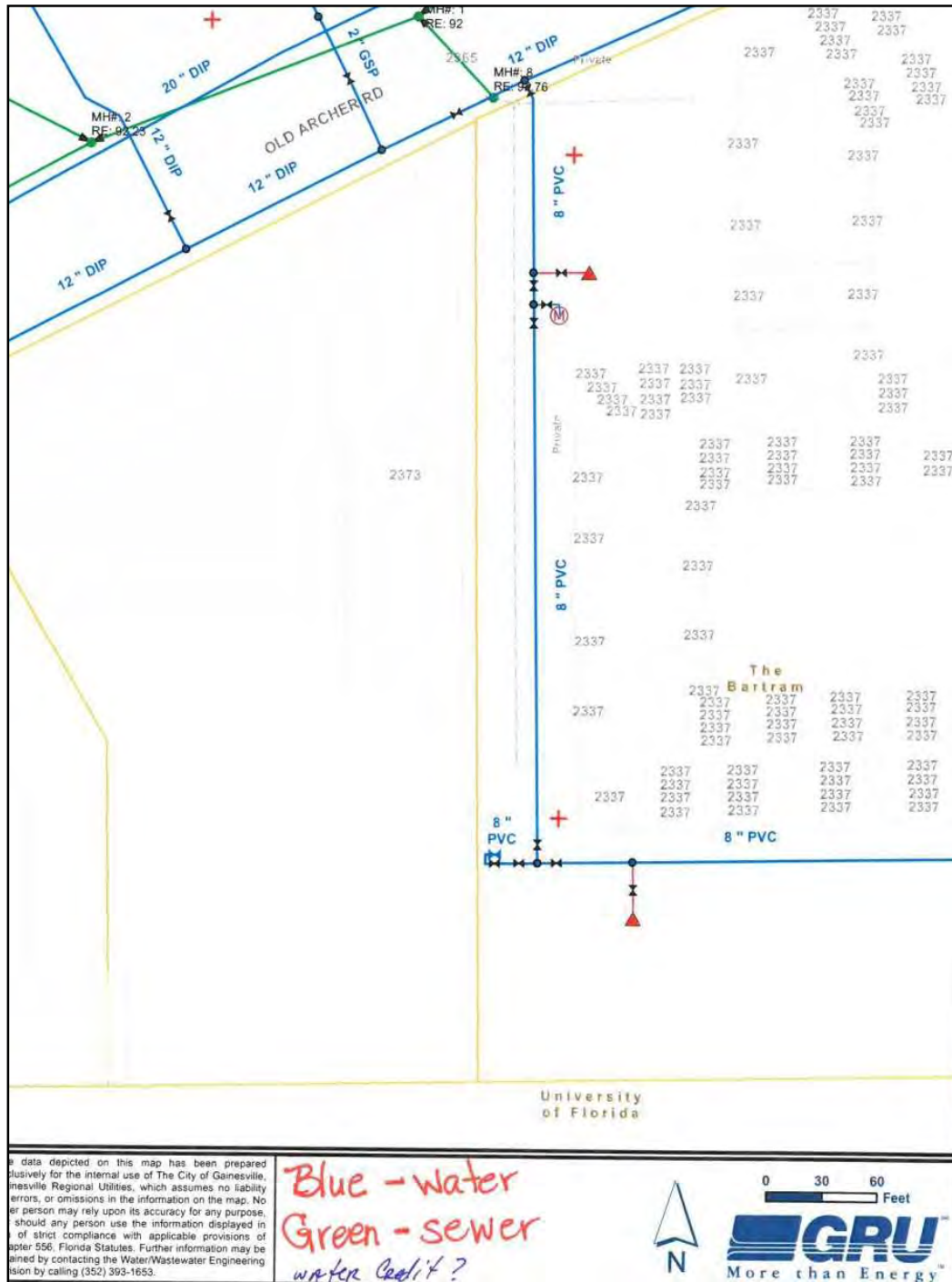


Figure 15: Existing Water & Wastewater Infrastructure

- 4) *That the use or development is serviced by streets of adequate capacity to accommodate the traffic impacts of the proposed use.*

As stated in the previous section, the SW Archer Road segment to the north of the site currently has 55,500 AADT per FDOT counts. The proposed gas station and convenience store will help meet the needs of these existing trips along one of the City's primary arterial roadways.

The site is located within the City's Transportation Mobility Program Area (TMPA) Zone A. Developers within TMPA Zone A are responsible for providing transportation improvements that are required due to safety and/or operational conditions.

Development within TMPA Zone A will be required to provide items a-e.

- a. Sidewalk connections to existing and planned public sidewalk;

The existing sidewalk along the south side of Old Archer Road will be continued across the site's frontage and connect onsite.

- b. Cross-access connections/easements or joint driveways;

Old Archer Road provides cross-access for uses along its frontage. The site's adjacent uses are developed and do not provide opportunities for cross-access or shared driveways.

- 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 bus shelters;

There is currently sufficient room to locate a sidewalk along the site's frontage without additional right-of-way. A large, sheltered RTS bus stop is located at the site's frontage, between Old Archer Road and Archer Road.

- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site; and

The site is located at the SW 23rd Drive/(Old) Archer Road intersection. One existing curb-cut will be shifted to better align with this intersection and limited to one-way into the site. Additional curb-cuts will be constructed to improve site access with the challenging SW 23rd Drive/(Old) Archer Road intersection. The proposed curb-cuts were coordinated with City of Gainesville Public Works to ensure safe vehicular and pedestrian circulation.

- e. Provide safe and convenient on-site pedestrian circulation.

Sidewalk enhancements, building orientation/location, and onsite vehicular circulation all have been coordinated collectively to maximize pedestrian safety. A large, sheltered RTS bus stop is located at the site's frontage, between Old Archer Road and Archer Road. Urban infill along existing bus routes is consistent with the City's and RTS's long term plans and policies.

- 5) *That 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.*

As shown on the conceptual development plan, a minimum 9'-wide Type A landscape buffer is proposed along the perimeter of the project site as well as a 37-foot building setback from the eastern property line. As shown in Figure 10 in the previous section of this report, the adjacent multi-family PD also has a buffer along the common boundary with this site. The survey also indicates that there is an existing 6'-tall fence along this boundary. The combination of the existing and proposed buffers and building setback ensures compatibility and harmony with the adjacent multi-family PD.

The landscape buffer along the Old Archer Road Frontage will enhance the roadway corridor, provide shade for pedestrians utilizing the new sidewalk proposed along the property's frontage, and shield the view of the proposed use from the Old Archer Road and SW Archer Road corridors. A 9'-wide vehicle use area buffer is also provided around the western and southern portion of the site as well in accordance with Gainesville Land Development Code Sec. 30-252.1.a.

- 6) *That the use or development conforms with the general plans of the city as embodied in the city comprehensive plan.*

As outlined in the consistency analyses provided in this Justification Report, the proposed use and conceptual development plan conforms with the City's Comprehensive Plan and Land Development Code.

- 7) *That the proposed use or development meets the level of service standards adopted in the comprehensive plan and conforms with the concurrency management requirements of this chapter as specified in article III, division 2.*

As shown in the historical aerials provided in Figures 16 and 17, the site was previously developed with a tractor supply / landscaping equipment business. The site was previously served by City of Gainesville public facilities. The site will continue to be served by the City's public facilities consistent with the adopted Level of Service standards in the Comprehensive Plan.



Figure 16: 1999 Aerial



Figure 17: 2004 Aerial

Sec. 30-65 – Mixed-use Medium Intensity District (MU-2)

(b) *Objectives.* The provisions of this district are intended to:

- 1) Coordinate the locations of activity centers with the population and land use needs of adjoining residential areas. It is intended that activity centers have only minimally overlapping market areas;

Preceding this SUP application, a Rezoning was also proposed to change the existing Zoning District from MU-1 to MU-2. The market area is centered between the SR 121 / SR 24 intersection and the US 441 / SW 16th Avenue intersection, located a minimum of one mile to the west and east, respectively. Only one other gas station, which is located on the north side of Archer Road, serves this market area. The previous use on the site was a tractor dealer and lawn supply store. The proposed gas station and convenience store will better serve the daily needs of the numerous multi-family residential developments within ½ mile of the project site and the 55,500+ vehicles that currently pass by the site daily.

- 2) Encourage large, mixed-use developments to locate on land that is physically capable of supporting the proposed development;

The proposed use will provide a mix of uses with a gas station and convenience store. The scale of the proposed development will be consistent with other non-residential uses in the area as shown in the photos provided earlier in this report.

- 3) Ensure that new development within the district is integrated with existing development and is designed to promote pedestrian and nonautomotive access within the district and from surrounding residential areas;

The proposed use will extend the sidewalk along Old Archer Road that currently terminates at the boundary of the adjacent multi-family development. This will increase non-automotive access to the site.

- 4) Minimize traffic congestion by requiring that large, mixed-use developments be located on appropriate major collector and arterial roadways, and by minimizing the number and location of driveway connections;

The proposed use is not a large, mixed use development. The site is located at the SW 23rd Drive/(Old) Archer Road intersection. One existing curb-cut will be shifted to better align with this intersection and limited to one-way into the site. Additional curb-cuts will be constructed to improve site access with the challenging SW 23rd Drive/(Old) Archer Road intersection. The proposed curb-cuts were coordinated with City of Gainesville Public Works to ensure safe vehicular and pedestrian circulation.

- 5) Encourage proper design review through the utilization of the development plan review process to ensure a harmonious relationship with surrounding development (including adequate ingress and egress);

Submitted as part of this Special Use Permit (SUP) application is a conceptual development plan that utilizes building placement, setbacks, and buffers to demonstrate a harmonious relationship with surrounding development.

- 6) Integrate all outparcel development through landscaping; shared parking, traffic access management and circulation; and stormwater management; and

No outparcels will be created because of this SUP application's approval.

- 7) Require appropriate buffering or screening around large mixed-use development to maintain its compatibility with surrounding land uses.

Submitted as part of this Special Use Permit (SUP) application is a conceptual development plan that utilizes building placement, setbacks, and buffers to demonstrate a harmonious relationship with surrounding development.

- (c) Requirements for development of less than 50,000 square feet.
 - 1) Yard setbacks.
 - a. Front: The maximum setback shall be the average setback of existing development in the same block face; however, when there is no existing development in the same block face, the setback shall be between 15 and 80 feet.

The average setback for other properties within the site's block face is $\pm 67'$, which is consistent with the site's front setback illustrated on the conceptual development plan.

- b. Where the side or rear yard abuts property which is in a residential zoning district or is shown for residential use on the future land use map of the comprehensive plan, the minimum setback shall be 25 feet or the distance created by the 45-degree angle of light obstruction, whichever is greater. If MU-2 zoning abuts a single-family residential zoning district, then the residential portion of the mixed-use development shall be limited to RMF-7 in the area within 100 feet of the property line, plus the required buffers for the single-family residential zoning district. In addition, the multi-family development shall comply with all the regulations in the RMF-7 district and the requirements of section 30-56.

A $\pm 37'$ -foot side setback shall be provided adjacent to the existing multi-family residential development to the east. The site does not abut any single-family residential properties.

- 2) Maximum building height: Five (5) stories.

The proposed building will be single-story. Additional details can be found on the conceptual development plan submitted with the concurrent Special Use Permit application.

- 3) Maximum lot coverage: 50 percent.

The proposed lot coverage will be less than 50%. Additional details can be found on the conceptual development plan submitted with the concurrent Special Use Permit application.

- 4) Access: Access shall be designed to integrate all aspects of the development and shall meet all requirements of Article IX and Chapter 23. Driveways shall be coordinated or shared insofar as possible.

Proposed curb-cuts illustrated on the conceptual development plan were coordinated with City of Gainesville Public Works to ensure safe vehicular and pedestrian circulation. One existing curb-cut will be shifted to better align with the SW 23rd Drive/(Old) Archer Road intersection and limited to one-way into the site. Additional curb-cuts will be constructed to improve site access with the challenging SW 23rd Drive/(Old) Archer Road intersection.

Sec. 30-93 – Gasoline and alternative fuel service station (GN-554), and food stores (MG-54) with accessory gasoline and alternative fuel pumps.

- (a) *Dimensional requirements.* All principal and accessory structures for gasoline service stations shall be located and constructed in accordance with the following minimum requirements:

- 1) Minimum lot area: Twelve thousand square feet.

The proposed site is ±2.52 acres or ±109,771 sq. ft.

- 2) Minimum lot width at minimum front yard setback: One hundred feet.

The proposed site's lot width is ±350 ft. at its widest point.

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

The proposed pump locations far exceed the required 15 ft. setback from the Old Archer Road right-of-way line. Additional details can be found on the conceptual development plan submitted with this Special Use Permit application.

- (c) *Accessory uses.* Permitted accessory uses to a gasoline or alternative fuel service station are as follows:
 - 1) Rental of vehicles is permitted, and such rental vehicles may be outside provided that they are screened in accordance with subsection 30-67(g)(2), pertaining to general provisions for business and mixed use districts.
 - 2) Minor adjustments or repairs to automobiles, trucks, trailers or other vehicles which do not require body work, painting or removal of engines from frames or dismantling of differentials shall be permitted. Additional adjustments or repairs at service stations shall only be permitted within zoning districts where major automotive repairs are a permitted principal use.
 - 3) Retail sale of:
 - a. Minor automobile parts and accessories, gasoline, diesel fuel, alternative fuels, kerosene, lubricating oils and greases; and

- b. Articles dispensed by vending machines, providing such machines are located under the roof of the principal structure.
- 4) Automated carwashes or self-carwashes in conformance with the requirements of section 30-95 shall be permitted by special use permit.

Minor automobile parts and accessories, gasoline, diesel fuel, alternative fuels, kerosene, lubricating oils, greases; and snacks and drinks will be available in the convenience store that is proposed as part of the development on the project site.

- (d) *Repair facilities.* No lift or repair facilities shall be located outside the principal structure.

No repair facilities are anticipated as part of this site's redevelopment.

- (e) *Reserved.*

Mailed Memorandum

MEMORANDUM

TO: Neighbors of 2372 SW Archer Road Area
FROM: Gerry Dedenbach, AICP, LEED AP
DATE: Wednesday, March 15, 2017
RE: Neighborhood Workshop Notice

A neighborhood workshop will be held to discuss a Small-scale Comprehensive Plan Amendment, Rezoning to the Mixed Use Medium Intensity (MU-2) district, Special Use Permit, and proposed development plan for a new ±6,000 sf building with 12 fueling positions and associated use, located on Alachua County Tax Parcel 06764-000-000. The site is located at 2372 SW Archer Road, Gainesville, FL. Some of the uses permitted in this district include food stores, residential uses (12 to 30 dwelling units per acre), and miscellaneous retail. Please see the complete list permitted uses attached.

Date: Wednesday, March 29, 2017
Time: 6:00 p.m.
Place: Courtyard by Marriott Gainesville
Meeting Room A
3700 SW 42nd Street
Gainesville, FL 32608
Contact: Heather Hinson
(352) 331-1976

This is not a public hearing. The purpose of the workshop is to inform neighboring property owners about the nature of the proposal and to seek comments. We look forward to seeing you at the workshop.

Permitted Uses

SIC	Uses	Conditions
	USES BY RIGHT:	
	Any accessory uses customarily and clearly incidental to any permitted principal use	
	Bed and breakfast establishments	In accordance with article VI
	Community residential homes with 14 or fewer residents	In accordance with article VI
	Compound uses	
	Eating places	
	Food trucks	In accordance with article VI
	Medical marijuana dispensaries	
	Outdoor cafes	As defined in article II and in accordance with article VI
	Personal fitting and sales of prosthetic or orthopedic appliances	

	Places of religious assembly	In accordance with article VI
	Public service vehicles	As defined and in accordance with article VI
	Repair services for household needs	As defined in article II
	Residential uses (12 to 30 dwelling units per acre)	Residential development shall conform to the requirements of the RMF-7 or RMF-8 zoning districts, the requirements of section 30-56 , and the additional requirements of this section. Lots that existed on November 13, 1991 as recorded in the planning and development services department and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.
	Specialty T-shirt production	
GN-074	Veterinary services	Only within enclosed buildings and in accordance with article VI
IN-0752	Animal specialty services, except veterinary	Only within enclosed buildings
GN-078	Landscape and horticultural services	
MG-15	Building construction - General contractors and operative builders	
GN-171	Plumbing, heating and air conditioning	
GN-172	Painting and paper hangers	

GN-173	Electrical work	
MG-27	Printing, publishing and allied industries	
MG-43	U.S. Postal Service	
GN-472	Arrangement of passenger transportation	Offices only, with no operation of passenger tours from the site
GN-481	Telephone communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI, excluding cellular telephone services
GN-482	Telegraph and other message communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-483	Radio and television broadcasting stations	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-484	Cable and other pay television services	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-523	Paint, glass and wallpaper stores	
GN-525	Hardware stores	
GN-526	Retail nurseries, lawn and garden supply stores	

MG-53	General merchandise stores	
MG-54	Food stores	Accessory gasoline and alternative fuel pumps in accordance with article VI
GN-553	Auto and home supply stores	Garage and installation facilities, in accordance with the provisions for limited automotive services in article VI
GN-554	Gasoline service stations including the sales of alternative fuels for automobiles	In accordance with article VI
MG-56	Apparel and accessory stores	
MG-57	Home furniture, furnishings and equipment stores	
MG-59	Miscellaneous retail	Excluding fuel dealers (IN-5983)
Div. H	Finance, insurance and real estate	Excluding cemetery subdivisions and developers (IN-6553)
MG-72	Personal services	Including funeral services and crematories, in accordance with article VI
MG-73	Business services	Excluding outdoor advertising services (IN-7312), disinfecting and pest control services (IN-7342), heavy construction equipment rental and leasing (IN-7353), and equipment rental and leasing, not elsewhere classified (IN-7359)
GN-752	Automobile parking	

MG-76	Miscellaneous repair services	Excluding miscellaneous repair shops and related services (GN-769) and including repair services for household needs as defined in this chapter
MG-78	Motion pictures	Excluding drive-in theaters (IN-7833) and outdoor filming facilities
MG-79	Amusement and recreation services	Excluding go-cart rental and raceway operations, commercial sports (GN-794), and simulated gambling establishments. Must be located within enclosed structures.
MG-80	Health services	Excluding hospitals (GN-806) and including nursing and personal care facilities (GN-805) in accordance with article VI, and excluding rehabilitation centers
MG-81	Legal services	
MG-82	Educational services	Including private schools, in accordance with article VI
MG-83	Social services	Including day care centers as defined in this chapter and in accordance with article VI, excluding rehabilitation centers, halfway houses, social service homes, and residences for destitute people as defined in this chapter
GN-841	Museums and art galleries	
MG-86	Membership organizations	
MG-87	Engineering, accounting, research management and related services	Excluding testing laboratories (IN-8734) and facilities support management services (IN-8744)

MG-89	Services, not elsewhere classified	
Div. J	Public administration	
	USES BY SPECIAL USE PERMIT:	
	Accessory transmission, retransmission and microwave towers over 100 feet in height	In accordance with article VI
	Alcoholic beverage establishments	In accordance with article VI
	Limited automotive services	In accordance with article VI
	Other uses (including light assembly or packaging)	Within completely enclosed structures; no outdoor storage, truck traffic limited to that normal to commercial activities such as grocery stores, loading docks and mechanical equipment must be screened, and sound attenuation shall be provided to any adjacent residential area or area in actual residential use; no access to any residential street; must meet industrial buffers. Storage of hazardous materials in accordance with the county hazardous materials management code
	Recycling centers	In accordance with article VI
	Rehabilitation centers	In accordance with article VI
	Residences for destitute people	In accordance with article VI

	Social service homes	In accordance with article VI
GN-598	Fuel dealers	
GN-701	Hotels and motels	
GN-702	Roominghouses and boardinghouses	In accordance with article VI
MG-79	Amusement and recreation services located outside of an enclosed structures	Excluding simulated gambling establishments. Must be in compliance with noise ordinance.

Mailing Labels

Neighborhood Workshop Notice

06765-050-502 Archer Road Wawa
ADAMO & ADAMO & ADAMO & ADAMO
317 N ROSCOE BLVD
PONTE VEDRA BEACH, FL 32082

Neighborhood Workshop Notice

06765-010-111 Archer Road Wawa
ADEL, LISA S
151 SW 136TH ST
NEWBERRY, FL 32669

Neighborhood Workshop Notice

06765-100-003 Archer Road Wawa
ADRIAN & ADRIAN
11187 NW 70TH CT
PARKLAND, FL 33075

Neighborhood Workshop Notice

06765-030-312 Archer Road Wawa
ALEXANDER & ALEXANDER
3730 TRANQUILITY DR
MELBOURNE, FL 32934

Neighborhood Workshop Notice

06765-060-602 Archer Road Wawa
ALLEN & SMITH ET UX
3228 NW 57TH TER
GAINESVILLE, FL 32606

Neighborhood Workshop Notice

06765-080-801 Archer Road Wawa
ALLISON, WILLIAM A II
800 S DAKOTA AVE APT 210
TAMPA, FL 33606-2855

Neighborhood Workshop Notice

06765-060-606 Archer Road Wawa
ALTMAN & ALTMAN
11512 TROTTERING DOWN DR
ODESSA, FL 33556-5902

Neighborhood Workshop Notice

06765-020-211 Archer Road Wawa
ANDERSON, EDDIE M & DONNA H
891 NW FAIRWAY DR
LAKE CITY, FL 32055

Neighborhood Workshop Notice

06765-080-806 Archer Road Wawa
ARFARAS & ARFARAS
2834 ANDERSON COURT
CLEARWATER, FL 33761

Neighborhood Workshop Notice

06765-110-112 Archer Road Wawa
ATRIA, GREGORY & BRENDA M
5950 SW 37TH TER
FORT LAUDERDALE, FL 33312

Neighborhood Workshop Notice

06765-010-105 Archer Road Wawa
AVILA & AVILA
8868 NW 108TH LN
HIALEAH GARDENS, FL 33018

Neighborhood Workshop Notice

06765-040-404 Archer Road Wawa
BAKER & JONES W/H
3 SANDSTONE CT
TAYLORS, SC 29687-6638

Neighborhood Workshop Notice

06765-070-712 Archer Road Wawa
BARICEVICH & BARICEVICH
704 JACANA WAY
NORTH PALM BEACH, FL 33408

Neighborhood Workshop Notice

06765-050-503 Archer Road Wawa
BENSON-SAPIENZA LLC
5814 SW 89TH TER
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-050-511 Archer Road Wawa
BETTERS, MARK J
425 TEMPLE RD
MONACA, PA 15061

Neighborhood Workshop Notice

06765-110-104 Archer Road Wawa
BLACK & BLACK
2360 SW ARCHER RD UNIT 1104
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06764-000-000 *** Archer Road Wawa
BLAKEWOOD LLC
3600 NW 43RD ST STE E-2
GAINESVILLE, FL 32606

Neighborhood Workshop Notice

06765-050-507 Archer Road Wawa
BOECHE & BOECHE
PO BOX 8309
SEMINOLE, FL 33775

Neighborhood Workshop Notice

06765-100-006 Archer Road Wawa
BOSSI III LLC
5542 NW 43RD ST
GAINESVILLE, FL 32653

Neighborhood Workshop Notice

06765-010-103 Archer Road Wawa
BOWERS & BOWERS
2360 SW ARCHER RD APT 103
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-030-310 Archer Road Wawa
BROWN & JENNINGS
2360 SW ARCHER RD UNIT 310
Gainesville, FL 32608

Neighborhood Workshop Notice

06765-030-311 Archer Road Wawa
BUCCIARELLI & BUCCIARELLI
10022 SW 48TH PL
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-070-724 Archer Road Wawa
BUCHANAN, GEORGE JR & FELOR
13710 NW 56TH AVE
GAINESVILLE, FL 32653-2557

Neighborhood Workshop Notice

06765-070-710 Archer Road Wawa
BURT & BURT
9090 SHOAL CREEK DR
TALLAHASSEE, FL 32312

Neighborhood Workshop Notice

06765-020-203 Archer Road Wawa
C & G ENTERPRISES LLC
4437 SW 91ST DR
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-090-913 Archer Road Wawa
CAMERON & CAMERON
2301 BENDELOW TRAIL
TAMPA, FL 33629

Neighborhood Workshop Notice

06765-030-305 Archer Road Wawa
CAMPBELL, LARRY P & KIMBERLY A
4402 ENDICOTT PLACE
TAMPA, FL 33624-2621

Neighborhood Workshop Notice

06765-060-604 Archer Road Wawa
CAPOZZA, FRANCIS R
7283 CRYSTAL SPRING RUN
SPRING HILL, FL 34607

Neighborhood Workshop Notice

06765-010-101 Archer Road Wawa
CARRERAS & CARRERAS
9271 SW 68TH ST
MIAMI, FL 33173

Neighborhood Workshop Notice

06765-020-207 Archer Road Wawa
CARROLL, NOLAN & JENNIFER
7163 AUGUSTA DR
FLEMING ISLAND, FL 32003-8755

Neighborhood Workshop Notice

06765-020-202 Archer Road Wawa
CHARPENTIER, VICTORIA
11376 NW 46TH LN
DORAL, FL 33178

Neighborhood Workshop Notice

06765-060-623 Archer Road Wawa
CLEMANS, KATHERINE H
187 PROSPECT ST
NORTHAMPTON, MA 01060-2138

Neighborhood Workshop Notice

06765-090-914 Archer Road Wawa
CLEMENTS, ALAN B & JANE L
6241 BENBROOKE DR NW
ACWORTH, GA 30101-8485

Neighborhood Workshop Notice

06765-060-608 Archer Road Wawa
CLIFT & CLIFT
2888 WYNDHAM WAY
MELBOURNE, FL 32940-5972

Neighborhood Workshop Notice

06765-060-622 Archer Road Wawa
COOPER JR & COOPER SR
5510 HARBORAGE DR
FT MYERS, FL 32608

Neighborhood Workshop Notice

06765-100-012 Archer Road Wawa
COSTA JOSE & SONIA
1436 NW 117TH TER
GAINESVILLE, FL 32606

Neighborhood Workshop Notice

06765-050-505 Archer Road Wawa
DICOSIMO, THOMAS B
6115 MACARTHUR DR
HARRISBURG, PA 17112

Neighborhood Workshop Notice

06765-090-912 Archer Road Wawa
DISKIN, PATRICK KELLY
UNIT 2310 BOX 0073
DPO AE, AE 09816-0073

Neighborhood Workshop Notice

06765-050-504 Archer Road Wawa
DRAPER, CLIVE & MICHELLE
1631 NE 26TH TER
POMPANO BEACH, FL 33062

Neighborhood Workshop Notice

06765-060-617 Archer Road Wawa
DUMBROFF & DUMBROFF
149 GRANADA AVE
FT LAUDERDALE, FL 33326

Neighborhood Workshop Notice

06757-001-000 Archer Road Wawa
EDDY, VERNON TRUSTEE
2290 SW 23RD ST
GAINESVILLE, FL 32608-1410

Neighborhood Workshop Notice

06765-090-906 Archer Road Wawa
ENOGIERU & ENOGIERU
9811 BOSQUE LANE
MIRAMAR, FL 33025

Neighborhood Workshop Notice

06765-070-719 Archer Road Wawa
ESFANDIARY LIDA
2360 SW ARCHER RD UNTI 719
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-100-001 Archer Road Wawa
FEATHERY GROUP LLC
2190 CHINABERRY CIRCLE SE
PALM BAY, FL 32909

Neighborhood Workshop Notice

06765-050-512 Archer Road Wawa
FERGUSON & FERGUSON
2621 COBB WAY
PALM HARBOR, FL 34684

Neighborhood Workshop Notice

06765-070-708 Archer Road Wawa
FINNERTY, PATRICK W & RHONDA L
11220 NW 122ND TER
ALACHUA, FL 32615-6552

Neighborhood Workshop Notice

06766-000-000 Archer Road Wawa
FLORIDA CLINICAL PRACTICE, ASS
PO BOX 100354
GAINESVILLE, FL 32610

Neighborhood Workshop Notice

06765-100-004 Archer Road Wawa
GAINESVILLE 1004
344 RUGBY RD
CEDARHURST, NY 11516

Neighborhood Workshop Notice

06765-050-510 Archer Road Wawa
GALLREIN III & GALLREIN
3080 EMINENCE PIKE
SHELBYVILLE, KY 40065

Neighborhood Workshop Notice

06765-080-807 Archer Road Wawa
GAO & LI
8212 SW 51ST BLVD
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-060-621 Archer Road Wawa
GEE & GEE TRUSTEES
211 COBBLERS DR
COLD SPRINGS, KY 41076

Neighborhood Workshop Notice

06765-100-002 Archer Road Wawa
GOLIK & SW ARCHER RD LLC
11450 SW 84TH AVE
MIAMI, FL 33156

Neighborhood Workshop Notice

06765-070-711 Archer Road Wawa
GONZALEZ & GONZALEZ
1510 E OAK KNOLL CIRCLE
DAVIE, FL 33324-6420

Neighborhood Workshop Notice

06765-100-009 Archer Road Wawa
GOODMAN & GOODMAN
2360 SW ARCHER RD UNIT 1009
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-090-904 Archer Road Wawa
GRAVENSTEIN, GALEY HOOVER
7221 NW 18TH AVE
GAINESVILLE, FL 32605

Neighborhood Workshop Notice

06765-020-201 Archer Road Wawa
GROSSMAN & GROSSMAN
2401 NW 64TH ST
BOCA RATON, FL 33496

Neighborhood Workshop Notice

06765-010-104 Archer Road Wawa
GROVES & GROVES
2360 SW ARCHER RD #104
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-040-401 Archer Road Wawa
GUIDO & TRIPLETT
2316 DOVEWOOD ESTATES
VALRICO, FL 33594

Neighborhood Workshop Notice

06765-090-903 Archer Road Wawa
GV2360 LLC
2106 NE OCAPI CT
JENSEN BEACH, FL 34957

Neighborhood Workshop Notice

06765-030-302 Archer Road Wawa
HALL II & HALL
3107 S JULIA CIRCLE
TAMPA, FL 33629

Neighborhood Workshop Notice

06765-090-920 Archer Road Wawa
HAMRICK & HAMRICK
7501 SPYGLASS WAY
RALEIGH, NC 27615

Neighborhood Workshop Notice

06765-070-717 Archer Road Wawa
HANCOCK & HANCOCK
5317 HIGH PARK LN
ORLANDO, FL 32814-6762

Neighborhood Workshop Notice

06765-020-206 Archer Road Wawa
HARTIG & HARTIG
2057 67TH AVE NORTH
ST PETERSBURG, FL 33702

Neighborhood Workshop Notice

06765-110-111 Archer Road Wawa
HESTER, JOSEPH D & BECKY P
131 BAKER SAWMILL RD
LENOX, GA 31637

Neighborhood Workshop Notice

06765-060-616 Archer Road Wawa
HOCHMAN RICHARD D HEIRS
2360 SW ARCHER RD #616
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-050-509 Archer Road Wawa
HOGREFE & HOGREFE & HOGREFE
12580 PANASOFFKEE DR
FORT MYERS, FL 33903

Neighborhood Workshop Notice

06765-040-412 Archer Road Wawa
HREHA & HREHA
8 DUBEL RD
WAYNE, NJ 07470

Neighborhood Workshop Notice

06765-110-101 Archer Road Wawa
HUNT RUTH OLSSON LIFE ESTATE
2360 SW ARCHER RD APT 1101
GAINESVILLE, FL 32608-1050

Neighborhood Workshop Notice

06765-100-011 Archer Road Wawa
IITB REALTY LLC
1601 NORTH FLAMINGO DR STE 2
PEMBROKE PINES, FL 33028

Neighborhood Workshop Notice

06765-060-605 Archer Road Wawa
JAKOBSEN, HANS J & TOVE S
DUNHAMMERVEJ 4
VIBY J DK8260
DENMARK

Neighborhood Workshop Notice

06765-110-103 Archer Road Wawa
JEYAPPAUL & JEYAPPAUL
15870 CHANDELLE PL
WELLINGTON, FL 33414

Neighborhood Workshop Notice

06765-110-106 Archer Road Wawa
JOHNSTON TRUSTEE & JOHNSTON
2360 SW ARCHER RD #1106
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06764-001-000 Archer Road Wawa
KACS ENTERPRISES LLC
2625 N MAIN ST
GAINESVILLE, FL 32609

Neighborhood Workshop Notice

06765-090-902 Archer Road Wawa
KELLEY & KELLEY
2360 SW ARCHER RD UNIT 902
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-060-607 Archer Road Wawa
KING & PARKER W/H
9158 HECKSCHER DR
JACKSONVILLE, FL 32226

Neighborhood Workshop Notice

06765-020-212 Archer Road Wawa
KIRTANE & KIRTANE
1730 FIFESHIRE CT
LONGWOOD, FL 32779

Neighborhood Workshop Notice

06765-070-704 Archer Road Wawa
KLOET & KLOET
4221 SHERROD ST
PITTSBURGH, PA 15201

Neighborhood Workshop Notice

06765-090-917 Archer Road Wawa
KNIGHT, GERALD & PEGGY
PO BOX 30129
FORT LAUDERDALE, FL 33303-0129

Neighborhood Workshop Notice

06765-030-304 Archer Road Wawa
KRAS CLAUDIA A
2360 SW ARCHER RD UNIT 304
GAINESVILLE, FL 32608-1010

Neighborhood Workshop Notice

06765-080-802 Archer Road Wawa
KUHN, SCOTT L & LINDA
94 S RIVER RD
SEWALLS POINT, FL 34996

Neighborhood Workshop Notice

06765-060-601 Archer Road Wawa
LA SALA & LA SALA
1730 LAKESHORE DR
FORT LAUDERDALE, FL 33326

Neighborhood Workshop Notice

06765-070-701 Archer Road Wawa
LAKSHMINARASIMHAN, VENU
2839 TORRANCE DR
LAND O LAKES, FL 34638-7806

Neighborhood Workshop Notice

06765-020-204 Archer Road Wawa
LAWSON & MCCOMBIE
2360 SW ARCHER RD #204
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-060-603 Archer Road Wawa
LEVY & LEVY
2580 NW 28TH ST
BOCA RATON, FL 33434

Neighborhood Workshop Notice

06765-090-924 Archer Road Wawa
LI, SUHAN
14513 STONEBRIAR WAY
ORLANDO, FL 32826

Neighborhood Workshop Notice

06765-040-409 Archer Road Wawa
LIU & LIU
2360 SW ARCHER RD UNIT 409
MIAMI, FL 32608

Neighborhood Workshop Notice

06765-080-803 Archer Road Wawa
LIU ANDREW N
2360 SW ARCHER RD #803
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-060-614 Archer Road Wawa
LIU, ANNE
8822 PARADISE DR
TAMARAC, FL 33321-4120

Neighborhood Workshop Notice

06765-060-615 Archer Road Wawa
LIU, EDWARD & SUZANNE
10222 LONE STAR PL
DAVIE, FL 33328

Neighborhood Workshop Notice

06765-060-612 Archer Road Wawa
MANNE SIDNI PAIGE
1531 OAK FOREST DR
ORMOND BEACH, FL 32174

Neighborhood Workshop Notice

06765-070-706 Archer Road Wawa
MARQUIS & MARQUIS
29 ORCHARD HILL DR
WEST KINGSTON, RI 02892

Neighborhood Workshop Notice

06765-090-908 Archer Road Wawa
MARTIN & VERNON
250 LAKEVIEW DR
MORGANTOWN, WV 26508

Neighborhood Workshop Notice

06765-010-102 Archer Road Wawa
MARTINEZ & MARTINEZ
2360 SW ARCHER RD UNIT 102
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-110-110 Archer Road Wawa
MASSIE, STEVEN A & DIANE L
858 PINE SHADOW DR
APOPKA, FL 32712

Neighborhood Workshop Notice

06765-070-722 Archer Road Wawa
MEHLER ALEX H
2360 SW ARCHER RD UNIT 722
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-060-624 Archer Road Wawa
MILLER MARK R & LISA M
3749 HELICON DR
JACKSONVILLE, FL 32223

Neighborhood Workshop Notice

06765-020-209 Archer Road Wawa
MIR & MIR
74 MYRTLE ST UNIT #4
BOSTON, MA 02114

Neighborhood Workshop Notice

06765-001-000 Archer Road Wawa
MOUNT VERNON APARTMENTS
822 A1A NORTH
PONTE VEDRA, FL 32082-3260

Neighborhood Workshop Notice

06765-090-911 Archer Road Wawa
MURPHREE & MURPHREE & MURPHREE
2360 SW ARCHER RD UNIT 911
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-070-707 Archer Road Wawa
NGUYEN DAT VO
10905 AUSTRALIAN PINE DR
RIVERVIEW, FL 33579

Neighborhood Workshop Notice

06765-030-303 Archer Road Wawa
NORAT TRUSTEE & NORAT TRUSTEE
1057 HILLSBORO MILE APT 711
HILLSBORO BEACH, FL 33062-2131

Neighborhood Workshop Notice

06765-090-919 Archer Road Wawa
OELRICH IVAN A & AIMEE B
4226 SW 182ND DR
NEWBERRY, FL 32669-4751

Neighborhood Workshop Notice

06765-090-909 Archer Road Wawa
OSTEEN, JAMES R & CATHERINE I
532 NE BLVD
GAINESVILLE, FL 32601

Neighborhood Workshop Notice

06765-070-702 Archer Road Wawa
PABJAN & PABJAN
1783 W GROVELEAF AVE
PALM HARBOR, FL 34683-3930

Neighborhood Workshop Notice

06765-010-107 Archer Road Wawa
PARIS, PATRICK & PHYLLIS
9389 SW 94TH LOOP
OCALA, FL 34481-4638

Neighborhood Workshop Notice

06765-110-102 Archer Road Wawa
PARKER & PARKER TRUSTEE & PARKER
TRUSTEE
4900 SW 2ND TER
OCALA, FL 34471

Neighborhood Workshop Notice

06765-070-720 Archer Road Wawa
PASHUCK & PASHUCK
8520 SUMMERVILLE PL
ORLANDO, FL 32819

Neighborhood Workshop Notice

06765-010-108 Archer Road Wawa
PASQUARELLI, RONALD & AMY LIFE
ESTATE
8704 SW 95TH PL
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-080-805 Archer Road Wawa
PATEL, NIRANJAN R & RAJESVARI
17311 PREAKNESS PL
ODESSA, FL 33556

Neighborhood Workshop Notice

06765-060-609 Archer Road Wawa
PENARANDA, JORGE L & DILMA
12502 SW 78TH ST
MIAMI, FL 33183

Neighborhood Workshop Notice

06765-060-611 Archer Road Wawa
PHEN, BENJAMIN & HWAYIN
645 CHRISTINA LAKE DR
LAKELAND, FL 33813

Neighborhood Workshop Notice

06765-070-713 Archer Road Wawa
PILLARISETTY & PILLARISETTY
115 BRISTOL FOREST TRAIL
SANFORD, FL 32771

Neighborhood Workshop Notice

06765-060-620 Archer Road Wawa
POLVADORE ELTON I III
2360 SW ARCHER RD # 620
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-030-301 Archer Road Wawa
PORTNOW & PORTNOW
4841 HANGING MOSS LN
SARASOTA, FL 34238

Neighborhood Workshop Notice

06765-040-408 Archer Road Wawa
PRAWER & PRAWER
721 SWANNEE CT NE
ST PETERSBURG, FL 33702

Neighborhood Workshop Notice

06765-080-804 Archer Road Wawa
RABIONET & RABIONET & RABIONET
6677 NW 101ST TER
PARKLAND, FL 33076

Neighborhood Workshop Notice

06765-110-108 Archer Road Wawa
RAUSCH & RAUSCH TRUSTEES
17733 DEER ISLE CIR
WINTER GARDEN, FL 34787

Neighborhood Workshop Notice

06765-090-901 Archer Road Wawa
RBR INVESTMENT GROUP LLC
PO BOX 3308
VALDOSTA, GA 31604

Neighborhood Workshop Notice

06765-090-905 Archer Road Wawa
RBR INVESTMENTS GROUP LLC
PO BOX 3308
VALDOSTA, GA 31604

Neighborhood Workshop Notice

06765-030-308 Archer Road Wawa
REINHART, LILY
PO BOX 142122
GAINESVILLE, FL 32614-2122

Neighborhood Workshop Notice

06765-060-613 Archer Road Wawa
REZAIE & REZAIE
13815 SW 67TH PL
PALMETTO BAY VILLAGE, FL 33158

Neighborhood Workshop Notice

06765-090-916 Archer Road Wawa
ROBERTS & ROBERTS
19802 RHEA SEE DR
LUTZ, FL 33548

Neighborhood Workshop Notice

06765-070-703 Archer Road Wawa
RODRIGUEZ & RODRIGUEZ & SANCHEZ
2360 SW ARCHER RD APT 703
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-020-205 Archer Road Wawa
ROSIEJON LLC
23723 S STONEY LAKE DR
SUN LAKES, AZ 85248

Neighborhood Workshop Notice

06765-070-721 Archer Road Wawa
RUBINACCI, EVELYNE & ALESSANDR
13475 61ST ST N
WEST PALM BEACH, FL 33412-1916

Neighborhood Workshop Notice

06765-070-715 Archer Road Wawa
SALEM & SALEM & SALEM & SALEM
1789 BOLTON ABBEY DR
JACKSONVILLE, FL 32223

Neighborhood Workshop Notice

06765-110-105 Archer Road Wawa
SANTACOLOMA HERNANDO
2360 SW ARCHER RD UNIT 1105
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-010-112 Archer Road Wawa
SCHAEFER, LINDSAY EVAN
2360 SW ARCHER RD #112
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-030-306 Archer Road Wawa
SCHNEIDER, MELISSA
2887 SW 93RD DR
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-090-915 Archer Road Wawa
SCHWARTZ, CURTIS & RITA
9671 NW 67TH PL
PARKLAND, FL 33076

Neighborhood Workshop Notice

06765-070-716 Archer Road Wawa
SCURO & SCURO
9000 CHARLES E LIMPUS RD
ORLANDO, FL 32836

Neighborhood Workshop Notice

06765-080-808 Archer Road Wawa
SHANK & SHANK & SHANK
10035 SW 1ST CT
CORAL SPRINGS, FL 33071

Neighborhood Workshop Notice

06765-050-506 Archer Road Wawa
SHUMAKE AND WILCOX LLC
2504 NW 71ST PL
GAINESVILLE, FL 32653

Neighborhood Workshop Notice

06765-050-508 Archer Road Wawa
SIKES & SIKES
2080 MONTEREY DR
DELTONA, FL 32738

Neighborhood Workshop Notice

06765-060-610 Archer Road Wawa
SINIS PROPERTIES LLC
1830 NW 113TH AVE
PEMBROKE PINES, FL 33026

Neighborhood Workshop Notice

06765-070-718 Archer Road Wawa
ST JEAN HOLDINGS LLC
150 SAGE BRUSH TRAIL
ORMOND BEACH, FL 32174

Neighborhood Workshop Notice

06765-040-406 Archer Road Wawa
STAPLETON, SHAINA C
2360 ARCHER RD UNIT 406
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-100-010 Archer Road Wawa
STUBBS & STUBBS
1225 GREENRIDGE RD
JACKSONVILLE, FL 32207

Neighborhood Workshop Notice

06765-000-000 Archer Road Wawa
SUBURBAN PROPANE
1 SUBURBAN PLAZA 240 RR 10 W
WHIPPANY, NJ 07981

Neighborhood Workshop Notice

06765-100-005 Archer Road Wawa
SURRENCY & SURRENCY
5645 SW 88TH CT
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06759-000-000 Archer Road Wawa
THE BARTRAM LLC
600 BRICKELL AVE STE 1400
MIAMI, FL 33131-3068

Neighborhood Workshop Notice

06765-080-812 Archer Road Wawa
TIMOFEEV & TIMOFEEV
2315 TRIAD LANE
TAMPA, FL 33618

Neighborhood Workshop Notice

06765-050-501 Archer Road Wawa
TURNBULL & TURNBULL
9278 ABBEY WAY
DOWNS, IL 61736

Neighborhood Workshop Notice

06758-000-000 Archer Road Wawa
UF PLANNING, DESIGN &
CONSTRUCTION
PO BOX 115050
GAINESVILLE, FL 32611-5050

Neighborhood Workshop Notice

06765-110-107 Archer Road Wawa
VALENTI & VALENTI
2360 SW ARCHER RD #1107
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-040-410 Archer Road Wawa
VAN DOREN, MAUREEN
12 MCCOY CIRCLE
KEY WEST, FL 33139

Neighborhood Workshop Notice

06765-010-110 Archer Road Wawa
VAUGHAN, ALFRED M & EUDEENE P
7391 NW 38TH CT
LAUDERHILL, FL 33319

Neighborhood Workshop Notice

06765-040-405 Archer Road Wawa
WAHL & WAHL
BELAUSTR 21
70195
STUTTGART, -- GERMANY

Neighborhood Workshop Notice

06765-060-619 Archer Road Wawa
WAHL & WAHL
14707 JUNE WASHAM RD
DAVIDSON, NC 28036-7053

Neighborhood Workshop Notice

06765-060-618 Archer Road Wawa
WALTHER & WALTHER
6210 RIVERVIEW BLVD
BRADENTON, FL 34209-1345

Neighborhood Workshop Notice

06765-090-910 Archer Road Wawa
WANG & WANG
2360 SW ARCHER RD UNIT 910
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-070-714 Archer Road Wawa
WARNER CRAIG D
2360 SW ARCHER RD #714
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-090-923 Archer Road Wawa
WEAVER, GERALD K & ANNA
264 ST JOHNS GOLF DR
ST AUGUSTINE, FL 32092-1052

Neighborhood Workshop Notice

06765-110-109 Archer Road Wawa
WEAVER, ROBERT VINCENT
104 LACEY MILL CT
SAINT JOHNS, FL 32259-7245

Neighborhood Workshop Notice

06765-080-809 Archer Road Wawa
WEHRY, MARK ALBERT
6440 DUNLIETH PL
PENSACOLA, FL 32504-7818

Neighborhood Workshop Notice

06765-070-705 Archer Road Wawa
WESTERVELT, DAVID A & URSULA A
2360 SW ARCHER RD #705
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

06765-030-307 Archer Road Wawa
WILLIAMS & WILLIAMS
11959 NICHOLSON DR #17205
BATON ROUGE, LA 70810

Neighborhood Workshop Notice

06765-080-811 Archer Road Wawa
WILLIAMS, ANTHONY K & JULIETTE
1250 SUMMIT CHASE DR
LAKELAND, FL 33813

Neighborhood Workshop Notice

06765-020-208 Archer Road Wawa
WILLIS, RODNEY DALE TRUSTEE
1805 4TH ST W
PALMETTO, FL 34221

Neighborhood Workshop Notice

06765-040-403 Archer Road Wawa
WINTERS, JACKY M
1511 W JULIA ST
PERRY, FL 32347

Neighborhood Workshop Notice

06765-020-210 Archer Road Wawa
WOODRUFF, RUSSELL E
275 HERONS RUN DR APT 725
SARASOTA, FL 34232-1769

Neighborhood Workshop Notice

06765-070-723 Archer Road Wawa
YEUNG FAMILY WYOMING LLC, (THE
24500 PARADISE RD
BONITA SPRING, FL 34135

Neighborhood Workshop Notice

06765-090-907 Archer Road Wawa
ZAMORA & ZAMORA
6800 SW 72ND CT
CORAL GABLES, FL 33143

Neighborhood Workshop Notice

06765-010-109 Archer Road Wawa
ZHU, DAN
7232 SW 17TH PL
GAINESVILLE, FL 32607

Newspaper Advertisement

SB 1238

Lawmakers could short-circuit FPL court rulings

By Dara Kam
The News Service of Florida

TALLAHASSEE — The state’s largest electric utility is pushing two proposals — put on the fast track by Republican leaders — that amount to end-runs around recent court rulings, drawing outrage from consumer groups and large utility customers.

The Senate Communications, Energy and Public Utilities Committee unanimously approved both measures Tuesday, despite objections from AARP and proponents of alternative energy.

“It’s not surprising because the big investor-owned utilities have traditionally gotten their way in the Florida Legislature,” Susan Glickman, Florida director of the Southern Alliance for Clean Energy, told reporters after the meeting. “We don’t capture energy efficiency in the state of Florida, and we’re building power plants that we don’t need, and consumers will pay for that for decades.”

One of the measures approved Tuesday focuses on a long-standing dispute related to Florida Power & Light’s proposal to build two nuclear reactors at its Turkey Point complex in Miami-Dade County.

A second, even-more divisive piece of legislation was spawned by a decision about a controversial plan by FPL to use ratepayers’ money to invest in an Oklahoma natural-gas project. The Florida Supreme Court last year ruled against the utility and the state Public Service Commission in a lawsuit over the project.

The bill would allow state regulators to give permission to utilities like FPL to charge customers to recoup costs on exploratory natural-gas projects in other states, such as the Oklahoma fracking plan.

The measure (SB 1238), sponsored by Sen. Aaron Bean, R-Fernandina Beach, would essentially override the Supreme Court ruling that found utility regulators exceeded their authority in allowing FPL to invest in the drilling and production of natural gas in what is known as the Woodford Gas Reserves Project.

Opponents, including the state Office of Public Counsel, which represents consumers in utility issues, and the Florida Industrial Power Users Group, comprised of large commercial customers, appealed to the Supreme Court after unsuccessfully fighting the FPL plan at the Public Service Commission.

FPL uses massive amounts of natural gas to fuel power plants and argued that the project would provide a stable source of gas that, ultimately, would save money for customers. The project, however, led to losses in 2015, according to testimony in a separate case.

The investment was a departure from the typical practice of utilities buying natural gas and then passing along costs to customers.

State law allows the Public Service Commission to set the amounts of money that utilities can recover from customers for a variety of expenses, including “cost recovery” to compensate for expenses such as fuel.

However, the Supreme Court decided that allowing the utility to use the project as a hedge “would require FPL’s ratepayers to guarantee the capital investment and operations of an oil and gas venture without the Florida Legislature’s authority.”

Sam Forrest, FPL vice president of energy marketing and trading, told the Senate committee on Tuesday that reversing the court decision will allow the power company to save money, which would help customers in the long run.

“We are always looking

for innovative ways to find solutions for our customers ... to manage costs and reduce risk,” Forrest said.

FPL already purchases all of its natural gas — which makes up more than two-thirds of the fuel used to power its plants — outside of Florida, Forrest said.

But critics maintained that customers — instead of shareholders — would bear all the risk of the out-of-state projects, while FPL could make a profit.

The utility’s “core business” is “electricity providing, not oil and gas ventures,” said Jon Moyle, an attorney and lobbyist who represents the Florida Industrial Power Users Group. “If they want to get into the oil and gas wildcatting business, wherever, as long as they’re not doing it with ratepayer money, that probably would not draw the opposition that it has.”

The proposal needs to get through one more committee before heading to the floor for a full Senate vote.

The other FPL-backed proposal (SB 1048) approved Tuesday centers on a lawsuit about whether the utility could be required to install underground transmission lines as part of a nuclear-power project in Miami-Dade County.

In 2014, Gov. Rick Scott and the Cabinet, acting as the state’s power-plant “siting board,” signed off on the project.

But the 3rd District Court of Appeal sided with local governments and overturned the decision by Scott and the Cabinet. A key part of the ruling said Scott and Cabinet members erroneously determined they could not require underground transmission lines as a condition of the project approval.

Last month, the Florida Supreme Court refused to take up the case, a decision viewed as a victory for local governments, including the city of Miami, that have tangled with FPL about the transmission-line issue and local development regulations.

The proposed legislation, sponsored by Sen. Tom Lee, would give the Public Service Commission the exclusive authority to force utilities to bury lines underground — something that would have cost FPL nine times more than the above-ground lines, according to a legislative analysis of the bill.

The appellate court decision “flies in the face of decades” of interpretation of the law’s intent, Lee, R-Thonotosassa, told

the committee Tuesday.

“If we don’t clarify this statute, it is very, very difficult ... for us to see any way you’re going to be able to site the transmission lines to produce” the energy Florida will need in the future, Lee warned. A similar measure will get its first House committee vetting Wednesday.

The Senate committee’s overwhelming approval of the two bills came after a report by the Miami Herald/Tampa Bay Times Tallahassee Bureau about FPL last month paying nearly \$2,000 for committee Chairman Frank Artiles, R-Miami, to travel to Daytona Beach and Epcot Center. Artiles reported the contributions to his political committee late Monday, after being questioned by the Herald/Times. Artiles was photographed at the Daytona Beach 500 wearing a jacket bearing the insignia of NextEra, FPL’s parent company.

Artiles told reporters after the meeting that he did nothing to pressure the committee to support the proposals.

“It was a unanimous vote. I didn’t influence the committee. I voted last. And at the end of the day, you know, the committee made a decision and passed this unanimously,” he said.

WORKERS’ COMP

Workers’ comp bill passes first house test

By Jim Saunders
The News Service of Florida

TALLAHASSEE — After a fierce debate about attorney fees, a House panel Tuesday moved forward with a proposal that would make key changes in the workers’ compensation insurance system.

Lawmakers are grappling with the issue after regulators last year approved a 14.5 percent insurance rate increase that started hitting businesses in December. That increase stemmed primarily from the Florida Supreme Court striking down two parts of the workers’ compensation system, including strict limits on fees paid to attorneys for injured workers.

The House Insurance & Banking Subcommittee approved a 34-page bill that deals with a series of issues, such as the duration of benefits for some injured workers and the amounts of money hospitals and ambulatory surgical centers get paid to provide outpatient care to workers.

But almost all of the debate focused on attorney fees, which business groups blame for driving up costs in the workers’ compensation system. The bill (PCB IBS 17-01) would allow judges to approve fees up to \$250 an hour for workers’ attorneys.

Subcommittee Chairman Danny Burgess, a Zephyrhills Republican who is shepherding the bill, said the proposal is aimed at complying with constitutional requirements, including a Supreme Court ruling in April that said the state’s fee limits were unconstitutional. The Supreme Court ruling, in a case known as Marvin Castellanos v. Next Door Company, involved an attorney being awarded the equivalent of \$1.53 an hour in successfully pursuing a claim for benefits for a worker injured in Miami.

But many of the state’s most-influential

business groups, including the Florida Chamber of Commerce, Associated Industries of Florida, the Florida Retail Federation and the National Federation of Independent Business, are fighting against the fee proposal in House bill.

That led to Rep. Jay Fant, R-Jacksonville, proposing an amendment Tuesday that would have eliminated the responsibility of insurers or businesses to pay the attorney fees of workers who prevail in disputes about workers’ compensation benefits. Fant’s proposal would have left it to each side in such a dispute to pay their own attorney fees.

Fant said the Supreme Court ruling in the Castellanos case had an “atomic bomb effect” that lawmakers are having to address.

“There’s a sense of panic in the business community that this bill as drafted doesn’t address this adequately,” Fant said.

But critics of Fant’s proposal questioned its constitutionality and whether it would prevent injured workers from having access to the court system and being able to challenge the decisions of insurers. Rep. Sean Shaw, D-Tampa, said state laws include attorney-fee awards because cases involve the “little guy against the big guy,” “Fees attach when you mess up,” said Shaw, a former state insurance consumer advocate. “Don’t mess up, and you’ll be all right.”

After a lengthy debate, the committee voted 8-7 to reject the Fant amendment and later went on to approve the bill.

The vote came after weeks of discussions in Burgess’ committee about the workers’ compensation issue, which also is closely watched by legal groups, labor unions and medical providers. A Senate bill (SB 1582) has been filed by Sen. Rob Bradley, R-Fleming Island, but it has not been heard by committees.

HOUSES

Continued from B1

According to the county’s growth management office, cottage neighborhoods provide opportunities for creative, diverse and high-quality infill development within an urban cluster; promote various housing types, sizes and costs to meet the needs of people of different ages, income and size of household and encourage the creation of more usable open space for residents.

Some of the suggested requirements of cottage neighborhoods include:

- Zoning for urban residential land use.
- Single homes being a maximum of 1,000 square feet.

■ Homes may either be located on separately plat- ted lots or part of a mixture of single-family, duplex or triplex design on a common lot.

■ Four to 15 homes per neighborhood.

■ Most homes must face a common green area.

■ Maybe located on private driveway with access to a public street.

■ Parking may be separated from units or attached to units if in an alley.

Cornell said developing the regulations and codes is an ongoing process.

“All of this will come back before the County Commission,” he said.

The meeting also featured Alachua County Sheriff Sadie Darnell recognizing the retirement of

PUBLIC NOTICE

A neighborhood workshop will be held to discuss a Small-scale Comprehensive Plan Amendment, Rezoning to the Mixed Use Medium Intensity (MU-2) district, Special Use Permit, and proposed development plan for a new ±6,000 sf building with 12 fueling positions and associated use, located on Alachua County Tax Parcel 06764-000-000. The site is located at 2372 SW Archer Road, Gainesville, FL.

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

The workshop will be held Wednesday, March 29, 2017 at 6:00 p.m. at the Courtyard by Marriott Gainesville in Meeting Room A, located at 3700 SW 42nd Street, Gainesville, FL 32608.

Contact:
Gerry Dedenbach, AICP
Phone Number:
(352) 331-1976

CHW
Professional Consultants

(352) 331-1976

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Major Charlie Lee, Alachua County jail director, and commissioners recognizing the retirement of Michael Fay, program manager for public works development.

Both Lee and Fay are retiring after working 35 years for the county.

Lee said he has seen the Sheriff’s Office and the jail get better throughout the years.

“I’ve been very blessed over my career, and I have always seemed to be at the right place at the right time,” Lee said. “The progress I have seen made since 1983 to now has been phenomenal.”

Fay said he looks forward to retirement after working with eight county managers, 16 county commissions and a host of others.

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Workshop Presentation





**Retail at
Old Archer Road**
**Small-scale Comprehensive
Plan Amendment, Rezoning,
and Special Use Permit**

Neighborhood Workshop
March 29, 2017




Meeting Purpose


The purpose of the neighborhood workshop:

- City of Gainesville requires applicants to host a neighborhood workshop
- The workshop’s purpose is to inform neighbors of the proposed development’s nature and to get feedback early in the development process
- This meeting provides the applicant with an opportunity to mitigate concerns prior to the application’s submission

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Public Notification





MEMORANDUM
TO: Neighbors of 2372 SW Archer Road Area.
FROM: Gerry Dedenbach, AICP, LEED AP
DATE: Wednesday, March 15, 2017
RE: Neighborhood Workshop Notice.

A neighborhood workshop will be held to discuss a Small-scale Comprehensive Plan Amendment, Rezoning to the Mixed Use Medium Intensity (MU-2) district, Special Use Permit, and proposed development plan for a new ±6,000 sf building with 12 fueling positions and associated use, located on Alachua County Tax Parcel 06764-000-000. The site is located at 2372 SW Archer Road, Gainesville, FL. Some of the uses permitted in this district include food stores, residential uses (12 to 36 dwelling units per acre), and miscellaneous retail. Please see the complete list permitted uses attached.

Date: Wednesday, March 29, 2017
Time: 6:00 p.m.
Place: Courtyard by Marriott Gainesville
Meeting Room A
3708 SW 42nd Street
Gainesville, FL 32608
Contact: Heather Hixson
(352) 331-1976

This is not a public hearing. The purpose of the workshop is to inform neighboring property owners about the nature of the proposal and to seek comments. We look forward to seeing you at the workshop.




PUBLIC NOTICE

A neighborhood workshop will be held to discuss a Small-scale Comprehensive Plan Amendment, Rezoning to the Mixed Use Medium Intensity (MU-2) district, Special Use Permit, and proposed development plan for a new ±6,000 sf building with 12 fueling positions and associated use, located on Alachua County Tax Parcel 06764-000-000. The site is located at 2372 SW Archer Road, Gainesville, FL.

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

The workshop will be held Wednesday, March 29, 2017 at 6:00 p.m. at the Courtyard by Marriott Gainesville in Meeting Room A, located at 3700 SW 42nd Street, Gainesville, FL 32608.


Contact:
Gerry Dedenbach, AICP
Phone Number:
(352) 331-1976



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Applications





- **Small-scale Comprehensive Plan Amendment**
 - **Mixed-Use Low-Intensity to Mixed-Use Medium-Intensity**
- **Rezoning**
 - **MU-1 to MU-2**
- **Special Use Permit**
 - **Allow six (6) additional fueling positions (Total of 12 fueling positions)**

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Review Process

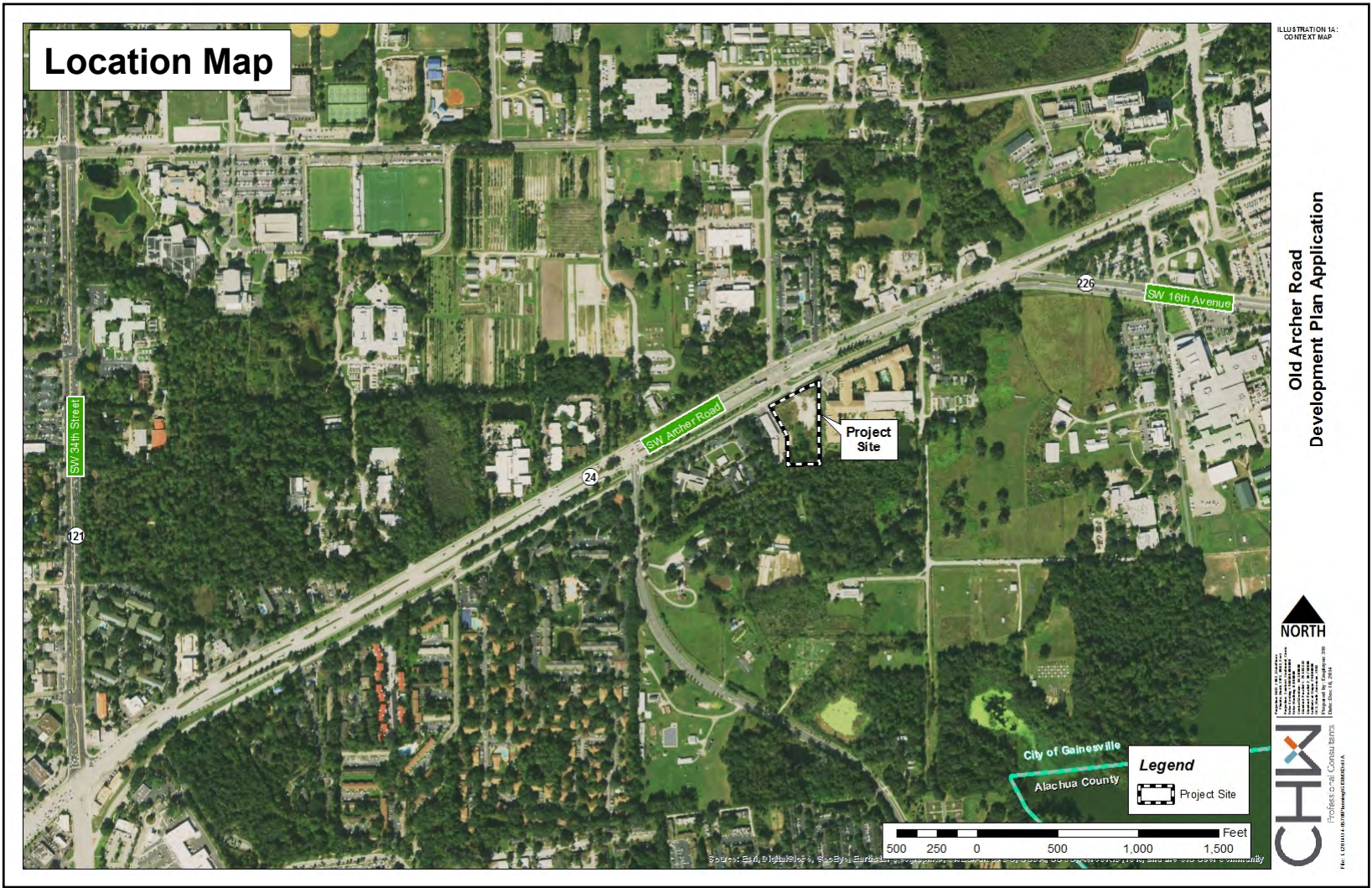


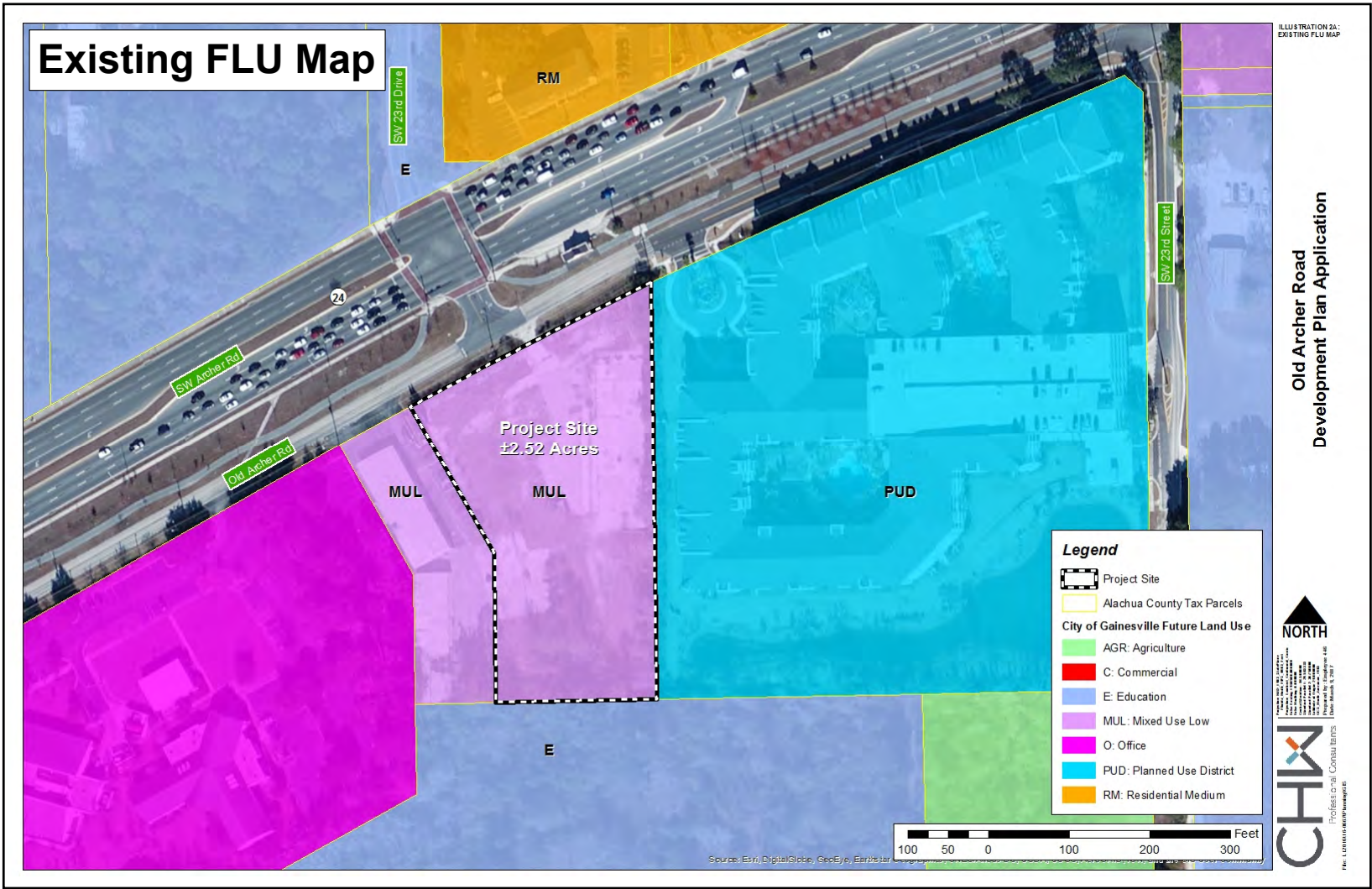


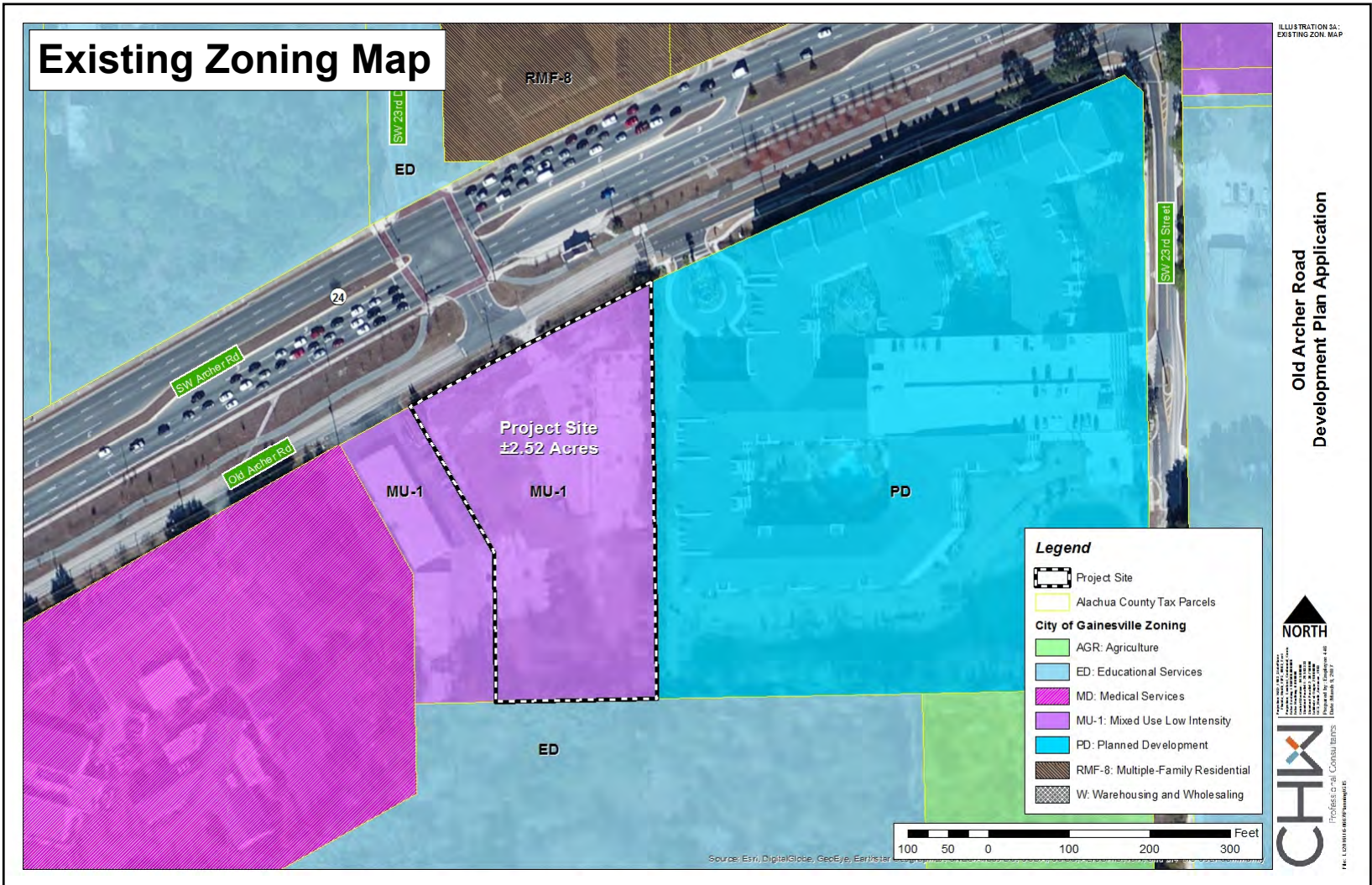
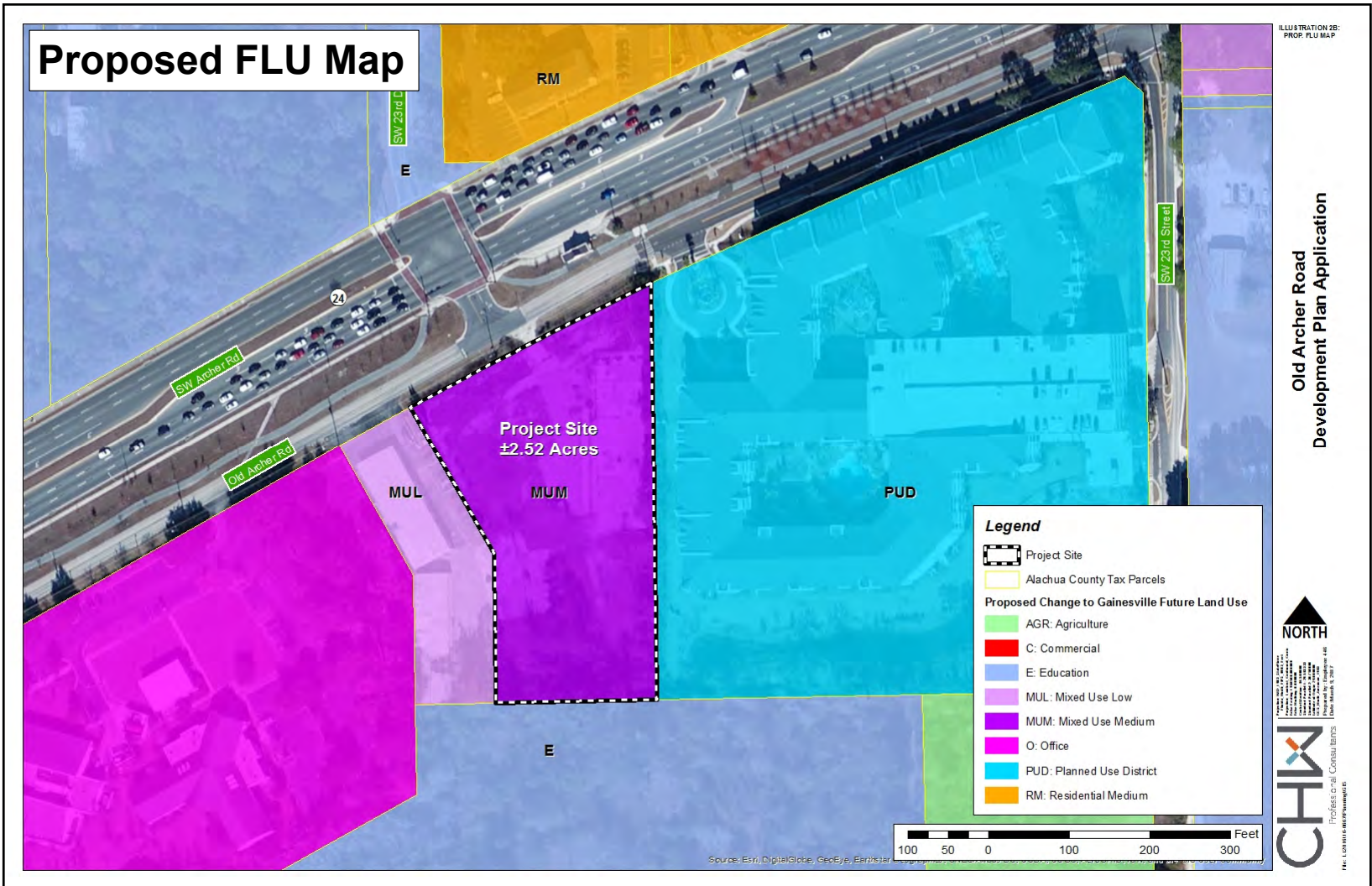
First-Step Meeting	February 20 th
Neighborhood Workshop	March 29 th
Submit Applications	April
City Plan Board Hearing for Ss-CPA and Rezoning	May
City Commission Meeting Public Hearing for Ss-CPA and Rezoning	June
City Commission Public Hearing / 1 st Reading	August
City Commission 2 nd Reading	August
Submit Development Plans	September
Development Review Board	December

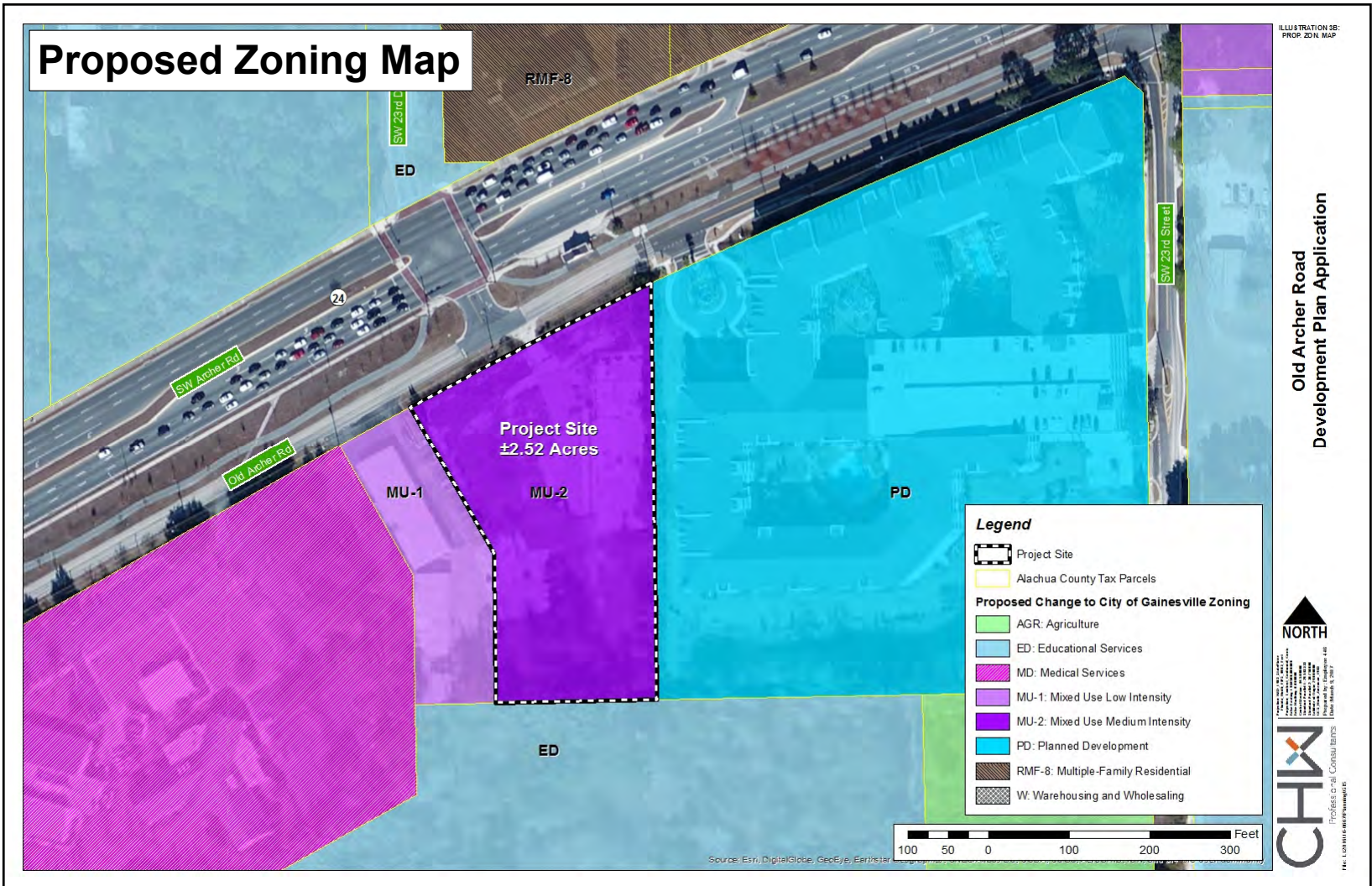
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Current Conditions Site Photo

CHW



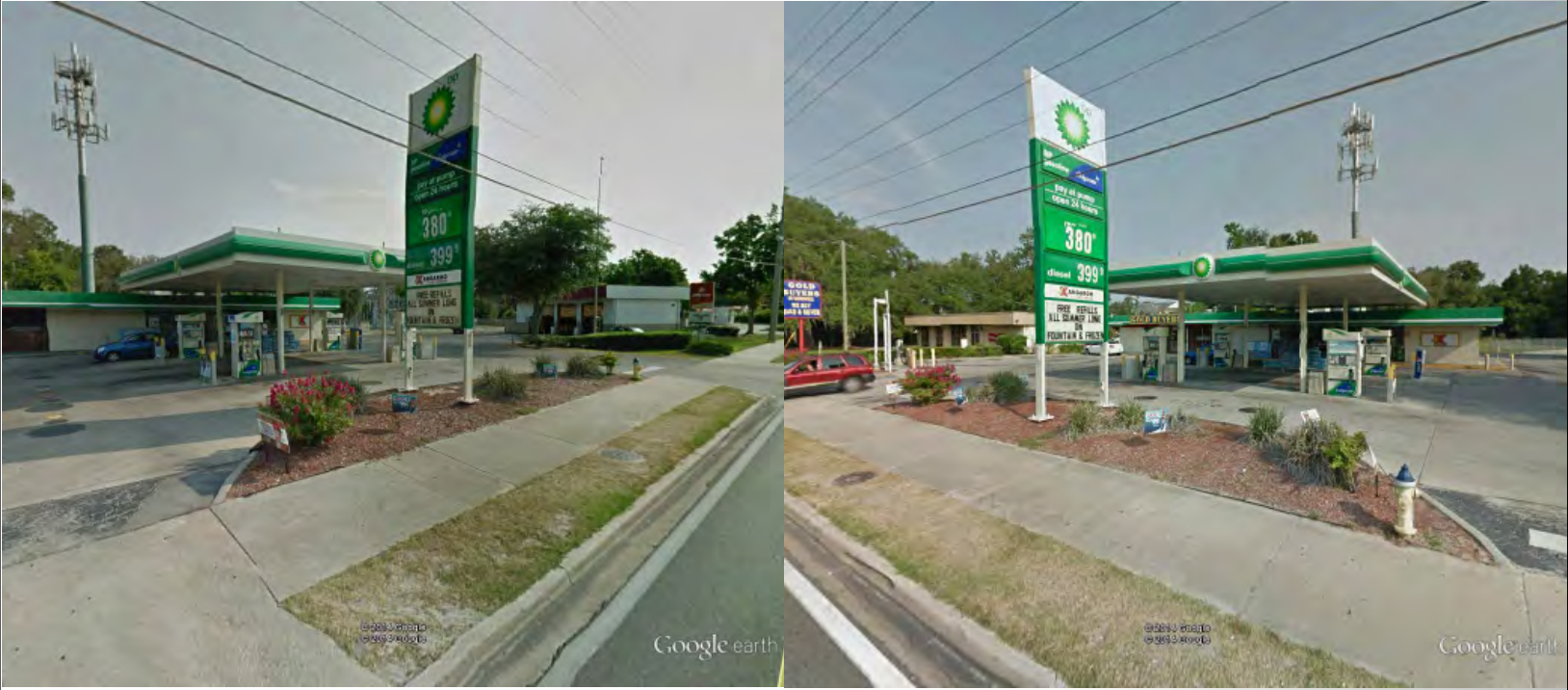
Aerial view of a vacant lot with a 'FOR SALE' sign. The sign reads 'FOR SALE JOHN THOMAS 352-538-4453'. In the background, there is a multi-story building and some trees. The foreground shows a paved area and some vegetation.

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Surrounding Non-Residential Development

CHW



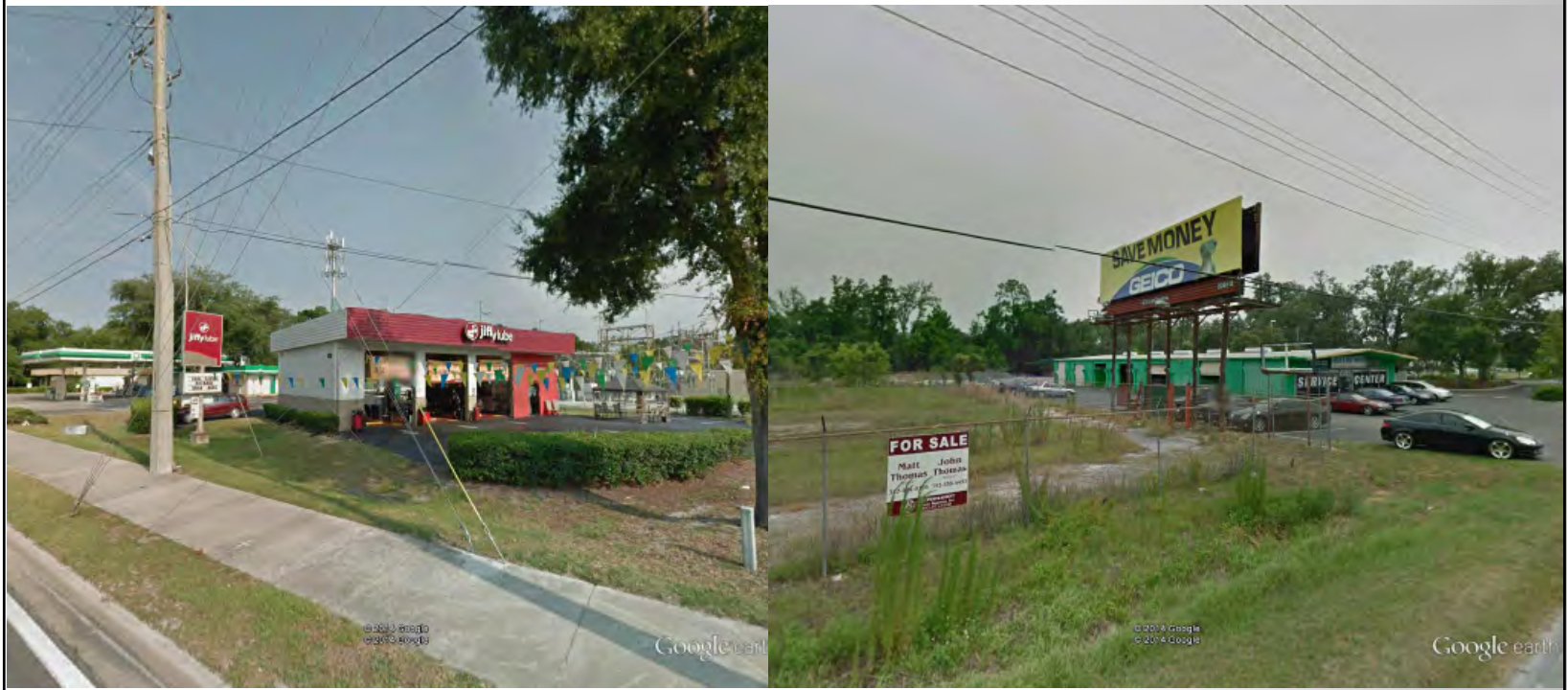
Two side-by-side aerial views of a gas station and convenience store. The left image shows the station from a different angle, highlighting the gas pumps and the building. The right image shows the station from a different angle, highlighting the gas pumps and the building. Both images show a paved area and some vegetation.

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Surrounding Non-Residential Development

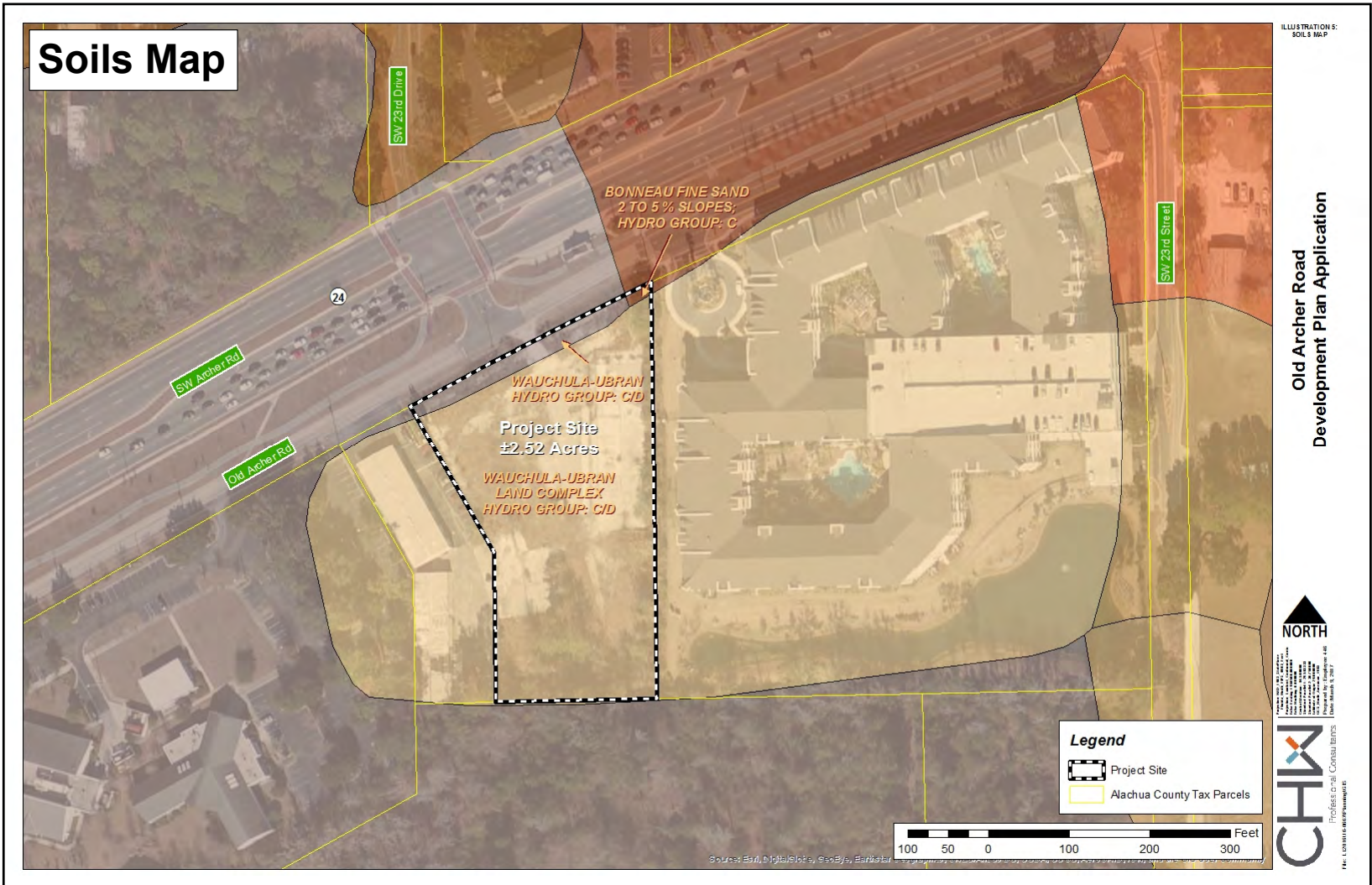
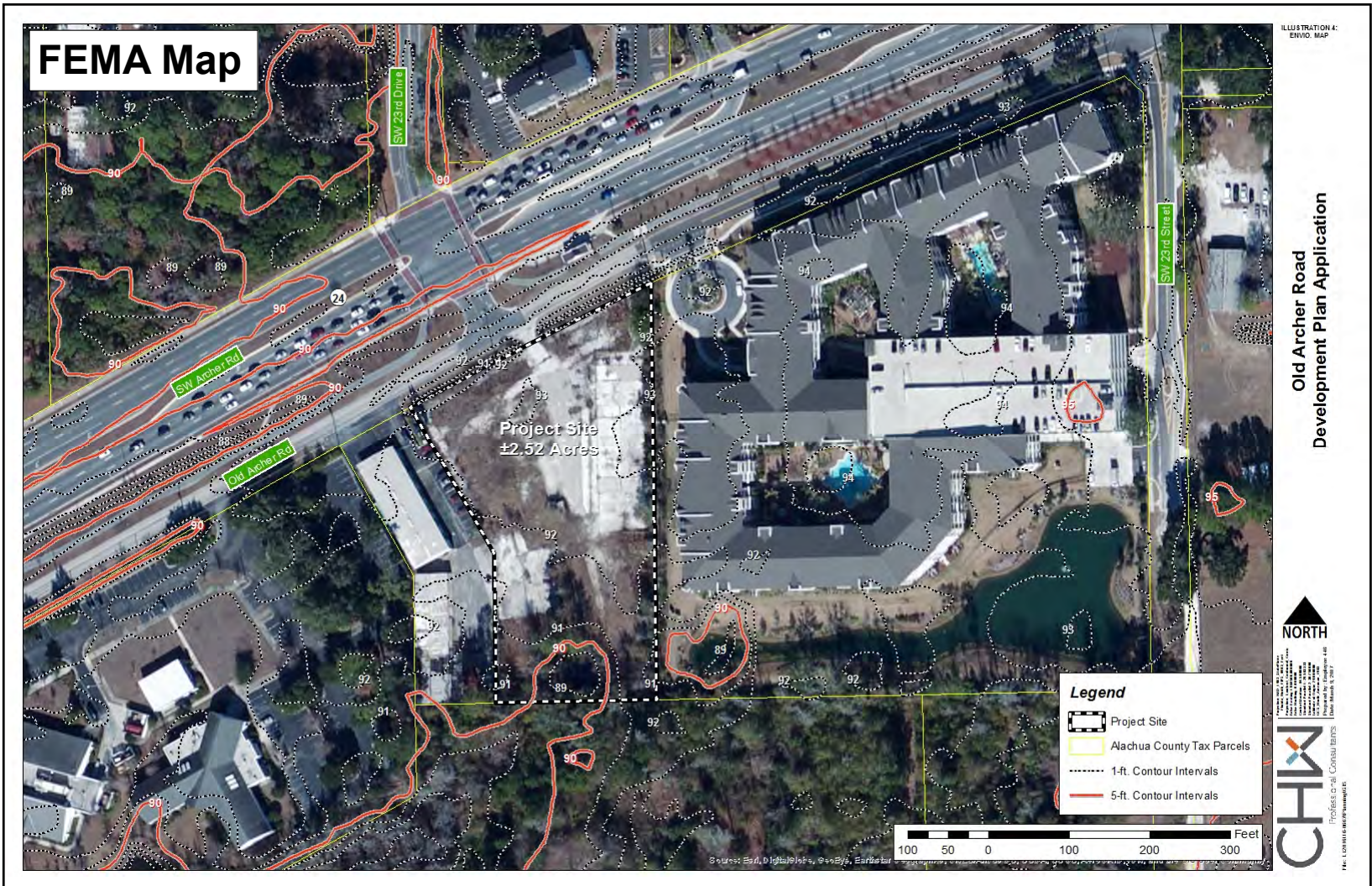
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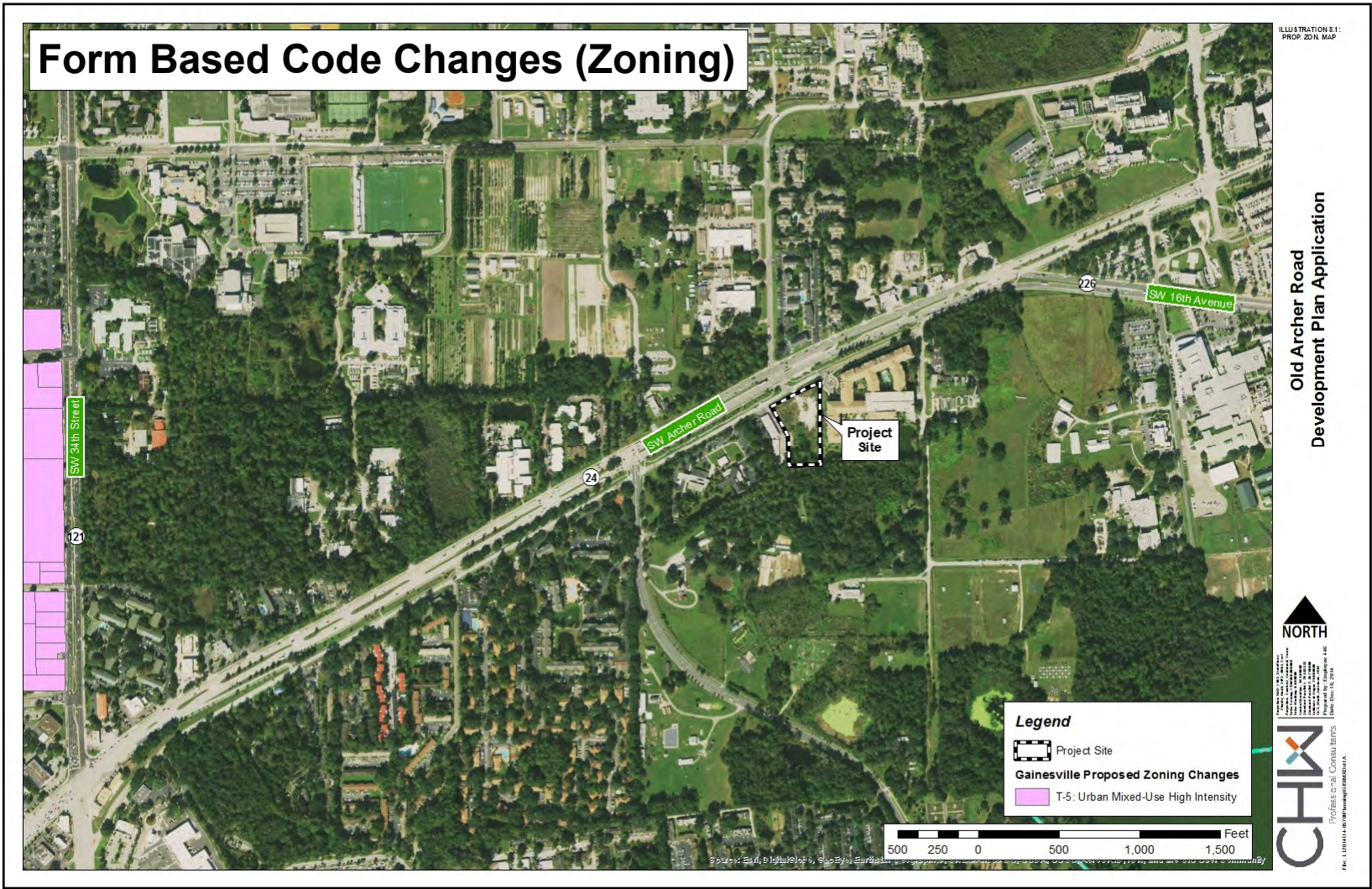
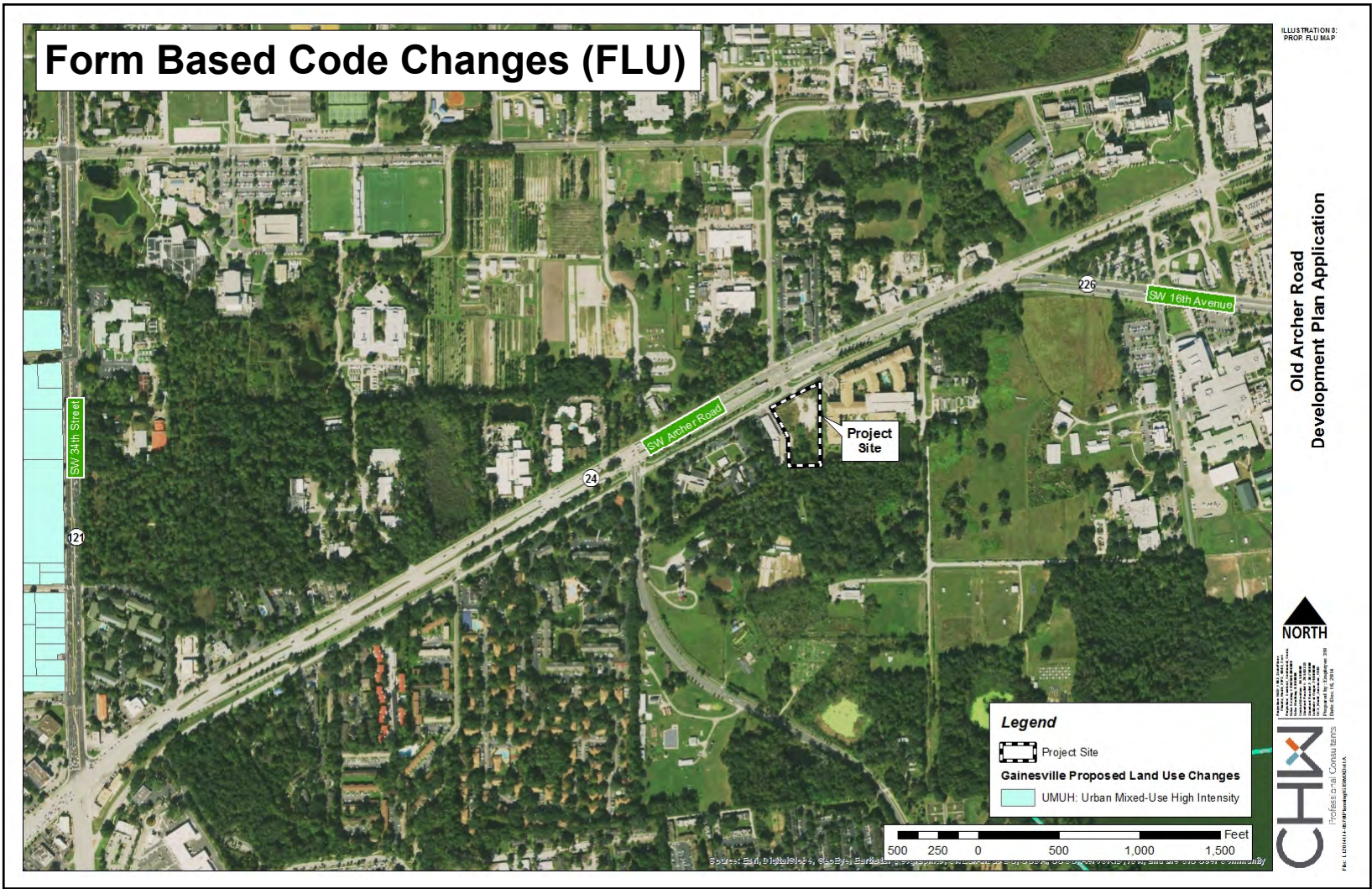


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Sign-in Sheet

SIGN-IN SHEET

Event: Neighborhood Workshop
Date/Time: March 29, 2017
Place: Courtyard by Marriott Gainesville
Re: Old Archer Road Ss-CPA, Rezoning, & Special Use Permit

<u>No.</u>	<u>Print Name</u>	<u>Street Address</u>	<u>Signature</u>
1	Troy Porter	2256 Musvem Road	Troy Porter
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

Workshop Minutes

NEIGHBORHOOD WORKSHOP MINUTES

RETAIL AT OLD ARCHER ROAD – Small-scale Comprehensive Plan Amendment, Rezoning, and Special Use Permit

MARCH 29, 2017 AT 6:00 PM

COURTYARD MARRIOTT IN GAINESVILLE (MEETING ROOM A)

Recorded and transcribed by CHW staff.

CHW Attendees – Gerry Dedenbach; Heather Hinson

Citizen(s) in Attendance – Troy Porter

Gerry Dedenbach gave an informational PowerPoint presentation that outlined the purpose of the workshop, the Small-scale Comprehensive Plan Amendment, Rezoning, and Special Use Permit timeline, the City's review process, and the project site's location and current condition. One private citizen attended the meeting. Questions were asked following the presentation. The following is a summary of attendee's questions and comments, including CHW staff responses:

Question: What is the development? Fueling positions?

Response (GD): The development will be a gas station. Fueling positions are the stations that house the fuel pumps. There are 6 fueling stations with a total of 12 fuel positions.

Question: How will this development differ from the BP across the street from the project site?

Response (GD): The BP is an older style of convenient store. The City of Gainesville no longer allows the canopy to face the street. The building will be a 6,000 sf site-built building with patio dining with restaurants along the perimeter.

Question: What is the last step before construction begins?

Response (GD): The project will go to the Plan Board around December for approval, then we expect groundbreaking to occur somewhere around January 2018. This will be a 3-4 month build, and should be open by April or May of 2018.

Attachment “D”

Comprehensive Plan and Land Development Code References.

Comprehensive Plan Goals, Objectives and Policies

This petition addresses a request to construct a gasoline service station with a convenience store, located within the MU-2 zoning district. The Land Development Code requires that all gas

Policy 10.4.9

Within the TMPA, retail petroleum sales at service stations and/or car washes, either separately or in combination with the sale of food or eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria in the Land Development Code for Special Use Permits, the following review standards shall apply:

- a. Site design shall enhance pedestrian/bicycle access to any retail and/or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.
- b. The number and width of driveways shall be minimized.
- c. Except where more stringently regulated by a special area plan or overlay district, the maximum number of fueling positions shall be set as follows:
 1. No limitation on fueling positions in the Industrial zoning categories;
 2. Six fueling positions in the Mixed-Use Low land use category or Mixed-Use 1 zoning district; Transportation Mobility B-37 Revised 08/12/02, Ord. 000515 Revised 04/26/04, Ord. 030466 Revised 12/17/09, Ord. 090184 Revised 08/15/13, Ord. 120370 Goals, Objectives & Policies
 3. Until adoption in the Land Development Code of specific architectural and design standards, six fueling positions in all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:
 - a. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;
 - b. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;
 - c. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;

d. The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to, façade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points;

e. Cross-access or joint driveway usage is provided to other adjacent developments; and

f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:

1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage; Transportation Mobility B-38 Revised 08/12/02, Ord. 000515 Revised 04/26/04, Ord. 030466 Revised 12/17/09, Ord. 090184 Revised 08/15/13, Ord. 120370 Goals, Objectives & Policies

2. A minimum of 30% window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80% transparent;

3. A pedestrian entry is provided from the public sidewalk on the property frontage or near a building corner when the building is on a corner lot;

4. Off-street parking shall be located to the side or rear of the building; and

5. The building height and façade elevation are appropriate for the site and surrounding zoned properties.

4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within 1/4 mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

Future Land Use Element

Objective 1.2

Protect and promote viable transportation choices (including transit, walking and bicycling, and calmed car traffic).

Policy 1.2.5

The City should encourage creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.

Objective 1.3

Adopt land development regulations that guide the transformation of conventional shopping centers into walkable, mixed-use neighborhood (activity) centers.

Objective 1.5

Discourage the proliferation of urban sprawl.

GOAL 2

REDEVELOP AREAS WITHIN THE CITY, AS NEEDED, IN A MANNER THAT PROMOTES QUALITY OF LIFE,

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.

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 street side sidewalk.

Objective 4.2

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

Objective 4.2

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

Policy 4.2.1

The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low -intensity uses by

transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

Policy 4.2.2

The City shall adopt land development regulations that encourage better access between residential neighborhoods and adjacent neighborhood centers through the use of street design and the use of pedestrian, bicycle and transit modifications.

Policy 4.2.3

The existence of non-residential uses on one or more corners of an intersection will not justify approval of the development of all corners with the same or similar use, nor does the existence of non-residential uses on a major arterial street dictate that all frontage must be similarly used.

LAND DEVELOPMENT CODE REFERENCES

Sec. 30-65. - Mixed use medium intensity district (MU-2).

- (a) Purpose. The mixed-use medium intensity district is established for the purpose of providing a mix of employment, retail, professional, service and residential uses in medium level activity centers. The district is intended to encourage a reduction in the number and length of vehicular trips by providing for basic needs and employment opportunities within close proximity to residential areas. Such districts are established to allow uses compatible with each other and with surrounding residential areas to be clustered in a compact urban center. The mixed-use medium intensity district shall be located in areas where analysis of residential characteristics demonstrates that such facilities are required, and where there is limited overlapping of market areas with other mixed-use medium intensity districts.
- (b) Objectives. The provisions of this district are intended to:
 - (1) Coordinate the locations of activity centers with the population and land use needs of adjoining residential areas. It is intended that activity centers have only minimally overlapping market areas;
 - (2) Encourage large, mixed-use developments to locate on land that is physically capable of supporting the proposed development;
 - (3) Ensure that new development within the district is integrated with existing development and is designed to promote pedestrian and nonautomotive access within the district and from surrounding residential areas;
 - (4) Minimize traffic congestion by requiring that large, mixed-use developments be located on appropriate major collector and arterial roadways, and by minimizing the number and location of driveway connections;
 - (5) Encourage proper design review through the utilization of the development plan review process to ensure a harmonious relationship with surrounding development (including adequate ingress and egress);
 - (6) Integrate all outparcel development through landscaping; shared parking, traffic access management and circulation; and stormwater management; and
 - (7) Require appropriate buffering or screening around large mixed-use development to maintain its compatibility with surrounding land uses.
- (c) Requirements for developments of less than 50,000 square feet.
 - (1) Yard setbacks.
 - a. Front: The maximum setback shall be the average setback of existing development in the same face block face; however, when there is no existing development in the same block face, the setback shall be between 15 and 80 feet.
 - b. Where the side or rear yard abuts property which is in a residential zoning district or is shown for residential use on the future land use map of the comprehensive plan, the minimum setback shall be 25 feet or the distance created by the 45-degree angle of

light obstruction, whichever is greater. If MU-2 zoning abuts a single-family residential zoning district, then the residential portion of the mixed-use development shall be limited to RMF-7 in the area within 100 feet of the property line, plus the required buffers for the single-family residential zoning district. In addition, the multi-family development shall comply with all the regulations in the RMF-7 district and the requirements of section 30-56.

- (2) Maximum building height: Five stories.
 - (3) Maximum lot coverage: 50 percent.
 - (4) Access: Access shall be designed to integrate all aspects of the development and shall meet all requirements of article IX and Chapter 23. Driveways shall be coordinated or shared insofar as possible.
- (d) Requirements for developments of 50,000 square feet or more. These requirements apply to developments with at least 50,000 square feet of gross leasable area.
- (1) Location. Nonresidential development shall be located at intersections of arterials or arterials and collectors, as shown in the city comprehensive plan.
 - (2) Dimensional requirements. All principal and accessory structures shall be located and constructed in accordance with the following requirements:
 - a. Minimum lot area: 10,000 square feet.
 - b. Minimum lot width at minimum front yard setback: 100 feet.
 - c. Minimum yard setbacks:
 - 1. Internal to the district. Where there are separate residential uses and nonresidential uses within the MU-2 district, such uses shall have an angle of light obstruction for all principal and accessory structures of 60 degrees.
 - 2. Between different districts. Where the side or rear yard abuts property which is in a residential district, or is shown on the future land use map of the comprehensive plan for residential use, the minimum setback shall be 100 feet or the distance created by a 45-degree angle of light obstruction, whichever is greater. If MU-2 zoning abuts a single-family residential zoning district, then the residential portion of the mixed-use development shall be limited to RMF-7 in the area within 100 feet of the property line, plus the required buffers for the single-family residential zoning district. In addition, the multi-family development shall comply with all the regulations in the RMF-7 district and the requirements of section 30-56.
 - 3. Front yard. The maximum setback shall be the average setback of existing development in the same face block face; however, when there is no existing development in the same block face, the setback shall be between 15 and 80 feet.
 - d. Maximum lot coverage: 50 percent for single-use projects; 75 percent for mixed-use projects that include residential.
 - e. Maximum building height: Five stories.

(3) Multiple structures. The use of multiple structures shall be considered on a case-by-case basis during development plan approval. Approval shall be conditioned upon findings by the development review board or city plan board that all such structures are compatible with the uses and purposes of the center and surrounding uses and traffic patterns and are safely incorporated into the overall transportation system for the center.

(4) Outparcels.

- a. Purpose. The proliferation of outparcels contributes to strip commercial development, traffic circulation problems and visual clutter, and obstructs pedestrian and bicycle movement. To mitigate the problems associated with outparcels the following regulations shall apply.
- b. Creation and design. The creation of outparcels shall be considered on a case-by-case basis during subdivision, lot split approval or development plan approval. Approval shall be conditioned upon findings by the plan board, development review board or staff, as applicable, that the center and all outparcels are integrated through the use of landscaping and buffers; shared parking, traffic access management and circulation; and stormwater management.
- c. Dimensional requirements for outparcels. Outparcels with unified circulation systems with adjoining shopping centers shall not be required to meet the minimum lot area, lot depth, and lot width requirements; however, outparcels shall be required to meet the yard setback, lot coverage and floor area ratio requirements for the MU-2 district.

(5) Access.

- a. Vehicular access. Access to the shopping centers shall be in accordance with the provisions of article IX, Division 3, of this chapter, Chapter 23 of the Code of Ordinances, and section 30-67(f) of the Code of Ordinances. Parking areas, including maneuvering space, ingress and egress roads and driving lanes, shall be improved in accordance with the provisions of Division 3 of article IX, pertaining to access management. All loading and unloading shall be done on the property. Areas used by motor vehicles shall be physically separated from public streets by landscaped buffer areas.
- b. Bicycle, greenway and pedestrian access. Provisions shall be made to safely incorporate travel ways for bicycle and pedestrian usage into development projects. Where bikeways, greenways or sidewalks are presently adjoining the property, provisions shall be made to safely link the internal bicycle and pedestrian system with adjoining facilities. During development plan review, the development review board shall also review the relationship of the mixed-use development to adjoining properties and may require appropriate access for bicycles or pedestrians at locations where vehicular access is prohibited.

(e) Permitted uses.

SIC	Uses	Conditions
	USES BY RIGHT:	

	Any accessory uses customarily and clearly incidental to any permitted principal use	
	Bed and breakfast establishments	In accordance with article VI
	Community residential homes with 14 or fewer residents	In accordance with article VI
	Compound uses	
	Eating places	
	Food trucks	In accordance with article VI
	Outdoor cafes	As defined in article II and in accordance with article VI
	Personal fitting and sales of prosthetic or orthopedic appliances	
	Places of religious assembly	In accordance with article VI
	Public service vehicles	As defined and in accordance with article VI
	Repair services for household needs	As defined in article II
	Residential uses (12 to 30 dwelling units per acre)	Residential development shall conform to the requirements of the RMF-7 or RMF-8 zoning districts, the requirements of section 30-56, and the additional requirements of this section. Lots that existed on November 13, 1991 as recorded in the planning and development services department and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.
	Specialty T-shirt production	
GN-	Veterinary services	Only within enclosed buildings and in accordance with article VI

074		
IN-0752	Animal specialty services, except veterinary	Only within enclosed buildings
GN-078	Landscape and horticultural services	
MG-15	Building construction - General contractors and operative builders	
GN-171	Plumbing, heating and air conditioning	
GN-172	Painting and paper hangers	
GN-173	Electrical work	
MG-27	Printing, publishing and allied industries	
MG-43	U.S. Postal Service	
GN-472	Arrangement of passenger transportation	Offices only, with no operation of passenger tours from the site
GN-481	Telephone communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI, excluding cellular telephone services
GN-482	Telegraph and other message communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-483	Radio and television broadcasting stations	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-	Cable and other pay	Accessory transmission, retransmission and microwave towers up to

484	television services	and including 100 feet in height in accordance with article VI
GN-523	Paint, glass and wallpaper stores	
GN-525	Hardware stores	
GN-526	Retail nurseries, lawn and garden supply stores	
MG-53	General merchandise stores	
MG-54	Food stores	Accessory gasoline and alternative fuel pumps in accordance with article VI
GN-553	Auto and home supply stores	Garage and installation facilities, in accordance with the provisions for limited automotive services in article VI
GN-554	Gasoline service stations including the sales of alternative fuels for automobiles	In accordance with article VI
MG-56	Apparel and accessory stores	
MG-57	Home furniture, furnishings and equipment stores	
MG-59	Miscellaneous retail	Excluding fuel dealers (IN-5983)
Div. H	Finance, insurance and real estate	Excluding cemetery subdivisions and developers (IN-6553)
MG-72	Personal services	Including funeral services and crematories, in accordance with article VI
MG-	Business services	Excluding outdoor advertising services (IN-7312), disinfecting and pest control services (IN-7342), heavy construction equipment rental and

73		leasing (IN-7353), and equipment rental and leasing, not elsewhere classified (IN-7359)
GN-752	Automobile parking	
MG-76	Miscellaneous repair services	Excluding miscellaneous repair shops and related services (GN-769) and including repair services for household needs as defined in this chapter
MG-78	Motion pictures	Excluding drive-in theaters (IN-7833) and outdoor filming facilities
MG-79	Amusement and recreation services	Excluding go-cart rental and raceway operations, commercial sports (GN-794), and simulated gambling establishments. Must be located within enclosed structures.
MG-80	Health services	Excluding hospitals (GN-806) and including nursing and personal care facilities (GN-805) in accordance with article VI, and excluding rehabilitation centers
MG-81	Legal services	
MG-82	Educational services	Including private schools, in accordance with article VI
MG-83	Social services	Including day care centers as defined in this chapter and in accordance with article VI, excluding rehabilitation centers, halfway houses, social service homes, and residences for destitute people as defined in this chapter
GN-841	Museums and art galleries	
MG-86	Membership organizations	
MG-87	Engineering, accounting, research management and related services	Excluding testing laboratories (IN-8734) and facilities support management services (IN-8744)

MG-89	Services, not elsewhere classified	
Div. J	Public administration	
	USES BY SPECIAL USE PERMIT	
	Accessory transmission, retransmission and microwave towers over 100 feet in height	In accordance with article VI
	Alcoholic beverage establishments	In accordance with article VI
	Limited automotive services	In accordance with article VI
	Other uses (including light assembly or packaging)	Within completely enclosed structures; no outdoor storage, truck traffic limited to that normal to commercial activities such as grocery stores, loading docks and mechanical equipment must be screened, and sound attenuation shall be provided to any adjacent residential area or area in actual residential use; no access to any residential street; must meet industrial buffers. Storage of hazardous materials in accordance with the county hazardous materials management code
	Recycling centers	In accordance with article VI
	Rehabilitation centers	In accordance with article VI
	Residences for destitute people	In accordance with article VI
	Social service homes	In accordance with article VI
GN-598	Fuel dealers	
GN-701	Hotels and motels	

GN-702	Roominghouses and boardinghouses	In accordance with article VI
MG-79	Amusement and recreation services located outside of an enclosed structures	Excluding simulated gambling establishments. Must be in compliance with noise ordinance.

Sec. 30-93. - Gasoline and alternative fuel service stations (GN-554), and food stores (MG-54) with accessory gasoline and alternative fuel pumps.

- (a) *Dimensional requirements.* All principal and accessory structures for gasoline service stations shall be located and constructed in accordance with the following minimum requirements:
 - (1) Minimum lot area: Twelve thousand square feet.
 - (2) Minimum lot width at minimum front yard setback: One hundred feet.
- (b) *Minimum pump setback.* 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.
- (c) *Accessory uses.* Permitted accessory uses to a gasoline or alternative fuel service station are as follows:
 - (1) Rental of vehicles is permitted, and such rental vehicles may be outside provided that they are screened in accordance with subsection 30-67(g)(2), pertaining to general provisions for business and mixed use districts.
 - (2) Minor adjustments or repairs to automobiles, trucks, trailers or other vehicles which do not require body work, painting or removal of engines from frames or dismantling of differentials shall be permitted. Additional adjustments or repairs at service stations shall only be permitted within zoning districts where major automotive repairs are a permitted principal use.
 - (3) Retail sale of:
 - a. Minor automobile parts and accessories, gasoline, diesel fuel, alternative fuels, kerosene, lubricating oils and greases; and
 - b. Articles dispensed by vending machines, providing such machines are located under the roof of the principal structure.
 - (4) Automated carwashes or self-carwashes in conformance with the requirements of section 30-95 shall be permitted by special use permit.
- (d) *Repair facilities.* No lift or repair facilities shall be located outside the principal structure.
- (e) *Reserved.*

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 000516, § 5, 2-11-02; Ord. No. 120023, § 2, 12-20-12)

Cross reference— Traffic and motor vehicles, Ch. 26.

Sec. 30-87. - Outdoor cafes.

- (a) An outdoor cafe (defined in section 30-23) may be operated only in conjunction with an eating place (defined in section 30-23), or, if located within the central city district (CCD), in conjunction with an alcoholic beverage establishment (defined in section 30-23) or eating place. An outdoor cafe may include the sale of alcoholic beverages for consumption on premises when at least 51 percent of the establishment's monthly gross revenues from food and beverage sales are attributable to the sale of food and non-alcoholic beverages.
- (b) Every outdoor cafe shall be open to the weather and shall not interfere with the circulation of pedestrian or vehicular traffic on adjoining streets, alleys or sidewalks.
- (c) When an outdoor cafe abuts a public sidewalk or street, the outdoor cafe shall provide a safety barrier along the public/private boundary. The barrier shall consist of plants, screens, or fencing. The barrier shall be architecturally consistent with the associated building and be at least three feet high. The barrier may deviate from these standards if approved by the appropriate reviewing board or city manager or designee, as required.
- (d) Parking requirements shall be calculated based on the seating, to be consistent with the parking requirements for eating establishments, in accordance with this chapter.
- (e) Outdoor cafes shall not be located in a side or rear yard when abutting any residential property.
- (f) Noise, smoke, odor or other environmental nuisances shall be confined to the lot upon which the outdoor cafe is located.
- (g) Consistent with article VII, development plan review shall be required. The area for the outdoor cafe shall be shown on the development plan. The area must not be in conflict with required landscaped areas and development review shall determine appropriate modifications of existing landscaped areas. Stormwater management shall be required for pervious areas that become impervious for the cafe use.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 950862, § 2, 11-13-95; Ord. No. 991153, § 2, 9-11-00; Ord. No. 031012, § 3, 7-12-04)

Sec. 30-64. - Mixed use low intensity district (MU-1).

- (a) *Purpose.* The mixed-use low intensity district is established for the purpose of allowing coordinated developments designed to offer a mixture of residential, convenience-type retail, professional and consumer service uses primarily for residents of mixed-use and adjacent residential neighborhoods, and places of religious assembly. The district is intended to reduce the length and number of vehicular trips by providing for basic needs within close proximity to residential areas, by encouraging pedestrian access, and by the combining of trips. This district is established to allow uses compatible with each other and with surrounding residential areas to be developed near each other. The MU-1 district may be located in areas where analysis of residential characteristics demonstrates that such facilities are required. This district is intended to encourage the development of planned and unified neighborhood shopping centers in a relationship harmonious with adjoining residential activities. It is also intended to accommodate traditional neighborhoods that include nonresidential uses and neighborhood centers.
- (b) *Objectives.* The provisions of this district are intended to:
- (1) Permit compatible commercial, office, service and residential developments that benefit from being located near each other.
 - (2) Provide an adequate mix of residential uses including multifamily, townhouse, zero lot line, and detached single-family at urban densities.
 - (3) Provide opportunities for the development of compound residential uses.
 - (4) Minimize traffic congestion by:
 - a. Requiring that shopping center and/or mixed-use developments be located on appropriate major collector and arterial roadways, as defined in the comprehensive plan;
 - b. Minimizing the number and regulating the location of driveway connections; and
 - c. Encouraging pedestrian and nonautomotive access.
 - (5) Ensure, through development plan approval, that nonresidential and mixed-use developments are designed to promote the most efficient use of the land, and that they coordinate the internal activities of the site as well as establish a harmonious relationship between such developments and their environment.
 - (6) Require buffering or screening around nonresidential and/or mixed-use development in accordance with the land development code when the development abuts any property zoned for residential use or shown as residential on the future land use map.
 - (7) Accommodate neighborhood-level services and retail uses along existing business corridors.
 - (8) Coordinate the location and size of mixed-use developments commensurate with the character and density of the areas to be served.
 - (9) Allow the market some flexibility in determining locations of new nonresidential development, and the ability to expand such areas in relation to the population densities achieved.
 - (10) Encourage nonresidential and/or mixed-use developments to locate on land that is physically capable of supporting the particular type of development.
- (c) *Permitted uses.* See permitted uses listed in subsection (g) of this section pertaining to permitted uses.
- (1) *Specific conditions for residential uses.* If MU-1 zoning abuts a single-family residential zoning district, then the density of the residential portion of the mixed-use development shall be limited to that allowed by the RMF-6 residential district in the area within 100 feet of the property line, plus the required buffers for that single-family residential zoning district. In addition, multi-family development shall comply with all regulations in the RMF-6 district and the requirements of section 30-56.

- (2) *Specific conditions for single-family compound uses.* Twenty-five percent of the total floor area up to 1,000 square feet may be used for commercial or office uses. Such uses shall require a minimum lot size of 6,000 square feet and a lot width of 70 feet and shall have direct or shared access to a collector or arterial roadway.
- (d) *Specific conditions for neighborhood shopping centers.*
- (1) *Developments of more than 30,000 square feet.* There is no minimum size for buildings within the MU-1 zoning district. However, within the MU-1 zoning district, nonresidential developments of more than 30,000 square feet of gross leasable floor area are considered neighborhood shopping centers and are subject to the rights of and conditions for neighborhood shopping centers.
- (2) *Location.* Neighborhood shopping centers shall be located within one-fourth mile of intersections of arterials or intersections of arterials and collectors, as shown on the map entitled Functional Classification of Streets, in the transportation mobility element of the city's comprehensive plan. Such uses shall have direct or shared access to an arterial.
- (3) *Maximum gross leasable nonresidential floor area.* No more than 100,000 square feet of gross leasable nonresidential floorspace shall be allowed within any neighborhood shopping center.
- (4) *Maximum gross leasable nonresidential floor area in any one business.* No more than 50,000 square feet shall be contained in any one business located within a neighborhood shopping center, except MG-54 (food stores).
- (5) *Dimensional requirements for permitted nonresidential uses.* All principal and accessory structures shall be located and constructed in accordance with the following requirements:
- a. Required yard setbacks:
 1. Minimum front: 20 feet.
 2. Maximum front: 80 feet.
 3. Where the side or rear yard abuts property which is in a residential zoning district, or is shown for residential use on the future land use map of the comprehensive plan, the minimum setback shall be 50 feet or the distance created by the 45 degree angle of light obstruction, whichever is greater.
 - b. Maximum lot coverage: 50 percent for single-purpose, nonresidential; 60 percent for mixed-use (inclusive of residential) or compound use.
 - c. Maximum building height: Five stories.
- (6) *Multiple structures.* The use of multiple structures shall be considered on a case-by-case basis during development plan approval. Approval shall be conditioned upon findings by the appropriate reviewing board that all such structures are compatible with the uses and purposes of the center and surrounding uses and traffic patterns and are safely incorporated into the overall transportation system for the center.
- (7) *Outparcels.* The proliferation of outparcels contributes to strip commercial development, traffic circulation problems and visual clutter, and obstructs pedestrian and bicycle movement. To mitigate the problems associated with outparcels, the following regulations shall apply:
- a. *Creation and design.* The creation of outparcels shall be considered on a case-by-case basis during subdivision, lot split approval or development plan approval. Approval shall be conditioned upon findings by the appropriate reviewing board or staff, as applicable, that the neighborhood shopping center and all outparcels are integrated through the use of landscaping and buffers; shared parking, traffic access and circulation; and stormwater management.
 - b. *Dimensional requirements for outparcels.* Outparcels which have unified circulation systems with the adjoining neighborhood shopping center shall not be required to meet the minimum lot area, width and depth requirements; however, development on outparcels

shall be required to meet yard setback, lot coverage and building height requirements for the MU-1 district.

(8) *Access.*

- a. *Vehicular access.* Access to the neighborhood shopping center shall be in accordance with the provisions of article IX, division 3, and chapter 23 of the Code of Ordinances. Parking areas, including maneuvering space, ingress and egress roads and driving lanes, shall be improved in accordance with the provisions of article IX, division 3, and chapter 23 of the Code of Ordinances. All loading and unloading shall be done on the neighborhood shopping center property. Areas used by motor vehicles shall be physically separated from public streets by landscaped buffer areas.
- b. *Bicycle, greenway and pedestrian access.* Provisions shall be made to safely incorporate travel ways for bicycle and pedestrian usage into any neighborhood shopping center project. Where bikeways, greenways or sidewalks are presently adjoining the property, provisions shall be made to safely link the internal bicycle and pedestrian system with adjoining facilities. During development plan review, the appropriate reviewing board shall also review the relationship of the neighborhood shopping center to adjoining properties and may require appropriate access for bicycles or pedestrians at locations where vehicular access is prohibited.

(e) *Dimensional requirements for projects of less than 30,000 square feet.*

(1) *Yard setbacks:*

- a. *Front:* The front setback shall be no deeper than the average setback of existing development in the same block face, and within 15 to 80 feet.
- b. Where the side or rear yard abuts property which is in a residential district or is shown for residential use on the future land use map of the comprehensive plan, the minimum setback shall be 25 feet or the distance created by the 60-degree angle of light obstruction, whichever is greater.
- c. Where the property abuts a side street, the minimum setback from that street shall be ten feet.
- d. Where a nonresidential use is adjacent to a nonresidential use no side yard setback is required.

(2) *Accessory structures shall not exceed 25 feet in height.*

(3) *Maximum lot coverage: 50 percent for single-purpose, nonresidential; 60 percent for mixed-use (inclusive of residential) or compound use.*

(4) *Maximum building height: Five stories.*

- (f) *Access.* Access shall be designed to integrate all aspects of the development and shall meet the requirements of article IX, division 3, of this chapter. Driveways and parking shall be coordinated or shared insofar as possible.

(g) *Permitted uses.*

SIC	Uses	Conditions
	USES BY RIGHT:	
	Any accessory uses	

	customarily and clearly incidental to any permitted principal use	
	Armor systems manufacturing and assembly	Armor systems include armor safety products and personal protective equipment such as body armor, bullet proof vests and similar products.
		All manufacturing and assembly shall be within completely enclosed structures that are at least 100 feet from any property with a land use category as follows: single-family; residential low-density; residential medium-density; residential high-density; mixed-use residential; or a residential planned use district. No outdoor storage is allowed, truck traffic shall be limited to an extent consistent with commercial activities, loading docks and mechanical equipment shall be screened, and sound attenuation shall be provided to any adjacent property in actual residential use. Storage of hazardous materials shall be in accordance with the county hazardous materials management code.
		An indoor gun range is allowed as an accessory use, and shall be strictly limited to product testing and demonstration by the principal use. Sound attenuation shall be provided to any adjacent property in actual residential use.
	Bed and breakfast establishments	In accordance with article VI
	Community residential homes with 14 or fewer residents	When part of a permitted single-family or multifamily residential component and in accordance with article VI
	Community residential homes with more than 14 residents	In accordance with article VI
	Compound uses	
	Eating places	

	Food trucks	In accordance with article VI
	Family child care homes	When part of a permitted single-family or multifamily residential component and in accordance with state law
	Large family child care homes	In accordance with article VI
	Medical marijuana dispensaries	
	Outdoor cafes	As defined in article II and in accordance with article VI
	Personal fitting and sales of prosthetic or orthopedic appliances	
	Places of religious assembly	In accordance with article VI
	Public service vehicles	As defined and in accordance with article VI
	Repair services for household needs	As defined in article II
	Residential (8 to 30 dwelling units per acre)	In accordance with the requirements of the RMF-6, RMF-7 or RMF-8 zoning districts and the additional requirements of this section, and the requirements of section 30-56. Lots that existed on November 13, 1991 as recorded in the planning and development services department and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.
	Residential use buffer	
	Neighborhood convenience center	
	Neighborhood shopping center	
	Specialty T-shirt	

	production	
GN-074	Veterinary services	Only within enclosed buildings and in accordance with article VI
IN-0752	Animal specialty services, except veterinary	Only within enclosed buildings
GN-078	Landscape and horticultural services	
MG-15	Building construction - General contractors and operative builders	
GN-171	Plumbing, heating and air conditioning	
GN-172	Painting and paper hangers	
GN-173	Electrical work	
MG-27	Printing, publishing and allied industries	
MG-43	U.S. Postal Service	
GN-472	Arrangement of passenger transportation	Offices only, with no operation of passenger tours from the site
GN-481	Telephone communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI, excluding cellular telephone services
GN-482	Telegraph and other message communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-	Radio and television	Accessory transmission, retransmission and microwave towers up to

483	broadcasting stations	and including 100 feet in height in accordance with article VI
GN-523	Paint, glass and wallpaper stores	
GN-525	Hardware stores	
GN-526	Retail nurseries, lawn and garden supply stores	
MG-53	General merchandise stores	
MG-54	Food stores	Accessory gasoline and alternative fuel pumps in accordance with article VI, and by special use permit in neighborhood convenience and shopping centers
GN-553	Auto and home supply stores	Excluding garage and installation facilities
GN-554	Gasoline service stations including the sale of alternative fuels for automobiles	In accordance with article VI and by special use permit in neighborhood convenience and shopping centers
MG-56	Apparel and accessory stores	
MG-57	Home furniture, furnishings and equipment stores	
MG-59	Miscellaneous retail	Excluding direct selling establishments (IN-5963); fuel dealers (IN-5983); including liquor stores (IN-5921) limited to 2,000 square feet and excluding on-site consumption when located in neighborhood convenience and shopping centers, inside storage, display and sales only for all uses
Div.	Finance, insurance and real	Excluding cemetery subdividers and developers (IN-6553)

H	estate	
MG-72	Personal services	Including funeral services and crematories in accordance with article VI and excluding linen supply (IN-7213), industrial laundries (IN-7218), and diaper services in neighborhood convenience and shopping centers
MG-73	Business services	Excluding outdoor advertising services (IN-7312), disinfecting and pest control services (IN-7342), heavy construction equipment rental and leasing (IN-7353), and equipment rental and leasing, not elsewhere classified (IN-7359)
GN-752	Automobile parking	
MG-76	Miscellaneous repair services	Excluding miscellaneous repair shops and related services (GN-769) and including repair services for household needs as defined in this chapter
MG-78	Motion pictures	Excluding drive-in theaters (IN-7833) and outdoor filming facilities
MG-79	Amusement and recreation services	Excluding go-cart rental and raceway operations, commercial sports (GN-794), and simulated gambling establishments. Must be located within enclosed structures.
MG-80	Health services	Including nursing and intermediate care facilities in accordance with article VI when applicable, and excluding rehabilitation centers and hospitals (GN-806)
MG-81	Legal services	
MG-82	Educational services	Including private schools, in accordance with article VI
MG-83	Social services	Including day care centers as defined in this chapter and in accordance with article VI, excluding residential care (GN-836), rehabilitation centers, halfway houses, social service homes, and residences for destitute people as defined in this chapter

GN-841	Museums and art galleries	
MG-86	Membership organizations	
MG-87	Engineering, accounting, research management and related services	Excluding testing laboratories (IN-8734) and facilities support management services (IN-8744)
MG-89	Services, not elsewhere classified	
Div. J	Public administration	
	USES BY SPECIAL USE PERMIT	
	Accessory gasoline and alternative fuel pumps	In accordance with article VI in neighborhood convenience and shopping centers
	Accessory transmission, retransmission and microwave towers over 100 feet in height	In accordance with article VI
	Alcoholic beverage establishments	In accordance with article VI
	Limited automotive services	In accordance with article VI
	Other uses (including light assembly or packaging)	Within completely enclosed structures; no outdoor storage, truck traffic limited to that normal to commercial activities such as grocery stores, loading docks and mechanical equipment must be screened, and sound attenuation shall be provided to any adjacent residential area or area in actual residential use; no access to any residential street; must meet industrial buffers. Storage of hazardous materials in accordance with the county hazardous materials management code

	Rehabilitation centers	In accordance with article VI
	Residences for destitute people	In accordance with article VI
	Social service homes	In accordance with article VI
GN-598	Fuel dealers	
GN-701	Hotels and motels	Except in neighborhood convenience and shopping centers
GN-702	Roominghouses and boardinghouses	In accordance with article VI

(h) *General requirements.* All structures and uses within this district shall also comply with the applicable requirements and conditions of section 30-67 and article IX.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 3918, § 4, 11-15-93; Ord. No. 3963, § 5, 3-14-94; Ord. No. 4075, § 7, 5-8-95; Ord. No. 950862, § 5, 11-13-95; Ord. No. 951420, § 4, 7-8-96; Ord. No. 961100, §§ 1—3, 7-14-97; Ord. No. 980273, § 3, 11-9-98; Ord. No. 990299, § 3, 10-25-99; Ord. No. 002469, §§ 4—6, 3-17-03; Ord. No. 020590, § 2, 4-14-03; Ord. No. 041268, § 8, 8-22-05; Ord. No. 070619, § 4, 3-24-08; Ord. No. 110865, § 1, 7-19-12; Ord. No. 140130, § 5, 9-4-14; Ord. No. [140190](#), § 9, 4-16-15; Ord. No. [150395](#), § 5, 11-19-15; Ord. No. [160124](#), § 1, 7-21-16)

Sec. 30-65. - Mixed use medium intensity district (MU-2).

- (a) *Purpose.* The mixed-use medium intensity district is established for the purpose of providing a mix of employment, retail, professional, service and residential uses in medium level activity centers. The district is intended to encourage a reduction in the number and length of vehicular trips by providing for basic needs and employment opportunities within close proximity to residential areas. Such districts are established to allow uses compatible with each other and with surrounding residential areas to be clustered in a compact urban center. The mixed-use medium intensity district shall be located in areas where analysis of residential characteristics demonstrates that such facilities are required, and where there is limited overlapping of market areas with other mixed-use medium intensity districts.
- (b) *Objectives.* The provisions of this district are intended to:
- (1) Coordinate the locations of activity centers with the population and land use needs of adjoining residential areas. It is intended that activity centers have only minimally overlapping market areas;
 - (2) Encourage large, mixed-use developments to locate on land that is physically capable of supporting the proposed development;
 - (3) Ensure that new development within the district is integrated with existing development and is designed to promote pedestrian and nonautomotive access within the district and from surrounding residential areas;
 - (4) Minimize traffic congestion by requiring that large, mixed-use developments be located on appropriate major collector and arterial roadways, and by minimizing the number and location of driveway connections;
 - (5) Encourage proper design review through the utilization of the development plan review process to ensure a harmonious relationship with surrounding development (including adequate ingress and egress);
 - (6) Integrate all outparcel development through landscaping; shared parking, traffic access management and circulation; and stormwater management; and
 - (7) Require appropriate buffering or screening around large mixed-use development to maintain its compatibility with surrounding land uses.
- (c) *Requirements for developments of less than 50,000 square feet.*
- (1) Yard setbacks.
 - a. Front: The maximum setback shall be the average setback of existing development in the same face block face; however, when there is no existing development in the same block face, the setback shall be between 15 and 80 feet.
 - b. Where the side or rear yard abuts property which is in a residential zoning district or is shown for residential use on the future land use map of the comprehensive plan, the minimum setback shall be 25 feet or the distance created by the 45-degree angle of light obstruction, whichever is greater. If MU-2 zoning abuts a single-family residential zoning district, then the residential portion of the mixed-use development shall be limited to RMF-7 in the area within 100 feet of the property line, plus the required buffers for the single-family residential zoning district. In addition, the multi-family development shall comply with all the regulations in the RMF-7 district and the requirements of section 30-56.
 - (2) Maximum building height: Five stories.
 - (3) Maximum lot coverage: 50 percent.
 - (4) Access: Access shall be designed to integrate all aspects of the development and shall meet all requirements of article IX and Chapter 23. Driveways shall be coordinated or shared insofar as possible.

- (d) *Requirements for developments of 50,000 square feet or more.* These requirements apply to developments with at least 50,000 square feet of gross leasable area.
- (1) *Location.* Nonresidential development shall be located at intersections of arterials or arterials and collectors, as shown in the city comprehensive plan.
 - (2) *Dimensional requirements.* All principal and accessory structures shall be located and constructed in accordance with the following requirements:
 - a. Minimum lot area: 10,000 square feet.
 - b. Minimum lot width at minimum front yard setback: 100 feet.
 - c. Minimum yard setbacks:
 1. *Internal to the district.* Where there are separate residential uses and nonresidential uses within the MU-2 district, such uses shall have an angle of light obstruction for all principal and accessory structures of 60 degrees.
 2. *Between different districts.* Where the side or rear yard abuts property which is in a residential district, or is shown on the future land use map of the comprehensive plan for residential use, the minimum setback shall be 100 feet or the distance created by a 45-degree angle of light obstruction, whichever is greater. If MU-2 zoning abuts a single-family residential zoning district, then the residential portion of the mixed-use development shall be limited to RMF-7 in the area within 100 feet of the property line, plus the required buffers for the single-family residential zoning district. In addition, the multi-family development shall comply with all the regulations in the RMF-7 district and the requirements of section 30-56.
 3. *Front yard.* The maximum setback shall be the average setback of existing development in the same face block face; however, when there is no existing development in the same block face, the setback shall be between 15 and 80 feet.
 - d. Maximum lot coverage: 50 percent for single-use projects; 75 percent for mixed-use projects that include residential.
 - e. Maximum building height: Five stories.
 - (3) *Multiple structures.* The use of multiple structures shall be considered on a case-by-case basis during development plan approval. Approval shall be conditioned upon findings by the development review board or city plan board that all such structures are compatible with the uses and purposes of the center and surrounding uses and traffic patterns and are safely incorporated into the overall transportation system for the center.
 - (4) *Outparcels.*
 - a. *Purpose.* The proliferation of outparcels contributes to strip commercial development, traffic circulation problems and visual clutter, and obstructs pedestrian and bicycle movement. To mitigate the problems associated with outparcels the following regulations shall apply.
 - b. *Creation and design.* The creation of outparcels shall be considered on a case-by-case basis during subdivision, lot split approval or development plan approval. Approval shall be conditioned upon findings by the plan board, development review board or staff, as applicable, that the center and all outparcels are integrated through the use of landscaping and buffers; shared parking, traffic access management and circulation; and stormwater management.
 - c. *Dimensional requirements for outparcels.* Outparcels with unified circulation systems with adjoining shopping centers shall not be required to meet the minimum lot area, lot depth, and lot width requirements; however, outparcels shall be required to meet the yard setback, lot coverage and floor area ratio requirements for the MU-2 district.
 - (5) *Access.*

- a. *Vehicular access.* Access to the shopping centers shall be in accordance with the provisions of article IX, Division 3, of this chapter, Chapter 23 of the Code of Ordinances, and section 30-67(f) of the Code of Ordinances. Parking areas, including maneuvering space, ingress and egress roads and driving lanes, shall be improved in accordance with the provisions of Division 3 of article IX, pertaining to access management. All loading and unloading shall be done on the property. Areas used by motor vehicles shall be physically separated from public streets by landscaped buffer areas.
- b. *Bicycle, greenway and pedestrian access.* Provisions shall be made to safely incorporate travel ways for bicycle and pedestrian usage into development projects. Where bikeways, greenways or sidewalks are presently adjoining the property, provisions shall be made to safely link the internal bicycle and pedestrian system with adjoining facilities. During development plan review, the development review board shall also review the relationship of the mixed-use development to adjoining properties and may require appropriate access for bicycles or pedestrians at locations where vehicular access is prohibited.

(e) *Permitted uses.*

SIC	Uses	Conditions
	USES BY RIGHT:	
	Any accessory uses customarily and clearly incidental to any permitted principal use	
	Bed and breakfast establishments	In accordance with article VI
	Community residential homes with 14 or fewer residents	In accordance with article VI
	Compound uses	
	Eating places	
	Food trucks	In accordance with article VI
	Medical marijuana dispensaries	
	Outdoor cafes	As defined in article II and in accordance with article VI
	Personal fitting and sales	

	of prosthetic or orthopedic appliances	
	Places of religious assembly	In accordance with article VI
	Public service vehicles	As defined and in accordance with article VI
	Repair services for household needs	As defined in article II
	Residential uses (12 to 30 dwelling units per acre)	Residential development shall conform to the requirements of the RMF-7 or RMF-8 zoning districts, the requirements of section 30-56, and the additional requirements of this section. Lots that existed on November 13, 1991 as recorded in the planning and development services department and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.
	Specialty T-shirt production	
GN-074	Veterinary services	Only within enclosed buildings and in accordance with article VI
IN-0752	Animal specialty services, except veterinary	Only within enclosed buildings
GN-078	Landscape and horticultural services	
MG-15	Building construction - General contractors and operative builders	
GN-171	Plumbing, heating and air conditioning	
GN-172	Painting and paper hangers	

GN-173	Electrical work	
MG-27	Printing, publishing and allied industries	
MG-43	U.S. Postal Service	
GN-472	Arrangement of passenger transportation	Offices only, with no operation of passenger tours from the site
GN-481	Telephone communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI, excluding cellular telephone services
GN-482	Telegraph and other message communications	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-483	Radio and television broadcasting stations	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-484	Cable and other pay television services	Accessory transmission, retransmission and microwave towers up to and including 100 feet in height in accordance with article VI
GN-523	Paint, glass and wallpaper stores	
GN-525	Hardware stores	
GN-526	Retail nurseries, lawn and garden supply stores	
MG-53	General merchandise stores	
MG-54	Food stores	Accessory gasoline and alternative fuel pumps in accordance with article VI
GN-	Auto and home supply	Garage and installation facilities, in accordance with the provisions

553	stores	for limited automotive services in article VI
GN-554	Gasoline service stations including the sales of alternative fuels for automobiles	In accordance with article VI
MG-56	Apparel and accessory stores	
MG-57	Home furniture, furnishings and equipment stores	
MG-59	Miscellaneous retail	Excluding fuel dealers (IN-5983)
Div. H	Finance, insurance and real estate	Excluding cemetery subdivisions and developers (IN-6553)
MG-72	Personal services	Including funeral services and crematories, in accordance with article VI
MG-73	Business services	Excluding outdoor advertising services (IN-7312), disinfecting and pest control services (IN-7342), heavy construction equipment rental and leasing (IN-7353), and equipment rental and leasing, not elsewhere classified (IN-7359)
GN-752	Automobile parking	
MG-76	Miscellaneous repair services	Excluding miscellaneous repair shops and related services (GN-769) and including repair services for household needs as defined in this chapter
MG-78	Motion pictures	Excluding drive-in theaters (IN-7833) and outdoor filming facilities
MG-79	Amusement and recreation services	Excluding go-cart rental and raceway operations, commercial sports (GN-794), and simulated gambling establishments. Must be located

		within enclosed structures.
MG-80	Health services	Excluding hospitals (GN-806) and including nursing and personal care facilities (GN-805) in accordance with article VI, and excluding rehabilitation centers
MG-81	Legal services	
MG-82	Educational services	Including private schools, in accordance with article VI
MG-83	Social services	Including day care centers as defined in this chapter and in accordance with article VI, excluding rehabilitation centers, halfway houses, social service homes, and residences for destitute people as defined in this chapter
GN-841	Museums and art galleries	
MG-86	Membership organizations	
MG-87	Engineering, accounting, research management and related services	Excluding testing laboratories (IN-8734) and facilities support management services (IN-8744)
MG-89	Services, not elsewhere classified	
Div. J	Public administration	
	USES BY SPECIAL USE PERMIT	
	Accessory transmission, retransmission and microwave towers over 100 feet in height	In accordance with article VI

	Alcoholic beverage establishments	In accordance with article VI
	Limited automotive services	In accordance with article VI
	Other uses (including light assembly or packaging)	Within completely enclosed structures; no outdoor storage, truck traffic limited to that normal to commercial activities such as grocery stores, loading docks and mechanical equipment must be screened, and sound attenuation shall be provided to any adjacent residential area or area in actual residential use; no access to any residential street; must meet industrial buffers. Storage of hazardous materials in accordance with the county hazardous materials management code
	Recycling centers	In accordance with article VI
	Rehabilitation centers	In accordance with article VI
	Residences for destitute people	In accordance with article VI
	Social service homes	In accordance with article VI
GN-598	Fuel dealers	
GN-701	Hotels and motels	
GN-702	Roominghouses and boardinghouses	In accordance with article VI
MG-79	Amusement and recreation services located outside of an enclosed structures	Excluding simulated gambling establishments. Must be in compliance with noise ordinance.

- (f) *General requirements.* All structures and uses within this district shall also comply with the applicable requirements and conditions of section 30-67 and article IX.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 3918, § 5, 11-15-93; Ord. No. 3963, § 6, 3-14-94; Ord. No. 4075, § 8, 5-8-95; Ord. No. 950364, § 1, 8-28-95; Ord. No. 950862, § 6, 11-13-95; Ord. No. 951420, § 5, 7-8-96; Ord. No. 980273, § 4, 11-9-98; Ord. No. 990299, § 4, 10-25-99; Ord. No. 002469, §§ 7—9, 3-17-03; Ord. No. 020590, § 3, 4-14-03; Ord. No. 070619, § 5, 3-24-08; Ord. No. 110865, § 2, 7-19-12; Ord. No. 140130, § 6, 9-4-14; Ord. No. [140190](#), § 10, 4-16-15; Ord. No. [150395](#), § 6, 11-19-15)

Sec. 30-332. - Required number of parking spaces.

- (a) *Generally.* The number of off-street parking spaces required for each use shall be as stipulated herein. In computing the number of off-street parking spaces required, a fractional space of one-half space or more shall be counted as one space.
- (1) The number of parking spaces listed in this section shall be the minimum number of spaces provided for vehicle and bicycle use, except that in conjunction with development plan approval the city plan board, development review board or the city manager or his or her designee may allow the substitution of bicycle parking facilities, in addition to the minimum number of required bicycle parking facilities, for vehicle parking spaces on a three-for-one basis. Such substitution shall be made upon presentation of evidence by the owner of the property that the proposed use will be better served through the provision of additional bicycle facilities. In no instance shall the number of vehicle parking spaces provided be reduced by substitution of bicycle parking facilities to less than 85 percent of the requirements of this section.
 - (2) In conjunction with development plan approval, the city plan board, development review board or the city manager or his or her designee may allow ten additional spaces or up to ten percent of the required spaces, whichever is greater, to be counted as part of the minimum number of required spaces. The allowance shall be made upon presentation of evidence by the owner of the property that the proposed use has a justifiable need for the additional parking spaces.
 - (3) The number of required off-street motorcycle parking spaces shall be one motorcycle space per 40 vehicle spaces required by this section. In computing the number of motorcycle parking spaces required, a fractional space of 0.5 or more shall be counted as one space. Motorcycle spaces are optional when less than 40 vehicle parking spaces are required. In conjunction with development plan approval the city plan board, development review board or the city manager or his or her designee may allow the substitution of motorcycle parking spaces, in addition to the minimum number of required motorcycle parking spaces, for up to 15 percent of required vehicle parking spaces on a one-for-one basis.

Use		Number of Vehicle Spaces	Number of Bicycle Spaces
(b)	<i>Residential uses:</i>		
	Single-family dwellings, mobile homes, family day care homes, foster family homes for children and for adults and personal care group homes (Class I)	1 per dwelling unit, mobile home, foster family home for children or for adults or personal care group home (Class I)	0
	Two-family dwellings and townhouses	2 per dwelling unit	0
	Multiple-family dwellings (excluding RH-1, RH-2 and RMU districts)	1 parking space per bedroom	10 percent of required number of vehicle parking

	Multiple-family dwelling (RH-1, RH-2 and RMU districts)		1 parking space per bedroom	25 percent of required number of vehicle parking
	Roominghouses, except sorority and fraternity houses		1 per every 400 square feet of floor area	25 percent of required number of vehicle parking
	Dormitories, except sorority and fraternity houses		1 per every 400 square feet of floor area	50 percent of required number of vehicle parking
	Sorority and fraternity houses with living accommodations		1 per every 110 square feet of bedroom floor area devoted to members plus 1 per each resident advisor, plus 1 per every 50 square feet of floor area devoted to dining and meeting rooms over 2,500 square feet	50 percent of required number of vehicle parking
	Housing for the elderly		1 for every 3 living units	50 percent of required number of vehicle parking
	Subsidized housing types, such as public housing and housing receiving subsidy for low to moderate income facilities		1 per dwelling unit	10 percent of required number of vehicle parking
	Community residential homes:			
		1 to 6 residents	1 per home	0
		7 to 14 residents:		
	(1)	Where residents are allowed to keep motorized vehicles on premises	1 per bedroom	As required for multiple-family dwellings in the district located
	(2)	Where residents are not allowed to keep motorized	1 per each employee in the largest work shift, plus 1 per each	As required for multiple-family dwellings in the

			vehicles on premises	5 residents, or fraction thereof	district located
			More than 14 residents:		
		(1)	Where residents are allowed to keep motorized vehicles on premises	1 per bedroom	As required for multiple-family dwellings in the district located
		(2)	Where residents are not allowed to keep motorized vehicles on premises	1 per each employee in the largest work shift, plus 1 per each 5 residents, or fraction thereof	As required for multiple-family dwellings in the district located
(c)			<i>Business uses:</i>		
			<i>Entertainment and recreation:</i>		
			Auditoriums and sports arenas or stadia, based on fixed seating capacity	1 for each 4 seats	10 percent of required number of vehicle parking
			Movie theaters	1 for each 3 seats	10 percent of required number of vehicle parking
			Dancehalls and exhibition halls, without fixed seats, based on floor area devoted to public assembly	1 for each 100 square feet of floor area devoted to the principal activity	5 percent of required number of vehicle parking
			Billiard and pool rooms	2 for each table	20 percent of required number of vehicle parking
			Bowling alleys	2 for each alley	15 percent of required number of vehicle parking
			Golf courses	3 per hole, plus required spaces for restaurants and cocktail lounges	5 spaces

	Health clubs and spas and gymnasias	10, plus 1 per 150 square feet of floor area in excess of 1,000 square feet or 1 space for each 4 seats, whichever is greater	25 percent of required number of vehicle parking
	Public swimming pools and private swim clubs	1 per 200 square feet of pool surface area (not including wading pools or whirlpool baths) plus 1 for each 200 square feet of building area in accessory structures in excess of 1,000 square feet	25 percent of required number of vehicle parking
	Public tennis courts and private tennis clubs, and racquetball courts	2 per court, plus 1 for each 200 square feet of clubhouse floor area in excess of 1,000 square feet	20 percent of required number of vehicle parking
	Nature parks and preserves with fewer than 5 picnic tables	3 for the first 10 acres or part thereof plus 1 for every additional 10 acres for parks under 50 acres; 7 spaces plus 1 for each 15 acres or part thereof over 50 acres	A minimum of 4 spaces for the first 10 acres plus 1 for every 5 acres or part thereof over 10 acres up to a maximum of 20 spaces
	All other parks	1 for each 2 acres or part thereof up to 10 acres, 1 for each 5 acres or part thereof in excess of 10 acres, plus 75 percent of the parking requirement for each separate facility in the park	A minimum of 4 spaces for the first 10 acres plus 1 for every 5 acres or part thereof over 10 acres up to a maximum of 20 spaces
	Baseball fields	10 per baseball diamond plus 1 space for each 4 seats designated for spectators. Where benches are used, 2.5 feet of bench shall be equivalent to 1 seat.	
	Basketball courts	5 per court	

	Picnic tables	1 for every 3 picnic tables over 5 tables	
	In situations where development proposals contain recreational facilities which are planned for regularly scheduled activities, in conjunction with site plan approval, the city plan board and/or development review board may require, upon advice of the public works department, additional parking to be provided as overflow grass parking. The following is a suggested guide in determining overflow grass parking requirements:		
	Swimming pools	1 for every 50 square feet of pool area over 7,500 square feet of pool area	
	Tennis and racquetball courts	1 per court	
	Baseball fields	10 per baseball diamond	
	Basketball courts	2 per court	
	General recreation not elsewhere classified	4 per 1,000 square feet gross floor area accessible to the public	25 percent of required number of vehicle parking
	<i>Service uses:</i>		
	Finance, banks, savings and loan institutions, insurance, real estate, business, professional and other offices (except those otherwise designated herein)	1 parking space for each 300 square feet of gross floor area	10 percent of required number of vehicle parking
	Corporate offices and call centers	1 parking space for each 300 square feet of gross floor area or	10 percent of required

		1 space per employee, whichever is greater	number of vehicle spaces
	<i>Personal services:</i>		
	Self-service laundry and dry cleaning	1 for each 3 washing or drying machines	3 spaces
	Dry cleaning, pickup	3, plus 1 for each 500 square feet floor area in excess of 1,000 square feet	3 spaces
	Barbershops and beauty shops	2 per beauty or barber chair	10 percent of required number of vehicle parking
	Repair services, including appliance and furniture repair	1 per 500 square feet of floor area	3 spaces
	Repair services, motor vehicle	1 per 200 square feet of floor area, including any outdoor work space	1 space
	<i>Professional services:</i>		
	Medical and dental offices and clinics	1 for each 150 square feet of floor area	5 percent of required number of vehicle parking
	Medical offices for mental health specialists and practitioners	1 for each 200 square feet of floor area	5 percent of required number of vehicle parking
	Hospitals, general	1.5 spaces per bed	5 percent of required number of vehicle parking
	Hospitals, convalescent and nursing homes and personal care facilities	1 per 3 beds	5 percent of required number of vehicle parking

	Intermediate care facilities (IN 8052)	1 per 1.5 beds	5 percent of required number of vehicle parking
	Veterinarians, animal and veterinary hospitals	1 for each 250 square feet of floor area exclusive of boarding areas	5 percent of required number of vehicle parking
	Laboratories, when a primary use	4, plus 1 for each 300 square feet of floor area in excess of 1,000 square feet	10 percent of required number of vehicle parking
	Rehabilitation centers, social service homes and halfway houses	1 per 500 square feet of floor area	10 percent of required number of vehicle parking
	<i>Education services:</i>		
	Day care centers	1 designed for the safe and convenient loading and unloading of persons for every 10 persons based upon the center's regulated capacity, with a minimum of 4 spaces, plus 1 parking space per every employee at maximum staff level. Adequate space for queuing, loading and unloading must be provided.	1 per every 4 employees
	Libraries	1 for each 200 square feet of gross floor area	20 percent of required number of vehicle parking
	<i>Schools:</i>		
	Elementary	30, plus 2 per classroom	100 percent of required number of vehicle parking
	Middle	35, plus 2 spaces per classroom	200 percent of required number of vehicle

			parking
	High	1 per employee plus 1 per 10 students of design capacity	100 percent of required number of vehicle parking
	Trade, vocational and business not otherwise classified, and professional schools	1 per employee, plus 1 per 3 students of design capacity	20 percent of required number of vehicle parking
	Dance schools other than ballrooms	5, plus 1 for each 150 square feet of dance floor area in excess of 500 square feet	10 percent of required number of vehicle parking
	Beauty and barber schools	3, plus 1 for each operator station	20 percent of required number of vehicle parking
	<i>Miscellaneous services:</i>		
	Places of religious assembly	1 for each 4 seats, or 1 for each 40 square feet of floor area in principal area(s) of assembly	10 percent of required number of vehicle parking
	Private clubs, lodges, auction rooms and union halls	1 for each 40 square feet of floor area in principal area(s) of assembly	10 percent of required number of vehicle parking
	Mortuaries, funeral homes and crematories	1 for each 5 seats in the chapel(s)	4 spaces
	Carwashes	With employees, 3 spaces minimum. Queuing spaces shall be provided to accommodate a minimum of 3 vehicles. Addition or reduction in the number of queuing spaces may be determined by the city traffic engineer in accordance with subsection 30-332(g) of this section. Queuing spaces shall be	2 spaces if there are employees

		set back a minimum of 20 feet from the right-of-way.	
	Hotels and motels	5, plus 1 for each guestroom, plus 75 percent of required spaces for restaurants, retail outlets and other accessory uses	4 spaces
	Residences for destitute people	1 per 2 paid employees and volunteer employees present during largest shift and 1 parking space for every 4 beds	10 percent of required number of vehicle parking
	<i>Trade:</i>		
	Retail stores and personal services not listed elsewhere	1 per 250 square feet of floor area	10 percent of required number of vehicle parking
	Retail furniture and appliance stores	3, or 1 space per 500 square feet of floor area, whichever is greater	5 percent of required number of vehicle parking
	Retail machinery, equipment and motor vehicle sales	3, or 1 space per 500 square feet of floor area (including covered display areas, offices and service areas), plus 1 space per 5,000 square feet of outdoor storage and display area, whichever is greater	5 percent of required number of vehicle parking
	Food and convenience stores	1 for each 200 square feet of floor area	10 percent of required number of vehicle parking up to a maximum of 15 spaces
	Building materials sales	10, plus 1 for each 120 square feet retail sales area in excess of 1,000 square feet and 1 per 750 square feet of warehouse area	5 percent of required number of vehicle parking

		open to the public	
	Eating and drinking establishments	3, plus 1 for each 3 seats of seating capacity where service is provided	10 percent of required number of vehicle parking
	Eating and drinking establishments with no seating	1 for each 200 square feet of gross floor area	
	Drive-through eating and drinking establishments with no seating	1 for each employee plus 1 space for each 200 square feet of gross floor area	
	Drive-through eating and drinking establishments with seating	3, plus 1 for each 3 seats of seating capacity where service is provided	10 percent of required number of vehicle parking
	Service stations	1 for each 200 square feet of floor area	2 spaces
	Agricultural and commercial nurseries	10, plus 1 for each 150 square feet inside sales area over 1,000 square feet, and 1 per 2,000 square feet outside sales area open to the public	2 spaces
	Wholesale trade and warehousing concerns with no retail trade	3, plus 1 per 1,000 square feet of floor area	5 percent of required number of vehicle parking
	Auto wrecking, junkyards and salvage yards	5, plus 1 for each acre in excess of 5 acres	None
	Transportation (railroad, bus, air terminals)	1 for each 5 seats of seating capacity in waiting terminals	5 spaces
	Manufacturing and industrial concerns with no retail trade	1 per 500 square feet of floor area	5 percent of required number of vehicle parking

	Mini-warehousing for storage only	5, or 1 for manager's area(s), plus 1 per 200 bays, whichever is greater	5 percent of required number of vehicle parking
	T-hangers (airport)	1 per 3 hangers	None
	General storage and storage associated with the principal use where the floor area of the storage space is greater than 50 percent of the floor area devoted to the principal use	1 for each 1,000 square feet of floor area designated for storage	
(d)	<i>Neighborhood shopping center, community shopping center and large developments:</i>		
	Regardless of the above requirements, all uses in neighborhood shopping centers and community shopping centers and all joint development in other business districts (large developments) with a gross floor area of 50,000 square feet or greater	1 parking space per 250 square feet of gross leasable area (GLA) for centers containing 25,000 to 400,000 square feet of GLA; 1 parking space per 250 square feet of GLA to 1 parking space per 200 square feet of GLA on a straight line scale for centers containing 400,000 to 600,000 square feet of GLA; 1 parking space per 200 square feet of GLA for centers containing more than 600,000 square feet of GLA	10 percent of required number of vehicle parking
(e)	<i>Central city district (CCD):</i>		
(1)	Residential uses	1 per dwelling unit or the required spaces as outlined in subsection (b) of this section, whichever is fewer, except in the area described in subsection (e)(3) of this section	10 percent of required number of vehicle parking

	(2)	All other uses	The parking requirements of subsection (c) of this section shall apply except in the area described in subsection (e)(3) of this section and as provided in subsection (h) of this section	10 percent of required number of vehicle parking
	(3)	Exempt area: See map included as Appendix C of this chapter		Ten percent of number of vehicle parking spaces. Requirement waived if city manager or designee determines there is insufficient sidewalk or lot space to install bicycle parking. There is no maximum number of bicycle spaces

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- (f) *Queuing spaces for drive-through facilities.* In addition to other parking requirements for a principal use, waiting room shall be provided for drive-through windows and order stations in compliance with the following minimum specifications:
- (1) Waiting spaces for service windows, receiving windows, drive-up or drive-through windows or order stations shall be required. The number of spaces required will be based on a determination by the city's public works department as to whether the use served by the drive-through facility will generate a high volume or low volume of vehicle use. The city public works department reserves the right to increase or decrease the number of waiting spaces. The city public works department shall consider the nature of the use, its intensity, size, other parking facilities provided and other traffic generating characteristics.
 - (2) Length and width of spaces, surface requirements and separation between drive-through facilities and required parking areas shall be in accordance with specifications adopted by the city commission by resolution and on file in the office of the city traffic engineering department.
- (g) *Reduction in number of required parking spaces.* The development review board or city plan board, through development plan review, or staff, when only staff review is required, may authorize a reduction in the number of required vehicular parking spaces, if it is determined there will be adequate access to the development by acceptable alternative means and that the reduction will not infringe upon the parking and access available to other properties in the area. In reaching a determination the board or staff shall be guided on the following criteria:
- (1) Evidence that patrons and/or employees of the establishment will arrive by a transportation mode other than private vehicles.

- (2) Evidence that there is an adequate number of parking spaces in the vicinity that are available to the general public who will use the development without reducing the spaces available to and used by other establishments.
- (3) Evidence that the proposed use and likely future uses of the development will generate less parking than the minimum requirement of this chapter.
- (4) Provision of convenient pedestrian and bicyclist access to the site based on its location and the development plan.
- (5) Evidence that a reduction in required parking will not result in unauthorized on-street parking or use of parking provided by nearby businesses.
- (6) In the case of the reuse or redevelopment of a site, evidence that a reduction in the parking requirement will enhance the ability to reuse an existing developed site.
- (7) Permitted uses which serve the recurring household needs and personal service requirements of the occupants of nearby residential areas, and which are located in close proximity to a small service area.
- (8) The number of existing parking spaces within 300 feet of the proposed use.

Provided, however, the number of required parking spaces shall not be reduced for the erection, construction or placement of any building on any land.

(h) *Reduction in number of required bicycle parking spaces.* The development review board or city plan board, through development plan review, or staff, when only staff review is required, may authorize a reduction in the number of required bicycle parking spaces if requested by an owner/petitioner and if it is determined there will be reason to anticipate a lesser need for bicycle parking upon good cause shown as further provided below. In no instance shall the number of required bicycle parking spaces be reduced to less than 50 percent of the requirement. In reaching a determination of reduction in the number of bicycle parking spaces the board or staff shall apply the following criteria, as applicable:

- (1) Evidence that there is an adequate number of bicycle parking spaces in the vicinity (within 100 feet of the development) that are available to the general public and that said use will not reduce the spaces available to and used by other establishments.
- (2) Evidence that the proposed use(s) and likely future uses of the development will generate less bicycle parking than is otherwise required by this chapter.
- (3) Evidence that a reduction in required bicycle parking will not result in unauthorized use of pedestrian areas for bicycle parking or in unauthorized use of bicycle parking provided by nearby businesses.
- (4) Evidence that bicycle parking and/or bicycle storage space is available for employees and the general public within a building or structure on the development site.

The number of required bicycle parking spaces shall not be reduced for the erection, construction or placement of any building on any land.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 950709, § 3, 1-22-96; Ord. No. 980584, § 2, 4-26-99; Ord. No. 000230, § 12, 11-13-00; Ord. No. 021038, § 4, 7-14-03; Ord. No. 031255, § 1, 6-13-05; Ord. No. 060858, § 1, 6-25-07; Ord. No. 061043, § 1, 7-23-07; Ord. No. 070619, § 18, 3-24-08; Ord. No. 090883, § 1, 8-5-10)

Sec. 30-333. - Excess parking requirements.

Vehicular parking that exceeds the amount required by this chapter by more than ten spaces or more than ten percent, whichever is greater, is termed excess parking. Excess parking is prohibited in the transportation mobility program area (TMPA) If a proposed development provides excess parking, the following requirements apply and may be imposed by the appropriate reviewing board at the time of development plan review or by the planning and development services department director or designee if board review is not required:

- (1) Excess parking may be provided in grass or stabilized pervious surface areas where it has been determined that:
 - a. There will be a low frequency of use;
 - b. The nature of the proposed use is suitable to such parking surfaces; and
 - c. There is reasonable certainty that grass or pervious parking will not deteriorate the parking environment.
- (2) If excess parking is hard-surfaced, the parking facilities shall be landscaped in accordance with Article VIII, except that the amount of landscaping materials required for the excess parking spaces shall be double the required amount and shall be distributed throughout the site in accordance with Article VIII.

(Ord. No. 3777, § 1, 6-10-92; Ord. No. 021038, § 5, 7-14-03; Ord. No. [140023](#), § 7, 3-19-15)

Attachment “E”:
Additional Information from the Applicant
Related to Setbacks, Parking and Signage

Calderon, Lawrence D.

From: Ryan Thompson <RyanT@chw-inc.com>
Sent: Tuesday, July 11, 2017 4:41 PM
To: Calderon, Lawrence D.
Cc: Gerry Dedenbach; Craig Brashier
Subject: Wawa on Old Archer Road - Materials and Considerations for SUP Staff Report
Attachments: Wawa_OldArcherRoad_Setbacks.pdf; Wawa Gas Canopy 053017.pdf

Good afternoon, Lawrence.

Understanding tomorrow is your deadline to submit the SUP Staff Report, I've outlined three (3) items below that either provide additional detail/materials to our previous correspondence, or will be addressed at the Plan Board on July 27th.

1. Parking:
 - a. We understand that staff has reviewed our request for 51 spaces and feels that additional justification is needed.
 - b. We will address this item at the Plan Board hearing.
2. Setbacks:
 - a. Per your request, we will present the attached map identifying our site's block face and setbacks within the block. If possible, please include this map in your Staff Report for the Plan Board and City Commissioners to review prior to the public hearings.
 - b. We have modified our approach and have not included properties on the north side of Archer Road. These properties should not be included based on:
 1. The City Land Development Code (LDC) definition for Block Face, and
 2. The fact that the resulting 85' setback is not consistent with Comprehensive Plan policies or LDC regulations, both of which encourage buildings to be brought up to the street to establish the pedestrian realm and enhance pedestrian access.
3. Signage:
 - a. Canopy Signs shall comply with LDC §30-321(b)(2)b.2. Permanent signs.
 - b. Signs above Gasoline Pumps are permitted without a permit, per LDC §30-318(e) Signs not requiring a permit.
 - c. The proposed building and canopy rendering is attached for reference.

Let me know if you have any questions. Thank you.

RYAN THOMPSON, AICP | Project Manager

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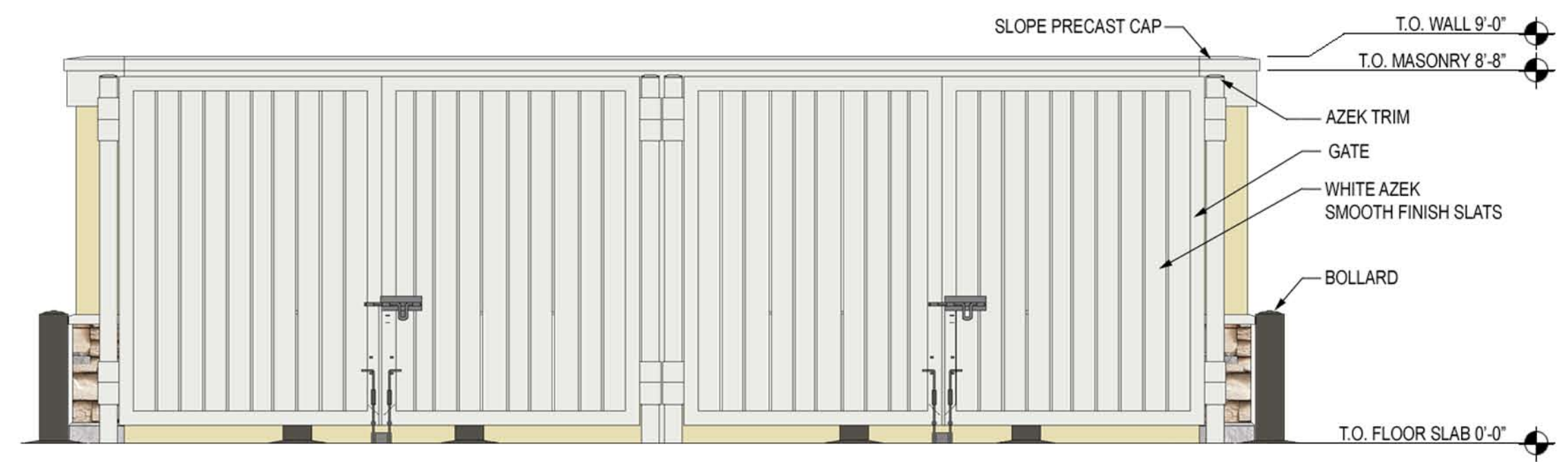
JACKSONVILLE.GAINESVILLE.OCALA

t: (904) 619-6521 | 8563 Argyle Business Loop, Ste., 3, Jacksonville, FL 32244

t: (352) 331-1976 | 132 NW 76th Dr., Gainesville, FL 32607

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FRONT ELEVATION



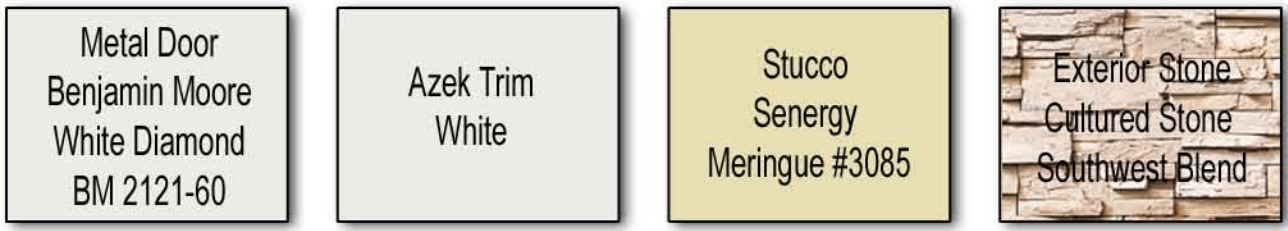
RIGHT ELEVATION



LEFT ELEVATION



REAR ELEVATION



Frontage	Setback	Frontage x Setback
645	20	12,900
645	-	12,900
Average setback for Archer Road (SR 24) frontage:		20.0

City Land Development Code, Sec. 30-23. - Definitions. Block face means a unit of property abutting a common street, on both sides of such street, and lying between the two nearest intersecting or intercepting streets or nearest intersecting or intercepting street and railroad right-of-way or waterway, golf course, campus, park or other designated open space. Whenever a block face exceeds 1,320 feet without intersecting or intercepting streets or railroad rights-of-way, waterways, golf courses, campuses, parks or other designated open spaces, it shall be divided into equal segments of no more than 1,320 feet each. Whenever application of the above criteria results in a division of a single parcel between two block faces, the parcel shall be included in the block face in which it primarily falls. If the above criteria result in a division of a single parcel into two equal segments, the parcel may be counted as part of either (but not both) of the adjacent block faces.

