Chair Sandy Burgess
Vice Chair Virginia Johns
Member Danielle J. Judd
Member William "Bill" Menadier
Member Susan Sloan
School Board Member Tina Certain

City Manager Mike DaRoza
City Attorney Marian Rush

The Planning and Zoning Board will conduct a

Regular Planning and Zoning Board Meeting
At 6:00 PM

to address the item(s) below.

Meeting Date: May 13, 2025

Meeting Location: James A. Lewis City Commission Chambers
15100 NW 142 Terrace
Alachua, FL 32615

Planning and Zoning Board Meeting

Notice given pursuant to Section 286.0105, Florida Statutes. In order to appeal any decision made at this meeting, you will need a verbatim record of the proceedings. It will be your responsibility to ensure such a record is made.

CALL TO ORDER

INVOCATION

PLEDGE TO THE FLAG

APPROVAL OF THE AGENDA

I. OLD BUSINESS

II. NEW BUSINESS

A) APPROVE MEETING MINUTES APRIL 15TH, 2025

B) REVIEW OF THE 2025 ANNUAL CONCURRENCY STATUS REPORT

C) PLSC24-0002 - TOMOKA HILLS LARGE-SCALE COMPREHENSIVE PLAN AMENDMENT - A REQUEST BY CHW, LLC, APPLICANT AND AGENT FOR TOMOKA HILLS FARMS, INC. AND TOWER HILL INSURANCE GROUP, LLC, THE PROPERTY OWNERS, FOR A LARGE-SCALE COMPREHENSIVE PLAN AMENDMENT TO AMEND THE FUTURE LAND USE CATEGORY FROM

AGRICULTURE (± 258.56-ACRES), MODERATE DENSITY RESIDENTIAL (± 13.78-ACRES), MEDIUM DENSITY RESIDENTIAL (± 9.7-ACRES), COMMUNITY COMMERCIAL (± 45.29-ACRES), AND COMMERCIAL (± 18.25-ACRES) TO LOW DENSITY RESIDENTIAL (± 196.68-ACRES), MODERATE DENSITY RESIDENTIAL (± 46.74-ACRES), HIGH DENSITY RESIDENTIAL (± 23.48-ACRES), AND COMMUNITY COMMERCIAL (± 78.68-ACRES) ON A ± 345.58-ACRE SUBJECT PROPERTY LOCATED AT 15601 NW 167TH BOULEVARD. TAX PARCELS: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001. EXISTING FLU: AGRICULTURE, MODERATE DENSITY RESIDENTIAL, MEDIUM DENSITY RESIDENTIAL, COMMUNITY COMMERCIAL, COMMERCIAL; PROPOSED FLU: LOW DENSITY RESIDENTIAL, MODERATE DENSITY RESIDENTIAL, HIGH DENSITY RESIDENTIAL, COMMUNITY COMMERCIAL; ZONE DISTRICT: AGRICULTURAL (A), RESIDENTIAL SINGLE-FAMILY – 4 (RSF-4), RESIDENTIAL MULTIPLE FAMILY – 8 (RMF-8), COMMUNITY COMMERCIAL (CC), COMMERCIAL INTENSIVE (CI); OVERLAY DISTRICT: U.S. HIGHWAY 441/INTERSTATE 75 GATEWAY OVERLAY DISTRICT (PORTION THEREOF) (LEGISLATIVE HEARING).

D) PR24-0003 - TOMOKA HILLS SITE-SPECIFIC AMENDMENT TO THE OFFICIAL ZONING ATLAS - A REQUEST BY CHW, LLC, APPLICANT AND AGENT FOR TOMOKA HILLS FARMS, INC. AND TOWER HILL INSURANCE GROUP, LLC, THE PROPERTY OWNERS, FOR A SITE-SPECIFIC AMENDMENT TO THE OFFICIAL ZONING ATLAS TO AMEND THE ZONE DISTRICT FROM AGRICULTURAL (A) (± 258.56-ACRES), RESIDENTIAL SINGLE-FAMILY – 4 (RSF-4) (± 13.78-ACRES), RESIDENTIAL MULTIPLE FAMILY – 8 (RMF-8) (± 9.7-ACRES), COMMUNITY COMMERCIAL (CC) (± 45.29-ACRES), AND COMMERCIAL INTENSIVE (CI) (± 18.25-ACRES) TO PLANNED DEVELOPMENT – RESIDENTIAL (PD-R) (± 266.90-ACRES) AND PLANNED DEVELOPMENT – COMMERCIAL (PD-COMM) (± 76.68-ACRES) ON A ± 345.58-ACRE SUBJECT PROPERTY LOCATED AT 15601 NW 167TH BOULEVARD. TAX PARCELS: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001. EXISTING FLU: AGRICULTURE, MODERATE DENSITY RESIDENTIAL, MEDIUM DENSITY RESIDENTIAL, COMMUNITY COMMERCIAL, COMMERCIAL; PROPOSED FLU: LOW DENSITY RESIDENTIAL, MODERATE DENSITY RESIDENTIAL, HIGH DENSITY RESIDENTIAL, COMMUNITY COMMERCIAL; EXISTING ZONE DISTRICT: AGRICULTURAL (A), RESIDENTIAL SINGLE-FAMILY – 4 (RSF-4), RESIDENTIAL MULTIPLE FAMILY – 8 (RMF-8), COMMUNITY COMMERCIAL (CC), COMMERCIAL INTENSIVE (CI); PROPOSED ZONE DISTRICT: PLANNED DEVELOPMENT – RESIDENTIAL (PD-R), PLANNED DEVELOPMENT – COMMERCIAL (PD-COMM); OVERLAY DISTRICT: U.S. HIGHWAY 441/INTERSTATE 75 GATEWAY OVERLAY DISTRICT (PORTION THEREOF) (QUASI-JUDICIAL HEARING).

E) PSP25-0004 - CHICK-FIL-A SITE PLAN APPLICATION - A REQUEST BY BOWMAN CONSULTING GROUP, LTD., INC. (APPLICANT/AGENT) ON BEHALF OF ALACHUA 441/235, LLC (PROPERTY OWNER) FOR A SITE PLAN WHICH PROPOSES THE CONSTRUCTION OF A ± 4,927 SQUARE FOOT RESTAURANT WITH DRIVE-THROUGH SERVICE WITH ASSOCIATED SITE IMPROVEMENTS ON A ± 1.37-ACRE SUBJECT PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF US HIGHWAY 441 AND NW 174TH DRIVE; TAX

PARCEL: 03044-003-000; 03042-050-008; FLU: COMMERCIAL; ZONING: COMMERCIAL INTENSIVE (CI) (QUASI-JUDICIAL HEARING).

III. BOARD COMMENTS/DISCUSSION

IV. CITIZENS COMMENTS

ADJOURN

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda Item

MEETING DATE: May 13, 2025
SUBJECT: Approve Meeting Minutes April 15th, 2025
PREPARED BY: Brenda Flieger
RECOMMENDED ACTION:
Approve the meeting minutes from April 15th, 2025

Summary

Approve the meeting minutes from April 15th, 2025

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

ATTACHMENTS

1. 25.04.15.M.PZB

City of ALACHUA
THE GOOD LIFE COMMUNITY

Regular Planning and Zoning Board Meeting Minutes
April 15, 2025 at 6:00 PM

Chair Sandy Burgess
Vice Chair Virginia Johns
Member Danielle J. Judd
Member William "Bill" Menadier
Member Susan Sloan
School Board Member Tina Certain

City Manager Mike DaRoza
City Attorney Marian Rush

Meeting Location: James A. Lewis City Commission Chambers
15100 NW 142 Terrace
Alachua, FL 32615

Planning and Zoning Board Meeting

Notice given pursuant to Section 286.0105, Florida Statutes. In order to appeal any decision made at this meeting, you will need a verbatim record of the proceedings. It will be your responsibility to ensure such a record is made.

CALL TO ORDER

Sandy Burgess – Chair 6:00 p.m.

Danielle Judd – Member - Absent

INVOCATION

Led by Vice Chair Virginia Johns.

PLEDGE TO THE FLAG

Led by Chair Burgess.

APPROVAL OF THE AGENDA

Vice Chair Johns moved to approve the agenda; seconded by Member William Menadier.

Motion passed by unanimous consent.

I. OLD BUSINESS

II. NEW BUSINESS

A) APPROVE MEETING MINUTES- MARCH 11, 2025

Vice Chair Johns moved to approve the minutes from the March 11, 2025 meeting; seconded by Member Menadier.

Motion passed by unanimous consent.

B) PSP24-0014 - TOMOKA HILLS GOLF COURSE SITE PLAN - A REQUEST BY CHW, LLC, ON BEHALF OF TOMOKA HILLS FARMS, INC. FOR THE TOMOKA HILLS GOLF COURSE SITE PLAN APPLICATION, WHICH PROPOSES AN 18-HOLE PRIVATE GOLF COURSE, ASSOCIATED MAINTENANCE FACILITIES, AND ASSOCIATED SITE IMPROVEMENTS ON A ± 197.03-ACRE SUBJECT PROPERTY LOCATED AT 156012 NW 167TH BOULEVARD. TAX PARCELS 03873-000-000; 03873-001-001. FLU: AGRICULTURE; ZONING: AGRICULTURAL (A); OVERLAY DISTRICT: GATEWAY OVERLAY DISTRICT; (QUASI-JUDICIAL HEARING)

Marian Rush, City Attorney, voir dired the board.

Member Johns abstained from voting for this item.

Walker Owen, Civil Engineer, NV5 presented information.

Affected Parties:

Stacie Greco, Alachua County Environmental Department, Water Resources Program Manager presented information addressing their concerns.

Chair Burgess requested further information concerning the ponds.

Ms. Greco clarified that the applicant did not take their recommendation to make the pond smaller.

Member Menadier asked if the pond could be used as supplemental irrigation or be a conservation measure.

Member Sloan questioned why they want the smaller ponds.

Ms. Greco stated that smaller ponds are less likely to cause sinkholes.

Busy Shires agrees with the County concerning water issues, sinkhole potential and carcinogens. She refers to a memo from July 24, 2024 concerning wetland impact maps. She submitted a copy of this memo to the Board. It is on file with these minutes. She states that there is a significant geological feature on her property that requires a 150-foot buffer not the 75-foot buffer submitted. She questioned the rezoning to residential mentioned in the application. She wanted verification of the time-frame for this.

Bruce Jiles asked if DOT has been consulted concerning traffic flow on US Hwy 441. He believes the turning should be longer to prevent traffic jams. He also questioned the term private golf course.

Chair Burgess confirmed that the traffic would not be negatively impacted.

Carson Crockett, Planner, confirmed that all traffic data would be with the site plan for the headquarters building. This site plan would not increase that data.

Mr. Crockett presented the staff report.

Ms. Rush, City Attorney, read the conditions listed.

Member Johns asked if the zoning was currently correct for the golf course.

Mr. Crockett confirmed it is correct.

Member Menadier asked about access roads to the property.

Chair Burgess requested clarification from the applicant concerning the recommendations posed by the county.

Mr. Owen stated that the pond will not be reduced because the builders state it would not function as proposed if reduced. This project has a consumptive water use permit from the Suwannee River Water Use District.

Chair Burgess questioned if there are any conservation methods in place.

Mr. Owen confirmed there is a BMP Plan in place. Mr. Owen also confirmed that they will comply with water management plans as required to maintain the permit.
Member Menadier questioned the limited use of fertilizers allowed.

Mr. John Cockerham, director of the golf course facility, stated the best management

practice plan is geared around environmental sustainability.

Member Menadier moved that, based upon the competent substantial evidence, the presentation before this Board, and Staff's recommendation, this Board finds the site plan application for Tomoka Hills Farms, Inc. to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City of Alachua Land Development Regulations and approves the site plan, subject to the 13 conditions found in Exhibit "A" and located on page 35 of the April 15, 2025, staff report; seconded by Member Sloan.

Citizens comments:

Ben Boukari commented positively about the project, stating information about dye tests and sinkholes.

Bill Leventhal suggested lining the proposed pond. He questioned the lighting that would be used around the facility and the traffic impact on 235A.

Mitch Glazer commended the efforts of NV5 and staff to cooperate with each other. He is in support of this project.

Soorya Lindberg questioned whether the applicant answered the questions put forth by the Alachua Public Services Department. She also questioned the tree removal proposed in the application because there is no mitigation listed to replace these trees. She also asked where the documentation from the third party consultation is located. She is requesting the documents for transparency compliance.

Antionette Hunt is in support of this project.

David Lowney is in a neutral position for this project. However, he proposes the Board wait to make a decision until the newly elected Mayor and Board member can evaluate and understand this project completely.

Katheryn White stated that her concerns were environmental. There are cross-county tracks that run through this property that directly affect High Springs. She is requesting that the groundwater monitoring plan be in place before construction begins.

Sara Younger suggested a few golf course management practices that are used by the public. She provided that Board with documentation that is now attached to these minutes.

Pamela Bousetti questioned the contractor's decision not to accept or follow suggestions by qualified experts.
Hayden Bojorquez states that she doesn't understand why the facility would be private. She states that if you are going to build in this city, it would be nice to have more places for city residents to use and enjoy.

Sue Lopez advocates the amount of pesticides that will be used are going to get into the groundwater. She encourages water monitoring. She also asks what is going to happen when they discover them in the water; who is going to pay to correct the problem. Her last question concerns maintenance costs and who will be supporting this cost.

Chair Burgess reiterated that this is a private facility and citizens of the city will not have their taxes affected.

Sarah Chelson She is adamant that the growth of Alachua is not conducive to small town living.

Austin Queserberry feels that this project is a bigger risk than necessary to take based on the fact that it will be a private facility and the general residents of this city will not be able to benefit from it.

Chair Burgess repeated the questions that have been brought forth by the public. She requested the applicant and staff address as many as possible.

Mark McCumber addressed a couple of the questions put forth. He states the pond will be lined and fertilizer will only be utilized on a small portion of the project.

Mr. Owen stated that comments from the city and outside technical experts were answered. He would provide information on specific questions if asked.

Chair Burgess asked Mr. Owen to respond to the question about lighting.
Mr. Owen stated that this will be a daytime facility only so no street lighting is necessary.

John Michael Simpson, landscape architect, informed the public about how the landscape mitigation requirements are being met.

Mr. Crockett reiterated that the traffic concerns on 235A are not a part of this application, tree protection barrier plans were provided in the application and staff correspondence with outside reviews resolved all questions. He also stated that area identified as tortoises are not located in this project area and there is a condition to conduct a new survey within 90 days of construction commencement.

Chair Burgess stated to the applicant that, based on her knowledge of the prior use of the property, a baseline water quality report might be advantageous for answering many of the citizens' questions.

Motion passed by 3-0-0 roll call vote.
Vice Chair Johns abstained.

C) ADMIN - MIXED-USE STAFF-INITIATED TEXT AMENDMENT TO THE CITY OF ALACHUA LAND DEVELOPMENT REGULATIONS - A REQUEST BY THE CITY OF ALACHUA, APPLICANT, FOR CONSIDERATION OF A TEXT AMENDMENT TO THE CITY OF ALACHUA LAND DEVELOPMENT REGULATIONS: AMENDING ARTICLE 2, ADMINISTRATION, RELATING TO THE POWERS AND DUTIES OF THE PLANNING AND ZONNING BOARD; AMENDING ARTICLE 3, ZONE DISTRICTS, RELATING TO THE PERMITTED DENSITY AND INTENSITY AND PURPOSES OF THE BUSINESS DISTRICTS; AMENDING ARTICLE 4, USE REGULATIONS, RELATING TO USE SPECIFIC STANDARDS AND THE CREATION OF MIXED-USE SPECIFIC STANDARDS; AMENDING ARTICLE 5, DENSITY, INTENSITY, AND DIMENSIONAL STANDARDS, RELATING TO THE PERMITTED DENSITY AND INTENSITY OF THE BUSINESS DISTRICTS AND ESTABLISHING DIMENSIONAL STANDARDS FOR MIXED-USE DEVELOPMENT; AMENDING ARTICLE 6, DEVELOPMENT STANDARDS, RELATING TO OFF-STREET PARKING AND LOADING STANDARDS AND TREE PROTECTION AND LANDSCAPING STANDARDS FOR MIXED-USE DEVELOPMENT; AND AMENDING ARTICLE 10, DEFINITIONS, RELATING TO THE DEFINITIONS OF "DEVELOPMENT AREA" AND "MIXED-USE"; (LEGISLATIVE HEARING).

Carson Crockett, Planner, presented the staff report.

Member Menadier requested clarification about height requirements and setbacks.

Citizen Comments:
Soorya Lindberg questioned specifically about the height requirements for community commercial and what are the density numbers based on.

Mr. Crockett replied with specifics from the LDRs.

Member Menadier moved that based that, based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the proposed text amendment to the City of Alachua Land Development Regulations to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmit such findings to the City Commission with a recommendation to approve; seconded by Vice Chair Johns.

Motion passed by 4-0 roll call vote.

III. BOARD COMMENTS/DISCUSSION

Member Menadier commended Mr. Crockett on his efforts and quality of work. Especially during these times of being short-staffed.
All members of the Board agreed.

IV. CITIZENS COMMENTS

Soora Lindberg asked how she could obtain further information to answer her questions.

Chair Burgess informed her to do a public records request.

ADJOURN

Vice Chair Johns moved to adjourn; seconded by Member Sloan.

Motion passed by unanimous consent.

Chair Burgess adjourned the meeting. 8:50 pm.

ATTEST:

CITY COMMISSION OF THE CITY OF ALACHUA, FLORDIA:

_____
Presiding Officer

_____
Staff Liaison

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda Item

MEETING DATE: May 13, 2025
SUBJECT: Review of the 2025 Annual Concurrency Status Report
PREPARED BY: Carson Crockett
RECOMMENDED ACTION:
Receive Staff's presentation on the 2025 Annual Concurrency Status Report. Provide comments, questions, and feedback. Should the board desire, move to make recommendations to the City Commission.

Summary

Section 2.4.14(M)(3) of the City's Land Development Regulations requires the LDR Administrator to provide an annual concurrency status report to the City Commission by May 1st of each year. Attached is the 2025 Annual Concurrency Status Report, which includes an evaluation of the available capacity for all public facilities monitored for concurrency, and addresses coordination with the Capital Improvements Program (CIP) for any capital projects scheduled to address the level of service of public facilities monitored for concurrency.

The 2025 Annual Concurrency Status Report concludes that all public facilities monitored by the City for concurrency are operating within the adopted level of service standards. The report concludes that there no imminent deficiencies presently exist; however, the impacts of new developments upon public facilities will continue to be closely monitored to ensure that imminent deficiencies are identified and appropriately addressed.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

ATTACHMENTS

1. 2025 Annual Concurrency Status Report Cover Memo
2. 2025 Annual Concurrency Status Report
3. Carson J. Crockett, AICP Candidate - Resume on File

City of ALACHUA
the good life community

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

INTER-OFFICE COMMUNICATION

Date: May 1, 2025

To: Mike DaRoza
LDR Administrator

From: Carson J. Crockett, AICP Candidate
Planner

RE: 2025 Annual Concurrency Status Report

Section 2.4.14(M)(3) of the City's Land Development Regulations requires the LDR Administrator to provide an Annual Concurrency Status Report to the City Commission by May 1st of each year. Attached is the 2025 Annual Concurrency Status Report, which includes an evaluation of the available capacity for all public facilities monitored for concurrency, and addresses coordination with the Capital Improvements Program (CIP) for any capital projects scheduled to address the level of service of public facilities monitored for concurrency.

The 2025 Annual Concurrency Status Report concludes that all public facilities monitored by the City for concurrency are operating within the adopted level of service standards. The report concludes that there no imminent deficiencies presently exist; however, the impacts of new developments upon public facilities will continue to be closely monitored to ensure that imminent deficiencies are identified and appropriately addressed.

A list of all developments which have been granted a final development order and with an active concurrency reservation can be found in Table 1-1 of the report.

Please feel free to contact me at (386) 418-6137 should you have any questions.

Sincerely,

Carson J. Crockett, AICP Candidate
Planner

Attachments: 2025 Annual Concurrency Status Report

CC: Walter Welch, Mayor
Shirley Green Brown, Vice Mayor
Jacob Fletcher, Commissioner
Jennifer Ringersen, Commissioner
Dayna Williams, Commissioner
Sandy Burgess, Chair, Planning & Zoning Board
Virginia Johns, Vice Chair, Planning & Zoning Board
Danielle J. Judd, Member, Planning & Zoning Board
William "Bill" Menadier, Member, Planning & Zoning Board
Susan Sloan, Member, Planning & Zoning Board
Tina Certain, School Board Member, Planning & Zoning Board *(by electronic mail)*
Suzanne Wynn, School Board of Alachua County *(by electronic mail)*
Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Marian B. Rush, Esq., City Attorney *(by electronic mail)*
Robert Bonetti, Finance & Administrative Services Director *(by electronic mail)*
Damon Messina, Recreation & Culture Director *(by electronic mail)*
Chief Jesse Sandusky, Chief of Police *(by electronic mail)*
Michael Carrillo, Public Services Director *(by electronic mail)*
G.B. Wilson, JD, Compliance & Risk Management Director *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*
Tom Ridgik, Engineering Supervisor *(by electronic mail)*
LeAnne Williams, Deputy City Clerk *(by electronic mail)*

City of
ALACHUA
the good life community

2025 Annual Concurrency Status Report

Prepared by the
City of Alachua
Planning & Community
Development Department

May 1, 2025

TABLE OF CONTENTS

Section		Page #
I.	**Introduction**	**3**
	A. Concurrency Management System	3
	B. Summary of Current Level of Service	5
II.	**Methodology**	**7**
III.	**Level of Service Analyses**	**8**
	A. Transportation	8
	B. Potable Water	12
	C. Wastewater	13
	D. Recreation	14
	E. Solid Waste	16
	F. Public Schools	17
	G. Stormwater	19
IV.	**Five-Year Schedule of Capital Improvements**	**20**
V.	**Conclusions and Recommendations**	**21**
Appendix A: FY 2025 – 2029 Capital Improvement Program (CIP)		**i**
Appendix B: May 2025 City of Alachua Development Monitoring Report		**vii**

LIST OF TABLES

Table #	Description	Page #
Table 1-1	Final Development Orders with Valid Concurrency Reservations (as of May 1, 2025)	6
Table 3-1	Transportation Public Facilities Impacts	10
Table 3-2	Potable Water Public Facilities Impacts	12
Table 3-3	Wastewater Public Facilities Impacts	13
Table 3-4	City of Alachua Recreational Public Facilities	14
Table 3-5	Recreational Public Facilities Impacts	15
Table 3-6	Improved Passive Lands	15
Table 3-7	Improved Passive Park Facilities Impacts	15
Table 3-8	Solid Waste Public Facilities Impacts	16
Table 3-9	Projects with Valid Public School Capacity Reservations	18
Table 3-10	Student Counts as of 9/17/2024 by Concurrency Service Area (CSA)	19

LIST OF FIGURES

Figure #	Description	Page #
Figure 3-1	Existing Traffic Circulation Map	11

I. INTRODUCTION

A. Concurrency Management System

Chapter 163.3180, Florida Statutes, requires a local government to monitor concurrency for sanitary sewer, potable water, solid waste, and drainage public facilities. Concurrency for other public facilities (transportation and parks) is optional under Florida Statutes. Despite the optionality provided for concurrency monitoring in Florida Statutes, the City of Alachua Comprehensive Plan and Land Development Regulations (LDRs) establish standards for levels of service (LOS) of public facilities and concurrency monitoring. As such, rescission of concurrency for optional public facilities under Florida Statutes would still require amendments to the City's Comprehensive Plan and LDRs. Additionally, recission of concurrency for public school facilities would require further coordination with the School Board of Alachua County and other local governments within the County.

The City's Comprehensive Plan establishes the minimum LOS standards for monitored public facilities. These facilities include those required by Florida Statutes and optional facilities: (1) potable water, (2) sanitary sewer (wastewater), (3) transportation, (4) solid waste disposal, (5) stormwater management (drainage), (6) parks and recreation, and (7) public schools.

Section 2.4.14 of the City's LDRs establishes the City's concurrency management system, providing the framework for the review of public facility impacts which would be generated by new developments to ensure that adequate public facility capacity exists to serve such new developments. The "concurrency management system" is defined in the LDRs as "the procedures and/or process that the City will utilize to assure that development orders and permits are not issued unless facilities will be available concurrent with the impacts of development." "Concurrent" is defined in the LDRs as "public facilities necessary to maintain the level of service standards adopted in the Comprehensive Plan and these LDRs will be available when the impacts of development occur on the public facilities affected by the development."

The concurrency management system established by Section 2.4.14 provides regulations to ensure that no development orders are issued unless adequate public facility capacity for roads, sanitary sewer, solid waste, stormwater management, potable water, recreation facilities, and public schools are available to serve the development. Section 2.4.14(M) details the monitoring and management of capacities for such public facilities. This report is prepared in accordance with the requirements of Section 2.4.14(M)(3), which requires the LDR Administrator to provide an annual concurrency status report to the City Commission.

Section 2.4.14(M)(3) requires that annual concurrency status reports:

1. Identify the available capacity of all public facilities subject to concurrency requirements based upon their level of service and the most recent development monitoring report;
2. Include a forecast of the capacity of existing and planned public facilities in the five-year capital improvements schedule; and,
3. Include any deficiencies or projected deficiencies and remedial action for consideration by the City Commission. When certificates of concurrency compliance have been denied, the report must also include information about the denied certificates and proposals to address the denials.

In addition to annual concurrency status reports, monthly permit activity and available public infrastructure capacity needed to support development are reported in development monitoring reports prepared by the Planning & Community Development Department as required by Section 2.4.14(M)(1). These reports are prepared quarterly or more frequently when warranted. Each development monitoring report asses the impacts of development on the City's adopted LOS standard for each public facility.

TYPES OF CERTIFCATES

There are two concurrency reviews established in Section 2.4.14: certificates of LOS standard and certificates of concurrency compliance. Certificates of LOS standard are issued to preliminary development orders, as set forth in Section 2.4.14(D)(1). A certificate of LOS standard does not reserve concurrency, but rather indicates if it appears that public facility capacity is available and will be met for the project (subject to any limitations indicated by the public facility provider). If concurrency would not be available for the project, a certificate of LOS standard indicates what deficiencies will need to be addressed in the final development order for a certificate of concurrency compliance to be issued for the project. Certificates of LOS standard are valid for 180 days from the issuance of a preliminary development order unless otherwise specified.

Certificates of concurrency compliance are issued to final development orders. As further set forth in Section 2.4.14(D)(2), final development orders include site plans, minor site plans, final plats, and final PD plans. In order to issue a certificate of concurrency compliance, it must be determined that the requirements for concurrency can be met for all public facilities impacted by the project. Issuance of a certificate of concurrency compliance reserves concurrency for the project and provides a capacity reservation for the project's impact to public facilities.

Certificates of concurrency compliance are valid for a period of one year from date of issuance by the LDR Administrator, after which time it shall be void unless substantial construction has commenced within the one-year period, or an extension has been granted pursuant to Section 2.4.14(J)(2). Provided that substantial construction has commenced within the allowable period, the development shall have reserved capacity for a period of no more than two years from commencement of construction. After expiration of the two-year period, the public facility capacity required to accommodate the impacts of the unconstructed portions of the development may be made available to other proposed developments.

Table 1-1 identifies projects with an approved final development order and a valid concurrency reservation. The impacts of these projects are reflected within this report as reserved capacity.

STATUTORY DEVELOPMENT ORDER EXTENSIONS

Section 252.363, Florida Statutes, provides for the extension of certain permits and development orders in the following manner:

> The declaration of a state of emergency issued by the Governor for a natural emergency tolls the period remaining to exercise the rights under a permit or other authorization for the duration of the emergency declaration. Further, the emergency declaration extends the period remaining to exercise the rights under a permit or other authorization for 24 months in addition to the tolled period. The extended period to exercise the rights under a permit or other authorization may not exceed 48 months in total...

Section 252.363 (1)(b), Florida Statutes, requires the permit holder notify the issuing authority of the intent to exercise the tolling and extension within 90 days after the termination of the emergency declaration. "The notice must be in writing and identify the specific permit or other authorization qualifying for extension."

Development orders which have been extended pursuant to Section 252.363, Florida Statutes, are identified in Table 1-1. Since the development orders remain valid under the provisions of Section 252.363, Florida Statutes, concurrency reservations for these development orders remain in place.

IMMINENT DEFICIENCIES

An "imminent deficiency" is defined in the LDRs as "an approaching deficiency in a public facility caused when the existing demand and capacity reserved for approved development through the issuance of a certificate of concurrency compliance reaches 95 percent of the capacity of said facility at the adopted LOS standards." Should an imminent deficiency be identified in the annual concurrency status report, allocation of unused capacity will be based upon a management plan approved by the City Commission.

B. Summary of Current Level of Service

All public facilities monitored for concurrency are currently operating at an acceptable LOS. There are presently no system deficiencies. Public facilities continue to operate within the LOS standards adopted in the City of Alachua Comprehensive Plan.

No imminent deficiencies presently exist, and the impacts of new developments upon public facilities will continue to be closely monitored to ensure that imminent deficiencies are identified and appropriately addressed.

Table 1-1. Final Development Orders with Valid Concurrency Reservations (as of May 1, 2025)

Application #	Project Name	Final Development Order Granted Date	Building Permit Issuance Date	Certificate of Occupancy Date
PSP19-0007	San Felasco Tech City Phase 3 Site Plan*	11/12/2019	8/16/2023	N/A
PSP23-0012	Arbours at Merrillwood Site Plan	2/9/2021	12/20/2022	4/29/2025
PSP21-0010	Momentum Labs Site Plan	11/9/2021	6/13/2022	**10/8/2024
PSP22-0003	Pickert Flex Space Site Plan*	5/10/2022	N/A	N/A
PSP22-0015	Mi Apa Site Plan*	9/13/2022	N/A	N/A
N/A	Briarwood Phases 2 and 3 Final Plat	11/14/2022	N/A	N/A
PSP23-0001	Wal-Mart DC #7035 Site Plan*	4/18/2023	N/A	N/A
PSP22-0007	Motory Site Plan*	4/18/2023	N/A	N/A
PSP23-0003	Tower Hill Headquarters Site Plan	5/16/2023	N/A	N/A
PSP22-0021	Main Street Urgent Care Site Plan	6/13/2023	11/18/2023	11/6/2024
PSP22-0023	Convergence Cottages East Site Plan	6/13/2023	N/A	N/A
PSP22-0026	Convergence Cottages West Site Plan	6/13/2023	N/A	N/A
PSP23-0004	Lane Enterprises Site Plan	7/11/2023	2/1/2024	2/6/2025
PSP22-0020	Wawa Site Plan	7/11/2023	3/27/2024	12/19/2024
PSP23-0005	Convergence Research Park Residential Phase 2 Final Plat	7/24/2023	N/A	N/A
PSP23-0009	Tomoka Fire Station Site Plan	11/14/2023	3/11/2024	N/A
PSP22-0014	441 Road Rangers Site Plan	11/14/2023	N/A	N/A
PPP23-0002	Farmlands Final PD Plan	12/11/2023	N/A	N/A
PSP23-0010	G&C Foods Distribution Center Site Plan	12/12/2023	2/19/2024	3/11/2025
PSP23-0016	Kirkland Farms Phase 1 Final Plat	3/11/2024	N/A	N/A
PSP24-0001	Unique Caring Opportunities Site Plan	4/16/2024	N/A	N/A
PSP23-0017	Ben E. Keith Site Plan	4/16/2024	N/A	N/A
PSP23-0011	Pleasant Solar Site Plan	6/11/2024	N/A	N/A
PSP23-0014	Firestone Site Plan	7/9/2024	11/12/2024	N/A
N/A	Tara Baywood Phase 2 Final Plat	7/22/2024	N/A	N/A
N/A	Tara Forest East Phase 2 Final Plat	7/22/2024	N/A	N/A
PSP24-0005	Briarwood Phase 4 Final Plat	7/22/2024	N/A	N/A
PSP24-0003	Patel Fuel & Retail Site Plan	9/10/2024	N/A	N/A
PSP24-0008	Rizzzo Self Storage of Alachua Site Plan	2/11/2025	N/A	N/A
PSP24-0014	Tomoka Hills Golf Facility Site Plan	4/15/2025	N/A	N/A
PSP24-0007	Fletcher Trace Phase 1 Final Plat	4/21/2025	N/A	N/A
PSP24-0008	Fletcher Trace Phase 2 Final Plat	4/21/2025	N/A	N/A
PSP24-0009	Fletcher Trace Phase 3 Final Plat	4/21/2025	N/A	N/A

Source: City of Alachua May 2025 Development Monitoring Report

* *The development order for this project has been extended in accordance with the provisions of Section 252.363, Florida Statutes.*

** *Denotes a temporary certificate of occupancy.*

II. METHODOLOGY

As part of the development review process, public facility impacts generated by a proposed development are reviewed and considered. An analysis of a development's impacts on monitored public facilities is provided as part of the staff report for an application for a final development order (a site plan, minor site plan, final plat, or final PD plan). Such analyses are based upon adopted level of service (LOS) standards established within the City's Comprehensive Plan and utilize professionally acceptable methodologies to calculate the development's impact.

The City of Alachua Comprehensive Plan establishes LOS standards for transportation, potable water, sanitary sewer, solid waste, and recreation facilities. The LOS standard for public school facilities is adopted by the School Board of Alachua County in its Five-Year Work Program, which is adopted by reference in the City of Alachua Comprehensive Plan. Stormwater impacts are addressed for each development as part of the development review process.

The methodology used for concurrency determination is established in Section 2.4.14(H)(1) of the City's Land Development Regulations (LDRs). The availability of facility capacity is generally determined by subtracting the existing demand of the public facility and the reserved capacities of the public facilities from the maximum service volume of the public facility (see equation below).

$$Maxium\ Service\ Volume - Existing\ Demand - Reserved\ Capacity = Available\ Capacity$$

Facility capacity is available to serve a proposed development if the impacts generated by the proposed development to each public facility do not exceed the available capacity (see equation below).

$$Maxium\ Service\ Volume - Existing\ Demand - Reserved\ Capacity - Project's\ Impacts = Residual\ Capacity$$

If the impacts generated by a proposed development do not cause residual capacities to exceed the available capacities for each public facility, concurrency is determined to be available for the development. A capacity reservation is made for the development by the issuance of a certificate of concurrency compliance, which occurs simultaneously with the issuance of a final development order; however, if a development would cause the LOS standard for a public facility to exceed the available capacity, an acceptable mitigation strategy must be determined prior to the approval of the development.

III. LEVEL OF SERVICE ANALYSES

A. Transportation

Policy 1.1.a of the Transportation Element of the Comprehensive Plan identifies each roadway segment monitored for concurrency and establishes the level of service (LOS) standard for each roadway segment.

Table 3-1 identifies each monitored roadway segment, as well as the adopted LOS standard for each segment, existing traffic, reserved trips, available capacity, and the percentage of capacity utilized. Table 3-1 indicates that presently there are no imminent deficiencies for any monitored roadway segments.

While no imminent deficiencies presently exist, the impacts of new development upon public facilities, particularly when combined with the impacts of other new developments, will continue to be closely monitored to ensure that imminent deficiencies are identified. Should an imminent deficiency be identified, Staff will appropriately plan to address the imminent deficiency.

Possible options to address a potential imminent deficiency could include:

1. Lowering the adopted LOS standard for the roadway segment by amending the LOS standard adopted in the City's Comprehensive Plan;
2. Adding capital improvement projects to the adopted annual budget and Capital Improvement Program (CIP) which would provide for an improved LOS (*also reference Section 6 of the City of Alachua 2036 Long Range Transportation Plan*);
3. Rescinding transportation concurrency; and,
4. Retaining transportation concurrency, but developing tools and techniques to complement its application.

Potential improvements to address an imminent deficiency or a LOS standard deficiency through a public facility project(s) would require coordination between the City and the Florida Department of Transportation (FDOT) to identify available funding sources. Presently, the FDOT Five-Year Work Program only identifies funds for a resurfacing project on U.S. Highway 441 between County Road 2054 and NW 167th Boulevard. A funding source is not identified for capacity enhancements to roads within the City. Alternatively, the City could identify potential future roadway corridors as alternative routes to existing facilities to relieve capacity.

If the City were to rescind transportation concurrency, amendments to the Comprehensive Plan, City Code of Ordinances, and the City's Land Development Regulations (LDRs) would be required. A Comprehensive Plan amendment rescinding transportation concurrency is not subject to state review and is not required to be transmitted to reviewing agencies for comment (with the exception of transmittal to Alachua County, FDOT, and the state land planning agency [Florida Department of Commerce]).

The general premise of concurrency is to ensure that public facilities will be in place to serve new developments while maintain the adopted LOS standard for each public facility. In order to further this objective as it relates to transportation facilities, Chapter 163.3180(5)(f), Florida Statutes, encourages local governments to develop tools and techniques to complement the application of transportation concurrency, such as:

1. The adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density;
2. The adoption of an area-wide level of service not dependent on any single road segment function;
3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system;
4. Assigning secondary priority to vehicle mobility and primary priority to ensure a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit; and,
5. Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility.

The use of one or more of these tools and techniques could be further explored as an option to address potential imminent deficiencies on roads monitored for concurrency.

Table 3-1. Transportation Public Facilities Impacts

Roadway Segment*	Segment Description	AADT/ Peak Hour	Comp Plan MSV[1]	Existing Demand[2, 3]	Reserved Capacity[4]	Available Capacity**	Percentage of Capacity Utilized
Interstate		Min LOS Standard: C					
I-75 (32, 1)	North City Limit to US 441	AADT	91,600	47,000	87	44,513	51.41%
		Peak Hour	8,250	3,898	13	4,339	47.41%
I-75 (31, 2)	US 441 to South City Limit	AADT	91,600	73,000	131	18,469	79.84%
		Peak Hour	8,250	4,760	19	3,471	57.93%
State Roads		Min LOS Standard: D					
US Hwy 441 (4217, 3)	MPO Boundary to CR 25A East Intersection	AADT	43,000	21,000	1,325	20,675	51.92%
		Peak Hour	3,870	2,002	212	1,656	57.21%
US Hwy 441 (106, 4)	CR 25A East Intersection to SR 235	AADT	45,700	17,700	4,419	23,581	48.40%
		Peak Hour	4,110	1,559	442	2,109	48.69%
US Hwy 441 (107, 5)	SR 235 to I-75	AADT	39,000	26,500	2,486	10,014	74.32%
		Peak Hour	3,510	2,239	230	1,041	70.34%
US Hwy 441 (4107, 6)	I-75 to CR 235A	AADT	39,000	34,000	4,573	427	98.91%
		Peak Hour	3,510	2,819	446	245	93.02%
US Hwy 441 (14, 7)	CR 235A to NW 188th Street	AADT	43,000	25,000	3,373	14,627	65.98%
		Peak Hour	3,870	2,241	363	1,266	67.29%
SR 235 (108, 8)	NW 143rd Place to US 441	AADT	14,400	11,000	0	3,400	76.39%
		Peak Hour	1,290	830	0	460	64.34%
SR 235 (109, 9)	US 441 to NW 140th Street	AADT	14,400	9,400	316	4,684	67.47%
		Peak Hour	1,290	675	38	577	55.27%
SR 235 (4109/1439, 10)	NW 140th Street to East City Limit	AADT	14,400	5,100	0	9,300	35.42%
		Peak Hour	1,290	471	0	819	36.51%
County Facilities		Min LOS Standard: D					
CR 235 (11)	NW 143rd Place to South City Limit	AADT	15,120	8,307	985	5,828	61.46%
		Peak Hour	1,359	622	100	637	53.13%
CR 241 (12)	NW SR 235 to North City Limit	AADT	15,120	3,300	356	11.464	24.18%
		Peak Hour	1,359	343	35	981	27.81%
CR 241 (13)	CR 235 to South City Limit	AADT	20,880	6,618	1,942	12,320	41.00%
		Peak Hour	1,881	418	144	1,319	29.88%
CR 2054 (14)	SR 235 to West City Limit	AADT	15,120	2,450	662	12,008	20.58%
		Peak Hour	1,359	129	66	1,164	14.35%
CR 2054 (15)	SR 235 to US 441	AADT	15,120	3,211	387	11,522	23.80%
		Peak Hour	1,359	286	61	1,012	25.53%
CR 235A (16)	US 441 to North City Limit	AADT	15,120	2,080	2,781	10,259	32.15%
		Peak Hour	1,359	185	284	890	34.51%
CR 235A (17)	US 441 to CR 235	AADT	15,120	6,048	4,314	4,758	68.53%
		Peak Hour	1,359	536	443	380	72.04%

*(FDOT Road Segment #, COA Comprehensive Plan #)
***Formula: Comp Plan MSV – (Existing Demand + Reserved Capacity).*
Sources:
1. AADT & Peak hour MSVs calculate using LOSPLAN 2012. County Facilities reflect a 10 percent reduction in the MSV calculated within LOSPLAN 2012 as set forth in the Generalized Tables for AADT/Peak Hour Volumes, FDOT 2018 Q/LOS Handbook.
2. Florida Department of Transportation. (2025). *2024 Count Data*. Accessed via Florida Traffic Online April 2025.
3. County Facility AADT counts provided by Alachua County Public Works, April 2025.
4. City of Alachua May 2025 Development Monitoring Report

Note: Level of Service is monitored for PM Peak Hour per Policy 1.1.a, City of Alachua Comprehensive Plan Transportation Element. AADT provided for informational purposes only.

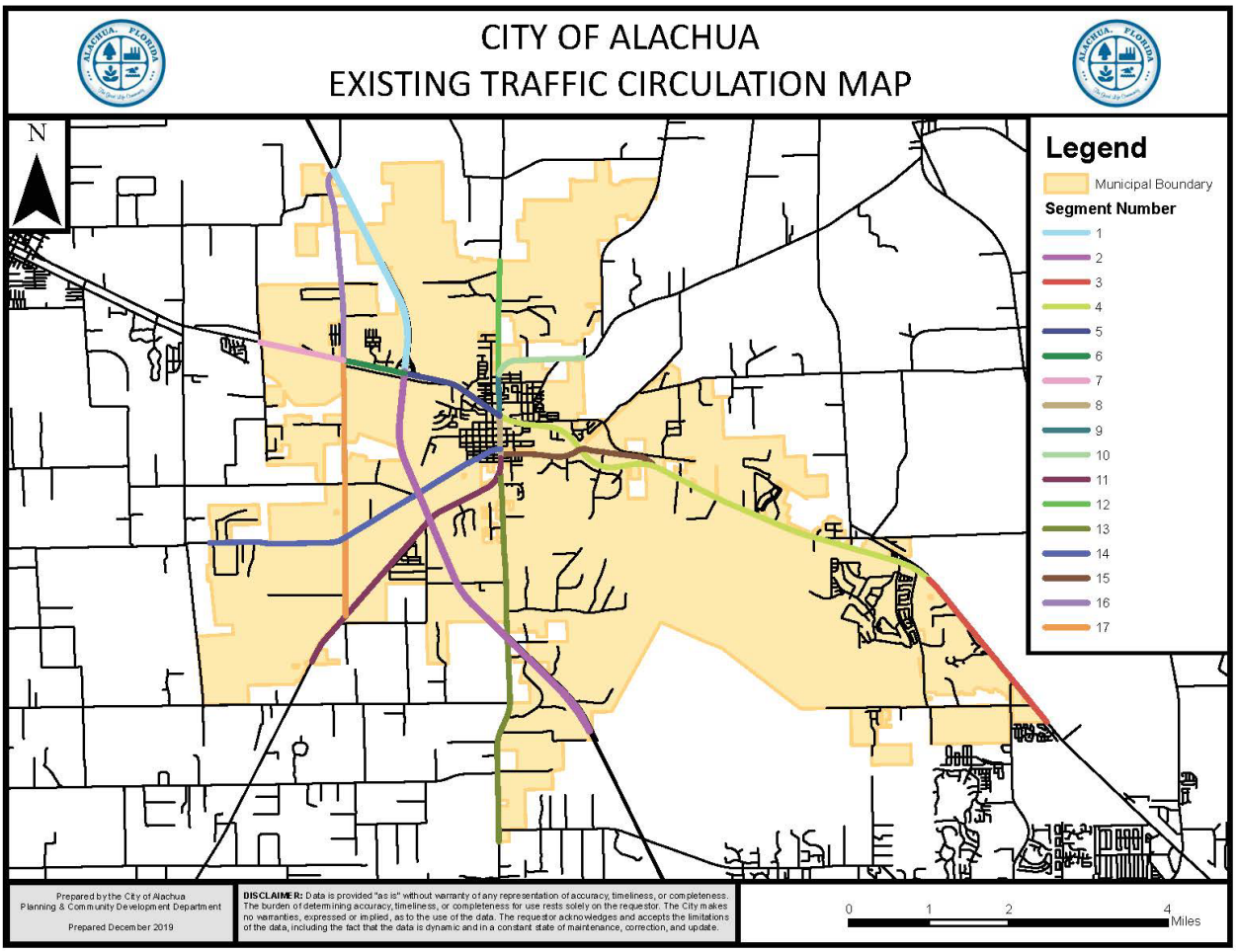

Figure 3-1. Existing Traffic Circulation Map

B. Potable Water

Policy 4.1.c of the Community Facilities Element of the Comprehensive Plan establishes a potable water LOS standard of 275 gallons per day per equivalent residential dwelling unit on an average annual basis. The demand generated by nonresidential uses can vary substantially between different use types, therefor a LOS standard for nonresidential uses is not adopted in the Comprehensive Plan. A professionally acceptable source is utilized when evaluating nonresidential impacts to potable water facilities.

Table 3-2 identifies the existing capacity, existing flows, reserved capacity, and available capacity for potable water facilities. Table 3-2 indicates that the existing flows and reserved capacity for potable water facilities is approximately 85.08% of the permitted design capacity and that there are no imminent deficiencies for potable water facilities.

Policy 4.1.c(3) of the Community Facilities Element states if the existing demand and reserved capacity of the City's potable water facility reaches 85% of the permitted design capacity, no further development orders or permits for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement. Funds have been allocated in the FY 2025 – 2029 CIP; therefore, there are no issues related to exceeding the 85% permitted design capacity at this time.

The CIP allocates $4,612,521.00 in Fiscal Year 24/25 and an additional $1,537,507.00 in Fiscal Year 25/26 towards "Water Distribution Improvements", which includes expanding the permitted design capacity of the City's potable water facilities by an expected 1,000,000 gallons per day.

Table 3-2. Potable Water Public Facilities Impacts

System Category	Gallons Per Day
Current Permitted Capacity[1]	2,300,000
Less Actual Potable Water Flows[1]	1,565,500
Reserved Capacity[2]	391,367
Available Capacity	343,133
Percentage of Permitted Design Capacity Utilized	85.08%

Sources:
1. City of Alachua Public Services Department, April 2025
2. City of Alachua May 2025 Development Monitoring Report

C. Wastewater

Policy 1.1.d of the Community Facilities Element of the Comprehensive Plan establishes a sanitary sewer LOS standard of 250 gallons per day per equivalent residential dwelling unit on an average annual basis. The demand generated by nonresidential uses can vary substantially between different use types, therefore a LOS standard for nonresidential uses is not adopted in the Comprehensive Plan. A professionally acceptable source is utilized when evaluating nonresidential impacts to wastewater facilities.

Table 3-3 identifies the existing capacity, existing flows, reserved capacity, and available capacity for wastewater facilities. Table 3-3 indicates that the existing flows and reserved capacity for wastewater facilities is approximately 76.03%% of the permitted design capacity and that there are no imminent deficiencies for wastewater facilities.

Policy 1.1.d(c) of the Community Facilities Element states if the existing demand and reserved capacity of the committed use of the City's wastewater facility reaches 85% of the permitted design capacity, no further development orders for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

There are no sanitary sewer facility enhancements identified in the CIP scheduled to address a wastewater system LOS deficiency. The initial planning stages for expanding the City's current wastewater facility have begun; however, no funds have been allocated at this time.

Table 3-3. Wastewater Public Facilities Impacts

System Category	Gallons Per Day
Treatment Plan Current Permitted Capacity[1]	1,500,000
Less Actual Treatment Plant Flows[1]	813,000
Reserved Capacity[2]	362,123
Available Capacity	324,877
Percentage of Permitted Design Capacity Utilized	78.34%

Sources:
1. City of Alachua Public Services Department, April 2025
2. City of Alachua May 2025 Development Monitoring Report

D. Recreation

Policy 1.2.b of the Recreation Element of the Comprehensive Plan establishes a LOS standard for recreational facilities of five acres of community, neighborhood, or pocket park area per 1,000 persons, with a minimum of 20 percent of the required acreage consisting of improved, passive parks.

Table 3-4 identifies all City of Alachua recreational facilities. Table 3-5 identifies the acreage required to serve the residents of the City of Alachua (based upon the LOS standard adopted in Policy 1.2.b of the Recreation Element), the reserved capacity for developments which have received approval of a final development order, and the available recreation acreage to serve new development.

Table 3-6 identifies all improved passive lands in the City of Alachua. Table 3-7 identifies the minimum improved passive park space required to serve the residents of the City of Alachua (based upon the LOS standard adopted in Policy 1.2.b of the Recreation Element), the reserved capacity for developments which have received approval of a final development order, and the available improved passive park space to serve new development.

Tables 3-5 and 3-7 indicate that the adopted LOS standard for recreation facilities established by Policy 1.2.b of the Recreation Element is maintained and that no imminent deficiencies presently exist.

Table 3-4. City of Alachua Recreational Public Facilities

Facility Name	Acreage
City of Alachua Hal Brady Recreation Center	24.60
Cleather Hathcock Community Center	0.84
Swick House	5.04
Alan Hitchcock Park (Theatre Park)	0.07
Criswell Park	0.39
F.E. Welch Park	1.37
Maude Lewis Park	0.99
Skinner Field & Downtown City Park	4.28
Mebane Middle School	7.49
Alachua Elementary School	11.65
San Felasco Conservation Corridor	31.23
Legacy Park (Phases 1 and 2A)	47.53
Total	135.48

Sources:
City of Alachua Recreation & Culture Department.

Table 3-5. Recreational Public Facilities Impacts

System Category	Acreage
Existing City of Alachua Recreation Acreage[1]	135.48
Acreage Required to Serve Existing Population[2]	56.48
Reserved Capacity[3]	12.44
Available Recreation Acreage	66.56
Percentage of Existing Recreation Acreage Capacity Utilized	50.87%

Sources:
1. Table 3-4. City of Alachua Recreational Public Facilities.
2. Bureau of Economic & Business Research, University of Florida, Estimates of Population by County and City in Florida (2024); Policy 1.2.b, Recreation Element. Formula: 11,296 Persons x (5 acres / 1,000 persons).
3. City of Alachua May 2025 Development Monitoring Report.

Table 3-6. Improved Passive Lands

Facility Name	Acreage
Swick House	3.84
Alan Hitchcock Park (Theatre Park)	0.07
San Felasco Conservation Corridor	27.73
Legacy Park	3.18
Total	34.82

Sources:
City of Alachua Recreation & Culture Department.

Table 3-7. Improved Passive Park Facilities Impacts

System Category	Acreage
Current Improved Passive Park Acreage[1]	34.82
Acreage Required to Serve Existing Population[2]	11.30
Reserved Capacity[3]	2.49
Available Recreation Acreage	21.04
Percentage of Existing Recreation Acreage Capacity Utilized	39.59%

Sources:
1. Table 3-6. Improved Passive Lands.
2. Bureau of Economic & Business Research, University of Florida, Estimates of Population by County and City in Florida (2024); Policy 1.2.b, Recreation Element. Formula: 11,296 Persons x (5 acres / 1,000 persons) * 20%.
3. City of Alachua May 2025 Development Monitoring Report.

E. Solid Waste

Policy 2.1.a of the Community Facilities Element of the Comprehensive Plan establishes a LOS standard for solid waste facilities of 0.73 tons per capita per year for residential development. The demand generated by nonresidential uses can vary substantially between different use types, therefore a LOS standard for nonresidential uses is not adopted in the Comprehensive Plan. A professionally acceptable source is utilized when evaluating nonresidential impacts to solid waste public facilities.

Table 3-7 identifies the existing demand, reserved capacity for development with an approved final development order, and the anticipated capacity of the New River Regional Landfill. Table 3-7 indicates the LOS standard established by Policy 2.1.a is maintained and that there are no imminent deficiencies.

Table 3-7. Solid Waste Public Facilities Impacts

System Category	Pounds Per Day	Tons Per Year
Existing Demand[1]	45,184.00	8,246.08
Reserved Capacity[2]	28,637.84	5,226.41
New River Solid Waste Facility Anticipated Capacity[3]	30+ Years	

1. Bureau of Economic & Business Research, University of Florida, Estimates of Population by County and City in Florida (2024); Policy 2.1.a, Community Facilities Element. Formula: 11,296 Persons x 0.73 tons per year.
2. City of Alachua May 2025 Development Monitoring Report
3. New River Solid Waste Association, April 2025

F. Public Schools

The City of Alachua implements public school concurrency in accordance with policies set forth in the Public Schools Facilities Element of the Comprehensive Plan and the Interlocal Agreement for Public School Facility Planning (ILA). The ILA is an agreement between the School Board of Alachua County, Alachua County, and all municipalities within Alachua County to coordinate land use and school facilities planning programs.

Public school facility capacities are considered through the review of each application for a preliminary or final development order as set forth within the ILA and the Public School Facilities Element. LOS standards for public school facilities are adopted within the Comprehensive Plan.

The School Concurrency Program in Alachua County is both a planning tool and a regulation that fundamentally relates school capacity to the housing inventory it serves. The system is organized around school concurrency service areas (CSAs) for high schools (9-12), middle schools (6-8), and elementary schools (K-5).

The adopted LOS is 100% of "program capacity" defined in Section 8.1(11) of the ILA as "capacity that is provided by 'building and facilities' as defined in the FISH Manual and modified by the School Board to reflect measurable programmatic changes."

Enrollment projections are prepared annually by the Florida Department of Education (FDOE). These projections cover a ten-year period for each grade (K-12) and are aggregated for elementary, middle, and high for purposes of school planning and programming. The School Board of Alachua County is required to use the FDOE projections. The projections are referred to as Capital Outlay Full Time Equivalents (COFTE).

FDOE requires that each school district in Florida annually adopts a Five-Year District Facilities Plan. The effective date of the Five-Year District Facilities Plan is October 1st of each year.

As part of the development review process for site plans, including multifamily residential development and residential subdivisions, capacity availability is reviewed to determine if capacity exists to support the proposed development. Staff from the School Board of Alachua County reviews and makes the determination that adequate capacity exists and issues certifications.

There are 14 residential projects with public school facility capacity reservations. The projects and the reserved student stations are identified in Table 3-8.

Table 3-8. Projects with Valid Public School Capacity Reservations

Application #	Project Name	Elementary Student Stations	Middle Student Stations	High Student Stations
PSP19-0007	San Felasco Tech City Phase 3 Site Plan	10	4	7
PSP23-0012	Arbours at Merrillwood Site Plan	2	1	1
N/A	Briarwood Phases 2 & 3 Final Plat	17	9	13
PSP22-0023	Convergence Cottages East Site Plan	10	5	7
PSP22-0026	Convergence Cottages West Site Plan	6	3	4
PSP23-0005	Convergence Research Park Residential Phase 2 Final Plat	12	6	9
PPP23-0002	Farmlands Final PD Plan	30	15	22
PSP23-0016	Kirkland Farms Phase 1 Final Plat	8	4	6
N/A	Tara Baywood Phase 2 Final Plat	4	2	2
N/A	Tara Forest East Phase 2 Final Plat	7	3	5
PSP24-0005	Briarwood Phase 4 Final Plat	14	7	11
PSP24-0007	Fletcher Trace Phase 1 Final Plat	4	2	3
PSP24-0008	Fletcher Trace Phase 2 Final Plat	2	1	1
PSP24-0009	Fletcher Trace Phase 3 Final Plat	4	2	3
	Total	**130**	**64**	**94**

Source: City of Alachua May 2025 Development Monitoring Report

The City of Alachua is located within the following school concurrency areas:

- Elementary: Northwest Alachua
- Middle: Mebane
- High: Santa Fe

As of writing, the School Board of Alachua County has not yet published the 2024 Annual School Concurrency Report; however, enrollment counts completed on September 17, 2024, show no capacity deficiencies in any of the CSAs which serve the City of Alachua. Once the 2024 Annual School Concurrency Report becomes available, Staff will review the included projections to ensure that there will be no projected deficiencies through the 2028 – 2029 school year (the five-year planning period) and update future development monitoring reports with such information.

In the event that the School Board of Alachua County determines that there is not sufficient capacity in the affected CSAs or adjacent CSAs to address the impacts of a development, the City will work with the School Board of Alachua County to determine an acceptable mitigation strategy as provided for in the City's Comprehensive Plan and in the ILA.

Table 3-9. Student Counts as of 9/17/2024 by Concurrency Service Area (CSA)

CSA	Total Enrollment	Capacity	Percentage of Capacity Utilized
Northwest Alachua (Elementary)	1,574	2,070	76.04%
Mebane (Middle)	388	788	49.24%
Santa Fe (High)	1,033	1,291	80.02%

Source: Alachua County Public Schools (2024). Student Counts as of Wednesday 9/17/2024 8:09:30 PM. *Retrieved on April 23, 2025 from* https://fl02219191.schoolwires.net/Page/1295

G. Stormwater

Policy 3.1.a of the Community Facilities Element of the Comprehensive Plan establishes the LOS standard for stormwater facilities. Policy 3.1.a requires that the peak rate of post-development runoff not exceed the peak rate of pre-development runoff for storm events up to the 100-year critical duration rainfall depth for all development (with the exception of agricultural, silvicultural, conservation, or recreational uses, which are subject to a different standard). Additionally, stormwater basins must be designed to treat the first inch of runoff, and must be designed in accordance with and to perform to the standards established in Chapters 40C-42.025 and 40C-42.035, Florida Administrative Code.

Compliance with the adopted LOS standard for stormwater is addressed through the development review process. No imminent deficiencies to stormwater management facilities are anticipated.

IV. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS

The primary function of the five-year schedule of capital improvements is to identify the capital improvement projects which are necessary to maintain and enhance public utility infrastructure in accordance with the approved Capital Improvement Program (CIP). The CIP is a financial plan of approved capital projects which defines timing and cost of the capital projects for a five-year period. The CIP is designed to address City infrastructure needs in a responsive and efficient manner. It includes projects which will be maintained by the City of Alachua, as well as projects not to be maintained by the City which may be controlled by a joint project agreement. The City of Alachua updates the five-year schedule of capital improvements annually as part of the budgetary process. The FY 2025 – 2029 Five-Year Capital Improvement Program was adopted by Resolution 24-18 by the City Commission on September 23, 2024.

Section 163.3177(3)(a)(4), Florida Statutes, requires the Capital Improvements Element to include a five-year schedule of capital improvements projects necessary to ensure that adopted level of service (LOS) standards are achieved and maintained for the five-year period. There are no capital improvement projects which are intended to address a LOS deficiency in the FY 2025 – 2029 Five-Year Capital Improvement Program; however, capital improvement projects for potable water facilities are included within the FY 2025 – 2029 Capital Improvement Program. Additionally, the initial planning stages for expanding the City's current wastewater facility have begun; however, no funds have been allocated at this time. No other capital improvement projects are included within the FY 2025 – 2029 Capital Improvement Program to address capacity of public facilities or their LOS. The FY 2025 – 2029 Capital Improvement Program includes projects which will increase potable water facility capacity and enhance and maintain existing public infrastructure.

The FY 2025 – 2029 Capital Improvement Program is attached to this report as Appendix A.

V. CONCLUSIONS AND RECOMMENDATIONS

As evidenced by the data presented in this report, all public facilities which are monitored by the City for concurrency are operating within the adopted level of service (LOS) standards. As such, there are no capital improvement projects required; however, capital improvement projects for potable water facilities are included within the FY 2025 – 2029 Capital Improvement Program. Additionally, the initial planning stages for expanding the City's current wastewater facility have begun; however, no funds have been allocated at this time. No other capital improvement projects are included within the FY 2025 – 2029 Capital Improvement Program to address any public facility deficiencies. The FY 2025 – 2029 Capital Improvement Program includes projects which will increase potable water facility capacity and enhance and maintain existing public infrastructure.

The City will continue to annually update the Capital Improvement Program (CIP) as part of the budgetary process, including capital improvement projects that are necessary to address potential system deficiencies.

The Planning & Community Development Department continues to prepare development monitoring reports on a quarterly basis, or more frequently as needed. These reports identify existing demand, reserved capacities, and available capacities for monitored public facilities and serve as a critical evaluation tool to ensure that the LOS standards adopted in the Comprehensive Plan are maintained.

While no imminent deficiencies presently exist, the impacts of new developments upon public facilities will continue to be closely monitored to ensure that imminent deficiencies are identified and appropriately addressed.

APPENDIX A

FY 2025 – 2029
CAPITAL IMPROVEMENT PROGRAM (CIP)

EXHIBIT A

FY 2025 - 2029 CAPITAL IMPROVEMENT PROGRAM

GENERAL GOVERNMENT

PROJECT	FUNDING SOURCE	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
IT Network Upgrades	General Fund	125,000	125,000	125,000	400,000	125,000	900,000
HVAC Replacement Municipal Complex	General Fund	91,398	150,000	150,000	150,000	150,000	691,398
SUBTOTAL		216,398	275,000	275,000	550,000	275,000	1,591,398

PUBLIC SAFETY

PROJECT	FUNDING SOURCE	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
Tasers / Body Cams / Vehicle Cams	General Fund	200,000	200,000	200,000	200,000	200,000	1,000,000
APD vehicles	General Fund	583,000	420,000	440,000	460,000	460,000	2,363,000
SUBTOTAL		783,000	620,000	640,000	660,000	660,000	3,363,000

ELECTRIC UTILITY

PROJECT	FUNDING SOURCE	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
Bucket Truck	Electric Utility Revenue	179,425	0	185,000	0	190,000	554,425
EST Generator	Electric Utility Revenue	436,358	0	0	0	0	436,358
Overhead Distribution Improvements	Electric Utility Revenue	75,000	398,000	200,000	237,000	200,000	1,110,000
Underground Distribution Improvements	Electric Utility Revenue	750,000	276,000	276,000	236,000	236,000	1,774,000
Overhead Distribution Removal & Replacement	Electric Utility Revenue	316,000	270,000	270,000	270,000	270,000	1,396,000
Underground Distribution Removal & Replacement	Electric Utility Revenue	176,000	160,000	160,000	160,000	160,000	816,000
Substation Improvements	Electric Utility Revenue	1,250,000	225,000	175,000	200,000	250,000	2,100,000
Substation Removal & Replacement	Electric Utility Revenue	60,000	115,000	115,000	125,000	125,000	540,000
Street Light Installations	Electric Utility Revenue	45,000	66,000	85,000	85,000	85,000	366,000
Miscellaneous Projects	Electric Utility Revenue	1,200,000	125,000	150,000	150,000	150,000	865,848
SUBTOTAL		4,487,783	1,624,000	1,616,000	1,463,000	1,686,000	9,447,731

WATER UTILITY

PROJECT	FUNDING SOURCE	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
Water Treatment Facility Improvements	Grants	90,000	90,000	90,000	90,000	90,000	450,000
Water Treatment Facility Removal & Replacement	Water Utility Revenue	0	15,000	30,000	30,000	30,000	115,000
Water Distribution Removal & Replacement	Water Utility Revenue	0	20,000	200,000	0	0	220,000
Water Utility Expansion / Tie-In	Water Utility Revenue	410,000	0	0	0	0	410,000
Water Distribution Improvements	Water Utility Revenue	4,612,521	1,537,507	0	50,000	100,000	6,300,028
US 441 E Crossing	Water Utility Revenue	100,000	0	0	0	0	100,000
Large meter replacement program (4" and larger)	Water Utility Revenue	8,500	8,500	8,500	8,500	8,500	42,500
Water meter changeout program (250 meters annually)	Water Utility Revenue	10,000	10,000	10,000	10,000	10,000	50,000
SUBTOTAL		5,231,021	1,691,007	338,500	188,500	238,500	7,687,528

WASTE WATER UTILITY

PROJECT	FUNDING SOURCE	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
West Wastewater Improvements	Grants	296,586	0	0	0	0	296,586
LS Generator	Waste Water Utility Revenue	75,000	75,000	0	0	0	150,000
Solar Interconnection	Waste Water Utility Revenue	80,000	0	0	0	0	80,000
WW Treatment Facility Improvements	Waste Water Utility Revenue	90,000	45,000	45,000	45,000	45,000	270,000
WW Treatment Facility Removal & Replacement	Waste Water Utility Revenue	135,000	50,000	50,000	50,000	50,000	335,000
Lift Station Improvements	Waste Water Utility Revenue	110,454	70,000	70,000	70,000	70,000	390,454
Lift Station Removal & Replacement	Waste Water Utility Revenue	1,000,000	1,000,000	50,000	50,000	50,000	2,150,000
WW Collection System Improvements	Waste Water Utility Revenue	50,000	50,000	50,000	50,000	50,000	250,000
SUBTOTAL		1,837,040	1,290,000	265,000	265,000	265,000	3,922,040

EXHIBIT A

FY 2025 - 2029 CAPITAL IMPROVEMENT PROGRAM

PUBLIC WORKS

PROJECT	FUNDING SOURCE	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
Resurfacing City streets	General Fund	600,000	300,000	300,000	300,000	300,000	1,800,000
Grapple Truck	General Fund	280,000	0	0	0	0	280,000
Hydraulic Mini Excavator	General Fund	50,000	0	0	0	0	50,000
Resurfacing City streets-CDBG Neighborhood Revitalization	General Fund/CDBG Grant	0	750,000	0	0	0	750,000
Neighborhood sidewalks construction	General Fund	0	10,000	10,000	10,000	10,000	40,000
Drainage basin construction	General Fund/Stormwater Utility	0	15,000	15,000	15,000	15,000	60,000
Ditching / drainage improvements	General Fund/Stormwater Utility	10,000	10,000	10,000	100,000	10,000	140,000
Drainage basin R & R	General Fund/SW Utility	10,000	10,000	10,000	10,000	10,000	50,000
SUBTOTAL		**960,000**	**1,095,000**	**345,000**	**435,000**	**345,000**	**3,180,000**

PARKS & RECREATION

PROJECT	FUNDING SOURCE	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
HBRC-Phase II-Spray Pool	General Fund/Grant/WSPP	0	0	200,000	0	0	200,000
Softball triplex fencing and backstops	WSPP	65,000	0	0	0	0	65,000
Skate Park Renovation	WSPP	200,000	0	0	0	0	200,000
Work Series Field Berm	WSPP	50,000	0	0	0	0	50,000
Disc Golf Course	WSPP	170,000	0	0	0	0	170,000
HCC Building Construction	Infrastructure Surtax/Grants	125,000	750,000	500,000	0	0	1,375,000
SUBTOTAL		**610,000**	**750,000**	**700,000**	**0**	**0**	**2,060,000**

COMMUNITY REDEVELOPMENT AGENCY (CRA)

PROJECT	FUNDING SOURCE	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
Resurfacing City Streets	Tax Increment Funds (TIF)	0	0	0	50,000	50,000	100,000
Theater Park modifications	Tax Increment Funds (TIF)	160,000	0	0	0	0	160,000
Wayfinding signage	Tax Increment Funds (TIF)	50,000	50,000	0	0	0	100,000
Wayfinding signage - Gateway Sign	Tax Increment Funds (TIF)	100,000	0	0	0	0	100,000
Sidewalk construction	Tax Increment Funds (TIF)	0	0	10,000	10,000	10,000	30,000
SUBTOTAL		**310,000**	**50,000**	**10,000**	**60,000**	**60,000**	**490,000**

		FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
TOTAL OF ALL PROJECTS:		**14,438,243**	**7,398,007**	**4,185,500**	**3,621,500**	**3,508,500**	**31,741,697**

APPENDIX B

MAY 2025
CITY OF ALACHUA
DEVELOPMENT MONITORING REPORT

Table 1. Certificates of Level of Service Standard (Preliminary Development Orders) and Certificates of Concurrency Compliance (Final Development Orders)

Current Through: 5/1/2025

PZE Process	Project Name	Certificate Granted	Status	Building Permit Issued	CO Issued	Traffic (AADT)*	Water (GPD)	Sewer (GPD)	Solid Waste (lbs/day)	Parks (ac)	Schools	Drainage
TOTALS												
Preliminary Development Orders Total		3	N/A	--	--	See Table 2.a and 2.b for aggregate impacts by segment	277,244	295,405	3,420.71	3.26	--	--
Final Development Orders Total		33	N/A	11	6		391,367	362,123	28,637.84	12.44	--	--
All Development Orders Total		36	N/A	11	6		668,611	657,528	32,058.55	15.70	--	--
Certificates of Level of Service Standard (Preliminary Development Orders) - NO CAPACITY RESERVED												
PR24-0001	Tolosa Planned Development-Residential	12/9/2024	--	--	--	548 (4); 469 (5); 1,564 (9); 391 (10); 157 (12)	233,730	254,341	1,856.26	2.13	OK	--
PR24-0004	NW 150th Ave Rezoning	1/13/2025	--	--	--	924 (4)	26,950	24,500	879.45	1.13	OK	--
PR24-0005	Westside Commons Rezoning	4/21/2025	--	--	--	1,873 (5); 3,122 (6); 312 (7); 624 (13); 1,249(16); 1,561 (17)	16,564	16,564	685.00	*No Impact*	*No Impact*	--
Certificates of Concurrency Compliance (Final Development Orders) - CAPACITY RESERVED												
PSP19-0007	San Felasco Tech City Phase 3 SEP & SP	11/12/2019	*Building Permit Issued*	8/16/2023	NO	1,386 (3/4)	26,350	24,500	847.40	0.88	OK	OK
PSP23-0012	Arbours at Merrillwood SP	2/9/2021	*Certificate of Occupancy Issued*	12/20/2022	4/29/2025	57 (4)	6,325	5,750	8,251.19	0.23	OK	OK
PSP21-0010	Momentum Labs SP	11/9/2021	*Temp Certificate of Occupancy Issued*	6/13/2022	10/8/2024	765 (13)	8,220	8,220	657.59	*No Impact*	*No Impact*	OK
PSP22-0003	Pickert Flex Space SP	5/10/2022	*No Action*	NO	NO	64 (15)	100	100	143.84	*No Impact*	*No Impact*	OK
PSP22-0015	Mi Apa SP	9/13/2022	*Building Permit Issued*	5/14/2024	NO	741 (5); 185 (9)	2,669	2,669	40.05	*No Impact*	*No Impact*	OK
NO APP #	Briarwood Phase 2 & 3 Final Plat	11/14/2022	*Final Plat Recorded*	N/A	N/A	868 (6); 87 (7); 1,369 (16)	39,875	36,250	1,450.00	0.36	OK	OK
PSP23-0001	Wal-Mart DC #7035 SP	4/18/2023	*No Action*	NO	NO	*De Minimis Impacts*						
PSP22-0007	Motory SP	4/18/2023	*No Action*	NO	NO	613 (4)	3,035	3,035	398.00	*No Impact*	*No Impact*	OK
PSP23-0003	Tower Hill Headquarters SP	5/16/2023	*Building Permit Issued*	5/15/2024	NO	87 (1); 131 (2); 244 (5); 419 (6); 262 (7); 26 (16); 35 (17)	10,800	10,800	157.68	*No Impact*	*No Impact*	OK
PSP22-0021	Main Street Urgent Care SP	6/13/2024	*Certificate of Occupancy Issued*	11/18/2023	11/6/2024	109 (7)	1,100	1,100	39.12	*No Impact*	*No Impact*	OK
PSP22-0023	Convergence Cottages East SP	6/13/2024	*No Action*	NO	NO	411 (4); 411 (13)	22,000	20,000	832.00	1.02	OK	OK
PSP22-0026	Convergence Cottages West SP	6/13/2024	*No Action*	NO	NO	247 (4); 247 (13)	12,650	11,500	478.41	0.56	OK	OK
PSP23-0004	Lane Enterprises SP	7/11/2023	*Certificate of Occupancy Issued*	2/1/2024	2/6/2025	393 (17)	900	900	496.50	*No Impact*	*No Impact*	OK
PSP22-0020	Wawa SP	7/11/2023	*Certificate of Occupancy Issued*	3/27/2024	12/19/2024	3,688 (6); 3,458 (7); 922 (16); 8,519 (17)	7,185	7,185	73.42	*No Impact*	*No Impact*	OK
PSP23-0005	Convergence Research Park Residential Phase 2 Final Plat	7/24/2023	*Final Plat Recorded*	N/A	N/A	518 (4); 519 (13)	28,325	25,750	191.73	1.31	OK	OK
PSP23-0009	Tomoka Fire Station SP	11/14/2023	*Building Permit Issued*	3/11/2024	NO	23 (6); 14 (7); 5 (16); 45 (17)	1,725	1,725	25.19	*No Impact*	*No Impact*	OK
PSP22-0014	441 Road Rangers SP	11/14/2023	*No Action*	NO	NO	30 (7)	525	0	3.50	*No Impact*	*No Impact*	OK
PPP23-0002	Farmlands Final PD Plan	12/11/2023	*No Action*	NO	NO	855 (5); 1,317 (6); 1,548 (7); 323 (15)	67,650	61,500	2,685.20	2.91	OK	OK
PSP23-0010	G&C Foods Distribution Center SP	12/12/2023	*Certificate of Occupancy Issued*	2/19/2024	3/11/2025	561 (17)	5,711	5,711	5,972.93	*No Impact*	*No Impact*	OK
PSP23-0016	Kirkland Farms Phase 1 Final Plat	3/11/2024	*Final Plat Recorded*	N/A	N/A	661 (14)	19,250	17,500	700.00	0.88	OK	OK
PSP24-0001	Unique Caring Opportunities SP	4/16/2024	*No Action*	NO	NO	131 (9)	400	320	15.00	*No Impact*	*No Impact*	OK
PSP23-0017	Ben E. Keith SP	4/16/2024	*No Action*	NO	NO	2,414 (17)	28,383	28,383	1,603.20	*No Impact*	*No Impact*	OK
PSP23-0011	Pleasant Solar SEP & SP	6/11/2024	*No Action*	NO	NO	1 (14); 1 (17)	0	0	0.00	*No Impact*	*No Impact*	OK
PSP23-0014	Firestone SP	7/9/2024	*Building Permit Issued*	11/12/2024	NO	69 (6); 138 (7)	500	500	79.45	*No Impact*	*No Impact*	OK
NO APP #	Tara Baywood Phase 2 Final Plat	7/22/2024	*No Action*	N/A	N/A	386 (5); 96 (12)	18,425	16,750	691.44	0.86	OK	OK
NO APP #	Tara Forest East Phase 2 Final Plat	7/22/2024	*No Action*	N/A	N/A	260 (5); 260 (12)	15,125	13,750	567.62	0.71	OK	OK
PSP24-0005	Briarwood Phase 4 Final Plat	7/22/2024	*No Action*	N/A	N/A	687 (6); 69 (7); 1,084 (16)	31,625	28,750	1,165.75	1.44	OK	OK
PSP24-0003	Patel Fuel & Retail SP	9/10/2024	*No Action*	NO	NO	1,244 (3); 1,244 (4)	1,325	1,325	19.35	*No Impact*	*No Impact*	OK
PSP23-0008	Rizzzo Self Storage Site Plan	2/11/2025	*No Action*	NO	NO	81 (3)	264	0	0.00	*No Impact*	*No Impact*	OK
PSP24-0014	Tomoka Hills Golf Facility Site Plan	4/15/2025	*No Action*	NO	NO	*De Minimis Impacts*	400	400	0.00	*No Impact*	*No Impact*	OK
PSP24-0007	Fletcher Trace Phase 1 Final Plat	4/21/2025	*No Action*	N/A	N/A	302 (11); 151 (17)	8,800	8,000	303.36	0.34	OK	OK
PSP24-0008	Fletcher Trace Phase 2 Final Plat	4/21/2025	*No Action*	N/A	N/A	334 (11); 167 (17)	11,550	10,500	398.16	0.5	OK	OK
PSP24-0009	Fletcher Trace Phase 3 Final Plat	4/21/2025	*No Action*	N/A	N/A	349 (11); 175 (17)	10,175	9,250	350.76	0.44	OK	OK

Sources:

1. *City of Alachua Development Orders & Staff Reports*.

*City Comprehensive Plan Segments and other roads shown in parenthesis (see Table 2-a. and 2-b. for aggregate impacts by segment). Road segment numbers were amended in August 2020. Any projects prior to this date reflect the segment number at the time of project approval.

NOTE: Table does not automatically update all other tables - figures for student staions must be updated manually in Table 7-a.; figures for traffic must be updated manually in Table 8. as new certificates are granted.

Table 2-a. Traffic Impacts - Final Development Orders

Roadway Segment*	Segment Description	AADT/Peak Hour	Comp Plan MSV[1]	Existing Demand[2,3]	Reserved Capacity[4]	Available Capacity**	Percentage of Capacity Utilized
Interstate - Minimum Level of Service: C							
I-75 (32, 1)	From North City Limit to US 441	AADT	91,600	47,000	87	44,513	51.41%
		Peak Hour	8,250	3,898	13	4,339	47.41%
I-75 (31, 2)	From US 441 to the South City Limit	AADT	91,600	73,000	131	18,469	79.84%
		Peak Hour	8,250	4,760	19	3,471	57.93%
State Roads - Minimum Level of Service: D							
U.S. Hwy 441 (4127, 3)	From MPO Boundary to CR 25A East Intersection	AADT	43,000	21,000	1,325	20,675	51.92%
		Peak Hour	3,870	2,002	212	1,656	57.21%
U.S. Hwy 441 (106, 4)	From CR 25A East Intersection to SR 235	AADT	45,700	17,700	4,419	23,581	48.40%
		Peak Hour	4,110	1,559	442	2,109	48.69%
U.S. Hwy 441 (107, 5)	From SR 235 to I-75	AADT	39,000	26,500	2,486	10,014	74.32%
		Peak Hour	3,510	2,239	230	1,041	70.34%
U.S. Hwy 441 (4107, 6)	From I-75 to CR 235A	AADT	39,000	34,000	4,573	427	98.91%
		Peak Hour	3,510	2,819	446	245	93.02%
U.S. Hwy 441 (14, 7)	From CR 235A to NW 188th Street	AADT	43,000	25,000	3,373	14,627	65.98%
		Peak Hour	3,870	2,241	363	1,266	67.29%
SR 235 (108, 8)	From NW 143rd Place to US 441	AADT	14,400	11,000	0	3,400	76.39%
		Peak Hour	1,290	830	0	460	64.34%
SR 235 (109, 9)	From US 441 to NW 140th Street	AADT	14,400	9,400	316	4,684	67.47%
		Peak Hour	1,290	675	38	577	55.27%
SR 235 (4109/1439, 10)	From NW 140th Street to East City Limit	AADT	14,400	5,100	0	9,300	35.42%
		Peak Hour	1,290	471	0	819	36.51%
County Facilities - Minimum Level of Service: D							
CR 235 (11)	From NW 143rd Place to South City Limit	AADT	15,120	8,307	985	5,828	61.46%
		Peak Hour	1,359	622	100	637	53.13%
CR 241 (12)	From NW SR 235 to North City Limit	AADT	15,120	3,300	356	11,464	24.18%
		Peak Hour	1,359	343	35	981	27.81%
CR 241 (13)	From CR 235 to South City Limit	AADT	20,880	6,618	1,942	12,320	41.00%
		Peak Hour	1,881	418	144	1,319	29.88%
CR 2054 (14)	From SR 235 to West City Limit	AADT	15,120	2,450	662	12,008	20.58%
		Peak Hour	1,359	129	66	1,164	14.35%
CR 2054 (15)	From SR 235 to US 441	AADT	15,120	3,211	387	11,522	23.80%
		Peak Hour	1,359	286	61	1,012	25.53%
CR 235A (16)	From US 441 to North City Limit	AADT	15,120	2,080	2,781	10,259	32.15%
		Peak Hour	1,359	185	284	890	34.51%
CR 235A (17)	From US 441 to CR 235	AADT	15,120	6,048	4,314	4,758	68.53%
		Peak Hour	1,359	536	443	380	72.04%

*(FDOT Road Segment #, COA Comprehensive Plan #).

** *Formula: Comp Plan MSV - (Existing Demand + Reserved Capacity).*

Sources:

1. *AADT & Peak Hour Maximum Service Volumes (MSVs) calculated using LOSPLAN 2012. County facilities reflect a 10 percent reduction in the MSVs calculated within LOSPLAN 2012 as set forth in the Generalized Tables for AADT/Peak Hour Volumes, FDOT 2018 Q/LOS Handbook.*
2. *Florida Department of Transportation. (2025). 2024 Count Data. Accessed via Florida Traffic Online April 2025.*
3. *County facility AADT counts provided by Alachua County Public Works, April 2025.*
4. *Table 8.*

Note: Reserved capacity is automatically updated from Table 8.; reserved capacity is subject to change. Level of service is monitored for PM Peak Hour; AADT provided for informational purposes only.

Table 2-b. Traffic Impacts - Preliminary & Final Development Orders

Roadway Segment*	Segment Description	AADT/Peak Hour	Comp Plan MSV[1]	Existing Demand[2,3]	Projected & Reserved Capacity[4]	Available Capacity**	Percentage of Capacity Utilized
Interstate - Minimum Level of Service: C							
I-75 (32, 1)	From North City Limit to US 441	AADT	91,600	47,000	87	44,513	51.41%
		Peak Hour	8,250	3,898	13	4,339	47.41%
I-75 (31, 2)	From US 441 to the South City Limit	AADT	91,600	73,000	131	18,469	79.84%
		Peak Hour	8,250	4,760	19	3,471	57.93%
State Roads - Minimum Level of Service: D							
U.S. Hwy 441 (4127, 3)	From MPO Boundary to CR 25A East Intersection	AADT	43,000	21,000	1,325	20,675	51.92%
		Peak Hour	3,870	2,002	212	1,656	57.21%
U.S. Hwy 441 (106, 4)	From CR 25A East Intersection to SR 235	AADT	45,700	17,700	5,891	22,109	51.62%
		Peak Hour	4,110	1,559	589	1,962	52.26%
U.S. Hwy 441 (107, 5)	From SR 235 to I-75	AADT	39,000	26,500	4,828	7,672	80.33%
		Peak Hour	3,510	2,239	467	804	77.09%
U.S. Hwy 441 (4107, 6)	From I-75 to CR 235A	AADT	39,000	34,000	7,695	(2,695)	106.91%
		Peak Hour	3,510	2,819	762	(71)	102.02%
U.S. Hwy 441 (14, 7)	From CR 235A to NW 188th Street	AADT	43,000	25,000	3,685	14,315	66.71%
		Peak Hour	3,870	2,241	395	1,234	68.11%
SR 235 (108, 8)	From NW 143rd Place to US 441	AADT	14,400	11,000	0	3,400	76.39%
		Peak Hour	1,290	830	0	460	64.34%
SR 235 (109, 9)	From US 441 to NW 140th Street	AADT	14,400	9,400	1,880	3,120	78.33%
		Peak Hour	1,290	675	194	421	67.36%
SR 235 (4109/1439, 10)	From NW 140th Street to East City Limit	AADT	14,400	5,100	391	8,909	38.13%
		Peak Hour	1,290	471	39	780	39.53%
County Facilities - Minimum Level of Service: D							
CR 235 (11)	From NW 143rd Place to South City Limit	AADT	15,120	8,307	985	5,828	61.46%
		Peak Hour	1,359	622	100	637	53.13%
CR 241 (12)	From NW SR 235 to North City Limit	AADT	15,120	3,300	513	11,307	25.22%
		Peak Hour	1,359	343	51	965	28.99%
CR 241 (13)	From CR 235 to South City Limit	AADT	20,880	6,618	2,566	11,696	43.98%
		Peak Hour	1,881	418	207	1,256	33.23%
CR 2054 (14)	From SR 235 to West City Limit	AADT	15,120	2,450	662	12,008	20.58%
		Peak Hour	1,359	129	66	1,164	14.35%
CR 2054 (15)	From SR 235 to US 441	AADT	15,120	3,211	387	11,522	23.80%
		Peak Hour	1,359	286	61	1,012	25.53%
CR 235A (16)	From US 441 to North City Limit	AADT	15,120	2,080	4,030	9,010	40.41%
		Peak Hour	1,359	185	410	764	43.78%
CR 235A (17)	From US 441 to CR 235	AADT	15,120	6,048	5,875	3,197	78.86%
		Peak Hour	1,359	536	601	222	83.66%

*(FDOT Road Segment #, COA Comprehensive Plan #).

** *Formula: Comp Plan MSV - (Existing Demand + Projected & Reserved Capacity).*

Sources:

1. *AADT & Peak Hour Maximum Service Volumes (MSVs) calculated using LOSPLAN 2012. County facilities reflect a 10 percent reduction in the MSVs calculated within LOSPLAN 2012 as set forth in the Generalized Tables for AADT/Peak Hour Volumes, FDOT 2018 Q/LOS Handbook.*
2. *Florida Department of Transportation. (2025). 2024 Count Data. Accessed via Florida Traffic Online April 2025.*
3. *County facility AADT counts provided by Alachua County Public Works, April 2025.*
4. *Table 8.*

Note: Reserved capacity is automatically updated from Table 8.; reserved capacity is subject to change. Level of service is monitored for PM Peak Hour; AADT provided for informational purposes only.

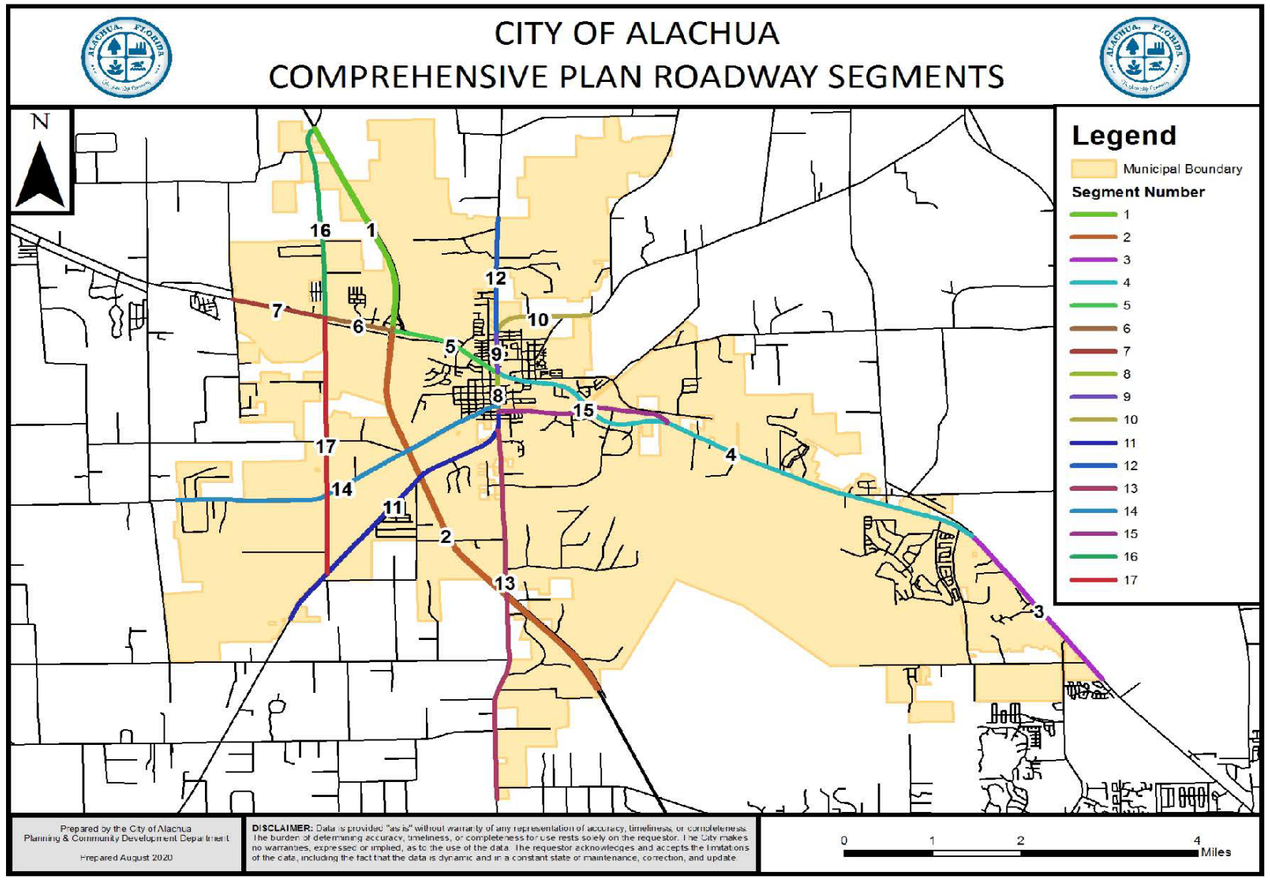

Table 2-c. - Roadway Segments

Roadway Segment*	Segment Description
Interstate	
I-75 (32, 1)	From North City Limit to US 441
I-75 (31, 2)	From US 441 to the South City Limit
State Roads	
U.S. Hwy 441 (4127, 3)	From MPO Boundary to CR 25A East Intersection
U.S. Hwy 441 (106, 4)	From CR 25A East Intersection to SR 235
U.S. Hwy 441 (107, 5)	From SR 235 to I-75
U.S. Hwy 441 (4107, 6)	From I-75 to CR 235A
U.S. Hwy 441 (14, 7)	From CR 235A to NW 188th Street
SR 235 (108, 8)	From NW 143rd Place to US 441
SR 235 (109, 9)	From US 441 to NW 140th Street
SR 235 (4109/1439, 10)	From NW 140th Street to East City Limit
County Facilities	
CR 235 (11)	From NW 143rd Place to South City Limit
CR 241 (12)	From NW SR 235 to North City Limit
CR 241 (13)	From CR 235 to South City Limit
CR 2054 (14)	From SR 235 to West City Limit
CR 2054 (15)	From SR 235 to US 441
CR 235A (16)	From US 441 to North City Limit
CR 235A (17)	From US 441 to CR 235

*(FDOT Road Segment #, COA Comprehensive Plan #).

Table 3-a. Potable Water Impacts - Final Development Orders	
System Category	**Gallons Per Day**
Current Permitted Capacity[1]	2,300,000
Less Actual Potable Water Flows[1]	1,565,500
Reserved Capacity[2]	391,367
Available Capacity	**343,133**
Percentage of Permitted Design Capacity Utilized	**85.08%**
Sources:	
1. *City of Alachua Public Services Department, April 2025.*	
2. *Table 1.*	
Note: Blue cell is automatically updated from Table 1.; reserved flows are subject to change.	

Table 3-b. Potable Water Impacts - Preliminary & Final Development Orders	
System Category	**Gallons Per Day**
Current Permitted Capacity[1]	2,300,000
Less Actual Potable Water Flows[1]	1,565,500
Projected Reservations & Reserved Capacity[2]	668,611
Available Capacity	**65,889**
Percentage of Permitted Design Capacity Utilized	**97.14%**
Sources:	
1. *City of Alachua Public Services Department, April 2025.*	
2. *Table 1.*	
Note: Blue cell is automatically updated from Table 1.; reserved flows are subject to change.	

Table 4-a. Sanitary Sewer Impacts - Final Development Orders	
System Category	**Gallons Per Day**
Current Permitted Capacity[1]	1,500,000
Less Actual Treatment Flows[1]	813,000
Reserved Capacity[2]	362,123
Available Capacity	**324,877**
Percentage of Permitted Design Capacity Utilized	**78.34%**
Sources:	
1. *City of Alachua Public Services Department, April 2025.*	
2. *Table 1.*	
Note: Blue cell is automatically updated from Table 1.; reserved flows are subject to change.	

Table 4-b. Sanitary Sewer Impacts - Preliminary & Final Development Orders	
System Category	**Gallons Per Day**
Current Permitted Capacity[1]	1,500,000
Less Actual Treatment Flows[1]	813,000
Projected Reservations & Reserved Capacity[2]	657,528
Available Capacity	**29,472**
Percentage of Permitted Design Capacity Utilized	**98.04%**
Sources:	
1. *City of Alachua Public Services Department, April 2025.*	
2. *Table 1.*	
Note: Blue cell is automatically updated from Table 1.; reserved flows are subject to change.	

Table 5-a. Solid Waste Impacts - Final Development Orders		
System Category	**Pounds Per Day**	**Tons Per Year**
Exisiting Demand[1]	45,184.00	8,246.08
Reserved Capacity[2]	28,637.84	5,226.41
New River Solid Waste Facility Anticipated Capacity[3]	**30+ Years**	

Sources:

1. *Bureau of Economic & Business Research, University of Florida, Estimates of Population (2024); Policy 2.1.a, CFNGAR Element.*

   Formula: 11,296 persons x 0.73 tons per year.

2. *Table 1.*

3. *New River Solid Waste Association, April 2025.*

Note: Blue cell is automatically updated from Table 1.; reserved capacity is subject to change.

Table 5-b. Solid Waste Impacts - Preliminary & Final Development Orders		
System Category	**Pounds Per Day**	**Tons Per Year**
Exisiting Demand[1]	45,184.00	8,246.08
Projected Reservations & Reserved Capacity[2]	32,058.55	5,850.69
New River Solid Waste Facility Anticipated Capacity[3]	**30+ Years**	

Sources:

1. *Bureau of Economic & Business Research, University of Florida, Estimates of Population (2024); Policy 2.1.a, CFNGAR Element.*

   Formula: 11,296 persons x 0.73 tons per year.

2. *Table 1.*

3. *New River Solid Waste Association, April 2025.*

Note: Blue cell is automatically updated from Table 1.; reserved capacity is subject to change.

Table 6-a. Recreation Impacts - Final Development Orders

System Category	Acreage
Current Recreation Acreage[1]	135.48
Less Existing Demand[2]	56.48
Reserved Capacity[3]	12.44
Available Capacity	**66.56**
Percentage of Permitted Design Capacity Utilized	**50.87%**

Sources:

1. *Table 6-e.*
2. *Bureau of Economic & Business Research, University of Florida, Estimates of Population (2024); Policy 1.2.b, Recreation Element; Formula: 11,296/(5 acres/1,000 persons).*
3. *Table 1.*

Note: Blue cell is automatically updated from Table 1.; reserved capacity is subject to change.

Table 6-b. Improved Passive Park Impacts - Final Development Orders

System Category	Acreage
Current Improved Passive Park Acreage[1]	34.82
Less Existing Demand[2]	11.30
Reserved Capacity[3]	2.49
Available Capacity	**21.04**
Percentage of Permitted Design Capacity Utilized	**39.59%**

Sources:

1. *Table 6-f.*
2. *Bureau of Economic & Business Research, University of Florida, Estimates of Population (2024); Policy 1.2.b, Recreation Element; Formula: 11,296/(5 acres/1,000 persons) * 20%.*
3. *Table 1.*

Note: Blue cell is automatically updated from Table 1.; reserved capacity is subject to change.

Table 6-e. All Recreational Facilities

Facility Name	Acreage
City of Alachua Hal Brady Recreation Center	24.60
Cleather Hathcock Community Center	0.84
Swick House	5.04
Alan Hitchcock Park (Theatre Park)	0.07
Criswell Park	0.39
F.E. Welch Park	1.37
Maude Lewis Park	0.99
Hitchcock Baseball Park at Skinner Field (Downtown City Park)	4.28
Mebane Middle School	7.49
Alachua Elementary School	11.65
San Felasco Conservation Corridor	31.23
Legacy Park (Phases 1 and 2A)	47.53
Total	**135.48**

Sources:

1. *City of Alachua Recreation & Culture Department.*

Table 6-c. Recreation Impacts - Preliminary & Final Development Orders

System Category	Acreage
Current Recreation Acreage[1]	135.48
Less Existing Demand[2]	56.48
Projected Reservations & Reserved Capacity[3]	15.70
Available Capacity	**63.30**
Percentage of Permitted Design Capacity Utilized	**53.28%**

Sources:

1. *Table 6-e.*
2. *Bureau of Economic & Business Research, University of Florida, Estimates of Population (2024); Policy 1.2.b, Recreation Element; Formula: 11,296/(5 acres/1,000 persons).*
3. *Table 1.*

Note: Blue cell is automatically updated from Table 1.; reserved capacity is subject to change.

Table 6-d. Improved Passive Park Impacts - Preliminary & Final Development Orders

System Category	Acreage
Current Improved Passive Park Acreage[1]	34.82
Less Existing Demand[2]	11.30
Projected Reservations & Reserved Capacity[3]	3.14
Available Capacity	**20.38**
Percentage of Permitted Design Capacity Utilized	**41.46%**

Sources:

1. *Table 6-f.*
2. *Bureau of Economic & Business Research, University of Florida, Estimates of Population (2024); Policy 1.2.b, Recreation Element; Formula: 11,296/(5 acres/1,000 persons) * 20%.*
3. *Table 1.*

Note: Blue cell is automatically updated from Table 1.; reserved capacity is subject to change.

Table 6-f. Improved Passive Lands

Facility Name	Acreage
San Felasco Conservation Corridor	27.73
Swick House	3.84
Legacy Park	3.18
Alan Hitchcock Park (Theatre Park)	0.07
Total	**34.82**

Sources:

1. *City of Alachua Recreation & Culture Department.*

Table 7-a. Projects with Valid Public School Capacity Reservations

PZE Process	Project Name	Student Stations Elementary	Middle	High
TOTALS				
Preliminary Development Orders Total		75	37	56
Final Development Orders Total		130	64	94
All Development Orders Total		205	101	150
Certificates of Level of Service Standard (Preliminary Development Orders) - NO CAPACITY RESERVED				
PR24-0001	Tolosa Planned Development-Residential	63	31	47
PR24-0004	NW 150th Ave Rezoning	12	6	9
Certificates of Concurrency Compliance (Final Development Orders) - CAPACITY RESERVED				
PSP19-0007	San Felasco Tech City Phase 3 SEP & SP	10	4	7
PSP23-0012	Arbours at Merrillwood SP	2	1	1
NO APP #	Briarwood Phase 2 & 3 Final Plat	17	9	13
PSP22-0023	Convergence Cottages East SP	10	5	7
PSP22-0026	Convergence Cottages West SP	6	3	4
PSP23-0005	Convergence Research Park Residential Phase 2 Final Plat	12	6	9
PPP23-0002	Farmlands Final PD Plan	30	15	22
PSP23-0016	Kirkland Farms Phase 1 Final Plat	8	4	6
NO APP #	Tara Baywood Phase 2 Final Plat	4	2	2
NO APP #	Tara Forest East Phase 2 Final Plat	7	3	5
PSP24-0005	Briarwood Phase 4 Final Plat	14	7	11
PSP24-0007	Fletcher Trace Phase 1 Final Plat	4	2	3
PSP24-0008	Fletcher Trace Phase 2 Final Plat	2	1	1
PSP24-0009	Fletcher Trace Phase 3 Final Plat	4	2	3

Sources:
1. *City of Alachua Development Orders & Staff Reports.*
2. *Alachua County Public Schools.*

NOTE: Table does not automatically update. Stations must be manually added to appropriate categories.

Table 7-b. Student Generation Multipliers

Development Type	Student Stations Elementary	Middle	High
Single Family	0.12	0.06	0.09
Multiple Family	0.06	0.03	0.03

Sources:
1. *Alachua County Public Schools Five Year District Facilities Plan, 2024*

Table 7-c. Elementary CSA Available FISH Capacity & Level of Service

Elementary School CSA	2022-2023		3rd Year		5th Year		10th Year	
	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service
Northwest Alachua	302	82%	315	81%	323	80%	387	77%
Southwest Alachua	623	89%	631	89%	659	88%	901	84%
Gainesville East Alachua	2,358	71%	2,503	70%	2,536	70%	2,817	66%
ELEMENTARY TOTAL	**3,283**	**79%**	**3,449**	**78%**	**3,518**	**77%**	**4,105**	**74%**

Table 7-d. Elementary CSA Available Permanent FISH Capacity & Level of Service

Elementary School CSA	2022-2023		3rd Year		5th Year		10th Year	
	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service
Northwest Alachua	302	82%	315	81%	323	80%	387	77%
Southwest Alachua	-28	101%	-20	100%	8	100%	250	95%
Gainesville East Alachua	1,782	77%	1,927	75%	1,960	75%	2,241	71%
ELEMENTARY TOTAL	**2,056**	**86%**	**2,222**	**85%**	**2,291**	**84%**	**2,878**	**80%**

Source: 2022-2023 Alachua County Public Schools

Table 7-e. Middle School CSAs: Available FISH Capacity & Level of Service

Middle School CSA	2022-2023		3rd Year		5th Year		10th Year	
	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service
Bishop	243	77%	259	76%	290	73%	270	75%
Fort Clarke	-53	106%	-34	104%	1	100%	-22	102%
Kanapaha	134	89%	156	87%	196	84%	170	86%
Hawthorne	-19	111%	-15	109%	-8	104%	-13	107%
High Springs	72	83%	79	81%	91	78%	83	80%
Lincoln	350	67%	364	65%	389	63%	373	65%
Mebane	455	42%	462	41%	474	40%	466	41%
Oak View	83	91%	140	85%	171	82%	151	84%
Westwood / Transitional (until August 2024)	258	77%	333	72%	364	69%	344	71%
MIDDLE TOTAL	**1,523**	**83%**	**1,744**	**78%**	**1,968**	**75%**	**1,822**	**77%**

Source: 2022-2023 Alachua County Public Schools

Table 7-f. Middle School CSAs: Available Permanent FISH Capacity & Level of Service

Middle School CSA	2022-2023		3rd Year		5th Year		10th Year	
	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service
Bishop	243	77%	259	76%	290	73%	270	75%
Fort Clarke	-93	111%	-34	104%	1	100%	-22	102%
Kanapaha	55	95%	156	87%	196	84%	170	86%
Hawthorne	-19	111%	-15	109%	-8	104%	-13	107%
High Springs	72	83%	79	81%	91	78%	83	80%
Lincoln	350	67%	364	65%	389	63%	373	65%
Mebane	455	42%	462	41%	474	40%	466	41%
Oak View	83	91%	140	85%	171	82%	151	84%
Westwood / Transitional (until August 2024)	258	77%	333	72%	364	69%	344	71%
MIDDLE TOTAL	**1,404**	**84%**	**1,744**	**78%**	**1,968**	**75%**	**1,822**	**77%**

Source: 2022-2023 Alachua County Public Schools

Table 7-g. High School CSAs: Available FISH Capacity & Level of Service

High School CSA	2022-2023		3rd Year		5th Year		10th Year	
	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service
Buchholz	-519	126%	-487	124%	-471	123%	-396	118%
Eastside	729	63%	1,073	57%	1,082	56%	1,124	54%
Gainesville	49	97%	73	96%	84	96%	140	92%
Hawthorne	219	55%	222	54%	224	54%	232	51%
Newberry	-66	110%	-57	108%	-52	108%	-30	104%
Santa Fe	131	90%	146	89%	153	88%	187	85%
HIGH TOTAL	**543**	**94%**	**970**	**89%**	**1,020**	**89%**	**1,257**	**86%**

Source: 2022-2023 Alachua County Public Schools

Table 7-h. High School CSAs: Available Permanent FISH Capacity & Level of Service

High School CSA	2022-2023		3rd Year		5th Year		10th Year	
	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service	Available Capacity	Level of Service
Buchholz	-542	127%	-388	119%	-373	118%	-280	114%
Eastside	729	63%	1,054	57%	1,063	57%	1,117	55%
Gainesville	49	97%	162	92%	173	91%	241	87%
Hawthorne	219	55%	235	51%	236	51%	246	49%
Newberry	-66	110%	-22	103%	-17	103%	10	99%
Santa Fe	131	90%	201	84%	208	84%	250	81%
HIGH TOTAL	**320**	**94%**	**1,242**	**86%**	**1,290**	**85%**	**1,584**	**82%**

Source: 2022-2023 Alachua County Public School
•Loften High School's Permanent Capacity and Total Capacity are not included, as no students are directly zoned to this school

Table 8. Traffic Impacts by Segment

PZE Process	Project Name	Segment 1 I-75 North City Limit to US 441		Segment 2 I-75 US 441 to South City Limit		Segment 3 US 441 MPO Boundary to CR 25A East Intersection		Segment 4 US 441 CR 25A East Intersection to SR 235		Segment 5 US 441 SR 235 to I-75		Segment 6 US 441 I-75 to CR 235A		Segment 7 US 441 CR 235A to NW 188th Street		Segment 8 SR 235 NW 143rd Place to US 441	
		AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour
																TOTALS	
Preliminary Development Orders Total		0	0	0	0	0	0	1472	147	2342	237	3122	316	312	32	0	0
Final Development Orders Total		87	13	131	19	1325	212	4419	442	2486	230	4573	446	3373	363	0	0
All Development Orders Total		87	13	131	19	1325	212	5891	589	4828	467	7695	762	3685	395	0	0
																	Certificates of Level of Service Standard (Preliminary Development Orders) -
PR24-0001	Tolosa Planned Development-Residential	0	0	0	0	0	0	548	55	469	47	0	0	0	0	0	0
PR24-0004	NW 150th Ave Rezoning	0	0	0	0	0	0	924	92	0	0	0	0	0	0	0	0
PR24-0005	Westside Commons Rezoning	0	0	0	0	0	0	0	0	1,873	190	3,122	316	312	32	0	0
																	Certificates of Concurrency Compliance (Final Development Orders) - C
PSP19-0007	San Felasco Tech City Phase 3 SEP & SP	0	0	0	0	0	0	1,386	80	0	0	0	0	0	0	0	0
PSP23-0012	Arbours at Merrillwood SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP21-0010	Momentum Labs SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP22-0003	Pickert Flex Space SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP22-0015	Mi Apa SP	0	0	0	0	0	0	0	0	741	49	0	0	0	0	0	0
NO APP #	Briarwood Phase 2 & 3 Final Plat	0	0	0	0	0	0	0	0	0	0	868	61	87	9	0	0
PSP23-0001	Wal-Mart DC #7035 SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP22-0007	Motory SP	0	0	0	0	0	0	613	58	0	0	0	0	0	0	0	0
PSP23-0003	Tower Hill Headquarters SP	87	13	131	19	0	0	0	0	244	35	419	61	262	38	0	0
PSP22-0021	Main Street Urgent Care SP	0	0	0	0	0	0	0	0	0	0	0	0	109	13	0	0
PSP22-0023	Convergence Cottages East SP	0	0	0	0	0	0	411	40	0	0	0	0	0	0	0	0
PSP22-0026	Convergence Cottages West SP	0	0	0	0	0	0	247	9	0	0	0	0	0	0	0	0
PSP23-0004	Lane Enterprises SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP22-0020	Wawa SP	0	0	0	0	0	0	0	0	0	0	1,190	108	1,116	101	0	0
PSP23-0005	Convergence Research Park Residential Phase 2 Final Plat	0	0	0	0	0	0	518	51	0	0	0	0	0	0	0	0
PSP23-0009	Tomoka Fire Station SP	0	0	0	0	0	0	0	0	0	0	23	3	14	2	0	0
PSP22-0014	441 Road Rangers SP	0	0	0	0	0	0	0	0	0	0	0	0	30	13	0	0
PPP23-0002	Farmlands Final PD Plan	0	0	0	0	0	0	0	0	855	86	1,317	132	1,548	155	0	0
PSP23-0010	G&C Foods Distribution Center SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP23-0016	Kirkland Farms Phase 1 Final Plat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP24-0001	Unique Caring Opportunities SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP23-0017	Ben E. Keith SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP23-0011	Pleasant Solar SEP & SP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP23-0014	Firestone SP	0	0	0	0	0	0	0	0	0	0	69	13	138	25	0	0
NO APP #	Tara Baywood Phase 2 Final Plat	0	0	0	0	0	0	0	0	386	33	0	0	0	0	0	0
NO APP #	Tara Forest East Phase 2 Final Plat	0	0	0	0	0	0	0	0	260	27	0	0	0	0	0	0
PSP24-0005	Briarwood Phase 4 Final Plat	0	0	0	0	0	0	0	0	0	0	687	68	69	7	0	0
PSP24-0003	Patel Fuel & Retail SP	0	0	0	0	1,244	204	1,244	204	0	0	0	0	0	0	0	0
PSP23-0008	Rizzzo Self Storage Site Plan	0	0	0	0	81	8	0	0	0	0	0	0	0	0	0	0
PSP24-0014	Tomoka Hills Golf Facility Site Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP24-0007	Fletcher Trace Phase 1 Final Plat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP24-0008	Fletcher Trace Phase 2 Final Plat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSP24-0009	Fletcher Trace Phase 3 Final Plat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sources:

1. *City of Alachua Development Orders & Staff Reports*.
2. *Table 1*.

NOTE. Table does not automatically update. Trips must be manually added to appropriate segments.

Segment 9 SR 235 US 441 to NW 140th Street		Segment 10 SR 235 NW 140th Street to East City Limit		Segment 11 CR 235 NW 143rd Place to South City Limit		Segment 12 CR 241 NW SR 235 to North City Limit		Segment 13 CR 241 CR 235 to South City Limit		Segment 14 CR2054 SR 235 to West City Limit		Segment 15 CR2054 SR 235 to US 441		Segment 16 CR 235A US 441 to North City Limit		Segment 17 CR 235A US 441 to CR 235	
AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour
1564	156	391	39	0	0	157	16	624	63	0	0	0	0	1249	126	1561	158
316	38	0	0	985	100	356	35	1942	144	662	66	387	61	2781	284	4314	443
1880	194	391	39	985	100	513	51	2566	207	662	66	387	61	4030	410	5875	601
NO CAPACITY RESERVED																	
1,564	156	391	39	0	0	157	16	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	624	63	0	0	0	0	1,249	126	1,561	158
CAPACITY RESERVED																	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	765	43	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	64	29	0	0	0	0
185	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,369	144	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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City of

ALACHUA

the good life community



Carson J. Crockett, AICP Candidate
Planner, Planning and Community Development Department

Carson J. Crockett, AICP Candidate, is a Planner for the City of Alachua. He supports the functions of the Planning and Community Development Department, assists in the development review process and regularly communicates with members of the public. Crockett holds a master's degree in Urban and Regional Planning from the University of Florida, and he is currently working toward an American Institute of Certified Planners (AICP) certification.

EDUCATION

University of Florida
Bachelor of Science in Sustainability and the Built Environment
Graduated: April 2022
Master of Urban and Regional Planning
Graduated: May 2023

St. Petersburg Collegiate High School
High School Diploma
Graduated: May 2019

WORK EXPERIENCE

City of Alachua, Florida | Planner | Jun 2023-Present
15100 NW 142nd Ter, Alachua, Fl 32615 | (386) 418-6121

George F. Young, Inc. | Planning Intern | May-Aug 2021 and 2022
299 Dr. Martin Luther King Jr. St N, Saint Petersburg, Fl 33701 | (727) 822-4317

PROFESSIONAL ORGANIZATIONS

American Planning Association | San Felasco Section, Florida Chapter
Member | Nov 2020-Present
Student Planning Association | University of Florida
Member | August 2020-May 2023

CERTIFICATES AND OTHER SKILLS

AICP Candidate | Nov 2023-Present
ArcGIS Pro | Competent
ArcGIS Desktop | Competent
Microsoft Office Certified | Word
PowerPoint | Excel

Robert's Rules of Order | Proficient
Public Speaking | Proficient

Commission Agenda Item

MEETING DATE: May 13, 2025

SUBJECT: PLSC24-0002 - Tomoka Hills Large-Scale Comprehensive Plan Amendment - A request by CHW, LLC, applicant and agent for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, the property owners, for a large-scale Comprehensive Plan amendment to amend the future land use category from Agriculture (± 258.56-acres), Moderate Density Residential (± 13.78-acres), Medium Density Residential (± 9.7-acres), Community Commercial (± 45.29-acres), and Commercial (± 18.25-acres) to Low Density Residential (± 196.68-acres), Moderate Density Residential (± 46.74-acres), High Density Residential (± 23.48-acres), and Community Commercial (± 78.68-acres) on a ± 345.58-acre subject property located at 15601 NW 167th Boulevard. Tax parcels: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001. Existing FLU: Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, Commercial; Proposed FLU: Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial; Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI); Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof) (Legislative Hearing).

PREPARED BY: Carson Crockett

RECOMMENDED ACTION:

Staff recommends that the Planning & Zoning Board find the application for a large-scale Comprehensive Plan amendment for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC to be consistent with the City of Alachua Comprehensive Plan and transmit such finding to the City Commission with a recommendation to approve.

Recommended Motion: *I move that this Board finds the application for a large-scale Comprehensive Plan amendment for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC to be consistent with the City of Alachua Comprehensive Plan and transmit such finding to the City Commission with a recommendation to approve.*

Summary

This application is a request by CHW, LLC, applicant and agent on behalf of Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, property owners, for a large-scale Comprehensive

Plan amendment to amend the future land use category from Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, and Commercial to Low Density Residential, Moderate Density Residential, High Density Residential, and Community Commercial on a ± 345.58-acre subject property. The subject property is located at 15601 NW 167th Boulevard.

Existing Future Land Use Designations

Objective 1.1 of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Agriculture land use category, the purpose of which is to "maintain agriculture operations within the city limits as well as preserve the rural character and small-town charm of Alachua." Limited residential uses, community services, agri-business, and agritourism are permitted in the Agriculture land use category.

Policy 1.2.b of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Moderate Density Residential land use category, which permits "development at a maximum density of 4 dwelling units per acre." Single family detached dwelling units are the primary development type located in this category; however, the category also permits accessory dwelling units, manufactured or modular homes meeting certain design criteria, mobile homes only within mobile home parks, duplexes and quadplexes, townhomes, Residential Planned Developments, and supporting community services.

Policy 1.2.c of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Medium Density Residential land use category, which permits "residential development at a density of 4 dwelling units per acre to 8 dwelling units per acre, as well as small-scale neighborhood commercial and mixed use developments." A variety of residential uses are permitted within the category and supporting community services.

Policy 1.3.a of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Community Commercial land use category, the purpose of which is to "provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas while allowing for the development of a diverse and affordable housing stock. The Community Commercial land use category also serves as a transitionary land use category between residential and commercial land use categories." Typical uses permitted include a variety of business offices, retail sales and services, eating establishments, limited residential uses, and supporting community services.

Policy 1.3.b of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Commercial land use category, the purpose of which is to "provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which large-scale, regional commercial uses may locate." The Commercial land use category provides for the widest array of business uses and also permits limited residential uses.

Proposed Future Land Use Designations

Policy 1.2.b of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Moderate Density Residential land use category, which permits "development at a maximum density of 4 dwelling units per acre." Single family detached dwelling units are the primary development type located in this category; however, the category also permits accessory dwelling units, manufactured or modular homes meeting certain design criteria, mobile homes only within mobile home parks, duplexes and quadplexes, townhomes, Residential Planned Developments, and supporting community services.

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Policy 1.2.d of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the High Density Residential land use category, which permits "residential development at a density of 8 dwelling units per acre to 15 dwelling units per acre, as well as certain complementary uses, such as a low intensity neighborhood-scale retail and services." This is the highest density residential land use category within the City of Alachua. Both single family attached and detached units are permitted, though the category permits for an array of multi-family residential uses, including duplexes and quadplexes and apartments and townhomes.

Policy 1.3.a of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Community Commercial land use category, the purpose of which is to "provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas while allowing for the development of a diverse and affordable housing stock. The Community Commercial land use category also serves as a transitionary land use category between residential and commercial land use categories." Typical uses permitted include a variety of business offices, retail sales and services, eating establishments, limited residential uses, and supporting community services.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

ATTACHMENTS

1. Staff Report
2. Application Materials
3. Traffic Impact Analysis

4. Public Notice Materials
5. Carson J. Crockett, AICP Candidate - Resume on File

City of Alachua
Planning & Community Development Department
Staff Report

Planning & Zoning Board Hearing Date: May 13, 2025
Legislative Hearing **Application #: PLSC24-0002**

SUBJECT:	A request for a large-scale Comprehensive Plan amendment to amend the future land use category from Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, and Commercial to Low Density Residential, Moderate Density Residential, High Density Residential, and Community Commercial on the subject property.
APPLICANT/AGENT:	CHW, LLC
PROPERTY OWNER:	Tomoka Hills Farms, Inc.; Tower Hill Insurance Group, LLC
LOCATION:	15601 NW 167th Boulevard
PARCEL ID NUMBER:	03054-001-002; 03055-001-001; 03055-001-003; 03055-010-001; 03055-010-003; 03871-000-000; 03873-000-000; 03873-001-000; 03873-001-001
FLUM DESIGNATION:	Agriculture (± 258.56-acres); Moderate Density Residential (± 13.78-acres); Medium Density Residential (± 9.7-acres); Community Commercial (± 45.29-acres); Commercial (± 18.25-acres)
ZONING:	Agricultural (A) (± 258.56-acres); Residential Single-Family – 4 (RSF-4) (± 13.78-acres); Residential Multiple Family – 8 (RMF-8) (± 9.7-acres); Community Commercial (CC) (± 45.29-acres); Commercial Intensive (CI) (± 18.25-acres)
OVERLAY:	U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof)
ACREAGE:	± 345.58
PROJECT PLANNER:	Justin Tabor, AICP Carson J. Crockett, AICP Candidate

RECOMMENDATION: Staff recommends that the Planning & Zoning Board find the application for a large-scale Comprehensive Plan amendment for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC to be consistent with the City of Alachua Comprehensive Plan and transmit such finding to the City Commission with a recommendation to approve.

RECOMMENDED MOTION: *I move that this Board finds the application for a large-scale Comprehensive Plan amendment for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC to be consistent with the City of Alachua Comprehensive Plan and transmit such finding to the City Commission with a recommendation to approve.*

SUMMARY

This application is a request by CHW, LLC, applicant and agent on behalf of Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, property owners, for a large-scale Comprehensive Plan amendment to amend the future land use category from Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, and Commercial to Low Density Residential, Moderate Density Residential, High Density Residential, and Community Commercial on a ± 345.58-acre subject property. The subject property is located at 15601 NW 167th Boulevard.

Existing Future Land Use Designations

Objective 1.1 of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Agriculture land use category, the purpose of which is to "maintain agriculture operations within the city limits as well as preserve the rural character and small-town charm of Alachua." Limited residential uses, community services, agri-business, and agritourism are permitted in the Agriculture land use category.

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Policy 1.2.c of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Medium Density Residential land use category, which permits "residential development at a density of 4 dwelling units per acre to 8 dwelling units per acre, as well as small-scale neighborhood commercial and mixed use developments." A variety of residential uses are permitted within the category and supporting community services.

Policy 1.3.a of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Community Commercial land use category, the purpose of which is to "provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas while allowing for the development of a diverse and affordable housing stock. The Community Commercial land use category also serves as a transitionary land use category between residential and commercial land use categories." Typical uses permitted include a variety of business offices, retail sales and services, eating establishments, limited residential uses, and supporting community services.

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Table 1. Existing FLUM Designations

Summary of Existing FLUM Designations		
FLUM Designation:	Agriculture; Moderate Density Residential; Medium Density Residential; Community Commercial; Commercial	
Max. Gross Density:	Agriculture	51 dwelling units (0.2 DUA)
	Moderate Density Residential	55 dwelling units (4 DUA)
	Medium Density Residential	77 dwelling units (8 DUA)
	Community Commercial	679 dwelling units (15 DUA*)
	Commercial	273 dwelling units (15 DUA*)
	TOTAL	1,135 dwelling units (± 3.3 DUA)
Max. Floor Area:	Agriculture	± 5,631,437 square feet (0.50 FAR)
	Moderate Density Residential	N/A
	Medium Density Residential	N/A
	Community Commercial	± 1,183,699 square feet (0.60 FAR*)
	Commercial	± 476,982 square feet (0.60 FAR*)
	TOTAL	± 7,292,118 square feet / 167-acres (0.48 FAR)
Typical Uses: (For a full & comprehensive list, refer to the City of Alachua Comprehensive Plan, Future Land Use Element)	Agriculture	▪ Single family detached dwelling units; ▪ Manufactured, modular, and mobile homes; ▪ Accessory dwelling units; ▪ Supporting community services; ▪ Equestrian centers and boarding facilities; ▪ Agriculture production and education; ▪ Animal husbandry, care, and sales and services; ▪ Event facilities; ▪ Nurseries; ▪ Farmers markets; ▪ Agricultural biotechnological start-ups or incubators; ▪ Agriculture support services; ▪ Agri-tourism related activities; ▪ Rural conservation subdivisions.
	Moderate Density Residential	▪ Single family detached dwelling units; ▪ Accessory dwelling units; ▪ Manufactured, modular, and mobile homes; ▪ Duplexes and quadplexes; ▪ Townhomes; ▪ Residential Planned Developments; ▪ Supporting community services.
	Medium Density Residential	▪ Single family attached and detached dwelling units; ▪ Accessory dwelling units; ▪ Manufactured or modular homes; ▪ Duplexes and quadplexes; ▪ Apartments and townhomes; ▪ Live/work units; ▪ Residential Planned Unit Developments ▪ Supporting community services.

	Community Commercial	▪ Neighborhood commercial establishments; ▪ Residential/offices and live-work units; ▪ Business and professional offices; ▪ Personal services; ▪ Financial institutions; ▪ Retail sales and services that serve the community; ▪ Eating establishments; ▪ Indoor recreation/entertainment; ▪ Single-family and multi-family residential above first floor commercial uses; ▪ Visitor accommodations; ▪ Supporting community services such as schools, houses of worship, parks, and community centers; ▪ Traditional Neighborhood Planned Developments; ▪ Single family attached units; ▪ Apartments and townhomes; and, ▪ Duplexes and quadplexes.
	Commercial	▪ Retail sales and services; ▪ Personal services; ▪ Financial institutions; ▪ Recreation and entertainment; ▪ Tourist-related uses; ▪ Visitor accommodations; ▪ Commercial shopping centers; ▪ Auto-oriented uses; ▪ Traditional Neighborhood Planned Developments; ▪ Employment Center Planned Developments; ▪ Commercial recreation centers; ▪ Office/business parks; ▪ Limited industrial services; ▪ Eating establishments; ▪ Single family attached units; ▪ Apartments and townhomes; ▪ Duplexes and quadplexes; ▪ Single-family and multi-family residential above first floor commercial uses; ▪ Convention centers; and, ▪ Supporting community services such as schools, houses of worship, parks, and community centers.
*Density and intensity calculations were completed using the highest densities and intensities permitted in the Commercial land use category; however, the highest densities and intensities are associated with mixed-use development. Non-mixed-use development would have a lower theoretical development potential.		

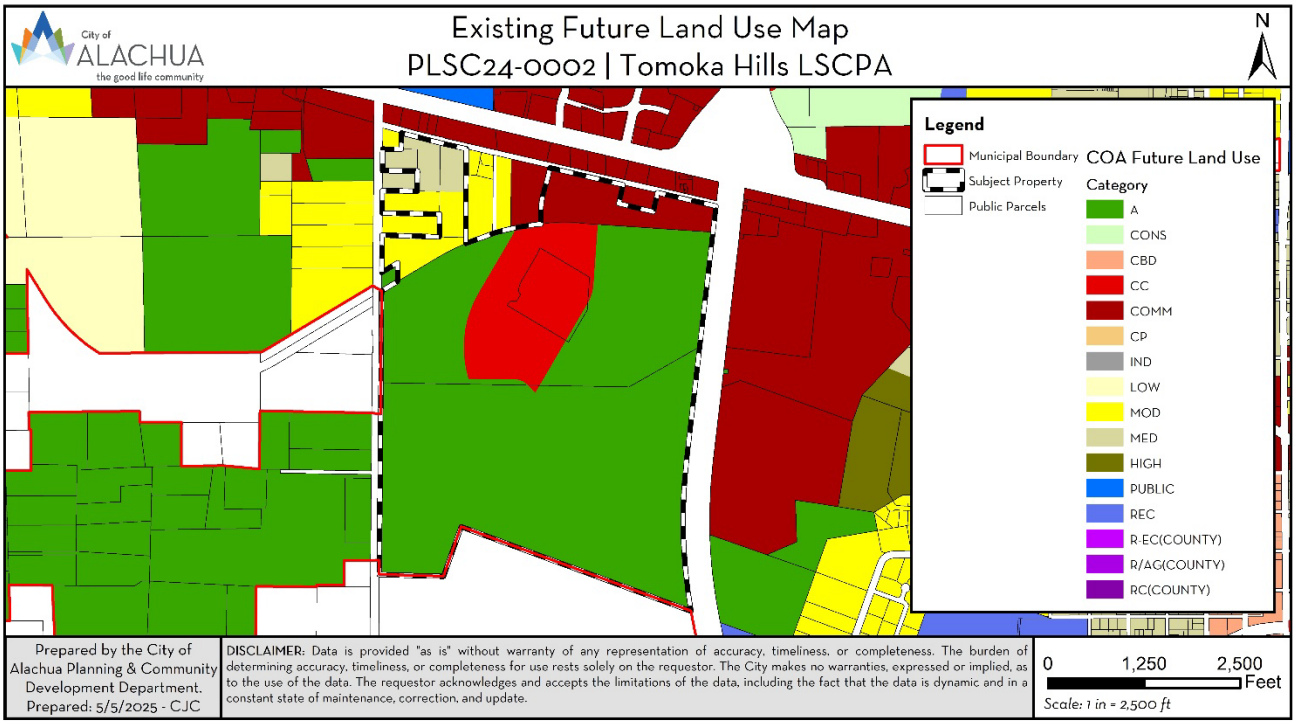

Figure 1. Subject Property with Existing Future Land Use Map

Proposed Future Land Use Designations

Policy 1.2.b of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Moderate Density Residential land use category, which permits "development at a maximum density of 4 dwelling units per acre." Single family detached dwelling units are the primary development type located in this category; however, the category also permits accessory dwelling units, manufactured or modular homes meeting certain design criteria, mobile homes only within mobile home parks, duplexes and quadplexes, townhomes, Residential Planned Developments, and supporting community services.

Policy 1.2.c of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Medium Density Residential land use category, which permits "residential development at a density of 4 dwelling units per acre to 8 dwelling units per acre, as well as small-scale neighborhood commercial and mixed use developments." A variety of residential uses are permitted within the category and supporting community services.

Policy 1.2.d of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the High Density Residential land use category, which permits "residential development at a density of 8 dwelling units per acre to 15 dwelling units per acre, as well as certain complementary uses, such as a low intensity neighborhood-scale retail and services." This is the highest density residential land use category within the City of Alachua. Both single family attached and detached units are permitted, though the category permits for an array of multi-family residential uses, including duplexes and quadplexes and apartments and townhomes.

Policy 1.3.a of the City of Alachua Comprehensive Plan, Future Land Use Element establishes the Community Commercial land use category, the purpose of which is to "provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas while allowing for the development of a diverse and affordable housing stock. The Community Commercial land use category also serves as a transitionary land use category between residential and commercial land use categories." Typical uses permitted include a variety of business offices, retail sales and services, eating establishments, limited residential uses, and supporting community services.

Table 2. Proposed FLUM Designations

Summary of Proposed FLUM Designations		
FLUM Designation:	Low Density Residential; Moderate Density Residential; High Density Residential; Community Commercial	
Max. Gross Density:	Low Density Residential	196 dwelling units (1 DUA)
	Moderate Density Residential	186 dwelling units (4 DUA)
	High Density Residential	352 dwelling units (15 DUA)
	Community Commercial	1,180 dwelling units (15 DUA*)
	TOTAL	1,914 dwelling units (± 5.5 DUA)
Max. Floor Area:	Low Density Residential	N/A
	Moderate Density Residential	N/A
	High Density Residential	N/A
	Community Commercial	± 2,056,380 square feet (0.60 FAR*)
	TOTAL	± 2,056,380 square feet / 47-acres (0.14 FAR)
Typical Uses: (For a full & comprehensive list, refer to the City of Alachua Comprehensive Plan, Future Land Use Element)	Low Density Residential	▪ Single family detached dwelling units; ▪ Manufactured, modular, and mobile homes; ▪ Accessory dwelling units; ▪ Residential Planned Developments; ▪ Supporting community services.
	Moderate Density Residential	▪ Single family detached dwelling units; ▪ Accessory dwelling units; ▪ Manufactured, modular, and mobile homes; ▪ Duplexes and quadplexes; ▪ Townhomes; ▪ Residential Planned Developments; ▪ Supporting community services.
	High Density Residential	▪ Single family attached and detached dwelling units; ▪ Accessory dwelling units; ▪ Duplexes and quadplexes; ▪ Apartments and townhomes; ▪ Live/work units; ▪ Residential Planned Unit Developments; ▪ Traditional Neighborhood Planned Developments; ▪ Group Living; ▪ Neighborhood-scale retail and services; ▪ Supporting community services.

	Community Commercial	▪ Neighborhood commercial establishments; ▪ Residential/offices and live-work units; ▪ Business and professional offices; ▪ Personal services; ▪ Financial institutions; ▪ Retail sales and services that serve the community; ▪ Eating establishments; ▪ Indoor recreation/entertainment; ▪ Single-family and multi-family residential above first floor commercial uses; ▪ Visitor accommodations; ▪ Supporting community services such as schools, houses of worship, parks, and community centers; ▪ Traditional Neighborhood Planned Developments; ▪ Single family attached units; ▪ Apartments and townhomes; and, ▪ Duplexes and quadplexes.
Net Increase/ Decrease	***+ 779 dwelling units (from 1,135 to 1,914 dwelling units)*** ***- 5,235,738 square feet (from 7,292,118 to 2,056,380 square feet)***	
*Density and intensity calculations were completed using the highest densities and intensities permitted in the Commercial land use category; however, the highest densities and intensities are associated with mixed-use development. Non-mixed-use development would have a lower theoretical development potential.		

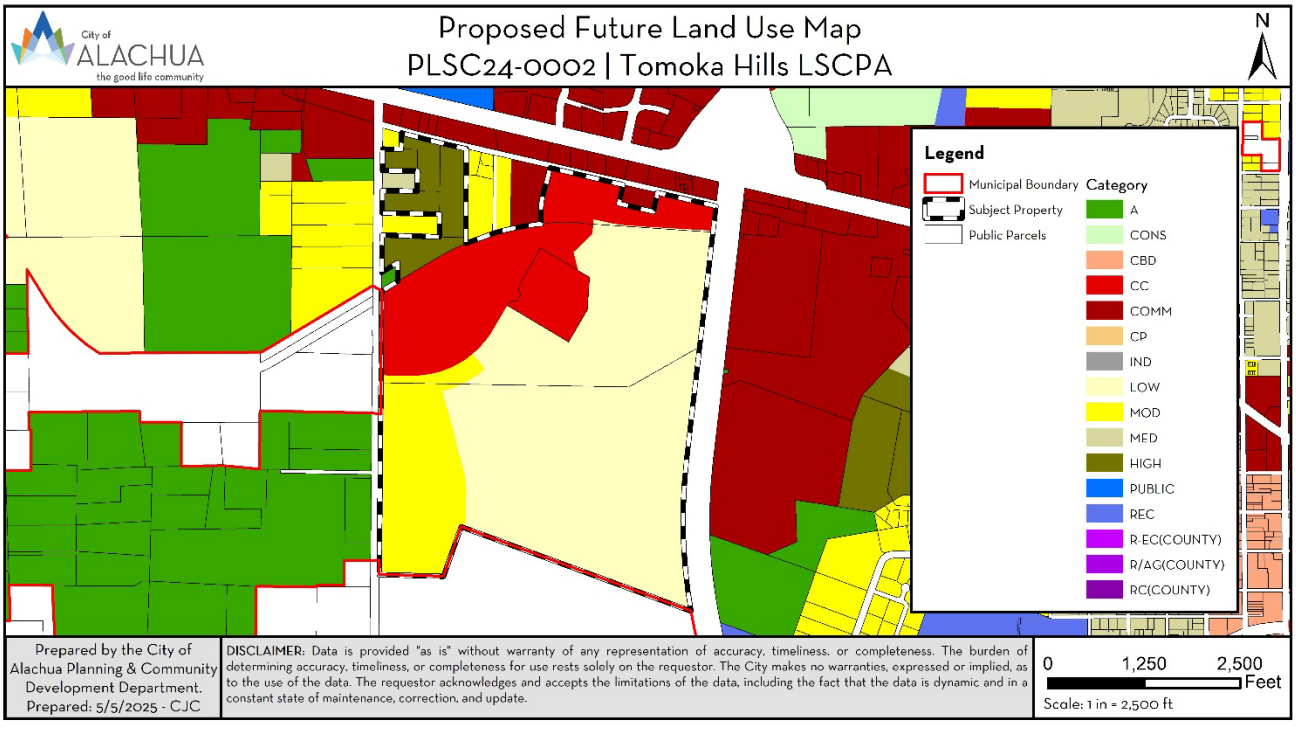

Figure 2. Subject Property with Proposed Future Land Use Map

EXISTING USES

The subject property is comprised of a mixture of cleared lands historically used for agricultural activities and naturally wooded areas. Additionally, two approved site plans are incorporated in the subject property's area. The Tower Hill Headquarters site plan (#PSP23-0003), approved on May 17, 2023, and the Tomoka Hills Golf Facility site plan (#PSP24-0014), approved on April 15, 2025.

SURROUNDING USES

The existing uses, Future Land Use Map (FLUM) designations, and zoning districts of the surrounding area are identified in Table 3. Figure 3 provides an overview of the vicinity of the subject property. (NOTE: The information below is intended to provide a general overview of the area surrounding the subject property and to generally orient the reader. The information below is not intended to be all-inclusive, and may not identify all existing uses, FLUM designations, and/or zoning districts surrounding the subject property.)

Table 3. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	Eating Establishments; Vacant Commercial; Single-Family Residential	Commercial; Moderate Density Residential	Commercial Intensive (CI); Residential Single-Family – 1 (RSF-1)
South	Single-Family Residential; Agriculture	Rural/Agriculture (County)	Agricultural (A)(County)
East	Vacant Commercial; Interstate 75	Commercial	Commercial Intensive (CI)
West	Single-Family Residential; Vacant Residential; Agriculture	Moderate Density Residential; Agriculture; Rural/Agriculture (County)	Planned Development – Residential (PD-R); Agricultural (A); Agricultural (A)(County)

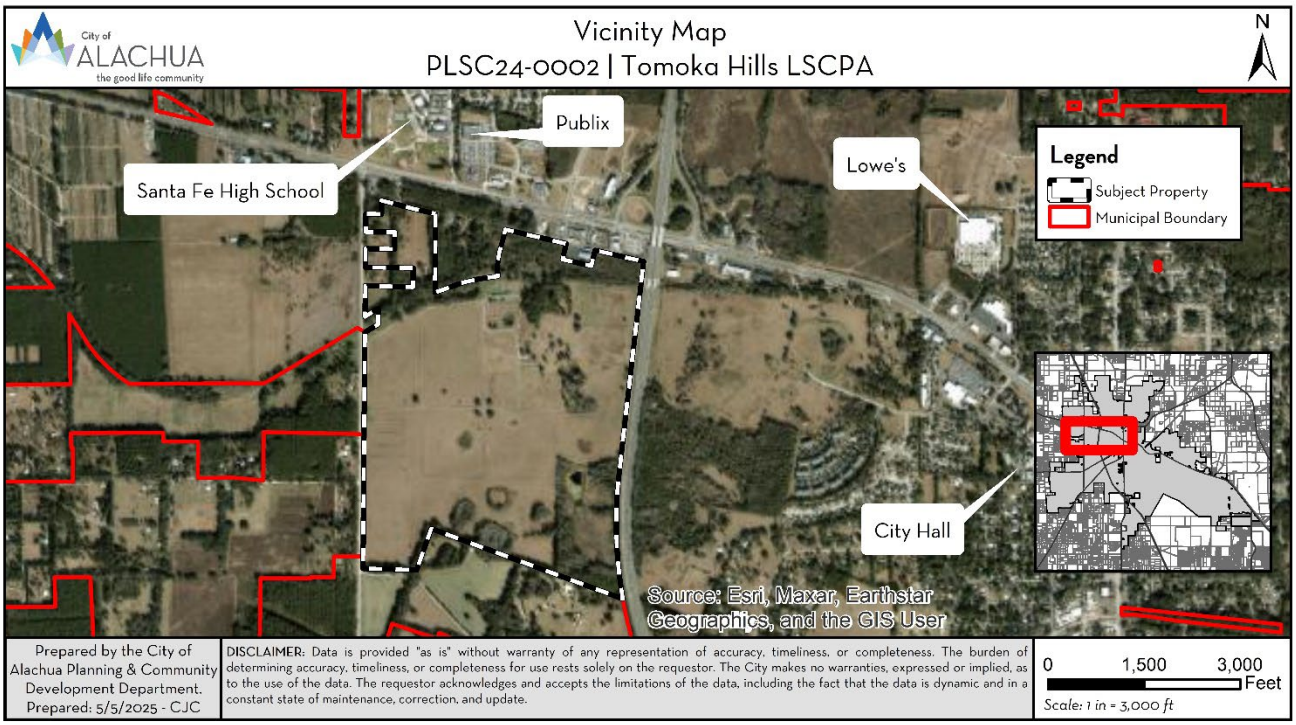

Figure 3. Vicinity Map

NEIGHBORHOOD MEETING

The purpose of a neighborhood meeting is to educate the owners of nearby land and any other interested members of the public about the project and to receive comments regarding the project. Neighborhood meetings are not required for large-scale Comprehensive Plan amendment applications; however, a neighborhood meeting was held regarding the companion site-specific amendment to the Official Zoning Atlas application.

A neighborhood meeting was held on September 12, 2024, at 11801 Research Drive (CHW Offices). As required by Section 2.4.4 of the City's Land Development Regulations, all property owners within 400 feet of the subject property were notified and notice of the meeting was published in a newspaper of general circulation. The applicant was available to answer questions. Materials submitted by the applicant indicate that the meeting was attended by 6 members of the public.

Concerns and comments raised by the members of the public who attended included traffic and roadway construction standards, the presence of wetlands on the subject property, water quality, and property rights. A full neighborhood meeting summary submitted by the applicant is available for review in the application materials.

NEEDS ANALYSIS

Chapter 163.3177(6)(a)4., Florida Statues, requires the future land use element of a comprehensive plan to provide a balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns, such as antiquated subdivisions. The amount of land designated for future land uses should allow the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business and may not be limited solely by the projected population. The element shall accommodate at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period unless otherwise limited under s. 380.05, including related rules of the Administration Commission.

The applicant contends that the City's population growth rate of approximately 16.72% between the 2010 and 2020 decennial census warrants an increase in housing accommodation as the City's population continues to grow. Utilizing 2022 population estimates from the University of Florida Bureau of Economic and Business Research (BEBR), the applicant showed further growth of 2.55%. For reference, the population of the City of Alachua was estimated to be at 10,574 by the 2020 decennial census and at 11,296 in 2024 by BEBR.

The applicant submitted further documentation demonstrating the current supply and demand of residential properties within the City of Alachua. The applicant contends that housing supply is currently quickly absorbed by a demand in the geographic market, warranting an increase in housing supply.

The applicant also addressed businesses in the needs analysis submitted to the Planning and Community Development Department and contends that the subject property is a prime location for not only businesses such as those located in progress park, but also for businesses and residents to be located in close proximity to each other.

The applicant submitted a full needs analysis with their contentions and is available for review in the application materials.

URBAN SPRAWL ANALYSIS

Section 163.3177, Florida Statutes, requires any amendment to the Future Land Use Element to discourage the proliferation of urban sprawl. Section 163.3177(6)(a)9.a., Florida Statutes, identifies 13 primary urban sprawl indicators and states that, "[t]he evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality..."

An evaluation of each primary indicator is provided below.

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

Evaluation & Findings: The proposed amendment would provide areas for low, moderate, and high-density residential uses and a mixed-use land use category, Community Commercial.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.

Evaluation & Findings: The subject property is located within the U.S. Highway 441/Interstate 75 Gateway Overlay District, adjacent to lands developed for urban purposes. Although a large portion of the property is currently designated for agriculture and rural purposes, the only other lands nearby that are available may have environmental features that preclude them from suitability.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

Evaluation & Findings: The site reduces an existing strip development pattern along U.S. Highway 441 by extending the business zone district down and providing for a mix of residential and business uses in proximity.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

Evaluation & Findings: The subject property does contain delineated wetlands and is a karst sensitive area. All applicable City of Alachua Comprehensive Plan policies regarding natural features and environmentally sensitive areas will be enforced on the subject property.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

Evaluation & Findings: As indicated by the soils present on the subject property in the Soil Survey of Alachua County, Florida, dated August 1985, several soils present are not well suited for agricultural and silvicultural activities. Additionally, the subject property is not actively used for agricultural operations, although it historically had been. The adjacent property to the south does contain active agricultural operations; however, the proposed adjacent land use categories are lower in density and intensity. The adjacent land use categories are Low Density Residential and Moderate Density Residential respectively.

(VI) Fails to maximize use of existing public facilities and services.

Evaluation & Findings: The subject property is located within the City of Alachua potable water and wastewater community service areas and will connect to existing public facilities and services and will extend facilities as necessary.

(VII) Fails to maximize use of future public facilities and services.

Evaluation & Findings: The subject property is located within the City of Alachua potable water and wastewater community service areas and will connect to existing public facilities and services and will extend facilities as necessary.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

Evaluation & Findings: The applicant contends that the development of the subject property is adjacent to sufficient public facilities and services are available and is proposing to provide a potable water system enhancement by looping the system in the CR 235A vicinity, increasing water pressure and enhancing fire flow. The applicant did not address increase in the cost in time, money, and energy for maintaining such facilities over time.

(IX) Fails to provide a clear separation between rural and urban uses.

Evaluation & Findings: The subject property transitions from higher density and intensity land use categories in the north, adjacent to existing urban uses along U.S. Highway 441, towards moderate and lower density and intensity uses in the south before reaching the subject property boundary, adjacent to a Rural/Agriculture (County) land use category.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Evaluation & Findings: The applicant contends that the proposed amendment is considered to be infill development. Staff notes that although the proposed amendment does not appear to discourage or inhibit infill development, the proposed amendment does not meet the definition established for infill development in the City of Alachua Comprehensive Plan and Florida Statute 163.3164(51).

(XI) Fails to encourage a functional mix of uses.

Evaluation & Findings: The applicant contends that the proposed amendment would further diversify the residential and commercial uses within the subject property, increasing housing options and variety of goods and services within a single development. The typical list of uses permitted in the proposed land use categories is provided in Table 2 and does demonstrate a functional mix of uses.

(XII) Results in poor accessibility among linked or related land uses.

Evaluation & Findings: The proposed configuration of the proposed land use categories appears to use transitions in density and intensity and permitted uses to promote an increase in land use linkages from the existing land use categories.

(XIII) Results in the loss of significant amounts of functional open space.

Evaluation & Findings: The subject property is currently primarily open space; however, the subject property does not contain any functional open space and is privately owned.

Urban Form Criteria

In addition to the preceding urban sprawl indicators, Chapter 163.3177 also establishes eight "Urban Form" criteria. An amendment to the Future Land Use Map is presumed to not be considered urban sprawl if it meets four of the eight urban form criteria. These urban form criteria, and an evaluation of each as each may relate to this application, are provided below.

The applicant has also provided an analysis of the application's consistency with Chapter 163.3177 within the application materials.

(I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

Evaluation & Findings: The applicant contends that the subject property is located in an area that already has residential and commercial development and that placing a variety of residential and commercial options within close proximity to these new/expanded developments will reduce development pressure on lands less suitable for development.

Staff contends that the subject property is not located in an area that already has significant residential and commercial development, but rather resides adjacent to it. Additionally, the property has several delineated wetlands on the site; although, the wetlands and surface waters are primarily located in the lowest density land use that is proposed. While the proposed amendment will likely not have a significant adverse impact on any natural resources and ecosystems, Staff does not consider the threshold of "protects" to be met based on the applicant's statement.

(II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

Evaluation & Findings: The subject property is located within the City of Alachua potable water and wastewater community service areas and will connect to existing public facilities and services and will extend facilities as necessary. The applicant also contends that where feasible, they will work to enhance the overall public utility system.

(III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

Evaluation & Findings: The applicant contends that the proposed land use categories provide a mix of uses and densities and intensities that will allow for development in a compact, efficient manner that maximizes onsite natural features, provides interconnectivity for multiple transportation modes, and a variety of housing options.

Staff contends that, between the subject property well exceeding 300-acres in size and the largest proposed land use being Low Density Residential, the proposed amendment does not meet the common definition of compact. Compact is not defined by the Community Planning Act in State Statute, nor is it defined in the City of Alachua Comprehensive Plan or Land Development Regulations. When undefined, Staff typically turns to "A Planner's Dictionary" published by the American Planning Association in 2004; however, even "A Planner's Dictionary" does not state a definition. In such a situation Staff refers to the common or colloquial definition.

Merriam-Webster, as published on date of access May 5, 2025, provides four definitions for compact:

1. Having a dense structure or parts or units closely packed or joined
2. Not diffuse or verbose
3. Occupying a small volume by reason of efficient use of space
4. Short-bodied, solid, and without excess flesh

Definitions one and three appear to be most applicable. Staff contends that the subject property itself is not small by volume and a density of one dwelling unit per acre does not provide for an efficient use of space.

(IV) Promotes conservation of water and energy.

Evaluation & Findings: The applicant provided no evidence that the proposed amendment would promote the conservation of water and energy.

(V) Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

Evaluation & Findings: The applicant provided no evidence that the proposed amendment would preserve agricultural areas. Rather, the proposed amendment would reduce the amount of lands designated for agriculture.

(VI) Preserves open space and natural lands and provides for public open space and recreation needs.

Evaluation & Findings: The proposed land use categories all permit for supporting community services, including parks and public open space and recreation. As required by the City of Alachua Comprehensive Plan, all new development will be required to consider and provide required open spaces and required to consider and meet standards regarding the preservation of environmental features and natural lands.

(VII) Creates a balance of land uses based upon the demand of the residential population for the nonresidential needs of an area.

Evaluation & Findings: The subject property would provide for a mix of residential and commercial uses. Adjacent to the subject property is existing non-residential development that would become accessible to residents in this area. The proposed land use categories appear to provide for a balance of land uses.

(VIII) Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

Evaluation & Findings: The site reduces an existing strip development pattern along U.S. Highway 441 by extending the business zone district down and providing for a mix of residential and business uses in proximity. Additionally, the applicant has submitted a companion site-specific amendment to the Official Zoning Atlas application which proposes a Planned Development, which may qualify the proposed development under the definition for new town in Florida Statute 163.3164.

Staff concludes that urban form criteria II, VI, VII, and VIII appear to be substantially met based upon the applicant's statements and submitted documentation.

COMPREHENSIVE PLAN CONSISTENCY ANALYSIS

The goals, objectives, and policies (GOPs) identified below are provided to establish a basis of the application's consistency with the Comprehensive Plan. There may be additional GOPs which the application is consistent with that are not identified within this report. An evaluation and findings of consistency with the identified GOPs is also provided below.

Future Land Use Element

Goal 1: *Future Land Use Map 2035*

The City shall maintain a Future Land Use Map in order to effectively guide development in a sustainable manner and to ensure economic prosperity and stability while maintaining a high quality of life for all of its present and future citizens, businesses, and visitors.

Objective 1.2: *Residential*

The City shall establish four Residential land use categories to ensure an orderly urban growth pattern that will provide for a variety of housing options to its residents and provides for the best use of available lands for residential development.

Policy 1.3.a: *Community Commercial*: The Community Commercial land use category is a mixed-use land use category established to provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas while allowing for the development of a diverse and affordable housing stock. The Community Commercial land use category also serves as a transitionary land use category between residential and commercial land use categories. The following uses are allowed within the Community Commercial land use category:

1. Neighborhood commercial establishments;
2. Residential/offices and live-work units;
3. Business and professional offices;
4. Personal services;
5. Financial institutions;
6. Retail sales and services that serve the community;
7. Eating establishments;
8. Indoor recreation/entertainment;
9. Single-family and multi-family residential above first floor commercial uses;
10. Visitor accommodations;
11. Supporting community services such as schools, houses of worship, parks, and community centers;
12. Traditional Neighborhood Planned Developments;
13. Single family attached units;
14. Apartments and townhomes; and,
15. Duplexes and quadplexes.

Development in the Community Commercial land use category may occur as mixed-use or non-mixed-use.

Evaluation & Findings: The proposed amendment would designate portions of the subject property as Low Density Residential, Moderate Density Residential and Medium Density Residential, with Community Commercial used as a transitionary land use category between the proposed and existing lower density and intensity categories and the proposed and existing higher density and intensity categories. The variety of land use categories proposed, and the allowable uses within each category, should allow for an orderly growth pattern with a variety of housing options.

Policy 1.3.f: The creation/promotion of strip pattern commercial development shall be discouraged. Infill within established commercial areas is preferred over extension of a strip commercial pattern. Extension of a commercial land use designation may be considered in circumstances where the extension is compatible with the existing land uses surrounding the land or the land use categories of surrounding lands. Extensions of a commercial land use category shall not encroach into a residential area. The following criteria shall be applied to limit the impacts of commercial development upon surrounding areas:

1. Impacts upon traffic circulation should be anticipated and mitigated through the reservation of right-of-way for road widening and marginal access streets when appropriate.
2. Access points for commercial development shall minimize points of conflict by utilizing frontage roads, providing cross access between parcels, or installing shared use ingress and egress access driveways connections to roadways.
3. Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development upon surrounding land uses.
4. A sidewalk or bicycle path shall be required where appropriate, to provide convenient access to the development from surrounding areas and to reduce traffic volumes on the roadways.

Evaluation & Findings: The proposed amendment reduces an existing strip pattern of commercial development by extending the Community Commercial use category into the property, acting as a transition to lower density and intensity residential land use categories. The existing land use categories do permit residential development, but do not constitute a residential area; therefore, the proposed land use category of Community Commercial would not encroach into an existing residential area.

The applicant has submitted an updated Traffic Impact Analysis (TIA) to address impacts upon traffic circulation and access points. Future development applications will be required to comply with requirements for cross access, setbacks and landscaping, and sidewalks as required by the City of Alachua Comprehensive Plan and Land Development Regulations.

Goal 5: *Development Standards*

The City shall include provisions through its Comprehensive Plan amendment process, development review process and in its Land Development Regulations for development standards that address natural features and availability of facilities and services. These development standards will strive to protect natural resources and public facility resources while allowing for innovative and flexible development patterns.

Policy 5.1.a: Topography: The City shall protect the natural topography of the City, including steep and seepage slopes, by requiring new development to include techniques to minimize negative impacts on the natural terrain. An emphasis will be placed on retaining the natural function of seepage slopes during development. Additionally, retention of existing native vegetation will be encouraged as one method of protecting slopes.

Policy 5.1.b: Soils: The City shall ensure soil protection and intervention measures are included in the development review process.

Policy 5.1.c: Flood prone areas: The City shall require as part of the development review process the identification of FEMA flood zone areas. Where necessary, base flood elevations and minimum finished floor elevations shall be established. The City shall also require finished floor elevations on subdivision plats, site plans and building permit plans when necessary to determine compliance with flood prone area regulations. The City shall establish standards for a limitation on filling in flood prone areas.

Policy 5.1.d: Wetlands: The City shall utilize statewide wetland delineation methodology in accordance with Florida Administrative Code (FAC) and regulations adopted by the FDEP and the Suwannee River Water Management District.

Policy 5.1.e: Habitat: The City shall require as part of the development review process, an inventory of listed species for all new developments in areas identified as known habitat for listed species if listed species are known to exist in close proximity to the development. The survey shall include detailed information regarding type, quantity, location, and habitat requirements for any listed species identified. A de minimus threshold for properties required to complete the inventory may be established in the City's Land Development Regulations.

Evaluation & Findings: An environmental conditions analysis has been included within this report. The subject property does contain wetlands and surface water bodies, primarily located in the southeast portion of the subject property, where the Low Density Residential land use category is proposed. Low density development, when buffering as required by the City of Alachua Comprehensive Plan is provided, is typically not a concern in such areas.

The subject property contains 16 soils according to the Soil Survey of Alachua County, Florida, dated August 1985. The soils are primarily well draining, though some soils do present moderate limitations to commercial development due to slope and some soils present severe limitations for all development due to drainage. These severe limitation soils are primarily congregated around wetland areas, where development would not be permitted regardless.

The topography of the site is Karst sensitive, and geotechnical analysis may be required as part of future development applications. The subject property is not identified in the Florida Natural Areas Inventory; however, the subject property is known to be inhabited by three gopher tortoises. All applicable regulations regarding listed species in the City of Alachua Comprehensive Plan and Land Development Regulations and all other local, state, and federal laws must be complied with. All future development applications on this property will be required to submit an inventory of listed species as part of the application.

Policy 5.2.a: All new development shall meet level of service requirements for roadways, potable water, sanitary sewer, stormwater, solid waste, and public schools in accordance with LOS standards adopted in the elements addressing these facilities.

Evaluation & Findings: A large-scale Comprehensive Plan amendment does not constitute a final nor a preliminary development order and is not required to comply with level of service requirements. The companion site-specific amendment to the Official Zoning Atlas application contains a public facilities impact analysis and address level of service standards.

Policy 9.1: Any new development or redevelopment within a Commercial or Industrial land use category within the corporate limits, where potable water and wastewater service are available, as defined in Policy 1.2.a and Policy 4.2.b of the Community Facilities Element of the City's Comprehensive Plan, shall connect to the City's potable water and wastewater system.

Policy 9.2: Any new residential subdivision within the corporate limits, where potable water service is available, as defined in Policy 4.2.b of the Community Facilities Element of the City's Comprehensive Plan that is within a Residential land use category or the Agriculture land use category shall connect to the City's potable water system. Any new residential subdivision within the corporate limits, where wastewater service is available, as defined in Policy 1.2.a of the Community Facilities Element of the City's Comprehensive Plan that is within a Residential land use category shall connect to the City's wastewater system.

Evaluation & Findings: The subject property is located within the City's potable water and wastewater community service areas. As such, all future development will be required to connect.

Transportation Element

Objective 1.5: *Linking Land Use and Transportation*

The City shall require that all traffic circulation improvements be consistent with and complement the future land uses on the Future Land Use Map.

Policy 1.5.e: Where feasible, the City will encourage strategies to facilitate development patterns that support multi-modal solutions, including urban design and appropriate land use mixes, including intensity and density.

Evaluation & Findings: The proposed amendment offers a functional mix of uses at densities and intensities that are expected to support multi-modal transportation options, including walking and biking, in close proximity to existing commercial development.

Housing Element

Policy 1.1.a: The City shall encourage a variety of housing types including conventional single family homes, accessory dwelling units, multi-family units, group homes, assisted living facilities, foster care facilities, mobile homes, and manufactures housing, and shall ensure that appropriate land use designations and zoning districts exist to accommodate each type.

Evaluation & Findings: The proposed amendment would greatly increase the variety and quantity of housing units permitted on the subject property from the currently permitted limited residential uses in the existing land use categories.

Conservation and Open Space Element

Objective 1.10: *Wetlands*

The City shall protect and preserve wetland values and functions from adverse, human caused, physical and hydrologic distrubances.

Evaluation & Findings: An environmental conditions analysis has been included within this report. The subject property does contain wetlands and surface water bodies, primarily located in the southeast portion of the subject property, where the Low Density Residential land use category is proposed. Low density development, when buffering as required by the City of Alachua Comprehensive Plan is provided, is typically not a concern in such areas.

Objective 1.12: *Water Resources*

The City shall protect and conserve the quantity and quality of water resources, not only for the benefit of residents of the City, but for all in North Florida who depend on the Floridian Aquifer for drinking water, and for the benefit of all connected springs, streams, and rivers which may be impacted by the City's land use and development practices.

Evaluation & Findings: An environmental conditions analysis has been included within this report. The subject property does contain wetlands and surface water bodies, primarily located in the southeast portion of the subject property, where the Low Density Residential land use category is proposed. Low density development, when buffering as required by the City of Alachua Comprehensive Plan is provided, is typically not a concern in such areas.

ENVIRONMENTAL CONDITIONS ANALYSIS

Wetlands

Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Evaluation & Findings: The subject property does contain wetlands and surface water bodies, primarily located in the southeast portion of the subject property, where the Low Density Residential land use category is proposed. Low density development, when buffering as required by the City of Alachua Comprehensive Plan is provided, is typically not a concern in such areas.

Future development applications will be required to follow all applicable City of Alachua Comprehensive Plan and Land Development Regulations standards, including buffering from wetlands, as well as any other applicable local, state, and federal regulations.

Strategic Ecosystems

Strategic Ecosystems were identified by an ecological inventory project in a report prepared for Alachua County Department of Growth Management in 1987 and updated in 1996. The purpose of the inventory was to identify, inventory, map, describe, and evaluate the most significant natural biological communities in private ownership in Alachua County.

Evaluation & Findings: The subject property is not located within or adjacent to a strategic ecosystem, therefore, the development will have no impact upon any strategic ecosystem(s) identified within the ecological inventory report.

Regulated Plant & Animal Species

The Florida Natural Areas Inventory (FNAI) has identified areas throughout the State of Florida which may contain good quality natural communities. This data layer is known as the Potential Natural Areas (PNA) data layer, and identifies privately owned lands that are not managed or listed for conservation purposes. These areas were delineated by FNAI scientific staff through interpretation of natural vegetation from 1988-1993 FDOT aerial photographs and from input received during Regional Ecological Workshops held for each regional planning council. These workshops were attended by experts familiar with natural areas in the region.

Potential Natural Areas were assigned ranks of Priority 1 through Priority 5 based on size, perceived quality, and type of natural community present. The areas included in Priority 5 are exceptions to the above criteria. These areas were identified through the same process of aerial photographic interpretation and regional workshops as the PNA 1 through 4 ranked sites, but do not meet the standard criteria.

Evaluation & Findings: The subject property is not identified in the Florida Natural Areas Inventory; however, the subject property is known to be inhabited by three gopher tortoises. Future development applications may require a 100% gopher tortoise survey as part of the review process. All FWCC guidelines must be followed.

No other species identified as endangered, threatened, or of special concern are known to exist on the subject property. No areas of the subject property have been prioritized as part of the Florida Natural Areas Inventory. If a regulated plant or animal species is discovered, any future development will be required to conform with the applicable policies and regulations established in the City of Alachua Comprehensive Plan and Land Development Regulations.

Soil Survey

The hydrologic soil group is an indicator of potential soil limitations. The hydrologic soil group, as defined for each specific soil, refers to a group of soils which have been categorized according to their runoff-producing characteristics. These hydrologic groups are defined by the Soil Survey of Alachua County, Florida, dated August 1985. The chief consideration with respect to runoff potential is the capacity of each soil to permit infiltration (the slope and kind of plant cover are not considered, but are separate factors in predicting runoff.) There are four hydrologic groups: A, B, C, and D. “Group A” soils have a higher infiltration rate when thoroughly wet and therefore have a lower runoff potential. “Group D” soils have a lower infiltration rate and therefore a higher runoff potential.

There are 16 soil types found within the subject property, shown in Table 4.

Table 4. Soil Types

Soil Type	Hydrologic Group	Drainage Class	Limitations		% of Subject Property (may not total to 100% due to rounding)
			Dwellings Without Basements	Small Commercial Buildings	
Kendrick Sand; 2 - 5% Slopes	A	Well Drained	Slight	Slight	26.49%
Millhopper Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	23.07%
Fort Meade Fine Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	16.04%
Arredondo Fine Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	9.41%
Blichton Sand; 5 - 8% Slopes	D	Poorly Drained	Severe	Severe	4.68%
Gainesville Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	4.43%
Lochloosa Fine Sand; 2 - 5% Slopes	C	Somewhat Poorly Drained	Slight	Slight	4.01%
Bivans Sand; 5 - 8% Slopes	D	Somewhat Poorly Drained	Severe	Severe	2.75%
Blichton Sand; 0 - 2% Slopes	D	Poorly Drained	Severe	Severe	2.75%
Norfolk Loamy Fine Sand; 5 - 8% Slopes	B	Well Drained	Slight	Moderate (Slope)	2.39%
Millhopper Sand; 5 - 8% Slopes	A	Well Drained	Slight	Moderate (Slope)	2.14%
Kendrick Sand; 5 - 8% Slopes	A	Well Drained	Slight	Moderate (Slope)	1.56%
Norfolk Loamy Fine Sand; 2 - 5% Slopes	B	Well Drained	Slight	Slight	1.20%
Lochloosa Fine Sand; 5 - 8% Slopes	C	Somewhat Poorly Drained	Slight	Slight	0.41%
Bivans Sand; 2 - 5% Slopes	D	Poorly Drained	Severe	Severe	0.37%
Pits and Dumps	N/A	N/A	Severe	Severe	0.06%

Evaluation & Findings: The soils on the subject property are primarily well draining, though some soils do present moderate limitations to commercial development due to slope and some soils present severe limitations for all urban development due to drainage. These severe limitation soils are primarily congregated around wetland areas, where development would not be permitted regardless due to required buffering of wetlands. Additionally, these more severely limited soils tend to be located in the proposed Low Density Residential land use category, which is less urban in nature. The more urban and higher density and intensity land use categories are primarily concentrated in areas with less limiting soils.

Flood Potential

Panel 12001C0120D of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Series, dated June 16, 2006 indicates that the development area is in Flood Zone X (areas determined to be outside of the 500-year floodplain).

Evaluation & Findings: Since the subject property is located in Flood Zone X, there are no issues related to flood potential.

Karst-Sensitive Features

Karst sensitive areas include geologic features, such as fissures, sinkholes, underground streams, and caverns, and are generally the result of irregular limestone formations.

Evaluation & Findings: The subject property is located in a Karst Sensitive area, primarily in the southeast where a seepage slope appears to be located. Future development will be required to comply with Objective 3.5 of the Community Facilities Element of the City of Alachua Comprehensive Plan and its subsequent policies regarding stormwater system design. Additionally, several potential sinkholes are present and geotechnical analysis may be required as part of future development applications.

Wellfield Protection Zones

Policy 7.2.1 of the Future Land Use Element of the City's Comprehensive Plan establishes a 500-foot radius area around each city-owned potable water well.

Evaluation & Findings: The subject property is not located within a City of Alachua wellfield protection zone as identified on the City of Alachua Wellfield Primary Protection Zones Map of the City's Comprehensive Plan, therefore, there are no issues related to wellfield protection.

Historic Structures/Markers and Historic Features

The State of Florida and the Alachua County Historic Resources Inventory identify historic structures in addition to the City's Historic Overlay District, as established by Section 3.7 of the City's Land Development Regulations.

Evaluation & Findings: The subject property is not within the City's Historic Overlay Districts and the State of Florida and Alachua County Historic Resources Inventory note no historic structures or markers on the subject property.

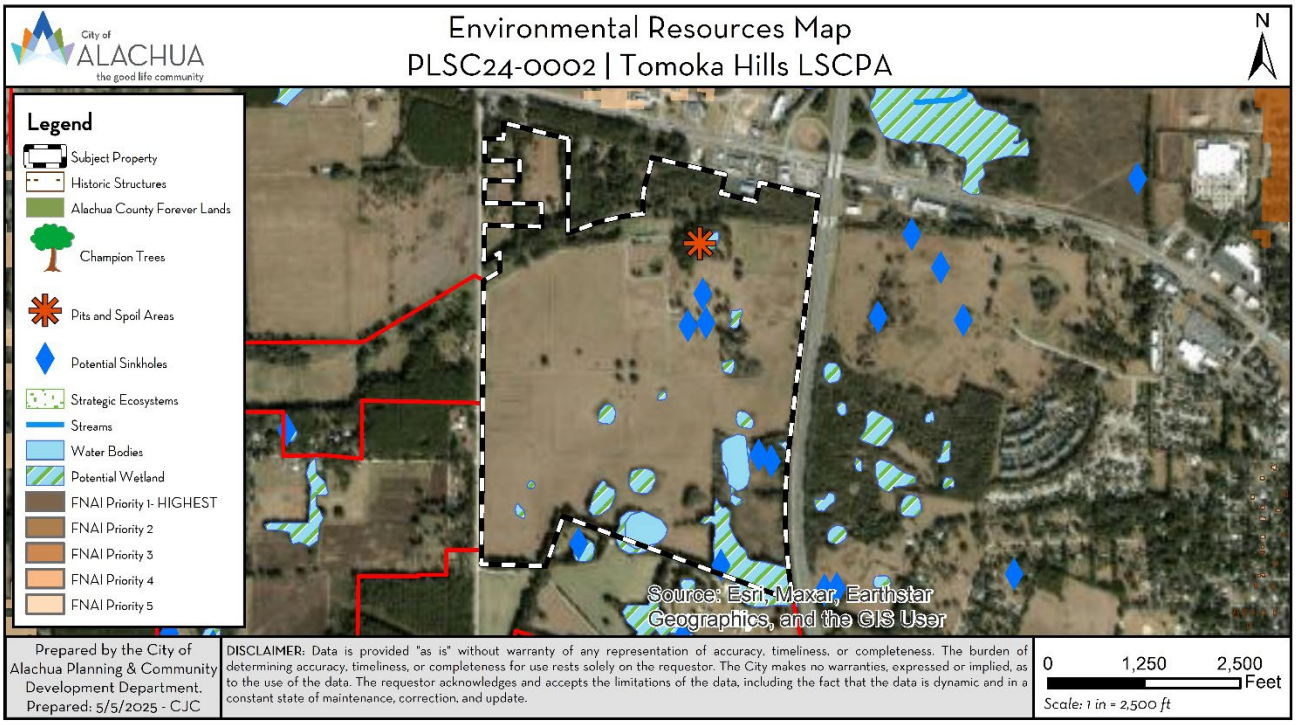

Figure 4. Environmental Resources Map

EXHIBIT "A"
TO
PLSC24-0002 | TOMOKA HILLS
LARGE-SCALE COMPREHENISVE PLAN AMENDMENT
STAFF REPORT

DRAFT ORDINANCE 25-09

ORDINANCE 25-09

AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE LARGE SCALE AMENDMENT OF THE CITY OF ALACHUA COMPREHENSIVE PLAN FUTURE LAND USE MAP; AMENDING THE FUTURE LAND USE MAP CLASSIFICATION FROM AGRICULTURE (± 258.56-ACRES), MODERATE DENSITY RESIDENTIAL (± 13.78-ACRES), MEDIUM DENSITY RESIDENTIAL (± 9.7-ACRES), COMMUNITY COMMERCIAL (± 45.29-ACRES), AND COMMERCIAL (± 18.25-ACRES) TO LOW DENSITY RESIDENTIAL (± 196.68-ACRES), MODERATE DENSITY RESIDENTIAL (± 46.74-ACRES), HIGH DENSITY RESIDENTIAL (± 23.48-ACRES), AND COMMUNITY COMMERCIAL (± 78.68-ACRES) ON A ± 345.48-ACRE SUBJECT PROPERTY LOCATED 15601 NW 167TH BOULEVARD; TAX PARCELS 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, AND 03873-001-001; REPEALING ALL ORDINANCES IN CONFLICT; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

R E C I T A L S

WHEREAS, the Community Planning Act (Section 163.3161 et. seq.), Florida Statutes, requires each local government to maintain a comprehensive plan; and,

WHEREAS, an application for a large scale comprehensive plan amendment, as described below, to the Comprehensive Plan Future Land Use Map has been filed with the City; and,

WHEREAS, a duly advertised public hearing was conducted on the proposed amendment on May 13, 2025, by the City of Alachua Planning and Zoning Board, sitting as the Local Planning Agency (LPA), and the LPA reviewed and considered comments received during the public hearing concerning the application and made its recommendation for approval to the City Commission; and,

WHEREAS, the City Commission considered the recommendations of the LPA at a duly advertised public hearing on _____, provided for and received public participation, and approved the amendment for transmittal to the Florida Department of Commerce and reviewing agencies under the Expedited State Review process; and,

WHEREAS, the Florida Department of Commerce has reviewed the proposed amendment and issued its comment letter on _____; and,

WHEREAS, the City Commission considered the comments and recommendations received from the Florida Department of Commerce and reviewing agencies; and,

WHEREAS, the City Commission held a duly advertised public hearing on adoption of the proposed amendment and provided for and received public participation, and approved the amendment on _____ with no changes since the transmittal hearing; and,

DRAFT

WHEREAS, the City Commission has determined and found said application for the amendment, to be consistent with the City of Alachua Comprehensive Plan and Land Development Regulations; and,

WHEREAS, for reasons set forth in this Ordinance that is hereby adopted and incorporated as findings of fact, that the Alachua City Commission finds and declares that the enactment of this amendment is in the furtherance of the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA:

Section 1. Findings of Fact and Conclusions of Law

1. The above recitals are true and correct and incorporated herein by reference.
2. The proposed Future Land Use Map amendment is consistent with the Comprehensive Plan.
3. The amendment will not cause a reduction in the adopted level of service standards for transportation, potable water, sanitary sewer, solid waste, stormwater, recreation, or public schools.

Section 2. Comprehensive Plan, Future Land Use Map Amended

The Comprehensive Plan Future Land Use Map is hereby amended on Tax Parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, and 03873-001-001 from Agriculture (± 258.56-acres), Moderate Density Residential (± 13.78-acres), Medium Density Residential (± 9.7-acres), Community Commercial (± 45.29-acres), and Commercial (± 18.25-acres) to Low Density Residential (± 196.68-acres), Moderate Density Residential (± 46.74-acres), High Density Residential (± 23.48-acres), and Community Commercial (± 78.68-acres) in accordance with the legal descriptions in Exhibit "A" and map in Exhibit "B" attached hereto and incorporated herein.

Section 3. Ordinance to be Construed Liberally

This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Alachua, Florida.

Section 4. Repealing Clause

All ordinance or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

Section 5. Severability

It is the declared intent of the City Commission of the City of Alachua that, if any section, sentence, clause, phrase, or provision of this ordinance is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this ordinance, and the remainder of the ordinance after the exclusions of such part or parts shall be deemed to be valid.

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Section 6. Effective Date

This ordinance shall become effective immediately upon passage and adoption. The effective date of these plan amendments shall be 31 days after the state land planning agency notifies the City of Alachua, Florida that the plan amendment package is complete, unless a timely challenge has been filed by an affected person in accordance with Chapter 163.3184, Florida Statutes. If timely challenged, these plan amendments shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance in accordance with Chapter 163.3184, Florida Statutes. No development orders, development permit, or land uses dependent on this plan amendment may be issued or commenced before this plan amendment has become effective.

PASSED on first reading the _____ day of _____, 2025.

PASSED and **ADOPTED,** in regular session, with a quorum present and voting, by the City Commission, upon second and final reading this _____ day of _____, 2025.

CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA

Walter Welch, Mayor

SEAL

ATTEST:

Mike DaRoza, City Manager/Clerk

APPROVED AS TO FORM

Marian B. Rush, City Attorney

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EXHIBIT "A"

LEGAL DESCRIPTIONS:

DESCRIPTION FOR: FLU: Low Density Residential

A PARCEL OF LAND SITUATED IN SECTIONS 9 AND 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 16; THENCE NORTH 86°54'12" EAST, ALONG THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY); THENCE SOUTH 00°32'14" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET; THENCE SOUTH 00°28'50" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 209.47 FEET; THENCE SOUTH 00°33'05" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 945.94 FEET; THENCE NORTH 89°28'37" EAST, A DISTANCE OF 356.19 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°20'39" EAST, 722.82 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°15'57", AN ARC DISTANCE OF 737.91 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°44'03", AN ARC DISTANCE OF 361.65 FEET (CHORD BEARING & DISTANCE OF NORTH 39°20'39" EAST, 359.86 FEET) TO THE END OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 316.12 FEET; THENCE SOUTH 60°20'15" EAST, A DISTANCE OF 806.50 FEET; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 418.44 FEET; THENCE NORTH 02°49'53" EAST, A DISTANCE OF 368.87 FEET; THENCE NORTH 60°19'57" WEST, A DISTANCE OF 150.00 FEET; THENCE NORTH 15°19'57" WEST, A DISTANCE OF 210.00 FEET; THENCE NORTH 44°40'03" EAST, A DISTANCE OF 298.82 FEET; THENCE NORTH 02°49'53" EAST, A DISTANCE OF 160.60 FEET; THENCE SOUTH 79°14'55" EAST, A DISTANCE OF 231.81 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 83°02'17" EAST, 134.83 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°34'44", AN ARC DISTANCE OF 134.92 FEET TO THE END OF SAID CURVE; THENCE SOUTH 86°49'39" EAST, A DISTANCE OF 225.90 FEET; THENCE SOUTH 87°31'26" EAST, A DISTANCE OF 770.23 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE NO. 75 (300' WIDE RIGHT OF WAY); THENCE SOUTH 05°38'39" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 15.06 FEET; THENCE SOUTH 05°40'44" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1300.24 FEET; THENCE SOUTH 05°42'30" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1257.04 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 5879.58 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 02°48'16" EAST, 1729.23 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°54'45", AN ARC DISTANCE OF 1735.53 FEET TO THE END OF SAID CURVE; THENCE NORTH 71°00'52" WEST, A DISTANCE OF 2739.65 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 430.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 07°39'03" EAST, 122.27 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°20'51", AN ARC DISTANCE OF 122.69 FEET TO THE END OF SAID CURVE; THENCE NORTH 00°31'23" WEST, A DISTANCE OF 272.70 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 1230.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 08°14'51" EAST, 122.27 FEET; THENCE NORTHERLY

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ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°20'51", AN ARC DISTANCE OF 331.65 FEET TO THE END OF SAID CURVE; THENCE NORTH 15°58'19" WEST, A DISTANCE OF 851.30 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1270.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH

61°31'50" EAST, 539.88 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°32'38", AN ARC DISTANCE OF 544.03 FEET TO THE END OF SAID CURVE; THENCE NORTH 40°30'57" WEST, A DISTANCE OF 220.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 196.68 ACRES, MORE OR LESS.

DESCRIPTION FOR: FLU: Moderate Density Residential

A PARCEL OF LAND SITUATED IN SECTION 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 16; THENCE NORTH 86°54'12" EAST, ALONG THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY); THENCE SOUTH 00°32'14" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET; THENCE SOUTH 00°28'50" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 209.47 FEET; THENCE SOUTH 00°33'05" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 945.94 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89°28'37" EAST, A DISTANCE OF 356.19 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°20'39" EAST, 722.82 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°15'57", AN ARC DISTANCE OF 737.91 FEET TO THE END OF SAID CURVE; THENCE SOUTH 40°30'57" EAST, A DISTANCE OF 220.00 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1270.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 61°31'50" WEST, 539.88 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°32'38", AN ARC DISTANCE OF 544.03 FEET TO THE END OF SAID CURVE; THENCE SOUTH 15°58' 19" EAST, A DISTANCE OF 851.30 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 1230.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 08°14'51" EAST, 330.65 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°26'56", AN ARC DISTANCE OF 331.65 FEET TO THE END OF SAID CURVE; THENCE SOUTH 00°31'23" EAST, A DISTANCE OF 272.70 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 430.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 07°39'03" WEST, 122.27 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°20'51", AN ARC DISTANCE OF 122.69 FEET TO THE END OF SAID CURVE; THENCE NORTH 71°00'52" WEST, A DISTANCE OF 34.47 FEET; THENCE SOUTH 18°40'42" WEST, A DISTANCE OF 592.11 FEET; THENCE NORTH 89°27'59" WEST, A DISTANCE OF 725.92 FEET TO THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235A; THENCE NORTH 00°31'30" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 2164.34 FEET; THENCE NORTH 00°33'05" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 84.61 FEET TO THE POINT OF BEGINNING.

CONTAINING 46.74 ACRES, MORE OR LESS.

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DESCRIPTION FOR: FLU High Density Residential

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE NORTH 89°23'41" EAST. ALONG THE SOUTHERLY LINE OF SAID SECTION 9, A DISTANCE OF 648.03 FEET; THENCE NORTH 0°35'52" WEST, A DISTANCE OF 250.14 FEET; THENCE SOUTH 89°25'20" WEST, A DISTANCE OF 647.88 FEET TO THE EASTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY). THENCE NORTH 00°33'49" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 250.46 FEET; THENCE NORTH 89°24'53" EAST, A DISTANCE OF 393.00 FEET; THENCE NORTH 00°35'05" WEST, A DISTANCE OF 221.68 FEET; THENCE SOUTH 89°24'10" WEST, A DISTANCE OF 393.04 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°34'32" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 245.12 FEET; THENCE NORTH 89°22'44" EAST, A DISTANCE OF 210.00 FEET; THENCE NORTH 00°34'01" WEST, A DISTANCE OF 180.68 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 76°02'39" EAST, A DISTANCE OF 104.62 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 10209.13 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 77°08'50" EAST, 370.79 FEET; (2) THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°04'52", AN ARC DISTANCE OF 370.81 FEET; (3) THENCE SOUTH 78°18'40" EAST, A DISTANCE OF 26.12 FEET; (4) THENCE SOUTH 78°10'25" EAST, A DISTANCE OF 251.86 FEET; THENCE SOUTH 00°50'16" EAST, A DISTANCE OF 285.02 FEET; THENCE SOUTH 00°46'03" EAST, A DISTANCE OF 691.17 FEET; THENCE SOUTH 00°32'24" EAST, A DISTANCE OF 85.25 FEET A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 62°06'51" WEST, 376.73 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET; THENCE SOUTH 58°10'47" WEST, A DISTANCE OF 506.70 FEET; THENCE NORTH 00°36'09" WEST, A DISTANCE OF 210.09 FEET; THENCE SOUTH 58°03'05" WEST, A DISTANCE OF 210.00 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°32'14" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET TO THE POINT OF BEGINNING.

CONTAINING 23.48 ACRES, MORE OR LESS.

DESCRIPTION FOR: FLU Community Commercial

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE RUN SOUTH 00°31'06" EAST, A DISTANCE OF 629.33 FEET TO THE POINT OF BEGINNING; THENCE RUN NORTH 58°15'37" EAST, A DISTANCE OF 210.05 FEET; THENCE NORTH 58°10'47" EAST, A DISTANCE OF 506.70 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 62°06'51" EAST, 376.73 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°06'13" EAST, 325.04 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A

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CENTRAL ANGLE OF 06°30'16", AN ARC DISTANCE OF 325.22 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 77°49'57" EAST, 559.06 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°11'57", AN ARC DISTANCE OF 559.96 FEET TO A POINT ON A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 950.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 04°16'34" EAST, 380.13 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°04'54", AN ARC DISTANCE OF 382.71 FEET TO A POINT ON A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 3259.14 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 13°59'50" EAST, 209.11 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°40'36", AN ARC DISTANCE OF 209.15 FEET; THENCE RUN NORTH 12°09'36" EAST, A DISTANCE OF 49.24 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE RUN SOUTH 78°09'08" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 50.00 FEET; THENCE RUN SOUTH 78°09'39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 798.77 FEET; THENCE RUN SOUTH 12°02'31" WEST, A DISTANCE OF 217.85 FEET; THENCE RUN SOUTH 78°08'19" EAST, A DISTANCE OF 400.00 FEET; THENCE RUN NORTH 12°02'06" EAST, A DISTANCE OF 217.83 FEET TO SAID SOUTHERLY LINE; THENCE RUN SOUTH 78°10'15" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 677.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN SOUTH 05°38'39" WEST ALONG SAID WESTERLY LINE, A DISTANCE OF 280.17 FEET; THENCE RUN NORTH 87°31'26" WEST, A DISTANCE OF 770.23 FEET; THENCE RUN NORTH 86°49'39" WEST, A DISTANCE OF 225.90 FEET TO A POINT ON A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 83°02'17" WEST, 134.83 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°34'44", AN ARC DISTANCE OF 134.92 FEET; THENCE RUN NORTH 79°14'55" WEST, A DISTANCE OF 231.81 FEET; THENCE RUN SOUTH 02°49'53" WEST, A DISTANCE OF 160.60 FEET; THENCE RUN SOUTH 44°40'03" WEST, A DISTANCE OF 298.82 FEET; THENCE RUN SOUTH 15°19'57" EAST, A DISTANCE OF 210.00 FEET; THENCE RUN SOUTH 60°19'57" EAST, A DISTANCE OF 150.00 FEET; THENCE RUN SOUTH 02°49'53" WEST, A DISTANCE OF 368.87 FEET; THENCE RUN SOUTH 29°28'37" WEST, A DISTANCE OF 418.44 FEET; THENCE RUN NORTH 60°20'15" WEST, A DISTANCE OF 806.50 FEET; THENCE RUN SOUTH 29°28'37" WEST, A DISTANCE OF 202.27 FEET; THENCE RUN SOUTH 29°28'37" WEST, A DISTANCE OF 113.85 FEET TO A POINT ON A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 59°28'37" WEST, 1050.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 60°00'00", AN ARC DISTANCE OF 1099.56 FEET; THENCE RUN SOUTH 89°28'37" WEST, A DISTANCE OF 356.19 FEET; THENCE RUN NORTH 00°33'05" WEST, A DISTANCE OF 945.94 FEET TO THE POINT OF BEGINNING.

CONTAINING 78.68 ACRES, MORE OR LESS.

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EXHIBIT "B"

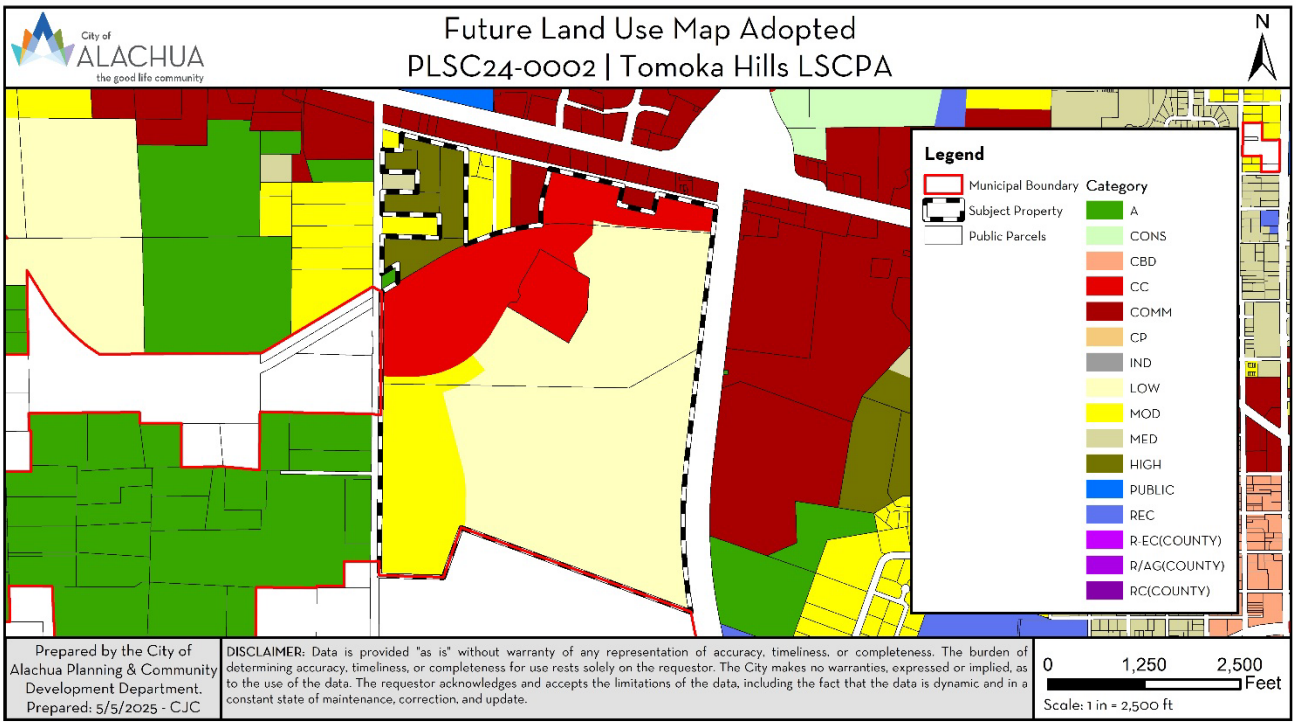

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EXHIBIT "B"
TO
PLSC24-0002 | TOMOKA HILLS
LARGE-SCALE COMPREHENISVE PLAN AMENDMENT
STAFF REPORT

SUPPORTING MATERIALS
SUBMITTED BY CITY STAFF TO THE
PLANNING AND ZONING BOARD

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN

March 26, 2025

Submitted electronically to ryan.thompson@nv5.com

Ryan Thompson, AICP
CHW, LLC
11801 Research Drive
Alachua, Fl 32615

Application #: PLSC24-0002; PR24-0003

RE: Notice of Deferral for Tomoka Hills LSCPA and Rezoning

Dear Ryan Thompson,

On March 26, 2025, the City received your request that the hearings for the Tomoka Hills large-scale Comprehensive Plan amendment and site-specific amendment to the Official Zoning Atlas applications be deferred and rescheduled to allow the Tomoka Hills Golf site plan application to move forward to a public hearing.

The City has reviewed your request and has rescheduled the items for the **May 13, 2025** Planning & Zoning Board meeting.

The City has already received the required two (2) double-sided, three-hole punched, color sets of each **complete** application package and a digital copy of all materials in PDF format.

In addition, Section 2.2.9(D) of the Land Development Regulations requires the applicant to place posted notice signs on the subject property at least 14 days prior to the public hearing. Therefore, posted notice signs must be placed on the property no later than ***Monday, April 28, 2025.*** You will be notified when signs are available for pick-up at City Hall.

If you plan to utilize a PowerPoint presentation or would like other materials to be available for reference during the public hearing, please submit the presentation or materials no later than 12:00 PM on the last business day prior to the Planning & Zoning Board meeting; therefore, the presentation or materials must be submitted no later than 12:00 PM on ***Monday, May 12, 2025***. Any presentation or materials may be submitted electronically by emailing them to planning@cityofalachua.org.

If you have any questions regarding the information above, please contact me at (386) 418-6137 or via email at ccrockett@cityofalachua.org.

Sincerely,



Carson J. Crockett, AICP Candidate
Planner

cc: Mike DaRoza, City Manager *(by electronic mail)*
Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Marian Rush, City Attorney *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*
Project File

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN

March 4, 2025

Submitted electronically to ryan.thompson@nv5.com

Ryan Thompson, AICP
CHW, LLC
11801 Research Drive
Alachua, Fl 32615

Application #: PLSC24-0002; PR24-0003

RE: Notice of Hearing for Tomoka Hills LSCPA and Rezoning

Dear Ryan Thompson,

On February 20, 2025, the City of Alachua received your revised applications for the Tomoka Hills LSCPA and Rezoning, which proposes amending the future land use category from Agriculture (±258.56 acres), Moderate Density Residential (±13.78 acres), Medium Density Residential (±9.7 acres), Community Commercial (±45.29 acres), and Commercial (±18.25 acres) to Low Density Residential (±196.68 acres), Moderate Density Residential (±46.74 acres), High Density Residential (±23.48 acres), and Community Commercial (78.68 acres), and proposes to amend the Official Zoning Atlas from Agricultural (A) (±258.56 acres), Residential Single-Family – 4 (RSF-4) (±13.78 acres), Residential Multiple Family – 8 (RSF-8) (±9.7 acres), Community Commercial (CC) (±45.29 acres), and Commercial Intensive (CI) (±18.25 acres) to Planned Development – Residential (PD-R) (±266.9 acres) and Planned Development – Commercial (PD-COMM) (±78.68 acres) on a ± 345.58-acre subject property. Tax parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001. Based on a review of the materials submitted, the Planning and Community Development Department has determined that this application can now be scheduled for a hearing before the Planning and Zoning Board.

The City has already received the required two (2) double-sided, three-hole punched, color sets of each **complete** application package and a digital copy of all materials in PDF. The applications are tentatively scheduled for the **April 15, 2025** Planning and Zoning Board meeting.

In addition, Section 2.2.9(D) of the Land Development Regulations requires the applicant to place posted notice signs on the subject property at least 14 days prior to the public hearing. Therefore, posted notice signs must be placed on the property no later than ***Monday, March 31, 2025.*** You will be notified when signs are available for pick-up at City Hall.

If you plan to utilize a PowerPoint presentation or would like other materials to be available for reference during the public hearing, please submit the presentation or materials no later than 12:00 PM on the last business day prior the PZB meeting (no later than ***Monday, April 14, 2025***). Any presentation or materials may be submitted by emailing them to planning@cityofalachua.com.

Should you have any questions, please feel free to contact me at (386) 418-6137 or via email at ccrockett@cityofalachua.org.

Sincerely,



Carson J. Crockett, AICP Candidate
Planner

cc: Brenda Flieger, Planning Assistant *(by electronic mail)*
Project File

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

December 16, 2024

Sent by electronic mail to ryan.thompson@nv5.com

Ryan Thompson, AICP
Causseaux, Hewett, & Walpole, LLC
11801 Research Drive
Alachua, FL 32615

RE: Second Project Assistance Team (PAT) Review: Tomoka Hills (2024) Large Scale Comprehensive Plan Amendment (LSCPA) & Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Applications

Dear Mr. Thompson:

On November 21, 2024 the City of Alachua received your revised LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±258.56 acres), Commercial (±18.25 acres), Community Commercial (±45.29 acres), Medium Density Residential (±9.7 acres), and Moderate Density Residential (±13.78 acres) to Community Commercial (78.68 acres), High Density Residential (±23.48 acres), Low Density Residential (±78.68 acres), and Moderate Density Residential (±46.74 acres). The Rezoning application proposes to amend the Official Zoning Atlas of the ±345.48 acre subject property from Agricultural (±258.56 acres), Commercial Intensive (±18.25 acres), Community Commercial (±45.29 acres), Residential Single Family – 4 (±13.78 acres), and Residential Multiple Family – 8 (±9.7 acres) to Planned Development – Commercial (±78.68 acres) and Planned Development – Residential (±266.9 acres). The subject property is comprised of Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001.

The revised applications received on November 21, 2024 were submitted in response to the review comments issue by the City's Project Assistance Team (PAT) in a letter dated October 1, 2024.

The revised applications have been reviewed by the City's Project Assistance Team (PAT). Upon review of the applications and materials, the following insufficiencies must be addressed. A meeting to discuss these comments may be scheduled upon request.

Please address all insufficiencies in writing and provide an indication as to how they have been addressed by **5:00 PM** on **Tuesday, January 7, 2025**. A total of three (3) copies of each application package and a digital copy of all materials in PDF format on a CD or sent by emailing a Cloud / FTP link must be provided by this date.

Please address the following:

Previous Comments – 10/1/2024 PAT Letter

Rezoning Application

1. *Section 2.4.2, Standards for Rezoning*
   a. Section 2.4.2(E)(1)(k): Please provide documentation which addresses what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

   Remaining Issues: Materials supporting what best management practices will be implemented have not been provided with this application. Materials must be specific to the project site.

2. *Section 3.6.2, General Standards for All PD Districts*
   a. Section 3.6.2(A)(1)(d): Please provide further analysis addressing what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

   Remaining Issues: Materials supporting what best management practices will be implemented have not been provided with this application. Materials must be specific to the project site.

New Comments - 11/21/2024 Resubmittal

LSCPA Application

1. *Concurrency Impact Analysis*
   a. The projected trip generation in Table 2.c. uses the projected trips of the maximum development potential of the companion PD rezoning application rather than the maximum development potential of the proposed Future Land Use Map designations. Revise to consider the maximum development potential of the proposed FLUM designations and revise conclusions following the table as needed.

Rezoning Application

2. *PD Master Plan*
   a. A new general note (Note 5) was added to the PD Master Plan defining a use of 'clubhouse'. Permitted uses are established in Table 4.1-1 of the LDRs and the uses permitted within the PD must be consistent with those identified in Table 4.1-1. Furthermore, the definition of "golf course, private or public" already addresses clubhouses: *Golf course, private or public,* means a tract of land laid out with at least nine holes for playing the game of golf and improved with tees, greens, fairways and hazards. The term "public or private golf course" may include a

clubhouse and shelters. Therefore, please delete Note 5 and revise the allowable uses in the Allowable Uses table.

b. A new general note (Note 6) was added to the PD Master Plan stating "Development shall adhere to perimeter buffer class applications in place at the time of the PD approval." There is no such provision in the LDRs that 'locks in' required perimeter buffers for a PD. Therefore, please delete Note 6.

c. A new general note (Note 7) was added to the PD Master Plan stating "The High Density Residential area shall be served by direct access to CR 235A and ***may*** include a second access point for emergency access only." This conflicts with what is shown on the PD Master Plan, as a secondary access is shown (e.g., ***shall*** include a secondary access point that ***may*** be limited to emergency access only).

d. The Allowable Uses table on the PD Master Plan identifies a private golf course as an allowable use in Development Area C. Development Area C is located within the PD-COMM portion of the proposed PD. This use is not permitted in the PD-COMM zoning district. Revise accordingly.

e. The Allowable Uses table on the PD Master Plan identifies a community garden as an allowable use in Area B. This is not a permitted use in the PD-COMM zoning district. Revise accordingly.

3. *Outside Review/Public Services/Fire Marshal*

a. Comments regarding the Traffic Impact Analysis will be provided under separate cover.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 1602 or via e-mail at jtabor@cityofalachua.com. We look forward to receiving your revised applications.

Sincerely,

Justin Tabor, AICP
Principal Planner

c: Kathy Winburn, Planning & Community Development Director *(by electronic mail)*
Adam Hall, AICP, Principal Planner *(by electronic mail)*
Carson Crockett, AICP Candidate, Planner *(by electronic mail)*
Project File

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

October 1, 2024

Sent by electronic mail to ryan.thompson@nv5.com

Ryan Thompson, AICP
Causseaux, Hewett, & Walpole, LLC
11801 Research Drive
Alachua, FL 32615

RE: Project Assistance Team (PAT) Summary: Tomoka Hills (2024) Large Scale Comprehensive Plan Amendment (LSCPA) & Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Applications

Dear Mr. Thompson:

On September 11, 2024 the City of Alachua received your revised LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±258.56 acres), Commercial (±18.25 acres), Community Commercial (±45.29 acres), Medium Density Residential (±9.7 acres), and Moderate Density Residential (±13.78 acres) to Community Commercial (78.68 acres), High Density Residential (±23.48 acres), Low Density Residential (±78.68 acres), and Moderate Density Residential (±46.74 acres). The Rezoning application proposes to amend the Official Zoning Atlas of the ±345.48 acre subject property from Agricultural (±258.56 acres), Commercial Intensive (±18.25 acres), Community Commercial (±45.29 acres), Residential Single Family – 4 (±13.78 acres), and Residential Multiple Family – 8 (±9.7 acres) to Planned Development – Commercial (±78.68 acres) and Planned Development – Residential (±266.9 acres). The subject property is comprised of Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001.

The applications have been reviewed by the City's Project Assistance Team (PAT). Upon review of the applications and materials, the following insufficiencies must be addressed. A meeting to discuss these comments may be scheduled upon request.

Please address all insufficiencies in writing and provide an indication as to how they have been addressed by **5:00 PM** on **Wednesday, October 16, 2024**. A total of three (3) copies of each application package and a digital copy of all materials in PDF format on a CD or sent by emailing a Cloud / FTP link must be provided by this date.

Please address the following:

LSCPA Application

1. *Concurrency Impact Analysis*
   a. Concurrency Impact Analysis considers the entitlements proposed by the companion Rezoning application. The LSCPA Concurrency Impact Analysis must consider the maximum potential impacts of the proposed land use categories
   b. Residual capacities for water and wastewater after the project's impacts are considered are 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the Concurrency Impact Analysis to address these Comprehensive Plan policies.

2. *Comprehensive Plan Consistency Analysis*
   a. Policies 1.2.a, 1.2.b, and 1.2.d, FLUE: Response implies Low Density Residential, Moderate Density Residential, and High Density Residential land use categories are currently in place. Correct references to "both FLU categories".
   b. Policy 1.3.a: Response implies Community Commercial land use category is currently in place.
   c. Objective 5.2: Update to reflect comments regarding concurrency impact analysis/level of service standards for water and wastewater facilities. Final sentence is a sentence fragment.
   d. Throughout analysis: Correct references to "this PD".

Rezoning Application

3. *Concurrency Impact Analysis*
   a. Residual capacities for water and wastewater after the project's impacts are considered are 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the Concurrency Impact Analysis to address these Comprehensive Plan policies.

4. *Traffic Impact Analysis*
   a. The impacts considered by the traffic study previously reviewed by the City were significantly less than those proposed by the PD (see summary below). Given the significant increase in total residential units and nonresidential floor area that would be permitted by the PD, a revised traffic impact analysis will be required.

Proposed Use	Density/Intensity (Approved TIA)	Density/Intensity (Proposed PD Master Plan)	Net Increase/Decrease
Single Family Detached	72	110	38
Multi-Family Low Rise	300	350	50
Mixed Use Residential	0	300	300
Hotel	130 keys	0	-130 keys
Office	211,000	540,000	94,000
Shopping Center	235,000		

5. *PD Master Plan*
   a. General Note 2 of the PD Master Plan discusses phasing.
      i. A phasing plan meeting the requirements of Section 3.6.2(A)(4) is not provided. Please address.
      ii. The note states "Phase 1 shall include the office, golf course, and accessory uses". It is unclear which development areas and what subsets of these development areas this include. Phasing lines should be added to the PD Master Plan to further clarify the boundary of Phase 1.
   b. General Note 3 states "… an accessory structure, such as a detached garage, may share a common wall with accessory structures on adjacent lots. Recommend adding a footnote or other information in the dimensional standards table to specify this exception to setbacks within the table.
   c. General Note 5 references Section 3.6.3(A)(5)(b)(iii) of the LDRs. This section pertains lands in the PD-R zoning district. Please also reference Section 3.6.3(D)(5)(b)(iii) which establishes similar provisions for the PD-COMM zoning district.
   d. General Note 6 references the PD-R zoning district. A portion of the subject property is proposed to be zoned PD-COMM. Please include the PD-COMM zoning district with any references to the subject property's zoning.
   e. General Note 7 discusses block lengths and mid-block pedestrian crossings. Please revise the note to read as follows: "… Traffic calming measures ~~that may~~shall be used to connect these mid-block cuts with each other or elements of the pedestrian circulation network and may include raised pedestrian crossings, change in materials, bulb-outs, ~~etc.~~ or other similar measures approved by the City in its sole discretion. These pedestrian ways shall be privately maintained, unless a separate ~~understanding has been reachedwith~~agreement is made between the developer and City of Alachua Public Services."
   f. General Note 9 references "Phase 3" but no Phase 3 is proposed.
   g. Please revise the table of allowable uses on the PD Master Plan to address the following:
      i. Specific allowable uses within Area "A": Self-service storage is identified as an allowable use but is not permitted within the PD-R zoning district.

ii. Specific allowable uses within Area "A": "Parks and recreational areas", "public utilities", and "communications infrastructure" are not defined use types in Table 4.1-1. Please clarify intended uses in Area "A".
iii. Specific allowable uses within Area "B": Self-service storage is identified as an allowable use but is not permitted within the PD-R zoning district.
iv. Specific allowable uses within Area "C": Identified allowable uses include "... all allowed used within the PD-COMM zoning district, including but not limited to..." Recommend deleting "including but not limited to" as these uses are already specified in Table 4.1-1.
v. Specific allowable uses within Area "C": Self-service storage is identified as an allowable use but is not permitted within the PD-COMM zoning district.
vi. Specific allowable uses within Area "C": "Group living" is identified as an allowable use type. This is a Use Category in Table 4.1-1 that is further broken down into several use types. None of the group living use types are permitted within the PD-COMM zoning district.
vii. Specific allowable uses within Area "C": "Commercial recreation, indoor" and "Commercial recreation, outdoor" are identified as allowable use types. These are Use Categories in Table 4.1-1 that are further broken down into several use types. The specific use types proposed to be permitted would need to be identified. (Note – comment not applicable if comment 5.g.iv. above is implemented.)
viii. Specific allowable uses within Area "C": "Retail sales and services" is identified as an allowable use type. This is a Use Category in Table 4.1-1 that is further broken down into several use types. Not all retail sales and services use types are permitted in the PD-COMM zoning district. The specific use types proposed to be permitted would need to be identified. (Note – comment not applicable if comment 5.g.iv. above is implemented.)
ix. Specific allowable uses within Area "C": "Parks and recreational areas" is not defined use type in Table 4.1-1. Please clarify intended uses in Area "C".
x. Specific allowable uses within Area "C": Please clarify the intended eating establishment use types proposed to be permitted. Specifically, restaurants are broken down into with indoor seating only and with outdoor seating. There are other uses which may potentially be included such as specialty eating establishments and ice cream shop. (Note – comment not applicable if comment 5.g.iv. above is implemented.)
xi. Specific allowable uses within Area "C": "Clubhouse" is not defined use type in Table 4.1-1. Please clarify intended uses in Area "C".
xii. Specific allowable uses within Area "C": "Public utilities" and "Communications infrastructure are not defined uses type in Table 4.1-1. Please clarify intended uses in Area "C".
xiii. Specific allowable uses within Area "D": Common open space, recreational trails, public or private parks, stormwater management facilities, public safety, and infrastructure are already identified as allowable uses within all land use areas and do not need to be specifically listed for Area "D".
xiv. Specific allowable uses within Area "D": "Single-family residential as an accessory to a golf course" is not an accessory use identified in Table 4.1-1. Please identify

this as a principal use within Area "D" and specify if the units will be attached or detached.

xv. Permitted Density of Area "A": The permitted density is identified as 2 units per acre with a maximum of 100 units. The acreage of Area "A" is stated to be 46.74 acres, which yields a maximum of 93 units at 2 units per acre. Please resolve the discrepancy.

xvi. Permitted Density of Area "D": The permitted density is identified as 0.05 units per acre with a maximum of 10 units. The acreage of Area "D" is stated to be 196.68 acres, which yields a maximum of 9 units at 0.05 units per acre. Please resolve the discrepancy.

xvii. Permitted Intensity of Area "D": The permitted intensity is identified as 200,000 square feet of non-residential floor area. The acreage of Area "D" is stated to be 196.68 acres, which yields a maximum intensity of 171,347 square feet of non-residential floor area. Please resolve the discrepancy.

h. Please revise the dimensional standards table on the PD Master Plan to address the following:
   i. Please clarify the minimum side setbacks for single-family attached uses is for exterior lots only.
   ii. Suggest that the dimensional standards for "non-residential" uses be changed to "All other uses".

i. Area "B" proposes up to a maximum of 350 dwellings. Only one point of connection is shown to CR 235-A. Suggest considering a secondary access point on CR 235-A given the number of units proposed for this area. Understood that internal connections may also exist, however, an additional external connection may be warranted for public emergency response.

j. General Note 3 on the Existing Conditions Plans notes an environmental survey was completed in December 2022. The survey included with the application package is dated June 2024.

6. *Section 2.4.2, Standards for Rezoning*
   a. Section 2.4.2(E)(1)(k): Please provide documentation which addresses what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

7. *Section 3.6.2, General Standards for All PD Districts*
   a. Section 3.6.2(A)(1)(d): Please provide further analysis addressing what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.
   b. Section 3.6.2(A)(3): Please further address compatibility between the proposed Area "B" (15 du/acre) and Area "C" (mixed use – 12 du/acre and non-residential uses) with the adjacent lands zoned RSF-1.
   c. Section 3.6.2(A)(6)(b): As noted previously, residual capacities for water and wastewater after the project's impacts are considered are 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity

are committed. Please clarify conclusions within the response to this standard that addresses availability of facilities concurrent with the impacts of the development proposed in the PD Master Plan.

8. *Section 3.6.3(A), Additional Standards for PD-R Zoning District*
   a. Section 3.6.3(A)(4): Please elaborate on how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-R and the scale and character of development in the City.

9. *Section 3.6.3(D), Additional Standards for PD-R Zoning District*
   a. Section 3.6.3(D)(4): Please elaborate on how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-COMM and the scale and character of development in the City.

10. *Outside Review/Public Services/Fire Marshal*
    a. Please reference the comments provided by the Public Services Department in a memorandum dated October 1, 2024.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 1602 or via e-mail at jtabor@cityofalachua.com. We look forward to receiving your revised applications.

Sincerely,

Justin Tabor, AICP
Principal Planner

c: Kathy Winburn, Planning & Community Development Director *(by electronic mail)*
Adam Hall, AICP, Principal Planner *(by electronic mail)*
Carson Crockett, AICP Candidate, Planner *(by electronic mail)*
Project File

City of
ALACHUA
the good life community

City of Alachua

MIKE DAROZA
CITY MANAGER

MICHAEL CARRILLO, P.E.
PUBLIC SERVICES DIRECTOR

INTER-OFFICE COMMUNICATION

DATE: **Oct 01, 2024**

TO: **Kathy Winburn, AICP**
Planning & Community Development Director

FROM: **Michael Carrillo, P.E.**
Assistant City Manager
Tom Ridgik, P.E.
Engineering Supervisor

TR
10/1/2024

RE: **Tomoka Hils LSCPA Rezoning**

Public Services has reviewed the subject project (September Documents) and offer the following comments. Review was specific to the Public Services Utilities.

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NO.	COMMENTS
1	**Comment on September Documents** This is a major proposed development. In addition to funding the usual water, wastewater and electrical infrastructure, related existing infrastructure will need to be evaluated as to both condition and capacity. An example of such infrastructure is lift station(s). The developer shall bear the costs of such upgrades. **FYI**
	END OF COMMENTS

Please advise if you have any questions or require additional information.
cc: Justin Tabor – AICP Principal Planner
Adam Hall – AICP Principal Planner

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

September 16, 2024

Sent by electronic mail to ryan.thompson@nv5.com

Ryan Thompson, AICP
Causseaux, Hewett, & Walpole, LLC
11801 Research Drive
Alachua, FL 32615

RE: Second Completeness Review: Tomoka Hills (2024) Large Scale Comprehensive Plan Amendment (LSCPA) & Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Applications

Dear Mr. Thompson:

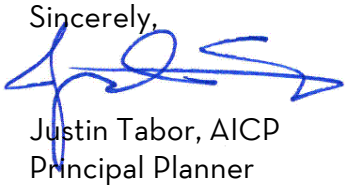
On September 11, 2024 the City of Alachua received your revised LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±258.56 acres), Commercial (±18.25 acres), Community Commercial (±45.29 acres), Medium Density Residential (±9.7 acres), and Moderate Density Residential (±13.78 acres) to Community Commercial (78.68 acres), High Density Residential (±23.48 acres), Low Density Residential (±78.68 acres), and Moderate Density Residential (±46.74 acres). The Rezoning application proposes to amend the Official Zoning Atlas of the ±345.48 acre subject property from Agricultural (±258.56 acres), Commercial Intensive (±18.25 acres), Community Commercial (±45.29 acres), Residential Single Family – 4 (±13.78 acres), and Residential Multiple Family – 8 (±9.7 acres) to Planned Development – Commercial (±78.68 acres) and Planned Development – Residential (±266.9 acres). The subject property is comprised of Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001.

According to Section 2.2.6 of the Land Development Regulations, upon receipt of an application, a completeness review shall be conducted to determine that the application contains all the necessary information and materials, is in proper form and of sufficient detail, and is accompanied by the appropriate fee. The Planning Department has reviewed the aforementioned applications for completeness and finds that **the applications are complete**.

This review is based solely on a preliminary review of your applications for completeness. An in-depth review of the content of the applications will be completed and performed, and the findings discussed at a Project Assistance Team (PAT) meeting, which will be scheduled under separate cover.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 1602 or via e-mail at jtabor@cityofalachua.com.

Sincerely,



Justin Tabor, AICP
Principal Planner

c: Kathy Winburn, Planning & Community Development Director *(by electronic mail)*
Adam Hall, AICP, Principal Planner *(by electronic mail)*
Carson Crockett, AICP Candidate, Planner *(by electronic mail)*
Project File

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

September 4, 2024

Sent by electronic mail to ryan.thompson@nv5.com

Ryan Thompson, AICP
Causseaux, Hewett, & Walpole, LLC
11801 Research Drive
Alachua, FL 32615

RE: Completeness Review: Tomoka Hills (2024) Large Scale Comprehensive Plan Amendment (LSCPA) & Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Applications

Dear Mr. Thompson:

On August 29, 2024, the City of Alachua received your LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±258.56 acres), Commercial (±18.25 acres), Community Commercial (±45.29 acres), Medium Density Residential (±9.7 acres), and Moderate Density Residential (±13.78 acres) to Community Commercial (78.68 acres), High Density Residential (±23.48 acres), Low Density Residential (±78.68 acres), and Moderate Density Residential (±46.74 acres). The Rezoning application proposes to amend the Official Zoning Atlas of the ±345.48 acre subject property from Agricultural (±258.56 acres), Commercial Intensive (±18.25 acres), Community Commercial (±45.29 acres), Residential Single Family – 4 (±13.78 acres), and Residential Multiple Family – 8 (±9.7 acres) to Planned Development – Commercial (±78.68 acres) and Planned Development – Residential (±266.9 acres). The subject property is comprised of Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001.

According to Section 2.2.6 of the Land Development Regulations (LDRs), upon receipt of an application, a completeness review shall be conducted to determine that the application contains all the necessary information and materials, is in proper form and of sufficient detail, and is accompanied by the appropriate fee. The Planning Department has reviewed the aforementioned applications for completeness and finds that **the applications are incomplete** and the following information is needed to begin the review of the applications. Please address the following deficiencies no later than **5:00 PM on Wednesday, September 11, 2024**.

In accordance with Section 2.2.6(B) of the LDRs, the applicant must correct the deficiencies and resubmit the applications for completeness determination. *Application materials may be made available for return in order to revise and resubmit as needed.*

The time frame and cycle for review shall be based upon the date the application is determined to be complete. If the applicant fails to respond to the identified deficiencies within forty-five (45) calendar days, the application shall be considered withdrawn.

Please note that if an additional completeness review is required, a resubmittal fee equal to 10% of the application fee will be assessed for each additional completeness review and must be paid prior to further review of the application.

The comments below are based solely on a preliminary review of your applications for completeness. An in-depth review of the content of the applications will be performed, and the findings of the in-depth review will be discussed at a Project Assistance Team (PAT) Meeting, which will be sent under separate cover and subsequent to a determination of completeness.

In order to provide complete applications, please address the following:

LSCPA

1. **Submittal Requirements:** Provide electronic copies of all application materials in digital (PDF) format. Application materials may be submitted on a compact disc (CD) or by emailing a Cloud or FTP link to download the materials to planning@cityofalachua.com.
2. **Application Attachment #4, Needs Analysis:** Provide a needs analysis which demonstrates the necessity for the proposed Future Land Use Map amendment.
3. **Application Attachment #7, Mailing Labels:** Mailing labels are denoted as "Neighborhood Workshop Notice". Submit revised labels with this notation removed. Preferably include the parcel number on the label.

Rezoning

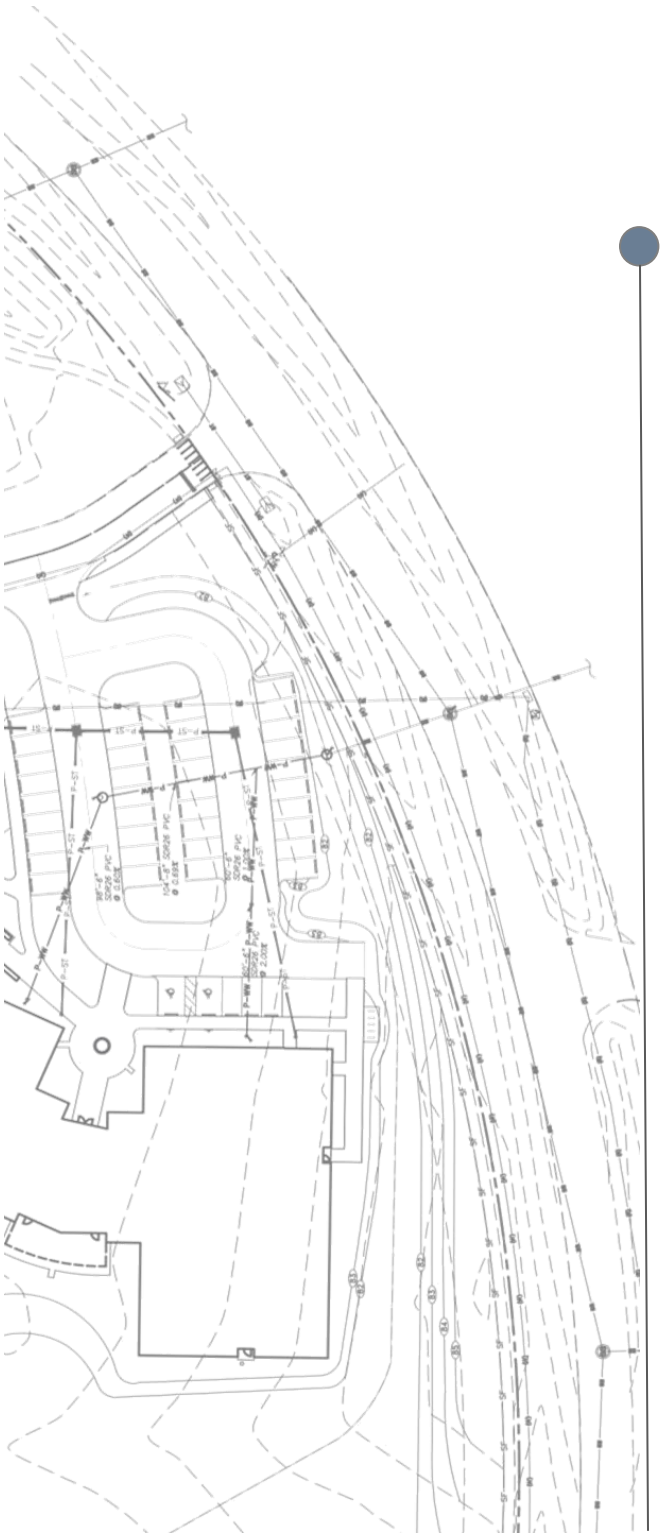
1. **Submittal Requirements:** Provide electronic copies of all application materials in digital (PDF) format. Application materials may be submitted on a compact disc (CD) or by emailing a Cloud or FTP link to download the materials to planning@cityofalachua.com.
2. **Application Attachment #6, Mailing Labels:** Mailing labels are denoted as "Neighborhood Workshop Notice". Submit revised labels with this notation removed. Preferably include the parcel number on the label.
3. **Application Attachment #7, Neighborhood Meeting Materials:** Provide notice materials and meeting minutes for second neighborhood meeting.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 1602 or via e-mail at jtabor@cityofalachua.com.

Sincerely,

Justin Tabor, AICP
Principal Planner

c: Kathy Winburn, Planning & Community Development Director *(by electronic mail)*
Adam Hall, AICP, Principal Planner *(by electronic mail)*
Carson Crockett, AICP Candidate, Planner *(by electronic mail)*
Project File



Tomoka Hills

Large-scale Comprehensive Plan Amendment Application Package

~~August 29, 2024~~

RESUBMITTED February 5, 2025

Prepared for:
City of Alachua Office of Planning and Community Development

Prepared on behalf of:
Tower Hill Insurance Group, LLC and
Tomoka Hills Farms, Inc.

Prepared by:
CHW

PN# 21-0025.09

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Application Package
Table of Contents

1. **Cover Letter**
2. **Large-scale Comprehensive Plan Amendment (LsCPA) Application**
3. **Property Owner Affidavit**
4. **Legal Description**
5. **Deed, Property Appraiser Datasheets, and Tax Records**
6. **Neighborhood Meeting Materials**
7. **Justification Report**
8. **Public School Student Generation Form**
9. **Map Set**
10. **Environmental Exhibits**

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January 9, 2025

Ms. Kathy Winburn, AICP
City of Alachua, Planning & Community Development Director
Post Office Box 9
Alachua, Florida 32616

RE: Tomoka Hills – Large-scale Comprehensive Plan Amendment (LsCPA) and PD Rezoning
(Alachua County Tax Parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001) **RESPONSE TO COMMENTS**

Dear Kathy:

This letter is in response to City of Alachua Planning Assistance Team (PAT) comments received on November 16, 2024, regarding applications for a Large-Scale Comprehensive Plan Amendment (LsCPA) and an Amendment to the Official Zoning Atlas (Rezoning) submitted to the City on behalf of Tower Hill Group, LLC and Tomoka Hills Farms, Inc.

The content of this correspondence includes the PAT comment in normal font and applicant responses to how the application has been amended or additional information submitted to address the comments is in **bold** font.

Rezoning Application

1. Section 2.4.2, Standards for Rezoning
   a. Section 2.4.2(E)(1)(k): Please provide documentation which addresses what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

   Remaining Issues: Materials supporting what best management practices will be implemented have not been provided with this application. Materials must be specific to the project site.

Response: The site-specific plan for best management practices, which was submitted with the Golf Course Site Plan, is included in this resubmittal.

2. Section 3.6.2, General Standards for All PD Districts
   a. Section 3.6.2(A)(1)(d): Please provide further analysis addressing what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

   Remaining Issues: Materials supporting what best management practices will be implemented have not been provided with this application. Materials must be specific to the project site.

Response: The site-specific plan for best management practices, which was submitted with the Golf Course Site Plan, is included in this resubmittal.

LSCPA Application

3. Concurrency Impact Analysis
   a. The projected trip generation in Table 2.c. uses the projected trips of the maximum development potential of the companion PD rezoning application rather than the maximum development potential of

the proposed Future Land Use Map designations. Revise to consider the maximum development potential of the proposed FLUM designations and revise conclusions following the table as needed.

Response: Table 2c in the LsCPA application's justification report has been revised to reflect the maximum development potential based on the proposed of the proposed FLUM designations. No amendments to the conclusions were necessary.

Rezoning Application

4. PD Master Plan
   a. A new general note (Note 5) was added to the PD Master Plan defining a use of 'clubhouse'. Permitted uses are established in Table 4.1-1 of the LDRs and the uses permitted within the PD must be consistent with those identified in Table 4.1-1. Furthermore, the definition of "golf course, private or public" already addresses clubhouses: *Golf course, private or public,* means a tract of land laid out with at least nine holes for playing the game of golf and improved with tees, greens, fairways and hazards. The term "public or private golf course" may include a clubhouse and shelters. Therefore, please delete Note 5 and revise the allowable uses in the Allowable Uses table.

Response: General Note 5 was removed, and "private" golf course was removed from the Land Use Area C allowable uses.

   b. A new general note (Note 6) was added to the PD Master Plan stating "Development shall adhere to perimeter buffer class applications in place at the time of the PD approval." There is no such provision in the LDRs that 'locks in' required buffers for a PD. Therefore, please delete Note 6.

Response: General Note 6 was reworded to clarify applicable buffers.

   c. A new general note (Note 7) was added to the PD Master Plan stating "The High Density Residential area shall be served by direct access to CR 235A and *may* include a second access point for emergency access only." This conflicts with what is shown on the PD Master Plan, as a secondary access is shown (e.g., *shall* include a secondary access point that *may* be limited to emergency access only).

Response: General Note 7 was reworded to clarify site access. The high density residential portion will be served by two access points on CR 235A, one of which may be for emergency access only.

   d. The Allowable Uses table on the PD Master Plan identifies a private golf course as an allowable use in Development Area C. Development Area C is located within the PD-COMM portion of the proposed PD. This use is not permitted in the PD-COMM zoning district. Revise accordingly.

Response: "Private" golf course was removed from the list of allowable uses for Land Use Area C. General Note 1 was consequently revised to allow slight adjustments to internal boundaries in the event of environmental, engineering, or other unforeseen reasons.

   e. The Allowable Uses table on the PD Master Plan identifies a community garden as an allowable use in Area B. This is not a permitted use in the PD-COMM zoning district. Revise accordingly.

Response: Land Use Area B corresponds with the PD-R zoning district, which does permit a Community Garden. No revisions have been made regarding this comment.

5. *Outside Review/Public Services/Fire Marshal*
   a. Comments regarding the Traffic Impact Analysis will be provided under separate cover.

Response: Responses to comments received from Brian Kanely of Volkert on December 17, 2024 are attached to the this letter.

We trust you will find this submittal package is sufficient for review and approval. Please contact me at (352) 331-1976 or at ryan.thompson@nv5.com should you have any questions or require any additional information to complete your review.

Sincerely,
CHW

C. Ryan Thompson, AICP
Sr. Project Manager

Attachments:

- **Golf Course Best Management Practices**
- **Amended LsCPA Justification Report**
- **Amended Zoning Master Plan**
- **Responses to comments received from Brian Kanely of Volkert on December 17, 2024**

November 21, 2024

Ms. Kathy Winburn, AICP
City of Alachua, Planning & Community Development Director
Post Office Box 9
Alachua, Florida 32616

RE: Tomoka Hills – Large-scale Comprehensive Plan Amendment (LsCPA) and PD Rezoning
(Alachua County Tax Parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001) **RESPONSE TO COMMENTS**

Dear Kathy:

This letter is in response to City of Alachua Planning Assistance Team (PAT) comments received on October 1, 2024, regarding applications for a Large-Scale Comprehensive Plan Amendment (LsCPA) and an Amendment to the Official Zoning Atlas (Rezoning) submitted to the City on behalf of Tower Hill Group, LLC and Tomoka Hills Farms, Inc.

The content of this correspondence includes the PAT comment in normal font and applicant responses to how the application has been amended or additional information submitted to address the comments is in **bold** font.

LSCPA Application

1. Concurrency Impact Analysis
   a. Concurrency Impact Analysis considers the entitlements proposed by the companion Rezoning application. The LSCPA Concurrency Impact Analysis must consider the maximum potential impacts of the proposed land use categories.

Response: The concurrency impact analysis was revised to reflect the max development potential based on the requested Future Land Use (FLU) categories as well as the proposed PD zoning maximum potential impacts.

   b. Residual capacities for water and wastewater after the project's impacts are considered 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the Concurrency Impact Analysis to address these Comprehensive Plan policies.

Response: The concurrency impact analysis conclusions have been revised to clarify that development shall not be permitted unless additional capacity becomes available or funds to increase capacity are committed. Not all entitlements will be proposed for construction at the same time. It is anticipated that the City will increase capacity prior to proposed development.

2. Comprehensive Plan Consistency Analysis
   a. Policies 1.2.a, 1.2.b, and 1.2.d, FLUE: Response implies Low Density Residential, Moderate Density Residential, and High Density Residential land use categories are currently in place. Correct references to "both FLU categories".

Response: References to "both" FLU categories has been corrected.

b. Policy 1.3.a: Response implies Community Commercial land use category is currently in place.

Response: Correct. A portion of the site has Community Commercial for the approved office building.

c. Objective 5.2: Update to reflect comments regarding concurrency impact analysis/level of service standards for water and wastewater facilities. Final sentence is a sentence fragment.

Response: Objective 5.2 response has been revised to clarify that development shall not be permitted unless additional capacity becomes available or funds to increase capacity are committed. Final sentence has been revised.

d. Throughout analysis: Correct references to "this PD".

Response: References to "this PD" have been revised.

Rezoning Application

3. Concurrency Impact Analysis
   a. Residual capacities for water and wastewater after the project's impacts are considered are 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the Concurrency Impact Analysis to address these Comprehensive Plan policies.

Response: The concurrency impact analysis conclusions have been revised to clarify that development shall not be permitted unless additional capacity becomes available or funds to increase capacity are committed.

4. Traffic Impact Analysis
   a. The impacts considered by the traffic study previously reviewed by the City were significantly less than those proposed by the PD (see summary below). Given the significant increase in total residential units and nonresidential floor area that would be permitted by the PD, a revised traffic impact analysis will be required.

Proposed Use	Density/Intensity (Approved TIA)	Density/Intensity (Proposed PD Master Plan)	Net Increase/Decrease
Single Family Detached	72	110	38
Multi-Family Low Rise	300	350	50
Mixed Use Residential	0	300	300
Hotel	130 keys	0	(130) keys
Office	211,000	540,000	94,000
Shopping Center	235,000		

Response: Although there is an increase in requested entitlements, the initial Traffic Impact Assessment (TIA) only anticipated access to US 441 at NW 167th Blvd. The currently proposed development program includes both the US 441 connection, as well as a multiple connections to CR 235A. This additional access likely offsets the additional entitlements by redistributing vehicular traffic to multiple access points on different external roadways. However, a revised TIA is submitted with this resubmittal.

5. PD Master Plan
    a. General Note 2 of the PD Master Plan discusses phasing.
        i. A phasing plan meeting the requirements of Section 3.6.2(A)(4) is not provided. Please address.

Response: The PD Master Plan note has been revised. No phasing is proposed with this PD.

        ii. The note states "Phase 1 shall include the office, golf course, and accessory uses". It is unclear which development areas and what subsets of these development areas this include. Phasing lines should be added to the PD Master Plan to further clarify the boundary of Phase 1.

Response: General Note 2 has been revised. No phasing is proposed with this PD.

    b. General Note 3 states "… an accessory structure, such as a detached garage, may share a common wall with accessory structures on adjacent lots. Recommend adding a footnote or other information in the dimensional standards table to specify this exception to setbacks within the table.

Response: A footnote has been added to the dimensional table to reflect the note.

    c. General Note 5 references Section 3.6.3(A)(5)(b)(iii) of the LDRs. This section pertains to lands in the PD-R zoning district. Please also reference Section 3.6.3(D)(5)(b)(iii) which establishes similar provisions for the PD-COMM zoning district.

Response: General Note 5 has been revised to reference the provisions for PD-COMM.

    d. General Note 6 references the PD-R zoning district. A portion of the subject property is proposed to be zoned PD-COMM. Please include the PD-COMM zoning district with any references to the subject property's zoning.

Response: General Note 6 has been revised to reference the provisions for PD-COMM.

    e. General Note 7 discusses block lengths and mid-block pedestrian crossings. Please revise the note to read as follows: "… Traffic calming measures ~~that may~~ shall be used to connect these mid-block cuts with each other or elements of the pedestrian circulation network and may include raised pedestrian crossings, change in materials, bulb-outs, ~~etc.~~ or other similar measures approved by the City in its sole discretion. These pedestrian ways shall be privately maintained, unless a separate ~~understanding has been reachedwith~~ agreement is made between the developer and City of Alachua Public Services."

Response: General Note 7 has been revised per the City's recommendation.

    f. General Note 9 references "Phase 3" but no Phase 3 is proposed.

Response: General Note 9 does not reference Phase 3. In discussion with staff, this comment was an error.

    g. Please revise the table of allowable uses on the PD Master Plan to address the following:
        i. Specific allowable uses within Area "A": Self-service storage is identified as an allowable use but is not permitted within the PD-R zoning district.

Response: Self-service storage has been removed from the specific allowable uses within Area 'A'.

        ii. Specific allowable uses within Area "A": "Parks and recreational areas", "public utilities", and "communications infrastructure" are not defined use types in Table 4.1-1. Please clarify intended uses in Area "A".

Response: The specific allowable uses within Area 'A' have been revised as follows:

- **"Parks and recreational areas" has been amended to include specific uses listed under "Parks and open space", including community garden and park, private and public.**
- **"Public utilities" has been amended to include specific uses listed under "Utilities", including utility, major and utility, minor**
- **"Communications infrastructure" has been amended to "Wireless communication tower and/or antenna, freestanding."**

iii. Specific allowable uses within Area "B": Self-service storage is identified as an allowable use but is not permitted within the PD-R zoning district.

Response: Self-service storage has been removed from the specific allowable uses within Area 'B'.

iv. Specific allowable uses within Area "C": Identified allowable uses include "… all allowed used within the PD-COMM zoning district, including but not limited to…" Recommend deleting "including but not limited to" as these uses are already specified in Table 4.1-1.

Response: The intent is to list specific uses on the PD Master Plan to ensure the uses will be permitted in the future, regardless of potential changes to the City Land Development Code Table 4.1-1.

v. Specific allowable uses within Area "C": Self-service storage is identified as an allowable use but is not permitted within the PD-COMM zoning district.

Response: Self-service storage has been removed from the specific allowable uses within Area 'C'.

vi. vi. Specific allowable uses within Area "C": "Group living" is identified as an allowable use type. This is a Use Category in Table 4.1-1 that is further broken down into several use types. None of the group living use types are permitted within the PD-COMM zoning district.

Response: Group living has been removed from the specific allowable uses within Area 'C'.

vii. Specific allowable uses within Area "C": "Commercial recreation, indoor" and "Commercial recreation, outdoor" are identified as allowable use types. These are Use Categories in Table 4.1-1 that are further broken down into several use types. The specific use types proposed to be permitted would need to be identified. (Note – comment not applicable if comment 5.g.iv. above is implemented.)

Response: Table 4.1-1 does not further break down "Commercial recreation, indoor" and "Commercial recreation, outdoor". Each is listed under the "Business" category and the "Recreation/entertainment, indoor" and "Recreation/entertainment, outdoor" subcategories, respectively. Both uses are allowed in the PD-COMM zoning district. No changes have been made.

viii. Specific allowable uses within Area "C": "Retail sales and services" is identified as an allowable use type. This is a Use Category in Table 4.1-1 that is further broken down into several use types. Not all retail sales and services use types are permitted in the PD-COMM zoning district. The specific use types proposed to be permitted would need to be identified. (Note – comment not applicable if comment 5.g.iv. above is implemented.)

Response: The specific allowable uses within Area 'C' were revised from "retail sales and services" to include "bar, nightclub, or cocktail lounge; drug store or pharmacy (stand alone); entertainment establishment; and financial institution."

ix. Specific allowable uses within Area "C": "Parks and recreational areas" is not defined use type in Table 4.1-1. Please clarify intended uses in Area "C".

Response: The specific allowable uses within Area 'C' were revised from "parks and recreational areas" to "park, private and public."

x. Specific allowable uses within Area "C": Please clarify the intended eating establishment use types proposed to be permitted. Specifically, restaurants are broken down into with indoor seating only and with outdoor seating. There are other uses which may potentially be included such as specialty eating establishments and ice cream shop. (Note – comment not applicable if comment 5.g.iv. above is implemented.)

Response: The specific allowable uses within Area 'C' were revised from "restaurants (with and without drive-thru)" to "restaurant, indoor seating only; restaurant, with outdoor seating; restaurant, with drive-through and drive-in service; and specialty eating establishment."

xi. Specific allowable uses within Area "C": "Clubhouse" is not defined use type in Table 4.1-1. Please clarify intended uses in Area "C".

Response: A general note was added to define a clubhouse.

xii. Specific allowable uses within Area "C": "Public utilities" and "Communications infrastructure are not defined uses type in Table 4.1-1. Please clarify intended uses in Area "C".

Response: "Public utilities" and "Communications infrastructure" were removed from the specific allowable uses within Area 'C'. "Public utilities" and "Communications infrastructure" were revised to be consistent with Table 4.1-1 and added to the list of allowable uses for all land use areas.

xiii. Specific allowable uses within Area "D": Common open space, recreational trails, public or private parks, stormwater management facilities, public safety, and infrastructure are already identified as allowable uses within all land use areas and do not need to be specifically listed for Area "D".

Response: Reference to the uses that are permitted in all land use areas have been removed from Area 'D'.

xiv. Specific allowable uses within Area "D": "Single-family residential as an accessory to a golf course" is not an accessory use identified in Table 4.1-1. Please identify this as a principal use within Area "D" and specify if the units will be attached or detached.

Response: Reference to 'accessory use' has been removed.

xv. Permitted Density of Area "A": The permitted density is identified as 2 units per acre with a maximum of 100 units. The acreage of Area "A" is stated to be 46.74 acres, which yields a maximum of 93 units at 2 units per acre. Please resolve the discrepancy.

Response: The permitted density has been revised to round to the nearest tenth of a unit that allows the desired number of units. The permitted density of Area "A" is 2.14 dwelling units per acre (du/ac).

xvi. Permitted Density of Area "D": The permitted density is identified as 0.05 units per acre with a maximum of 10 units. The acreage of Area "D" is stated to be 196.68 acres, which yields a maximum of 9 units at 0.05 units per acre. Please resolve the discrepancy.

Response: The permitted density has been revised to round to the nearest tenth of a unit that allows the desired number of units. The permitted density of Area "D" is 0.051 du/ac.

xvii. Permitted Intensity of Area "D": The permitted intensity is identified as 200,000 square feet of non-residential floor area. The acreage of Area "D" is stated to be 196.68 acres, which yields a

maximum intensity of 171,347 square feet of non-residential floor area. Please resolve the discrepancy.

Response: The permitted Floor Area Ratio (FAR) has been revised to round to the nearest hundredth that allows the desired number of square feet. The permitted FAR of Area "D" is 0.024.

h. Please revise the dimensional standards table on the PD Master Plan to address the following:
    i. Please clarify the minimum side setbacks for single-family attached uses is for exterior lots only.

Response: A footnote was added to the dimensional standards table to clarify the minimum side setbacks for single-family attached uses is for exterior lots only.

    ii. Suggest that the dimensional standards for "non-residential" uses be changed to "All other uses".

Response: The dimensional standards table has been revised to "all other uses" per City recommendation.

i. Area "B" proposes up to a maximum of 350 dwellings. Only one point of connection is shown to CR 235-A. Suggest considering a secondary access point on CR 235-A given the number of units proposed for this area. Understood that internal connections may also exist, however, an additional external connection may be warranted for public emergency response.

Response: A note has been added to reflect that a second access point will be proposed for Area 'B'. This second access point for Area 'B' may be limited to public emergency access. The specific location of all access points will be determined at Final PD Plan.

j. General Note 3 on the Existing Conditions Plans notes an environmental survey was completed in December 2022. The survey included with the application package is dated June 2024.

Response: General Note 3 on the Existing Conditions Plan has been revised to reflect the correct environmental survey date.

6. Section 2.4.2, Standards for Rezoning
    a. Section 2.4.2(E)(1)(k): Please provide documentation which addresses what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

Response: The response to LDR §2.4.2(E)(1)(k) has been refined to reflect a best management practices plan was prepared for this subject property and is included with the Golf Course Site Plan submittal.

7. Section 3.6.2, General Standards for All PD Districts
    a. Section 3.6.2(A)(1)(d): Please provide further analysis addressing what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

Response: The response to LDR §3.6.2(A)(1)(d) has been refined to reflect a best management practices plan was prepared for this subject property and is included with the Golf Course Site Plan submittal.

    b. Section 3.6.2(A)(3): Please further address compatibility between the proposed Area "B" (15 du/acre) and Area "C" (mixed use – 12 du/acre and non-residential uses) with the adjacent lands zoned RSF-1.

Response: The response to LDR §3.6.2(A)(3) has been refined to further address compatibility between Developable Areas 'B' and 'C' and adjacent lands zoned RSF-1. It is anticipated the RSF-1 zoned parcels will redevelop consistent with the current land use trend, which is commercial uses along this segment of

US 441 near I-75. The uses proposed adjacent to the RSF-1 parcels can be compatible, as demonstrated with numerous examples within the City where low- and moderate-density residential is adjacent to high density residential and commercial uses. The PD does not substantially change the dimensional standards than what is required by the LDR. And the locations suitable for Stormwater Management facilities (SMF) is located adjacent to a portion of the abutting RSF-1 zoned parcels.

c. Section 3.6.2(A)(6)(b): As noted previously, residual capacities for water and wastewater after the project's impacts are considered 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the response to this standard that addresses availability of facilities concurrent with the impacts of the development proposed in the PD Master Plan.

Response: The response to Section 3.6.2(A)(6)(b) has been revised to clarify that development shall not be permitted unless additional capacity becomes available or funds to increase capacity are committed.

8. Section 3.6.3(A), Additional Standards for PD-R Zoning District
    a. Section 3.6.3(A)(4): Please elaborate on how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-R and the scale and character of development in the City.

Response: The response to LDR §3.6.3(A)(4) has been refined to further address how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-R and the scale and character of development in the City. By and large, dimensional standards are consistent with comparable zoning district standards. In the case of residential uses, the max lot coverage has been slightly increased to account for the significant percentage of site dedicated to the golf course. But, in some cases, the front and rear setbacks and lot widths are greater (by 5') than what is required in the LDR for comparable zoning districts. The result will be a slightly more compact developed area and greater common area.

9. Section 3.6.3(D), Additional Standards for PD-R Zoning District
    a. Section 3.6.3(D)(4): Please elaborate on how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-COMM and the scale and character of development in the City.

Response: The response to LDR §3.6.3(D)(4) has been refined to further address how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-R and the scale and character of development in the City. By and large, dimensional standards are consistent with comparable zoning district standards.

10. Outside Review/Public Services/Fire Marshal
    a. Please reference the comments provided by the Public Services Department in a memorandum dated October 1, 2024.

NO.	COMMENTS
1	**Comment on September Documents** This is a major proposed development. In addition to funding the usual water, wastewater and electrical infrastructure, related existing infrastructure will need to be evaluated as to both condition and capacity. An example of such infrastructure is lift station(s). The developer shall bear the costs of such upgrades. FYI
	END OF COMMENTS

Response: Noted. The developer will be responsible for upgrading the infrastructure utilized by the development to maintain the City's acceptable Level of Service (LOS) standards.

We trust you will find this submittal package is sufficient for review and approval. Please contact me at (352) 331-1976 or at ryan.thompson@nv5.com should you have any questions or require any additional information to complete your review.

Sincerely,
CHW

C. Ryan Thompson, AICP
Sr. Project Manager

Application Package
Table of Contents

1. Cover Letter
2. **LsCPA Application**
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. Environmental Exhibits

FOR PLANNING USE ONLY
Case #: _____
Application Fee: $_____
Filing Date: _____ Acceptance Date: _____
Review Type: P&Z, CC

City of Alachua
Comprehensive Plan Amendment Application

☑ **Large** Scale Comprehensive Plan Amendment (greater than 10 acres)

☐ **Small** Scale Comprehensive Plan Amendment (10 acres or less)

NOTE: It is the burden of the applicant to be familiar with the requirements of Chapter 163, Florida Statutes, which are related to Comprehensive Plan Amendments. Requirements for Comprehensive Plan Amendments may change with each Legislative Session. Please contact the Planning and Community Development Department if you need assistance with locating this information.

A. PROJECT

1. Project Name: Tomoka Hills PD
2. Address of Subject Property: 15601 NW 167th Blvd, Alachua, FL 32615
3. Parcel ID Number(s): 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001
4. Existing Use of Property: Vacant
5. Existing Future Land Use Map Designation: Medium and Moderate Density Residential, Commercial, Community Commercial, and Agriculture
6. Proposed Future Land Use Map Designation: Low, Moderate, and High Density Residential, and Community Commercial
7. Acreage: ±345.58 Acres

B. APPLICANT

1. Applicant's Status ☐ Owner (title holder) ■ Agent
2. Name of Applicant(s) or Contact Person(s): Ryan Thompson, AICP Title: Sr. Project Manager
   Company (if applicable): CHW
   Mailing address: 11801 Research drive
   City: Alachua State: Florrida ZIP: 32615
   Telephone: (352) 331-1976 FAX: ( ) e-mail: ryan.thompson@nv5.com
3. If the applicant is agent for the property owner*:
   Name of Owner (title holder): Tower Hill Insurance Group, LLC and Tomoka Hills Farms, Inc.
   Mailing Address: P.O. BOX 147018
   City: Gainesville State: FL ZIP: 32614
   * Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

1. Is there any additional contact for sale of, or options to purchase, the subject property? ☐ Yes ■ No
   If yes, list names of all parties involved: _____
   If yes, is the contract/option contingent or absolute? ☐ Contingent ☐ Absolute

D. ATTACHMENTS

1. Statement of proposed change and maps which illustrate the proposed change.
2. Urban Sprawl Analysis which evaluates as to whether the plan amendment incorporates a development pattern or urban form that achieves four or more of the following eight criteria:

   (I) Directs growth and development to areas of the community in a manner that does not adversely impact natural resources;
   (II) Promotes the efficient and cost effective provision or extension of public infrastructure and services;
   (III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that support a range of housing choices and a multimodal transportation system;
   (IV) Promotes conservation of water and energy;
   (V) Preserves agricultural areas and activities;

(VI) Preserves open space and natural lands and provides for public open space and recreation needs;
(VII) Creates a balance of land uses based on demands of residential population for the nonresidential needs of an area; and,
(VIII) Provides uses, densities and intensities of use and urban form that would remediate an existing or planned sprawl development pattern or provides for an innovative development pattern such as transit oriented development or new towns.

3. Concurrency Impact Analysis which considers the impact on public facilities, including potable water, sanitary sewer, transportation, solid waste, recreation, stormwater, and public schools in accordance with Article 2.4.14 of the Land Development Regulations.

4. Needs Analysis which demonstrates the necessity for the proposed increase in the proposed Future Land Use Map Designation. This analysis may consist, in whole or part, of a market impact study or real estate needs analysis.

5. Analysis of Consistency with the City of Alachua Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies and describe in detail how the application complies with the noted Goal, Objective, or Policy.)

6. A current aerial map of the property (may be obtained from the Alachua County Property Appraiser).

7. Three (3) sets of labels for all property owners within 400 feet of the subject property boundaries – even if property within 400 feet falls outside of City limits. (Obtain from the Alachua County Property Appraiser).

8. If the application includes any Future Land Use Map Designation which permits residential uses, Public School Student Generation Form.

9. Legal description with tax parcel number.

10. Proof of ownership.

11. Proof of payment of taxes.

12. **Fee.** Please see fee schedule for fee determination. No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any necessary technical review will be billed to the applicant at the rate of the reviewing entity. The invoice shall be paid in full prior to any legislative and/or quasi-judicial action of any kind on the petition, appeal, or development application.

All 12 attachments are required for a complete application. **A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.**

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge.

Signature of Applicant

Signature of Co-applicant

C. Ryan Thompson

Typed or printed name and title of applicant

Typed or printed name of co-applicant

State of Florida County of Alachua

The foregoing application is acknowledged before me this 29 day of August, 2024 by Ryan Thompson, who is/are personally known to me, or who has/have produced _____ as identification.

NOTARY SEAL

ERICA SAMPLES
MY COMMISSION # HH 264215
EXPIRES: May 12, 2026

Signature of Notary Public, State of Florida

Application Package
Table of Contents

1. Cover Letter
2. LsCPA Application
3. **Property Owner Affidavit**
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. Environmental Exhibits

City of ALACHUA

THE GOOD LIFE COMMUNITY

Authorized Agent Affidavit

A. PROPERTY INFORMATION

Address of Subject Property: 15601 NW 167TH BLVD, Alachua, FL 32615

Parcel ID Number(s): 03873-001-000

Acreage: ±13.01

B. PERSON PROVIDING AGENT AUTHORIZATION

Name: _____ Title: _____

Company (if applicable): Tower Hill Insurance Group, LLC

Mailing Address: P.O. BOX 147018

City: Gainesville State: FL ZIP: 32614

Telephone: Contact agent FAX: _____ e-mail: _____

C. AUTHORIZED AGENT

Name: C. Ryan Thompson, AICP Title: Sr. Project Manager

Company (if applicable): CHW, an NV5 Company

Mailing address: 11801 Research Drive

City: Alachua State: FL ZIP: 32615

Telephone: (352) 331-1976 FAX: N/A e-mail: Ryan.Thompson@NV5.com

D. REQUESTED ACTION:

To obtain approvals from the City of Alachua, Alachua County, Suwannee River Water Management District, Florida Department of Transportation, Florida Department of Environmental Protection, and all other pertinent agencies.

I hereby certify that I am the property owner of record, or I have received authorization from the property owner of record to file an application for a development permit related to the property identified above. I authorize the agent listed above to act on my behalf for purposes of this application.

Scott P. Rowe

Signature of Applicant

_____

Signature of Co-applicant

Scott P. Rowe

Typed or printed name and title of applicant

_____

Typed or printed name of co-applicant

State of Florida County of Alachua

The foregoing application is acknowledged before me this 15 day of Aug, 2024, by Scott P. Rowe

_____, who is/are personally known to me, or who has/have produced _____ as identification.

_____

Signature of Notary Public, State of FL

Notary Public State of Florida
Jessica Cowart
My Commission HH 392136
Expires 7/16/2027

City of ALACHUA

THE GOOD LIFE COMMUNITY

Authorized Agent Affidavit

A. PROPERTY INFORMATION

Address of Subject Property: 16009 NW 167TH BLVD, Alachua, FL 32615

Parcel ID Number(s): 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-001

Acreage: ±332.17

B. PERSON PROVIDING AGENT AUTHORIZATION

Name: _____ Title: _____

Company (if applicable): Tomoka Hills Farms, Inc.

Mailing Address: P.O. BOX 147018

City: Gainesville State: FL ZIP: 32614

Telephone: Contact agent FAX: _____ e-mail: _____

C. AUTHORIZED AGENT

Name: C. Ryan Thompson, AICP Title: Sr. Project Manager

Company (if applicable): CHW, an NV5 Company

Mailing address: 11801 Research Drive

City: Alachua State: FL ZIP: 32615

Telephone: (352) 331-1976 FAX: N/A e-mail: Ryan.Thompson@NV5.com

D. REQUESTED ACTION:

To obtain approvals from the City of Alachua, Alachua County, Suwannee River Water Management District, Florida Department of Transportation, Florida Department of Environmental Protection, and all other pertinent agencies.

I hereby certify that I am the property owner of record, or I have received authorization from the property owner of record to file an application for a development permit related to the property identified above. I authorize the agent listed above to act on my behalf for purposes of this application.

Scott P. Rowe
Signature of Applicant

_____
Signature of Co-applicant

Scott P. Rowe
Typed or printed name and title of applicant

_____
Typed or printed name of co-applicant

State of Florida County of Alachua

The foregoing application is acknowledged before me this 15 day of Aug., 2024 by Scott P. Rowe

_____, who is/are personally known to me, or who has/have produced _____ as identification.

_____
Signature of Notary Public, State of FL

Notary Public State of Florida
Jessica Cowart
My Commission HH 392136
Expires 7/16/2027

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LEGAL DESCRIPTION

DATE: August 22, 2024
CLIENT: Tower Hill Farms
PROJECT NO: 21-0025
DESCRIPTION FOR: FLU: Moderate Density Residential

A PARCEL OF LAND SITUATED IN SECTION 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 16; THENCE NORTH 86°54'12" EAST, ALONG THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY); THENCE SOUTH 00°32'14" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET; THENCE SOUTH 00°28'50" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 209.47 FEET; THENCE SOUTH 00°33'05" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 945.94 FEET TO THE **POINT OF BEGINNING;** THENCE NORTH 89°28'37" EAST, A DISTANCE OF 356.19 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°20'39" EAST, 722.82 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°15'57", AN ARC DISTANCE OF 737.91 FEET TO THE END OF SAID CURVE; THENCE SOUTH 40°30'57" EAST, A DISTANCE OF 220.00 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1270.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 61°31'50" WEST, 539.88 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°32'38", AN ARC DISTANCE OF 544.03 FEET TO THE END OF SAID CURVE; THENCE SOUTH 15°58' 19" EAST, A DISTANCE OF 851.30 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 1230.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 08°14'51" EAST, 330.65 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°26'56", AN ARC DISTANCE OF 331.65 FEET TO THE END OF SAID CURVE; THENCE SOUTH 00°31'23" EAST, A DISTANCE OF 272.70 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 430.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 07°39'03" WEST, 122.27 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°20'51", AN ARC DISTANCE OF 122.69 FEET TO THE END OF SAID CURVE; THENCE NORTH 71°00'52" WEST, A DISTANCE OF 34.47 FEET; THENCE SOUTH 18°40'42" WEST, A DISTANCE OF 592.11 FEET; THENCE NORTH 89°27'59" WEST, A DISTANCE OF 725.92 FEET TO THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235A; THENCE NORTH 00°31'30" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 2164.34 FEET; THENCE NORTH 00°33'05" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 84.61 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 46.74 ACRES, MORE OR LESS.

LEGAL DESCRIPTION

DATE: August 22, 2024
CLIENT: Tower Hill Farms
PROJECT NO: 21-0025
DESCRIPTION FOR: FLU Community Commercial

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE RUN SOUTH 00°31'06" EAST, A DISTANCE OF 629.33 FEET TO THE **POINT OF BEGINNING**; THENCE RUN NORTH 58°15'37" EAST, A DISTANCE OF 210.05 FEET; THENCE NORTH 58°10'47" EAST, A DISTANCE OF 506.70 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 62°06'51" EAST, 376.73 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°06'13" EAST, 325.04 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°30'16", AN ARC DISTANCE OF 325.22 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 77°49'57" EAST, 559.06 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°11'57", AN ARC DISTANCE OF 559.96 FEET TO A POINT ON A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 950.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 04°16'34" EAST, 380.13 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°04'54", AN ARC DISTANCE OF 382.71 FEET TO A A POINT ON A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 3259.14 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 13°59'50" EAST, 209.11 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°40'36", AN ARC DISTANCE OF 209.15 FEET; THENCE RUN NORTH 12°09'36" EAST, A DISTANCE OF 49.24 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE RUN SOUTH 78°09'08" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 50.00 FEET; THENCE RUN SOUTH 78°09'39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 798.77 FEET; THENCE RUN SOUTH 12°02'31" WEST, A DISTANCE OF 217.85 FEET; THENCE RUN SOUTH 78°08'19" EAST, A DISTANCE OF 400.00 FEET; THENCE RUN NORTH 12°02'06" EAST, A DISTANCE OF 217.83 FEET TO SAID SOUTHERLY LINE; THENCE RUN SOUTH 78°10'15" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 677.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN SOUTH 05°38'39" WEST ALONG SAID WESTERLY LINE, A DISTANCE OF 280.17 FEET; THENCE RUN NORTH 87°31'26" WEST, A DISTANCE OF 770.23 FEET; THENCE RUN NORTH 86°49'39" WEST, A DISTANCE OF 225.90 FEET TO A POINT ON A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 83°02'17" WEST, 134.83 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°34'44", AN ARC DISTANCE OF 134.92 FEET; THENCE RUN NORTH 79°14'55" WEST, A DISTANCE OF 231.81 FEET; THENCE RUN SOUTH 02°49'53" WEST, A DISTANCE OF 160.60 FEET; THENCE RUN SOUTH 44°40'03" WEST, A DISTANCE OF 298.82 FEET; THENCE RUN SOUTH 15°19'57" EAST, A DISTANCE OF 210.00 FEET; THENCE RUN SOUTH 60°19'57" EAST, A DISTANCE OF 150.00 FEET; THENCE RUN SOUTH 02°49'53" WEST, A DISTANCE OF 368.87 FEET; THENCE RUN SOUTH 29°28'37" WEST, A DISTANCE OF 418.44 FEET; THENCE RUN NORTH 60°20'15" WEST, A DISTANCE OF 806.50 FEET; THENCE RUN SOUTH

29°28’37” WEST, A DISTANCE OF 202.27 FEET; THENCE RUN SOUTH 29°28’37” WEST, A DISTANCE OF 113.85 FEET TO A POINT ON A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 59°28’37” WEST, 1050.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 60°00’00”, AN ARC DISTANCE OF 1099.56 FEET; THENCE RUN SOUTH 89°28’37” WEST, A DISTANCE OF 356.19 FEET; THENCE RUN NORTH 00°33’05” WEST, A DISTANCE OF 945.94 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 78.68 ACRES, MORE OR LESS.

LEGAL DESCRIPTION

DATE: August 22, 2024
CLIENT: Tower Hill Farms
PROJECT NO: 21-0025
DESCRIPTION FOR: FLU High Density Residential

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE NORTH 89°23'41" EAST. ALONG THE SOUTHERLY LINE OF SAID SECTION 9, A DISTANCE OF 648.03 FEET; THENCE NORTH 0°35'52" WEST, A DISTANCE OF 250.14 FEET; THENCE SOUTH 89°25'20" WEST, A DISTANCE OF 647.88 FEET TO THE EASTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY). THENCE NORTH 00°33'49" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 250.46 FEET; THENCE NORTH 89°24'53" EAST, A DISTANCE OF 393.00 FEET; THENCE NORTH 00°35'05" WEST, A DISTANCE OF 221.68 FEET; THENCE SOUTH 89°24'10" WEST, A DISTANCE OF 393.04 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°34'32" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 245.12 FEET; THENCE NORTH 89°22'44" EAST, A DISTANCE OF 210.00 FEET; THENCE NORTH 00°34'01" WEST, A DISTANCE OF 180.68 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 76°02'39" EAST, A DISTANCE OF 104.62 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 10209.13 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 77°08'50" EAST, 370.79 FEET; (2) THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°04'52", AN ARC DISTANCE OF 370.81 FEET; (3) THENCE SOUTH 78°18'40" EAST, A DISTANCE OF 26.12 FEET; (4) THENCE SOUTH 78°10'25" EAST, A DISTANCE OF 251.86 FEET; THENCE SOUTH 00°50'16" EAST, A DISTANCE OF 285.02 FEET; THENCE SOUTH 00°46'03" EAST, A DISTANCE OF 691.17 FEET; THENCE SOUTH 00°32'24" EAST, A DISTANCE OF 85.25 FEET A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 62°06'51" WEST, 376.73 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET; THENCE SOUTH 58°10'47" WEST, A DISTANCE OF 506.70 FEET; THENCE NORTH 00°36'09" WEST, A DISTANCE OF 210.09 FEET; THENCE SOUTH 58°03'05" WEST, A DISTANCE OF 210.00 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°32'14" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 23.48 ACRES, MORE OR LESS.

LEGAL DESCRIPTION

DATE: August 22, 2024
CLIENT: Tower Hill Farms
PROJECT NO: 21-0025
DESCRIPTION FOR: FLU: Low Density Residential

A PARCEL OF LAND SITUATED IN SECTIONS 9 AND 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 16; THENCE NORTH 86°54'12" EAST, ALONG THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY); THENCE SOUTH 00°32'14" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET; THENCE SOUTH 00°28'50" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 209.47 FEET; THENCE SOUTH 00°33'05" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 945.94 FEET; THENCE NORTH 89°28'37" EAST, A DISTANCE OF 356.19 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°20'39" EAST, 722.82 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°15'57", AN ARC DISTANCE OF 737.91 FEET TO THE **POINT OF BEGINNING;** THENCE CONTINUE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°44'03", AN ARC DISTANCE OF 361.65 FEET (CHORD BEARING & DISTANCE OF NORTH 39°20'39" EAST, 359.86 FEET) TO THE END OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 316.12 FEET; THENCE SOUTH 60°20'15" EAST, A DISTANCE OF 806.50 FEET; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 418.44 FEET; THENCE NORTH 02°49'53" EAST, A DISTANCE OF 368.87 FEET; THENCE NORTH 60°19'57" WEST, A DISTANCE OF 150.00 FEET; THENCE NORTH 15°19'57" WEST, A DISTANCE OF 210.00 FEET; THENCE NORTH 44°40'03" EAST, A DISTANCE OF 298.82 FEET; THENCE NORTH 02°49'53" EAST, A DISTANCE OF 160.60 FEET; THENCE SOUTH 79°14'55" EAST, A DISTANCE OF 231.81 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 83°02'17" EAST, 134.83 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°34'44", AN ARC DISTANCE OF 134.92 FEET TO THE END OF SAID CURVE; THENCE SOUTH 86°49'39" EAST, A DISTANCE OF 225.90 FEET; THENCE SOUTH 87°31'26" EAST, A DISTANCE OF 770.23 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE NO. 75 (300' WIDE RIGHT OF WAY); THENCE SOUTH 05°38'39" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 15.06 FEET; THENCE SOUTH 05°40'44" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1300.24 FEET; THENCE SOUTH 05°42'30" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1257.04 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 5879.58 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 02°48'16" EAST, 1729.23 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°54'45", AN ARC DISTANCE OF 1735.53 FEET TO THE END OF SAID CURVE; THENCE NORTH 71°00'52" WEST, A DISTANCE OF 2739.65 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 430.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 07°39'03" EAST, 122.27 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°20'51", AN ARC DISTANCE OF 122.69 FEET TO THE END OF SAID CURVE; THENCE NORTH 00°31'23" WEST, A DISTANCE OF 272.70 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 1230.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 08°14'51" EAST, 122.27 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°20'51", AN ARC

DISTANCE OF 331.65 FEET TO THE END OF SAID CURVE; THENCE NORTH 15°58’19” WEST, A DISTANCE OF 851.30 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1270.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 61°31’50” EAST, 539.88 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°32’38”, AN ARC DISTANCE OF 544.03 FEET TO THE END OF SAID CURVE; THENCE NORTH 40°30’57” WEST, A DISTANCE OF 220.00 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 196.68 ACRES, MORE OR LESS.

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15.00 p.1
280.00

THIS INSTRUMENT WAS PREPARED BY:
JOHN C. TRENTELMAN, Attorney
207 N. Magnolia Avenue
Ocala, Florida 34475-6625

ret →

CIRCUIT COURT CLERK
J.K. "Buddy" Irby
ALACHUA COUNTY, FL
Date 03/02/1999 11:57
Document ID 1594334
Book/Page 2219/ 1139

DTAX 280.00

Please Return To:
Charles M. Gadd, Jr.

RETURN TO

WARRANTY DEED

THIS INDENTURE, made the 26th day of February, 1999, between **JAMES A. O'NEAL JR. and his wife, VIRGINIA L. O'NEAL,** hereinafter called the grantor*, and **TOMOKA HILLS FARMS, INC.,** whose mailing address is: 7201 NW 11th Place. Gainesville. Florida 32605 hereinafter called the grantee*.

WITNESSETH:

that said grantor, for and in consideration of the sum of ten dollars, and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in Alachua County, Florida, to-wit:

SEE ATTACHED EXHIBIT "A"

PARCEL NUMBER: 03871-000-000 & 03055-001-001

and said grantor does hereby warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever, except taxes for 1999. *"Grantor" and "grantee" are used for singular or plural as context requires.

IN WITNESS WHEREOF, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered
in our presence.

John C. Trentelman

James A. O'Neal Jr (Seal)
JAMES A. O'NEAL JR.
1306 SE 15th St.
Ocala FL 34471

Victoria N. McCue
Victoria N. McCue

Virginia L. O'Neal
VIRGINIA L. O'NEAL

STATE OF FLORIDA

COUNTY OF MARION

The foregoing instrument was acknowledged before me this 25 day of Feb, 1999, by James A. O'Neal Jr. and his wife, Virginia L. O'Neal, who are personally known to me and who did not take an oath.

JOHN C. TRENTELMAN
MY COMMISSION # CC453416 EXPIRES
July 31, 1999
BONDED THRU TROY FAIN INSURANCE, INC

John C. Trentelman
Notary Public, State of Florida

MY COMMISSION EXPIRES: 7-31-99

EXHIBIT A

A TRACT OF LAND SITUATED IN SECTION 9, TOWNSHIP 8 SOUTH RANGE 18 EAST AND FRACTIONAL SECTION 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE AFOREMENTIONED SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST FOR THE POINT OF REFERENCE AND RUN N.86°54'12"E., ALONG THE SOUTH LINE OF SAID SECTION 9, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100 FOOT RIGHT OF WAY) AND THE TRUE POINT OF BEGINNING; THENCE RUN N.03°06'59"W., ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 500.44 FEET; THENCE RUN N.86°53'01"E., A DISTANCE OF 647.68 FEET; THENCE RUN S.03°06'59"E., A DISTANCE OF 500.66 FEET TO THE AFOREMENTIONED SOUTH LINE OF SECTION 9; THENCE RUN N.86°54'12"E., ALONG SAID SOUTH LINE, A DISTANCE OF 299.30 FEET TO THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORD BOOK 175, PAGE 1000 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, SAID PARCEL OF LAND BEING HEREINAFTER REFERRED TO AS THE "ORIGINAL PARCEL"; THENCE RUN S.03°19'15"E., ALONG THE EAST LINE OF SAID "ORIGINAL PARCEL", A DISTANCE OF 84.71 FEET TO THE CENTERLINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD (200 FOOT RIGHT OF WAY); THENCE RUN SOUTHWESTERLY, ALONG SAID CENTERLINE AND WITH A CURVE CONCAVE SOUTHERLY, SAID CURVE HAVING A RADIUS OF 2864.79 FEET, THROUGH AN ARC ANGLE OF 07°33'14", AN ARC DISTANCE OF 377.68 FEET (CHORD BEARING AND DISTANCE OF S.59°28'16"W., 377.42 FEET RESPECTIVELY) TO THE END OF SAID CURVE; THENCE RUN S.55°41'39"W., ALONG SAID CENTERLINE, A DISTANCE OF 506.12 FEET TO A BOUNDARY CORNER OF SAID "ORIGINAL PARCEL"; THENCE RUN N.03°05'00"W., ALONG A BOUNDARY LINE OF SAID "ORIGINAL PARCEL", A DISTANCE OF 210.00 FEET; THENCE RUN S.55°41'39"W., ALONG A BOUNDARY LINE OF SAID "ORIGINAL PARCEL", A DISTANCE OF 210.00 FEET TO THE INTERSECTION OF SAID BOUNDARY LINE WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A; THENCE RUN N.03°05'00"W., ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.65 FEET TO THE TRUE POINT OF BEGINNING, CONTAINING 14.105 ACRES MORE OR LESS.

LESS AND EXCEPT:

A TRACT OF LAND SITUATED IN SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE FOLLOWING DESCRIBED PROPERTY:

COMMENCE AT THE SW CORNER OF THE AFOREMENTIONED SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST FOR THE POINT OF REFERENCE AND RUN N.86°54'12"E., ALONG THE SOUTH LINE OF SAID SECTION 9, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100 FOOT RIGHT OF WAY) AND THE TRUE POINT OF BEGINNING; THENCE RUN N.03°06'59"W., ALONG SAID EAST RIGHT OF WAY LINE A DISTANCE OF 500.44 FEET; THENCE RUN N.86°53'01"E. A DISTANCE OF 647.68 FEET; THENCE RUN S.03°06'59"E. A DISTANCE OF 500.66 FEET TO THE AFOREMENTIONED SOUTH LINE OF SECTION 9; THENCE RUN S.86°54'12"W. ALONG THE SOUTH LINE OF SAID SECTION 9 TO THE POINT OF BEGINNING.

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 2207220 2 PGS
2006 JAN 18 04:18 PM BK 3299 PG 210
J. K. "BUDDY" IRBY
CLERK OF CIRCUIT COURT
ALACHUA COUNTY, FLORIDA
CLERK12 Receipt#268482
Doc Stamp-Deed: 0.70

Prepared by Charles M. Gadd, Jr.
Clayton-Johnston, P.A.
18 NW 33rd Court
Gainesville, FL 32607

Parcel ID Number: 03873-000-000

Warranty Deed

This Indenture, Made this 18th day of January, 2006 A.D., **Between** William J. Shively

of the County of Alachua, State of Florida, **grantor,** and Tomoka Hills Farms, Inc., a corporation existing under the laws of the State of Florida

whose address is: P.O. Box 147018, Gainesville, FL 32614

of the County of Alachua, State of Florida, **grantee.**

Witnesseth that the GRANTOR, for and in consideration of the sum of ----------TEN DOLLARS ($10)---------- DOLLARS, and other good and valuable consideration to GRANTOR in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of Alachua State of Florida to wit:

Those certain lands as are more particularly described in the attached Exhibit "A" which is made apart hereof by reference.

Subject to taxes for 2006 and subsequent years.

Subject to restrictions and easements of record.

This deed is being given by the grantor to a corporation which he owns one hundred percent of the outstanding stock in and is a transfer of unencumbered property to a corporation wholey owned by grantor and is exempt from Florida Documentary Stamp Tax.

The grantor covenants and warrants that the above described property is neither his homestead nor his residence.

2207220

and the grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantor has hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: Charles M. Gadd, Jr.
Witness

Printed Name: Jeannie Brazier
Witness

William J. Shively (Seal)
P.O. Address: P.O. Box 147018, Gainesville, Florida 32614-7018

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 18th day of January, 2006 by William J. Shively

he is personally known to me or he has produced his Florida driver's license as identification.

Comm. number DD 235053
Expires: Aug 16, 2007

Printed Name: Charles M. Gadd, Jr.
Notary Public
My Commission Expires:

Notary Public State of Florida

A50761

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EXHIBIT "A"

A tract of land situated in Fractional Section 16 and the William Garvin Grant, Township 8 South, Range 18 East, Alachua County, Florida, said tract of lane being more particularly described as follows:

Commence at a concrete monument at the Northeast corner of the aforementioned Fractional Section 16, Township 8 South, Range 18 East for a point of reference and run South 00 degs., 27 mins., 55 secs. West, a distance of 3.76 feet to the South right of way line of the Seaboard Coastline Railroad (200 foot right of way abandoned); thence run North 88 degs., 37 mins., 15 secs. West, along said right of way line of Interstate Highway No. 75 (300 foot tight of way); thence run South 04 degs., 11 mins., 43 secs. West along said right of way line , a distance of 1090.69 feet to the West right of way line of Interstate No. 75 a distance pf 1200.36 feet to a concrete monument at the intersection of the South line of that certain parcel of land described in Official Records Book 1195, at page 66 of the Public Records of Alachua County, Florida with said West right of way line, of Interstate Highway No.75 and the True Point of Beginning; thence continue South 04 degs., 11 mins., 43 secs. West, along said right of way line, a distance of 1257.04 feet to a concrete monument at the point of curvature of a 00 degs., 58 mins., 28 sec. curve, having a radius of 5879.58 feet, a total internal angle of 28 degs., 38 mins., 28 secs. and being concave to an Easterly direction; thence run Southeasterly, along the arc of the said right of way curve, an arc distance of 1734.82 feet to a concrete monument, said concrete monument being the Southeast corner of the certain parcel of land described in Official Records Book 742, at page 153 of the Public Records of Alachua County, Florida; thence run North 72 degs., 29 mins., 54 secs. West, along the South line of said parcel of land recorded in Official Records Book 742, at page 153, a distance of 2775.69 feet to a concrete monument; thence run South 17 degs., 05 mins., 50 secs. West, along said South line, a distance of 592.04 feet to a concrete monument; thence run South 89 degs., 04 mins., 44 secs. West, along said South line, a distance of 725.63 feet to the East right of way line of State Road No. S-235-A (100 foot right of way); thence run North 01 degs., 59 mins., 55 secs. West, along said right of way line, a distance of 2164.71 feet to a concrete monument at the Southwest corner of said parcel of land described in Official Records Book 1195, at page 66; thence ruin North 88 degs., 29 mins., 13 secs. East, along the South line of said parcel of land, a distance of 2807.17 feet to a concrete monument; thence run North 58 degs., 14 mins., 10 secs. East, along said South line, a distance of 917.09 feet to the True Point of Beginning.

INSTRUMENT # 2207220
2 PGS

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 3492131 3 PG(S)
5/23/2023 3:02 PM
BOOK 5093 PAGE 753
J.K. JESS IRBY, ESQ.
Clerk of the Court, Alachua County, Florida
ERECORDED Receipt # 1147542
Doc Stamp-Mort: $0.00
Doc Stamp-Deed: $36,419.60
Intang. Tax: $0.00

Prepared by and return to:
Ryan C. Curtis
Attorney at Law
Curtis Law Firm, LLC
175 NW 138th Ter. Ste. 100
Jonesville, FL 32669
352-333-7207
File Number: CLF-TOWER HILL

Parcel Identification No. Parcel# 03873-001-000

[Space Above This Line For Recording Data]

Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this 10th day of May, 2023 between **TOMOKA HILLS FARMS, INC., a Florida corporation** whose post office address is **7201 NW 11th Place, Gainesville, FL 32605** of the County of **Alachua**, State of **Florida**, grantor*, and **TOWER HILL INSURANCE GROUP, LLC, a Florida limited liability company** whose post office address is **7201 NW 11th Place, Gainesville, FL 32605** of the County of **Alachua**, State of **Florida**, grantee*,

Witnesseth that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Alachua County, Florida**, to-wit:

SEE EXHIBIT "A" ATTACHED HERETO

and said grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

* "Grantor" and "Grantee" are used for singular or plural, as context requires.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: Sutticia Rodgers

Witness Name: Michael Mulder

Tomoka Hills Farms, Inc., a Florida corporation

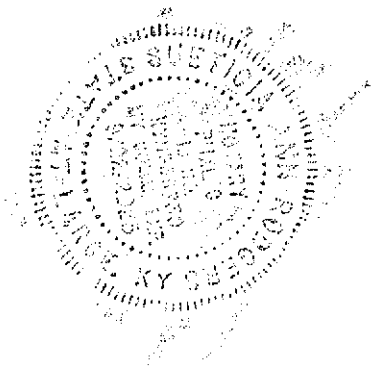
By: _____
William J. Shively, President

(Corporate Seal)

State of Kentucky
County of Fayette

The foregoing instrument was acknowledged before me by means of [X] physical presence or [_] online notarization, this 10 day of May, 2023 by William J. Shively, President of Tomoka Hills Farms, Inc., a Florida corporation, on behalf of the corporation. He [X] is personally known to me or [X] has produced a driver's license as identification.

[Notary Seal]



Notary Public

Printed Name: Sueticia Rodgers

My Commission Expires: September 22, 2025

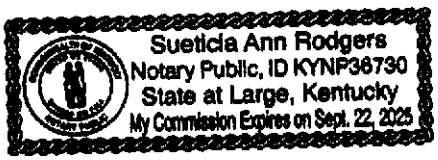


EXHIBIT "A"

A PARCEL OF LAND SITUATED IN FRACTIONAL SECTIONS 9 & 16 AND SECTION 37 (WILLIAM GARVIN GRANT), TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE AFOREMENTIONED FRACTIONAL SECTION 9, THENCE SOUTH 1°53'23" WEST, A DISTANCE OF 3.76 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD (HAVING A RIGHT OF WAY WIDTH OF 200 FEET); THENCE NORTH 87°10'07" WEST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1090.74 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (HAVING A RIGHT OF WAY WIDTH OF 300 FEET); THENCE NORTH 5°40'44" EAST, ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 100.12 FEET TO THE CENTERLINE OF SAID ABANDONED RAILROAD RIGHT OF WAY; THENCE NORTH 87°10'07" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 1480.81 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTH, HAVING A RADIUS OF 2864.79 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 88°42'52" WEST, 420.06 FEET; THENCE WESTERLY CONTINUING ALONG SAID CENTERLINE AND ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°24'31", AND AN ARC LENGTH OF 420.44 FEET TO A POINT ON THE EAST LINE OF A PROPOSED ACCESS EASEMENT (WIDTH VARIES) AND A POINT ON A CURVE CONCAVE WEST, HAVING A RADIUS OF 750.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 10°46'52" WEST, 276.97 FEET; THENCE DEPARTING SAID CENTERLINE AND SOUTHERLY ALONG SAID EAST LINE AND ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°16'52", AND AN ARC LENGTH OF 278.57 FEET TO THE **POINT OF BEGINNING**; THENCE DEPARTING SAID EAST LINE AND THROUGH THE FOLLOWING FOUR (4) COURSES AND DISTANCES (1) SOUTH 60°19'57" EAST, 648.48 FEET; (2) SOUTH 2°49'53" WEST, 368.87 FEET; (3) SOUTH 29°28'37" WEST, 418.44 FEET; (4) NORTH 60°20'15" WEST, 806.50 FEET TO SAID EAST LINE; THENCE ALONG SAID EAST LINE NORTH 29°28'37" EAST, A DISTANCE OF 23.01 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTH, HAVING A RADIUS OF 63.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 63°24'39" EAST, 70.34 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 67°52'04", AND AN ARC LENGTH OF 74.62 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTH, HAVING A RADIUS OF 273.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 79°29'56" EAST, 30.06 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 6°18'46", AND AN ARC LENGTH OF 30.08 FEET TO THE END OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 92.93 FEET TO A POINT ON A CURVE CONCAVE EAST, HAVING A RADIUS OF 63.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 21°45'48" WEST, 62.81 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 59°48'02", AND AN ARC LENGTH OF 65.75 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEAST, HAVING A RADIUS OF 273.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 18°48'25" EAST, 101.09 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°20'24", AND AN ARC LENGTH OF 101.68 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 319.85 FEET; TO THE BEGINNING OF A CURVE CONCAVE NORTHWEST HAVING A RADIUS OF 750.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 25°26'57" EAST, 105.36 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°03'19", AND AN ARC LENGTH OF 105.44 FEET TO THE **POINT OF BEGINNING**.

THE ABOVE DESCRIBED LANDS CONTAIN: 13.007 ACRES, MORE OR LESS.

Record 15.00
Doc. Stamps 6,384.00
Int.Tax
Total 6,399.00

CIRCUIT COURT CLERK
J.K. "Buddy" Irby
ALACHUA COUNTY, FL
Date 01/25/1999 16:28
Document ID 1587372
Book/Page 2213/ 1501

DTAX 6,384.00

Prepared by and return to:
Philip A. DeLaney
Attorney at Law
Scruggs & Carmichael, P.A.
3426 N.W. 43rd Street, Suite B
Gainesville, Florida 32606
352-374-4120
File No.: **98-3148**

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this **22nd** day of **January**, **1999** between

New Life Corporation of America, a Tennessee corporation
whose Social Security/FEIN Number is: [redacted]
whose post office address is
123 Walnut Drive, Hendersonville, Tennessee 37075
grantor, and

Tomoka Hills Farms, Inc., a Florida corporation
whose Social Security/FEIN Number(s) are: 59-3551165
whose post office address is
Post Office Box 141150, Gainesville, Florida 32614
grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

WITNESSETH, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Alachua County, Florida** to-wit:

Legal Description Labeled Exhibit "A" Attached Hereto and By Reference Incorporated Herein

Parcel Identification Number: 03873-001-000

Subject to taxes for 1999 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

TOGETHER WITH: Double Wide Mobile Home MVID numbers GEO729214 and GEO729215, which is permanently affixed to, a part of, and being sold with the real property described above.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 1998 .

IN WITNESS WHEREOF, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

New Life Corporation of America
a Tennessee corporation

Connie Olive
Witness Name:

By: Norvell Olive
Norvell Olive
Executive Director

Carolyn P. Hodges
Witness Name:

(Corporate Seal)

STATE OF Tennessee
COUNTY OF DAVIDSON

The foregoing instrument was acknowledged before me this 21st day of January, 1999 by Norvell Olive, Executive Director of New Life Corporation of America, a Tennessee corporation, on behalf of the corporation. He/she is personally known to me or has produced a Driver's License as identification.

[Notary Seal]

Notary Public
Printed Name: Ronald L. Stone
My Commission Expires: 03-25-2002

Exhibit A

A tract of land situated in Fractional Sections 9 & 16 and Section 37 (William Garvin Grant), Township 8 South, Range 18 East, Alachua County, Florida, said tract of land being more particularly described as follows:

Commence at a concrete monument at the Southeast corner of the aforementioned Fractional Section 9, Township 8 South, Range 18 East for a point of reference and run S. 01° 54'57" W., a distance of 3.76 feet to a concrete monument on the Southerly right of way line of the abandoned Seaboard Coastline Railroad (200 foot right of way); thence run N. 87°08'33" W., along said Southerly right of way line, a distance of 1090.74 feet to a concrete monument on the Westerly right of way line of State Road No. 93, also known as Interstate Highway No. 75 (300 foot right of way); thence run N. 05°41'41" E., along said Westerly right of way line, a distance of 100.12 feet to an iron pipe on the centerline of said railroad right of way and the True Point of Beginning; thence run N. 87°08'33" W., along said centerline, a distance of 1480.63 feet to an iron pipe at the point of curvature of a curve concave Southerly, said curve having a radius of 2864.79 feet, a central angle of 34°35'30", and a chord bearing and distance of S. 75°33'42" W., 1703.44 feet respectively; thence run Southwesterly, with said curve and along said centerline, an arc distance of 1729.58 feet to an iron pipe at the point of tangency of said curve; thence run S. 58°15'57" W., along said centerline, a distance of 716.12 feet to a concrete monument on the Easterly right of way line of County Road No. 235A (100 foot right of way); thence run S. 00°30'42" E., along said right of way line, a distance of 1030.00 feet to a concrete monument; thence run N. 89°58'49" E., a distance of 2807.17 feet to a concrete monument; thence run N. 59°41'41" E., a distance of 917.50 feet to a concrete monument on said Westerly right of way line of State Road No. 93; thence run N. 05°41'41" E., along said right of way line, a distance of 1300.00 feet to the True Point of Beginning.

TOGETHER WITH rights of the "parent tract" (dominant tenement) set forth in the easement recorded in O. R. Book 1195, at Page 68, of the Public Records of Alachua County, Florida.

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 3077291 4 PG(S)
8/22/2017 3:16 PM
BOOK 4540 PAGE 598
J.K.'JESS' IRBY
Clerk of the Court, Alachua County, Florida
ERECORDED Receipt # 788101
Doc Stamp-Mort: $0.00
Doc Stamp-Deed: $7,100.80
Intang. Tax: $0.00

Prepared by and return to:
Lizete M. Raiford

Community Title, LLC
175 NW 138th Ter., Ste. 100
Newberry, FL 32669
352-331-0817
File Number: **CT-17-1147**

Parcel Identification No. **Part of Parcel# 03054-001-000**

[Space Above This Line For Recording Data]

Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this **14th** day of **August, 2017** between **Kenneth J. Fickett and Rebecca H. Fickett, husband and wife** whose post office address is **3001 NE 20th Way, Gainesville, FL 32606** of the County of **Alachua**, State of **Florida**, grantor*, and **Tomoka Hills Farms, Inc., a Florida corporation** whose post office address is **7201 NW 11th Pl, Gainesville, FL 32605** of the County of **Alachua**, State of **Florida**, grantee*,

Witnesseth that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Alachua County, Florida**, to-wit:

EAST PARCEL: A PARCEL OF LAND SITUATED IN FRACTIONAL SECTION 9 AND THE WILLIAM GARVIN GRANT, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT A CONCRETE MONUMENT AT THE SOUTHEAST CORNER OF SAID FRACTIONAL SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST, FOR A POINT OF REFERENCE AND RUN SOUTH 01 DEG. 54'57" WEST, A DISTANCE OF 3.76 FEET TO A CONCRETE MONUMENT ON THE SOUTHERLY RIGHT OF WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD (200 FOOT RIGHT OF WAY); THENCE RUN NORTH 87 DEG. 08'33" WEST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE A DISTANCE OF 1090.74 FEET TO A CONCRETE MONUMENT AT THE INTERSECTION OF SAID SOUTHERLY RIGHT OF WAY LINE WITH THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN NORTH 05 DEG. 41'41" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 100.12 FEET TO A 5/8" STEEL ROD AND CAP STAMPED CHW INC. (LB 5075) AT THE CENTERLINE OF AFOREMENTIONED ABANDONED SEABOARD COASTLINE RAILROAD AND THE POINT OF BEGINNING; THENCE RUN NORTH 87 DEG. 10'32" WEST, ALONG SAID CENTERLINE OF ABANDONED RAILROAD, A DISTANCE OF 1480.76 FEET TO A 1/2" STEEL ROD AND CAP STAMPED ACLS (LB2903) AT THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 2864.79 FEET; THENCE RUN 416.82 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 8 DEG. 20'11" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 88 DEG. 41'02" WEST, 416.45 FEET TO IT'S INTERSECTION WITH THE EAST LINE OF A PROPOSED 100 FOOT WIDE ROADWAY SAID INTERSECTION BEING ON THE ARC OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 900.00 FEET; THENCE RUN ALONG SAID EAST LINE, 364.58 FEET ALONG THE ARC OF SAID NON-TANGENT CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE 23 DEG. 12'35" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 04 DEG. 14'21" EAST, 362.09 FEET TO A NON-TANGENT POINT OF REVERSE CURVATURE ON THE ARC OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 3309.14 FEET; THENCE CONTINUE ALONG SAID EAST LINE, 211.79 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 03 DEG. 40'01" AND

SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 13 DEG. 59'35" EAST, 211.76 FEET TO A POINT OF TANGENCY; THENCE CONTINUE ALONG SAID EAST LINE, NORTH 12 DEG. 09'34" EAST, A DISTANCE OF 49.63 FEET TO IT'S INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF NW 162nd LANE, (A 60 FOOT WIDE RIGHT OF WAY); THENCE RUN SOUTH 78 DEG. 09'10" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 798.74 FEET TO A 4" SQUARE CONCRETE MONUMENT (NO IDENTIFICATION), MARKING THE NORTHWEST CORNER OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4281 AT PAGE 128 OF THE PUBLIC RECORDS OF ALACHUA COUNTY FLORIDA; THENCE RUN ALONG THE BOUNDS OF SAID LANDS THE FOLLOWING THREE (3) COURSES;

1) SOUTH 12 DEG. 02'06" WEST, A DISTANCE OF 217.73 FEET TO A 4" SQUARE CONCRETE MONUMENT AND DISK STAMPED (PLS 2228);

2) SOUTH 78 DEG. 08'35" EAST, A DISTANCE OF 399.95 FEET TO A 4" SQUARE CONCRETE MONUMENT AND DISK STAMPED (PLS2228);

3) NORTH 12 DEG. 02'06" EAST, A DISTANCE OF 217.80 TO A 5/8" STEEL ROD AND CAP STAMPED CHW INC (LB 5075)

SAID POINT BEING THE NORTHEAST CORNER OF SAID LANDS AND A POINT ON THE AFOREMENTIONED SOUTH RIGHT OF WAY LINE OF NW 162nd LANE; THENCE RUN SOUTH 78 DEG. 09'10" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 677.36 FEET TO IT'S INTERSECTION WITH THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93; THENCE RUN SOUTH 05 DEG. 41'04" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 294.78 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH EAST ROADWAY PARCEL:

A PARCEL OF LAND SITUATED IN FRACTIONAL SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A CONCRETE MONUMENT AT THE SOUTHEAST CORNER OF SAID FRACTIONAL SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST, FOR A POINT OF REFERENCE AND RUN SOUTH 01 DEG. 54'57" WEST, A DISTANCE OF 3.76 FEET TO A CONCRETE MONUMENT ON THE SOUTHERLY RIGHT OF WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD (200 FOOT RIGHT OF WAY); THENCE RUN NORTH 87 DEG. 08'33" WEST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE A DISTANCE OF 1090.74 FEET TO A CONCRETE MONUMENT AT THE INTERSECTION OF SAID SOUTHERLY RIGHT OF WAY LINE WITH THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN NORTH 05 DEG. 41'41" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 100.12 FEET TO A 5/8" STEEL ROD AND CAP STAMPED CHW INC (LB5075) AT THE CENTERLINE OF AFOREMENTIONED ABANDONED SEABOARD COASTLINE RAILROAD; THENCE RUN NORTH 87 DEG. 10'32" WEST, ALONG SAID CENTERLINE OF ABANDONED RAILROAD, A DISTANCE OF 1480.76 FEET TO A 1/2" STEEL ROD AND CAP STAMPED ACLS(LB2903) AT THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 2864.79 FEET; THENCE RUN 416.82 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 8 DEG. 20'11" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 88 DEG. 41'02" WEST, 416.45 FEET TO IT'S INTERSECTION WITH THE EAST LINE OF A PROPOSED 100 FOOT WIDE ROADWAY AND THE POINT OF BEGINNING, SAID INTERSECTION BEING ON THE ARC OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 900.00 FEET; THENCE RUN ALONG SAID EAST LINE, 364.58 FEET ALONG THE ARC OF SAID NON-TANGENT CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE 23 DEG. 12'35" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 04 DEG. 14'21" EAST, 362.09 FEET TO A NON-TANGENT POINT OF REVERSE CURVATURE ON THE ARC OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 3309.14 FEET; THENCE CONTINUE ALONG SAID EAST LINE, 211.79 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 03 DEG. 40'01" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 13 DEG. 59'35" EAST, 211.76 FEET TO A POINT OF TANGENCY; THENCE CONTINUE ALONG SAID EAST LINE, NORTH 12 DEG. 09'34" EAST, A DISTANCE OF 49.63 FEET TO IT'S INTERSECTION WITH

THE SOUTH RIGHT OF WAY LINE OF NW 162nd LANE, (A 60 FOOT WIDE RIGHT OF WAY); THENCE RUN NORTH 78 DEG. 09'10" WEST, ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 50.00 FEET TO IT'S INTERSECTION WITH THE CENTERLINE OF SAID PROPOSED 100 FOOT WIDE ROADWAY; THENCE RUN SOUTH 12 DEG. 09'34" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 49.36 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO WESTERLY, HAVING A RADIUS OF 3259.14 FEET; THENCE RUN ALONG SAID CENTERLINE, 209.02 FEET ALONG THE ARC OF SAID CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 03 DEG. 40'29" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 13 DEG. 59'49" WEST, 208.99 FEET TO A NON-TANGENT POINT OF REVERSE CURVATURE ON THE ARC OF A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 950.00 FEET; THENCE CONTINUE ALONG SAID CENTERLINE, 383.18 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 23 DEG. 06'36" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 04 DEG. 15'43" WEST, 380.59 FEET TO IT'S POINT OF INTERSECTION WITH THE AFOREMENTIONED CENTERLINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD, SAID INTERSECTION BEING ON THE ARC OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 2864.79 FEET; THENCE RUN ALONG SAID CENTERLINE OF ABANDONED RAILROAD, 50.01 FEET ALONG THE ARC OF SAID CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 01 DEG. 00'01" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 84 DEG. 00'56" EAST, 50.01 FEET TO THE POINT OF BEGINNING.

Subject to taxes for 2017 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

and said grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

* "Grantor" and "Grantee" are used for singular or plural, as context requires.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: RAMONA McHANCE

Kenneth J. Fickett

Witness Name: Jennifer Creed

Rebecca H. Fickett

State of Florida
County of Alachua

The foregoing instrument was acknowledged before me this 14th day of August, 2017 by Kenneth J. Fickett and Rebecca H. Fickett, who [ ] are personally known or [X] have produced a driver's license as identification.

[Notary Seal]

RAMONA M CHANCE
Notary Public - State of Florida
My Comm. Expires Feb 23, 2019
Commission # FF 174925
Bonded through National Notary Assn.

Notary Public

Printed Name: RAMONA M CHANCE

My Commission Expires: 2-23-19

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 1926519 2 PGS
2003 APR 15 12:10 PM BK 2645 PG 97
J. K. "BUDDY" IRBY
CLERK OF CIRCUIT COURT
ALACHUA COUNTY,FLORIDA
CLERK10 Receipt#134914
Doc Stamp-Deed: 455.00
By: _____D.C.

Prepared by Charles M. Gadd, Jr.
Clayton-Johnston, P.A.
111 SE First Avenue
Gainesville, FL 32602

Parcel ID Number: 03055-001-003
Grantee #1 TIN:
Grantee #2 TIN:

Warranty Deed

This Indenture, Made this 9 day of April, 2003 A.D., **Between** William J. Shively

of the County of Alachua, State of Florida, **grantor,** and Tomoka Hills Farms, Inc., a corporation existing under the laws of the State of Florida

whose address is: PO Box 147018, Gainesville, FL 32614

of the County of Alachua, State of Florida, **grantee.**

Witnesseth that the GRANTOR, for and in consideration of the sum of ----------TEN DOLLARS ($10)---------- DOLLARS, and other good and valuable consideration to GRANTOR in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of Alachua State of Florida to wit:

Those certain lands as described on attached Exhibit A which are made a part hereof by reference.

Together with that certain 1999 Horton Mobile Home, Identification Number H209240G, Title Number 82523650.

SUBJECT TO taxes for 2003 and subsequent years.

SUBJECT TO restrictions and easements of record.

GRANTOR HEREIN WARRANTS THAT THE ABOVE-DESCRIBED PROPERTY IS NEITHER HIS HOMESTEAD NOR HIS RESIDENCE.

and the grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantor has hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: Allen D. Durham
Witness

Printed Name: Donald C. Matz, Jr.
Witness

William J. Shively (Seal)
P.O. Address: PO Box 147018, Gainesville, FL 32614

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 9 day of April, 2003 by William J. Shively

he is personally known to me or he has produced his Florida driver's license as identification.

Cathy Bishop
Commission # CC 924639
Expires May 19, 2004
Bonded Thru
Atlantic Bonding Co., Inc.

Printed Name: Cathy Bishop
Notary Public
My Commission Expires: May 19, 2004

EXHIBIT A

A tract of land situated in Section 9, Township 8 South, Range 18 East, Alachua County, Florida, being more particularly described as follows:

Commence at the Southwest corner of the aforementioned Section 9, Township 8 South, Range 18 East, for the point of reference and run North 86°54'12" East, along the South line of said Section 9, a distance of 50.00 feet to the East right of way line of County Road No. 235-A (100 foot right of way); thence run North 03°06'59" West, along said East right of way line, a distance of 967.41 feet to the True Point of Beginning; thence continue North 03°06'59" West, along said right of way line, a distance of 235.36 feet to the intersection of said East right of way line with the South right of way line of Old State Highway No. 2 (66 foot right of way); thence run South 78°37'24" East, along said South right of way line, a distance of 321.65 feet to the beginning of a curve concave Northerly, said curve having a radius of 10209.13 feet; thence run Southeasterly, along said South right of way line and with said curve, through an arc angle of 01°56'28", an arc distance of 345.87 feet (chord bearing and distance of South 79°35'38" East, 345.86 feet respectively); thence run South 03°06'59" East, a distance of 540.96 feet; thence run South 86°53'01" West, a distance of 254.68 feet; thence run North 03°06'59" West, a distance of 466.97 feet; thence run South 86°53'01" West, a distance of 393.00 feet to the True Point of Beginning. LESS the Westerly 210 feet thereof.

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 2118786 1 PG
2005 MAR 22 11:29 AM BK 3090 PG 1391
J. K. "BUDDY" IRBY
CLERK OF CIRCUIT COURT
ALACHUA COUNTY, FLORIDA
CLERK10 Receipt#228412
Doc Stamp-Deed: 875.00

2118786

This Document Prepared By and Return to:
Charles M. Gadd, Jr.
CLAYTON-JOHNSTON, P.A.
111 S.E. First Ave.
Gainesville, FL 32601

Parcel ID Number: 03055-010-001

Warranty Deed

This Indenture, Made this 18th day of March, 2005 A.D., **Between** Darrell T. Lancaster and Myra K. Lancaster, husband and wife

of the County of Alachua, State of Florida, **grantors,** and Tomoka Hills Farms, Inc., a corporation existing under the laws of the State of Florida
whose address is: 7201 N.W. 11th Place, Gainesville, FL 32605

of the County of Alachua, State of Florida, **grantee.**

Witnesseth that the GRANTORS, for and in consideration of the sum of ----------TEN DOLLARS ($10)---------- DOLLARS, and other good and valuable consideration to GRANTORS in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, have granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of Alachua State of Florida to wit:

LOT 1, ALACHUA OAKS SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK "T", PAGE 53, PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.

ALSO THAT CERTAIN 1998, 80 X 28 CARRIAGE MANOR MOBILE HOME, VEHICLE IDENTIFICATION NUMBERS GAFLW75A68072CD21 AND GAFLW75B68072CD21, SERIAL NUBMERS 75032899 AND 75032900.

Subject to taxes for 2005 and subsequent years.

Subject to restrictions and easements of record.

and the grantors do hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantors have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: Charles M. Gadd, Jr.
Witness

Darrell T. Lancaster (Seal)
Darrell T. Lancaster
P.O. Address: 4927 N.W. 20th Drive, Gainesville, FL 32605

Printed Name: Denise Lowry Hutson
Witness

Myra K. Lancaster (Seal)
Myra K. Lancaster
P.O. Address: 4927 N.W. 20th Drive, Gainesville, FL 32605

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 18th day of March, 2005 by Darrell T. Lancaster and Myra K. Lancaster, husband and wife

who are personally known to me or who have produced their Florida driver's license as identification.

Denise L. Hutson
Commission # DD171511
Expires Dec. 12, 2006
Bonded Thru
Atlantic Bonding Co., Inc.

Printed Name: Denise Lowry Hutson
Notary Public
My Commission Expires:

CIRCUIT COURT CLERK
J.K. "Buddy" Irby
ALACHUA COUNTY, FL
Date 04/30/1999 16:01
Document ID 1606360
Book/Page 2229/ 1239

DTAX 700.00

This instrument prepared by:
MARVIN W. BINGHAM, JR.
P.O. Box 1930
Alachua, Florida 32616

RETURN TO

Tax Parcel # 03055-010-003

WARRANTY DEED

This Indenture, made this 28th day of April, 1999, between **Nanine Genender, an unmarried person, and Adrienne Bleichner, an unmarried person, whose post office address is P.O. Box 2253, Alachua, Florida 32616, grantors, and Tomoka Hills Farms, Inc.,** whose post office address is 7201 NW 11th Place, Gainesville, Florida 32605, grantee,

WITNESSETH that said grantors, for and in consideration of the sum of Ten and no/100 ($10.00) Dollars, and other good and valuable considerations to said grantors in hand paid by said grantee, the receipt of which is hereby acknowledged, have granted, bargained and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in Alachua County, Florida, to wit:

Lots Two (2) and Three (3), ALACHUA OAKS SUBDIVISION, according to plat thereof, as recorded in Plat Book "T", page 53, of the Public Records of Alachua County, Florida.

Together with that certain1997 Fleetwood Waverly Crest Doublewide Mobile Home Serial # FLFLV70A25143-WC21 and FLFLV70B25143-WC21.

SUBJECT TO and together with covenants, easements and restrictions of record, and taxes for the year 1999 and all subsequent years.

and said grantors do hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, grantors have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered
in our presence:

Witness
Printed Name D.V. JAKUPKO

Nanine Genender

Witness
Printed Name MARVIN W. BINGHAM JR

Adrienne Bleichner

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 28th day of April, 1999, by **Nanine Genender and Adrienne Bleichner,** who are personally known to me ✓ or produced _____ as identification.

MARVIN W. BINGHAM, JR.
Comm. No. CC 547201
My Comm. Exp. May. 22, 2000
Bonded thru Pichard Ins. Agcy.

NOTARY PUBLIC
Printed Name: MARVIN W. BINGHAM JR
My Commission Expires: 5.22.00

File No: 99-090

Sign Up for Property Watch

Parcel Summary

Parcel ID	03054-001-002
Prop ID	107846
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233200.50
Subdivision	
Legal Description	COM SE COR SEC S 01 DEG 54 MIN 57 SEC W 3.76 FT N 87 DEG 08 MIN 33 SEC W 1090.74 FT N 05 DEG 41 MIN 41 SEC E 100.12 FT POB N 87 DEG 10 MIN 32 SEC W 1480.76 FT WLY ALG CURVE 416.45 FT NLY ALG CURVE 362.09 FT NLY ALG CURVE 211.76 FT N 12 DEG 09 MIN 34 SEC E (Note: *The Description above is not to be used on legal documents.)
Property Use Code	VACANT COMM (01000)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	18.15
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$0	$0	$0	$0	$0
Land Value	$592,961	$592,961	$592,961	$592,961	$592,961
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$592,961**	**$592,961**	**$592,961**	**$592,961**	**$592,961**
Assessed Value	$592,961	$592,961	$592,961	$592,961	$592,961
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$592,961	$592,961	$592,961	$592,961	$592,961
Maximum Save Our Homes Portability	$0	$0	$0	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0000	VACANT RESIDENTIAL	18.15	790614	0	0	CI

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
8/14/2017	$1,014,400	WD	4540	0598	Unqualified (U)	Vacant	* KENNETH J & REBECCA H FICKET	TOMOKA HILLS FARMS INC	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Map



No data available for the following modules: Building Information, Sub Area, Extra Features, Permits, Sketches, Photos.

This web application and the data herein is prepared for the inventory of real property found within Alachua County and is compiled from recorded deeds, plats, and other public records and data. Users of this web application and the data herein are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information. Alachua County Property Appraiser's Office assumes no legal responsibility for the information contained herein.
| User Privacy Policy | GDPR Privacy Notice
Last Data Upload: 8/8/2024, 6:44:30 AM

Contact Us

Developed by Schneider GEOSPATIAL

Sign Up for Property Watch

Parcel Summary

Parcel ID	03055-010-003
Prop ID	12732
Location Address	17103 NW 162ND LN ALACHUA, FL 32615
Neighborhood/Area	233209.00
Subdivision	ALACHUA OAKS
Legal Description	ALACHUA OAKS PB T-53 LOTS 2 & 3 OR 2229/1239 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	SINGLE FAMILY (00100)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	6.9
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$267,658	$237,442	$171,929	$169,324	$171,456
Land Value	$193,200	$89,700	$89,700	$31,050	$31,050
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$460,858**	**$327,142**	**$261,629**	**$200,374**	**$202,506**
Assessed Value	$266,697	$242,452	$220,411	$200,374	$202,506
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$266,697	$242,452	$220,411	$200,374	$202,506
Maximum Save Our Homes Portability	$194,161	$84,690	$41,218	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0110	SFR RURAL	6.90	300564	0	0	RSF-1

Building Information

Type	SINGLE FAMILY	**Heat**	ELECTRIC
Total Area	3,200	**HC&V**	FORCED AIR
Heated Area	2,251	**HVAC**	CENTRAL
Exterior Walls	CB STUCCO	**Bathrooms**	2.0-Baths
Interior Walls	DRYWALL	**Bedrooms**	4 BEDROOMS
Roofing	ASPHALT	**Total Rooms**	
Roof Type	GABLE/HIP	**Stories**	1.0
Frame		**Actual Year Built**	2005
Floor Cover	CARPET; CLAY TILE	**Effective Year Built**	2005

Type	SOH MISC	**Heat**	
Total Area	705	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	2005

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
BAS	BASE AREA	2,251	3	0100	SINGLE FAMILY
FGR	FINISHED GARAGE	582	3	0100	SINGLE FAMILY
FOP	FINISHED OPEN PORCH	150	3	0100	SINGLE FAMILY
FSP	FIN SCREENED PORCH	217	3	0100	SINGLE FAMILY

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
0800	DRIVE/WALK	416		R1	RES
0963	FP PF 2	1		R7	RES
1641	PATIO 1	288		R1	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
4/28/1999	$100,000	WD	2229	1239	Qualified (Q)	Improved	* BLEICHNER & GENENDER /// NAN	TOMOKA HILLS FARMS INC	Link (Clerk)
8/15/1997	$33,500	WD	2127	307	Qualified (Q)	Vacant	* SANDERS CHESTER S MARGUERITE	* BLEICHNER & GENENDER	Link (Clerk)

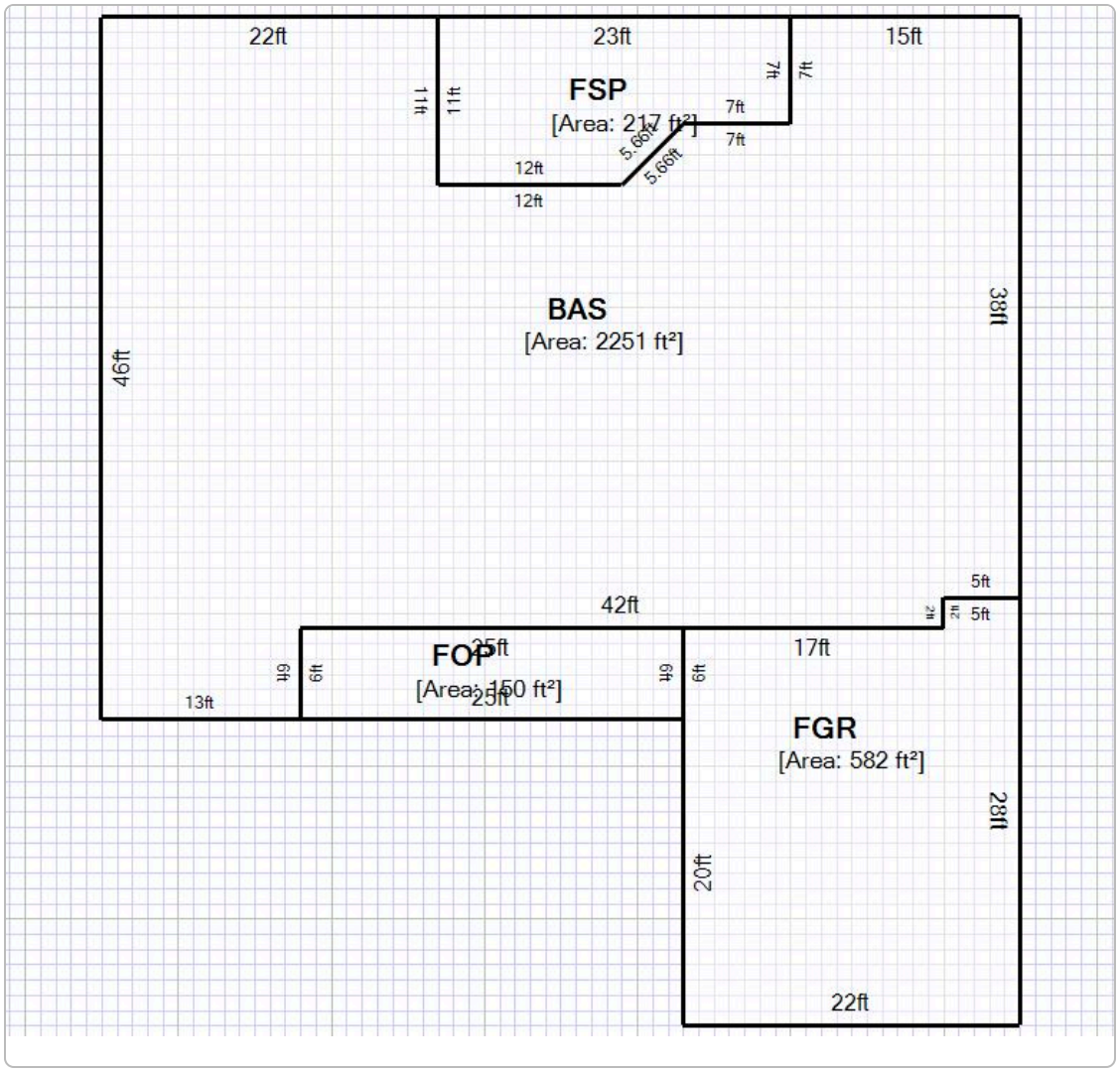
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
9407	ONE & TWO FAMILY DWELLING	Yes	No	7/16/2004	$108,239
6492	MANUFACTURED HOUSING	Yes	No	10/1/1997	$0

Our permitting information is pulled from the Alachua County Permitting Offices. Permitting information shown here is all the Property Appraiser has on file for this property. Any detailed questions about permits should be directed to the Permitting Offices.

Sketches


22ft
23ft
15ft
FSP
[Area: 217 ft²]
11ft
11ft
7ft
7ft
7ft
7ft
5.66ft
5.66ft
12ft
12ft
BAS
[Area: 2251 ft²]
38ft
46ft
5ft
42ft
2ft
5ft
FOP
[Area: 150 ft²]
25ft
25ft
17ft
6ft
6ft
6ft
6ft
13ft
FGR
[Area: 582 ft²]
28ft
20ft
22ft

Map



No data available for the following modules: Extra Features, Photos.

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Sign Up for Property Watch

Parcel Summary

Parcel ID	03871-000-000
Prop ID	15084
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233200.00
Subdivision	
Legal Description	THAT PART GOV LOT 2 N OF RAILROAD LESS W 50 FT R/W PER OR 671/395) & THAT STRIP ABANDONED RR R/W PER OR 836/205) LESS ONE ACRE PER OR 1312/289) OR 2219/1139 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	ACRG NOT AG (09900)
Sec/Twp/Rng	16-08-18
Tax Area	ALACHUA (1700)
Acres	6.29
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$0	$0	$0	$0	$0
Land Value	$22,644	$22,644	$22,644	$22,644	$22,644
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$22,644**	**$22,644**	**$22,644**	**$22,644**	**$22,644**
Assessed Value	$22,644	$22,644	$22,644	$22,644	$22,644
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$22,644	$22,644	$22,644	$22,644	$22,644
Maximum Save Our Homes Portability	$0	$0	$0	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

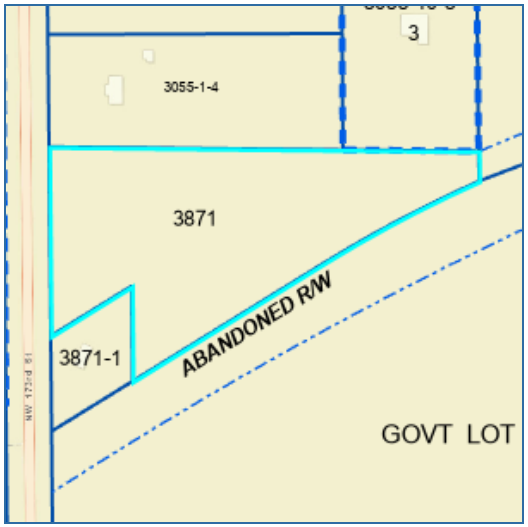
Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
9905	AC NON AG < 10	6.29	273992.4	0	0	RSF-4

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
2/26/1999	$40,000	MS	2219	1139	Unqualified (U)	Vacant	* O'NEAL JAMES A JR VIRGINIA L	TOMOKA HILLS FARMS INC	Link (Clerk)
12/28/1995	$17,500	MS	2043	2698	Unqualified (U)	Vacant	* SANDERS CHESTER S MARGUERITE	* O'NEAL JAMES A JR VIRGINIA L	Link (Clerk)
11/22/1995	$28,900	MS	2039	58	Unqualified (U)	Improved	* EDWARD DEWITT & FLORA E FLOY	* SANDERS CHESTER S MARGUERITE	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Map



No data available for the following modules: Building Information, Sub Area, Extra Features, Permits, Sketches, Photos.

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Parcel Summary

Parcel ID	03873-000-000
Prop ID	15088
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233200.00
Subdivision	
Legal Description	FRAC SEC & GARVIN GRT COM NE COR SEC S 3.76 FT TO S R/W ACL RR (ABANDONED) W ALG R/W 1090.69 FT TO W R/W I-75 S ALG R/W 1200.36 FT POB S ALG R/W 1257.04 FT SELY ALG R/W 1734.82 FT N 72 DEG W 2775.69 FT S 17 DEG W 592.04 FT W 725.63 FT TO E R/W SR-235A N 2 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	GRZGSOIL CLASS6 (06500)
Sec/Twp/Rng	16-08-18
Tax Area	ALACHUA (1700)
Acres	168.92
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$1,080	$1,080	$1,080	$1,080	$1,080
Land Value	$0	$0	$0	$0	$0
Land Agricultural Value	$59,700	$59,700	$59,700	$59,700	$59,700
Agricultural (Market) Value	$298,176	$298,176	$298,176	$298,176	$298,176
Just (Market) Value	**$299,256**	**$299,256**	**$299,256**	**$299,256**	**$299,256**
Assessed Value	$60,780	$60,780	$60,780	$60,780	$60,780
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$60,780	$60,780	$60,780	$60,780	$60,780
Maximum Save Our Homes Portability	$0	$0	$0	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
6550	HAY	155.00	6751800	0	0	A
5501	TIMBER 2-N	10.00	435600	0	0	A
5930	SWAMP/WATER	3.92	170755.2	0	0	A

Building Information

Type	SOH MISC	**Heat**	
Total Area	1	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	1998

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
2400	WELL	1		R5	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
1/18/2006	$100	WD	3299	210	Unqualified (U)	Improved	* SHIVELY WILLIAM J	TOMOKA HILLS FARMS INC	Link (Clerk)
9/23/1998	$98,600	WD	2193	1160	Unqualified (U)	Vacant	* KEFFER & MATTHEWS TRUSTEES M	* SHIVELY WILLIAM J	Link (Clerk)
9/23/1998	$493,000	WD	2193	1126	Unqualified (U)	Vacant	* KEFFER & MATTHEWS TRUSTEES /	* KEFFER & MATTHEWS TRUSTEES M	Link (Clerk)
5/17/1995	$100	WD	2012	1545	Unqualified (U)	Vacant	* MARY JOSEPHINE MATTHEWS	* KEFFER & MATTHEWS TRUSTEES	Link (Clerk)
4/11/1994	$63,500	WD	1959	2058	Unqualified (U)	Vacant	* DONALD G AHEARN & MARILYNN R	* MARY JOSEPHINE MATTHEWS	Link (Clerk)
1/30/1989	$17,000	WD	1725	342	Unqualified (U)	Vacant		* DONALD G AHEARN & MARILYNN R	Link (Clerk)
12/31/1988	$55,000	WD	1723	2020	Unqualified (U)	Vacant		* UNASSIGNED	Link (Clerk)
2/1/1980	$405,500	WD	1262	94	Unqualified (U)	Vacant		* UNASSIGNED	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
05-09826	ROOFING	Yes	No	3/28/2005	$26,820
6896	MECHANICAL	Yes	No	2/16/1999	$2,500

Our permitting information is pulled from the Alachua County Permitting Offices. Permitting information shown here is all the Property Appraiser has on file for this property. Any detailed questions about permits should be directed to the Permitting Offices.

Map



No data available for the following modules: Extra Features, Sketches, Photos.

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Parcel Summary

Parcel ID	03873-001-000
Prop ID	15089
Location Address	15601 NW 167TH BLVD ALACHUA, FL 32615
Neighborhood/Area	233200.00
Subdivision	
Legal Description	COM SE COR SEC 9-8-18 S 01 DEG 53 MIN 23 SEC W 3.76 FT N 87 DEG 10 MIN 07 SEC W 1090.74 FT N 87 DEG 10 MIN 07 SEC W 1480.81 FT WLY ALG CURVE 420.44 FT SLY ALG CURVE 278.57 FT POB S 60 DEG 19 MIN 57 SEC E 648.48 FT S 02 DEG 49 MIN 53 SEC W 368.87 FT S 29 D (Note: *The Description above is not to be used on legal documents.)
Property Use Code	SINGLE FAMILY (00100)
Sec/Twp/Rng	16-08-18
Tax Area	ALACHUA (1700)
Acres	13.01
Homesteaded	False

Click Here to Open Cyclomedia Viewer in a New Tab

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOWER HILL INSURANCE GROUP LLC
7201 NW 11TH PL
GAINESVILLE, FL 32605-3143

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$430,656	$395,050	$368,962	$345,676	$353,867
Land Value	$9,000	$9,000	$9,000	$9,000	$9,000
Land Agricultural Value	$2,483	$46,800	$46,800	$46,800	$46,800
Agricultural (Market) Value	$14,418	$234,000	$234,000	$234,000	$234,000
Just (Market) Value	**$454,074**	**$638,050**	**$611,962**	**$588,676**	**$596,867**
Assessed Value	$442,139	$450,850	$424,762	$401,476	$409,667
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$442,139	$450,850	$424,762	$401,476	$409,667
Maximum Save Our Homes Portability	$0	$0	$0	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0100	SFR	8.01	348915.6	0	0	A
0115	SFR ACREAGE	5.00	217800	0	0	A

Building Information

Type	SINGLE FAMILY	**Heat**	ELECTRIC
Total Area	7,154	**HC&V**	FORCED AIR
Heated Area	5,130	**HVAC**	CENTRAL
Exterior Walls	FACE BRICK; TILE/WD STUCCO	**Bathrooms**	4.0-Baths
Interior Walls	PANEL; PLASTER	**Bedrooms**	3 BEDROOMS
Roofing	ASPHALT	**Total Rooms**	
Roof Type	GABLE/HIP	**Stories**	1.0
Frame		**Actual Year Built**	1981
Floor Cover	CARPET	**Effective Year Built**	1994

Type	SOH MISC	**Heat**	
Total Area	33,546	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	1981

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
BAS	BASE AREA	5,130	4	0100	SINGLE FAMILY
FDU	FINISHED DET UTILITY	140	4	0100	SINGLE FAMILY
FGR	FINISHED GARAGE	858	4	0100	SINGLE FAMILY
FOP	FINISHED OPEN PORCH	1,026	4	0100	SINGLE FAMILY

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
0222	BARN 2	8,550		R2	RES
0241	BARN POLE 1	375		R2	RES
0242	BARN POLE 2	3,307		R2	RES
0280	BATH HOUSE	256		R2	RES
0959	FP 2	1		R7	RES
1020	GATE EL OP	1		R7	RES
1641	PATIO 1	2,200		R1	RES
1680	PAVING 1	15,880		R1	RES
1762	POOL 2	1		R3	RES
1960	SCREEN ENC	2,975		R5	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
5/10/2023	$5,202,800	WD	5093	0753	Qualified (Q)	Improved	TOMOKA HILLS FARMS INC	TOWER HILL INSURANCE GROUP INC	Link (Clerk)
1/22/1999	$912,000	WD	2213	1501	Qualified (Q)	Improved	* NEW LIFE CORPORATION OF AMER	TOMOKA HILLS FARMS INC	Link (Clerk)
4/10/1998	$100	CT	2162	2267	Unqualified (U)	Improved	* SOUTHERN CROSS OSTRICH FARM	* NEW LIFE CORPORATION OF AMER	Link (Clerk)
12/27/1994	$255,000	WD	2003	236	Unqualified (U)	Improved	* OSTRICH AMERICA CORP	* SOUTHERN CROSS OSTRICH FARM	Link (Clerk)
12/27/1994	$255,000	WD	1994	1479	Unqualified (U)	Improved	* OSTRICH AMERICA CORP	* OSTRICH AMERICA CORP	Link (Clerk)
4/9/1993	$385,000	WD	1902	834	Unqualified (U)	Improved	* DICKINSON HUNT DIC	* OSTRICH AMERICA CORP	Link (Clerk)
3/1/1979	$243,000	WD	1195	66	Unqualified (U)	Vacant		* DICKINSON HUNT DIC	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
P12-23-2072	COMM REMODEL PERMIT	Yes	Yes	5/15/2024	$14,731,781
P04-22-9258	DEMOLITION PERMIT	Yes	No	4/14/2022	$25,000
11-00000	OVER THE COUNTER INSPECT	Yes	No	8/31/2011	$0
06-10835	ROOFING	Yes	No	12/20/2006	$45,240
06-10831	REMODEL SFD	Yes	No	12/18/2006	$20,000
7499	POOL ENCLOSURE	Yes	No	8/18/2000	$11,174
7295	REMODEL RESI.	Yes	No	2/28/2000	$6,000
6009	MECHANICAL	Yes	No	5/14/1996	$800
5333	OVER THE COUNTER INSPECT	Yes	No	9/9/1993	$500
5278	PARK MOBILE HOME	Yes	No	6/3/1993	$0
5279	PARK MOBILE HOME	Yes	No	6/3/1993	$0

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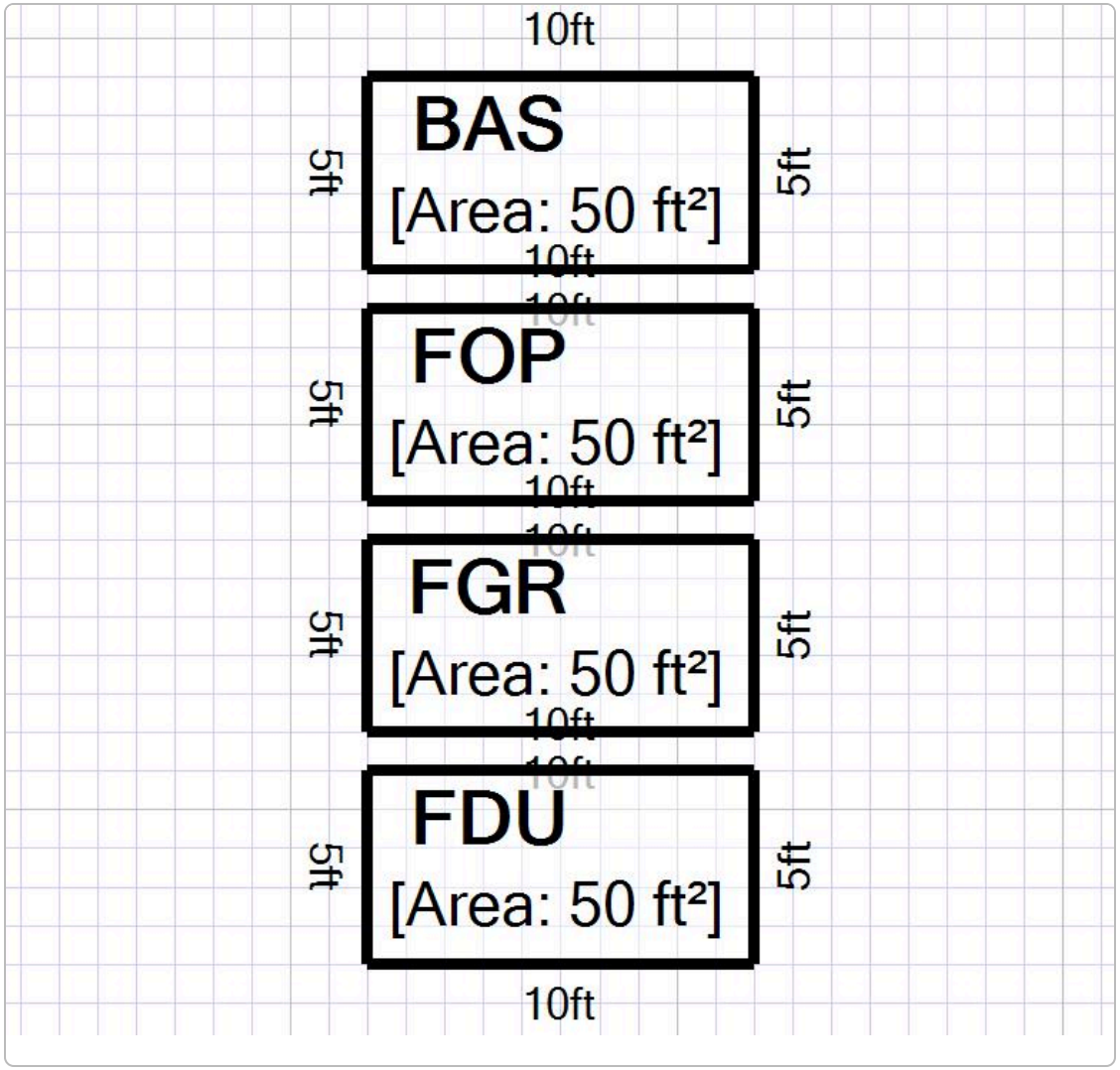
Sketches


10ft
BAS
[Area: 50 ft²]
5ft
5ft
10ft
FOP
[Area: 50 ft²]
5ft
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FGR
[Area: 50 ft²]
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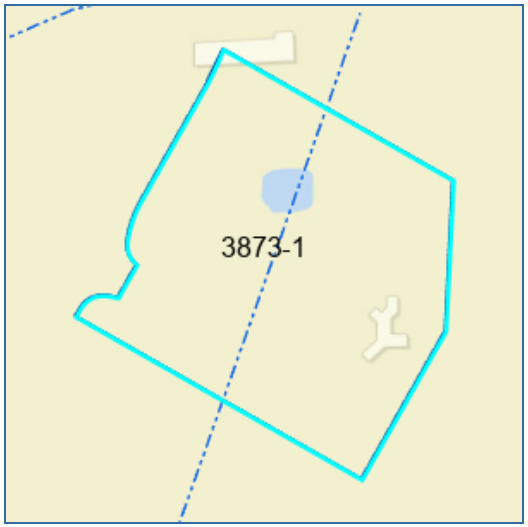
FDU
[Area: 50 ft²]
5ft
5ft
10ft

Map



No data available for the following modules: Extra Features, Photos.

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Parcel Summary

Parcel ID	03873-001-001
Prop ID	507279
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233200.00
Subdivision	
Legal Description	TRACT IN FRAC SECTIONS 9 16 TWP 8 RNG 18 AND GARVIN GRANT COM SE COR OF SEC 9-8-18 RUN S 3.76 FT N 87 DEG W ALONG RR R/W 1090.74 FT TO W R/W I-75 N 5 DEG E 100.12 FT THE POB N 87 DEG W 1480.63 FT SYLY AN ARC DISTANCE OF 1729.58 FT S 58 DEG W 716.12 FT TO (Note: *The Description above is not to be used on legal documents.)
Property Use Code	GRZGSOIL CLASS6 (06500)
Sec/Twp/Rng	16-08-18
Tax Area	ALACHUA (1700)
Acres	121.99
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values
Improvement Value	$0
Land Value	$0
Land Agricultural Value	$46,800
Agricultural (Market) Value	$219,582
Just (Market) Value	**$219,582**
Assessed Value	$46,800
Exempt Value	$0
Taxable Value	$46,800
Maximum Save Our Homes Portability	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
6550	HAY	121.99	5313884.4	0	0	A

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
1/22/1999	$912,000	WD	2213	1501	Qualified (Q)	Improved	* NEW LIFE CORPORATION OF AMER	TOMOKA HILLS FARMS INC	Link (Clerk)
4/10/1998	$100	CT	2162	2267	Unqualified (U)	Improved	* SOUTHERN CROSS OSTRICH FARM	* NEW LIFE CORPORATION OF AMER	Link (Clerk)
12/27/1994	$255,000	WD	2003	236	Unqualified (U)	Improved	* OSTRICH AMERICA CORP	* SOUTHERN CROSS OSTRICH FARM	Link (Clerk)
12/27/1994	$255,000	WD	1994	1479	Unqualified (U)	Improved	* OSTRICH AMERICA CORP	* OSTRICH AMERICA CORP	Link (Clerk)
4/9/1993	$385,000	WD	1902	834	Unqualified (U)	Improved	* DICKINSON HUNT DIC	* OSTRICH AMERICA CORP	Link (Clerk)
3/1/1979	$243,000	WD	1195	66	Unqualified (U)	Vacant		* DICKINSON HUNT DIC	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Map



No data available for the following modules: Building Information, Sub Area, Extra Features, Permits, Sketches, Photos.

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Sign Up for Property Watch

Parcel Summary

Parcel ID	03055-001-001
Prop ID	12728
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233209.00
Subdivision	
Legal Description	COM SW COR SEC E 50 FT POB N 3 DEG W 500.44 FT N 86 DEG E 647.88 FT S 3 DEG E 500.66 FT S 86 DEG W TO POB (LESS THE S1/2 PER OR 2119/1494) OR 2219/1139 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	VACANT (00000)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	3.72
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$0	$0	$0	$0	$0
Land Value	$104,160	$48,360	$48,360	$24,924	$24,924
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$104,160**	**$48,360**	**$48,360**	**$24,924**	**$24,924**
Assessed Value	$33,174	$30,158	$27,416	$24,924	$24,924
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$33,174	$30,158	$27,416	$24,924	$24,924
Maximum Save Our Homes Portability	$70,986	$18,202	$20,944	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0115	SFR ACREAGE	3.72	162043.2	0	0	RSF-4

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
2/26/1999	$40,000	MS	2219	1139	Unqualified (U)	Vacant	* O'NEAL JAMES A JR VIRGINIA L	TOMOKA HILLS FARMS INC	Link (Clerk)
12/28/1995	$17,500	MS	2043	2698	Unqualified (U)	Improved	* SANDERS CHESTER S MARGUERITE	* O'NEAL JAMES A JR VIRGINIA L	Link (Clerk)
11/22/1995	$28,900	MS	2039	58	Unqualified (U)	Improved	* E D & FLORA E FLOYD	* SANDERS CHESTER S MARGUERITE	Link (Clerk)
6/6/1988	$85,800	MS	1705	999	Unqualified (U)	Vacant	* E D FLOYD; & FLORA E FLOYD	* E D & FLORA E FLOYD	Link (Clerk)

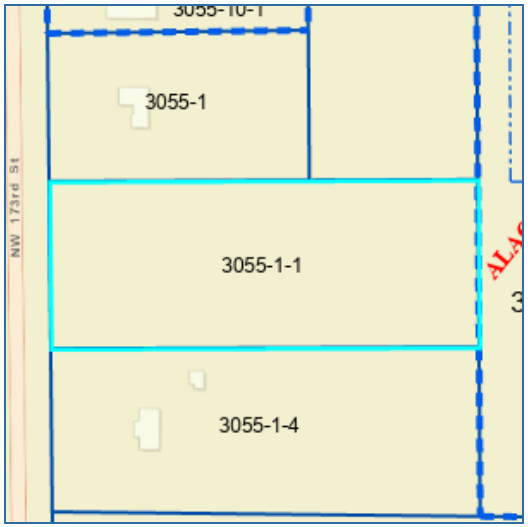
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
97-00000	OVER THE COUNTER INSPECT	Yes	No	1/1/1997	$0
95-00000	OVER THE COUNTER INSPECT	Yes	No	12/31/1995	$0

Our permitting information is pulled from the Alachua County Permitting Offices. Permitting information shown here is all the Property Appraiser has on file for this property. Any detailed questions about permits should be directed to the Permitting Offices.

Map



No data available for the following modules: Building Information, Sub Area, Extra Features, Sketches, Photos.

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Sign Up for Property Watch

Parcel Summary

Parcel ID	03055-001-003
Prop ID	12729
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233209.00
Subdivision	
Legal Description	COM SW COR SEC E 50 FT N 3 DEG W 967.41 FT POB N 3 DEG W 235.36 FT S 78 DEG E 321.65 FT SELY ALG CURVE 345.87 FT S 3 DEG E 540.96 FT W 254.68 FT N 3 DEG W 466.97 FT W 393 FT POB LESS THE N 210 FT OF THE W 210 FT OR 2645/0097 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	MISC. RESIDENCE (00700)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	4
Homesteaded	False

Click Here to Open Cyclomedia Viewer in a New Tab



View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARM INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$1,884	$1,884	$1,884	$1,884	$1,884
Land Value	$100,800	$46,800	$46,800	$24,120	$24,120
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$102,684**	**$48,684**	**$48,684**	**$26,004**	**$26,004**
Assessed Value	$34,612	$31,465	$28,604	$26,004	$26,004
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$34,612	$31,465	$28,604	$26,004	$26,004
Maximum Save Our Homes Portability	$68,072	$17,219	$20,080	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0110	SFR RURAL	4.00	174240	0	0	RMF-8

Building Information

Type	SOH MISC	**Heat**	
Total Area	1	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	1990

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
2420	WELL/SEPT	1		R5	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
4/9/2003	$65,000	WD	2645	97	Qualified (Q)	Improved	* SHIVELY WILLIAM J	TOMOKA HILLS FARM INC	Link (Clerk)
2/27/2003	$65,000	WD	2614	1160	Qualified (Q)	Improved	* FOWLER JUDITH ANN	* SHIVELY WILLIAM J	Link (Clerk)
12/24/1996	$35,000	MS	2093	58	Unqualified (U)	Vacant	* CHESTER S SANDERS MARGUERITE	* FOWLER JUDITH ANN	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
7204	MANUFACTURED HOUSING	Yes	No	11/16/1999	$34,000
98-00000	OVER THE COUNTER INSPECT	Yes	No	1/1/1998	$0
97-00000	OVER THE COUNTER INSPECT	Yes	No	1/1/1997	$0

Our permitting information is pulled from the Alachua County Permitting Offices. Permitting information shown here is all the Property Appraiser has on file for this property. Any detailed questions about permits should be directed to the Permitting Offices.

Map



No data available for the following modules: Extra Features, Sketches, Photos.

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Sign Up for Property Watch

Parcel Summary

Parcel ID	03055-010-001
Prop ID	12731
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233209.00
Subdivision	ALACHUA OAKS
Legal Description	ALACHUA OAKS PB T-53 LOT 1 3090/1391 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	MISC. RESIDENCE (00700)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	2.21
Homesteaded	False

Click Here to Open Cyclomedia Viewer in a New Tab



View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$1,884	$1,884	$1,884	$1,884	$1,884
Land Value	$61,880	$28,730	$28,730	$14,807	$14,807
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$63,764**	**$30,614**	**$30,614**	**$16,691**	**$16,691**
Assessed Value	$22,215	$20,196	$18,360	$16,691	$16,691
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$22,215	$20,196	$18,360	$16,691	$16,691
Maximum Save Our Homes Portability	$41,549	$10,418	$12,254	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0110	SFR RURAL	2.21	96267.6	0	0	RMF-8

Building Information

Type	SOH MISC	**Heat**	
Total Area	1	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	1998

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
2420	WELL/SEPT	1		R5	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
3/18/2005	$125,000	WD	3090	1391	Qualified (Q)	Improved	* LANCASTER DARRELL T MYRA K	TOMOKA HILLS FARMS INC	Link (Clerk)
1/27/1998	$17,500	WD	2151	74	Qualified (Q)	Vacant	* HOLLAND HUGH H SR JO ANN	* LANCASTER DARRELL T MYRA K	Link (Clerk)
7/7/1997	$10,000	WD	2121	116	Qualified (Q)	Vacant	* SANDERS CHESTER S MARGUERITE	* HOLLAND HUGH H SR JO ANN	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
7040	WOOD DECK / DOCK	Yes	No	6/18/1999	$1,500
6603	MISCELLANEOUS	Yes	No	2/13/1998	$1,280
6585	MANUFACTURED HOUSING	Yes	No	1/23/1998	$50,450

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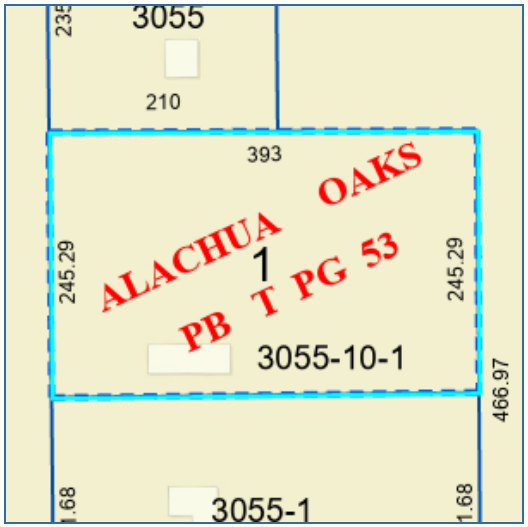
Map



Photos



No data available for the following modules: Extra Features, Sketches.

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Search > Account Summary

Real Estate Account #03054 001 002

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$12,513.50**.

Account History

BILL	AMOUNT DUE		STATUS		ACTION
2023 Annual Bill	$0.00	**Paid** $12,513.50	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $12,330.71	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $12,636.75	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $12,715.48	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $13,100.52	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $13,379.27	03/20/2019	**Receipt** #18-0132675	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03055 010 003

Owner:
TOMOKA HILLS FARMS INC

Situs:
17103 NW 162ND LN
ALACHUA 32615

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$7,322.09**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $7,322.09	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $6,016.49	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $5,313.92	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $4,611.47	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $4,791.57	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $4,831.37	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $4,795.29	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $4,476.52	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $4,608.13	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $4,557.06	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $4,220.04	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $4,445.03	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $4,720.11	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $4,779.46	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $6,362.43	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1044		**Redeemed**	07/12/2010	**Face** $6,053.50, **Rate** 0.25%	
		Paid $6,362.43			
2008 Annual Bill	$0.00	**Paid** $5,034.05	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $4,932.49	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $5,184.30	12/12/2006	**Receipt** #2006-9094411	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $2,138.29	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $1,791.27	12/31/2004	**Receipt** #2004-4018874	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $1,974.15	11/19/2003	**Receipt** #2003-3014859	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $1,880.49	11/26/2002	**Receipt** #2002-0216743	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03871 000 000

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$561.60**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $561.60	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $554.62	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $566.31	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $562.53	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $577.24	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $569.49	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $582.21	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $535.38	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $545.65	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $538.75	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $538.58	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $537.73	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $549.56	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $545.58	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $671.44	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1327		**Redeemed**	07/12/2010	**Face** $633.51, **Rate** 12.25%	
		Paid $671.44			
2008 Annual Bill	$0.00	**Paid** $491.57	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $493.27	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $570.94	03/08/2007	**Receipt** #2006-9001816	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $577.09	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $576.79	12/31/2004	**Receipt** #2004-4018877	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $584.18	11/19/2003	**Receipt** #2003-3014862	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $592.51	11/26/2002	**Receipt** #2002-0216745	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03873 000 000

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$1,273.73**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $1,273.73	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $1,255.00	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $1,286.36	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $1,295.16	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $1,334.63	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $1,316.89	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $1,315.56	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $1,402.42	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $1,431.78	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $1,344.51	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $1,346.46	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $1,346.76	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $1,378.81	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $1,371.21	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $1,715.89	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1328		**Redeemed**	07/12/2010	**Face** $1,628.23, **Rate** 6.5%	
		Paid $1,715.89			
2008 Annual Bill	$0.00	**Paid** $1,300.70	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $1,220.08	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $1,372.27	12/12/2006	**Receipt** #2006-9094411	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $1,403.29	11/30/2005	**Receipt** #2005-9051831	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $1,411.33	12/31/2004	**Receipt** #2004-4018882	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $1,282.09	11/19/2003	**Receipt** #2003-3014868	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $1,302.97	11/26/2002	**Receipt** #2002-0216777	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03873 001 000

Owner:
TOWER HILL INSURANCE GROUP LLC

Situs:
15601 NW 167TH BLVD
ALACHUA 32615

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/13/2023** for **$10,135.91**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $10,135.91	11/13/2023	**Receipt** #23-0017123	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $10,106.40	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $9,739.07	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $9,220.32	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $9,651.64	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $10,691.43	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $10,199.60	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $9,167.06	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $9,448.28	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $9,279.24	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $10,274.14	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $10,325.36	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $17,003.12	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $18,239.08	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $25,882.78	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1329		**Redeemed**	07/12/2010	**Face** $24,644.31, **Rate** 5.75%	
		Paid $25,882.78			
2008 Annual Bill	$0.00	**Paid** $20,547.34	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $17,254.79	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $18,286.71	12/12/2006	**Receipt** #2006-9094411	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $16,458.78	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $15,337.01	12/31/2004	**Receipt** #2004-4018881	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $13,790.07	11/19/2003	**Receipt** #2003-3014148	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $13,792.99	11/26/2002	**Receipt** #2002-0215517	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03873 001 001

Owner:
TOMOKA HILLS FARMS INC

Situs:
15405 NW 173RD ST
ALACHUA 32615

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$980.77**.

Account History

BILL	AMOUNT DUE		STATUS		ACTION
2023 Annual Bill	$0.00	**Paid** $980.77	11/15/2023	**Receipt** #23-0021245	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03055 001 001

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$1,220.61**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $1,220.61	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $823.32	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $804.88	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $611.12	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $627.28	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $619.32	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $633.34	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $589.86	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $601.21	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $593.60	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $593.41	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $592.48	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $605.52	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $601.11	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $737.75	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1041		**Redeemed**	07/12/2010	**Face** $696.67, **Rate** 9%	
		Paid $737.75			
2008 Annual Bill	$0.00	**Paid** $541.59	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $543.49	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $629.05	03/08/2007	**Receipt** #2006-9001817	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $635.83	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $635.51	12/31/2004	**Receipt** #2004-4018873	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $643.64	11/19/2003	**Receipt** #2003-3014852	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $652.80	11/26/2002	**Receipt** #2002-0216739	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03055 001 003

Owner:
TOMOKA HILLS FARM INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$1,264.97**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $1,264.97	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $872.10	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $852.29	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $661.40	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $674.15	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $666.30	11/15/2018	**Receipt** #18-0017014	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $680.91	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $631.73	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $643.57	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $638.00	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $1,257.83	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012					
2012 Annual Bill	$0.00	**Paid** $1,736.78	11/15/2012	**Receipt** #12-0024271	Print (PDF)
Refund		**Processed** $430.22	12/10/2012	**To** DIXIANA, LLC	
		Paid $1,736.78			
2011 Annual Bill	$0.00	**Paid** $1,378.85	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $1,397.30	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $1,849.03	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1042		**Redeemed**	07/12/2010	**Face** $1,755.03, **Rate** 8.25%	
		Paid $1,849.03			
2008 Annual Bill	$0.00	**Paid** $1,440.85	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $1,433.72	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $1,598.20	03/08/2007	**Receipt** #2006-9001819	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $1,535.67	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $1,308.92	12/31/2004	**Receipt** #2004-4018870	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $575.73	11/19/2003	**Receipt** #2003-3014857	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $568.79	02/28/2003	**Receipt** #2002-0262677	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03055 010 001

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

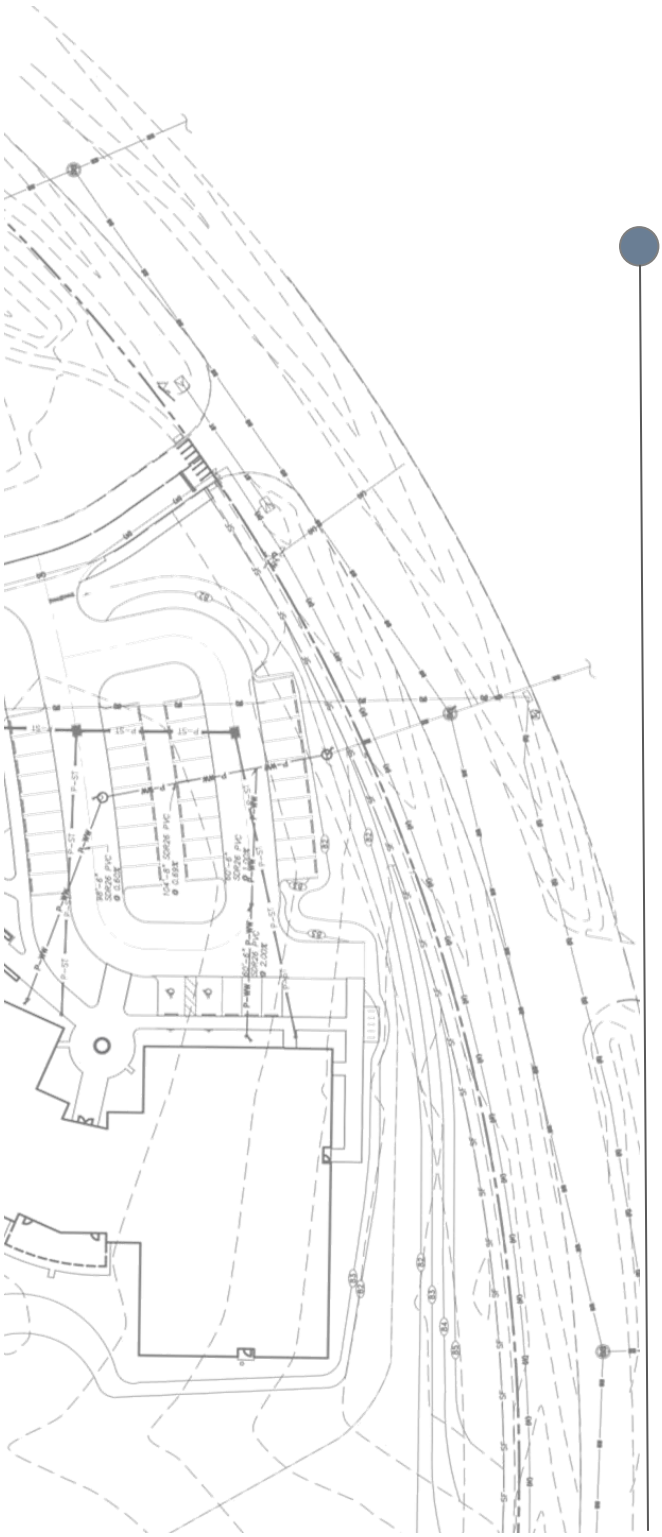
Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$841.41**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $841.41	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $597.00	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $584.06	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $462.95	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $469.65	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $464.85	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $474.25	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $411.42	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $423.87	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $423.45	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $428.51	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $430.94	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $442.65	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $1,793.22	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $2,409.30	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1043		**Redeemed**	07/12/2010	**Face** $2,288.62, **Rate** 8.25%	
		Paid $2,409.30			
2008 Annual Bill	$0.00	**Paid** $1,928.07	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $1,924.81	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $2,077.10	12/12/2006	**Receipt** #2006-9094411	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $1,000.71	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $971.24	02/02/2005	**Receipt** #2004-4021134	Print (PDF)
2003					
2003 Annual Bill	$0.00	**Paid** $1,138.40	02/02/2005	**Receipt** #2004-4021134	Print (PDF)
Certificate #702		**Redeemed**	02/02/2005	**Face** $1,078.24, **Rate** 0.25%	
		Paid $1,138.40			
2002					
2002 Annual Bill	$0.00	**Paid** $1,106.09	07/31/2004	**Receipt** #2003-3082866	Print (PDF)
Certificate #834		**Redeemed**	08/02/2004	**Face** $1,047.47, **Rate** 0.25%	
		Paid $1,106.09			
Total Amount Due	**$0.00**				

Application Package
Table of Contents

1. Cover Letter
2. LsCPA Application
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. **Neighborhood Meeting Materials**
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. Environmental Exhibits



Tomoka Hills

Large-scale Comprehensive Plan Amendment And Planned Development Rezoning

Neighborhood Meeting package

Date:
August 21, 2024

Prepared on behalf of:
Tower Hill Insurance Group, LLC and
Tomoka Hills Farms, Inc.

Prepared by:
CHW

PN# 21-0025.09

Mailed Memorandum

NEIGHBORHOOD MEETING PUBLIC NOTICE

Tomoka Hills PD and Site Plan
21-0025.09,.18

To:	Neighbors of the Southwest quadrant of US 441 / I-75 Interchange
From:	Ryan Thompson, AICP, Sr. Project Manager
Date:	6 August 2024
RE:	Neighborhood Meeting Public Notice

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1).

The first application is a Large-scale Comprehensive Plan Amendment (LSCPA) to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre.)

The second application is a Rezoning to change the zoning designations from Commercial Intensive (CI), Community Commercial (CC), Residential Multiple Family-8 (RMF-8), Residential Single-Family-4 (RSF-4), and Agriculture to Planned Development-Commercial (PD-COMM) and PD-Residential (PD-R). This application will bring the zoning in compliance with the proposed Future Land Use designations.

The third application is a Site Plan for a ±197-acre golf course with a ±5,000-square-foot maintenance and storage building, and associated infrastructure. Approval of the golf course is not contingent on the LSCPA and/or Rezoning applications' approval. The golf course is permitted in the existing Agriculture FLU and zoning designations.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

The site is located on US 441's south side, generally on the east side of Progress Park and the west side of Upland Industrial Park.

Meeting Details

Date:	21 August 2024
Time:	6:00 PM
Location:	CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact:	Ryan Thompson, AICP 11801 Research Drive Alachua, FL 32615 (352) 331-1976

This is not a public hearing. The purpose of the neighborhood meeting is to inform the public about the nature of the proposal and seek their comments.

If you are unable to attend the meeting, please contact CHW using the information above, and we will provide materials after the meeting is held. Comments may also be submitted in writing to the address or email above or by phone at the phone number above.

Mailing Labels

Neighborhood Workshop Notice
ACKLEY ROBERT L & MARY J
15817 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
BLACK NANCY BURGESS
6827 41ST ST NW APT 121
WASHINGTON, DC 20012

Neighborhood Workshop Notice
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

Neighborhood Workshop Notice
M & L 441 LLC
1113 OLD POPO POINT
ST JOHNS, FL 32259

Neighborhood Workshop Notice
ALACHUA HOLDINGS LTD
PO BOX 1990
ALACHUA, FL 32616

Neighborhood Workshop Notice
CITY OF ALACHUA
PO BOX 9
ALACHUA, FL 32616

Neighborhood Workshop Notice
HARKINS JAMES E JR & RENEE
PO BOX 6307
MARIANNA, FL 32447

Neighborhood Workshop Notice
MALLARD MITCHELL E & ESTHER R
14614 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
VICKORY WILLIAM HENRY LIFE ESTATE
15310 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
CAVACEPPI SHARLEEN O TRUSTEE
PO BOX 1325
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

Neighborhood Workshop Notice
BRADLEY & WILLIAMS
16919 NW 162ND LN
ALACHUA, FL 32615

Neighborhood Workshop Notice
CAMPBELL MENZIE G
16903 NW 162ND LN
ALACHUA, FL 32615

Neighborhood Workshop Notice
ROUX JOHN P
PO BOX 1673
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALSPAUGH & BROWN TRUSTEE & DIXO
% HIMMERLRICH AND COMPANY
898 SW 21ST ST
BOCA RATON, FL 33486

Neighborhood Workshop Notice
DELOACH VIRGIL C & HOLLY H
PO BOX 532
FT WHITE, FL 32038

Neighborhood Workshop Notice
MAKENNA PARKER HOMES LLC
2714 SW 130TH TER
ARCHER, FL 32618

Neighborhood Workshop Notice
SHIRES CYNTHIA H
PO BOX 1259
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALL AMERICAN OIL LLC
380 COMMERCE PARKWAY
ROCKLEDGE, FL 32955

Neighborhood Workshop Notice
CHASING CHICKEN 2 INC
501 E TENNESSEE ST A
TALLAHASSEE, FL 32308

Neighborhood Workshop Notice
ALACHUA COUNTY
PO BOX 2877
GAINESVILLE, FL 32602

Neighborhood Workshop Notice
CITY OF ALACHUA
15100 NW 142ND TER
ALACHUA, FL 32615

Neighborhood Workshop Notice
CORNERSTONE ALACHUA LLC
426 SW COMMERCE DR STE 130
LAKE CITY, FL 32025

Neighborhood Workshop Notice
SINGH LAKHVIR
PO BOX 2092
ALACHUA, FL 32616

Neighborhood Workshop Notice
BURGESS & BURGESS
15008 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
FIRST STREET GROUP L C
PO BOX 1990
ALACHUA, FL 32616

Neighborhood Workshop Notice
MALBEC II LLC
100 S BISCAYNE BLVD SUITE 900
MIAMI, FL 33131

Neighborhood Workshop Notice
VICKORY WILLIAM A & SUSAN S
15404 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
CATA LIGHTS CORP
630 VASSAR ST #2506
ORLANDO, FL 32804

Neighborhood Workshop Notice
DWARKADHISH INVESTMENTS INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

Neighborhood Workshop Notice
FDOT RIGHT OF WAY DEPT
MAIL STATION 2020 1109 S MARION AVE
LAKE CITY, FL 32025

Neighborhood Workshop Notice
HOOVER RESTAURANTS LLC
4030 JOHNS CREEK PARKWAY
SUWANEE, GA 30024

Neighborhood Workshop Notice
IMPERIAL AIRPORT
489 CROCKER SPERRY DR
MONTECITO, CA 93108

Neighborhood Workshop Notice
JP & KP LLC
11149 CONISTON WAY
WINDERMERE, FL 34786

Neighborhood Workshop Notice
LE STORE LLC
22211 W NEWBERRY RD
NEWBERRY, FL 32669

Neighborhood Workshop Notice
MCDONALD'S CORP (009/0551)
C/O JUAN PRADO
6625 VAN DYKE RD
LUTZ, FL 33558

Neighborhood Workshop Notice
MOHAN-LERRA FAMILY PARTNERSHIP
16715 NW 129TH TER
ALACHUA, FL 32615

Neighborhood Workshop Notice
NORTH FLORIDA REGIONAL MEDICAL
PO BOX 80610
INDIANAPOLIS, IN 46280

Neighborhood Workshop Notice
SARCAV LLC
8303 AUTUMWIND DR
JACKSONVILLE, FL 32218

Neighborhood Workshop Notice
SARCAV LLC
C/O SILVIO CAVACEPPI
8303 AUTUMNWIND DR
JACKSONVILLE, FL 32218

Neighborhood Workshop Notice
SHREE LAXMI NARAYAN INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

Neighborhood Workshop Notice
TLC PROPERTIES INC
2065 NW 57TH ST
OCALA, FL 34475

Neighborhood Workshop Notice
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Neighborhood Workshop Notice
TOWER HILL INSURANCE GROUP LLC
7201 NW 11TH PL
GAINESVILLE, FL 32605

Neighborhood Workshop Notice
ALACHUA COUNTY
12 SE 1ST ST
GAINESVILLE, FL 32601

Neighborhood Workshop Notice
THOMAS & THOMAS & THOMAS HEIRS
312 MCBRIEN RD APT 423
CHATTANOOGA, TN 37411

Neighborhood Workshop Notice
Roux John P
16260 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Cornerstone Alachua LLC
16286 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Cata Lights Corp
16134 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
JP & KP LLC
15901 NW 158TH LN
Alachua, FL 32615

Neighborhood Workshop Notice
Shree Laxmi Narayan INC
16305 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
Sarcav LLC
16807 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
McDonald's Corp (009/0551)
16018 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Chasing Chicken 2 INC
16088 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Dwarkadhish Investments INC
16100 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Imperial Airport
16130 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Hoover Restaurants LLC
16070 NW US HWY 441 STE 100
Alachua, FL 32615

Neighborhood Workshop Notice
Le Store LLC
16070 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Mohan-Lerra Family Partnership
15981 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
All American Oil LLC
15980 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Shires Cynthia H
14433 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Burgess & Burgess
15010 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Makenna Parker Homes LLC
14706 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Tomoka Hills Farms INC
17103 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
Tower Hill Insurance Group LLC
15403 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
City Manager
Mike DaRoza
PO Box 9
Alachua FL 32615

Neighborhood Workshop Notice
Assistant Director Planning
Linda Dixion, AICP
PO Box 115050
GAINESVILLE FL 32611

Neighborhood Workshop Notice
Joseph & Phyllis Strickland
14103 NW 156th Place
Alachua FL 32615

Neighborhood Workshop Notice
County Manager
Michele L. Lieberman
12 SE 1st Street
Gainesville FL 32601

Neighborhood Workshop Notice
Tamara Robins
PO Box 2317
Alachua FL 32616

Neighborhood Workshop Notice
Jean Calderwood
14095 NW 174th Ave
Alachua FL 32615

Neighborhood Workshop Notice
Antoinette Endelicato
5562 NW 93rd Ave
Gainesville FL 32653

Neighborhood Workshop Notice
Lynda Coon
7216 NW 126 Ave
Alachua FL 32615

Neighborhood Workshop Notice
Lynn Horton
19005 NW 138th Ave
Alachua FL 32615

Newspaper Advertisement

PUBLIC NOTICE

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1). 1. A Large-scale Comprehensive Plan Amendment application to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre.) 2. A Rezoning application to change the zoning designations from Commercial Intensive (CI), Community Commercial (CC), Residential Multiple Family-8 (RMF-8), Residential Single-Family-4 (RSF-4), and Agriculture to Planned Development-Commercial (PD-COMM) and PD-Residential (PD-R). 3. A Site Plan application for a ±197-acre golf course with a ±5,000-square-foot maintenance and storage building, and associated infrastructure.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

This is not a public hearing. The purpose of this meeting is to inform the public about the nature of the proposals and seek their comments.

Time: 6:00 pm on August 21, 2024
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615

Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

CHW
AN NV5 COMPANY

Supreme Court declines to halt Trump sentencing

John Kruzel
REUTERS

WASHINGTON – The U.S. Supreme Court on Monday rejected a bid by the state of Missouri to halt Donald Trump's upcoming sentencing for his conviction in New York on felony charges involving falsifying business records over hush money paid to a porn star and left a related gag order until after the Nov. 5 presidential election.

The decision by the justices came in response to Missouri's lawsuit claiming that the case against Trump infringed on the right of voters under the U.S. Constitution to hear from the Republican presidential nominee as he seeks to regain the White House.

The Supreme Court's order was unsigned. Conservative Justices Clarence Thomas and Samuel Alito indicated they would have taken up Missouri's case but added that they "would not grant other relief."

Trump was found guilty in May of falsifying business records to cover up a $130,000 payment to porn star Stormy Daniels in exchange for her silence before the 2016 U.S. election about a sexual encounter she has said she had with Trump years earlier. Prosecutors have said the payment was designed to help Trump's chances in the 2016 election, when he defeated Democrat Hillary Clinton.

Trump, the Republican candidate in this year's election, denies having had sex with Daniels and has vowed to appeal his conviction after his sentencing, scheduled for September.



Former President Donald Trump has vowed to appeal his conviction after his sentencing, set for September. BRENDAN MCDERMID/REUTERS FILE

Missouri's Republican Attorney General Andrew Bailey filed a July 3 lawsuit against New York state asking the Supreme Court to pause Trump's impending sentencing and the gag order placed on him by New York state Judge Juan Merchan.

Legal disputes between states are filed directly to the Supreme Court.

Bailey argued that the criminal case against Trump violated the right of Missouri residents under the Constitution's First Amendment to "hear from and vote for their preferred presidential candidate."

"Instead of letting presidential candidates campaign on their own merits, radical progressives in New York are trying to rig the 2024 election by waging a direct attack on our democratic process," Bailey said in bringing the case.

Republican attorneys general from Florida, Iowa, Montana and Alaska filed a Supreme Court brief in support of Missouri's lawsuit.

Trump also faces federal and state criminal charges involving his efforts to undo his 2020 election loss to Joe Biden.

The Supreme Court in a July 1 ruling powered by its 6-3 conservative majority granted Trump substantial criminal immunity for actions taken in office. It all but ensured Trump would not face trial in the federal election subversion case before the election.

Trump's lawyers promptly invoked the immunity ruling in a bid to toss the hush money verdict. They said prosecutors improperly relied on social media posts made in 2018 by Trump when he was serving as president that qualified as official communications.

The judge in the case said he would rule on Trump's arguments by Sept. 6. Merchan said that if he upholds the conviction, he would sentence Trump on Sept. 18.

Trump

Continued from Page 1A

USA TODAY, adding: "If the next three months is defined by more examples like this I think he's going to see some of that soft centrist support deteriorate."

For his part, Vance must avoid "losing President Trump's confidence," said Marc Short, who served as chief of staff for former Vice President Mike Pence. "(Trump) forms opinions quickly, too, so I think that's probably a bigger risk."

Dogging both Trump and Vance are their own controversial comments. For Trump, it's remarks about Harris during an event with Black journalists earlier this week that falsely asserted the nation's first female Black vice president was "Indian all the way" and suddenly "became a Black person." For Vance, it's comments he made in a resurfaced 2021 interview about the country being run by "a bunch of childless cat ladies who are miserable at their own lives" and another suggestion from that period that people with children should have more votes than people without kids.

Trump fielded multiple questions about Vance on Wednesday during a tense appearance at the National Association of Black Journalists' convention in Chicago, repeatedly arguing that his running mate is not against childless people while also dismissing the idea that the VP nominee matters much anyway.

"Historically, the choice of a vice president makes no difference," Trump said. "You're voting for the president."

Trump doubles down

Heading into the Republican National Convention in Milwaukee, Dame said he was heartened by what he saw as a more focused and "cleaned up" Trump campaign. The Vermont Republican noted that he was especially impressed by Trump's performance in the June 27 debate in Atlanta that ended up knocking President Joe Biden out of the entire race.

But Dame, who is a member of the Republican National Committee and served on the panel that adopted a new party platform pushed by Trump, said the former president's recent comments about Harris felt like a big regression.

His view is shared across large parts of the GOP, which sees plenty of solid openings to go after the Biden-Harris administration this summer and fall by talking about Democratic policies. "Rather than focusing on those positions, or on the border crisis or on inflation we're debating whether she's Indian American or African American," Short said. "Seems a missed opportunity to me."

In Washington this week, leading Republicans responded to Trump's remarks about the sitting Democratic vice president by saying they want to focus on Harris' record, not her racial identity. "Oh well, you know, he's not serious," Sen. Cynthia Lummis, R-Wyo., told reporters in the U.S. Capitol. "He likes to goad you. You can't take him seriously when he's talking about stuff like this."

"Ah yeah. I saw that. I wish we'd talk more about her failed policies," added Sen. John Cornyn, R-Texas, one of two senators who are gunning to replace Sen. Mitch McConnell as GOP leader later this year. "She owns all of the failed policies of the Biden-Harris administration and has taken the most extreme positions that you can possibly imagine."

While Trump may have been trying to recapture the spotlight with his inflammatory criticism of Harris – he has repeatedly doubled down on social media – it also could backfire, said GOP consultant Alex Conant, who worked on Marco Rubio's 2016 presidential campaign.

"We're talking about Trump for the first time in two weeks," Conant said. "The risk is he's reminding voters of the things they didn't like in 2020, the reason why he's not president now."

Is Vance another Sarah Palin or Dan Quayle?

Vance's allies and his skeptics told USA TODAY they don't expect Trump to ditch his running mate, even while both ends of this debate admit he had a bad rollout. Trump's campaign argues the VP nominee is doing fine and is the victim of overzealous Democrats and the media.

"President Trump is thrilled with the choice he made with Senator Vance to be his running mate, and they are the perfect team to take back the White House," said Trump campaign spokesman Steven Cheung.



Vermont GOP Chairman Paul Dame said that "now that Kamala Harris is going to be the Democrats' (vice presidential) nominee the (JD) Vance pick looks like it was a wasted opportunity." RICHARD BURKHART/SAVANNAH MORNING NEWS FILE

"My opinion is the left and the mainstream media is trying to label him in a way that won't resonate with everyday Americans," added Florida Republican U.S. Rep. Greg Steube, a strong Trump ally who noted he hasn't heard any concerns about Vance from those close to the former president.

Trump named Vance as his VP pick in mid-July, during the opening of the RNC and just two days after surviving an assassination attempt. The decision, announced after months of deliberation, meant Trump had passed over several more seasoned candidates who were seen as more mainstream GOP picks.

Vance, who turned 40 on Friday, is a freshman lawmaker first elected to the Senate in 2022. Among the VP contenders, he is most closely aligned with Trump's brand of populist conservatism and got the biggest push to be picked from some of the more hard-right, ardently MAGA elements of the GOP who see in the senator a champion for their views.

While Vance's selection was viewed as Trump going with his heart and picking someone he had more of a connection with, some Republicans think the president should have gone with someone who had broader appeal. "When he was announced I'm like, this isn't the best choice ...," Dame said. "And I think it's proving out that Vance is not adding people to the ticket."

Specifically, Dame said other VP contenders such as North Dakota Gov. Doug Burgum and Florida U.S. Sen. Marco Rubio could have helped Trump reach "more traditional Republican voters, maybe some more of the Nikki Haley people." Some of Vance's comments that have since come back into the national spotlight reinforce his view that Vance won't help Trump balance the ticket and pick up new voters.

"It looked like a pick made when Trump was confident he was facing Biden and I do think now that Kamala Harris is going to be the Democrats' nominee the Vance pick looks like it was a wasted opportunity," Dame said.

Playing cleanup for a running mate is a situation no presidential candidate wants to be in. Political experts likened Vance's latest stumbles to other offbeat VP picks who struggled as they rocketed into the national spotlight, such as Sarah Palin in 2008 and Dan Quayle in 1988. Now, after months where the Trump campaign had the initiative, Harris is riding a wave of media attention and campaign momentum. Polls show the race tightening, and Republicans are keeping their hopes up that a reset for their VP pick will help turn things around.

A Republican consultant close to the Trump campaign said Democrats unloaded their best opposition research on Vance – which they had months to gather – in the first few days of his rollout, but he weathered it and has been doing better over the last week, pointing to his recent trip to the U.S.-Mexico border.

"Nobody thinks what happened is awesome, there's a lot of room for improvement," the Republican consultant said. "What you look for – is he getting better? And I think yeah, he's getting better."

For his part, Vance on Saturday during a rally in Atlanta said Democrats have criticized him as "weird" and also threw the line back at his opponents.

"We can handle the made up attacks by Democrats and by the media," Trump's running mate said, "because we're used to it by now."

PUBLIC NOTICE

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1). 1. A Large-scale Comprehensive Plan Amendment application to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre,) 2. A Rezoning application to change the zoning designations from Commercial Intensive (CI), Community Commercial (CC), Residential Multiple Family-8 (RMF-8), Residential Single-Family-4 (RSF-4), and Agriculture to Planned Development-Commercial (PD-COMM) and PD-Residential (PD-R). 3. A Site Plan application for a ±197-acre golf course with a ±5,000-square-foot maintenance and storage building, and associated infrastructure.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

This is not a public hearing. The purpose of this meeting is to inform the public about the nature of the proposals and seek their comments.

Time: 6:00 pm on August 21, 2024
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

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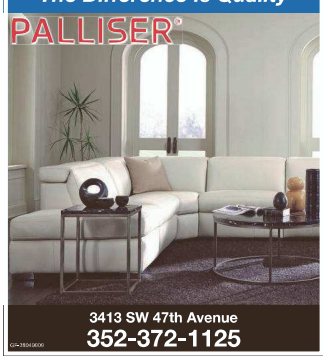

3413 SW 47th Avenue
352-372-1125

Workshop Presentation

Tomoka Hills Planned Development

Large-Scale Comprehensive Plan Amendment (LSCPA),

Rezoning to Planned Development, and Site Plan Applications

CHW AN NV5 COMPANY

City of Alachua
Neighborhood Meeting
August 21, 2024

21-0025.09 and :18: Tomoka Hills

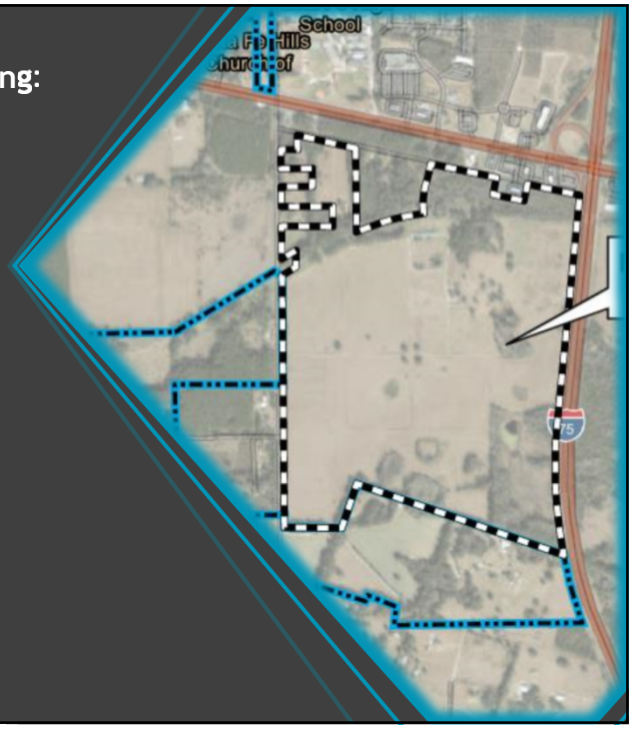
1

The purpose of the neighborhood meeting:

The City of Alachua requires Comprehensive Plan Amendment, Rezoning, and Site Plan applicants to host a neighborhood meeting.

The purpose is to inform neighbors of the proposed action's nature and to get feedback early in the process.

This meeting provides the applicant with an opportunity to identify concerns prior to the application's submission.

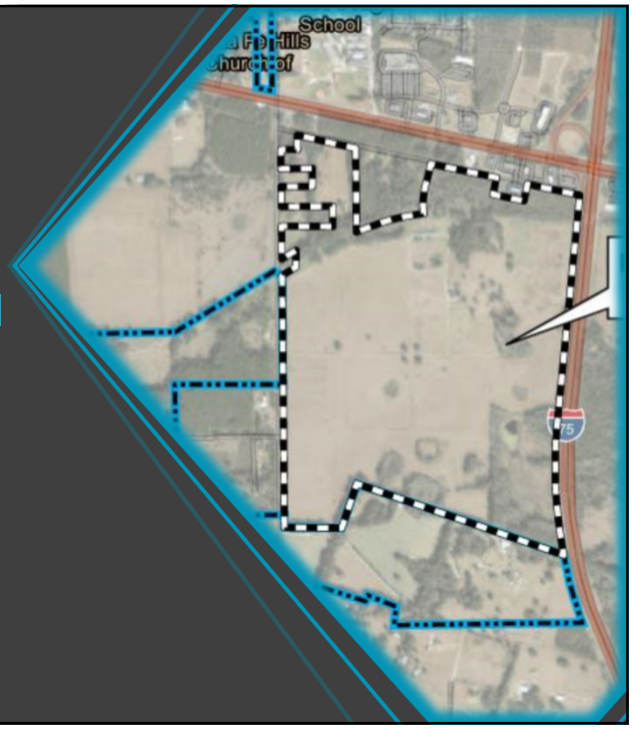


CHW AN NV5 COMPANY

2

REQUEST:

- LsCPA Application
  - *FROM:* Medium Density Residential, Moderate Density Residential, Commercial, Community Commercial & Agriculture
  - *TO:* **Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial**
- Rezoning Application
  - *FROM*: Residential Single Family (RSF -4), Residential Multi-Family (RMF-8), Community Commercial (CC), Commercial, Intensive (CI), & Agriculture (A)
  - *TO*: **Planned Development, Commercial (PD-Comm), Planned Development, Residential (PD-R)**

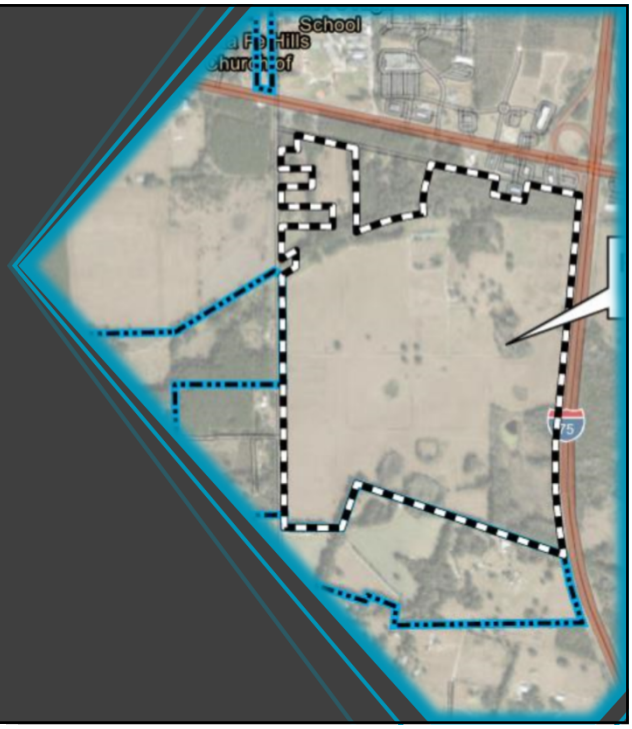


3

REQUEST:

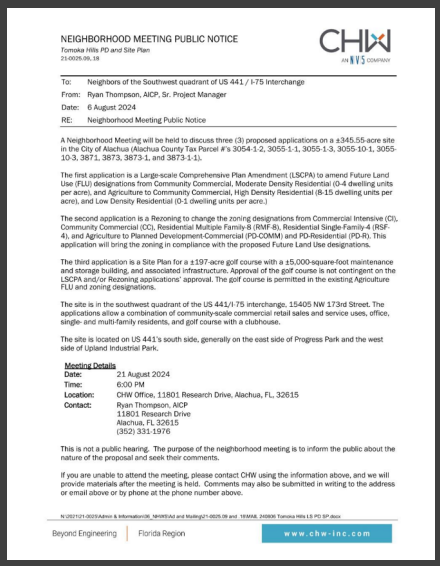
- Site Plan Application
  - Golf course with a maintenance and storage buildings, and associated infrastructure

The Site Plan is not contingent on the LSCPA and rezoning applications' approval. A golf course is permitted in the existing Agriculture Future Land Use (FLU) and Zoning.



4

PUBLIC NOTIFICATION



NEIGHBORHOOD MEETING PUBLIC NOTICE

Tomoka Hills PD and Site Plan
21-0025.09, 18

To: Neighbors of the Southwest quadrant of US 441 / I-75 Interchange
From: Ryan Thompson, AICP, Sr. Project Manager
Date: 6 August 2024
RE: Neighborhood Meeting Public Notice

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1).

The first application is a Large-scale Comprehensive Plan Amendment (LSCPA) to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre.)

The second application is a Rezoning to change the zoning designations from Commercial Intensive (CI), Community Commercial (CC), Residential Multiple Family-8 (RMF-8), Residential Single Family-4 (RSF-4), and Agriculture to Planned Development-Commercial (PD-COMM) and PD-Residential (PD-R). This application will bring the zoning in compliance with the proposed Future Land Use designations.

The third application is a Site Plan for a ±197-acre golf course with a ±5,000-square-foot maintenance and storage building, and associated infrastructure. Approval of the golf course is not contingent on the LSCPA and/or Rezoning applications' approval. The golf course is permitted in the existing Agriculture FLU and zoning designations.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

The site is located on US 441's south side, generally on the east side of Progress Park and the west side of Upland Industrial Park.

Meeting Details
Date: 21 August 2024
Time: 6:00 PM
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
11801 Research Drive
Alachua, FL 32615
(352) 331-1976

This is not a public hearing. The purpose of the neighborhood meeting is to inform the public about the nature of the proposal and seek their comments.

If you are unable to attend the meeting, please contact CHW using the information above, and we will provide materials after the meeting is held. Comments may also be submitted in writing to the address or email above or by phone at the phone number above.

N:\2021\21-0025\Admin & Information\06_NNW\RAI and Mailing\21-0025.09 and 18\MAIL 240806 Tomoka Hills LS PD SP.docx

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Supreme Court declines to halt Trump sentencing

John Kissel
Herald

WASHINGTON – The U.S. Supreme Court on Monday declined to block the sentencing of Donald Trump in a hush money case in New York, clearing the way for the former president to be sentenced as a convicted felon next week, just days before the election.

The justices' decision by two justices appointed by Democratic presidents – Sonia Sotomayor and Ketanji Brown Jackson – dissented.

Trump now has two justices appointed by Republican presidents – Clarence Thomas and Samuel Alito – who would have granted his request to block the sentencing from moving forward.

Trump was found guilty in May of falsifying business records to cover up a $130,000 payment to porn actress Stormy Daniels in exchange for her silence before the 2016 U.S. election about a sexual encounter she had with Trump a decade earlier. Trump has denied the encounter took place. The trial's chief witness in the 34 felony counts, which he defeated Democrat Joe Biden.

Trump, 78, will be the first convicted felon to become president.

Trump doubles down

Trump

Continued from Page 1A

Vermont GOP Chairman Paul Dame said that "now that Kamala Harris is going to be the Democrats' [vice presidential] nominee the GOP's been given lucky that it was a weekend [shooting]."

PUBLIC NOTICE

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Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

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5

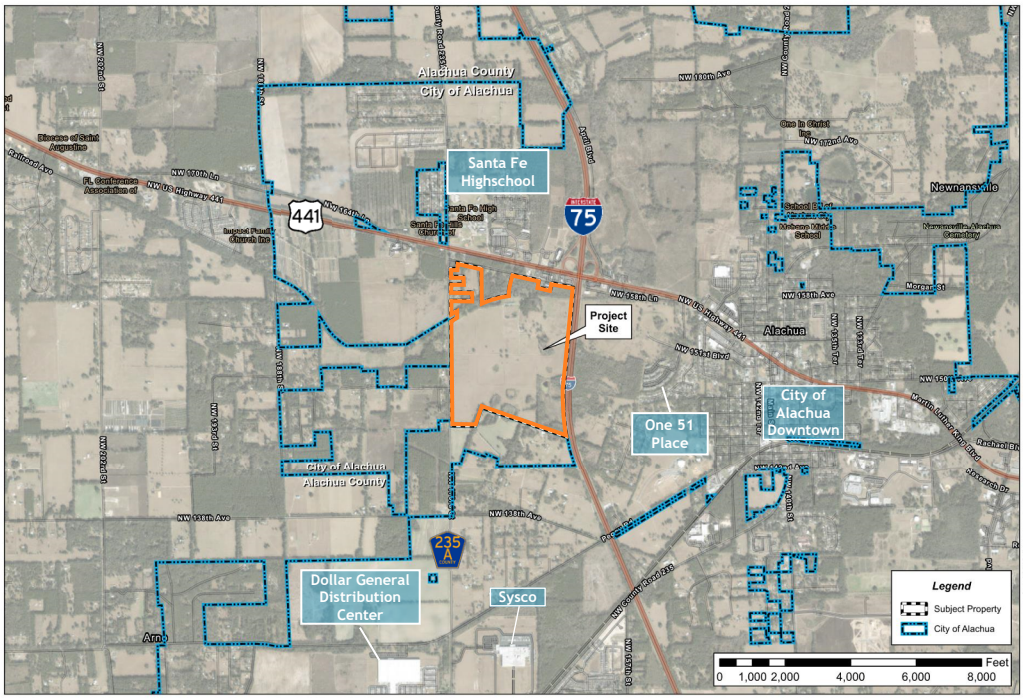
ESTIMATED TIMELINE
LSCPA, REZONING, AND SITE PLAN

Pre-Application Meeting	First Neighborhood Meeting	Submit LSCPA & Rezoning applications	Second Neighborhood Meeting	Submit Site Plan application
July 23, 2024	August 21, 2024	August 29, 2024	September 2024	Sept. 30, 2024

Staff Review	Planning & Zoning Board (LSCPA/Rez)	City Commission (LSCPA/Rez)	Planning & Zoning Board (Site Plan)	City Commission (LSCPA/Rez)
Sept.-Oct. 2024	November 12, 2024 (TENTATIVE)	December 9, 2024 (TENTATIVE)	January 14, 2025 (TENTATIVE)	February 10, 2025 (TENTATIVE)

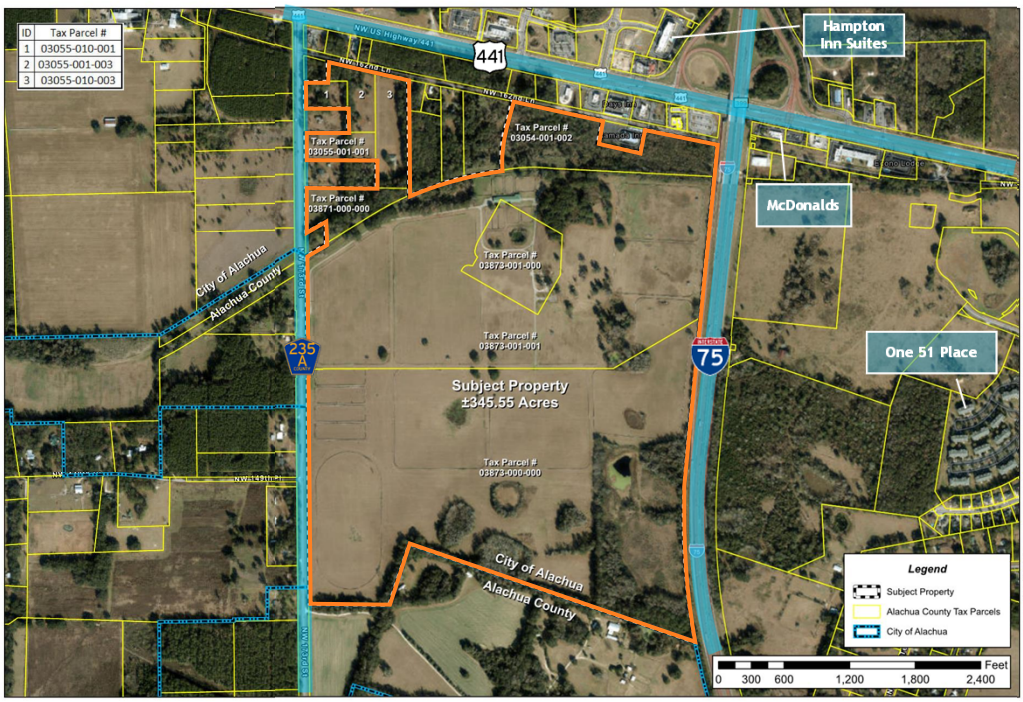
6

Context Map



7

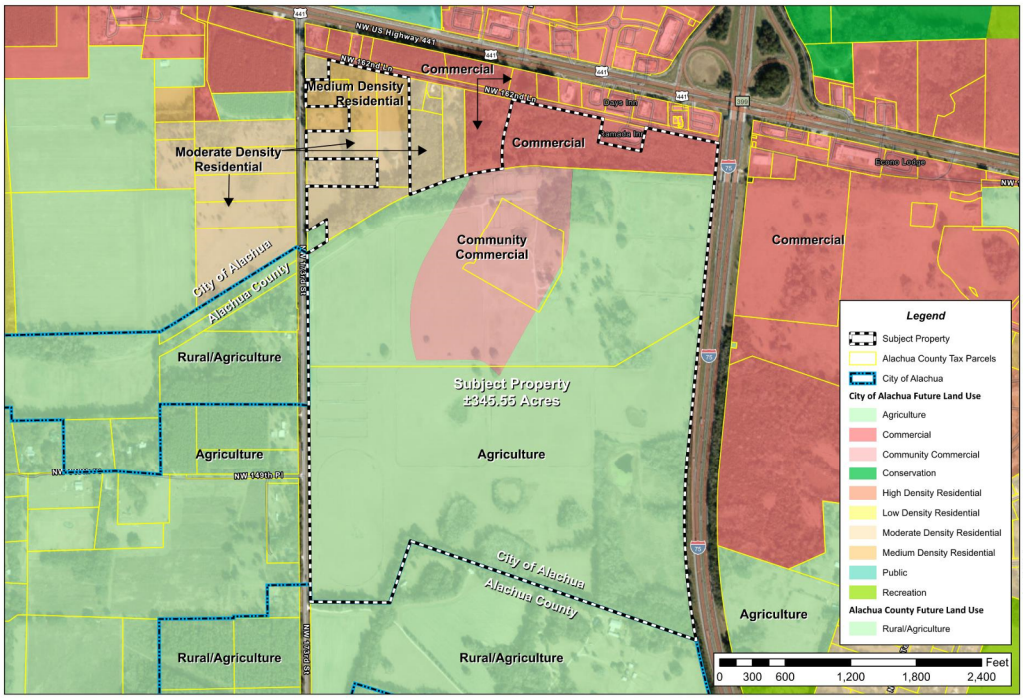
Aerial Map



8

Existing Future Land Use Map

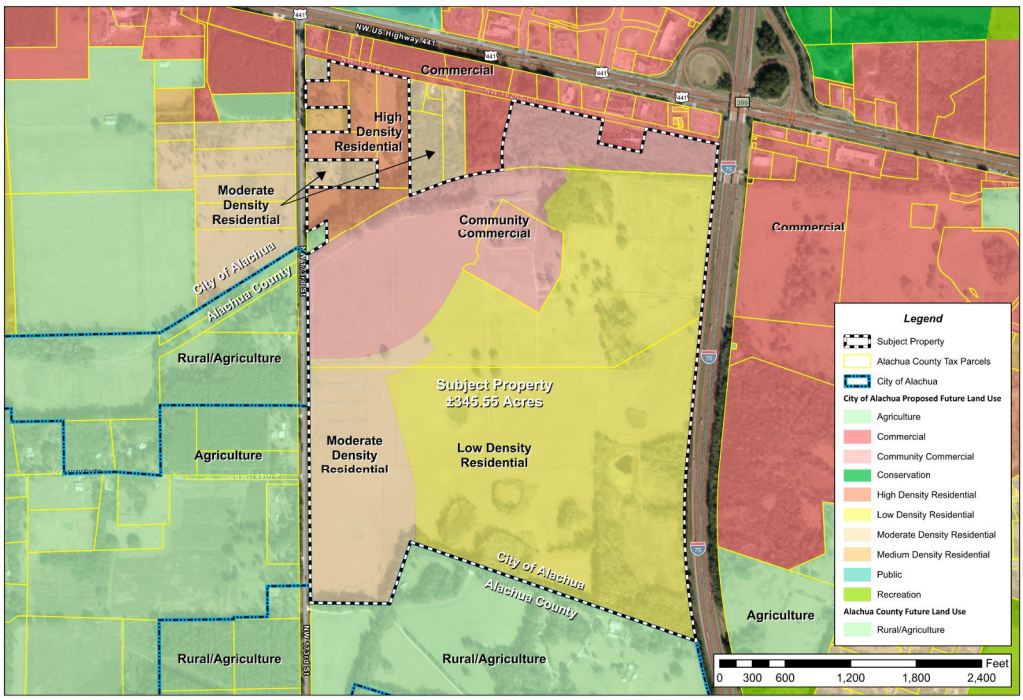
Existing FLU: Medium Density Residential; Moderate Density Residential; Commercial; Community Commercial; & Agriculture



9

Proposed Future Land Use Map

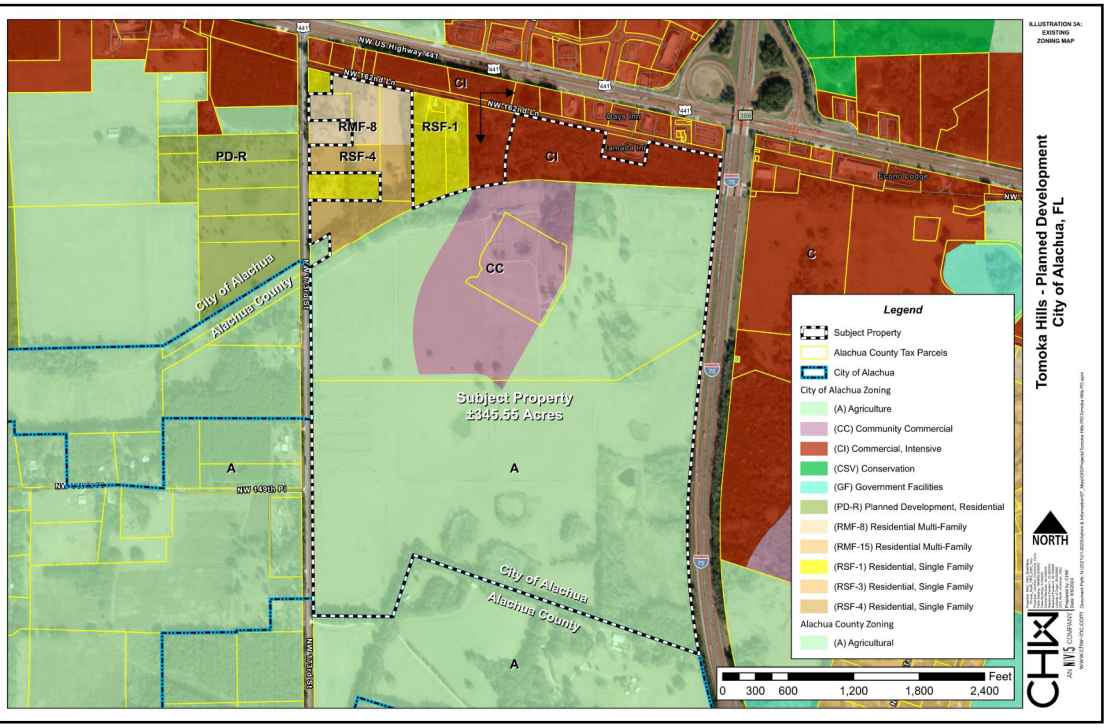
Proposed FLU: High Density Residential; Community Commercial; Moderate Density Residential; & Low Density Residential



10

Existing Zoning Map

Zoning: Residential, Single Family (RSF-4); Residential, Multi-Family (RMF-8); Commercial, Intensive (CI); Community Commercial (CC); & Agriculture (A)

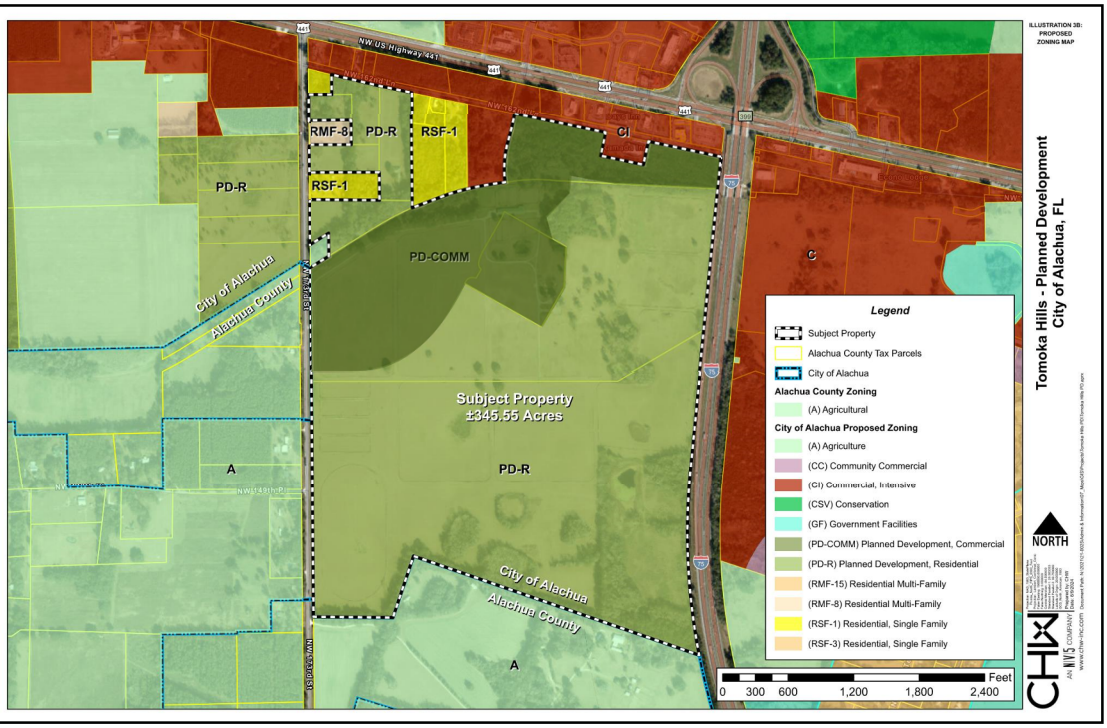


11

Proposed Zoning Map

Proposed Zoning: Planned Development, Commercial (PD-Comm); and Planned Development, Residential (PD-R)

PD-R permits a golf course



12

Concept

Office:
55,000 sf

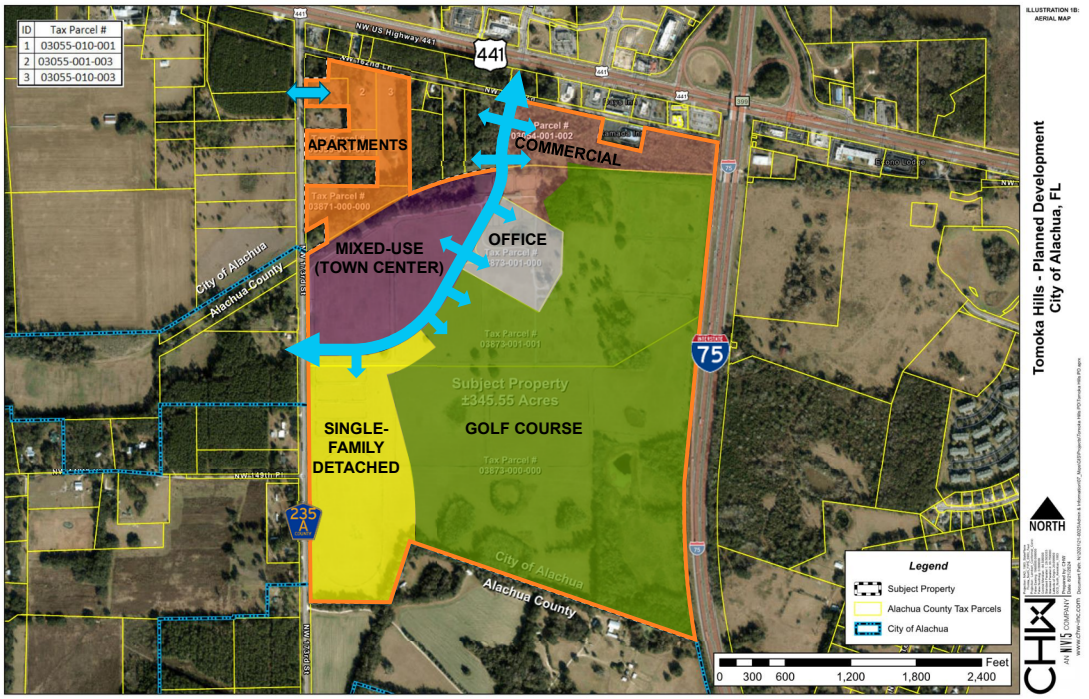
Commercial:
135,000 sf

Mixed-use:
300 units
350,000 sf

Apartments:
350 units

Single-family detached:
100 units

Golf course:
- Single-family detached: 10 units
- Clubhouse: ±35,000 sf
- Maintenance: ±25,000 sf



13

Golf Course



14

Sign-in Sheet

SIGN-IN SHEET

Tomoka Hills PD and Site Plan

21-0025.09 and .18

CHW AN NV5 COMPANY

Event: Neighborhood Meeting

Date/Time: August 21, 2024 @ 6:00 PM

Place: CHW (11801 Research Drive, Alachua, FL 32615)

Re: Large-scale Comprehensive Plan Amendment, Rezoning to Planned Development, and Site Plan

	Print Name	Street Address	Signature
1	Monty Williams	16919 NW 162 Lane	
2	Dayna Miller		
3	Holly DeLoach		
4	Menzie Campbell	menziecampbell@msn.com 16902 NW 162nd Ln.	
5			
6			
7			
8			
9			
10			
11			
12			
13			

Workshop Minutes

NEIGHBORHOOD MEETING MINUTES

Tomoka Hills PD

21-0025.09

Event:	Neighborhood Meeting
Date:	August 21, 2024 @ 6:00 PM
Location:	CHW Office – 11801 Research Drive, Alachua, FL, 32615
RE:	Large-scale Comprehensive Plan Amendment (LSCPA), Rezoning, and Site Plan Applications

CHW (Agent) Attendees: Ryan Thompson, Craig Brashier, Walker Owen
Public Attendees: four (4) (See Sign-In Sheet)

CHW, on behalf of Tomoka Hills Farms, Inc., hosted the required Neighborhood Meeting and presented the following: the meeting's purpose; the applications' requests and intents; the opportunities presented by the applications; the general application review process and estimated project timeline; maps illustrating the site's regulatory and physical characteristics, and a conceptual site layout with proposed uses, densities, and intensities. Questions and comments from public attendees are described below, with agent responses.

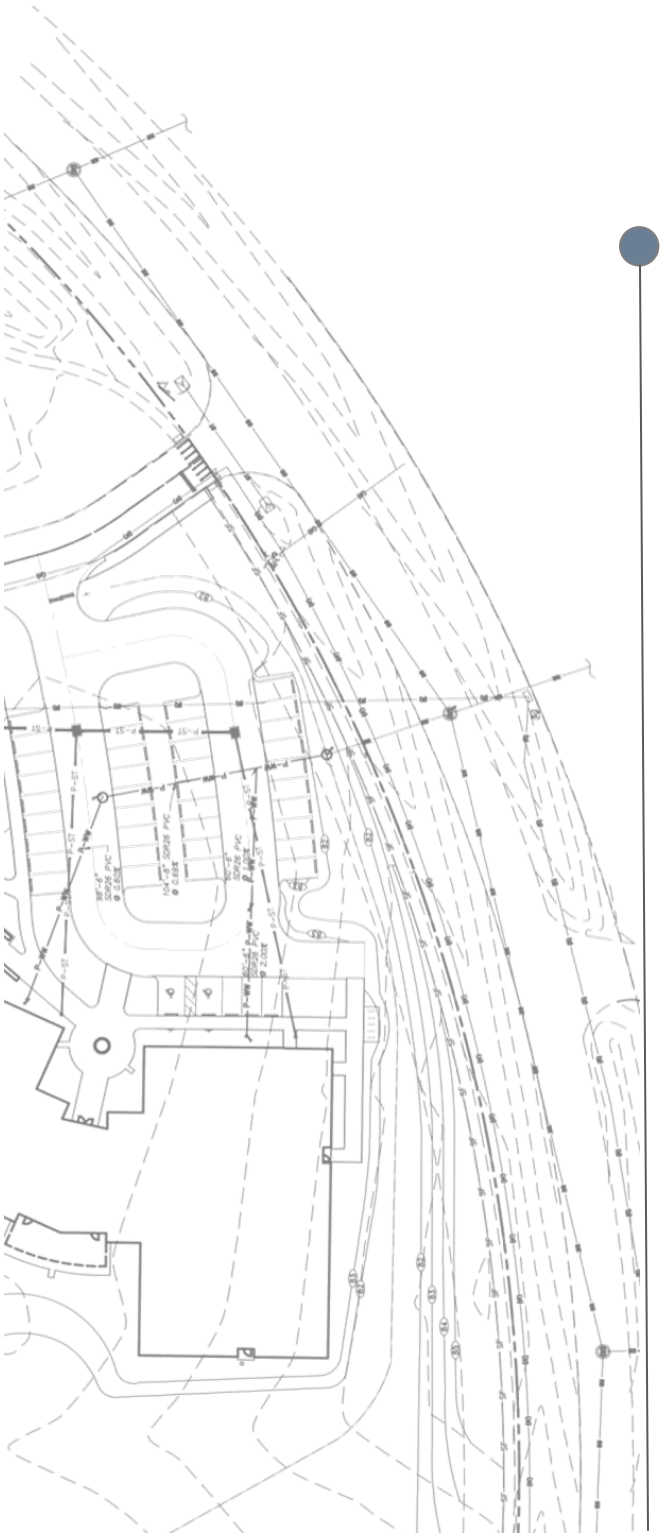
Comment: I own property adjacent to this project (tax parcel 03056-001-000) and I am concerned that the construction you are proposing cause significant negative impacts on my well, which is located within 30 feet of the property boundary. The City should consider converting the few residential properties left on NW 162nd Lane to City potable water and wastewater.
Response: We are including minutes from this meeting with our application. I will note your request to the City Commission.

Comment: I live next door [to him] (tax parcel 03056-000-000) and already must drink bottled water due to the sediment in my well from the current construction [of the office headquarters].

Comment: Apartments are too much for that intersection (US 441/CR 235A). Traffic is already bad on CR 235A.
Response: The project may alleviate some of the congestion at the US 441/CR 235A intersection, since the main roadway within the subject property will connect the two (2) roadways, giving an alternate route for commuters.

Comment: I am not concerned about the apartments or other types of uses you are proposing. My well is my concern. Any construction that is close to my well will cause an issue.

Comment: We have a lot of development occurring within the City and roadway capacity is our biggest challenge. It is a challenge throughout the City, not just here.
Response: The project will be developed over time, not all at once. The additional interconnectivity will help distribute congestion. The Site Plan for the office currently under construction has an approved Traffic Impact Analysis and an Intersection Control Evaluation (ICE) conducted by Florida Department of Transportation (FDOT) for the site's complete build-out. The NW 167th Blvd / US 441 intersection will be modified to account for this site's full build out.



Tomoka Hills

Large-scale Comprehensive Plan Amendment And Planned Development Rezoning

Neighborhood Meeting package

Date:
September 12, 2024

Prepared on behalf of:
Tower Hill Insurance Group, LLC and
Tomoka Hills Farms, Inc.

Prepared by:
CHW

PN# 21-0025.09

Mailed Memorandum

NEIGHBORHOOD MEETING PUBLIC NOTICE

Tomoka Hills PD and Site Plan
21-0025.09,.18

To:	Neighbors of the Southwest quadrant of US 441 / I-75 Interchange
From:	Ryan Thompson, AICP, Sr. Project Manager
Date:	28 August 2024
RE:	Neighborhood Meeting Public Notice

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1).

The first application is a Large-scale Comprehensive Plan Amendment (LSCPA) to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre.)

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The third application is a Site Plan for a ±197-acre golf course with maintenance and storage buildings, and associated infrastructure. Approval of the golf course is not contingent on the LSCPA and/or Rezoning applications' approval. The golf course is permitted in the existing Agriculture FLU and zoning designations.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

Meeting Details

Date:	12 September 2024
Time:	6:00 PM
Location:	CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact:	Ryan Thompson, AICP 11801 Research Drive Alachua, FL 32615 (352) 331-1976

This is not a public hearing. The purpose of the neighborhood meeting is to inform the public about the nature of the proposal and seek their comments.

If you are unable to attend the meeting, please contact CHW using the information above, and we will provide materials after the meeting is held. Comments may also be submitted in writing to the address or email above or by phone at the phone number above.

Mailing Labels

Neighborhood Workshop Notice
ACKLEY ROBERT L & MARY J
15817 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

Neighborhood Workshop Notice
ALACHUA COUNTY
PO BOX 2877
GAINESVILLE, FL 32602

Neighborhood Workshop Notice
BLACK NANCY BURGESS
6827 41ST ST NW APT 121
WASHINGTON, DC 20012

Neighborhood Workshop Notice
BRADLEY & WILLIAMS
16919 NW 162ND LN
ALACHUA, FL 32615

Neighborhood Workshop Notice
CITY OF ALACHUA
15100 NW 142ND TER
ALACHUA, FL 32615

Neighborhood Workshop Notice
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

Neighborhood Workshop Notice
CAMPBELL MENZIE G
16903 NW 162ND LN
ALACHUA, FL 32615

Neighborhood Workshop Notice
CORNERSTONE ALACHUA LLC
426 SW COMMERCE DR STE 130
LAKE CITY, FL 32025

Neighborhood Workshop Notice
M & L 441 LLC
1113 OLD POPO POINT
ST JOHNS, FL 32259

Neighborhood Workshop Notice
ROUX JOHN P
PO BOX 1673
ALACHUA, FL 32616

Neighborhood Workshop Notice
SINGH LAKHVIR
PO BOX 2092
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALACHUA HOLDINGS LTD
PO BOX 1990
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALSPAUGH & BROWN TRUSTEE & DIXO
% HIMMERLRICH AND COMPANY
898 SW 21ST ST
BOCA RATON, FL 33486

Neighborhood Workshop Notice
BURGESS & BURGESS
15008 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
CITY OF ALACHUA
PO BOX 9
ALACHUA, FL 32616

Neighborhood Workshop Notice
DELOACH VIRGIL C & HOLLY H
PO BOX 532
FT WHITE, FL 32038

Neighborhood Workshop Notice
FIRST STREET GROUP L C
PO BOX 1990
ALACHUA, FL 32616

Neighborhood Workshop Notice
HARKINS JAMES E JR & RENEE
PO BOX 6307
MARIANNA, FL 32447

Neighborhood Workshop Notice
MAKENNA PARKER HOMES LLC
2714 SW 130TH TER
ARCHER, FL 32618

Neighborhood Workshop Notice
MALBEC II LLC
100 S BISCAYNE BLVD SUITE 900
MIAMI, FL 33131

Neighborhood Workshop Notice
MALLARD MITCHELL E & ESTHER R
14614 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
SHIRES CYNTHIA H
PO BOX 1259
ALACHUA, FL 32616

Neighborhood Workshop Notice
VICKORY WILLIAM A & SUSAN S
15404 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
VICKORY WILLIAM HENRY LIFE ESTATE
15310 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
ALL AMERICAN OIL LLC
380 COMMERCE PARKWAY
ROCKLEDGE, FL 32955

Neighborhood Workshop Notice
CATA LIGHTS CORP
630 VASSAR ST #2506
ORLANDO, FL 32804

Neighborhood Workshop Notice
CAVACEPPI SHARLEEN O TRUSTEE
PO BOX 1325
ALACHUA, FL 32616

Neighborhood Workshop Notice
CHASING CHICKEN 2 INC
501 E TENNESSEE ST A
TALLAHASSEE, FL 32308

Neighborhood Workshop Notice
DWARKADHISH INVESTMENTS INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

Neighborhood Workshop Notice
FDOT RIGHT OF WAY DEPT
MAIL STATION 2020 1109 S MARION AVE
LAKE CITY, FL 32025

Neighborhood Workshop Notice
HOOVER RESTAURANTS LLC
4030 JOHNS CREEK PARKWAY
SUWANEE, GA 30024

Neighborhood Workshop Notice
IMPERIAL AIRPORT
489 CROCKER SPERRY DR
MONTECITO, CA 93108

Neighborhood Workshop Notice
JP & KP LLC
11149 CONISTON WAY
WINDERMERE, FL 34786

Neighborhood Workshop Notice
LE STORE LLC
22211 W NEWBERRY RD
NEWBERRY, FL 32669

Neighborhood Workshop Notice
MCDONALD'S CORP (009/0551)
C/O JUAN PRADO
6625 VAN DYKE RD
LUTZ, FL 33558

Neighborhood Workshop Notice
MOHAN-LERRA FAMILY PARTNERSHIP
16715 NW 129TH TER
ALACHUA, FL 32615

Neighborhood Workshop Notice
NORTH FLORIDA REGIONAL MEDICAL
PO BOX 80610
INDIANAPOLIS, IN 46280

Neighborhood Workshop Notice
SARCAV LLC
8303 AUTUMWIND DR
JACKSONVILLE, FL 32218

Neighborhood Workshop Notice
SARCAV LLC
C/O SILVIO CAVACEPPI
8303 AUTUMNWIND DR
JACKSONVILLE, FL 32218

Neighborhood Workshop Notice
SHREE LAXMI NARAYAN INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

Neighborhood Workshop Notice
TLC PROPERTIES INC
2065 NW 57TH ST
OCALA, FL 34475

Neighborhood Workshop Notice
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Neighborhood Workshop Notice
TOWER HILL INSURANCE GROUP LLC
7201 NW 11TH PL
GAINESVILLE, FL 32605

Neighborhood Workshop Notice
ALACHUA COUNTY
12 SE 1ST ST
GAINESVILLE, FL 32601

Neighborhood Workshop Notice
THOMAS & THOMAS & THOMAS HEIRS
312 MCBRIEN RD APT 423
CHATTANOOGA, TN 37411

Neighborhood Workshop Notice
Roux John P
16260 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Cornerstone Alachua LLC
16286 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Cata Lights Corp
16134 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
JP & KP LLC
15901 NW 158TH LN
Alachua, FL 32615

Neighborhood Workshop Notice
Shree Laxmi Narayan INC
16305 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
Sarcav LLC
16807 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
McDonald's Corp (009/0551)
16018 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Chasing Chicken 2 INC
16088 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Dwarkadhish Investments INC
16100 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Imperial Airport
16130 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Hoover Restaurants LLC
16070 NW US HWY 441 STE 100
Alachua, FL 32615

Neighborhood Workshop Notice
Le Store LLC
16070 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Mohan-Lerra Family Partnership
15981 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
All American Oil LLC
15980 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Shires Cynthia H
14433 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Burgess & Burgess
15010 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Makenna Parker Homes LLC
14706 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Tomoka Hills Farms INC
17103 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
Tower Hill Insurance Group LLC
15403 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
City Manager
Mike DaRoza
PO Box 9
Alachua FL 32615

Neighborhood Workshop Notice
Assistant Director Planning
Linda Dixion, AICP
PO Box 115050
GAINESVILLE FL 32611

Neighborhood Workshop Notice
Joseph & Phyllis Strickland
14103 NW 156th Place
Alachua FL 32615

Neighborhood Workshop Notice
County Manager
Michele L. Lieberman
12 SE 1st Street
Gainesville FL 32601

Neighborhood Workshop Notice
Tamara Robins
PO Box 2317
Alachua FL 32616

Neighborhood Workshop Notice
Jean Calderwood
14095 NW 174th Ave
Alachua FL 32615

Neighborhood Workshop Notice
Antoinette Endelicato
5562 NW 93rd Ave
Gainesville FL 32653

Neighborhood Workshop Notice
Lynda Coon
7216 NW 126 Ave
Alachua FL 32615

Neighborhood Workshop Notice
Lynn Horton
19005 NW 138th Ave
Alachua FL 32615

Newspaper Advertisement

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Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

CHW
AN NV5 COMPANY

Scientists to respond to new mpox strain

Experts in Africa say they're 'working blind' as virus rapidly changes

Jennifer Rigby and Julie Steenhuysen
REUTERS



A passenger walks past a banner about mpox on Monday at Soekarno-Hatta International Airport in Tangerang, Indonesia. A new strain of the virus, known as clade Ib, has the world's attention again after the World Health Organization declared a new health emergency. YASUYOSHI CHIBA/AFP VIA GETTY IMAGES

LONDON – Scientists studying the new mpox strain that has spread out of Democratic Republic of Congo say the virus is changing faster than expected, and often in areas where experts lack the funding and equipment to properly track it.

That means there are numerous unknowns about the virus itself, its severity and how it is transmitting, complicating the response, half a dozen scientists in Africa, Europe and the United States told Reuters.

Mpox, formerly known as monkeypox, has been a public health problem in parts of Africa since 1970, but received little global attention until it surged internationally in 2022, prompting the World Health Organization to declare a global health emergency. That declaration ended 10 months later.

A new strain of the virus, known as clade Ib, has the world's attention again after the WHO declared a new health emergency.

The strain is a mutated version of clade I, a form of mpox spread by contact with infected animals that has been endemic in Congo for decades. Mpox typically causes flu-like symptoms and pus-filled lesions and can be deadly.

Congo has had more than 18,000 suspected clade I and clade Ib mpox cases and 615 deaths this year, according to the WHO. There have also been 222 confirmed clade Ib cases in four African countries in the last month, plus a case each in Sweden and Thailand in people with a travel history in Africa.

"I worry that in Africa, we are working blindly," said Dr. Dimie Ogoina, an infectious diseases expert at Niger Delta University Hospital in Nigeria who chairs the WHO's mpox emergency committee. He first raised the alarm about potential sexual transmission of mpox in 2017, now an accepted route of spread for the virus.

"We don't understand our outbreak very well, and if we don't understand our outbreak very well we will have difficulty addressing the problem in terms of transmission dynamics, the severity of the disease, risk factors of the disease," Ogoina said. "And I worry about the fact that the virus seems to be mutating and producing new strains."

He said it took clade IIb in Nigeria five years or more to evolve enough for sustained spread among humans, sparking the 2022 global outbreak. Clade Ib has done the same thing in less than a year.

Mutating 'more rapidly'

Mpox is an orthopoxvirus, from the family that causes smallpox. Population-wide protection from a global smallpox vaccine campaign 50 years ago has waned, as vaccinating stopped when the disease was eradicated.

Genetic sequencing of clade Ib infections, which the WHO estimates emerged mid-September 2023, show they carry a mutation known as APOBEC3, a signature of adaptation in humans.

The virus that causes mpox has typically been fairly stable and slow to mutate, but APOBEC-driven mutations can accelerate viral evolution, said Dr. Miguel Paredes, who is studying the evolution of mpox and other viruses at Fred Hutchison Cancer Center in Seattle.

"All the human-to-human cases of mpox have this APOBEC signature of mutations, which means that it's mutating a little bit more rapidly than we would expect," he said.

Paredes and other scientists said a response was complicated by several mpox outbreaks happening at once.

In the past, mpox was predominantly acquired through human contact with infected animals. That is still driving a rise in Congo in clade I cases – also known as clade Ia – likely due in part to deforestation and increased consumption of bushmeat, scientists said.

The mutated versions, clade Ib and IIb, can now essentially be considered a sexually transmitted disease, said Dr. Salim Abdool Karim, a South African epidemiologist and chair of the Africa CDC's mpox advisory committee. Most of the mutated clade Ib cases are among adults, driven at first by an epidemic among sex workers in Congo.

The virus also can spread through close contact with an infected person, which is likely how clusters of children have been infected with clade Ib, particularly in Burundi and in eastern Congo's displacement camps, where crowded living conditions may be contributing.

Children, pregnant people and people with weakened immune systems or other illnesses may be at greater risk of serious mpox disease and death, say the WHO and mpox scientists.

Clade I has typically caused more severe disease, with fatality rates of 4% to 11%, compared to around 1% for clade II. Ogoina said data from Congo suggests few have died of the new Ib version, but he feared some data is being mixed up.

> **"If we don't understand our outbreak very well we will have difficulty addressing the problem."**
>
> **Dr. Dimie Ogoina**
> Niger Delta University Hospital in Nigeria

More research is urgently needed, but three teams tracking mpox outbreaks in Africa say they cannot even access chemicals needed for diagnostic tests. Clade Ib can also be missed by some diagnostic tests.

Planning a response, including vaccination strategies, without this is difficult, the scientists said.

Karim said around half of cases in eastern Congo, where Ib is prevalent, are only being diagnosed by doctors, with no laboratory confirmation.

Getting samples to labs is difficult because the health care system is already under pressure, he said. And around 750,000 people have been displaced amid fighting between the M23 rebel group and the government.

Many African labs cannot get the supplies they need, said Dr. Emmanuel Nakoune, an mpox expert at the Institut Pasteur in Bangui, Central African Republic, which also has clade Ia cases.

"This is not a luxury," he said, but necessary to track deadly outbreaks.

Dow reaches record close as Wall Street ends higher

Noel Randewich
REUTERS

The S&P 500 ended higher on Tuesday and the Dow Jones notched a record-high close ahead of a much-anticipated quarterly report from Nvidia on Wednesday and economic data expected later in the week that could give clues about the path of interest rate cuts.

Heavyweight tech-related stocks were mixed, with the focus on upcoming results from Nvidia, the chipmaker at the center of Wall Street's rally in AI-related stocks.

Nvidia's shares climbed 1.5% and it was the most-traded company on U.S. stock exchanges, according to LSEG data.

Up 159% in 2024, Nvidia is viewed as the biggest winner so far from AI technology, and its results follow recent concerns about increases in already-hefty spending by Microsoft, Alphabet and other major players in their race to dominate emerging AI technology.

"There's a really, really high bar to clear for not just Nvidia's earnings and guidance, but the story they tell about the state of AI that kind of lifts the tech sector out of its recent funk," said Ross Mayfield, investment strategy analyst at Baird.

Apple shares closed 0.4% higher, while Amazon dipped 1.4%.

The S&P 500 climbed 0.16% to end the session at 5,625.80 points.

The Nasdaq gained 0.16% to 17,754.82 points, while the Dow Jones Industrial Average rose 0.02% to 41,250.50 points, closing for the second day in a row at a record high.

Of the 11 S&P 500 sector indexes, six rose, led by information technology, up 0.63%, followed by a 0.48% gain in financials.

Data on Tuesday showed U.S. consumer confidence rose to a six-month high in August, while consumers also became more anxious about the labor market after the unemployment rate jumped to near a three-year high of 4.3% last month.

Investors will look to July Personal Consumption Expenditure data due on Friday for additional hints at the potential pace of rate cuts.

Traders are now betting on an interest rate cut of either 25 or 50 basis points in September, according to CME Group's Fed Watch tool.

Meanwhile, UBS Global Wealth Management raised the odds of a U.S. recession to 25% from 20%, citing weakness in the labor market.

Paramount Global slid more than 7% after Edgar Bronfman Jr. abandoned his bid for the company, clearing the way for Skydance Media to take control of Shari Redstone's media empire.

Tesla fell 1.9% after Canada said it will impose a 100% tariff on the imports of Chinese electric vehicles. The duties apply to all EVs shipped from China, which would include those made by Tesla.

Super Micro Computer declined 2.6% after short seller Hindenburg Research said it had a short position in the AI server maker.

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Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

CHW
an NV5 company

Club P

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Scan to join or visit clubpublix.com/save5.

Workshop Presentation

Tomoka Hills Planned Development

Large-Scale Comprehensive Plan Amendment (LSCPA),

Rezoning to Planned Development, and Site Plan Applications

CHW AN NV5 COMPANY

City of Alachua
Neighborhood Meeting
September 12, 2024

21-0025.09 and :18: Tomoka Hills

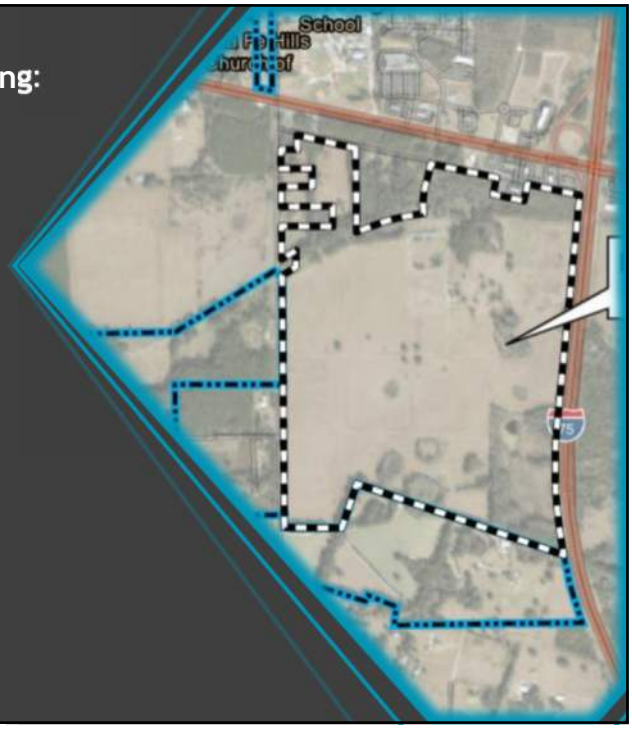
1

The purpose of the neighborhood meeting:

The City of Alachua requires Comprehensive Plan Amendment, Rezoning, and Site Plan applicants to host a neighborhood meeting.

The purpose is to inform neighbors of the proposed action's nature and to get feedback early in the process.

This meeting provides the applicant with an opportunity to identify concerns prior to the application's submission.

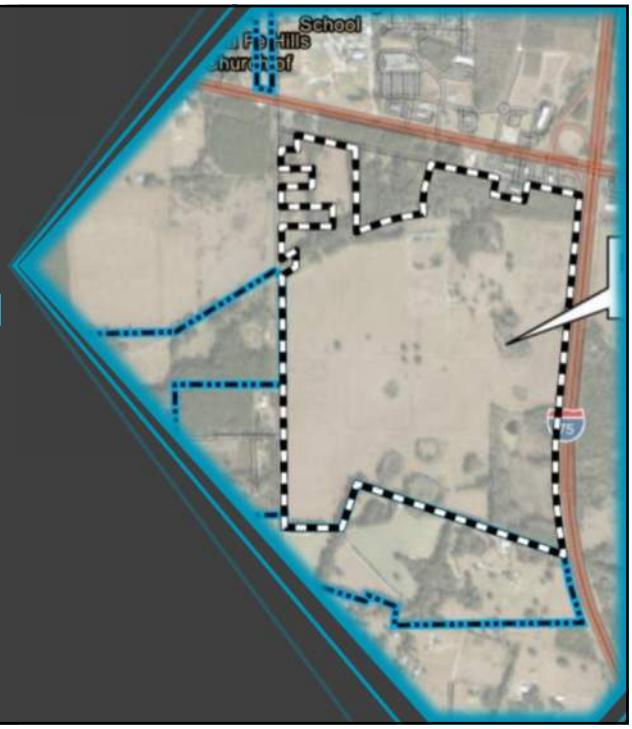


CHW

2

REQUEST:

- LsCPA Application
  - *FROM:* Medium Density Residential, Moderate Density Residential, Commercial, Community Commercial & Agriculture
  - *TO:* **Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial**
- Rezoning Application
  - *FROM*: Residential Single Family (RSF -4), Residential Multi-Family (RMF-8), Community Commercial (CC), Commercial, Intensive (CI), & Agriculture (A)
  - *TO*: **Planned Development, Commercial (PD-Comm), Planned Development, Residential (PD-R)**

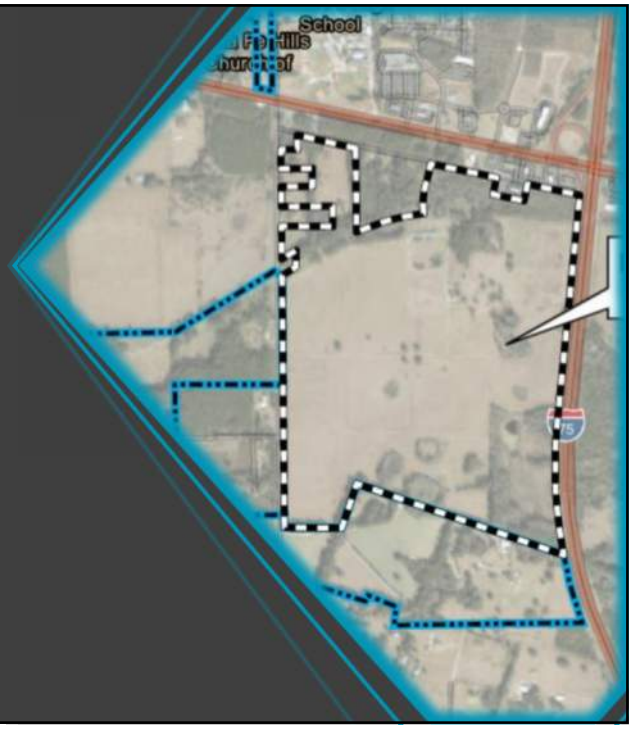


3

REQUEST:

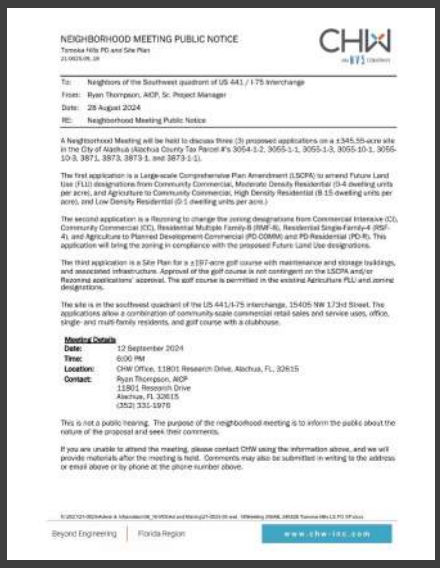
- Site Plan Application
  - Golf course with a maintenance and storage buildings, and associated infrastructure

The Site Plan is not contingent on the LSCPA and rezoning applications' approval. A golf course is permitted in the existing Agriculture Future Land Use (FLU) and Zoning.



4

PUBLIC NOTIFICATION



NEIGHBORHOOD MEETING PUBLIC NOTICE

Tentative Hills PD and Site Plan
21-0025.08_28

To: Neighbors of the Southwest quadrant of US 441 / I-75 Interchange
From: Ryan Thompson, AICP, Sr. Project Manager
Date: 28 August 2024
RE: Neighborhood Meeting Public Notice

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Beyond Engineering | Florida Region www.chw-inc.com



Scientists to respond to new mpox strain

Experts in Africa say they're 'working blind' as virus rapidly changes

Dow reaches record close as Wall Street ends higher

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5

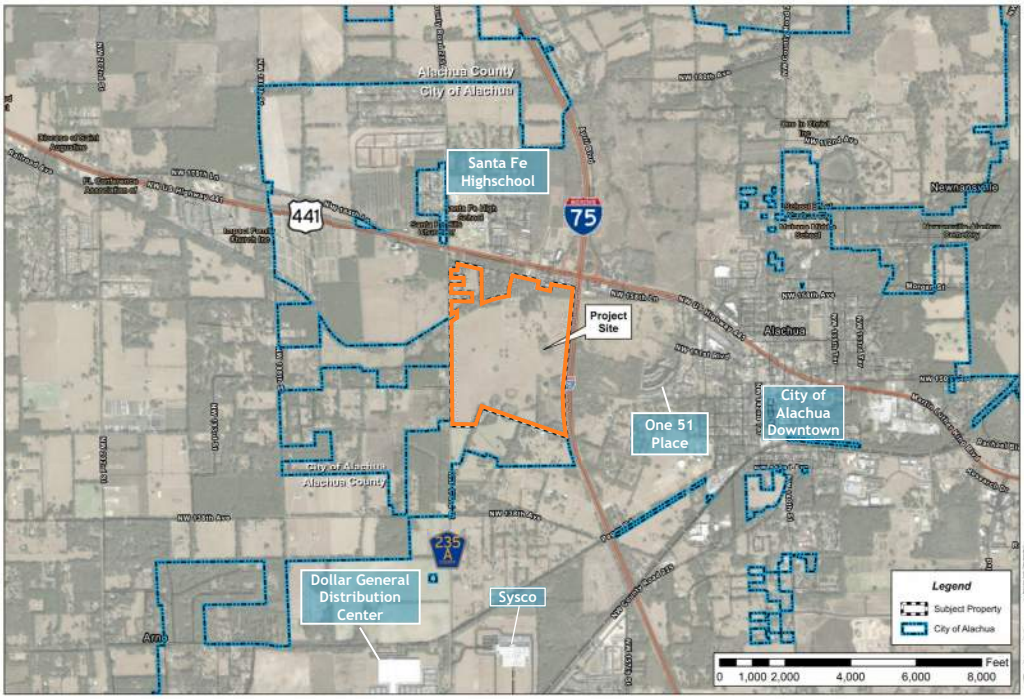
ESTIMATED TIMELINE
LSCPA, REZONING, AND SITE PLAN

Pre-Application Meeting	First Neighborhood Meeting	Submit LSCPA & Rezoning applications	Second Neighborhood Meeting	Submit Site Plan application
July 23, 2024	August 21, 2024	August 29, 2024	September 12, 2024	Sept. 30, 2024

Staff Review	Planning & Zoning Board (LSCPA/Rez)	City Commission (LSCPA/Rez)	Planning & Zoning Board (Site Plan)	City Commission (LSCPA/Rez)
Sept.-Oct. 2024	November 12, 2024 (TENTATIVE)	December 9, 2024 (TENTATIVE)	January 14, 2025 (TENTATIVE)	February 10, 2025 (TENTATIVE)

6

Context Map



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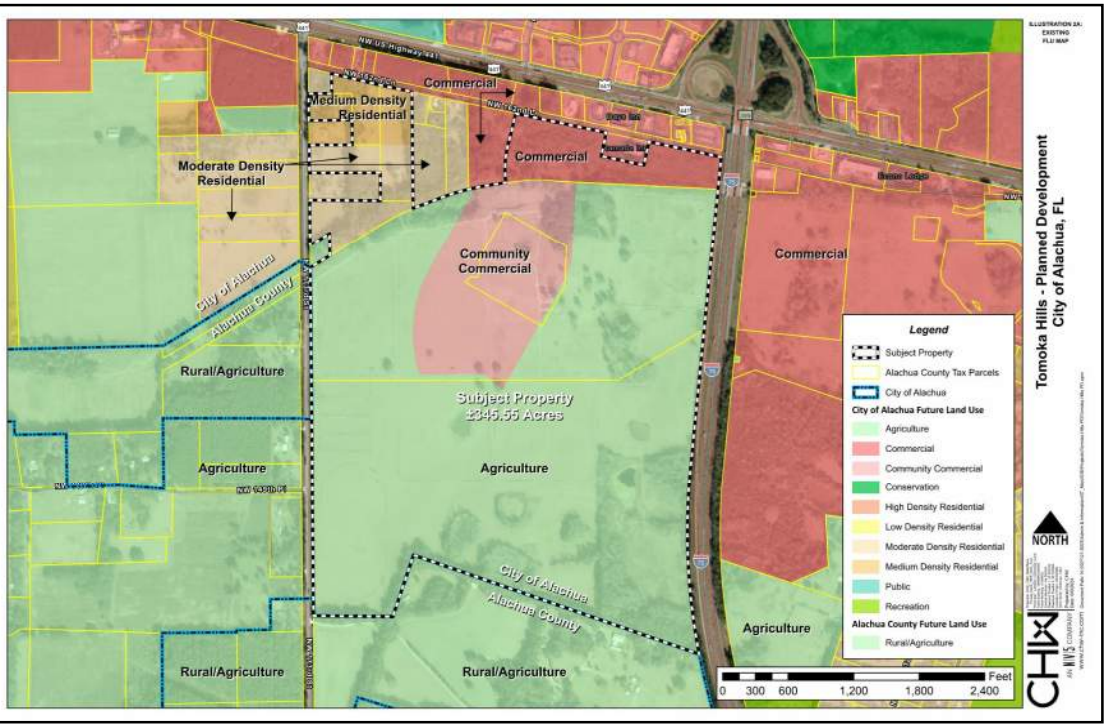
Aerial Map



8

Existing Future Land Use Map

Existing FLU: Medium Density Residential; Moderate Density Residential; Commercial; Community Commercial; & Agriculture



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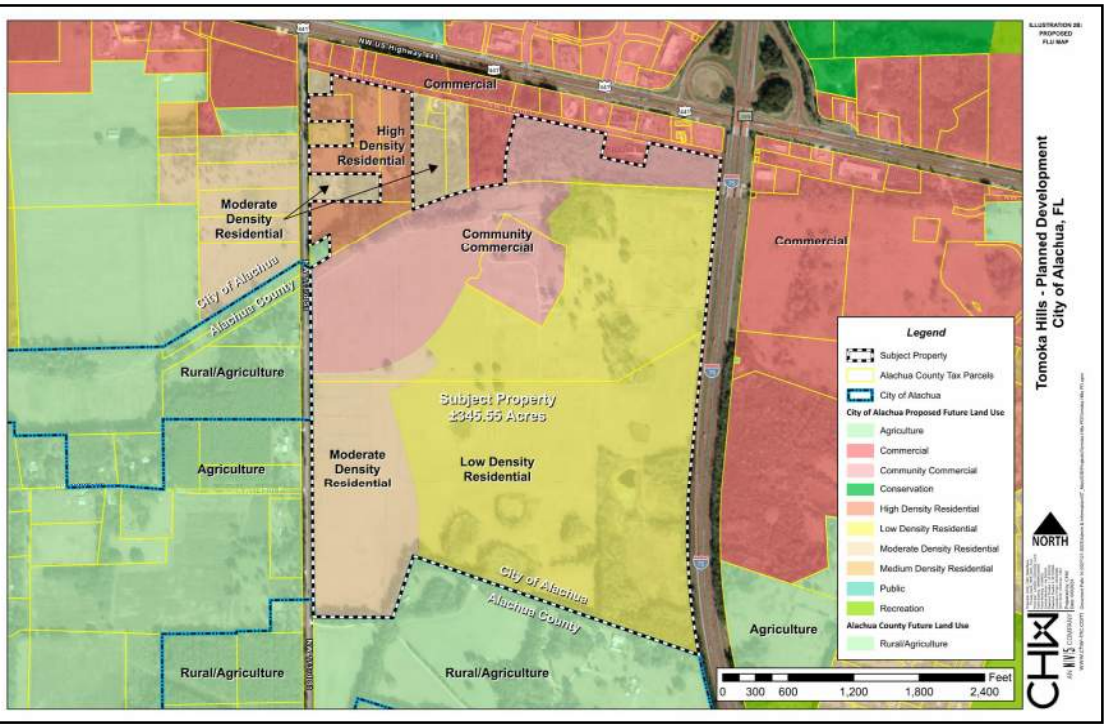
Proposed Future Land Use Map

Proposed FLU: High Density Residential; Community Commercial; Moderate Density Residential; & Low Density Residential



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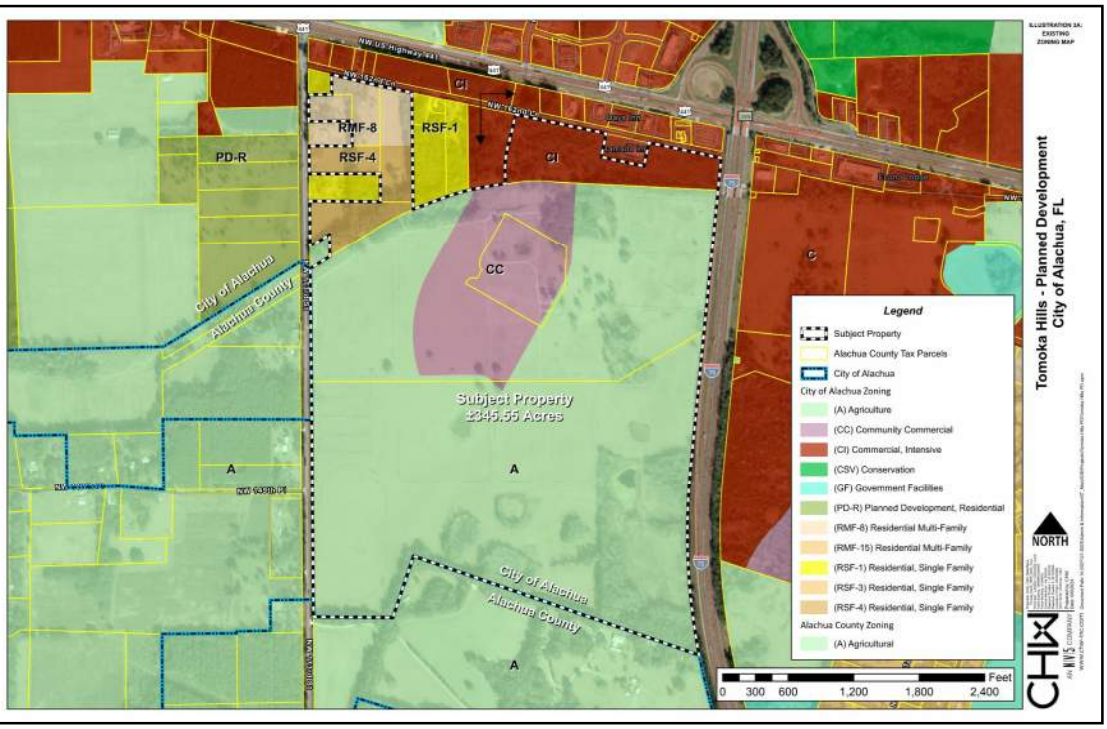
Existing Zoning Map

Zoning: Residential, Single Family (RSF-4); Residential, Multi-Family (RMF-8); Commercial, Intensive (CI); Community Commercial (CC); & Agriculture (A)



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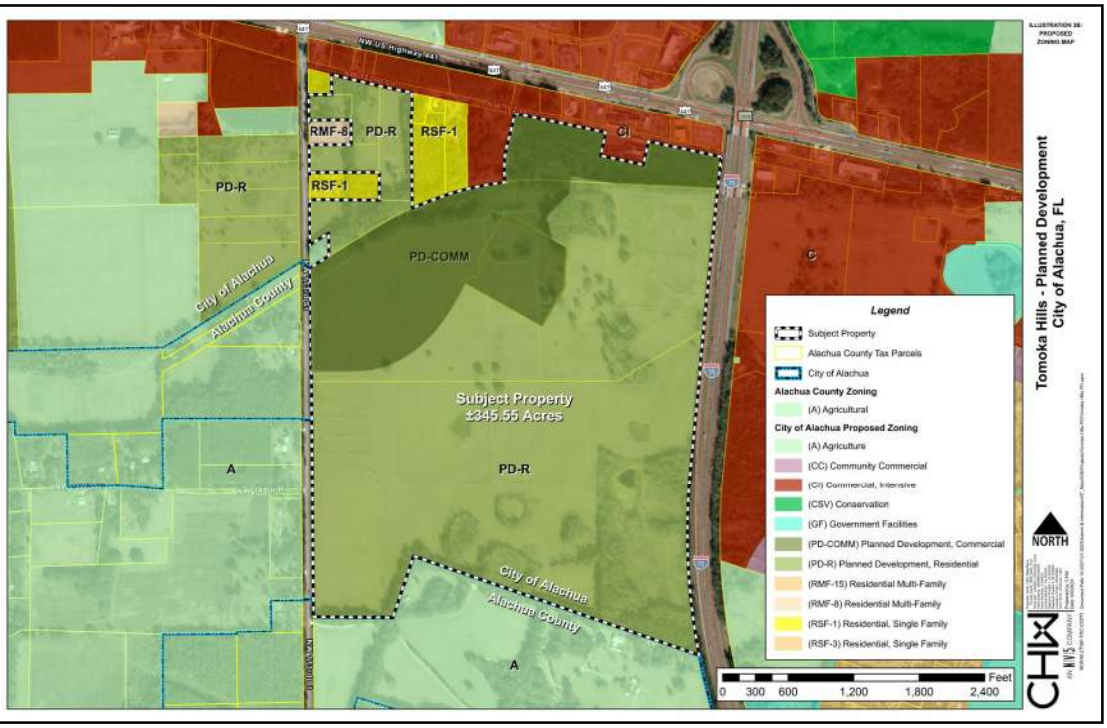
Proposed Zoning Map

Proposed Zoning: Planned Development, Commercial (PD-Comm); and Planned Development, Residential (PD-R)

PD-R permits a golf course



12

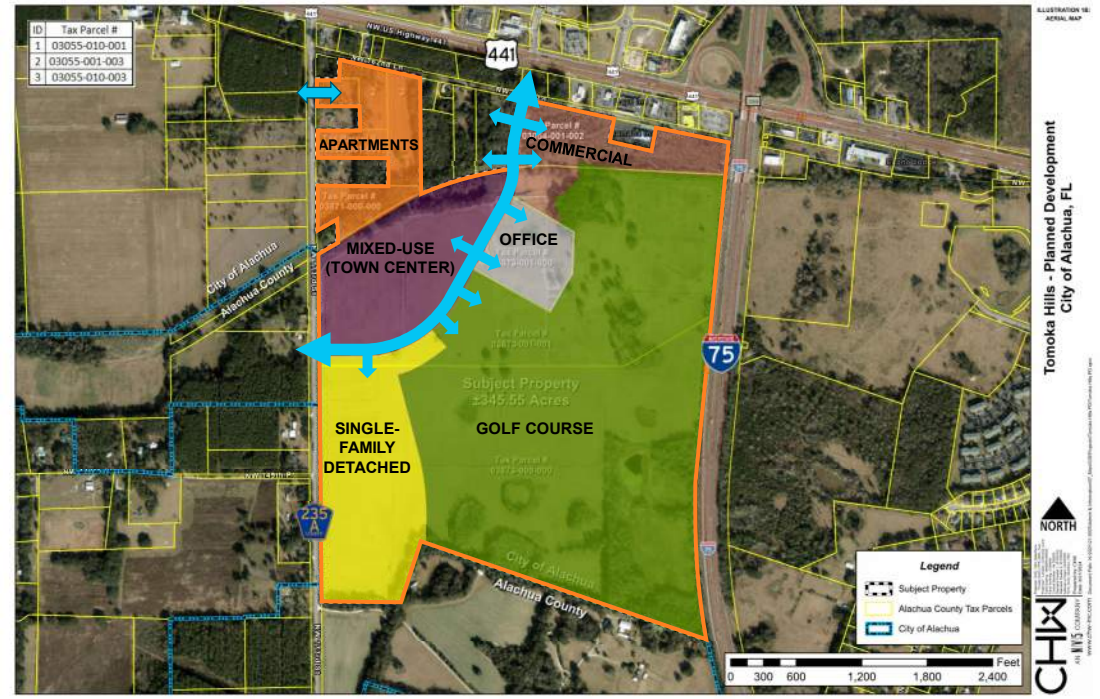
Concept

Office, Commercial, and mixed-use: 300 units and 540,000 sf

Apartments: 350 units

Single-family detached: 100 units

Golf course:
- Single-family detached: 10 units
- Clubhouse, maintenance building(s), and other accessory uses: 200,000 sf



13

Golf Course



14

Sign-in Sheet

SIGN-IN SHEET

Tomoka Hills PD and Site Plan

21-0025.09 and .18

CHW AN NV5 COMPANY

Event: Neighborhood Meeting

Date/Time: September 12, 2024 @ 6:00 PM

Place: CHW (11801 Research Drive, Alachua, FL 32615)

Re: Large-scale Comprehensive Plan Amendment, Rezoning to Planned Development, and Site Plan

	Print Name	Street Address	Signature
1	Bonya Burgess	15201 NW 147th Dr STE 1200-332 Alachua	
2	Victor Barthor	15202 NW 147th Dr STE 1200-332 Alachua	
3	Jonathan Wallace	NW 241 Alachua FL	
4	Virgil & Holly Deloach	P.O. Box 532 Ft White FL	Holly N Deloach
5	Busy Shires	busyshires333@gmail.com	
6		386-853-4437	
7			
8			
9			
10			
11			
12			
13			

IPET @ VET COACH.COM

Workshop Minutes

NEIGHBORHOOD MEETING MINUTES

Tomoka Hills PD

21-0025.09

Event:	Neighborhood Meeting
Date:	September 12, 2024 @ 6:00 PM
Location:	CHW Office – 11801 Research Drive, Alachua, FL, 32615
RE:	Large-scale Comprehensive Plan Amendment (LSCPA), Rezoning, and Site Plan Applications

CHW (Agent) Attendees: Ryan Thompson, Walker Owen
Public Attendees: Five (5) (See Sign-In Sheet)

CHW, on behalf of Tomoka Hills Farms, Inc., hosted the required Neighborhood Meeting and presented the following: the meeting's purpose; the applications' requests and intents; the opportunities presented by the applications; the general application review process and estimated project timeline; maps illustrating the site's regulatory and physical characteristics, and a conceptual site layout with proposed uses, densities, and intensities. This was the second of two (2) neighborhood meetings. The first meeting was held on August 21, 2024.

Questions and comments from public attendees are described below, with agent responses.

Question: If the road [connecting US 441 to CR 235A] is going to be private, will it be designed to City standards, open to the public?
Response: Yes, the road will be designed to City standards and open to the public. This additional road could relieve some congestion at the US 441/CR 235A intersection by providing an alternate route.

Comment: There are wetlands on the site and possible open karst features. Development on this site needs to respect those features and make sure there are no negative environmental impacts.
Response: Our own professional ecologist has walked the site with Alachua County Environmental Protection Department (EPD) and Suwannee River Water Management District (SRWMD). Wetlands have been documented and are located entirely within the golf course. [The LSCPA and Rezoning applications included two (2) environmental exhibits: SRWMD Formal Wetland Jurisdictional Determination and Listed Species Survey Memorandum.]

The Tower Hill Insurance building is served by a 100% retention basin located to the north of the site behind the hotels located along US 441. That SMF is sized for the 100-year event to not discharge. Soils were 2 to 4 ft per day so NOT rapidly infiltrating. The basin is sized for a future clubhouse, future retail along the entrance road and a possible expansion of the world HQ in the distant future. The storm water is all piped to the SMF. Any prior surface water discharge from the entire Tomoka Farms site to Mill Creek Sink has been eliminated. The HQ SMF allows any runoff from the course to be naturally infiltrated through native soils at 2-4 Ft/day.

The planned golf course is private for the use of Tower Hill Insurance and its invited guests and is planned on approximately 160 acres of the farm and is designed to fit the land thus requiring minimal grading except at greens and tee boxes. There will be no paved cart paths linking holes on the golf course. Existing wetlands or other surface water features are being saved with buffers, an average of 75'-wide, as required by Alachua County. The wetlands are being preserved to the maximum extent practicable with only a couple instances with noninvasive impacts, such as an elevated boardwalk to cross a narrow stretch of wetland. Non fairways are being left rough with the existing pasture grass. Fairways, greens and Tees make up approximately 15% of the 160 acres and are the extent of the irrigated areas.

Comment: It is inherent that the developer will meet minimum standards. This site has special environmental features and should be held to a higher standard.
Response: The ±345 acres have been master planned with consideration for the site's environmental features at the forefront. The wetlands will meet the County's wetland buffer requirements, which are significantly wider than the Water Management District and all other jurisdictions within Alachua County. Further, the wetlands are completely located within the golf course, essentially serving as ±160-acre buffer.

Comment: The golf course is not a sufficient buffer, since they will be using fertilizer to make it nice for their executives. The water features need to be investigated, could be spring fed.
Response: Best Management Practices (BMPs) for the golf course will be followed to reduce potential impacts from irrigation, fertilizers, and pesticides.

Comment: This site was planted with sweet corn for decades and was sprayed heavily with fertilizers and pesticides six weeks out of the year. A golf course will have much less impact than what's been done historically. Also, I've been on the property throughout my life and have seen every one of those areas dry. I've seen nothing that indicates they are spring fed.

Question: The site directly accesses a segment of US 441 that this anticipated to operate at a LOS F in 2035. What will the segment operate at with your added development?
Response: The Tower Hill Insurance headquarters building Site Plan included a Traffic Impact Analysis and Florida Department of Transportation (FDOT) conducted their own Intersection Control Evaluation (ICE) analysis based on a full buildout of the site. The modifications currently under construction for the US 441 / NW 167th Blvd intersection are based on the ICE analysis.

Question: What did the FDOT ICE include?
Response: The FDOT ICE analysis was for the entire ±345 acres, including the commercial, multi-family, single-family, and mixed-use areas. I do not have the specific number of units and nonresidential square footage on-hand but will follow up with you. The analysis also only considered a connection at US 441, which concentrates a high demand on the US 441/NW 167th Blvd intersection.

[As a follow up to the attendee, CHW sent the FDOT ICE 2044 full build-out details on September 13, 2024, which included the following:

- Phase 1 2024 (Tower Hill Headquarters)
    - 71,000 Square Feet (SF) – General Office Building

- Design Year 2044 (Full Buildout of Tomoka Hills)
    - 72 Dwelling Units (DU) – Single-Family Detached Housing
    - 300 DU – Multifamily Housing (Low-Rise)
    - 130 DU – Hotel
    - 140,000 SF – General Office
    - 235,000 SF – Shopping Center]

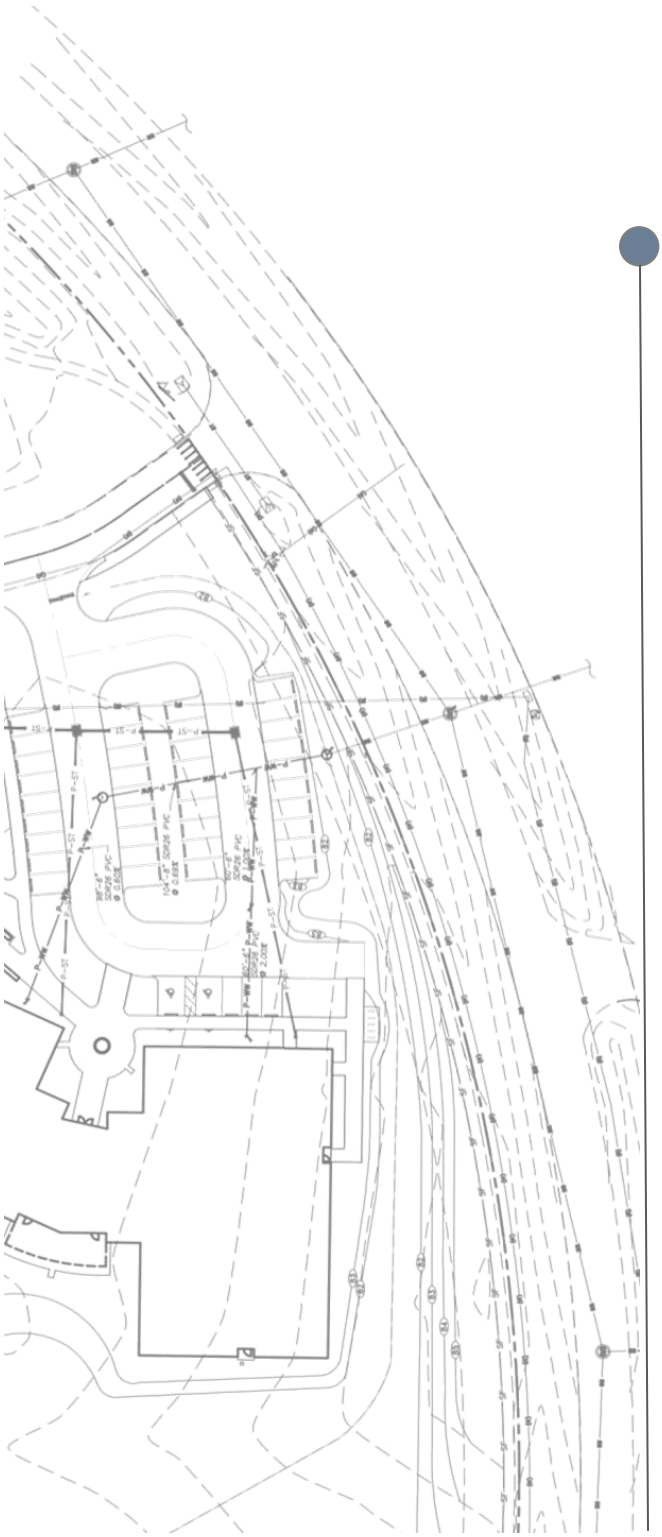
Question: I was OK with the Moderate and Medium density residential at the north but now it is high density?
Response: Yes, the client would like the option to construct an apartment complex in that area, if the market demand warrants such. Anything from townhomes to apartments could be permitted in a high density residential area. Now that the entire site is proposed as a Planned Development and a mixed-use area is designated adjacent to the north, High Density Residential is compatible.

Question: The Moderate Density Residential in the south is not compatible with the adjacent agriculture. I have a farm there and single-family homes abutting my property are not acceptable. How many units will that be?
Response: The Moderate Density Residential permits up to four (4) dwelling units per acre. However, the Planned Development – Residential zoning further restricts that to 100 units, which is approximately two (2) dwelling units per acre. Typical subdivisions are four (4) dwelling units per acre. So, these lots would be a little larger than what you typically see in subdivisions today.

Comment: My farm is going into conservation. I'm already negotiating with the County and they have the funding. I will never sell my property.

Comment: I own the farm across CR 235A from you. I want the right to sell my property. Several others in the area have said they will sell if the right opportunity comes along. This site [the subject property] is adjacent to the interchange. They should be able to develop their property and what they're proposing is reasonable.

The meeting concluded at 7:30 PM.



Tomoka Hills

Large-scale Comprehensive Plan Amendment Justification Report

~~August 29, 2024~~
~~RESUBMITTED September 11, 2024~~
~~RESUBMITTED November 21, 2024~~
RESUBMITTED January 2, 2025

Prepared for:
City of Alachua Office of Planning and Community Development

Prepared on behalf of:
Tower Hill Insurance Group, LLC and
Tomoka Hills Farms, Inc.

Prepared by:
CHW

PN# 21-0025.09
N:\2021\21-0025\Departments\02_Planning\Reports\21-0025.09 PD\RPT 241121 Tomoka Hills - JR LSCPA.docx

Table of Contents

1. Executive Summary 1
2. Statement of Proposed Change 3
3. Impact Analysis 7
4. Consistency with the Comprehensive Plan 19
5. Urban Sprawl Analysis 29
6. Needs Analysis 33

List of Tables

Table 1: Surrounding Future Land Use and Zoning Designations 3
Table 2a: Projected Trip Generation (Proposed FLU Categories) 8
Table 2b: Affected Roadway Segments (Proposed FLU Categories) 9
Table 2c: Projected Impacts on Roadways (Proposed FLU Categories) 10
Table 3a: Projected Trip Generation (Proposed PD) 11
Table 3b: Affected Roadway Segments (Proposed PD) 12
Table 3c: Projected Impacts on Roadways (Proposed PD) 12
Table 4a: Projected Potable Water Impacts (Proposed FLU Categories) 13
Table 4b: Projected Potable Water Impacts (Proposed PD) 14
Table 5a: Projected Sanitary Sewer Impacts (Proposed FLU Categories) 14
Table 5b: Projected Sanitary Sewer Impacts (Proposed PD) 15
Table 6a: Projected Solid Waste Impacts (Proposed FLU Categories) 15
Table 6b: Projected Solid Waste Impacts (Proposed PD) 15
Table 7a: Projected Public School Demand (Proposed FLU Categories) 16
Table 7b: Projected Public School Demand (Proposed PD) 16
Table 8a: Recreational Impacts (Proposed FLU Categories) 17
Table 8b: Improved Passive Park Space Analysis (Proposed FLU Categories) 17
Table 8c: Recreational Impacts (Proposed PD) 17
Table 8d: Improved Passive Park Space Analysis (Proposed PD) 17
Table 9: City of Alachua Population Estimates 34

List of Figures

Figure 1: Aerial Map 3
Figure 2: Existing Future Land Use Map 4
Figure 3: Proposed Future Land Use Map 4
Figure 4: Existing Zoning Map 5
Figure 5: Proposed Zoning Map 5
Figure 6: Projected Trip Distribution Map 9
Figure 7: Population Density per Square Mile by Census Tract, 2010 and 2020 35
Figure 8: Zillow MLS Listing within the City of Alachua, FL 36

1. EXECUTIVE SUMMARY

To:	Kathy Winburn, AICP, City of Alachua Planning & Community Dev. Director	
From:	Ryan Thompson, AICP, Sr. Project Manager	
Date:	~~August 29, 2024~~, RESUBMITTED January 2, 2025	
Re:	Tomoka Hills – Large-scale Comprehensive Plan Amendment Application	21-0025.09

Jurisdiction: City of Alachua	**Intent of Application:** A mixed use development with golf course
Description of Location: 15601 NW 167th Blvd, Alachua, FL 32615	
Parcel Number: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001	**Acres:** ±345.58 acres (ac) *(Source: CHW)*
Existing Future Land Use (FLU): *Medium Density Residential (9.70-ac)* The Medium Density Residential land use category allows residential development at a density of 4 dwelling units per acre to 8 dwelling units per acre, as well as small-scale neighborhood commercial and mixed use developments. *Moderate Density Residential (13.78-ac)* The Moderate Density Residential land use category allows residential development at a maximum density of 4 dwelling units (du) per acre. This FLU category permits uses such as single-family dwelling units, townhomes, and Residential Planned Developments. *Commercial (18.25-ac)* The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which largescale, regional commercial uses may locate. *Community Commercial (45.29-ac)* The Community Commercial land use category is established to provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas. *Agriculture (258.56-ac)* The City shall establish an Agriculture land use category in order to maintain agriculture operations within the city limits as well as preserve the rural character and small-town charm of Alachua.	**Proposed Future Land Use (FLU):** *High Density Residential (23.48-ac)* The High Density Residential land use category allows residential development at a density of 8 dwelling units per acre to 15 dwelling units per acre, as well as certain complementary uses, such as a low intensity neighborhood-scale retail and services. *Moderate Density Residential (46.74-ac)* The Moderate Density Residential land use category allows residential development at a maximum density of 4 dwelling units (du) per acre. This FLU category permits uses such as single-family dwelling units, townhomes, and Residential Planned Developments. *Low Density Residential (196.68-ac)* The Low Density Residential land use category allows residential development at a maximum density of 1 dwelling unit per acre. This land use category shall provide for a transition between rural residential / agricultural areas and the urban areas within the City. *Community Commercial (78.68-ac)* The Community Commercial land use category is established to provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas.

Existing Zoning District:	**Proposed Zoning District:**
RSF-4: Residential Single-Family-4 (Up to 4 du/ac) (13.78-ac) The RSF-4 district is established as a district in which the principal use of land is single-family residential development at a moderate density for use in areas served by water and sewer systems. *RMF 8: Residential Multiple-Family-8 (Up to 8 du/ac) (9.70-ac)* The RMF-8 district is established and intended to encourage a mixture of medium-density housing types, including single-family detached, townhouses, two- to four-family, and multiple-family dwellings, in areas served by water and sewer systems. *CC: Community Commercial (45.29-ac)* The CC district is established and intended to provide lands for business uses that provide goods and services to residents of the entire community. *CI: Commercial Intensive (18.25-ac)* The CI District is established and intended to provide lands and facilitate highway-oriented development opportunities within the City, for uses that require high public visibility and an accessible location. *A: Agriculture (1 du/5ac) (258.56-ac)* The A district is intended to provide for areas primarily consisting of agriculture uses and agriculture support uses and also allow low-density single-family residential development.	*PD-R: Planned Development-Residential District (266.90-ac)* The purpose of the PD-R district is to provide a mix of residential uses using innovative and creative design elements, while at the same time providing an efficient use of open space. Commercial uses may be allowed in the PD-R district primarily to serve the needs of the residents in the development. *PD-COMM: Planned Development-Commercial District (78.68-ac)* The purpose and intent of the PD-COMM district is to provide mixed-use retail and office development, with limited moderate and higher density residential uses integrated into the development above street levels and as separate stand-alone uses.
Existing Max Permitted Density/Intensity: Density: • Medium Density Residential: 9.70 ac * 8 du/ac = 78 du • Moderate Density Residential: 13.78 ac * 4 du/ac = 55 du • Agriculture: 258.56 ac * 1 du/5 ac = 52 du • TOTAL: 184 du Intensity: • Community Commercial: 45.29 ac * 0.5 FAR = 986,416 sf • Commercial: 18.25 ac * 0.5 FAR = 397,485 sf • TOTAL: 1,383,901 sf	**Proposed Max Permitted Density/Intensity:** Density: • High Density Residential: 23.48 ac * 8 du/ac = 352 du • Moderate Density Residential: 46.74 ac * 4 du/ac = 187 du • Low Density Residential: 196.68 ac * 1 du/ac = 197 du • TOTAL: 736 du Intensity: • Community Commercial: 78.69 ac * 0.5 FAR = 1,713,868 sf
Net Change Approval of this LSCPA application will permit an **increase of 551 max du** and an **increase of 329,967 nonresidential sf** compared to what is currently allowed by the onsite FLU categories. The companion PD Rezoning will permit an **increase of 576 max du** and a **reduction of 643,901 nonresidential sf** compared to what is currently allowed by the onsite zoning districts.	

2. STATEMENT OF PROPOSED CHANGE

This Large-scale Comprehensive Plan Amendment (LSCPA) application requests FLU category changes from Medium and Moderate Density Residential, Commercial, Community Commercial, and Agriculture to Low, Moderate, and High Density Residential, and Community Commercial on a ±345.58-acre portion of land in the City of Alachua (tax parcels 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, 3873-1-1). The site is in the southwest quadrant of the US 441/I-75 interchange. **Figure 1** shows the site's location and current conditions.

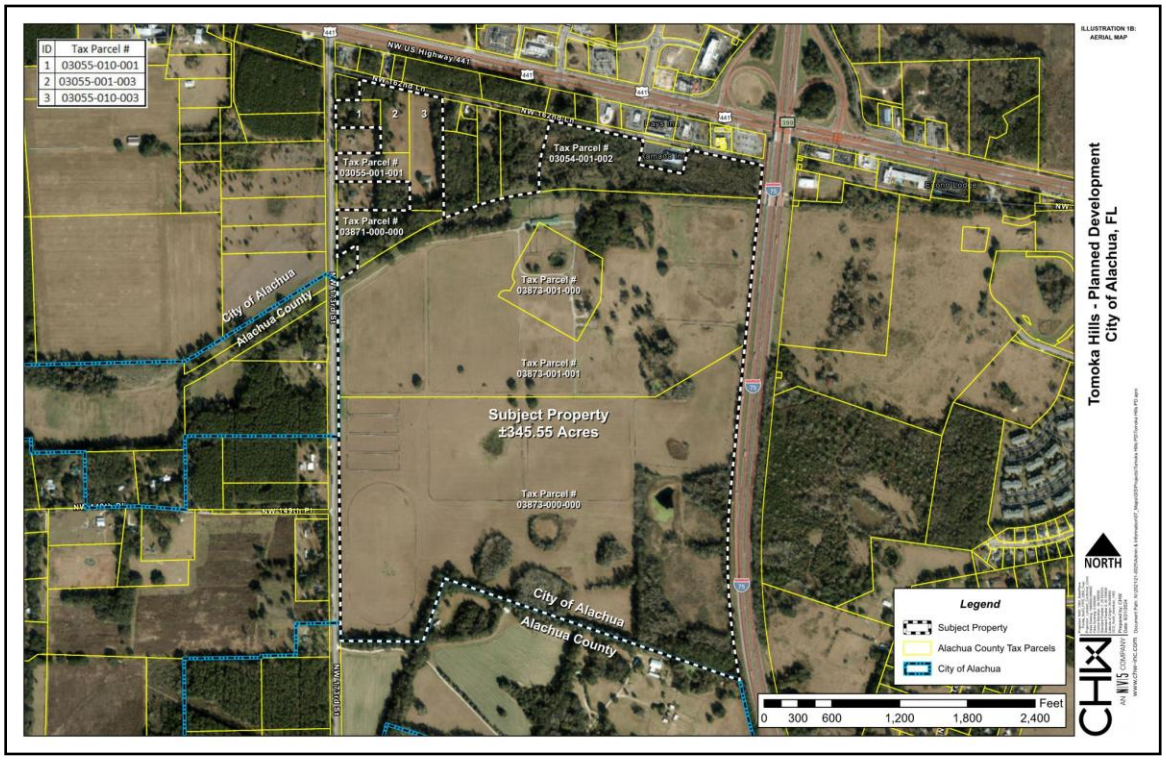


Figure 1: Aerial Map

This application is companion to a Rezoning from Single-Family Residential-4 (RSF-4), Multi-Family Residential-8 (RMF-8), Commercial, Intensive (CI), Community Commercial (CC), and Agriculture (A) to PD-Residential (PD-R) and PD-Commercial (PD-COMM). The applications permit a mix of residential, commercial, office, and recreational uses. Due to the unique nature of this development program, integrating a diversity of housing types and nonresidential uses in one cohesively planned development, the PD-R and PD-COMM zoning districts are requested.

Existing FLU and Zoning designations of adjacent parcels are identified in **Table 1** and illustrated in **Figures 2 and 3**. The proposed FLU and Zoning District are illustrated in **Figures 4 and 5**, respectively.

Table 1: Surrounding Future Land Use and Zoning Designations

Direction	Abutting Right-of-Way	Future Land Use Designation	Zoning Designation
North	NW 162nd Lane	Moderate Density Residential / Commercial	RSF-1 / CI
East	I-75	Commercial / Agriculture	I-75 ROW / CI / A
South	-	Rural/Agriculture (County)	A (County)
West	CR 235A	Moderate Density Residential / Agriculture	CR 235A / PD-R / A

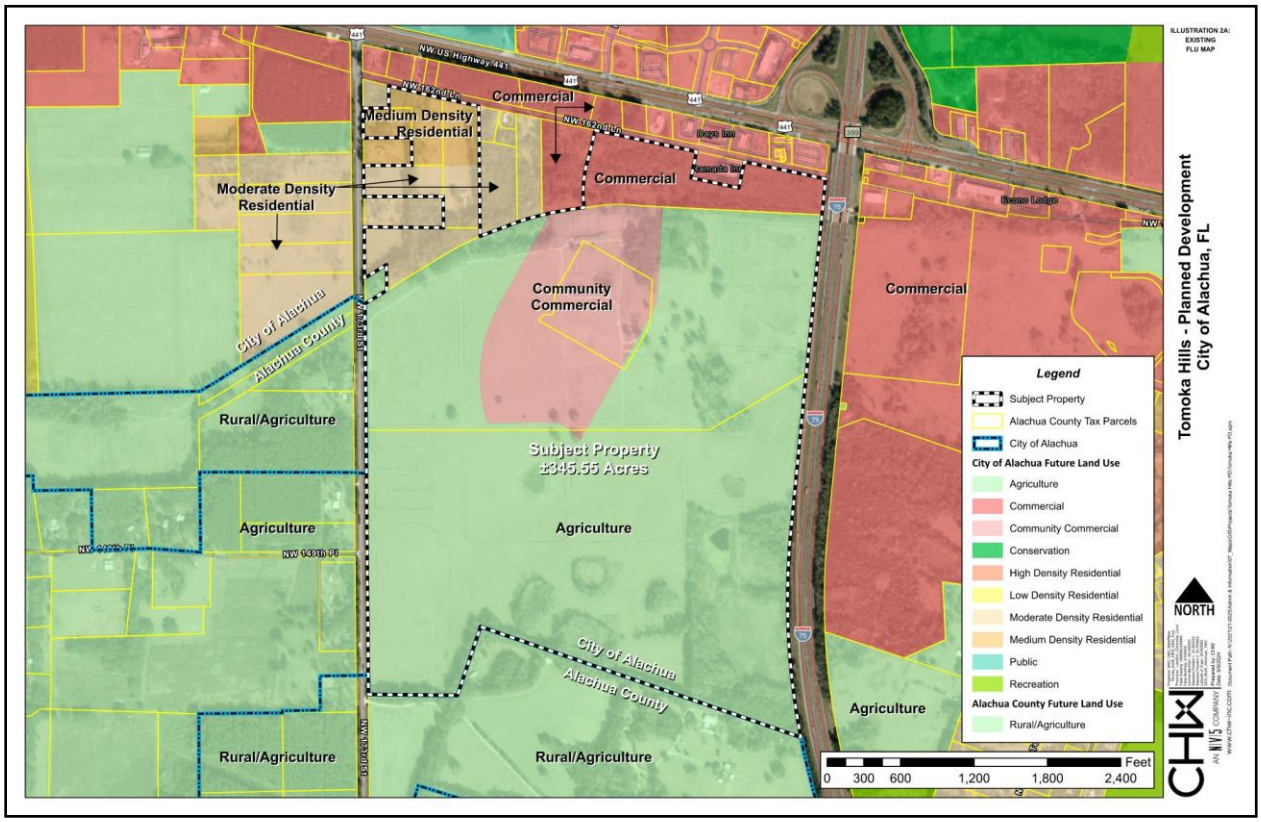


Figure 2: Existing Future Land Use Map

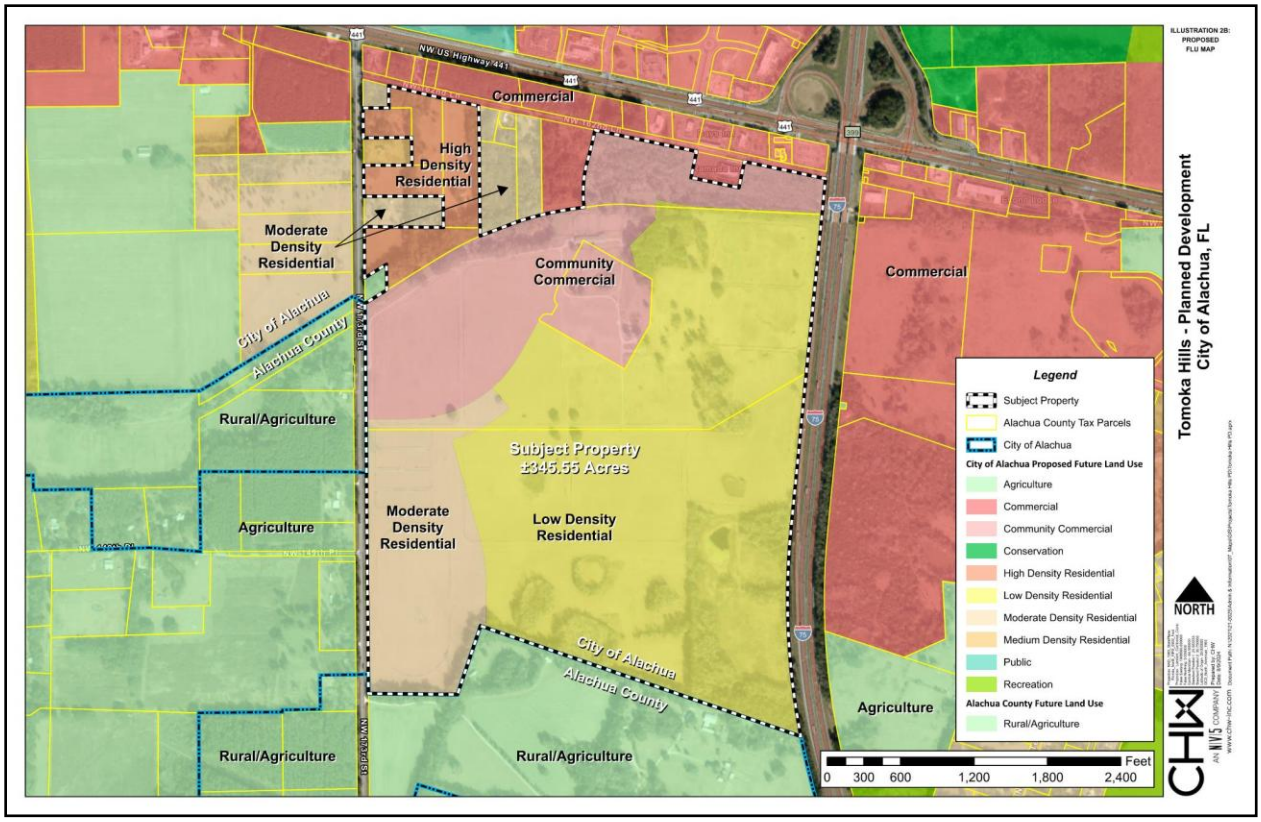


Figure 3: Proposed Future Land Use Map

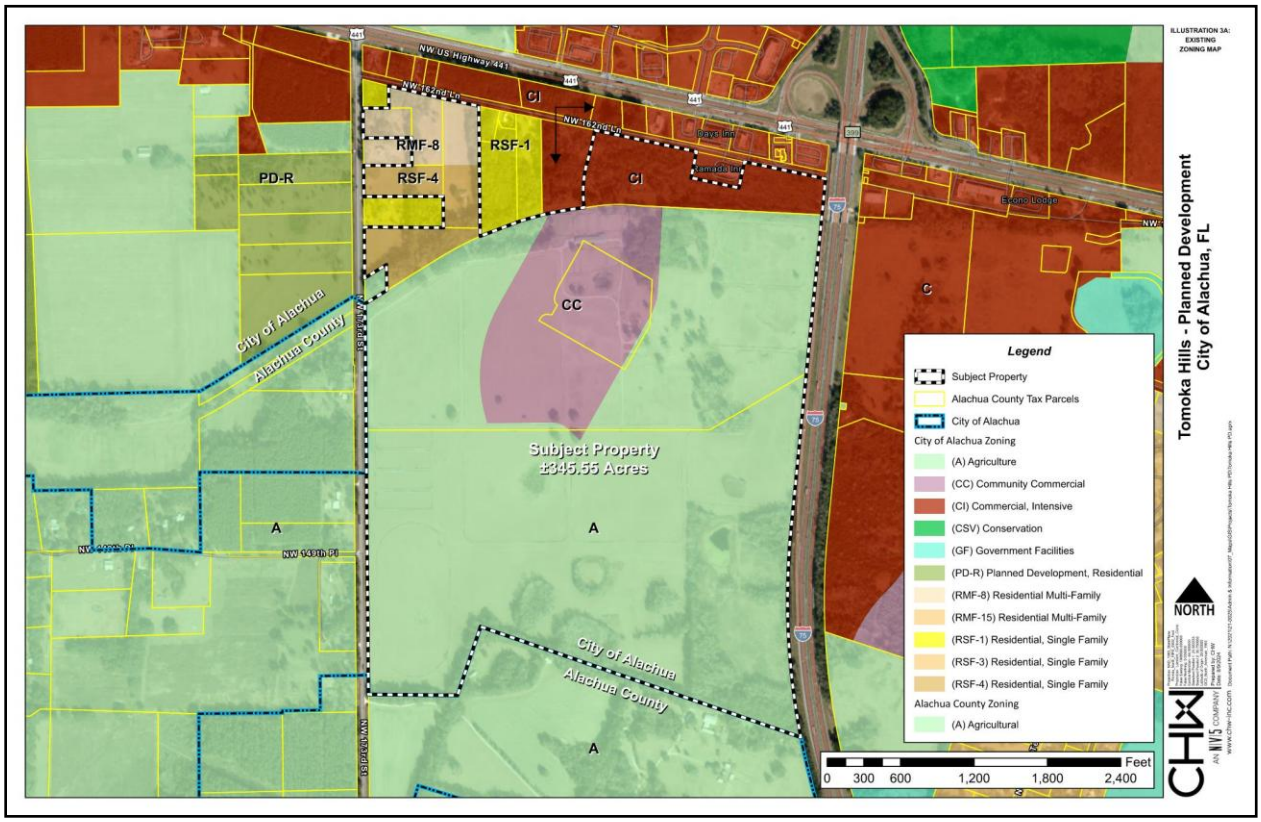


Figure 4: Existing Zoning Map

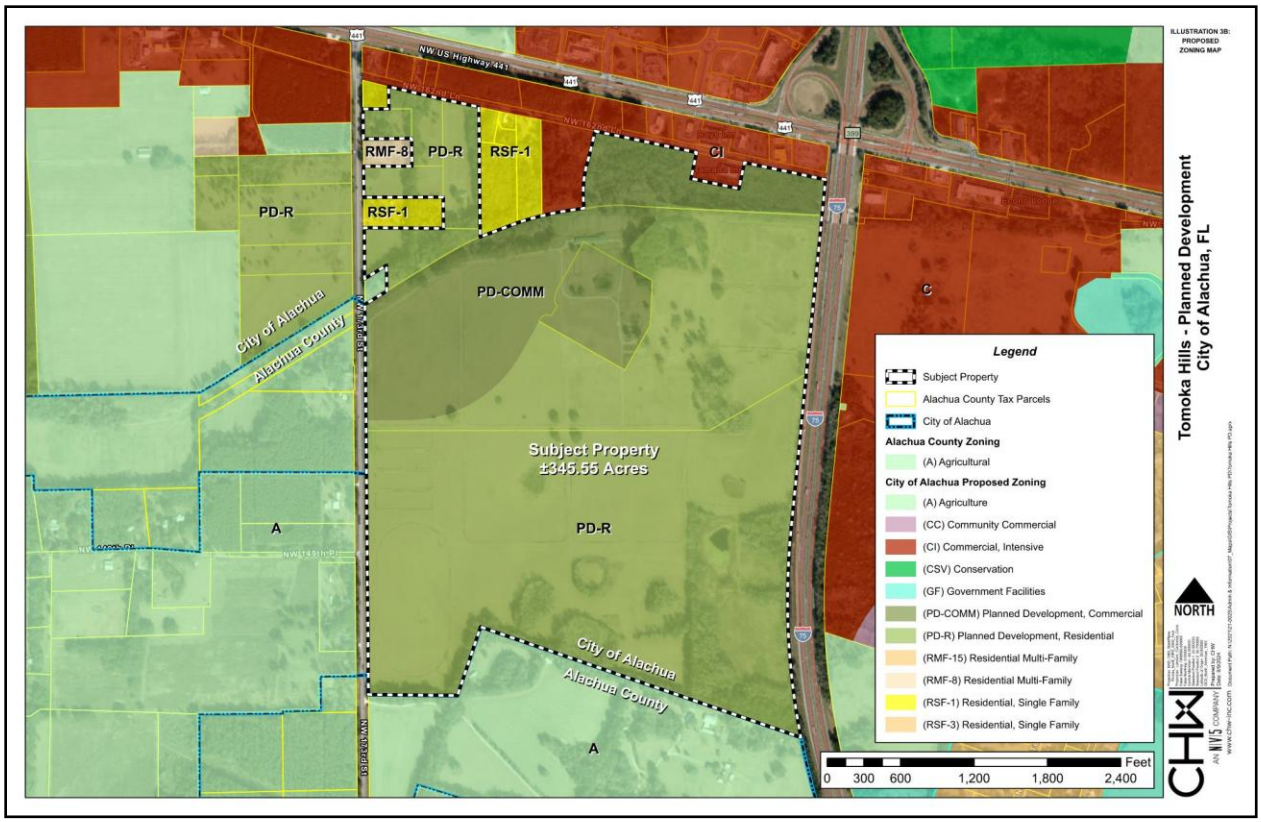


Figure 5: Proposed Zoning Map

The Tomoka Hills PD consists of apartments (up to 15 du/ac) in the northwest corner with access from County Road (CR) 235A; community commercial uses near the US 441 / NW 167th Blvd intersection; town center-type development in the interior that includes a mix of community commercial and apartments and/or upper-story units (up to 8 du/ac); the Tower Hill Insurance headquarters (permitted and currently under construction) located east of the town center; single-family detached residential (up to 2 du/ac) to the south along CR 235A; and a golf course with associated uses on the site's remainder.

The site has been designed to function as a cohesive development with shared infrastructure, including Stormwater Management Facilities (SMF). The proposed uses associated with these applications are compatible both internally and with abutting external uses. To ensure compatibility with adjacent properties, a 15'-wide Type D landscape buffer is proposed where the subject property abuts RSF-1 zoning and a 7.5'-wide Type B landscape buffer where the proposed single-family detached residential abuts Agriculture zoning.

3. IMPACT ANALYSIS

LEVEL OF SERVICE CONCURRENCY

This application requests to change the ±345.58-acre site's existing Future Land Use (FLU) from Medium and Moderate Density Residential, Commercial, Community Commercial, and Agriculture to Low, Moderate, and High Density Residential, and Community Commercial. The intent is to permit a mixed-use (residential and non-residential) development with a golf course.

This impact analysis is based on both the maximum permitted development potential of the proposed FLU categories, as well as the proposed PD maximum permitted development potential.

FLU categories' maximum permitted development potential:

- Density:
    - High Density Residential: 23.48 ac * 8 du/ac = 352 du
    - Moderate Density Residential: 46.74 ac * 4 du/ac = 187 du
    - Low Density Residential: 196.68 ac * 1 du/ac = 197 du
    - TOTAL: 736 du

- Intensity: Community Commercial: 78.69 ac * 0.5 FAR = 1,713,868 sf

The companion PD rezoning application's proposed entitlements:

- Density:
    - 110 single-family detached units
    - 650 multi-family / upper-story units
    - TOTAL: 760 du

- Intensity:
    - 400,000 sf of shopping center
    - 140,000 sf of office
    - 200,000 sf of nonresidential, which is anticipated to consist of indoor commercial recreation (clubhouse, gymnasium, etc.) that are ancillary to the golf course and Tower Hill Insurance headquarters.
    - TOTAL: 740,000 sf

Trip generation figures are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Data for subsequent tables are from the City of Alachua September 2024 Development Monitoring Report, as well as data obtained within the City Comprehensive Plan and Florida Administrative Code (FAC).

Roadways / Transportation

Table 2a: Projected Trip Generation (Proposed FLU Categories)

Land Use	ITE LU Code	Variable Type	Variable Quantity	Daily	AM Peak			PM Peak		
					Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	DU	384	3,479	253	63	190	352	222	130
Multifamily Housing (Low-Rise)	220	DU	352	2,332	132	32	100	172	108	64
Total Gross Residential				**5,811**	**385**	**95**	**290**	**524**	**330**	**194**
Total Residential with Internal Capture Reduction				5,198	375	93	282	427	248	179
General Office Building	710	KSF	1,268.26247	10,578	1,488	1,309	179	1,367	232	1,135
Office with Internal Capture Reduction				10,057	1,386	1,257	129	1,326	206	1,120
Shopping Center (>150K)	820	KSF	445.60573	17,498	396	246	150	1,655	794	861
Shopping Center (Retail) with Internal Capture Reduction				14,883	303	198	105	1,549	779	770
Shopping Center Pass-by 19%[1]				2,828	58	38	20	294	148	146
Gross New Trips				***33,887***	***2,269***	***1,650***	***619***	***3,546***	***1,356***	***2,190***
Gross New Trips with Internal Capture Reduction				***30,137***	***2,064***	***1,548***	***516***	***3,302***	***1,233***	***2,069***
Net New Trips (pass-by applied)				***27,309***	***2,006***	***1,510***	***496***	***3,008***	***1,085***	***1,923***

1. The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily. Therefore, the PM Peak pass-by rate of 19% is used for all scenarios.

Conclusion: Approval of this application potentially results in **27,309 new total daily trips**. This daily trip volume accounts for internal capture of potential trips due to the proposed mix of uses on site, as residents within the development will be able to meet daily needs, work, and recreate within the development without relying on a vehicle. This daily trip volume also accounts for pass-by trips, trips on the road network without consideration for this development but alter their path to visit the onsite development.

Applications for development approval are required to evaluate concurrency compliance for affected roadway segments. Per City of Alachua Land Development Regulations §2.4.14.(H)(2)(b), for developments generating more than 1,000 external Average Daily Trips (ADT) affected roadway segments are those on which the development's potential impacts are 5% or greater of the Maximum Service Volume (MSV) of the roadway, as well as all roadway segments located partially or wholly within one-half mile of the development's ingress/egress or nearest major intersection. Roadway segments with potential impacts 5% or greater of the Maximum Service Volume (MSV) of the roadway, were determined to be **Segments 2, 3, 5, 6, 7, 8, 16, and 17**. The calculations that led to this conclusion are demonstrated in **Table 2b**, with affected segments identified in the far-right column. Additional affected roadway segments due to their proximity to the development's ingress/egress or nearest major intersection are **Segment 1**.

Table 2b: Affected Roadway Segments (Proposed FLU Categories)

Roadway Segment	% of Distribution	Projected Trip Generation[2]	Residual Capacity with Approval	5% of MSV	5% or Greater of MSV (Y/N)
1	10%	2,731	30,004	4,580	N
2	20%	5,462	15,827	4,580	Y
3	8%	2,185	17,377	2,150	Y
4	8%	2,185	16,572	2,285	N
5	15%	4,096	6,055	1,950	Y
6	48%	13,108	-13,243	1,950	Y
7	30%	8,193	6,943	2,150	Y
8	3%	819	3,403	720	Y
9	2%	546	4,914	720	N
10	1%	273	7,601	720	N
11	0%	0	8,940	756	N
12	1%	273	12,913	756	N
13	3%	819	10,996	1,044	N
14	0%	0	11,960	756	N
15	0%	0	10,195	756	N
16	3%	819	10,118	756	Y
17	4%	1,092	4,905	756	Y

Figure 6 illustrates anticipated vehicle trip distribution to and from the subject property.

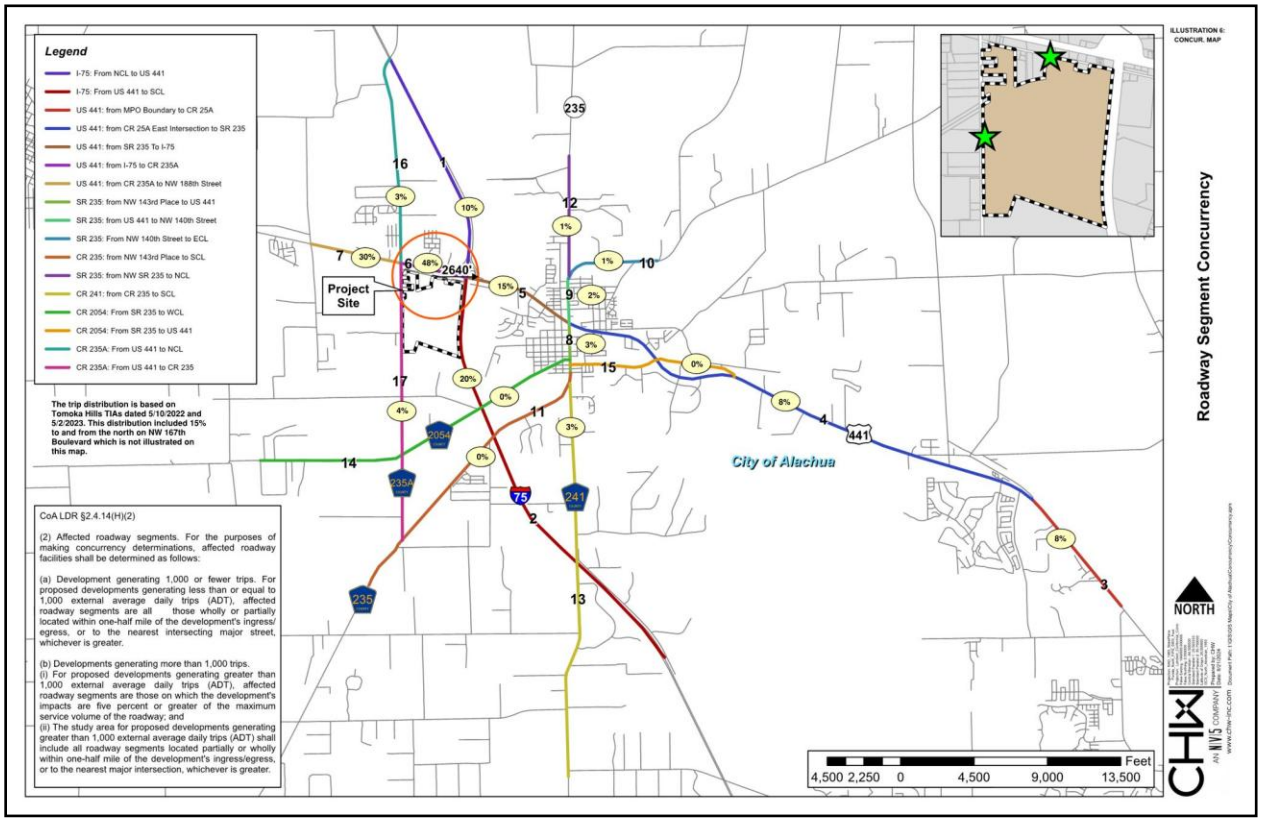


Figure 6: Projected Trip Distribution Map

Table 2c: Projected Impacts on Roadways (Proposed FLU Categories)

Roadway Segment	AADT/Peak Hour	Comp Plan MSV[1]	Existing Traffic[1]	Reserved Trips[1]	Available Capacity	Projected Trip Generation[2]	Residual Capacity with Approval
1	AADT	91,600	58,668	197	32,735	2,731	30,004
	Peak Hour	8,250	4,450	20	3,780	301	3,479
2	AADT	91,600	70,070	241	21,289	5,462	15,827
	Peak Hour	8,250	5,282	26	2,942	602	2,340
3	AADT	43,000	22,194	1,244	19,562	2,185	17,377
	Peak Hour	3,870	2,127	204	1,539	241	1,298
5	AADT	39,000	25,096	3,753	10,151	4,096	6,055
	Peak Hour	3,510	2,198	328	984	451	533
6	AADT	39,000	33,456	5,679	-135	13,108	-13,243
	Peak Hour	3,510	2,711	515	284	1,444	-1,160
7	AADT	43,000	24,491	3,373	15,136	8,193	6,943
	Peak Hour	3,870	2,076	363	1,431	902	529
8	AADT	14,400	10,178	0	4,222	819	3,403
	Peak Hour	1,290	809	0	481	90	391
16	AADT	15,120	1,402	2,781	10,937	819	10,118
	Peak Hour	1,359	133	284	942	90	852
17	AADT	15,120	5,302	3,821	5,997	1,092	4,905
	Peak Hour	1,359	504	392	463	120	343

1. City of Alachua Development Monitoring Report, September 2024.
2. Roadway segments' estimated projected trip distribution percentages are listed in Table 2b.

Conclusion: Based on the preliminary analysis for the proposed FLU categories, only one of the seven (7) affected roadway segments does not have sufficient capacity following this application's approval at full buildout, Roadway Segment 6: US 441 from I-75 to CR 235A, which the project site has a direct connection. However, it should be noted this preliminary assessment assumes the entire development would be constructed at one time and under today's current Level of Service (LOS) with no other roadway or transportation system modifications or enhancements contemplated. Development of the Subject Property will occur in phases over the span of multiple years. It is assumed that, over time, facilities will be expanded and modified, and additional capacity will become available when development is constructed.

Further, the Subject Property has an approved TIA and ICE, as described earlier in this section. This TIA and the subsequent ICE analysis determined appropriate roadway and intersection modifications for US 441/NW 167th Blvd, which is located within the affected roadway segment, for full site buildout. This alternative intersection design prohibits selected turning movements to allow more green light time and more capacity for the through traffic on US 441 compared to traditional signalized intersections. These modifications are currently under construction to meet the community's existing demand documented in the TIA and ICE analysis.

Since this application is companion to a PD rezoning that significantly reduces the nonresidential entitlements, it is beneficial to examine the maximum facility impacts based on the proposed PD entitlements. The trip distribution illustrated in **Figure 6** will remain the same

for this scenario. The following tables, Tables 3a, 3b, and 3c examine potential roadway impacts based on the proposed PD entitlements.

Table 3a: Projected Trip Generation (Proposed PD)

Land Use	Land Use Area	ITE LU Code	Variable Type	Variable Quantity	Daily	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***

1. The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.
2. The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios.

Conclusion: Approval of this application potentially results in **18,738 new total daily trips**. This daily trip volume accounts for internal capture of potential trips due to the proposed mix of uses on site, as residents within the development will be able to meet daily needs, work, and recreate within the development without relying on a vehicle. This daily trip volume also accounts for pass-by trips, trips on the road network without consideration for this development but alter their path to visit the onsite development.

Applications for development approval are required to evaluate concurrency compliance for affected roadway segments. Per City of Alachua Land Development Regulations §2.4.14.(H)(2)(b), for developments generating more than 1,000 external Average Daily Trips (ADT) affected roadway segments are those on which the development's potential impacts are 5% or greater of the Maximum Service Volume (MSV) of the roadway, as well as all roadway segments located partially or wholly within one-half mile of the development's ingress/egress or nearest major intersection. Roadway segments with potential impacts 5% or greater of the Maximum Service Volume (MSV) of the roadway, were determined to be **Segments 5, 6, and 7**. The calculations that led to this conclusion are demonstrated in **Table 3b**, with affected

segments identified in the far-right column. Additional affected roadway segments due to their proximity to the development's ingress/egress or nearest major intersection are **Segments 1, 2, 16, and 17**.

Table 3b: Affected Roadway Segments (Proposed PD)

Roadway Segment	% of Distribution	Projected Trip Generation[2]	Residual Capacity with Approval	5% of MSV	5% or Greater of MSV (Y/N)
1	10%	1,874	30,861	4,580	N
2	20%	3,748	17,541	4,580	N
3	8%	1,499	19,307	2,150	N
4	8%	1,499	18,502	2,285	N
5	15%	2,811	7,340	1,950	Y
6	48%	8,994	-9,129	1,950	Y
7	30%	5,621	9,515	2,150	Y
8	3%	562	3,660	720	N
9	2%	375	5,085	720	N
10	1%	187	7,687	720	N
11	0%	0	8,940	756	N
12	1%	187	12,999	756	N
13	3%	562	11,253	1,044	N
14	0%	0	11,960	756	N
15	0%	0	10,195	756	N
16	3%	562	10,375	756	N
17	4%	750	5,247	756	N

Table 3c: Projected Impacts on Roadways (Proposed PD)

Roadway Segment	AADT/Peak Hour	Comp Plan MSV[1]	Existing Traffic[1]	Reserved Trips[1]	Available Capacity	Projected Trip Generation[2]	Residual Capacity with Approval
1	AADT	91,600	58,668	197	32,735	1,874	30,861
	Peak Hour	8,250	4,450	20	3,780	171	3,609
2	AADT	91,600	70,070	241	21,289	3,748	17,541
	Peak Hour	8,250	5,282	26	2,942	342	2,600
5	AADT	39,000	25,096	3,753	10,151	2,811	7,340
	Peak Hour	3,510	2,198	328	984	257	727
6	AADT	39,000	33,456	5,679	-135	8,994	-9,129
	Peak Hour	3,510	2,711	515	284	821	-537
7	AADT	43,000	24,491	3,373	15,136	5,621	9,515
	Peak Hour	3,870	2,076	363	1,431	513	918
16	AADT	15,120	1,402	2,781	10,937	562	10,375
	Peak Hour	1,359	133	284	942	51	890
17	AADT	15,120	5,302	3,821	5,997	750	5,247
	Peak Hour	1,359	504	392	463	68	395

1. City of Alachua Development Monitoring Report, September 2024.
2. Roadway segments' estimated projected trip distribution percentages are listed in Table 3b.

Conclusion: Based on the preliminary analysis for the proposed PD Rezoning, only one of the seven (7) affected roadway segments, the same segment as the FLU categories scenario, does not have sufficient capacity following this application's approval at full buildout, Roadway Segment 6: US 441 from I-75 to CR 235A, which the project site has a direct connection. Again, it should be noted this preliminary assessment assumes the entire development would be constructed at one time and under today's current Level of Service (LOS) with no other roadway or transportation system modifications or enhancements contemplated. Development of the Subject Property will occur in phases over the span of multiple years. It is assumed that, over time, facilities will be expanded and modified, and additional capacity will become available when development is constructed.

Further, the Subject Property has an approved TIA and ICE, as described earlier in this section. This TIA and the subsequent ICE analysis determined appropriate roadway and intersection modifications for US 441/NW 167th Blvd, which is located within the affected roadway segment, for full site buildout. This alternative intersection design prohibits selected turning movements to allow more green light time and more capacity for the through traffic on US 441 compared to traditional signalized intersections. These modifications are currently under construction to meet the community's existing demand documented in the TIA and ICE analysis.

In conclusion, this application is not seeking a Certificate of Concurrency Compliance currently, as a final development order will ***not*** be issued because of this application's approval. Also, concurrency is not reserved for Large-scale Comprehensive Plan Amendments, site-specific amendments to the Official Zoning Atlas, or Planned Developments. Any future application for a final development order, including a site plan or final PD plan, that exceeds the densities and/or intensities contemplated in the TIA/ICE analysis or a final development order that connects directly to CR 235A will require an updated TIA to determine appropriate roadway modifications at that time and must demonstrate sufficient roadway capacity for the development proposed to receive City of Alachua approval.

Potable Water / Sanitary Sewer / Solid Waste

Table 4a: Projected Potable Water Impacts (Proposed FLU Categories)

System Category	Gallons Per Day (GPD)
Current Permitted Capacity[1]	2,300,000
Less actual Potable Water Flows[1]	1,548,250
Reserved Capacity[1]	468,945
Residual Capacity[1]	282,805
Percentage of Permitted Design Capacity Utilized[1]	87.70%
Projected Potable Water Demand from Proposed Project[2]	404,023
Residual Capacity after Proposed Project	**-121,218**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C. Formulas used:*
    a. *Residential: 736 du x 275 gallons per unit per day*
    b. *Retail: 1,268,262.47 sf x 0.1 gallons*
    c. *Office: 445,605.73 sf x 15 gallons / 100 sf of floor space*
    d. *Clubhouse: 200 gallons / water closet (anticipated 20 bathrooms)*

Table 4b: Projected Potable Water Impacts (Proposed PD)

System Category	Gallons Per Day (GPD)
Current Permitted Capacity[1]	2,300,000
Less actual Potable Water Flows[1]	1,548,250
Reserved Capacity[1]	468,945
Residual Capacity[1]	282,805
Percentage of Permitted Design Capacity Utilized[1]	87.70%
Projected Potable Water Demand from Proposed Project[2]	278,000
Residual Capacity after Proposed Project	**4,805**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C. Formulas used:*
    a. *Residential: 760 du x 250 gallons per unit per day*
    b. *Retail: 400,000 sf x 0.1 gallons*
    c. *Office: 140,000 sf x 15 gallons / 100 sf of floor space*
    d. *Clubhouse: 200 gallons / water closet (anticipated 20 bathrooms)*

Conclusion: The project site will be served by existing City of Alachua potable water infrastructure. The potential impacts from the proposed FLU categories' maximum development potential may negatively impact the City's adopted LOS for potable water. However, when considering the companion PD rezoning's proposed maximum development potential, anticipated impacts are much lower.

Per Community Facilities Element Policy 4.1.c the existing demand and reserve capacity of the potable water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. It should be reiterated that this application is not seeking a Certificate of Concurrency Compliance currently. Nor is concurrency reserved for Large-scale Comprehensive Plan Amendments. Any future application for a site plan or final PD plan must demonstrate sufficient potable water capacity for the development proposed to receive City of Alachua approval.

Table 5a: Projected Sanitary Sewer Impacts (Proposed FLU Categories)

System Category	Gallons Per Day (GPD)
Treatment Plant Current Permitted Capacity[1]	1,500,000
Less actual Treatment Plant Flows[1]	764,000
Reserved Capacity[1]	437,084
Residual Capacity[1]	298,916
Percentage of Permitted Design Capacity Utilized[1]	80.07%
Projected Sanitary Sewer Demand from Proposed Project[2]	385,627
Residual Capacity after Proposed Project	**-86,711**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C. Formulas used:*
    a. *Residential: 736 du x 275 gallons per unit per day*
    b. *Retail: 1,268,262.47 sf x 0.1 gallons*
    c. *Office: 445,605.73 sf x 15 gallons / 100 sf of floor space*
    d. *Clubhouse: 200 gallons / water closet (anticipated 20 bathrooms)*

Table 5b: Projected Sanitary Sewer Impacts (Proposed PD)

System Category	Gallons Per Day (GPD)
Treatment Plant Current Permitted Capacity[1]	1,500,000
Less actual Treatment Plant Flows[1]	764,000
Reserved Capacity[1]	437,084
Residual Capacity[1]	298,916
Percentage of Permitted Design Capacity Utilized[1]	80.07%
Projected Sanitary Sewer Demand from Proposed Project[2]	239,400
Residual Capacity after Proposed Project	**59,516**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C. Formulas used:*
    a. *Residential: 760 du x 250 gallons per unit per day*
    b. *Retail: 400,000 sf x 0.1 gallons*
    c. *Office: 140,000 sf x 15 gallons / 100 sf of floor space*
    d. *Clubhouse: 200 gallons / water closet (anticipated 20 bathrooms)*

Conclusion: The project site will be served by existing City of Alachua wastewater infrastructure. The potential impacts from the proposed FLU categories' maximum development potential may negatively impact the City's adopted LOS for wastewater. However, when considering the companion PD rezoning's proposed maximum development potential, anticipated impacts are much lower.

Per Community Facilities Element Policy 1.1.d the existing demand and reserve capacity of the wastewater facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. It should be reiterated that this application is not seeking a Certificate of Concurrency Compliance currently. Nor is concurrency reserved for Large-scale Comprehensive Plan Amendments. Any future application for a site plan or final PD plan must demonstrate sufficient wastewater capacity for the development proposed to receive City of Alachua approval.

Table 6a: Projected Solid Waste Impacts (Proposed FLU Categories)

System Category	LBs Per Day	Tons Per Year
Existing Demand[1]	44,060.00	8,040.95
Reserved Capacity[1]	50,407.82	9,19.43
New River Solid Waste Facility Capacity[1]	50+ years	
Solid Waste Generated By Proposed Project[2]		**5,150.00**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: Sincero and Sincero; Environmental Engineering: A Design Approach. Prentice Hall, New Jersey, 1996. Formula used: (736 du x 2.6 persons per du x .73 per capita; (((12 lbs. / 1,000 sf / day x 1,713,868 sf) x 365) / 2000))*

Table 6b: Projected Solid Waste Impacts (Proposed PD)

System Category	LBs Per Day	Tons Per Year
Existing Demand[1]	44,060.00	8,040.95
Reserved Capacity[1]	50,407.82	9,19.43
New River Solid Waste Facility Capacity[1]	50+ years	
Solid Waste Generated By Proposed Project[2]		**3,063.08**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: Sincero and Sincero; Environmental Engineering: A Design Approach. Prentice Hall, New Jersey, 1996. Formula used: (760 du x 2.6 persons per du x .73 per capita; (((12 lbs. / 1,000 sf / day x 740,000 sf) x 365) / 2000))*

Conclusion: Solid waste facility capacity exists to adequately serve the subject property's intended development under both the Proposed FLU Categories and Proposed PD scenarios.

Thus, approval of this application *will not* negatively impact the City's adopted LOS for this system.

Public School and Recreation Impact

The City of Alachua requires all LSCPA and Rezoning applications involving residential developments to include an estimated Public School Generation analysis. This is conducted by completing the City's Public School Student Generation Calculation Form. A completed copy of this form has been included within this application's submittal. The development's estimated impact on the City's Public School System is found in **Tables 7a and 7b**, reflecting both the Proposed FLU Categories and Proposed PD scenarios, respectively.

Table 7a: Projected Public School Demand (Proposed FLU Categories)

Land Use (ITE)	Units	Elem.		Middle		High	
		Rate[1]	Total	Rate[1]	Total	Rate[1]	Total
Proposed							
Single-Family Residential	384	0.12	46.0	0.06	23.0	0.09	34.5
Multi-Family Residential	352	0.06	21.1	0.03	10.6	0.03	10.6
Total	**736**	-	**67**	-	**34**	-	**45**

1. Source: City of Alachua School Concurrency Form

Table 7b: Projected Public School Demand (Proposed PD)

Land Use (ITE)	Units	Elem.		Middle		High	
		Rate[1]	Total	Rate[1]	Total	Rate[1]	Total
Proposed							
Single-Family Residential	110	0.12	13	0.06	7	0.09	10
Multi-Family Residential	650	0.06	39	0.03	20	0.03	20
Total	**760**	-	**52**	-	**27**	-	**30**

1. Source: City of Alachua School Concurrency Form

Conclusion: Approval of this application, under either the Proposed FLU Categories or the Proposed PD scenario, *will not* negatively impact the Public School System.

The City of Alachua also requires all LSCPA and Rezoning applications involving residential developments to include an assessment of recreational impacts and an improved passive park space analysis.

Table 8a: Recreational Impacts (Proposed FLU Categories)

System Category	Acreage
Existing City of Alachua Acreage[1]	135.48
Acreage Required to Serve Existing Population[1]	55.08
Reserved Capacity[1]	13.84
Available Recreation Acerage[1]	66.57
Proposed Recreational Impact[2]	9.57
Residual Recreational Capacity After Proposed Development	**57.00**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan Recreation Element. Formula used: 736 units x 2.6 person per du x (5 acres/1,000 persons)*

Table 8b: Improved Passive Park Space Analysis (Proposed FLU Categories)

System Category	Acreage
Minimum Improved Passive Park Space Required to Serve Existing Population & Reserved Capacity[1]	13.78
Existing Improved Passive Park Space Provided[1]	34.82
Improved Passive Park Space Utilized by Existing Population & Reserved Capacity[1]	39.58%
Proposed Recreational Impact[2]	1.91
Improved Passive Park Space Utilized After Proposed Development	**45.1%**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan Recreation Element. Formula used: 736 units x 2.6 person per du x (5 acres/1,000 persons) x 20%*

Table 8c: Recreational Impacts (Proposed PD)

System Category	Acreage
Existing City of Alachua Acreage[1]	135.48
Acreage Required to Serve Existing Population[1]	55.08
Reserved Capacity[1]	13.84
Available Recreation Acerage[1]	66.57
Proposed Recreational Impact[2]	9.88
Residual Recreational Capacity After Proposed Development	**56.69**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan Recreation Element. Formula used: 760 units x 2.6 person per du x (5 acres/1,000 persons)*

Table 8d: Improved Passive Park Space Analysis (Proposed PD)

System Category	Acreage
Minimum Improved Passive Park Space Required to Serve Existing Population & Reserved Capacity[1]	13.78
Existing Improved Passive Park Space Provided[1]	34.82
Improved Passive Park Space Utilized by Existing Population & Reserved Capacity[1]	39.58%
Proposed Recreational Impact[2]	1.98
Improved Passive Park Space Utilized After Proposed Development	**45.3%**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan Recreation Element. Formula used: 760 units x 2.6 person per du x (5 acres/1,000 persons) x 20%*

Conclusion: The City of Alachua currently possesses considerable excess acreage for local recreation activities. In addition, this proposed development will have recreational facilities onsite including, but not limited to, passive trails and a golf course. Thus, this development is expected to have a minimal impact on the City's current recreational infrastructure in either proposed scenario.

4. CONSISTENCY WITH THE COMPREHENSIVE PLAN

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

FUTURE LAND USE ELEMENT

Policy 1.2.a: Low Density Residential (0 to 1 dwelling unit per acre): The Low Density Residential land use category allows residential development at a maximum density of 1 dwelling unit per acre. This land use category shall provide for a transition between rural residential / agricultural areas and the urban areas within the City. The following uses are allowed in the Low Density Residential land use category:

1. Single family detached dwelling units;
2. Accessory Dwelling Units;
3. Manufactured or modular homes meeting certain design criteria;
4. Residential Planned Developments; and,
5. Supporting community services such as schools, houses of worship, parks, and community centers.

Policy 1.2.a: Moderate density residential (0 to 4 dwelling units per acre): The moderate density residential land use category allows residential development at a maximum density of 4 dwelling units per acre. The following uses are allowed in the moderate density residential land use category:

1. Single family, conventional dwelling units;
2. Accessory dwelling units;
3. Manufactured or modular homes meeting certain design criteria;
4. Mobile homes only within mobile home parks;
5. Duplexes and quadplexes;
6. Townhomes;
7. Residential Planned Developments; and
8. Supporting community services, such as schools, houses of worship, parks, and community centers.

Policy 1.2.d: High Density Residential (8 to 15 dwelling units per acre): The High Density Residential land use category allows residential development at a density of 8 dwelling units per acre to 15 dwelling units per acre, as well as certain complementary uses, such as a low intensity neighborhood-scale retail and services. The following uses are allowed within the High Density Residential land use category:

1. Single family attached and detached dwelling units;
2. Accessory dwelling units;
3. Apartments and townhomes;
4. Duplexes and quadplexes;
5. Live/work units;
6. Residential Planned Developments;
7. Traditional Neighborhood Planned Developments;
8. Group living;

9. Neighborhood-scale retail and services, where the area dedicated to such uses is less than or equal to 30,000 square feet of floor area and is designed specifically to serve the surrounding neighborhood, including, but not limited to, a convenience stores without gas pumps, dry cleaners, pharmacies, local markets, restaurants, personal services, and professional offices; and
10. Supporting community services.

Portions of the Subject Property are within the Low Density Residential, Moderate Density Residential, and High Density Residential FLU categories. The companion Rezoning application requests the PD-R zoning district on these portions. This is an allowed zoning district in the proposed FLU categories. The proposed PD-R permits a mixture of single-family detached, attached, townhouse, two- to four-family dwelling units, and standalone multifamily dwelling units, which aligns with the purpose and intent of the proposed FLU categories.

Policy 1.3.a: Community Commercial: The Community Commercial land use category is established to provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas. The following uses are allowed within the Community Commercial land use category:

1. Neighborhood commercial establishments;
2. Residential/offices and live-work units;
3. Business and professional offices;
4. Personal services;
5. Financial institutions;
6. Retail sales and services that serve the community;
7. Eating establishments;
8. Indoor recreation/entertainment;
9. Single-family and multi-family residential above first floor commercial uses;
10. Bed and breakfasts;
11. Supporting community services such as schools, houses of worship, parks, and community centers; and,
12. Traditional Neighborhood Planned Developments.

Portions of the Subject Property are within the Community Commercial FLU category. The companion Rezoning application requests the PD-COMM zoning district on these portions. Uses within the PD-COMM district will include single-family attached, townhouse, two- to four-family dwelling units, standalone multifamily, and upper-story dwelling units, shopping opportunities on the community scale, and office space.

The Community Commercial FLU category is implemented by the PD-COMM zoning district. The definition of the PD-COMM zoning district provided in Land Development Regulations (LDR) §3.6.1.(B)(4) explicitly states that "the purpose and intent of the Planned Development-Commercial (PD-COMM) District is to provide mixed-use retail and office development, with limited moderate and higher density residential uses integrated into the development above street levels *and as separate stand-alone uses*" (emphasis added). Consistent with this LDR allowance, a portion of the proposed PD-COMM area will be developed as stand-alone multi-family residential units. It is of note that none of the Comprehensive Plan policies addressing the City's Commercial Future Land Use Categories explicitly list standalone higher density residential uses, however the PD-COMM zoning district is the appropriate mechanism to allow such a use in a mixed-use master planned development. Thus, only via the PD mechanism can standalone multifamily residential development be achieved in this FLU designation.

Policy 1.3.d: Design and performance standards: The following criteria shall apply when evaluating commercial development proposals:

1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;
2. Buffering from adjacent existing/potential uses;
3. Open space provisions and balance of proportion between gross floor area and site size;
4. Adequacy of pervious surface area in terms of drainage requirements;
5. Placement of signage;
6. Adequacy of site lighting and potential impacts of lighting upon the surrounding area. Lighting should be designed to minimize impacts to preserve the ambiance and quality of the nighttime sky by reducing light trespass and light pollution on adjacent properties by utilizing lighting at appropriate intensities, directions and times to ensure light is not overused or impacting areas where it is not intended;
7. Safety of on-site circulation patterns (patron, employee, and delivery vehicles), including parking layout, drive aisles, and points of conflict;
8. Landscaping, as it relates to the requirements and goals of the Comprehensive Plan and Land Development Regulations;
9. Unique features and resources which may constrain site development such as soils, existing vegetation and historic significance;
10. Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design; and,
11. Commercial uses shall be limited to an intensity of less than or equal to 0.50 floor area ratio for parcels 5 acres or greater, 0.75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio for parcels 1 acre or less.

Development to follow approval of this application will adhere to all prescribed Design and Performance Standards, as prescribed on the PD Master Plan submitted with the companion Rezoning application.

Policy 1.3.e: The creation/promotion of strip pattern commercial development shall be discouraged. Infill within established commercial areas is preferred over extension of a strip commercial pattern. Extension of a commercial land use designation may be considered in circumstances where the extension is compatible with the existing land uses surrounding the land or the land use categories of surrounding lands. Extensions of a commercial land use category shall not encroach into a residential area. The following criteria shall be applied to limit the impacts of commercial development upon surrounding areas:

1. Impacts upon traffic circulation should be anticipated and mitigated through the reservation of right-of-way for road widening and marginal access streets when appropriate.
2. Access points for commercial development shall minimize points of conflict by utilizing frontage roads, providing cross access between parcels, or installing shared use ingress and egress access driveways connections to roadways.

3. Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development upon surrounding land uses.
4. A sidewalk or bicycle path shall be required where appropriate, to provide convenient access to the development from surrounding areas and to reduce traffic volumes on the roadways.

The Subject Property is 345.58 acres, much larger than a typical strip pattern commercial development. The size of this property affords the ability to create a master planned community with a mix of various residential types, retail sales and service, office, and recreational uses, which will be permitted with the approval of these applications. The core of this development is designed as a town center, like Tioga Town Center in Alachua County. Onsite residents do not need to rely on a vehicle to meet daily needs or even get to work.

Community commercial uses will be focused to the north, abutting existing commercial uses on US 441. The additional commercial uses at this location will infill an existing strip commercial pattern and enhance the functionality of the existing uses with complimentary uses and an interconnected transportation network.

Policy 2.1.a: Residential Planned Developments (PD): The City shall establish flexible development and use regulations for residential PD's for use within residential land use categories. Those regulations shall be developed to achieve the following:

1. High quality residential development through a mixture of housing types, prices, and densities. The allowed uses within a residential PD are not subject to the permitted uses in the underlying land use category. Single-family homes, zero lot line homes, and townhomes are examples of the allowable housing types within residential PDs.

As shown in the PD Master Plan submitted with the companion PD application, residential development on the Subject Property will include a mixture of housing types, including, but not limited to, single-family detached units and multifamily units. These will be offered at varying prices due to the unique nature of each dwelling unit type. Density has been determined on the PD Master Plan per developable area and is consistent with the proposed FLU categories.

2. The opportunity to improve quality of life by placing activities necessary for daily living in close proximity to residences through the allowance of a limited amount of neighborhood commercial uses, and with special design criteria, community commercial uses, within the residential PD at appropriate densities and intensities.

The nonresidential activities being proposed within the PD-R portions of the Subject Property are recreation in nature and accessory to the golf course. The PD-COMM zoning district requests nonresidential uses consistent with those permitted in the Community Commercial FLU category. The PD-R and PD-COMM districts combined will provide the opportunity to improve quality of life by placing nonresidential activities relevant to daily living in close proximity to both the Subject Property and surrounding area.

3. A range of parks and open space, from playgrounds to community gardens to active recreation facilities within the neighborhood.

The PD proposes setting aside 57% of the Subject Property as common area/recreation. This area may include a range of uses, including recreation opportunities and stormwater management facilities.

4. Streets and public spaces that are safe, comfortable, and designed to respect pedestrians, nonvehicular and vehicular modes of transportation.

Onsite transportation facilities will be designed to meet City standards.

5. Conservation of materials, financial resources and energy through efficient design of infrastructure.

The development to follow approval of this application will conserve materials and financial resources as practicable through efficient design of infrastructure. The Subject Property is within a developed area of the City of Alachua. Thus, the costly extension of utilities is not necessary.

Policy 2.1.d: Commercial Planned Development: The City shall establish commercial planned development (PD) zoning district regulations as a development option for planned commercial development within commercial and high density residential land use categories. Those regulations shall be developed to achieve the following:

1. A functional mix of mixed-use retail, commercial, and office development. A limited amount of medium to high density residential development may be integrated with commercial and retail uses.

Commercial development on the Subject Property will include a functional mixture of nonresidential uses, including retail, commercial, and office offerings. A limited amount of standalone multifamily residential development will also be integrated into the PD-COMM area as allowed by LDR §3.6.1.(B)(4).

Policy 2.4.b: Landscaping: Buffering – A buffer consists of horizontal space (land) and vertical elements (plants, berms, fences, walls) that physically separate and visually screen adjacent land uses. The City shall establish buffer yard requirements that are based on the compatibility of the adjacent uses and the desired result of the buffer.

Development of the property will adhere to all buffering standards as prescribed in Section 6.2 of the City's Land Development Regulations. Onsite buffers include a 15'-wide Type D landscape buffer is proposed where the subject property abuts RSF-1 zoning and a 7.5'-wide Type B landscape buffer where the proposed single-family detached residential abuts Agriculture zoning. There shall be no required landscape buffers internal to the PD.

Policy 2.5.a: There shall be a minimum of 10% percent open space required. The City shall establish incentives for the provision of open space beyond minimum requirements.

The companion PD requires a minimum of 57% of the Subject Property to be designated as common area/recreation. This area will serve to meet the required open space and may include recreation opportunities and stormwater management facilities. The general location of common area/recreation is demonstrated on the PD Master Plan.

GOAL 5: Development Standards: The City shall include provisions through its comprehensive plan amendment process, development review process and in its land development regulations for development standards that address natural features and availability of facilities and services. These development standards will strive to protect natural resources and public facility resources while allowing for innovative and flexible development patterns.

The proposed PD Master Plan outlines development standards set forth by the companion PD and is based on the City of Alachua Comprehensive Plan and Land Development Regulations. Section 3 of this report addresses the availability of facilities and resources.

Objective 5.1: Natural features: The City shall coordinate Future Land Use designations with appropriate topography, soils, areas of seasonal flooding, wetlands and habitat during review of proposed amendments to the Future Land Use Map and the development review process. Natural features may be included as amenities within a development project.

The common area/recreation area of the companion PD contains approximately 12.8 acres of wetland habitat including both Mixed Wetland Hardwoods and Vegetated Non-Forested Wetlands; as well as approximately 3.1 acres of other surface waters including Borrow Area and Ditches. Wetland and other surface water lines have been reviewed and approved by the SRWMD under ERP Formal Wetland Determination ERP-001-245365-2 (Exhibit 1). The site is within the Federal Emergency Management Area (FEMA) flood zone X, which is outside the floodplain. The Subject Property has been designed to address the onsite wetlands to ensure protection of onsite natural features.

Policy 5.1.b: Soils: The City shall ensure soil protection and intervention measures are included in the development review process.

There are currently 17 types of soils located onsite:

Soil Type	Hydro Group
Arredondo Fine Sand, 0-5% Slopes	A
Arredondo-Urban Land Complex, 0-5% Slopes	A
Fort Meade Fine Sand, 0-5% Slopes	A
Millhopper Sand, 0-5% Slopes	A
Lochloosa Fine Sand, 2-5% Slopes	A
Kendrick Sand, 2-5% Slopes	B
Blichton Sand, 0-2% Slopes	C/D
Bivans Sand, 2-5% Slopes	C/D
Norfolk Loamy Fine Sand, 2-5% Slopes	B
Gainesville Sand, 0-5% Slopes	A
Pits And Dumps	N/A
Millhopper Sand, 5-8% Slopes	A
Lochloosa Fine Sand, 5-8% Slopes	B
Kendrick Sand, 5-8% Slopes	B
Blichton Sand, 5-8% Slopes	C/D
Bivans Sand, 5-8% Slopes	C/D
Norfolk Loamy Fine Sand, 5-8% Slopes	B

Onsite soils are conducive to the desired development program. According to the Florida Association of Environmental Soil Scientists, only the Bivans Sand, 2-5% Slopes soil type associated with this property is hydric, a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. This soil type is isolated to the site's southeast corner (±3-acres), which is within the common area/recreation portion of the PD.

Policy 5.1.c: Flood prone areas: The City shall require as part of the development review process the identification of FEMA flood zone areas. Where necessary, base flood elevations and minimum finished floor elevations shall be established. The City shall also require finished floor elevations on subdivision plats, site plans and building permit plans when necessary to determine compliance with flood prone area regulations. The City shall establish standards for a limitation on filling in flood prone areas.

There are no FEMA flood zone areas located on the project site.

Policy 5.1.d: Wetlands: The City shall utilize statewide wetland delineation methodology in accordance with Florida Administrative Code (FAC) and regulations adopted by the FDEP and the Suwannee River Water Management District.

The site has wetlands that have been jurisdictionally delineated. These areas are wholly within the common area/recreation portion of the PD.

Policy 5.1.e: Habitat: The City shall require as part of the development review process, an inventory of listed species for all new developments in areas identified as known habitat for listed species if listed species are known to exist in close proximity to the development. The survey shall include detailed information regarding type, quantity, location, and habitat requirements for any listed species identified. A de minimus threshold for properties required to complete the inventory shall be established in the City's Land Development Regulations.

The Subject Property was surveyed for state and federal listed species identified by the Florida Fish and Wildlife Conservation Commission's (FFWCC) official list of Florida's Endangered Species, Threatened Species, and Special of Special Concern (December 2022). The evaluation included literature review for species records of occurrence as well as survey by qualified ecologists conducted within the bounds of the Subject Property. This assessment found no plant species listed as "threatened" or "endangered" by either the Florida Department of Agriculture (FDA) or the United States Fish and Wildlife Service (USFWS). Three potentially occupied gopher tortoise burrows were the only listed wildlife species identified within the Subject Property (Exhibit 2).

When development plans are submitted, an inventory of listed species will be submitted as required. Any potential future impacts to gopher tortoises will be coordinated with the FFWCC at that time.

Objective 5.2: Availability of facilities and services: The City shall utilize a concurrency management system to ensure that the adopted level of service standards are maintained.

Section 3 of this report demonstrates the impacts this site will have on available facilities and services. As demonstrated, only one facility, Segment 6 of the City's transportation network, may operate below the adopted level of service with the acceptance of this request. While this demonstrates a theoretical possibility, it is an unlikely.

Per Community Facilities Element Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the water and wastewater facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. It should be reiterated that this application is not seeking a Certificate of Concurrency Compliance currently. Nor is concurrency reserved for Large-scale Comprehensive Plan Amendments. Any future application for a site plan or final PD plan must demonstrate sufficient capacity for all public services for the development proposed to receive City of Alachua approval.

A Traffic Impact Analysis (TIA) was submitted to and approved by the Florida Department of Transportation (FDOT) and City of Alachua for this Subject Property. The TIA accompanied a Site Plan application for the Tower Hill office headquarters, and included 55,000 square feet of office, a 130-key hotel, and 40,000 square feet of retail. Subsequently, FDOT ran their own Intersection Control Evaluation (ICE) using a 2044 forecast provided by CHW/NV5. Trips were forecasted out to the design year 2044, for the redesign US HWY 441/NW 167th Blvd intersection. This included full buildout of the Tomoka Hills site, consisting of:

Phase 1 2024 (Tower Hill Headquarters)

- **71 KSF – General Office Building**

Design Year 2044 (Full Buildout of Tomoka Hills)

- **72 DU – Single-Family Detached Housing**
- **300 DU – Multifamily Housing (Low-Rise)**
- **130 DU – Hotel**
- **140 KSF – General Office**
- **235 KSF – Shopping Center**

(Note: the entitlements requested by these LSCPA and PD Rezoning applications have been modified after the TIA and ICE analysis.)

FDOT and CHW coordinated the design of a signalized through cut intersection type at the US HWY 441/NW 167th Blvd intersection which is nearing construction. A revised TIA will be submitted at the time a future Site Plan either exceeds the entitlements accounted for in the initial TIA, or when a connection to CR 235A is proposed, as the initial TIA did not include a CR 235A connection.

New roadways are planned that have the potential to relieve pressure on Segment 6. At the time of development planning, roadway concurrency will be reexamined as a component of final development order approval. A proposed final development order may need to be revised, depending on whether sufficient roadway capacity can be achieved development is desired.

Policy 5.2.a: All new development shall meet level of service requirements for roadways, potable water and sanitary sewer, stormwater, solid waste, public schools, and improved recreation in accordance with LOS standards adopted in the elements addressing these facilities.

Section 3 demonstrates how the proposed plan for the Subject Property is anticipated to impact City of Alachua LOS standards for roadways, potable water and sanitary sewer, stormwater, solid waste, public schools, and improved recreation facilities. Approval of the LSCPA and Rezoning applications does not reserve system capacity. Reassessment of system impacts will occur with each Preliminary / Final Plat and Site Plan application to ensure sufficient system capacity exists at the time of development.

Policy 5.2.b: The concurrency management system shall specify the period for which certification of level of service compliance shall be valid until actual development pursuant to a final development order or Ch. 163, Florida Statutes, development agreement has commenced.

A certification of level of service compliance shall be issued during development plan review, following the approval of this application.

COMMUNITY FACILITIES ELEMENT

Policy 1.1.d: The City hereby establishes the following level of service standards for sanitary sewer facilities:

c) System capacity: If the existing demand and reserved capacity of the committed use of the City's wastewater facility reaches 85% of the permitted capacity design, no further development orders for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

As demonstrated in Section 3 of this report, the projected sanitary sewer demand from a full buildout of the Subject Property as proposed would increase the City's wastewater facility to beyond 85% of permitted capacity design. This scenario contemplates full buildout of the Subject Property today. In reality, development of the Subject Property will occur in phases over the span of multiple years. It is assumed that, over time, facilities will be expanded, and additional capacity will become available. This expansion is anticipated to preclude the 85% threshold being exceeded.

This application does not request the reservation of system capacity; such a request will come in subsequent engineering applications. It is understood that capacity must be available for development permits to be issued.

Objective 1.5: Soils. The City shall protect soil resources through erosion and sedimentation control, by requiring proper design criteria on specific soils.

There are currently 17 types of soils located onsite:

Soil Type	Hydro Group
Arredondo Fine Sand, 0-5% Slopes	A
Arredondo-Urban Land Complex, 0-5% Slopes	A
Fort Meade Fine Sand, 0-5% Slopes	A
Millhopper Sand, 0-5% Slopes	A
Lochloosa Fine Sand, 2-5% Slopes	A
Kendrick Sand, 2-5% Slopes	B
Blichton Sand, 0-2% Slopes	C/D
Bivans Sand, 2-5% Slopes	C/D
Norfolk Loamy Fine Sand, 2-5% Slopes	B
Gainesville Sand, 0-5% Slopes	A
Pits And Dumps	N/A
Millhopper Sand, 5-8% Slopes	A
Lochloosa Fine Sand, 5-8% Slopes	B
Kendrick Sand, 5-8% Slopes	B
Blichton Sand, 5-8% Slopes	C/D
Bivans Sand, 5-8% Slopes	C/D
Norfolk Loamy Fine Sand, 5-8% Slopes	B

Onsite soils are conducive to the desired development program. According to the Florida Association of Environmental Soil Scientists, only the Bivans Sand, 2-5% Slopes soil type associated with this property is hydric, a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. This soil type is isolated to the site's southeast corner (±3-acres), which is within the common area/recreation portion of the PD.

Objective 1.10: Wetlands. The City shall protect and preserve wetland values and functions from adverse, human caused, physical and hydrologic disturbances.

The site has wetlands that have been jurisdictionally delineated. These areas are wholly within the common area/recreation portion of the PD.

5. URBAN SPRAWL ANALYSIS

The approval of this LSCPA does not constitute urban sprawl. As defined in Florida Statutes, 'Urban Sprawl' means "a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses" (§ 163.3164(51)).

The thirteen (13) indicators of urban sprawl formerly identified in Chapter 163.3177(6)(a)9.a, Florida Statutes states:

> "The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality…"

As demonstrated by the following analysis, the proposed LSCPA does not trigger any urban sprawl indicators, and adoption of this application will discourage the proliferation of urban sprawl within the City of Gainesville and Alachua County. All indicators will be shown in normal font, while consistency statements will be provided in **bold**.

1. Promotes, allows or designates for substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

The LSCPA requests a combination of Low Density Residential, Moderate Density Residential, High Density Residential, and Community Commercial FLU designations that are intended to yield a mixed-use development with residential and nonresidential uses.

2. Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

The project site is in the City of Alachua within the southwest quadrant of the US 441 / I-75 interchange, not in the rural area of unincorporated Alachua County. This application is being submitted to amend the FLU designations consistent with surrounding FLU and Zoning designations and is compatible with the surrounding development pattern. The site will be served by City of Alachua utilities.

3. Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

The site abuts existing auto-oriented commercial uses along US 441. Approval of this application will allow for a more interconnected commercial area, reducing the existing strip commercial development wihtin the City. Further, the development will be mixed use, allowing residents to meet daily needs and commute to work wihtout relying on an automobile.

4. Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

The site has jurisdictionally delineated wetlands that are incorporated into natural and low-impact recreational facilities on the site, as illustrated on the accompanying PD

Master Plan. The site design ensures the long-term protection of these environmental features.

5. Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

The site design places single-family detached residential where the site abuts agricultural lands. Further, a 7.5'-wide Type B landscape buffer is proposed along this common boundary to further ensure cmpatibility.

6. Fails to maximize use of existing public facilities and services.

City of Alachua utilities are adjacent to the site and will serve this site.

7. Fails to maximize use of future public facilities and services.

This development will utilize future City of Alachua public facilities and services. In fact, a 2-acre portion of this site was transferred to Alachua County for the construction of a fire station, further enhancing public services within the area.

8. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy, of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

The project site is adjacent to existing residential and commercial developments. Sufficient public facilities and services are available and will serve this project site. In fact, the development of this site will enhance the potable water system by looping the water main along US 441 to CR 235A, which is anticpated to resolve existing insufficient water preassure within the area.

9. Fails to provide a clear separation between rural and urban uses.

The project site is located within the City of Alachua at the US 441 / I-75 interchange. The site is master planned with a transition of intensity and density from the north where there are auto-oriented uses along US 441 to the south where there is agricultural lands. This transition of density and intensity sets a clear boundary of rural and urban areas and ensures long-term compatility among uses.

10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

The proposed development is considered infill development, as it is located at the US 441 / I-75 interchange. The site abuts existing auto-oriented uses on US 441.

11. Fails to encourage a functional mix of uses.

Approval of this LSCPA application will further diversify the residential and commercial uses within this area, allowing residents to have more housing options and variety of goods and services within a single development.

12. Results in poor accessibility among linked or related land uses.

Approval of this application will allow the development of a master planned community that increases connectivity within the area, relieving traffic congestion at existing major intersections. The proposed extension of NW 167th Blvd will serve as an alternate route for area residents.

13. Results in the loss of significant amounts of functional open space.

Currently, the site is privately owned and does not function as public open space. Future development plans for the project site incorporate natural areas while enhancing native landscaping and removing invasive exotics. Common open spaces shall be easily accessible by community residents.

In addition to the thirteen (13) indicators of urban sprawl, Florida Statutes section 163.3177(6)(a)9.b identifies eight (8) development pattern or urban form criteria. If four (4) or more of those criteria are met, the presumption is that the amendment discourages urban sprawl. The proposed amendment and corresponding development are found to meet the following four (4) criteria as identified in §163.3177(6)(a)9.b.(I), (II), (III), and (VII).

1. Sec. (163.3177(6)(a)9.b(I)): Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

The project site is located in an area that already has residential and commercial development. By placing a variety of residential and commercial options within close proximity to these new/expanded developments will reduce development pressure on lands less suitable for development.

2. Sec. (163.3177(6)(a)9.b(II)): Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

The site is adjacent to City of Alachua public facilities and City of Alachua and/or Alachua County services that will serve the site. The project site will ensure future phases will also make efficient use of public facilities and services and, where possible, enhance the overall public utility systems.

3. Sec. (163.3177(6)(a)9.b(III)): Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

Approval of this application allows a variety of uses while maintaining a moderate density and intensity. The proposed amendment will allow for development in a compact efficient manner that maximizes onsite natural features, provides interconnectivity for multiple transportation modes, and a variety of housing options.

4. Sec. (163.3177(6)(a)9.b(VII)): Creates a balance of uses based upon demands of the residential population for the nonresidential needs of an area.

The site is located along US 441, which is characterized as a major commercial corridor. Within walking or biking distance to this site are developed commercial and residential

areas. Approval of this LSCPA application will diversify the commercial uses and provide more housing options to the residents of the City.

6. NEEDS ANALYSIS

This Large-scale Comprehensive Plan Amendment (LSCPA) application requests FLU category changes from Medium and Moderate Density Residential, Commercial, Community Commercial, and Agriculture to Low, Moderate, and High Density Residential, and Community Commercial on a ±345.58-acre portion of land in the City of Alachua (tax parcels 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, 3873-1-1). The requested FLU change and companion Planned Development (PD) Rezoning applications will result in an **increase of 561 maximum dwelling units** and a **reduction of 643,901 nonresidential square feet** compared to what is currently allowed by the existing FLU and zoning districts.

Existing Max Permitted Density/Intensity:	**Proposed Max Permitted Density/Intensity:**
Density: • Medium Density Residential: 9.70 ac * 8 du/ac = 110 du • Moderate Density Residential: 13.78 ac * 4 du/ac = 38 du • Agriculture: 258.56 ac * 1 du/5 ac = 51 du • TOTAL: 199 du Intensity: • Community Commercial: 45.29 ac * 0.5 FAR = 986,416 sf • Commercial: 18.25 ac * 0.5 FAR = 397,485 sf • TOTAL: 1,383,901 sf	Density: • TOTAL: 760 du Intensity: • TOTAL: 740,000 sf (Per the companion PD Rezoning application)
Net Change Approval of this LSCPA application will permit an **increase of 561 maximum dwelling units** and a **reduction of 643,901 nonresidential square feet** compared to what is currently allowed by the onsite FLU and zoning districts. The uses proposed on the subject property are allowed and consistent with the proposed via the companion Large-scale Comprehensive Plan Amendment (LSCPA) application's FLU categories onsite.	

This application is companion to a Rezoning from Single-Family Residential-4 (RSF-4), Multi-Family Residential-8 (RMF-8), Commercial, Intensive (CI), Community Commercial (CC), and Agriculture (A) to PD-Residential (PD-R) and PD-Commercial (PD-COMM). The applications permit a mix of residential, commercial, office, and recreational uses.

The Tomoka Hills PD consists of apartments (up to 15 du/ac) in the northwest corner with access from County Road (CR) 235A; community commercial uses near the US 441 / NW 167th Blvd intersection; town center-type development in the interior that includes a mix of community commercial and apartments and/or upper-story units (up to 8 du/ac); the Tower Hill Insurance headquarters (permitted and currently under construction) located east of the town center; single-family detached residential (up to 2 du/ac) to the south along CR 235A; and a golf course with associated uses on the site's remainder.

POPULATION

The City of Alachua, which is the second largest city in Alachua County, has experienced significant growth according to the 2020 census. The City's population is 10,574 persons, an

increase from 9,059 persons in the 2010 census.[1] This increase of 1,515 persons over the most recent decade 2010- 2020 represents a 16.72% increase in residential population within the City. Additional housing must be added to help the City to meet the future needs of its growing residential population.

The State of Florida has seen the second largest numeric population change in the nation, and is the second fastest growing state in the United States, according to the US Census Bureau:

> *"Texas experienced the largest numeric change in the nation, adding 473,453 people, followed by Florida, which added 365,205 residents. South Carolina and Florida were the two fastest-growing states in the nation, growing by 1.7% and 1.6%, respectively, in 2023."*[2]

Table 10, which is derived from US Census Bureau data and the University of Florida's Bureau of Economic and Business Research (BEBR), shows that Alachua County is the 28th fastest growing of Florida's 67 counties. The City of Alachua grew by 2.55% over the period of April 1, 2020 to the US Census Bureaus' 2022 estimate, which shows an additional 270 persons added to the City in the short timeframe. With 2.48 persons per household, over one hundred and eight (108) homes would be necessary just to accommodate the demand created in the last two (2) years.

Table 9: City of Alachua Population Estimates

Jurisdiction	2022 Estimate	April 1, 2020	Population Change	
Alachua County	287,872	278,468	9,404	3.38%
Alachua	10,844	10,574	270	2.55%
Archer	1,151	1,140	11	0.96%
Gainesville	145,879	141,085	4,794	3.40%
Hawthorne	1,480	1,478	2	0.14%
High Springs	6,741	6,215	526	8.46%
LaCrosse	288	316	-28	-8.86%
Micanopy	656	648	8	1.23%
Newberry	8,066	7,342	724	9.86%
Waldo	875	846	29	3.43%
Unincorporated	111,892	108,824	3,068	2.82%

As the State's population and that of North Central Florida continue to grow, there has been a significant shift into the region from inside the State. **Figure 7**, which is from the US Census Bureau, clearly illustrates that Florida's Metropolitan Statistical Areas (MSAs) are growing. Correspondingly, the cities and communities within the MSA are also experiencing growth, especially those cities that have robust municipal infrastructure. The Cities of Alachua and Newberry, which have robust potable water and sanitary sewer systems capable of accommodating the cities' urban cores, exemplify and underscore this trend within Alachua County.

It is anticipated that the City of Alachua could grow by approximately 7,100 people by 2035 (City of Alachua Comprehensive Plan Evaluation and Appraisal).

[1] https://data.census.gov/

[2] www.census.gov/newsroom/press-releases/2023/population-trends-return-to-pre-pandemic-norms.html

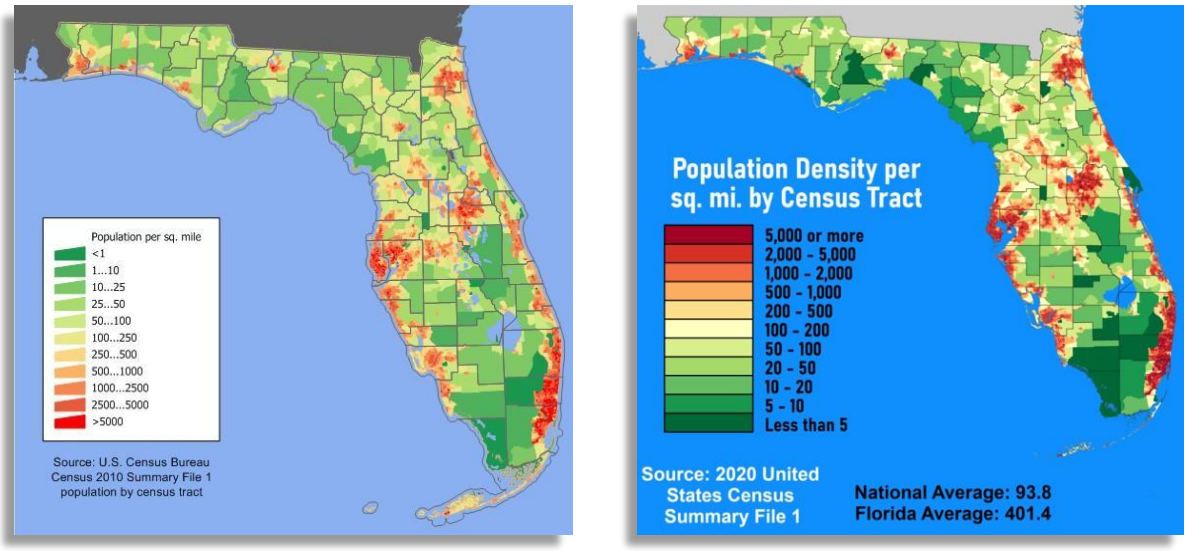


Figure 7: Population Density per Square Mile by Census Tract, 2010 and 2020

HOUSING

As growth continues, increased housing stock and diversified housing options will be necessary to meet the demand of new residents. Currently, approximately 75% of the City's housing stock is made up of single-family dwelling units, compared to less than 50% of the County housing stock (City of Alachua Comprehenisve Plan Evaluation and Appraisal).

Currently, there are approximately one-hundred and forty-two (142)[1] residential properties listed for sale in the City of Alachua's 36.56 square mile area.[2] Zillow's data is produced through a compilation of the Multiple Listing Service (MLS) used across the industry and is illustrated geographically within the City of Alachua in **Figure 8**. The listings vary in cost from $1,900,000, on the highest end, down to $147,000 for a 450 square foot home, on the lowest end. Most homes that would be constructed within the proposed Moderate Density Residential FLU, housing characteristic of a four dwelling units per acre (4 du/ac) density, are generally on the market for a few days to few weeks prior to transacting. This indicates a rapid absorption in the geographic market.

[1] Zillow Residential Search, based on Stellar Multiple Listing Service (MLS) data.
[2] 2020 U.S. Gazetteer Files". United States Census Bureau. Retrieved October 31, 2021.

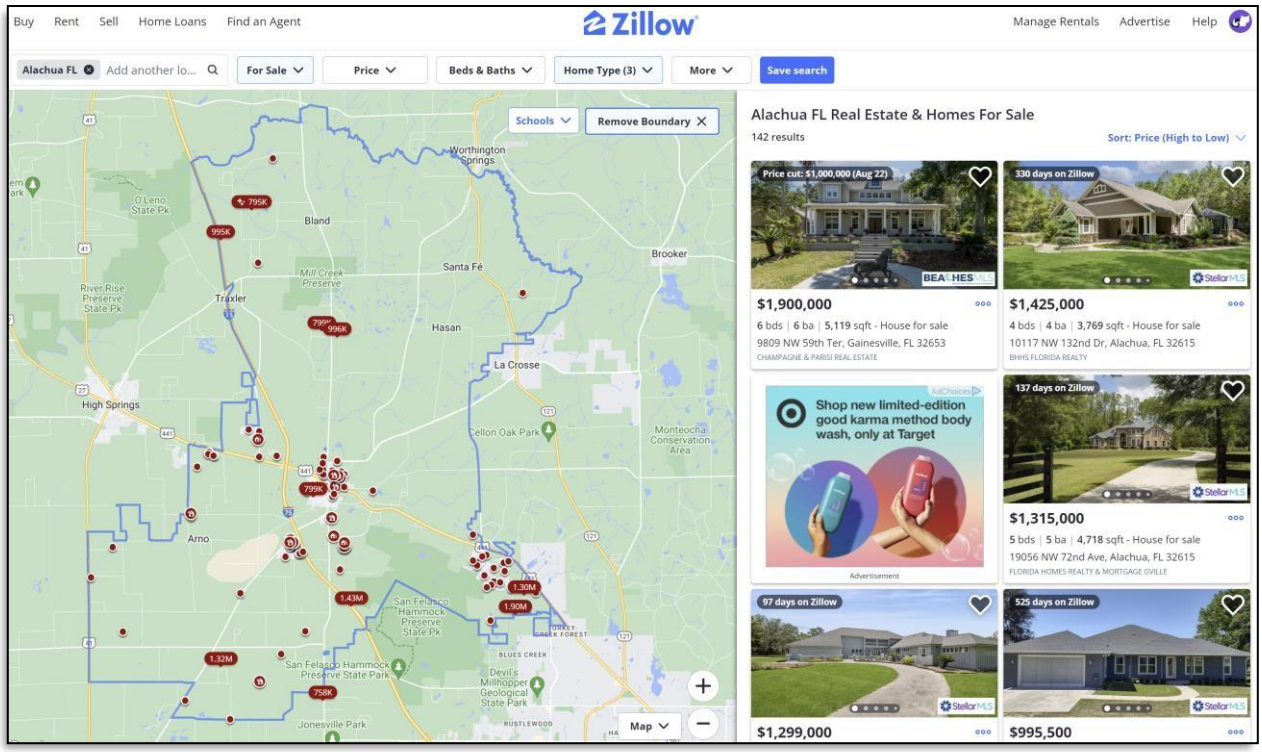


Figure 8: Zillow MLS Listing within the City of Alachua, FL

The shortage of housing is further substantiated by current planning data, which indicates the State of Florida has a deficiency of 344,000 total housing units, according to Florida's Housing Coalition. The growing demand must be met Statewide and locally.

The increase in density proposed by this LSCPA, as well as the expanded range of dwelling types made possible by this LSCPA, will enable the City to not only proactively meet the housing needs of a larger population, but to offer housing at a range of price points and in a range of dwelling types, thanks to the housing diversity and housing density allowed in the Corporate Park FLU category.

BUSINESS

The City of Alachua is home to multiple international corporations, several of which are Fortune 500 Companies (City of Alachua Strategic Plan 2021). The City is also home to various research arms of Santa Fe College and the University of Florida. Prominent industries in the City include biotechnology, medical research and technology, and life sciences. Examples of industry in the City include Progress Park, home to numerous businesses across multiple industries; Convergence Park, a new development along the San Felasco Parkway currently underway that will soon be home to multiple forms of housing, a business incubator space, office space, and retail space; Foundation Park, a life sciences research facility with adaptable workspaces; and San Felasco Tech City, an incubator space soon to also offer housing options and a microbrewery.

The project site's size and location on US 441 and CR 235A make it a prime candidate for development like those mentioned above and for meeting the City's business trends. Further, the Tower Hill Insurance corporate headquarters is currently under construction on the subject property, providing 300-400 jobs that will need to be supported by community commercial and residential uses.

City of Alachua's Comprehensive Plan Future Land Use Element establishes the US 441 corridor as a Corporate Corridor Activity Center, in Policy 1.3.f. The intent of this designation is to "implement economic development objectives and to promote a coordinated development plan to maximize existing and future land use patterns and preserve the function of the US 441 corridor" (City of Alachua Comprehensive Plan - Future Land Use Element). The City has expressed an intention to focus on welcoming and encouraging business development along the US 441 corridor (City of Alachua Strategic Plan 2021). However, the project site's current FLU and zoning, listed above, inhibit it from developing with the focus and intent the City has expressed interest in for the area. The proposed FLU and companion proposed zoning, will create a unified, master planned development where residents can live within walking distance to work and meet daily retail and service needs without relying on a vehicle.

PROXIMITY OF HOMES AND JOBS
The City of Alachua was incorporated in 1905 with the traditional downtown as its original and traditional economic core (City of Alachua Comprehenisve Plan Evaluation and Appraisal). As the City grew and developed, the private automobile became the dominant form of transportation. Today, the average travel time to work for residents of the City of Alachua is 27.9 minutes, compared to the County average of 22.4 minutes (United States Census Bureau, 2021). This increased commute time has downstream impacts, including added traffic congestion, additional air pollution, and less time for residents to spend with family and to engage in civic life in the Good Life Community.

Therefore, this Needs Analysis looks beyond population, housing, and business by also demonstrating the need for more resilient and sustainable land use forms in the City. Too many existing and proposed residential communities house or place residents in areas where the only option to meet daily, weekly, and occasional needs are using personal vehicles. The proposed mix of FLU categories offer the opportunity for a more optimal live/work environment in which residents can live in moderately priced, modern housing near their jobs, allowing them more time to contribute to professional and civic life by reducing the amount of time spent traveling. This opportunity is unique to the Tomoka Hills PD, afforded only with the approval of this requested LSCPA.

The proposed LSCPA places residential dwellings within walking or bicycling distance of both employment and goods, reducing the need to drive personal vehicles. Reducing the reliance on vehicles for every need external to the residence also reduces Vehicle Miles Traveled (VMT), thereby promoting more sustainable energy practices and reducing the reliance on fossil fuel. Therefore, in the demonstration of need, the land use form requested is consistent with the City's Comprehensive Plan Vision Element, where Goal 3 states: [emphasis added]

GOAL 3: Transportation Mobility: The City of Alachua transportation system includes a heavily traveled U.S. 441 corridor and a walkable downtown Main Street. The City will promote a safe, convenient and aesthetically pleasing transportation environment that provides for various modes of transportation. The City will encourage multi-modal enhancements and trail systems. The expansion of sidewalks and sidewalk continuity will be directed to areas where pedestrian walkability is desirable, with particular focus upon providing greater pedestrian connectivity within and between the downtown commercial and residential areas. The City will continue to pursue the interconnectivity of development in order to reduce negative impacts upon transportation infrastructure.

The Vision Element's Goal 4 speaks to Housing, specifically housing options and choice. The requested LSCPA and accompanying Rezoning applications, which seek both a Planned Development - Residential (PD-R) and Planned Development - Commercial (PD-Comm) will create a mixed-use community as directed in Goal 4, which states: [emphasis added]

GOAL 4: Housing: The City of Alachua has a variety of housing options, from historic downtown neighborhoods to large lot agrarian developments. The City supports the provision of safe, affordable housing for all income levels. The City will encourage mixed-use development with affordable housing, workforce housing, senior housing, housing for the disabled and enhancements that strengthen and upgrade neighborhoods, thereby maintaining a livable community for all age groups.

The proposed LSCPA responds to many of the needs expressed in the City's Vision Element. The homes that would be enabled through the proposed FLU categories are clearly in the range of affordable or attainable housing, scaled to meet workforce housing demand, and sized for empty nesters or senior housing. Housing for the disabled is also possible and probable with smaller footprints and accessible, single-story residences.

CONCLUSION

The LSCPA requests to change the project site's FLU categories to address trends in the City and make sensibly welcoming growth possible. This change will address the City's population growth through a moderate increase in density; will address the City's thriving industries by designating land with a FLU that caters to office and commercial needs; and proactively combat urban sprawl by making possible a mixed-use, town center-style development that will allow residents to have a more optimal live/work balance and use more time to enjoy the Good Life Community.

Application Package
Table of Contents

1. Cover Letter
2. LsCPA Application
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. **Justification Report**
8. Public School Student Generation Form
9. Map Set
10. Environmental Exhibits

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City of Alachua

PUBLIC SCHOOL STUDENT GENERATION CALCULATION FORM

PROJECT # | **APPLICATION DATE** 8/29/2024

NAME & DESCRIPTION OF PROJECT Tomoka Hills PD

Mixed use with golf course

PROJECT ADDRESS (Contact 911 Addressing @ 352.338.7361)

15601 NW 167th Blvd, Alachua, FL 32615

Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003,

03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001

Acreage 345.58

DEVELOPMENT DATA (check all that apply)

- [x] Single Family — Number of Units: 110
- [x] Multi Family — Number of Units: 650
- [ ] Exempt (See exemptions on page 2)

Level of Review

- [ ] Pre-Application Conference
- [x] Preliminary
- [ ] Final
- [ ] Revised
- [ ] Staff Administrative Review

A determination that there is adequate school capacity for a specific project will satisfy requirements for review for school concurrency for the periods of time consistent with the Interlocal Agreement and specified in local government land development regulations; an agreement by the School Board with the developer and local government is required to extend the period for approvals for phased projects beyond the generally applicable time period

EXPLANATION OF STUDENT GENERATION CALCULATION

Student Generation is calculated based on the type of residential development and the type of schools. The number of student stations (by school type - Elementary, Middle and High School) used for calculating the school concurrency impacts is equal to the number of dwelling units by housing type multiplied by the student generation multiplier (for housing type & school type) established by the School Board. Calculations are rounded to the nearest whole number. Student Generation for each school type is calculated individually to assess the impact on the **School Concurrency Service Area (SCSA)** for each school type (Elementary, Middle and High School).

SCHOOL CONCURRENCY SERVICE AREAS (SCSA) FOR PROJECT LOCATION

Based on the project location, please identify the corresponding School Concurrency Service Areas for each school type. Maps of the SCSAs may be viewed on the Alachua County Public Schools website.

SCHOOL CONCURRENCY SERVICE AREAS (SCSA)

Elementary Northwest Alachua | **Middle** Mebane | **High** Santa Fe

SINGLE FAMILY RESIDENTIAL DEVELOPMENT STUDENT GENERATION CALCULATIONS

ELEMENTARY	110	**units X 0.12 Elementary School Multiplier**	23	**Student Stations**
MIDDLE	110	**units X 0.06 Middle School Multiplier**	7	**Student Stations**
HIGH	110	**units X 0.09 High School Multiplier**	10	**Student Stations**

MULTI FAMILY RESIDENTIAL DEVELOPMENT STUDENT GENERATION CALCULATIONS

ELEMENTARY	650	**units X 0.06 Elementary School Multiplier**	39	**Student Stations**
MIDDLE	650	**units X 0.03 Middle School Multiplier**	20	**Student Stations**
HIGH	650	**units X 0.03 High School Multiplier**	20	**Student Stations**

Source: School Board of Alachua County 2015 Student Generation Multiplier Analysis

EXEMPT DEVELOPMENTS (click all that apply)

☐ *Existing legal lots eligible for a building permit*

☐ *Development that includes residential uses that has received final development plan approval prior to the effective date for public school concurrency, or has received development plan approval prior to June 24, 2008, provided the development approval has not expired*

☐ *Amendments to final development orders for residential development approved prior to the effective date for public school concurrency, and which do not increase the number of students generated by the development*

☐ *Age-restricted developments that prohibit permanent occupancy by persons of school age, provided this condition is satisfied in accordance with the standards of the Public School Facilities Element or the ILA*

☐ *Group quarters that do not generate public school students, as described in the ILA*

AUTHORIZED AGENT

Name: Ryan Thompson, AICP
Mailing Address: 11801 Resaerch Drive
Alachua, FL 32615
Phone: 352-331-1976
Email: ryan.thompson@nv5.com

PROPERTY OWNER

Name: Scott P. Rowe
Mailing Address P.O. Box 147018
Gainesville, FL 32614-7018
Phone: Contact agent
Email Contact agent

CERTIFICATION

PROJECT NAME : _____ **PROJECT #:** _____

This application for a determination of the adequacy of public schools to accommodate the public school students generated by the subject development has been reviewed for compliance with the school concurrency management program and in accordance with the ILA. The following determinations have been made:

☐ **Approved** based upon the following findings (see 2021-2022 Capacity Tables)

Elementary SCSA _____ Capacity Required _____

☐ Capacity Available — Available Capacity _____
☐ Capacity Available in 3 yrs — Available Capacity _____
☐ Capacity Available in Adjacent SCSA — Available Capacity _____

Middle SCSA _____ Capacity Required _____

☐ Capacity Available — Available Capacity _____
☐ Capacity Available in 3 yrs — Available Capacity _____
☐ Capacity Available in Adjacent SCSA — Available Capacity _____

High SCSA _____ _____

☐ Capacity Available — Available Capacity _____
☐ Capacity Available in 3 yrs — Available Capacity _____
☐ Capacity Available in Adjacent SCSA — Available Capacity _____

☐ **Denial** for reasons stated _____

_____

Approved by

School Board Staff Certification

_____

Suzanne M. Wynn
Community Planning Director
Alachua County Public Schools
352.955.7400 x 1445

Date: _____

City of Alachua Staff

A complete application for the development project was accepted on

Date: _____

Signed: _____

Printed Name: _____

Page 3

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ILLUSTRATION 1A:
CONTEXT MAP

Tomoka Hills - Planned Development
City of Alachua, FL

Alachua County
City of Alachua
City of Alachua
Alachua County
Project Site
Alachua
Newnansville
Arno
NW 180th Ave
NW 172nd Ave
NW 170th Ln
NW 164th Ln
NW 158th Ln
NW 158th Ave
NW 151st Blvd
NW 142nd Ter
NW 140th St
NW 138th Ave
NW 202nd St
NW 193rd St
NW 188th St
NW 157th St
NW 135th Ter
NW 133rd Ter
NW 150th Ave
April Blvd
Main St
Morgan St
Railroad Ave
Martin Luther King Blvd
Research Dr
Peggy Rd
NW US Highway 441
NW County Road 235
Diocese of Saint Augustine
FL Conference Association of
Impact Family Church Inc
Santa Fe High School
Santa Fe Hills Church of
One In Christ Inc
Mebane Middle School
Newnansville-Alachua Cemetery

Legend

- Subject Property
- City of Alachua

0 1,000 2,000 4,000 6,000 8,000 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1,968,500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Standard Parallel 1: 29.583333
Standard Parallel 2: 30.750000
Latitude Of Origin: 29.000000
GCS North American 1983

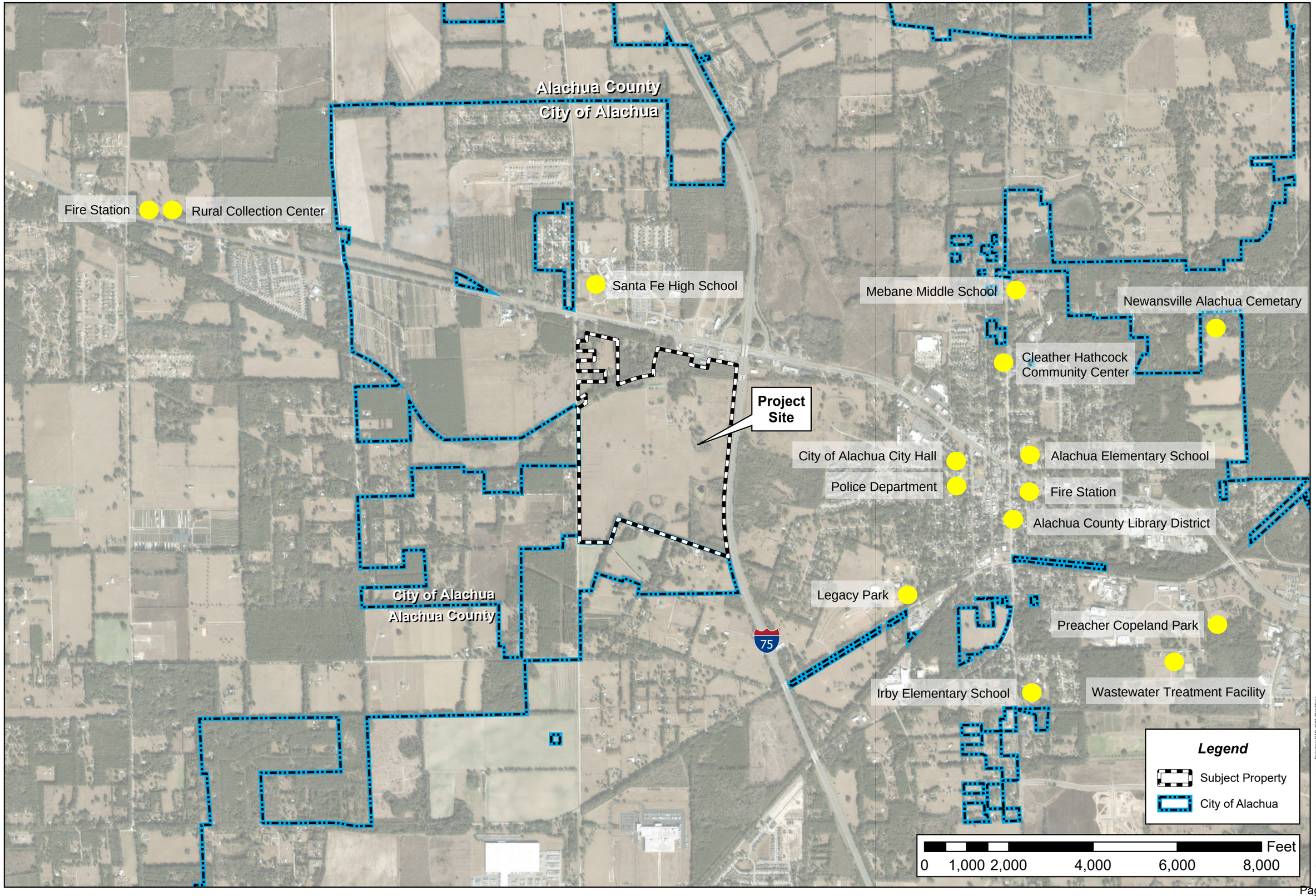
Prepared by: CHW
Date: 8/9/2024

Document Path: N:\2021\21-00255\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

CHW
AN NV5 COMPANY
www.chw-inc.com

ILLUSTRATION 1A:
CONTEXT MAP

Tomoka Hills - Planned Development
City of Alachua, FL



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Prepared by: CHW
Date: 8/28/2024

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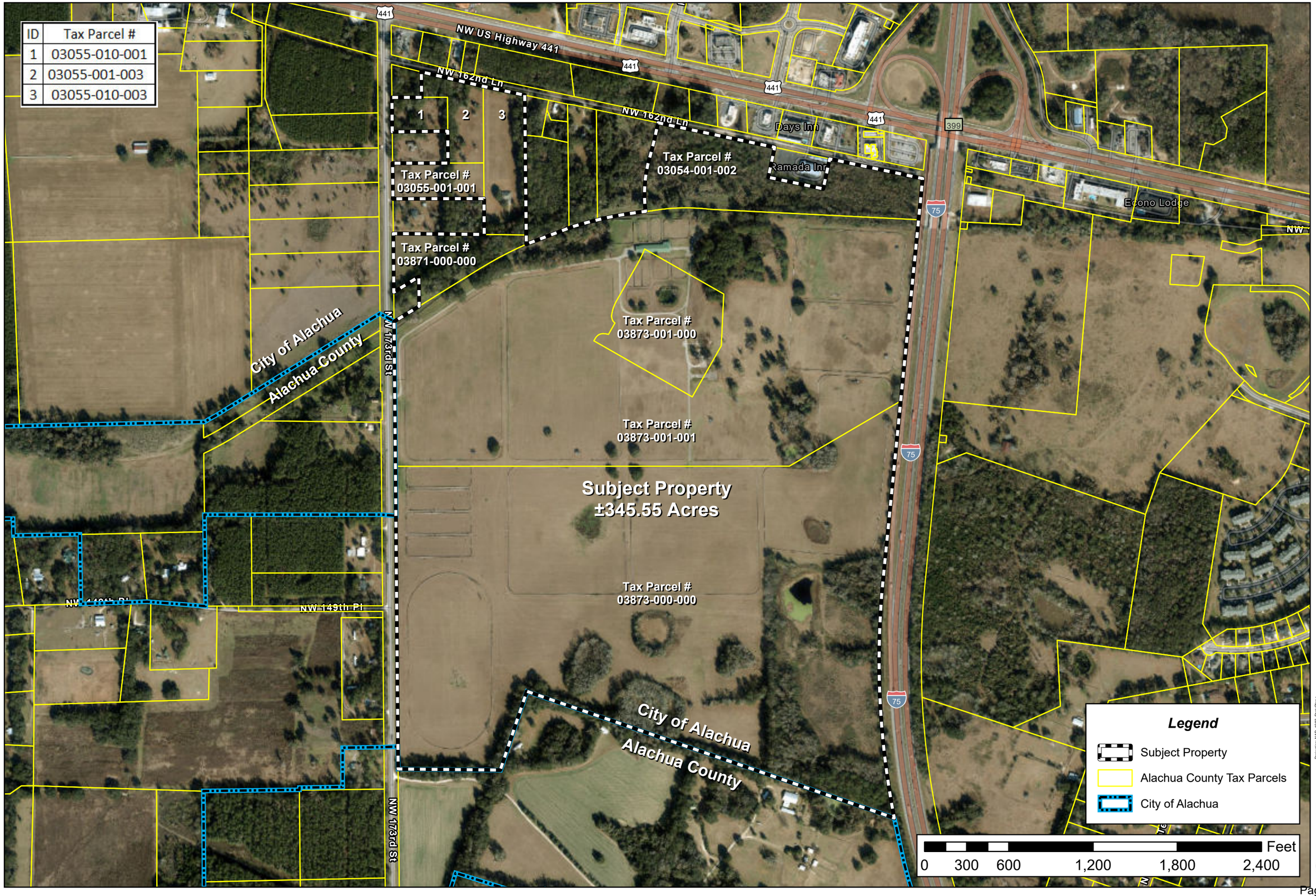
ILLUSTRATION 1B:
AERIAL MAP

Tomoka Hills - Planned Development
City of Alachua, FL

ID	Tax Parcel #
1	03055-010-001
2	03055-001-003
3	03055-010-003



Legend

- Subject Property
- Alachua County Tax Parcels
- City of Alachua

0 300 600 1,200 1,800 2,400 Feet

NORTH

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Projection: Lambert_Conformal_Conic
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False Northing: 0.000000
Central Meridian: -84.500000
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Standard Parallel 2: 30.750000
Latitude Of Origin: 29.000000
GCS_North_American_1983
Prepared by: CHW
Date: 8/21/2024

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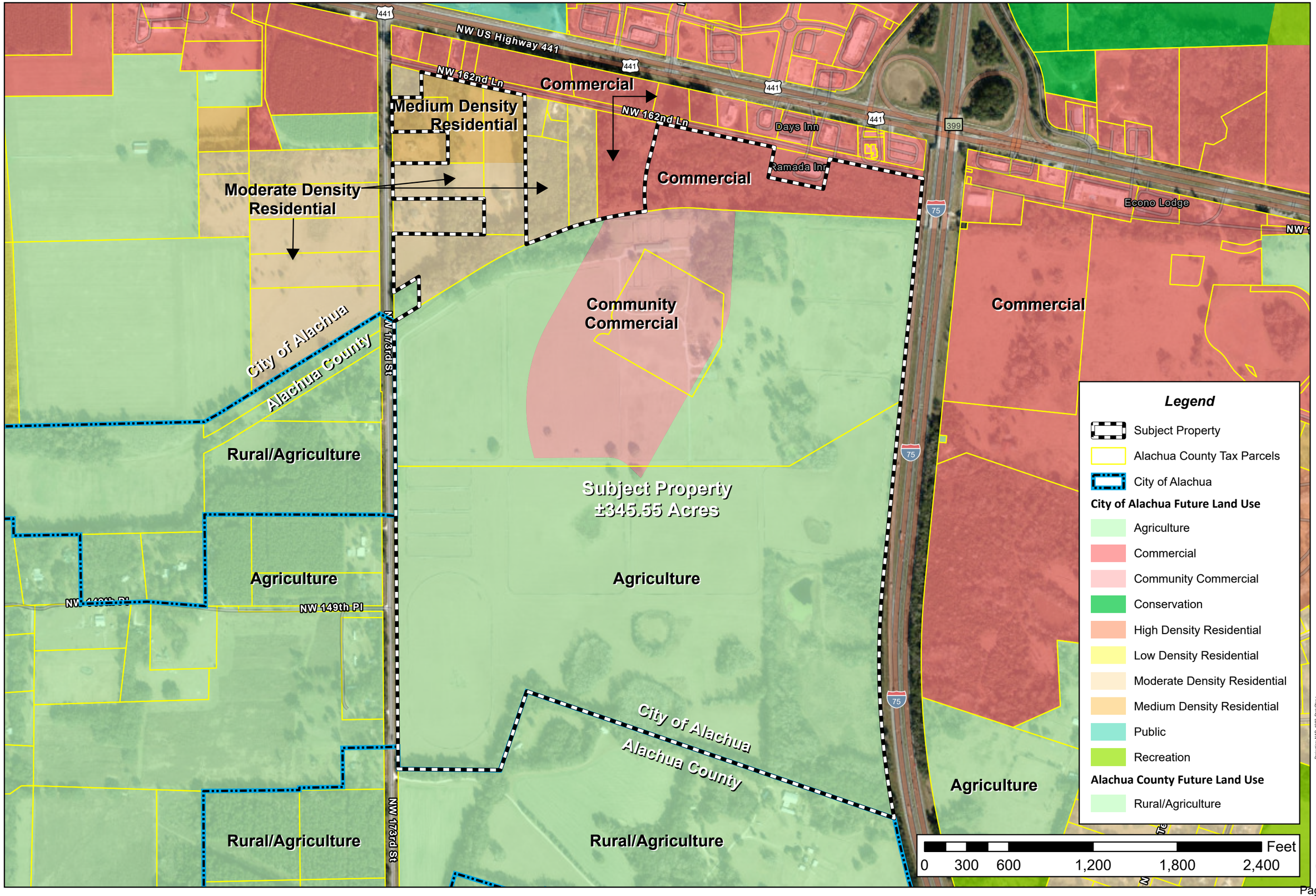
ILLUSTRATION 2A:
EXISTING
FLU MAP

Tomoka Hills - Planned Development
City of Alachua, FL



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Prepared by: CHW
Date: 8/9/2024

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ILLUSTRATION 2B:
PROPOSED
FLU MAP

Tomoka Hills - Planned Development
City of Alachua, FL

NW US Highway 441

Commercial

High Density Residential

Moderate Density Residential

Community Commercial

Commercial

City of Alachua

Alachua County

Rural/Agriculture

Agriculture

Subject Property
±345.55 Acres

Moderate Density Residential

Low Density Residential

City of Alachua

Alachua County

Rural/Agriculture

Rural/Agriculture

Agriculture

NW 173rd St

NW 162nd Ln

NW 149th Pl

Days Inn

Ramada Inn

Econo Lodge

441

399

75

Legend

- Subject Property
- Alachua County Tax Parcels
- City of Alachua

City of Alachua Proposed Future Land Use

- Agriculture
- Commercial
- Community Commercial
- Conservation
- High Density Residential
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- Public
- Recreation

Alachua County Future Land Use

- Rural/Agriculture

0 300 600 1,200 1,800 2,400 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
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False Northing: 0.000000
Central Meridian: -84.500000
Standard Parallel 1: 30.583333
Standard Parallel 2: 29.750000
Latitude Of Origin: 29.000000
GCS_North_American_1983

Prepared by: CHW
Date: 8/9/2024

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ILLUSTRATION 3A:
EXISTING
ZONING MAP

Tomoka Hills - Planned Development
City of Alachua, FL

NW US Highway 441
NW 162nd Ln
NW 173rd St
NW 149th Pl
City of Alachua
Alachua County
Days Inn
Ramada Inn
Econo Lodge

CI
RMF-8
RSF-1
RSF-4
PD-R
CC
C
A

Subject Property
±345.55 Acres

Legend

- Subject Property
- Alachua County Tax Parcels
- City of Alachua

City of Alachua Zoning

- (A) Agriculture
- (CC) Community Commercial
- (CI) Commercial, Intensive
- (CSV) Conservation
- (GF) Government Facilities
- (PD-R) Planned Development, Residential
- (RMF-8) Residential Multi-Family
- (RMF-15) Residential Multi-Family
- (RSF-1) Residential, Single Family
- (RSF-3) Residential, Single Family
- (RSF-4) Residential, Single Family

Alachua County Zoning

- (A) Agricultural

0 300 600 1,200 1,800 2,400 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1968500.000000
False Northing: 0.000000
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Standard Parallel 2: 29.583333
GCS North American 1983
Datum: D North American 1983

Prepared by: CHW
Date: 8/9/2024

Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

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ILLUSTRATION 3B:
PROPOSED
ZONING MAP

Tomoka Hills - Planned Development
City of Alachua, FL

NW US Highway 441

NW 162nd Ln

RMF-8

PD-R

RSF-1

RSF-1

CI

Days Inn

Ramada Inn

Econo Lodge

PD-R

PD-COMM

C

City of Alachua

Alachua County

NW 173rd St

Subject Property
±345.55 Acres

PD-R

A

NW 149th Pl

City of Alachua

Alachua County

A

NW 173rd St

Legend

- Subject Property
- Alachua County Tax Parcels
- City of Alachua

Alachua County Zoning

- (A) Agricultural

City of Alachua Proposed Zoning

- (A) Agriculture
- (CC) Community Commercial
- (CI) Commercial, Intensive
- (CSV) Conservation
- (GF) Government Facilities
- (PD-COMM) Planned Development, Commercial
- (PD-R) Planned Development, Residential
- (RMF-15) Residential Multi-Family
- (RMF-8) Residential Multi-Family
- (RSF-1) Residential, Single Family
- (RSF-3) Residential, Single Family

0 300 600 1,200 1,800 2,400 Feet

NORTH

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Latitude Of Origin: 29.000000
Units: Meter
GCS_North_American_1983

Prepared by: CHW
Date: 8/6/2024

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ILLUSTRATION 4:
ENV. MAP

Tomoka Hills - Planned Development
City of Alachua, FL

Subject Property
±345.55 Acres

Flood Zone: X

NW US Highway 441
NW 162nd Ln
NW 143rd Pl
NW 143rd St
Days Inn
Ramada Inn

Legend

- Subject Property
- Alachua County Tax Parcels
- 10-FT Contours
- 2-FT Contours
- Wetlands (Formal JD)
- Other Surface Waters

Flood Hazard Zone

- A

0 300 600 1,200 1,800 2,400 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
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False Northing: 0.000000
Central Meridian: -84.500000
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Standard Parallel 2: 30.750000
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GCS_North_American_1983

Prepared by: CHW
Date: 8/29/2024

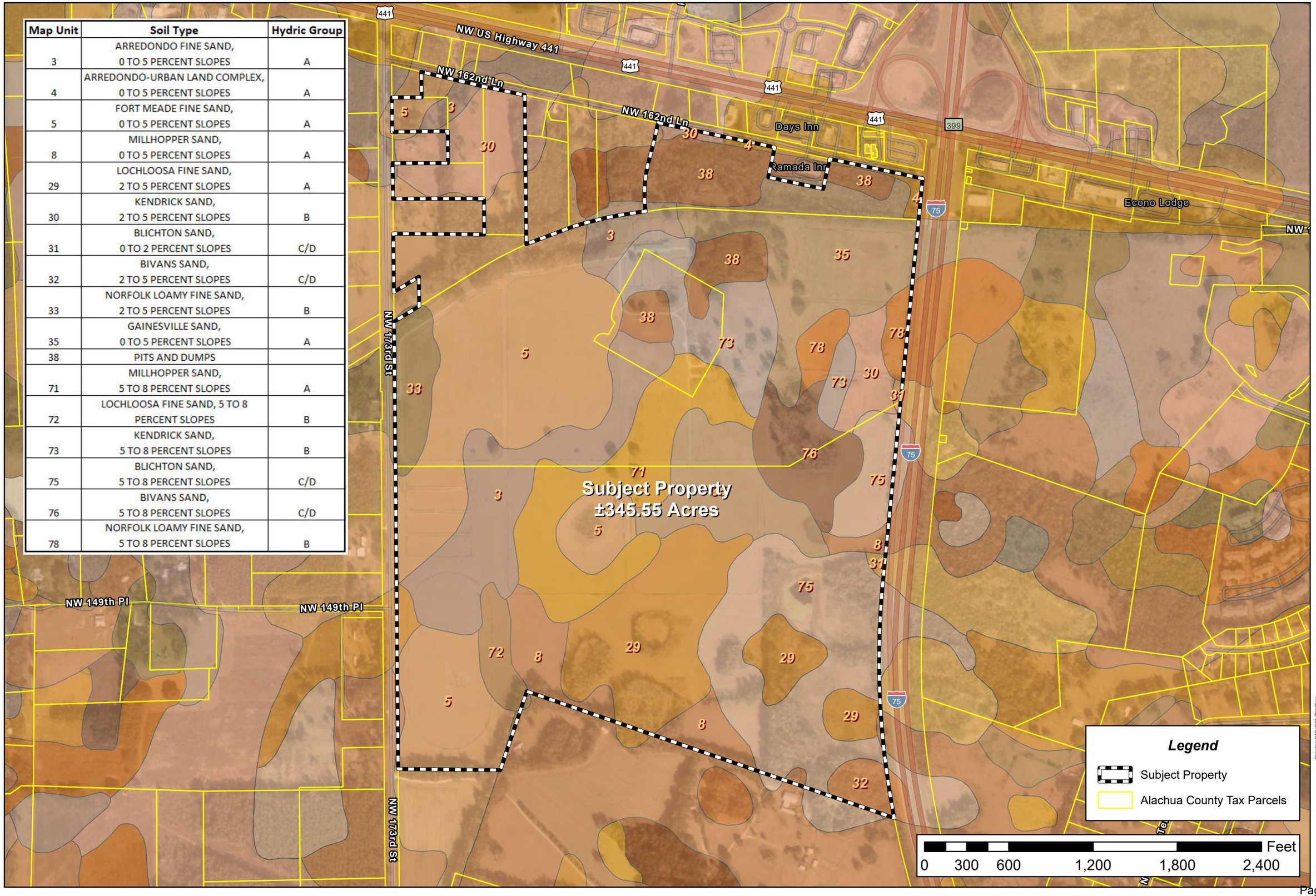
Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

CHW
AN NV5 COMPANY
www.chw-inc.com

ILLUSTRATION 5:
SOILS MAP

Tomoka Hills - Planned Development
City of Alachua, FL

Map Unit	Soil Type	Hydric Group
3	ARREDONDO FINE SAND, 0 TO 5 PERCENT SLOPES	A
4	ARREDONDO-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPES	A
5	FORT MEADE FINE SAND, 0 TO 5 PERCENT SLOPES	A
8	MILLHOPPER SAND, 0 TO 5 PERCENT SLOPES	A
29	LOCHLOOSA FINE SAND, 2 TO 5 PERCENT SLOPES	A
30	KENDRICK SAND, 2 TO 5 PERCENT SLOPES	B
31	BLICHTON SAND, 0 TO 2 PERCENT SLOPES	C/D
32	BIVANS SAND, 2 TO 5 PERCENT SLOPES	C/D
33	NORFOLK LOAMY FINE SAND, 2 TO 5 PERCENT SLOPES	B
35	GAINESVILLE SAND, 0 TO 5 PERCENT SLOPES	A
38	PITS AND DUMPS	
71	MILLHOPPER SAND, 5 TO 8 PERCENT SLOPES	A
72	LOCHLOOSA FINE SAND, 5 TO 8 PERCENT SLOPES	B
73	KENDRICK SAND, 5 TO 8 PERCENT SLOPES	B
75	BLICHTON SAND, 5 TO 8 PERCENT SLOPES	C/D
76	BIVANS SAND, 5 TO 8 PERCENT SLOPES	C/D
78	NORFOLK LOAMY FINE SAND, 5 TO 8 PERCENT SLOPES	B



Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1968500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Latitude Of Origin: 29.000000
Standard Parallel 2: 30.750000
Standard Parallel 1: 29.583333
Latitude Of Origin: 29.000000
GCS_North_American_1983

Prepared by: CHW
Date: 8/9/2024

Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

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ILLUSTRATION 6:
CONCUR. MAP

Roadway Segment Concurrency

Legend

- I-75: From NCL to US 441
- I-75: From US 441 to SCL
- US 441: from MPO Boundary to CR 25A
- US 441: from CR 25A East Intersection to SR 235
- US 441: from SR 235 To I-75
- US 441: from I-75 to CR 235A
- US 441: from CR 235A to NW 188th Street
- SR 235: from NW 143rd Place to US 441
- SR 235: from US 441 to NW 140th Street
- SR 235: From NW 140th Street to ECL
- CR 235: from NW 143rd Place to SCL
- SR 235: from NW SR 235 to NCL
- CR 241: from CR 235 to SCL
- CR 2054: From SR 235 to WCL
- CR 2054: From SR 235 to US 441
- CR 235A: From US 441 to NCL
- CR 235A: From US 441 to CR 235

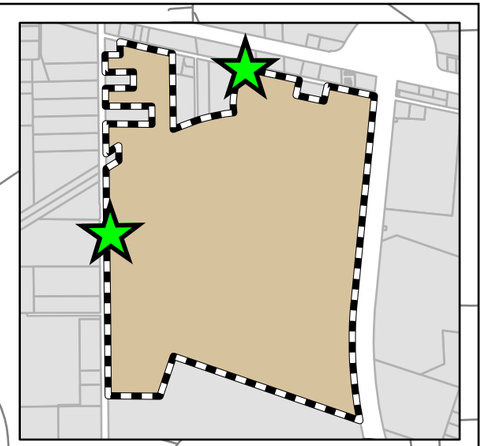
The trip distribution is based on Tomoka Hills TIAs dated 5/10/2022 and 5/2/2023. This distribution included 15% to and from the north on NW 167th Boulevard which is not illustrated on this map.

CoA LDR §2.4.14(H)(2)

(2) Affected roadway segments. For the purposes of making concurrency determinations, affected roadway facilities shall be determined as follows:

(a) Development generating 1,000 or fewer trips. For proposed developments generating less than or equal to 1,000 external average daily trips (ADT), affected roadway segments are all those wholly or partially located within one-half mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater.

(b) Developments generating more than 1,000 trips.
(i) For proposed developments generating greater than 1,000 external average daily trips (ADT), affected roadway segments are those on which the development's impacts are five percent or greater of the maximum service volume of the roadway; and
(ii) The study area for proposed developments generating greater than 1,000 external average daily trips (ADT) shall include all roadway segments located partially or wholly within one-half mile of the development's ingress/egress, or to the nearest major intersection, whichever is greater.



Project Site

City of Alachua

Feet
4,500 2,250 0 4,500 9,000 13,500

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1968500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Latitude Of Origin: 29.000000
Standard Parallel 1: 30.750000
Standard Parallel 2: 29.583333
Linear Unit: Foot_US
GCS_North_American_1983

Prepared by: CHW
Date: 8/21/2024

Document Path: I:\GIS\GIS Maps\City of Alachua\Concurrency\Concurrency.aprx

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Application Package
Table of Contents

1. Cover Letter
2. LsCPA Application
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. **Environmental Exhibits**

January 17, 2024

William J Shively
Tomoka Hills Farms, Inc.
7201 NW 11th Place
Gainesville, FL 32605

SUBJECT: Formal Wetland Determination Number: 245365_2
Project: Tomoka Hills

Dear William J Shively:

Enclosed is the Formal Wetland Determination (FWD) authorized by the Suwannee River Water Management District on January 17, 2024. This FWD does not authorize construction on the subject property and does not relieve you from the responsibility of obtaining any necessary permits from any federal, state, or local agencies for your project. Please refer to the attached Notice of Rights to determine any legal rights you may have concerning the District's agency action.

Noticing Your Permit:
For noticing instructions, please refer to the noticing materials in this package regarding closing the point of entry for someone to challenge the issuance of your authorization. Please note that if a timely petition for administrative hearing is filed, your permit will become non-final and any activities that you choose to undertake pursuant to your permit will be at your own risk. If you wish to have certainty that the period for filing a challenge to the District's agency action is closed, you may publish, at your own expense, a notice in a newspaper of general circulation in the project area (Chapter 120, Florida Statutes).

Please be advised that the period within which a person may file a formal objection and request that the permit application be considered by the District's Governing Board does not expire until twenty-one (21) days after the publication of the District's notice of receipt. If a substantial objection is received by the District prior to that date, then this permit will become null and void and the application will be scheduled for consideration at a meeting of the District's Governing Board. Also, please note that a third party may request an administrative hearing on this permit twenty-six (26) days from the date on which an actual decision notice is deposited in the mail, or twenty-one (21) days from publication of a decision notice, pursuant to Sections 120.569 and 120.57, Florida Statutes. It is the permittee's responsibility to publish notice of the District's decision to issue this permit pursuant to rule 40B-1.1010, Florida Administrative Code.

If you have any questions concerning this FWD authorization, please contact District staff at (386) 362-1001.

Sincerely,



Hugh Thomas
Executive Director

Enclosures: Formal Wetland Authorization and Map/Survey of Landward Extent of Wetlands

SUWANNEE RIVER
WATER MANAGEMENT DISTRICT

FORMAL WETLAND DETERMINATION AUTHORIZATION

PERMITTEE:
William J Shively
Tomoka Hills Farms, Inc.
7201 NW 11th Place
Gainesville, FL 32605

Authorization Number: 245365_2
DATE ISSUED: January 17, 2024
DATE EXPIRES: January 17, 2029
COUNTY: Alachua
TRS: S16 T8S R18E

PROJECT: Tomoka Hills

Based on the information provided to the Suwannee River Water Management District (District), the above referenced project has met the conditions of issuance as found subsection 62-330.201, F.A.C. The FWD is hereby authorized for the following:

The formal determination of the landward extent of wetlands and other surface waters as determined by the District and as depicted on the certified surveys submitted to the District on December 22, 2023, for the 292.25-acre property known as Tomoka Hills, located within Alachua County parcel numbers: 03871-000-000, 03055-010-001, 03055-001-003, 03055-001-001, 03055-010-003, 03873-000-000 and 03873-001-001 in Section 16 of Township 8 South and Range 18 East, Alachua County. This formal wetland determination does not authorize construction on the subject property.

This document and the enclosed document(s) showing the landward extent of wetlands for the project serve as the FWD authorized by the District. As required by the FWD, the District must be notified within 30 days of sale or transfer of this property. This FWD may be transferred after the receipt of written notification of transfer of ownership or control of the real property.

This FWD is binding for a period of five (5) years from the issuance date provided physical conditions on the property do not change so as to alter the wetland boundaries during that period. The District's Governing Board may revoke the FWD upon finding that the petitioner has submitted inaccurate information to the District.

You and any other substantially affected persons are entitled to request an administrative hearing or mediation. Please refer to the enclosed notice of rights.

AUTHORIZED BY: Suwannee River Water Management District

By: _____

Hugh Thomas
Executive Director

NOTICE OF RIGHTS

1. A person whose substantial interests are or may be determined has the right to request an administrative hearing by filing a written petition with the Suwannee River Water Management District (District), or may choose to pursue mediation as an alternative remedy under Section 120.569 and 120.573, Florida Statutes, (F.S.), before the deadline for filing a petition. Choosing mediation will not adversely affect the right to a hearing if mediation does not result in a settlement. The procedures for pursuing mediation are set forth in Sections 120.569 and 120.57 F.S. Pursuant to Rule 28-106.111, Florida Administrative Code, (F.A.C.), the petition must be filed at the office of the District Clerk at District Headquarters, 9225 C.R. 49, Live Oak, Florida 32060 within twenty-one (21) days of receipt of written notice of the decision or within twenty-one (21) days of newspaper publication of the notice of District decision (for those persons to whom the District does not mail actual notice). A petition must comply with Chapter 28-106, F.A.C.

2. If the Governing Board takes action which substantially differs from the notice of District decision to grant or deny the pe1mit application, a person whose substantial interests are or may be determined has the right to request an administrative hearing or may choose to pursue mediation as an alternative remedy as described above. Pursuant to Rule 28-106.111, F.A.C., the petition must be filed at the office of the District Clerk at District Headquarters, 9225 C.R. 49, Live Oak, Florida 32060 within twenty-one (21) days of receipt of written notice of the decision or within twenty-one (21) days of newspaper publication of the notice of District decision (for those persons to whom the District does not mail actual notice). Such a petition must comply with Chapter 28-106, F.A.C.

3. A substantially interested person has the right to a formal administrative hearing pursuant to Section 120.569 and 120.57(1), F.S., where there is a dispute between the District and the party regarding an issue of material fact. A petition for formal hearing must comply with the requirements set forth in Rule 28-106.201, F.A.C.

4. A substantially interested person has the right to an informal hearing pursuant to Section 120.569 and 120.57(2), F.S., where no material facts are in dispute. A petition for an informal hearing must comply with the requirements set forth in Rule 28-106.301, F.A.C.

5. A petition for an administrative hearing is deemed filed upon receipt of the petition by the Office of the District Clerk at the District Headquarters in Live Oak, Florida.

6. Failure to file a petition for an administrative hearing within the requisite time frame shall constitute a waiver of the right to an administrative hearing pursuant to Rule 28-106.111, F.A.C.

7. The right to an administrative hearing and the relevant procedures to be followed is governed by Chapter 120, Florida Statutes, and Chapter 28-106, F.A.C.

8. Pursuant to Section 120.68, F.S., a person who is adversely affected by final District action may seek review of the action in the District Court of Appeal by filing a notice of

appeal pursuant to the Florida Rules of Appellate Procedure, within 30 days of the rendering of the final District action.

9. A party to the proceeding before the District who claims that a District order is inconsistent with the provisions and purposes of Chapter 3 73, F. S., may seek review of the order pursuant to Section 373.114, F.S., by the Florida Land and Water Adjudicatory Commission, by filing a request for review with the Commission and serving a copy of the Department of Environmental Protection and any person named in the order within 20 days of adoption of a rule or the rendering of the District order.

10. For appeals to the District Courts of Appeal, a District action is considered rendered after it is signed on behalf of the District, and is filed by the District Clerk.

11. Failure to observe the relevant time frames for filing a petition for judicial review, or for Commission review, will result in waiver of the right to review.

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Notice of Rights has been sent to:

William J Shively
Tomoka Hills Farms, Inc.
7201 NW 11th Place
Gainesville, FL 32605

This January 17, 2024



_____
Deputy Clerk
Suwannee River Water Management District
9225 C.R. 49
Live Oak, Florida 32060
386.362.1001 or 800.226.1066 (Florida only)

cc: File Number: ERP-001-245365-2

NOTICING INFORMATION
Dear Permittee:

Please be advised that the Suwannee River Water Management District (District) has not published a notice in the newspaper advising the public that it has issued a permit for this project.

Newspaper publication, using the District's form, notifies members of the public of their right to challenge the issuance of the permit. If proper notice is given by newspaper publication, then there is a 21-day time limit to file a petition challenging the issuance of the permit.

To close the point of entry for filing a petition, you may publish (at your own expense) a onetime notice of the District's decision in a newspaper of general circulation within the affected area as defined in Section 50.011 of the Florida Statutes. If you do not publish a newspaper notice, the time to challenge the issuance of your permit will not expire.

A copy of the notice and a partial list of newspapers of general circulation are attached for your convenience. However, you are not limited to those listed newspapers. If you choose to close the point of entry and the notice is published, the newspaper will return to you an affidavit as proof of publication. In accordance with 40B-1.1010(4), F.A.C., a copy of the affidavit shall be provided to the District within 14 days of publication. A scanned copy of the affidavit may be forwarded to Tilda Musgrove by email at *tjm@srwmd.org* (preferred method) or send the original affidavit of publication to:

Tilda Musgrove
Resource Management
9225 CR 49
Live Oak, FL 32060

If you have any questions, please contact me at 386.362.1001.
Sincerely,

Tilda Musgrove

Tilda Musgrove
Business Resource Specialist
Resource Management

NOTICE OF AGENCY ACTION TAKEN BY THE
SUWANNEE RIVER WATER MANAGEMENT DISTRICT

Notice is given that the following permit was issued on _____:
(Name and address of applicant)_____
permit#_____. The project is located in _____County, Section _____, Township _____ South, Range _____ East. The permit authorizes a surface water management system on _____ acres for _____ known as _____. The receiving water body is _____.
A person whose substantial interests are or may be affected has the right to request an administrative hearing by filing a written petition with the Suwannee River Water Management District (District). Pursuant to Chapter 28-106 and Rule 40BB-1.1010, Florida Administrative Code (F.A.C.), the petition must be filed (received) either by delivery at the office of the Resource Management Business Resource Specialist at District Headquarters, 9225 CR 49, Live Oak FL 32060 or by e-mail to tjm@srwmd.org, within twenty-one (21) days of newspaper publication of the notice of intended District decision (for those persons to whom the District does not mail or email actual notice). A petition must comply with Sections 120.54(5)(b)4. and 120.569(2)(c), Florida Statutes (F.S.), and Chapter 28106, F.A.C. The District will not accept a petition sent by facsimile (fax). Mediation pursuant to Section 120.573, F.S., is not available.

A petition for an administrative hearing is deemed filed upon receipt of the complete petition by the District Clerk at the District Headquarters in Live Oak, FL during the District's regular business hours. The District's regular business hours are 8 a.m. – 5 p.m., excluding weekends and District holidays. Petitions received by the District Clerk after the District's regular business hours shall be deemed filed as of 8 a.m. on the next regular District business day.

The right to an administrative hearing and the relevant procedures to be followed are governed by Chapter 120, Florida Statutes, Chapter 28-106, Florida Administrative Code, and Rule 40B-1.1010, Florida Administrative Code. Because the administrative hearing process is designed to formulate final agency action, the filing of a petition means the District's final action may be different from the position taken by it in this notice. **Failure to file a petition for an administrative hearing within the requisite time frame shall constitute a waiver of the right to an administrative hearing. (Rule 28-106.111, F.A.C.).**

If you wish to do so, you may request the Notice of Rights for this permit by contacting the Business Resource Specialist in the Division of Resource Management (RM), 9225 CR 49, Live Oak, FL 32060, or by phone at 386.362.1001.

NEWSPAPER ADVERTISING

ALACHUA
Gainesville Sun Legal Advertising
PO Box 14747
Gainesville, FL 32614
352.372.4222

BRADFORD
Bradford County Telegraph, Legal Advertising
P. O. Drawer A
Starke, FL 32901
904-964-6305/ fax 904-964-8628

COLUMBIA
Lake City Reporter
180 E Duval Street
Lake City, FL 32055
386.754.0401

DIXIE
Dixie County Advocate
174 County Road 351
Cross City, FL 32628
352.498.3312

GILCHRIST
Levy County Citizen
17 NE 3rd Street
Chiefland, FL 32626
352.493.4796

HAMILTON
Madison Carrier
PO Drawer 772
Madison, FL 32344
850.973.4141

JEFFERSON
Monticello News
PO Drawer 772
Madison, FL 32344
850.997.3568

LAFAYETTE
Dixie County Advocate
174 County Road 351
Cross City, FL 32628
352.498.3312

LEVY
Levy County Citizen
17 NE 3rd Street
Chiefland, FL 32626
352.493.4796

MADISON
Madison Carrier
PO Drawer 772
Madison, FL 32344
850.973.4141

SUWANNEE
Lake City Reporter
180 E Duval Street
Lake City, FL 32055
386.754.0401

TAYLOR
Taco Times
PO Box 888
Perry, FL 32348
850.584.5513

UNION
Union County Times
125 E Main Street
Lake Butler, FL 32054
386.496.2261

SPECIFIC PURPOSE SURVEY

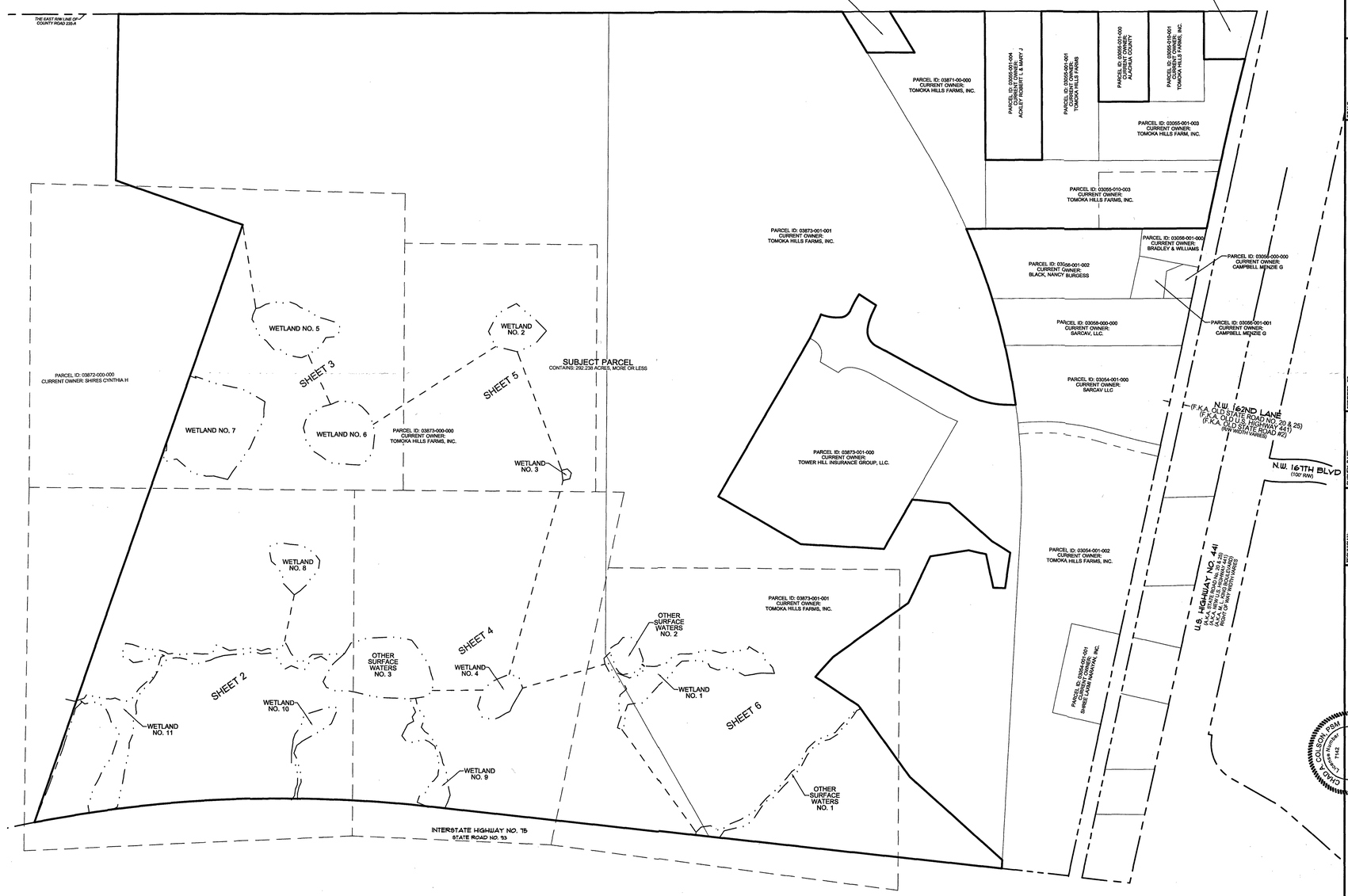
LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/96 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1988 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

DESCRIPTION OF PARCEL:

A PARCEL OF LAND SITUATED IN SECTIONS 9 AND 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE SOUTHERLY R/W LINE OF NW 162ND LANE (FORMALLY KNOWN AS OLD STATE ROAD NO. 20 & 25, OLD U.S. HIGHWAY 441 AND OLD STATE ROAD NO. 2, HAVING A RIGHT OF WAY WIDTH THAT VARIES) WITH THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93 (ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 AND HAVING A RIGHT OF WAY WIDTH THAT VARIES), THENCE SOUTH 5°38'39" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 295.24 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 5°40'44" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1300.24 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 5879.58 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 2°48'10" EAST, 1729.23 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°54'45", AN ARC LENGTH OF 1735.53 FEET TO THE END OF SAID CURVE; THENCE SOUTH 5°42'30" WEST, A DISTANCE OF 1257.04 FEET; THENCE NORTH 71°00'52" WEST, A DISTANCE OF 2774.12 FEET; THENCE SOUTH 18°40'42" WEST, A DISTANCE OF 592.11 FEET; THENCE NORTH 89°27'59" WEST, A DISTANCE OF 725.92 FEET; THENCE NORTH 0°32'00" WEST, A DISTANCE OF 3194.89 FEET; THENCE NORTH 58°15'37" EAST, A DISTANCE OF 210.05 FEET; THENCE NORTH 0°36'09" WEST, A DISTANCE OF 210.09 FEET; THENCE SOUTH 58°03'05" WEST, A DISTANCE OF 209.99 FEET; THENCE NORTH 0°32'14" WEST, A DISTANCE OF 419.86 FEET; THENCE NORTH 89°23'41" EAST, A DISTANCE OF 648.03 FEET; THENCE NORTH 0°35'52" WEST, A DISTANCE OF 250.14 FEET; THENCE SOUTH 89°23'00" WEST, A DISTANCE OF 647.99 FEET; THENCE NORTH 0°32'18" WEST, A DISTANCE OF 250.90 FEET; THENCE NORTH 89°24'53" EAST, A DISTANCE OF 393.00 FEET; THENCE NORTH 0°35'05" WEST, A DISTANCE OF 221.68 FEET; THENCE SOUTH 89°24'10" WEST, A DISTANCE OF 393.04 FEET; THENCE NORTH 0°34'32" WEST, A DISTANCE OF 245.12 FEET; THENCE NORTH 89°32'27" EAST, A DISTANCE OF 209.89 FEET; THENCE NORTH 0°34'38" WEST, A DISTANCE OF 181.08 FEET; THENCE SOUTH 76°05'03" EAST, A DISTANCE OF 104.77 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 10209.13 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 77°07'26" EAST, 370.53 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 2°04'46", AN ARC LENGTH OF 370.55 FEET TO THE END OF SAID CURVE; THENCE SOUTH 78°14'52" EAST, A DISTANCE OF 278.19 FEET; THENCE SOUTH 0°46'04" EAST, A DISTANCE OF 1062.21 FEET; TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 73°46'05" EAST, 801.86 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°05'24", AN ARC LENGTH OF 804.50 FEET TO THE END OF SAID CURVE; THENCE SOUTH 0°28'04" WEST, A DISTANCE OF 45.18 FEET; TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 394.96 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 13°14'17" WEST, 170.78 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°58'20", AN ARC LENGTH OF 172.14 FEET TO THE END OF SAID CURVE; THENCE SOUTH 27°50'50" WEST, A DISTANCE OF 458.64 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 75.12 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 69°20'01" WEST, 83.89 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 67°41'59", AN ARC LENGTH OF 88.76 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 187.80 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 75°17'01" WEST, 83.67 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 19°31'13", AN ARC LENGTH OF 63.98 FEET TO THE END OF SAID CURVE; THENCE NORTH 65°31'25" WEST, A DISTANCE OF 49.88 FEET; THENCE SOUTH 31°50'30" WEST, A DISTANCE OF 88.41 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 567.12 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 61°43'56" EAST, 80.64 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°09'15", AN ARC LENGTH OF 80.71 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 50.88 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 36°10'51" EAST, 50.31 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 59°15'24", AN ARC LENGTH OF 52.62 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 184.74 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 7°24'14" WEST, 89.12 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 27°54'48", AN ARC LENGTH OF 90.00 FEET TO THE END OF SAID CURVE; THENCE SOUTH 65°05'00" EAST, A DISTANCE OF 115.50 FEET; THENCE SOUTH 60°20'15" EAST, A DISTANCE OF 806.50 FEET; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 418.44 FEET; THENCE NORTH 2°49'53" EAST, A DISTANCE OF 368.87 FEET; THENCE NORTH 60°19'57" WEST, A DISTANCE OF 248.76 FEET; THENCE NORTH 5°04'20" EAST, A DISTANCE OF 163.78 FEET; THENCE NORTH 40°42'14" EAST, A DISTANCE OF 252.30 FEET; THENCE NORTH 31°34'45" EAST, A DISTANCE OF 94.34 FEET; THENCE SOUTH 82°02'02" EAST, A DISTANCE OF 157.20 FEET; THENCE SOUTH 0°52'47" WEST, A DISTANCE OF 52.00 FEET; THENCE SOUTH 77°22'07" WEST, A DISTANCE OF 150.39 FEET; THENCE SOUTH 12°26'11" WEST, A DISTANCE OF 79.36 FEET; THENCE SOUTH 9°22'23" EAST, A DISTANCE OF 171.19 FEET; THENCE SOUTH 65°00'28" EAST, A DISTANCE OF 226.75 FEET; THENCE SOUTH 35°42'44" EAST, A DISTANCE OF 407.88 FEET; THENCE SOUTH 47°58'07" EAST, A DISTANCE OF 116.28 FEET; THENCE NORTH 32°42'53" EAST, A DISTANCE OF 226.50 FEET; THENCE NORTH 53°26'50" EAST, A DISTANCE OF 385.15 FEET; THENCE NORTH 40°59'18" EAST, A DISTANCE OF 544.78 FEET; THENCE SOUTH 87°10'07" EAST, A DISTANCE OF 37.04 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED LANDS CONTAINS: 292.238 ACRES, MORE OR LESS.



LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

GRAPHIC SCALE
0 125 250 500

N

WETLAND / SURFACE WATER ACREAGE TABLE	
DESIGNATION	AREA
WETLAND NO. 1	±1.341 AC
WETLAND NO. 2	±0.783 AC
WETLAND NO. 3	±0.036 AC
WETLAND NO. 4	±0.589 AC
WETLAND NO. 5	±1.409 AC
WETLAND NO. 6	±1.578 AC
WETLAND NO. 7	±3.140 AC
WETLAND NO. 8	±0.731 AC
WETLAND NO. 9	±0.628 AC
WETLAND NO. 10	±0.438 AC
WETLAND NO. 11	±2.115 AC
SURFACE WATER NO. 1	±0.392 AC
SURFACE WATER NO. 2	±0.393 AC
SURFACE WATER NO. 3	±2.279 AC

1801 Research Drive
Alachua, FL 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-5075
CHW Professional Consultants

SCALE: 1" = 250'
VERIFY SCALE BAR IS CORRECT FOR ORIGINAL DRAWING
0 250 500 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025
TECHNICIAN: AWM
QA/QC CHECK: VM
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON
Professional Surveyor & Mapper Pla. License No. 7142

This map prepared by:

Certificate of Authorization No. LB 5075
NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR ELECTRONIC DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 1 OF 6

Tools: xtools Plot Date: Dec 21,2023 5:40pm Filename: C:\Vaultresources\Temp\AcPublish_7164\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/96 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1988 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

WETLAND LINE DATA TABLE		
LINE	DIRECTION	LENGTH
L39(M)	N 37°45'19" E	22.35'
L40(M)	N 14°55'48" W	31.01'
L50(M)	N 4°11'40" W	25.07'
L61(M)	N 34°38'07" E	44.37'
L70(M)	N 66°33'22" E	41.64'
L83(M)	N 71°02'59" E	28.98'
L90(M)	N 43°42'17" E	25.62'
L103(M)	N 57°06'09" E	30.86'
L111(M)	S 73°52'26" E	29.30'
L121(M)	S 70°56'06" E	46.19'
L133(M)	S 73°27'49" E	25.09'
L144(M)	S 61°59'52" E	33.85'
L153(M)	S 49°52'15" E	31.57'
L163(M)	S 66°39'44" E	40.47'
L171(M)	S 42°04'57" E	61.24'
L172(M)	S 54°11'17" E	53.07'
L173(M)	S 21°12'26" E	37.03'
L174(M)	S 22°37'44" W	40.94'
L175(M)	S 13°32'34" E	22.10'
L176(M)	S 11°51'47" W	36.56'
L177(M)	S 10°15'39" W	46.45'
L178(M)	S 20°01'30" W	22.46'
L179(M)	S 56°59'41" E	22.40'
L180(M)	S 19°03'03" E	42.43'
L181(M)	S 12°49'06" W	42.60'
L182(M)	N 16°25'39" W	39.24'
L183(M)	N 6°28'32" W	44.41'
L184(M)	N 1°29'53" W	39.09'
L185(M)	N 17°44'11" W	49.17'
L186(M)	N 17°42'56" E	37.19'
L187(M)	N 5°48'26" W	41.02'
L188(M)	N 32°30'54" E	30.70'
L189(M)	N 52°58'41" E	66.09'
L190(M)	N 28°23'52" W	31.06'
L191(M)	N 21°00'27" E	36.79'
L192(M)	N 3°55'32" E	25.75'
L193(M)	N 57°29'09" W	44.97'
L194(M)	N 23°01'54" W	50.38'
L195(M)	N 33°45'53" E	62.79'
L205(M)	N 2°37'30" E	67.45'
L206(M)	N 66°43'54" E	62.76'
L207(M)	S 55°11'45" E	25.62'
L208(M)	N 71°13'04" E	19.74'
L209(M)	S 29°02'28" E	30.02'
L210(M)	N 30°11'59" W	46.89'
L211(M)	N 32°00'14" W	102.60'
L212(M)	N 67°10'09" W	74.96'
L213(M)	S 13°35'58" W	29.46'
L214(M)	S 18°04'26" E	127.23'
L215(M)	S 74°20'24" E	52.72'
L216(M)	S 51°43'54" E	40.90'
L217(M)	S 72°35'57" E	25.09'
L218(M)	N 72°09'27" W	197.84'
L219(M)	N 44°06'20" W	36.99'
L220(M)	S 63°19'12" W	8.30'
L221(M)	N 70°03'07" W	39.07'
L222(M)	S 69°53'38" E	130.65'
L223(M)	S 68°10'03" E	161.14'
L225(M)	S 89°02'37" W	25.23'
L226(M)	N 77°58'00" W	29.94'
L227(M)	N 65°12'43" W	22.44'
L228(M)	S 86°29'04" W	34.92'
L229(M)	S 86°25'26" W	18.52'
L230(M)	S 69°35'06" W	29.73'
L231(M)	S 73°57'32" W	21.04'
L232(M)	S 62°14'21" W	27.82'
L233(M)	N 70°33'04" W	35.12'
L234(M)	N 35°18'41" W	30.64'
L442(M)	S 42°02'52" E	70.91'
L736(M)	N 34°21'01" W	34.42'
L740(M)	N 43°29'33" W	36.53'
L741(M)	N 58°47'40" W	36.10'
L742(M)	N 43°36'16" W	44.83'
L743(M)	N 82°46'01" W	44.91'
L744(M)	S 51°20'05" W	44.70'
L745(M)	S 34°08'55" W	40.38'
L746(M)	S 16°48'59" W	32.16'
L747(M)	S 4°37'20" W	38.83'
L748(M)	S 8°39'34" W	30.78'
L749(M)	S 2°45'26" E	29.66'
L750(M)	S 21°13'19" E	29.94'
L751(M)	S 79°54'34" E	22.67'
L752(M)	N 78°35'52" E	47.06'
L753(M)	N 40°19'48" E	28.91'
L754(M)	N 53°26'42" E	47.74'
L755(M)	N 89°11'09" E	36.45'
L756(M)	N 45°18'15" E	72.18'

WETLAND LINE DATA TABLE		
LINE	DIRECTION	LENGTH
L158(M)	S 66°00'11" E	28.72'
L159(M)	S 73°03'04" E	28.74'
L160(M)	N 17°45'54" E	27.98'
L161(M)	N 37°56'11" E	33.54'
L162(M)	N 9°06'12" W	33.97'
L163(M)	N 6°17'16" W	22.64'
L164(M)	N 32°08'45" W	38.49'
L165(M)	N 15°26'36" W	31.68'
L166(M)	N 18°49'28" E	18.85'
L167(M)	S 22°37'42" E	15.91'
L168(M)	S 72°59'35" E	45.06'
L169(M)	S 71°05'39" E	37.18'
L170(M)	S 35°50'44" E	33.65'
L171(M)	S 42°04'57" E	61.24'
L172(M)	S 54°11'17" E	53.07'
L173(M)	S 21°12'26" E	37.03'
L174(M)	S 22°37'44" W	40.94'
L175(M)	S 13°32'34" E	22.10'
L176(M)	S 11°51'47" W	36.56'
L177(M)	S 10°15'39" W	46.45'
L178(M)	S 20°01'30" W	22.46'
L179(M)	S 56°59'41" E	22.40'
L180(M)	S 19°03'03" E	42.43'
L181(M)	S 12°49'06" W	42.60'
L182(M)	N 16°25'39" W	39.24'
L183(M)	N 6°28'32" W	44.41'
L184(M)	N 1°29'53" W	39.09'
L185(M)	N 17°44'11" W	49.17'
L186(M)	N 17°42'56" E	37.19'
L187(M)	N 5°48'26" W	41.02'
L188(M)	N 32°30'54" E	30.70'
L189(M)	N 52°58'41" E	66.09'
L190(M)	N 28°23'52" W	31.06'
L191(M)	N 21°00'27" E	36.79'
L192(M)	N 3°55'32" E	25.75'
L193(M)	N 57°29'09" W	44.97'
L194(M)	N 23°01'54" W	50.38'
L195(M)	N 33°45'53" E	62.79'
L205(M)	N 2°37'30" E	67.45'
L206(M)	N 66°43'54" E	62.76'
L207(M)	S 55°11'45" E	25.62'
L208(M)	N 71°13'04" E	19.74'
L209(M)	S 29°02'28" E	30.02'
L210(M)	N 30°11'59" W	46.89'
L211(M)	N 32°00'14" W	102.60'
L212(M)	N 67°10'09" W	74.96'
L213(M)	S 13°35'58" W	29.46'
L214(M)	S 18°04'26" E	127.23'
L215(M)	S 74°20'24" E	52.72'
L216(M)	S 51°43'54" E	40.90'
L217(M)	S 72°35'57" E	25.09'
L218(M)	N 72°09'27" W	197.84'
L219(M)	N 44°06'20" W	36.99'
L220(M)	S 63°19'12" W	8.30'
L221(M)	N 70°03'07" W	39.07'
L222(M)	S 69°53'38" E	130.65'
L223(M)	S 68°10'03" E	161.14'
L225(M)	S 89°02'37" W	25.23'
L226(M)	N 77°58'00" W	29.94'
L227(M)	N 65°12'43" W	22.44'
L228(M)	S 86°29'04" W	34.92'
L229(M)	S 86°25'26" W	18.52'
L230(M)	S 69°35'06" W	29.73'
L231(M)	S 73°57'32" W	21.04'
L232(M)	S 62°14'21" W	27.82'
L233(M)	N 70°33'04" W	35.12'
L234(M)	N 35°18'41" W	30.64'
L442(M)	S 42°02'52" E	70.91'
L736(M)	N 34°21'01" W	34.42'
L740(M)	N 43°29'33" W	36.53'
L741(M)	N 58°47'40" W	36.10'
L742(M)	N 43°36'16" W	44.83'
L743(M)	N 82°46'01" W	44.91'
L744(M)	S 51°20'05" W	44.70'
L745(M)	S 34°08'55" W	40.38'
L746(M)	S 16°48'59" W	32.16'
L747(M)	S 4°37'20" W	38.83'
L748(M)	S 8°39'34" W	30.78'
L749(M)	S 2°45'26" E	29.66'
L750(M)	S 21°13'19" E	29.94'
L751(M)	S 79°54'34" E	22.67'
L752(M)	N 78°35'52" E	47.06'
L753(M)	N 40°19'48" E	28.91'
L754(M)	N 53°26'42" E	47.74'
L755(M)	N 89°11'09" E	36.45'
L756(M)	N 45°18'15" E	72.18'

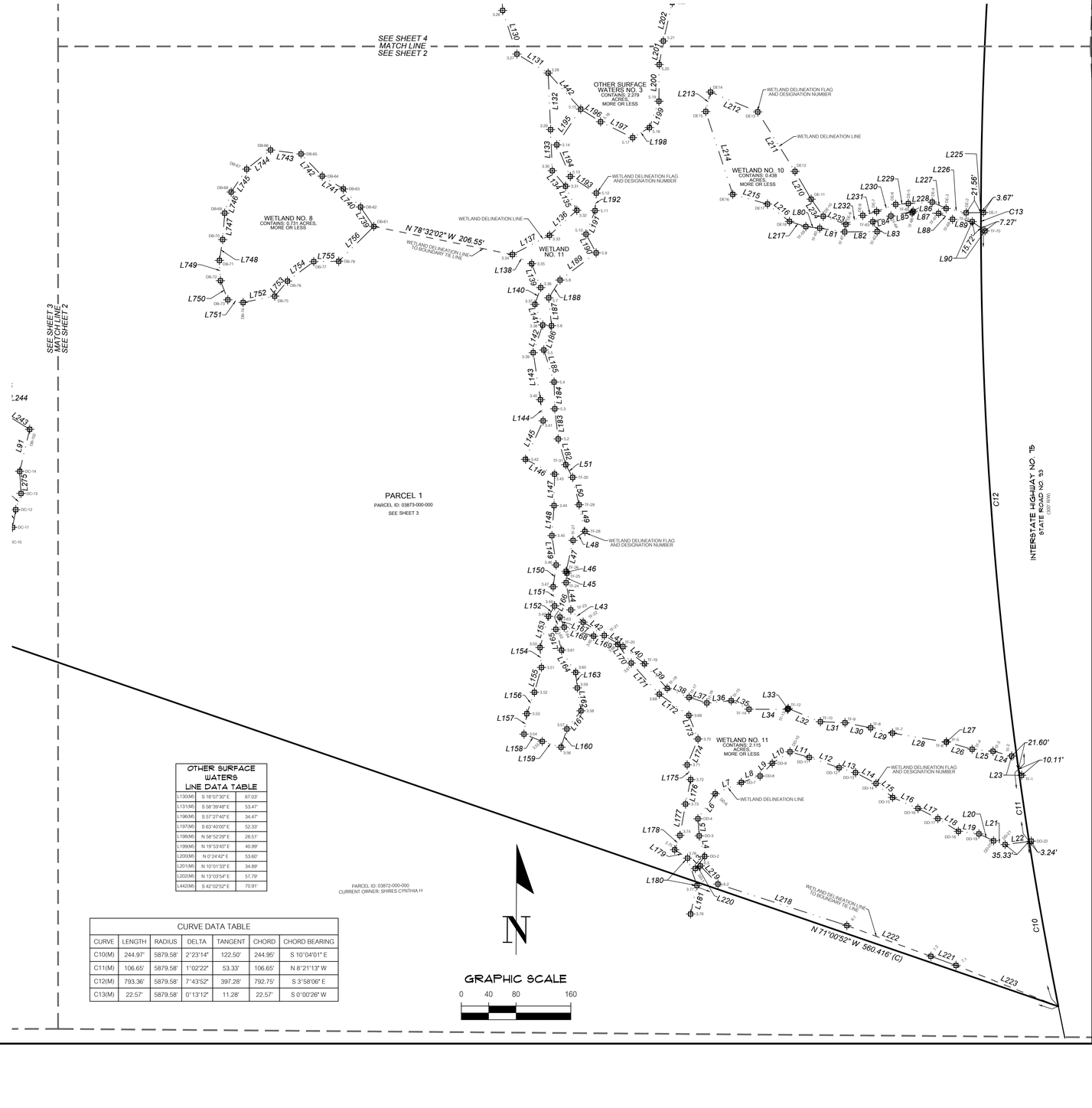
WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
3.29	293423	2597269
3.30	293363	2597272
3.31	293340	2597291
3.32	293305	2597308
3.33	293268	2597268
3.34	293240	2597214
3.35	293227	2597242
3.36	293192	2597255
3.37	293167	2597246
3.38	293137	2597258
3.39	293097	2597244
3.40	293028	2597255
3.41	292997	2597259
3.42	292941	2597233
3.43	292919	2597275
3.44	292873	2597274
3.45	292829	2597271
3.46	292787	2597278
3.47	292755	2597273
3.48	292727	2597275
3.49	292712	2597266
3.50	292666	2597254
3.51	292637	2597256
3.52	292600	2597246
3.53	292569	2597235
3.54	292539	2597231
3.55	292529	2597257
3.56	292520	2597285
3.57	292547	2597293
3.58	292573	2597314
3.59	292607	2597308
3.60	292629	2597306
3.61	292662	2597286
3.62	292693	2597277
3.63	292710	2597283
3.64	292696	2597289
3.65	292683	2597332
3.66	292671	2597368
3.67	292643	2597387
3.68	292598	2597428
3.69	292567	2597471
3.70	292532	2597485
3.71	292494	2597469
3.72	292473	2597474
3.73	292437	2597467
3.74	292391	2597458
3.75	292370	2597451
3.76	292358	2597469
3.77	292318	2597483
3.78	292276	2597474
5.2	292971	2597281
5.3	293015	2597276
5.4	293054	2597275
5.5	293100	2597260
5.6	293136	2597271
5.7	293177	2597267
5.8	293203	2597283
5.9	293243	2597336
5.10	293270	2597321
5.11	293304	2597334
5.12	293330	2597336
5.13	293354	2597298
5.14	293401	2597279
5.15	293453	2597313
6.1	292260	2597702
6.2	292320	2597514
6.3	292347	2597488
7.1	292201	2597862
7.2	292215	2597825
DB-61	292281	2597012
DB-62	293310	2596992
DB-63	293336	2596967
DB-64	293355	2596936
DB-65	293387	2596905
DB-66	293393	2596861
DB-67	293365	2596826
DB-68	293332	2596803
DB-69	293301	2596794
DB-70	293262	2596791
DB-71	293232	2596786
DB-72	293202	2596788
DB-73	293174	2596798
DB-74	293170	2596821
DB-75	293179	2596867
DB-76	293201	2596886
DB-77	293230	2596924
DB-78	293230	2596960
DD-1	292343	2597481
DD-2	292361	2597495
DD-3	292391	2597487
DD-4	292416	2597485
DD-6	292452	2597510
DD-7	292469	2597549
DD-8	292478	2597576
DD-9	292497	2597594
DD-10	292513	2597620

WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
DD-11	292505	2597648
DD-12	292490	2597691
DD-13	292483	2597715
DD-14	292467	2597745
DD-15	292447	2597770
DD-16	292431	2597807
DD-17	292416	2597836
DD-18	292397	2597866
DD-19	292394	2597896
DD-20	292383	2597917
DD-21	292378	2597934
DD-22	292383	2597972
DE-1	293302	2597902
DE-2	293301	2597877
DE-3	293307	2597847
DE-4	293317	2597827
DE-5	293315	2597793
DE-6	293314	2597774
DE-7	293303	2597746
DE-8	293297	2597726
DE-9	293284	2597701
DE-10	293296	2597668
DE-11	293321	2597651
DE-12	293362	2597626
DE-13	293449	2597572
DE-14	293478	2597503
DE-15	293449	2597496
DE-16	293328	2597536
DE-17	293314	2597586
DE-18	293289	2597618
TD-1	293521	2596437
TD-2	293488	2596432
TD-3	293454	2596433
TD-4	293418	2596417
TD-5	293397	2596401
TD-6	293363	2596380
TD-7	293339	2596343
TD-8	293324	2596323
TD-9	293325	2596304
TD-10	293317	2596278
TD-11	293326	2596244
TD-12	293341	2596218
TD-13	293375	2596199
TD-14	293403	2596183
TD-15	293436	2596173
TD-16	293471	2596159
TD-17	293492	2596156
TD-18	293517	2596162
TD-19	293551	2596165
TD-20	293576	2596183
TD-21	293592	2596200
TD-22	293608	2596219
TD-23	293625	2596260
TD-24	293631	2596304
TD-25	293625	2596370
TD-26	293609	2596404
TD-27	293594	2596419
TD-28	293565	2596439
TF-1	292479	2597958
TF-2	292507	2597944
TF-3	292514	2597916
TF-4	292517	2597886
TF-5	292528	2597848
TF-6	292528	2597848
TF-7	2925401	2597769
TF-8	292549	2597738
TF-9	292556	2597700
TF-10	292557	2597664
TF-12	292577	2597617
TF-13	292576	2597616
TF-14	292576	2597560
TF-15	292588	2597534
TF-16	292585	2597498
TF-17	292593	2597472
TF-18	292606	2597440
TF-19	292642	2597407
TF-20	292667	2597376
TF-21	292684	2597348
TF-22	292703	2597317
TF-23	292721	2597299
TF-24	292761	2597293
TF-26	292777	2597293
TF-25	292775	2597294
TF-27	292822	2597303
TF-28	292836	2597320
TF-29	292875	2597312
TF-30	292915	2597302
TF-31	292933	2597292
TF-59	293281	2597643
TF-60	293279	2597663
TF-61	293273	2597700
TF-62	293274	2597747
TF-63	293288	2597741
TF-64	293296	2597767
TF-65	293303	2597800
TF-66	293301	2597798
TF-67	293300	2597837
TF-68	293292	2597857
TF-69	293288	2597886
TF-70	293275	2597905

OTHER SURFACE WATERS LINE DATA TABLE		
L130(M)	S 18°07'30" E	67.03'
L131(M)	S 58°39'48" E	53.47'
L196(M)	S 57°27'40" E	34.47'
L197(M)	S 63°40'00" E	52.33'
L198(M)	N 58°52'29" E	28.51'
L199(M)	N 19°53'45" E	40.99'
L200(M)	N 0°24'42" E	53.60'
L201(M)	N 10°01'32" E	34.99'
L202(M)	N 13°03'54" E	57.79'
L442(M)	S 42°02'52" E	70.91'

OTHER SURFACE WATERS FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
3.26	293597	2597199
3.27	293533	2597220
3.28	293505	2597266
5.16	293434	2597342
5.17	293411	2597389
5.18	293426	2597414
5.19	293464	2597428
5.20	293518	2597428
5.21	293552	2597434

CURVE DATA TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C10(M)	244.97'	5879.58'	2°23'14"	122.50'	244.95'	S 10°04'01" E
C11(M)	106.65'	5879.58'	1°02'22"	53.33'	106.65'	N 8°21'13" W
C12(M)	793.36'	5879.58'	7°43'52"	397.28'	792.75'	S 3°58'06" E
C13(M)	22.57'	5879.58'	0°13'12"	11.28'	22.57'	S 0°00'26" W



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SCALE: 1" = 80'
VERIFY SCALE BAR IS CORRECT FOR PLOTTED SIZE
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.
0 1" 2"

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
DREW CHIEF: MB
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON
SEE SHEET ONE OF SIX
Professional Surveyor & Mapper Fla. License No. 7142

This map prepared by:
Certificate of Authorization No. LB 5075
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TOMOKA HILLS

SHEET NO.:
2 OF 6

Tech: chobe Plot Date: Dec 21,2023 5:40pm File:mw C:\Local\Resources\temp\AcPublish_17\A21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1988 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

N

GRAPHIC SCALE
0 40 80 160

WETLAND LINE DATA TABLE		
L91(M)	N 13°22'01" E	63.00'
L243(M)	N 58°11'16" W	42.31'
L244(M)	N 52°54'59" W	28.01'
L245(M)	N 51°21'55" W	29.99'
L246(M)	N 60°29'30" W	39.98'
L247(M)	N 52°45'01" W	30.77'
L248(M)	N 65°41'10" W	38.18'
L249(M)	N 67°26'48" W	38.85'
L250(M)	N 60°25'28" W	35.21'
L251(M)	N 71°25'41" W	41.75'
L252(M)	N 89°59'27" W	31.06'
L253(M)	N 82°43'54" W	33.11'
L254(M)	S 30°04'29" W	37.93'
L255(M)	S 30°35'18" W	26.83'
L256(M)	S 24°58'34" W	4.05'
L257(M)	S 28°21'33" W	40.54'
L258(M)	S 11°30'48" W	86.88'
L259(M)	S 13°16'31" W	52.32'
L260(M)	S 20°28'48" W	38.10'
L261(M)	S 17°42'14" W	43.14'
L262(M)	N 61°12'22" E	9.08'
L263(M)	N 73°43'46" E	12.34'
L264(M)	S 86°50'28" E	26.19'
L265(M)	S 40°58'52" E	15.05'
L266(M)	S 83°22'38" E	12.10'
L267(M)	N 86°01'40" E	27.38'
L268(M)	N 12°15'03" W	23.62'
L269(M)	N 8°47'08" W	33.02'
L270(M)	N 39°37'46" E	35.55'
L271(M)	N 41°38'32" E	44.77'
L272(M)	N 26°38'04" E	24.04'
L273(M)	N 10°16'57" E	26.21'
L274(M)	N 18°03'19" E	24.97'
L275(M)	N 3°26'15" W	32.42'
L276(M)	N 12°40'53" W	16.67'
L277(M)	N 30°22'14" W	31.49'
L278(M)	N 13°16'50" W	29.41'
L279(M)	N 10°35'42" W	33.36'
L280(M)	N 20°50'31" E	19.47'
L281(M)	N 9°38'31" W	27.67'
L282(M)	N 20°20'10" E	31.74'
L283(M)	N 37°30'20" E	21.37'
L284(M)	N 21°05'49" E	33.21'
L285(M)	N 23°37'58" E	29.24'
L286(M)	N 52°31'01" E	22.29'
L287(M)	N 9°19'38" E	15.69'
L288(M)	N 13°48'30" E	22.87'
L289(M)	N 17°20'07" E	42.58'

WETLAND LINE DATA TABLE		
L290(M)	N 41°16'25" E	40.08'
L291(M)	S 61°51'44" E	43.29'
L292(M)	S 6°26'48" E	46.70'
L293(M)	S 59°15'32" E	39.30'
L294(M)	S 38°06'18" E	25.30'
L295(M)	S 36°11'36" E	46.84'
L296(M)	S 24°52'03" E	30.68'
L297(M)	S 8°21'46" W	21.53'
L298(M)	S 10°50'22" W	41.32'
L299(M)	S 37°24'23" W	40.44'
L300(M)	S 14°08'34" E	24.07'
L301(M)	S 45°19'40" W	25.10'
L302(M)	S 50°18'33" W	33.54'
L303(M)	S 36°13'50" W	29.75'
L304(M)	S 52°42'21" W	30.74'
L305(M)	S 76°42'41" W	25.60'
L306(M)	S 60°35'28" W	31.38'
L307(M)	N 80°00'39" W	19.77'
L308(M)	N 66°28'25" W	31.35'
L309(M)	N 21°24'07" W	37.20'
L310(M)	N 8°41'48" W	21.25'
L311(M)	N 12°38'56" E	26.27'
L312(M)	N 6°15'04" E	33.62'
L313(M)	N 35°05'30" E	30.52'
L314(M)	N 46°21'25" E	23.98'
L315(M)	N 49°59'30" E	24.23'
L316(M)	N 67°29'36" E	44.80'
L317(M)	N 81°55'24" E	44.31'
L318(M)	S 84°45'09" E	66.31'
L319(M)	S 64°53'52" E	37.89'
L320(M)	S 44°25'58" E	20.71'
L321(M)	S 34°01'38" E	35.41'
L322(M)	S 2°23'27" W	44.35'
L323(M)	S 7°57'53" W	32.68'
L324(M)	S 0°39'03" E	34.16'
L325(M)	S 22°56'35" W	39.73'
L326(M)	S 37°32'45" W	26.25'
L327(M)	S 32°11'23" W	40.45'
L328(M)	S 57°34'27" W	43.32'
L329(M)	S 52°11'21" W	25.39'
L330(M)	N 86°36'41" W	18.74'
L331(M)	S 74°01'44" W	27.85'
L332(M)	N 74°40'03" W	34.41'
L333(M)	N 61°08'10" W	29.95'
L334(M)	N 29°18'20" W	39.85'
L335(M)	N 29°56'58" W	32.03'
L336(M)	N 16°50'54" W	34.37'
L738(M)	S 18°59'08" W	28.81'

WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
DC-1	292712	2596344
DC-2	292716	2596355
DC-3	292714	2596382
DC-4	292703	2596391
DC-5	292702	2596403
DC-6	292703	2596431
DC-7	292727	2596426
DC-8	292759	2596421
DC-9	292787	2596443
DC-10	292820	2596473
DC-11	292842	2596484
DC-12	292867	2596489
DC-13	292891	2596496
DB-102	292985	2596509
DB-103	293007	2596473
DB-104	293024	2596451
DB-105	293043	2596427
DB-106	293062	2596392
DB-107	293081	2596368
DB-108	293097	2596333
DB-109	293112	2596297
DB-110	293129	2596267
DB-111	293142	2596227
DB-112	293142	2596196
DB-113	293147	2596163
DB-114	293114	2596144
DB-115	293091	2596130
DB-116	293087	2596128
DB-117	293051	2596109
DB-118	292966	2596092
DB-119	292915	2596080
DB-120	292880	2596066
DB-121	292838	2596053
DB-122	292843	2596061
TE-1	293104	2595752
TE-2	293119	2595748
TE-3	293147	2595732
TE-4	293176	2595725
TE-5	293208	2595719
TE-6	293227	2595726
TE-7	293254	2595722
TE-8	293284	2595733
TE-9	293301	2595746
TE-10	293332	2595758
TE-11	293358	2595769
TE-12	293372	2595787
TE-13	293387	2595790
TE-14	293410	2595795
TE-15	293450	2595808
TE-16	293480	2595834
TE-17	293460	2595872
TE-18	293414	2595878
TE-19	293394	2595911
TE-20	293374	2595927
TE-21	293336	2595955
TE-22	293308	2595968
TE-23	293287	2595964
TE-24	293246	2595957
TE-25	293214	2595932
TE-26	293191	2595938
TE-27	293173	2595920
TE-28	293152	2595894
TE-29	293128	2595877
TE-30	293109	2595852
TE-31	293103	2595827
TE-32	293088	2595800
TE-33	293091	2595781
TD-1	293521	2596437
TD-2	293488	2596432
TD-3	293454	2596433
TD-4	293418	2596417
TD-5	293397	2596401
TD-6	293363	2596380
TD-7	293339	2596343
TD-8	293324	2596323
TD-9	293325	2596304
TD-10	293317	2596278
TD-11	293326	2596244
TD-12	293341	2596218
TD-13	293375	2596199
TD-14	293403	2596183
TD-15	293436	2596173
TD-16	293471	2596159
TD-17	293492	2596156
TD-18	293517	2596162
TD-19	293551	2596165
TD-20	293576	2596183
TD-21	293592	2596200
TD-22	293608	2596219
TD-23	293625	2596260
TD-24	293631	2596304
TD-25	293625	2596370
TD-26	293609	2596404
TD-27	293594	2596419
TD-28	293565	2596439

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SCALE: 1" = 80'
VERIFY SCALE BAR IS CORRECT FOR PLOTTED SIZE
0 IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY. 1"

CERTIFIED TO:

TOMOKA HILLS

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
CREW CHIEF: KWM
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON

SEE SHEET ONE OF SIX

Professional Surveyor & Mapper Fla. License No. 7142

This map prepared by:

Certificate of Authorization No. L.B. 5075
VOID UNLESS WITH ORIGINAL, EMBOSSED OR DIGITAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 3 OF 6

Tech: sbode Plot Date: Dec 21,2023 5:43pm Filename: C:\LocalResources\Temp\AcPublish_17\41\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1998 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

N

GRAPHIC SCALE
0 40 80 160

OTHER SURFACE WATERS LINE DATA TABLE		
L122(M)	N 10°03'12" W	46.41'
L123(M)	N 42°53'50" W	37.65'
L124(M)	N 86°22'23" W	44.68'
L125(M)	S 74°04'36" W	74.23'
L126(M)	S 55°35'26" W	58.43'
L127(M)	S 53°05'24" W	68.29'
L128(M)	S 11°46'15" W	73.79'
L129(M)	S 3°15'08" E	130.11'
L130(M)	S 18°07'30" E	67.03'
L131(M)	S 58°39'48" E	53.47'
L201(M)	N 10°01'33" E	34.89'
L202(M)	N 13°03'54" E	57.79'
L203(M)	N 9°14'44" E	64.97'
L204(M)	N 1°33'23" E	55.19'
L205(M)	N 2°37'30" E	67.45'
L757(M)	S 6°29'39" E	25.30'

CURVE DATA TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C6(M)	0.11'	5879.58'	0°00'04"	0.05'	0.11'	S 5°39'05" W

WETLAND LINE DATA TABLE		
L93(M)	N 59°50'28" W	66.01'
L94(M)	S 70°37'45" W	55.37'
L95(M)	S 9°33'44" W	42.28'
L96(M)	S 22°06'12" E	81.91'
L97(M)	S 43°15'23" E	55.85'
L98(M)	S 73°12'08" E	74.45'
L99(M)	N 66°26'03" E	52.04'
L100(M)	N 8°07'23" E	52.55'
L101(M)	N 18°35'53" W	21.26'
L102(M)	N 31°21'23" W	36.65'
L103(M)	N 24°22'00" W	19.06'
L104(M)	N 64°43'59" W	31.13'
L105(M)	N 43°31'21" E	40.90'
L105(M)	N 64°21'34" W	31.19'
L106(M)	N 70°37'16" W	33.10'
L107(M)	S 76°47'31" W	33.42'
L108(M)	S 80°57'44" W	31.61'
L109(M)	S 82°20'28" W	46.34'
L110(M)	S 62°26'45" W	33.24'
L111(M)	S 80°19'03" W	14.56'
L112(M)	S 70°09'54" W	36.94'
L113(M)	S 66°22'54" W	19.38'
L114(M)	S 55°28'22" W	30.27'
L115(M)	S 62°12'09" W	28.72'
L116(M)	S 33°59'32" W	32.45'
L117(M)	S 50°55'00" W	23.88'
L118(M)	N 71°05'53" W	22.01'
L119(M)	N 82°22'10" W	32.63'
L120(M)	S 46°31'04" W	39.56'
L121(M)	S 76°52'24" W	44.85'
L206(M)	N 66°43'54" E	62.76'
L207(M)	S 55°11'45" E	25.62'
L208(M)	N 71°13'04" E	19.74'
L209(M)	S 29°02'28" E	30.02'
L343(M)	S 63°23'17" E	32.70'

WETLAND LINE DATA TABLE		
L344(M)	S 63°41'57" E	22.20'
L345(M)	N 51°46'17" E	35.62'
L346(M)	N 4°28'49" W	39.52'
L347(M)	N 21°34'52" W	33.75'
L348(M)	N 23°42'35" E	26.08'
L349(M)	N 38°00'06" E	35.10'
L350(M)	N 80°27'02" E	31.81'
L351(M)	N 53°26'00" E	22.07'
L352(M)	S 85°31'32" E	28.85'
L353(M)	N 87°45'03" E	22.37'
L354(M)	S 80°50'58" E	25.87'
L355(M)	S 52°06'12" E	29.41'
L356(M)	S 25°17'56" E	25.24'
L357(M)	S 86°16'35" E	31.40'
L358(M)	S 30°08'02" E	42.66'
L359(M)	S 70°29'44" E	31.03'
L360(M)	N 21°03'45" E	32.97'
L361(M)	N 29°03'23" E	19.32'
L362(M)	S 57°14'31" E	87.98'
L363(M)	S 32°20'05" E	20.54'
L364(M)	S 84°30'47" E	26.58'
L365(M)	N 44°18'56" E	21.01'
L366(M)	N 35°26'49" W	34.11'
L367(M)	S 83°50'29" W	12.80'
L368(M)	S 41°04'34" W	29.77'
L437(M)	N 82°49'43" E	45.60'
L438(M)	N 13°54'40" W	31.14'
L439(M)	N 76°08'01" W	27.18'
L442(M)	N 82°21'47" E	61.39'
L415(M)	N 72°46'15" W	49.00'
L416(M)	S 86°36'14" W	42.20'
L417(M)	S 19°49'49" W	36.88'
L418(M)	S 4°37'53" E	47.41'
L419(M)	S 21°06'05" E	51.04'
L757(M)	S 6°29'39" E	25.30'

OTHER SURFACE WATERS FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
3.18	293820	2597459
3.19	293866	2597451
3.20	293894	2597426
3.21	293896	2597381
3.22	293876	2597310
3.23	293843	2597262
3.24	293802	2597207
3.25	293730	2597192
3.26	293597	2597199
3.27	293533	2597220
5.20	293518	2597428
5.21	293552	2597434
5.22	293608	2597447
5.23	293673	2597458
5.24	293728	2597459

WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
2.1	294250	2597486
2.2	294293	2597412
2.3	294274	2597359
2.4	294233	2597352
2.5	294157	2597383
2.6	294116	2597422
2.7	294095	2597493
2.8	294115	2597541
2.9	294167	2597548
2.10	294188	2597541
2.11	294219	2597522
2.12	294236	2597514
3.1	293951	2597937
3.2	293965	2597909
3.3	293976	2597878
3.4	293968	2597845
3.5	293963	2597814
3.6	293957	2597768
3.7	293942	2597739
3.8	293939	2597724
3.9	293927	2597690
3.10	293919	2597672
3.11	293901	2597647
3.12	293888	2597622
3.13	293861	2597603
3.14	293846	2597585
3.15	293853	2597564
3.16	293858	2597532
3.17	293830	2597503
5.26	293820	2597520
5.27	293805	2597541
5.28	293812	2597560
DE-26	293785	2597575
DE-27	293771	2597604
DE-28	293761	2597624
DE-29	293783	2597652
DE-31	293822	2597649
DE-32	293854	2597636
DE-33	293879	2597648
DE-35	293907	2597669
DE-36	293912	2597701
DE-37	293926	2597718
DE-38	293923	2597747
DE-39	293924	2597769
DE-40	293920	2597795
DE-41	293902	2597818
DE-42	293879	2597829
DE-43	293877	2597860
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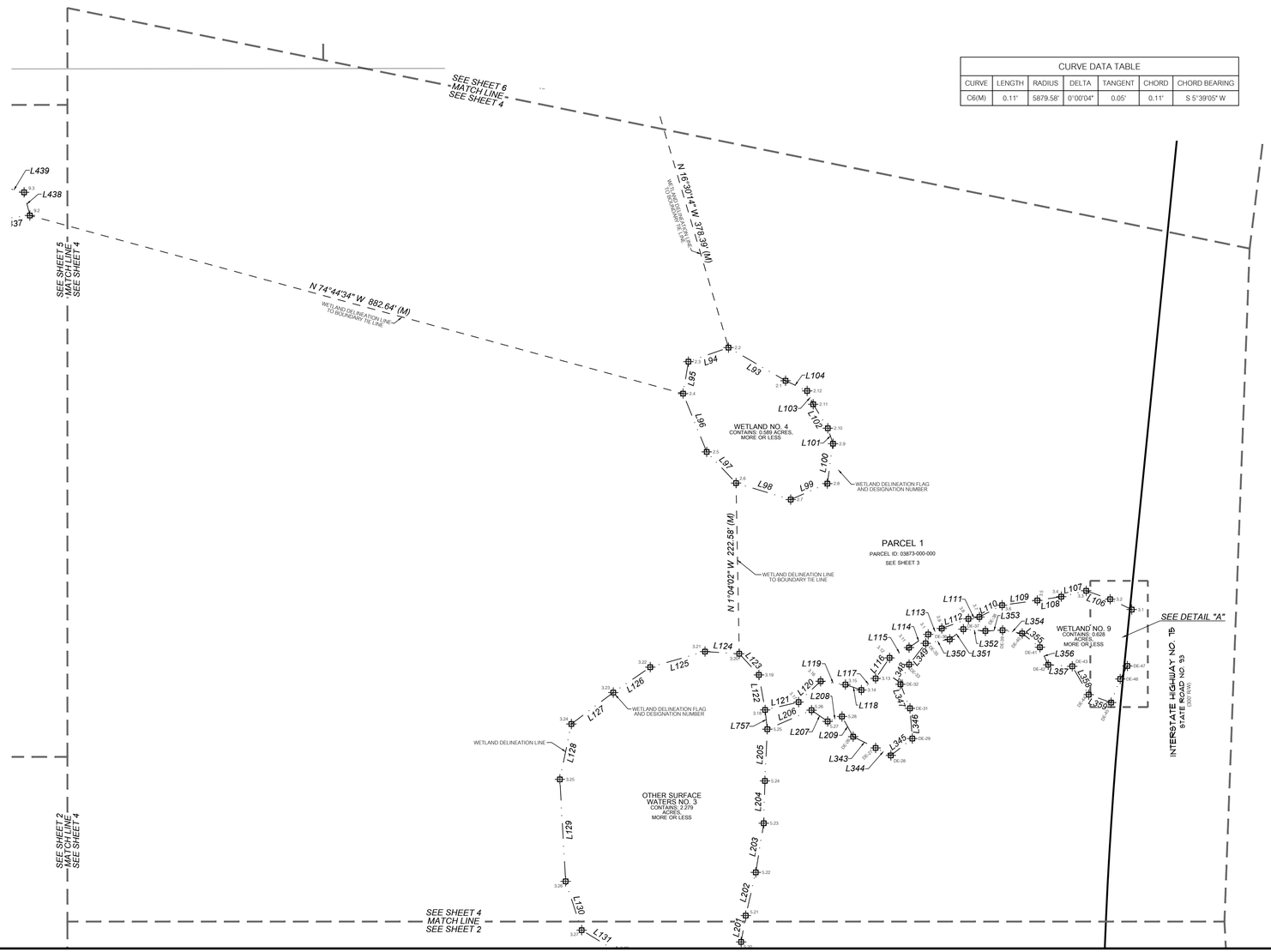

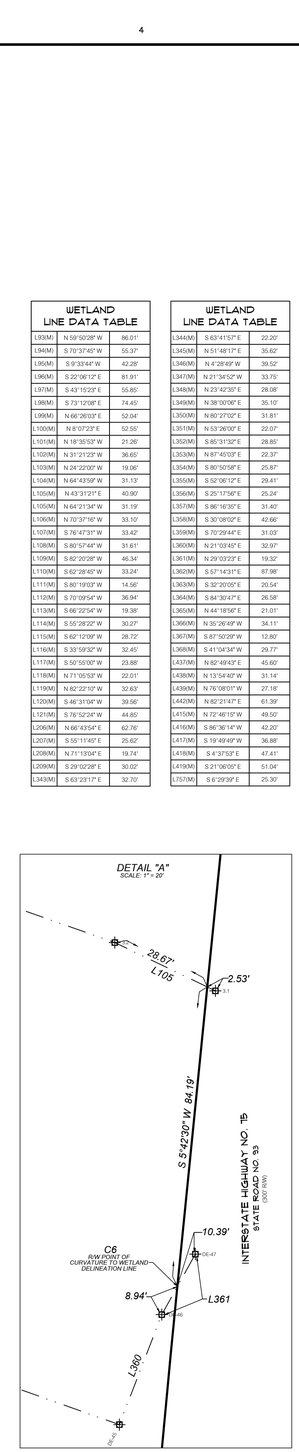

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SCALE: 1" = 80'

VERIFY SCALE BAR IS CORRECT FOR THIS SHEET
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CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
CREW CHIEF: WM
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

TOMOKA HILLS

CHAD A. COLSON
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Certificate of Authorization No. L.B. 5075
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SHEET NO.: 4 OF 6

Tech: chade Plot Date: Dec 21,2023 5:45pm Filename: C:\AccuResources\Temp\AcPublish_17\4\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

SURVEYOR'S NOTES:

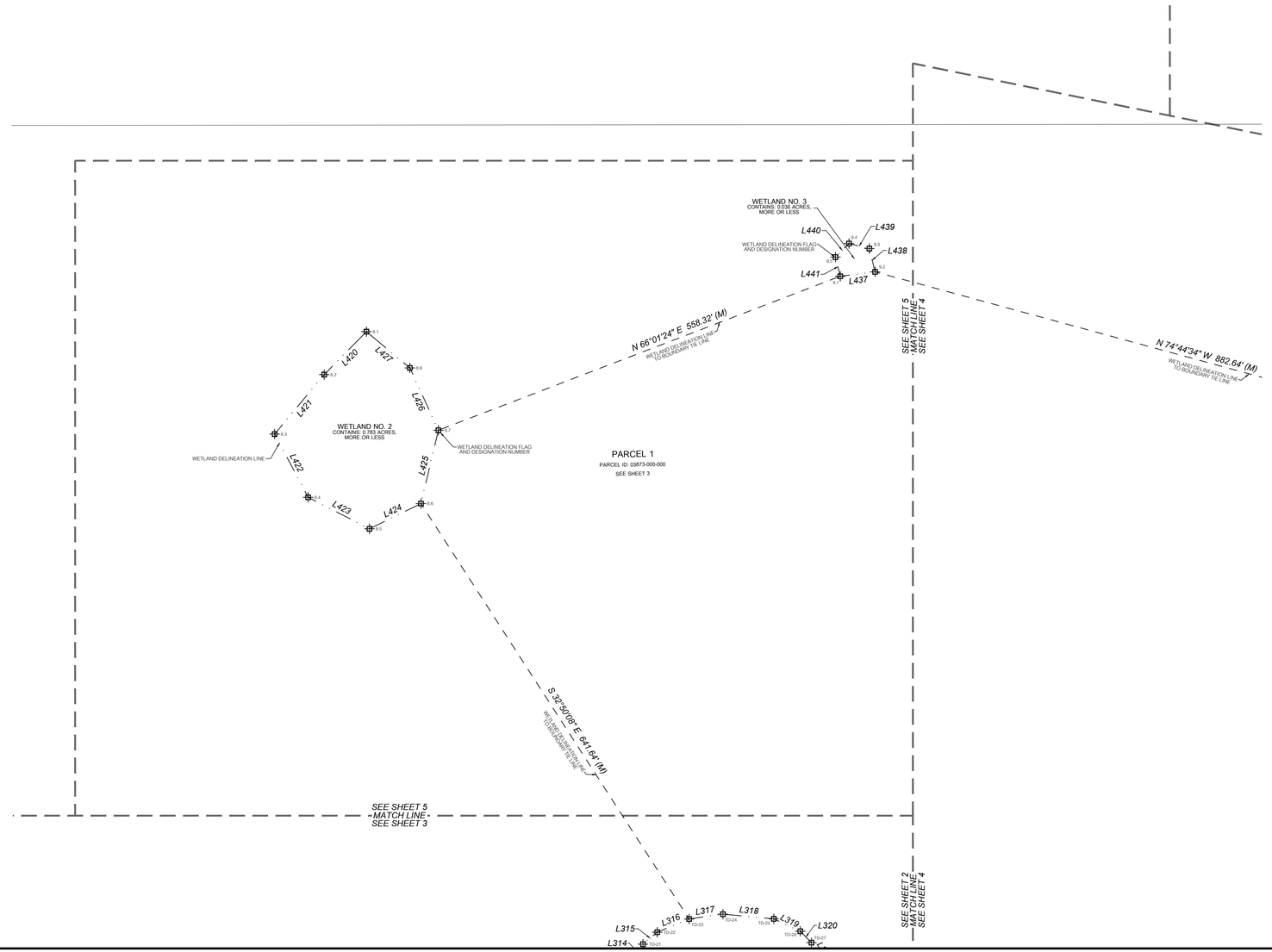
1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1998 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

N

GRAPHIC SCALE
0 40 80 160



WETLAND LINE DATA TABLE

L314(M)	N 46°21'25" E	23.98'
L315(M)	N 49°59'30" E	24.23'
L316(M)	N 67°29'36" E	44.80'
L317(M)	N 81°55'24" E	44.31'
L318(M)	S 84°45'09" E	66.31'
L319(M)	S 64°53'52" E	37.89'
L320(M)	S 44°25'58" E	20.71'
L420(M)	S 44°28'57" W	78.20'
L421(M)	S 39°48'25" W	100.45'
L422(M)	S 27°56'19" E	92.93'
L423(M)	S 62°48'29" E	89.40'
L424(M)	N 63°54'25" E	74.35'
L425(M)	N 13°22'47" E	97.88'
L426(M)	N 24°35'25" W	88.96'
L427(M)	N 50°06'46" W	73.44'
L437(M)	N 82°49'43" E	45.60'
L438(M)	N 13°54'40" W	31.14'
L439(M)	N 76°08'01" W	27.18'
L440(M)	S 44°52'40" W	24.80'
L441(M)	S 13°53'39" E	25.64'

WETLAND FLAG COORDINATES

FLAG NUMBER	NORTHING	EASTING
8.1	294387	2595841
8.2	294332	2595786
8.3	294254	2595722
8.4	294172	2595765
8.5	294131	2595845
8.6	294164	2595912
8.7	294259	2595934
8.8	294340	2595897
9.1	294459	2596456
9.2	294465	2596501
9.3	294495	2596493
9.4	294502	2596467
9.5	294484	2596450
TD-21	293592	2596200
TD-22	293608	2596219
TD-23	293625	2596260
TD-24	293631	2596304
TD-25	293625	2596370
TD-26	293609	2596404
TD-27	293594	2596419

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TOMOKA HILLS

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
CREW CHIEF: MW
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON
SEE SHEET ONE OF SIX
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SHEET NO.: 5 OF 6

Tech: sbode Plot Date: Dec 21,2023 5:40pm Filename: C:\LocalResources\Temp\AcPublish_17540\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

SURVEYOR'S NOTES:

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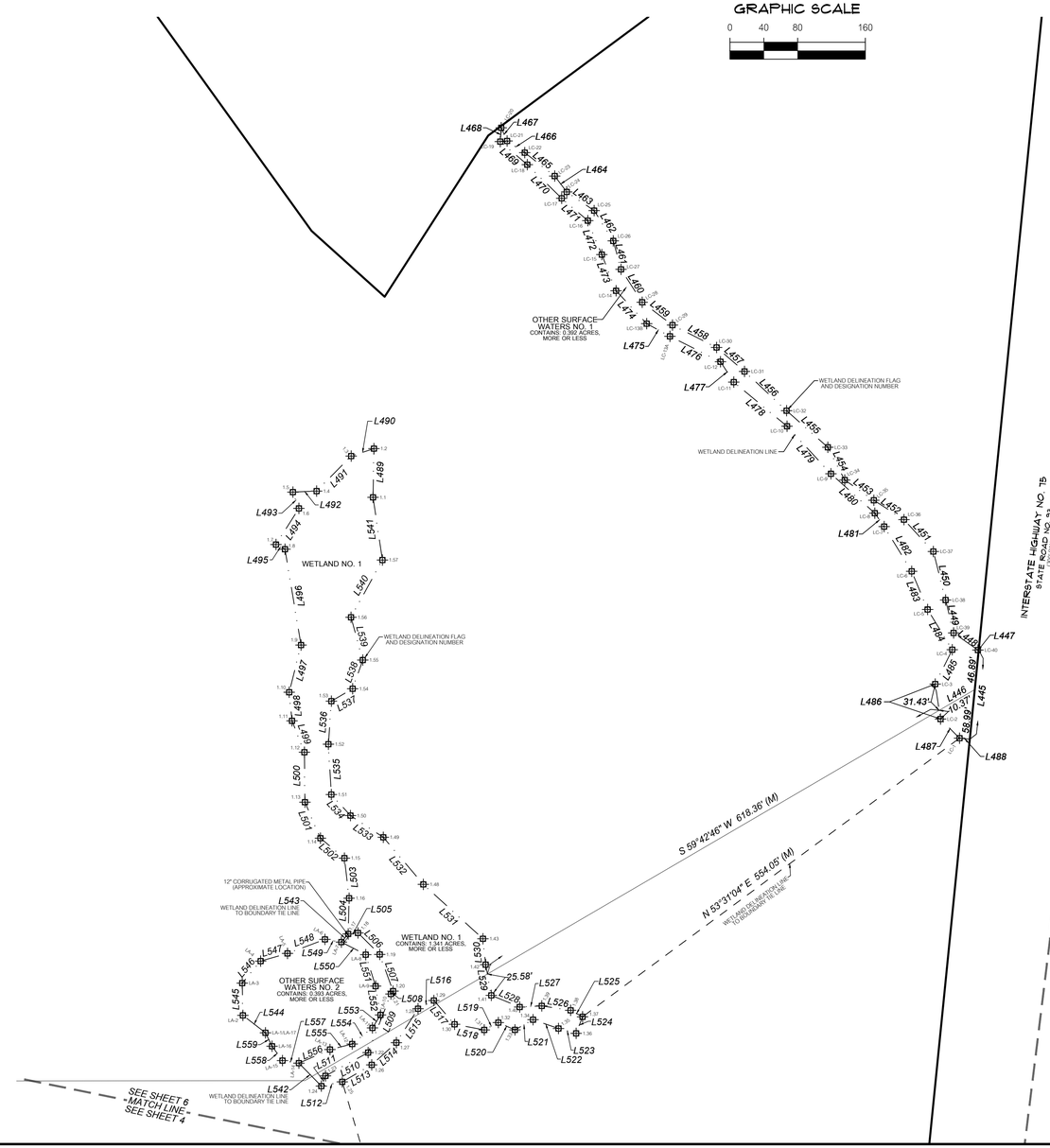
LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

N

GRAPHIC SCALE
0 40 80 160



WETLAND LINE DATA TABLE

LINE	DIRECTION	LENGTH
L489(M)	N 1°03'19" E	57.61'
L490(M)	S 71°56'07" W	28.27'
L491(M)	S 44°36'02" W	58.17'
L492(M)	S 87°36'22" W	28.07'
L493(M)	S 20°06'04" E	20.55'
L494(M)	S 32°17'27" W	50.59'
L495(M)	S 62°25'06" E	11.96'
L496(M)	S 9°31'00" E	114.85'
L497(M)	S 14°04'38" W	57.57'
L498(M)	S 5°36'20" E	33.94'
L499(M)	S 21°33'48" E	39.50'
L500(M)	S 0°33'55" E	59.09'
L501(M)	S 23°17'11" E	46.37'
L502(M)	S 50°13'50" E	36.86'
L503(M)	S 6°40'17" E	47.75'
L504(M)	S 1°25'42" W	42.24'
L505(M)	N 84°04'11" E	11.63'
L506(M)	S 45°18'55" E	36.12'
L507(M)	S 19°56'24" E	46.10'
L508(M)	S 35°39'39" W	4.28'
L509(M)	S 21°15'05" W	74.35'
L510(M)	S 61°22'12" W	57.39'
L511(M)	S 21°51'35" W	13.04'
L512(M)	N 78°30'31" E	25.19'
L513(M)	N 60°00'45" E	40.18'
L514(M)	N 47°58'58" E	39.24'
L515(M)	N 32°31'04" E	47.59'
L516(M)	N 62°33'53" E	21.11'
L517(M)	S 41°01'35" E	37.29'
L518(M)	S 79°14'52" E	35.69'
L519(M)	N 62°39'28" E	18.77'
L520(M)	S 66°25'51" E	21.40'
L521(M)	N 60°39'56" E	34.53'
L522(M)	S 70°51'32" E	31.83'
L523(M)	S 74°37'55" E	21.60'
L524(M)	N 21°18'45" E	21.06'
L525(M)	N 61°41'15" W	16.06'
L526(M)	N 81°15'15" W	34.46'
L527(M)	S 87°05'38" W	26.19'
L528(M)	N 67°37'30" W	36.29'
L529(M)	N 10°20'22" W	36.92'
L530(M)	N 6°03'55" W	30.76'
L531(M)	N 47°36'26" W	95.38'
L532(M)	N 40°20'40" W	73.07'
L533(M)	N 56°32'40" W	46.53'
L534(M)	N 42°14'02" W	33.61'
L535(M)	N 3°23'16" W	59.61'
L536(M)	N 4°01'22" E	51.06'
L537(M)	N 59°40'40" E	29.08'
L538(M)	N 19°29'00" E	35.96'
L539(M)	N 15°22'21" W	52.44'
L540(M)	N 28°41'22" E	77.23'
L541(M)	N 8°30'35" W	74.92'
L542(M)	N 44°22'50" W	38.02'
L543(M)	N 39°54'22" E	12.55'
L560(M)	S 51°01'05" W	25.58'
L561(M)	S 88°27'02" W	36.20'
L562(M)	S 86°41'57" W	24.68'
L563(M)	N 75°57'44" W	18.26'
L564(M)	N 13°14'10" W	40.08'
L565(M)	N 0°47'11" E	48.77'
L566(M)	N 46°31'27" E	19.27'
L567(M)	N 74°58'02" E	26.11'
L568(M)	N 85°53'02" E	31.88'
L569(M)	S 80°36'57" E	26.59'
L570(M)	S 55°05'58" E	22.65'
L571(M)	S 8°27'40" E	16.90'
L572(M)	S 0°35'55" E	24.22'
L573(M)	S 7°18'09" W	23.25'
L574(M)	S 30°22'21" W	17.10'

OTHER SURFACE WATERS LINE DATA TABLE

L445(M)	N 5°41'44" E	105.88'
L446(M)	S 59°42'46" W	48.66'
L447(M)	N 84°19'16" W	0.90'
L448(M)	N 54°51'39" W	35.15'
L449(M)	N 13°39'55" W	40.05'
L450(M)	N 14°08'24" W	59.14'
L451(M)	N 42°38'38" W	51.24'
L452(M)	N 57°13'24" W	42.36'
L453(M)	N 55°12'15" W	41.89'
L454(M)	N 27°18'55" W	43.61'
L455(M)	N 48°23'55" W	65.15'
L456(M)	N 46°59'56" W	68.02'
L457(M)	N 49°20'26" W	43.47'
L458(M)	N 63°05'34" W	58.49'
L459(M)	N 52°55'45" W	44.83'
L460(M)	N 32°45'59" W	46.26'
L461(M)	N 15°14'11" W	34.91'
L462(M)	N 32°16'29" W	42.38'
L463(M)	N 55°40'05" W	39.22'
L464(M)	N 37°09'58" W	23.46'
L465(M)	N 51°58'16" W	45.00'
L466(M)	N 56°31'52" W	24.99'
L467(M)	N 23°52'08" W	17.08'
L468(M)	S 3°54'52" W	16.38'
L469(M)	S 49°27'39" E	41.95'
L470(M)	S 45°37'36" E	56.96'
L471(M)	S 49°23'26" E	40.58'
L472(M)	S 22°26'20" E	43.43'
L473(M)	S 21°31'12" E	45.99'
L474(M)	S 42°59'00" E	53.10'
L475(M)	S 61°24'11" E	31.28'
L476(M)	S 63°15'14" E	66.90'
L477(M)	S 33°06'30" E	28.74'
L478(M)	S 50°20'01" E	81.77'
L479(M)	S 42°41'59" E	76.45'
L480(M)	S 48°03'43" E	69.75'
L481(M)	S 34°55'41" E	19.33'
L482(M)	S 31°36'00" E	62.08'
L483(M)	S 22°35'07" E	48.88'
L484(M)	S 31°31'29" E	55.81'
L485(M)	S 26°23'44" W	45.33'
L486(M)	S 8°34'54" E	41.80'
L487(M)	S 44°43'33" E	31.93'
L488(M)	S 84°17'30" E	12.19'
L542(M)	N 44°22'50" W	38.02'
L543(M)	N 39°54'22" E	12.55'
L544(M)	N 52°23'44" W	33.66'
L545(M)	N 1°12'43" W	38.15'
L546(M)	N 39°52'04" E	33.97'
L547(M)	N 74°03'12" E	33.02'
L548(M)	N 69°26'23" E	47.26'
L549(M)	S 80°40'51" E	19.69'
L550(M)	S 62°41'19" E	32.38'
L551(M)	S 17°24'18" E	38.97'
L552(M)	S 9°40'13" E	34.56'
L553(M)	S 31°49'49" W	18.08'
L554(M)	S 51°27'00" W	30.60'
L555(M)	S 75°59'57" W	27.05'
L556(M)	S 66°27'12" W	40.10'
L557(M)	N 81°14'15" W	19.59'
L558(M)	N 35°59'10" W	21.00'
L559(M)	N 26°05'04" W	17.70'

WETLAND FLAG COORDINATES

FLAG NUMBER	NORTHING	EASTING
1.1	295345	2597341
1.2	295404	2597342
1.3	295396	2597315
1.4	295354	2597274
1.5	295353	2597246
1.6	295334	2597253
1.7	295291	2597226
1.8	295285	2597237
1.9	295172	2597256
1.10	295116	2597242
1.11	295082	2597245
1.12	295045	2597260
1.13	294986	2597261
1.14	294944	2597279
1.15	294920	2597307
1.16	294873	2597313
1.17	294830	2597312
1.18	294832	2597323
1.19	294806	2597349
1.20	294763	2597365
1.21	294759	2597362
1.22	294690	2597335
1.23	294663	2597285
1.24	294651	2597280
1.25	294656	2597305
1.26	294676	2597340
1.27	294702	2597369
1.28	294742	2597394
1.29	294752	2597413
1.30	294724	2597437
1.31	294717	2597473
1.32	294726	2597489
1.33	294717	2597509
1.34	294729	2597530
1.35	294719	2597560
1.36	294713	2597581
1.37	294732	2597588
1.38	294740	2597574
1.39	294745	2597540
1.40	294744	2597514
1.41	294758	2597480
1.42	294794	2597474
1.43	294825	2597470
1.48	294889	2597400
1.49	294945	2597353
1.50	294970	2597314
1.51	294995	2597291
1.52	295055	2597288
1.53	295106	2597291
1.54	295120	2597317
1.55	295154	2597329
1.56	295205	2597315
1.57	295273	2597352

OTHER SURFACE WATERS FLAG COORDINATES

FLAG NUMBER	NORTHING	EASTING
LA-1/LA-17	294714	2597214
LA-2	294734	2597187
LA-3	294772	2597186
LA-4	294798	2597208
LA-5	294807	2597240
LA-6	294824	2597284
LA-7	294821	2597304
LA-8	294806	2597332
LA-9	294769	2597344
LA-10	294735	2597350
LA-11	294719	2597340
LA-12	294700	2597316
LA-13	294694	2597290
LA-14	294678	2597253
LA-15	294681	2597234
LA-16	294698	2597222
LC-1	295062	2598034
LC-2	295085	2598012
LC-3	295126	2598006
LC-4	295167	2598026
LC-5	295214	2597996
LC-6	295259	2597978
LC-7	295312	2597945
LC-8	295328	2597934
LC-9	295375	2597882
LC-10	295431	2597830
LC-11	295483	2597767
LC-12	295507	2597752
LC-13A	295537	2597692
LC-13B	295552	2597665
LC-14	295591	2597628
LC-15	295634	2597611
LC-16	295674	2597595
LC-17	295700	2597564
LC-18	295740	2597523
LC-19	295767	2597492
LC-20	295784	2597493
LC-21	295768	2597500
LC-22	295754	2597520
LC-23	295727	2597556
LC-24	295708	2597570
LC-25	295686	2597602
LC-26	295650	2597625
LC-27	295616	2597634
LC-28	295577	2597659
LC-29	295550	2597695
LC-30	295524	2597747
LC-31	295496	2597780
LC-32	295449	2597830
LC-33	295406	2597879
LC-34	295367	2597899
LC-35	295343	2597933
LC-36	295320	2597969
LC-37	295283	2598003
LC-38	295225	2598018
LC-39	295186	2598027
LC-40	295166	2598056

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CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
DRW CHEF: MEM
ENCODED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

TOMOKA HILLS

CHAD A. COLSON

SEE SHEET ONE OF SIX

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This map prepared by:

Certificate of Authorization No. L.B. 5075
NOTHING HEREON IS ORIGINAL UNLESS IT BEARS AN ORIGINAL DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 6 OF 6

Tech: chade Plot Date: Dec 21,2023 8:40pm Filename: C:\UsedResources\Temp\AcPublish_17\6\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

Tomoka Hills
Listed Species Survey

June 2024

1.0 Introduction

This report documents the results of a listed species survey conducted on May 22nd, 2024, by CHW LLC, an NV5 company for Tomoka Hills Farms. The Project totals approximately 292.24± acres and is located in Sections 9, 16, & 37, Township 8 South, and Range 18 East, Alachua County, Florida (Exhibit 1). The Project's surrounding land uses include low density single family residential and agriculture to the south, commercial land uses to the north, NW 173rd Street as well as commercial and residential homes to the west, and US Interstate 75 to the east. The Project contains forested and unforested uplands and wetlands and other surface waters (Exhibit 2).

2.0 Methods

A literature review involved an examination of available information on listed/designated species in the Project's geographical region. The literature sources reviewed included the FWCC's Florida's Endangered and Threatened Species (2021); Florida Atlas of Breeding Sites for Herons and Their Allies (Runde et al. 1991); Audubon Eagle Watch database of bald eagle (*Haliaeetus leucocephalus*) nest locations; and database information from the United States Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWCC).

A field survey was conducted on May 22nd, 2024, during daylight hours by qualified ecologists walking parallel belt transects across suitable habitat types on the Project site. Transects were oriented east west and spaced to ensure that sufficient visual coverage of ground and flora were obtained. Depictions of transects are depicted on Exhibit 3. At regular intervals the ecologists stopped, remained quiet, and listened for wildlife vocalizations. The survey was conducted with the aid of 8x power binoculars. Weather conditions in the pedestrian transects during the survey had temperatures in the mid-80s, clear skies, and no precipitation.

3.0 Results

The Project is not within any USFWS consultation areas for Threatened and Endangered species.

According to the Audubon Eagle Watch and FWCC databases, the closest bald eagle nest (AL-056) is located approximately 5 miles southeast of the Project (Exhibit 4). This distance is beyond the FWCC and the USFWS recommended 660-foot buffer protection zone for active and alternate bald eagle nests (National Bald Eagle Management Guidelines, USFWS 2007). The bald eagle was delisted under the federal Endangered Species Act in 2007, but it is still protected under the Bald and Golden Eagle Protection Act.

The Florida Atlas of Breeding Sites for Herons and Their Allies (Runde et al. 1991) and the FWCC database were referenced for the locations of breeding colonies for both listed and non-listed wading birds including, but not limited to, snowy egret (*Egretta thula*), roseate spoonbill (*Ajaia ajaja*), little blue heron (*Egretta caerulea*), and tri-colored heron (*Egretta tricolor*). The FWCC information is current through 1999. According to these sources a rookery exists approximately 4.2 miles southeast of the Project, which is beyond the FWCC recommended 250-foot buffer (Exhibit 4).

Three potentially occupied gopher tortoise (Gopherus polyphemus) burrows were documented within the Project boundary during the field survey (Exhibit 3). The gopher tortoise is a state threatened species. Project development may require review for adequacy of protective measures including 25-foot buffering, or relocation onsite or offsite permitting with the FWCC.

4.0 Summary

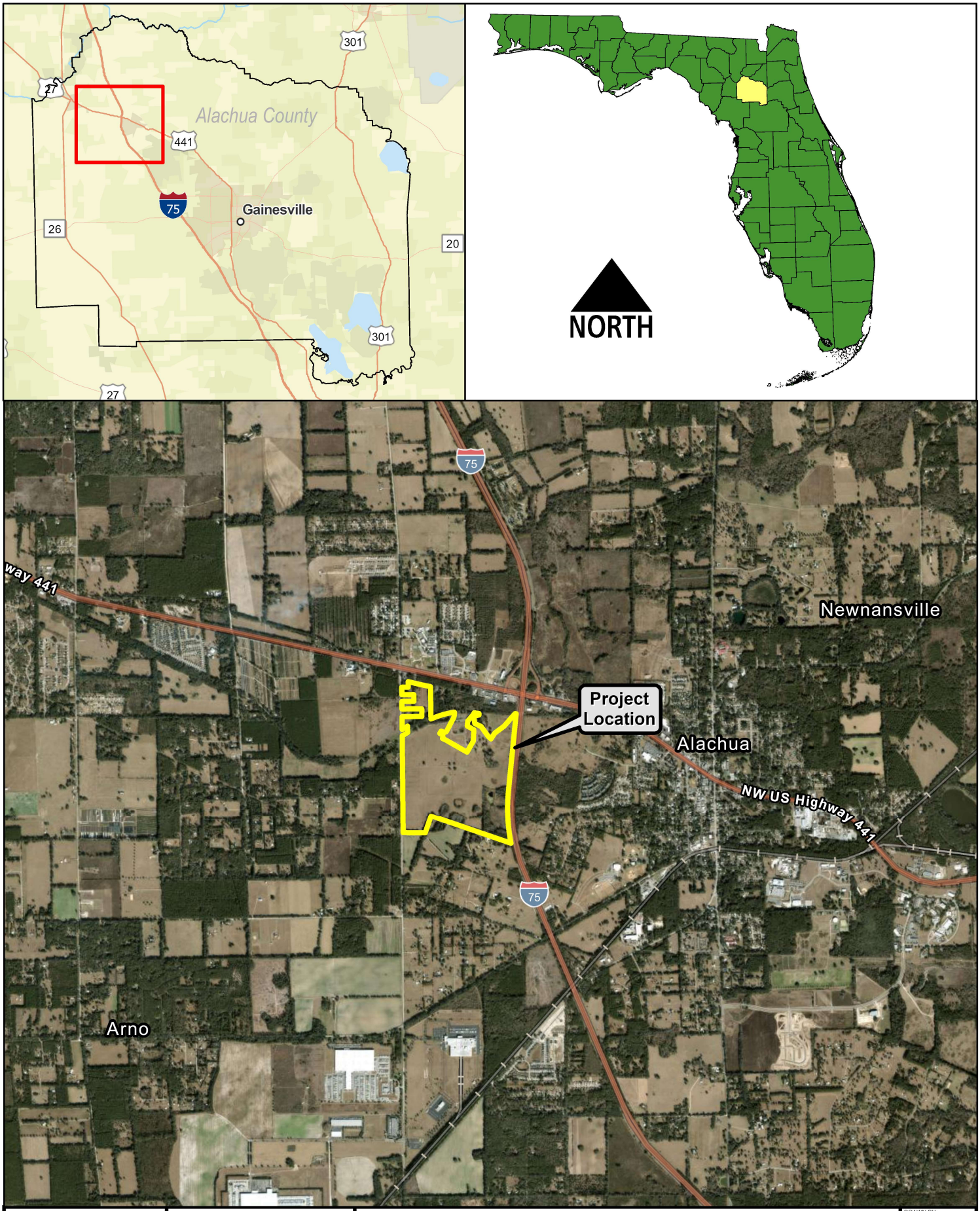
CHW ecologists conducted a literature review and field survey to determine if the Project is being utilized by threatened and endangered species. The Project is not within any USFWS consultation areas. There are no agency documented occurrences of threatened or endangered species on or in the vicinity of the Project site. Three potentially occupied gopher tortoise burrows were located within the Project boundary.

5.0 References

Florida Fish and Wildlife Conservation Commission. 2022. Florida's Endangered and Threatened Species. Official Lists, Bureau of Non-Game Wildlife, Division of Wildlife.

Runde, D.E., J.A. Gore, J.A. Hovis, M.S. Robson, and P.D. Southall. 1991. Florida Atlas of Breeding Sites for Herons and Their Allies, Update 1986 - 1989. Nongame Wildlife Program Technical Report No. 10. Florida Game and Fresh Water Fish Commission, Tallahassee, Florida. E6-5

U.S. Fish and Wildlife Service. 2007. National Bald Eagle Management Guidelines.



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NORTH
0 0.5 1
Miles

Project Location Map
Tomoka Hills

DRAWN BY: D.B.
DRAWING DATE: 06/10/24
REVIEWED BY: A.W.
EXHIBIT NUMBER: 1

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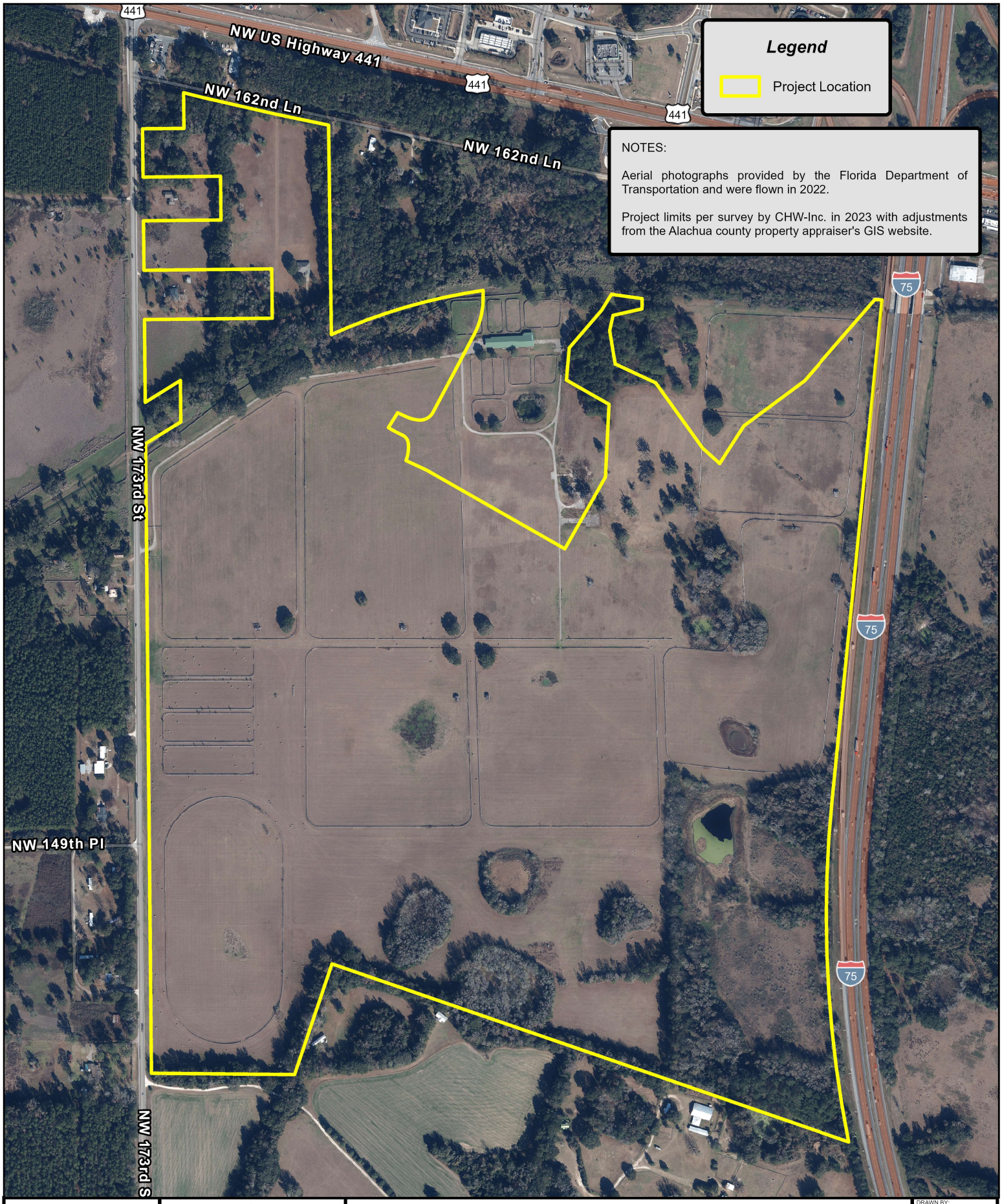

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NORTH
0 150 300 600
Feet

Aerial With Boundary
Tomoka Hills

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DRAWING DATE:	06/10/24
REVIEWED BY:	A.W.
EXHIBIT NUMBER:	2

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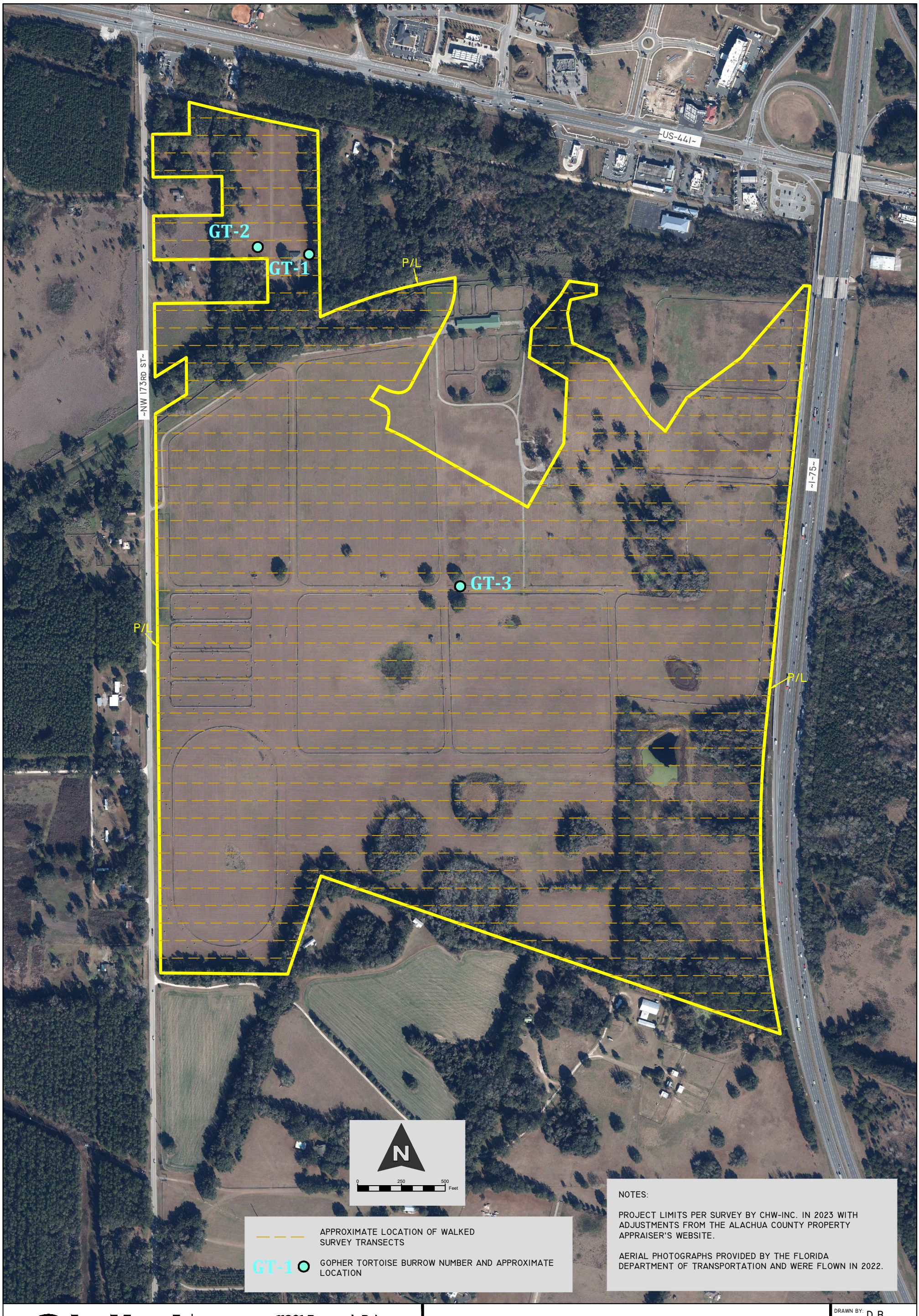

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Aerial With Survey Transects and Listed Species Location Map

Tomoka Hills

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DRAWING DATE: 06/10/24
REVISED:
EXHIBIT NUMBER: 3

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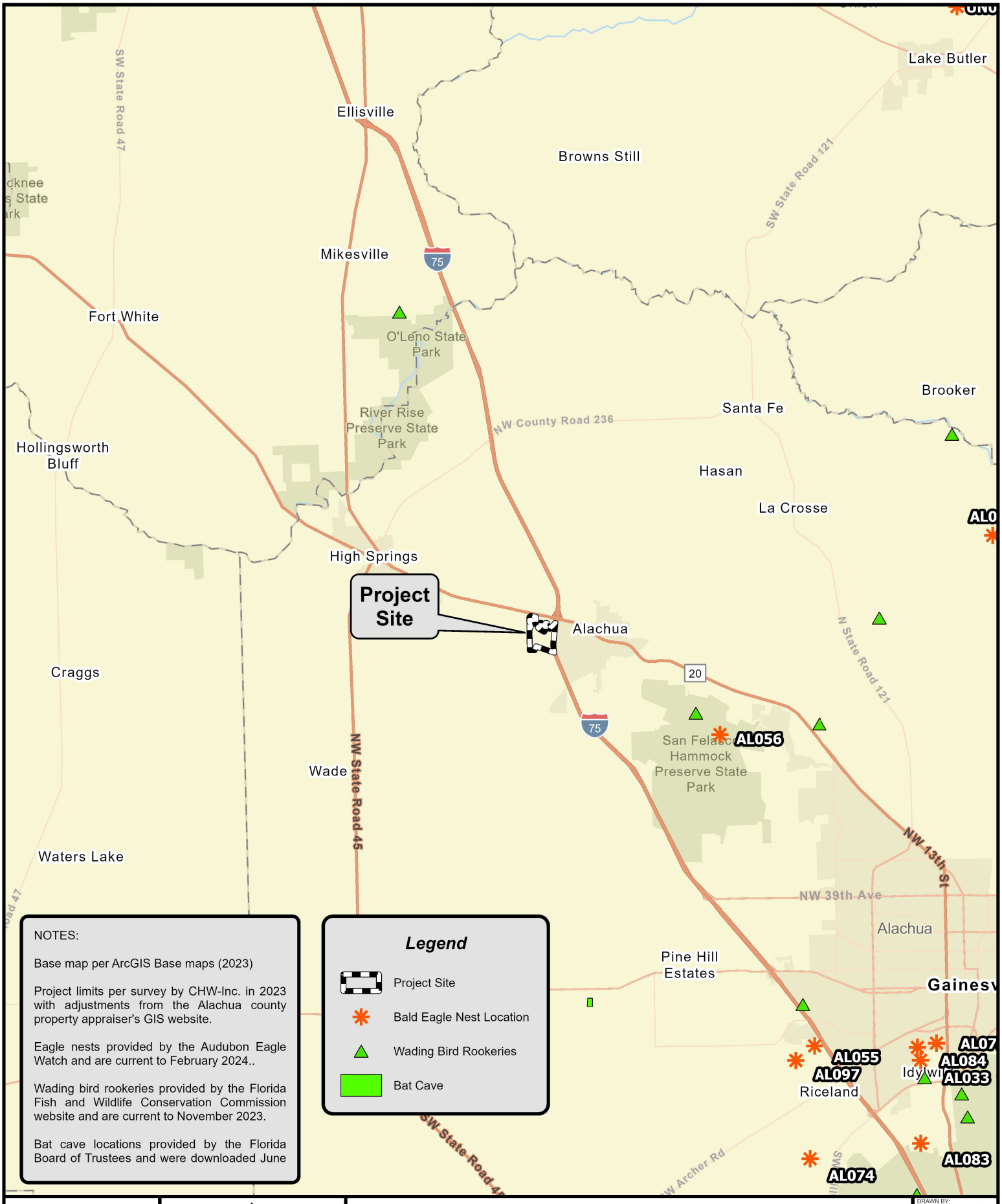

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NORTH
0 0.5 1 2
Miles

Documented Occurrences of Listed Species
Tomoka Hills

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REVIEWED BY: A.W.
EXHIBIT NUMBER: 4

Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\MXDs\240610 Listed Species Memo\Listed Species Memo.aprx Prepared by: DB Date: 6/10/2024

Traffic Impact Analysis Report

Tomoka Hills



Date: 01/09/2025
PN# 21-0025
PM: Matthew Cantrell, PE

Prepared For: City of Alachua and Alachua County

Submitted To: Tomoka Hills Farms, Inc.

Address:
7201 NW 11th Place
Gainesville, FL 32605

CHW
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CONTENTS

1. Executive Summary 3

2. Trip Generation 5

3. Data Collection 6

4. Trip Distribution 9

5. Analysis 12

5.1. Turn Lane Warrant Analysis 12

5.3 Traffic Signal Warrant Analysis 14

5.4 Intersection Analysis 15

6. Conclusions and Recommendations 22

List of Figures

- Figure 1: Study Intersections
- Figure 2: Existing (Peak Season) Condition
- Figure 3: 2035 Background Condition
- Figure 4: Project Trips
- Figure 5: 2035 Buildout Condition

List of Tables

- Table 1: Trip Generation
- Table 2: Turn Lane Warrant Analysis and Design Length
- Table 3: AM Intersection Analysis Summary
- Table 4: PM Intersection Analysis Summary

List of Appendices

- Appendix A: Concept Plan
- Appendix B: Methodology Letter
- Appendix C: Trip Generation
- Appendix D: Turning Movement Counts
- Appendix E: Peak Season Factor and Historical Growth Rates
- Appendix F: Buildout Tables
- Appendix G: Trip Distribution and Assignment
- Appendix H: Turn Lane Warrant Analysis
- Appendix I: Signal Warrant Analysis
- Appendix J: HCS and Synchro Reports
- Appendix K: Improvement Concepts

1. EXECUTIVE SUMMARY

CHW, an NV5 Company, has prepared the following Traffic Impact Analysis (TIA) for the proposed Tower Hills mixed use development. The site is approximately 345.55 acres located south of US HWY 441 between NW 173rd St (CR 225A) and I-75. CHW has prepared a traffic impact analysis for the office land uses, with single access to/from US HWY 441 via NW 167th Blvd. This study, along with the engineering site plans have been approved and construction is underway. Additionally, CHW has provided traffic analysis and coordinated with FDOT for the redesign of the US HWY 441/NW 167th Blvd intersection. This full access intersection is being modified to a signalized thru-cut intersection where the side street through movements across NW 167th Blvd are prohibited. Side street turning movements at this thru-cut intersection are detailed in **Appendix K**.

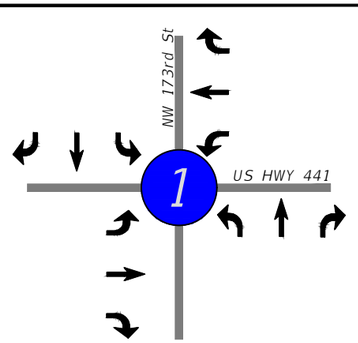
The Tomoka Hills Master Plan includes the following maximum buildout:

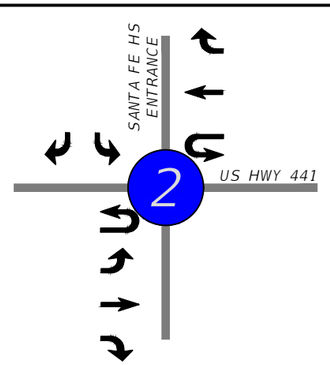
- Single family homes – 110 dwelling units
- Multifamily home development – 350 dwelling units
- Multifamily home development – 300 dwelling units
- Non-residential development – 540,000 square feet
    - 140,000 SF will be office land use, and the remaining 400,000 square feet will be assumed to be retail for the purpose of this analysis.
- Non-residential recreational development – 200,000 square feet
    - The recreation development will be ancillary to the office land use.

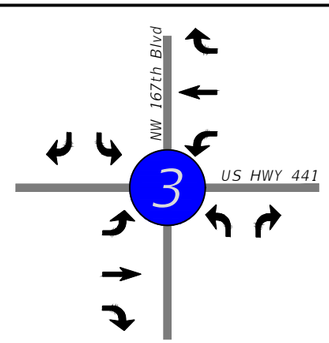
For the purpose of the TIA, a full site buildout year of 2035 will be used to forecast the traffic volumes. Any development phase that occurs after 2035 should require an updated traffic impact analysis. The Tomoka Hill Master Plan is provided in **Appendix A**. The study is in conformance with the methodology letter dated August 16, 2024, see **Appendix B**. **Figure 1** provides the study intersections agreed upon in the methodology.

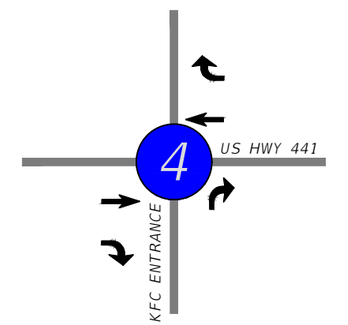
The following connections are proposed with this project, as illustrated in **Appendix A**:

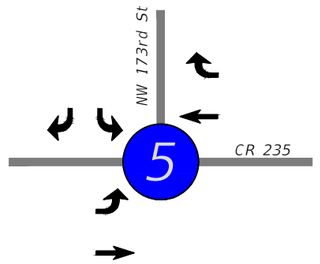
- US HWY 441 at NW 167th Boulevard - This intersection is being modified to a signalized thru-cut intersection undergoing final permit approval with FDOT.
- NW 173rd Street (CR 235A) at the proposed NW 167th Blvd South intersection (Access A), located approximately 2,770 FT south of NW 162nd Lane
- NW 173rd Street (CR 235A) at access B, located approximately 845 FT south of NW 162nd Lane
- NW 173rd Street (CR 235A) at access C, located approximately 400 FT south of NW 162nd Lane

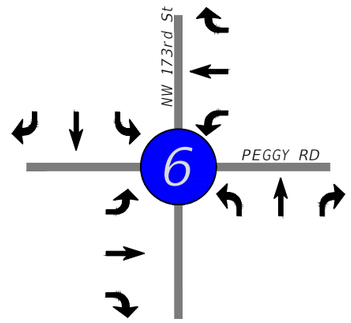


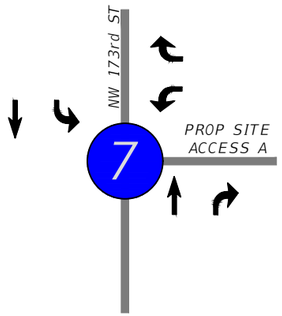


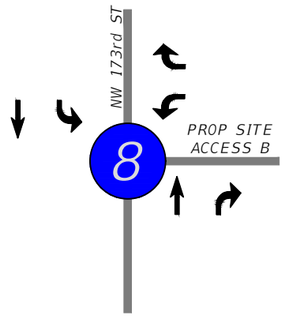


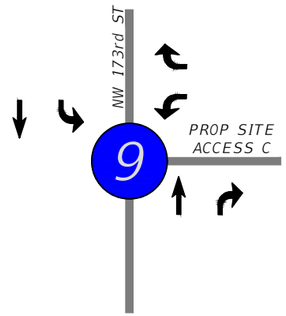


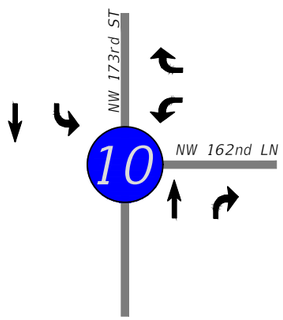


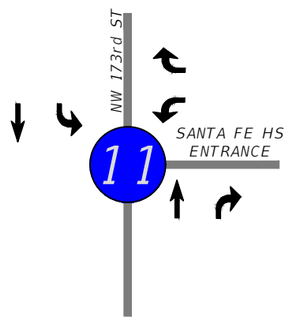




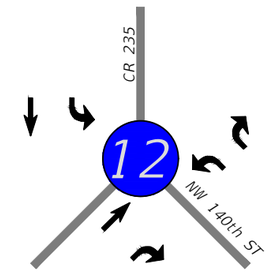


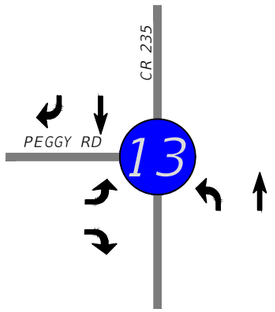












Key:

Figure 1
Study
Intersections

Tomoka Hills

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4

2. TRIP GENERATION

The Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition was used to develop the project trip generation provided in Table 1. Both internal capture and pass-by reductions are applied for the full buildout scenario. The supporting documentation is provided in **Appendix C**.

Table 1 | Trip Generation

Tomoka Hills (Full Buildout) -Trip Generation - Used for Analysis											
Land Use	**Land Use Area**	**ITE LU Code**	**Variable Type**	**Variable Quantity**	**Daily**	**AM Peak**			**PM Peak**		
						Total	**In**	**Out**	**Total**	**In**	**Out**
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Single-Family Detached Housing with Internal Capture Reduction					978	79	19	60	88	51	37
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise) (C) with Internal Capture Reduction					1,772	112	27	85	121	70	51
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Multifamily Housing (Low-Rise) (B) with Internal Capture Reduction					2,057	127	31	96	137	80	57
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction [3]					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction [3]					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction [3]					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	50	25	25	272	136	136
Shopping Center Trips with Pass-by Removed					12,527	303	195	108	1,171	589	582
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***826***	***457***	***369***	***1,713***	***808***	***905***

3. DATA COLLECTION

Turning movement counts were collected on April 24th, 2024, at the following intersections:

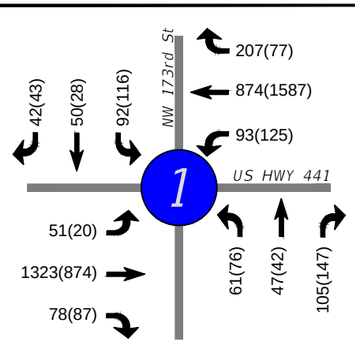
- US HWY 441 at NW 173rd St (CR 235A) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- US HWY 441 at Santa Fe Driveway (7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM)
- US HWY 441 at KFC Driveway located 340 FT east of NW 167th Blvd (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at CR 235 (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at Santa Fe Highschool Driveway (7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM)
- CR 235 at NW 140th St (CR 241) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- CR 235 at Peggy Rd (CR 2054) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)

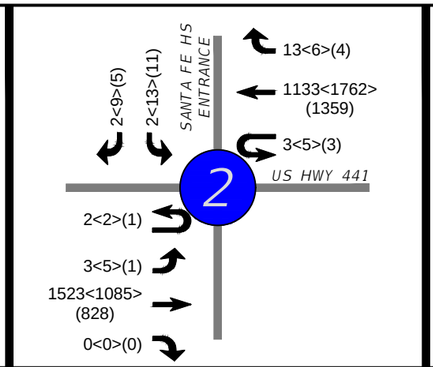
Additional turning movement counts were collected along NW 173rd Street on November 19th, 2024, at the following intersections:

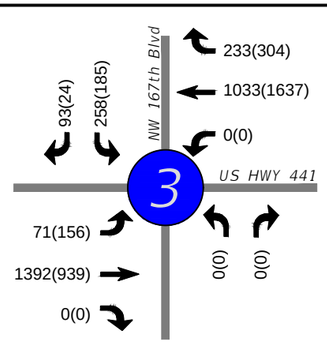
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054) (6:00 AM to 8:00 PM)
- NW 173rd St (CR 235A) at NW 149th Pl (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at NW 162nd Ln (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)

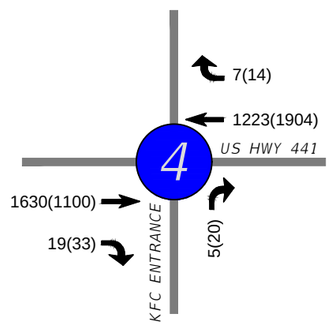
The raw count data is provided in **Appendix D**. The count data was adjusted based on the seasonal adjustment factor to derive the peak season turning movements.

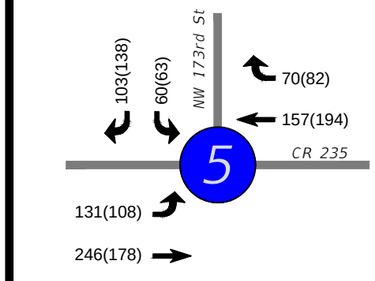
Growth rates were determined based on historical ADT from FDOT Traffic Online to derive the 2035 background volumes. **Appendix E** provides the data used to determine the peak season factor and growth rates used to forecast the background volumes. The background information and volumes are provided in the buildout tables provided in tables provided in **Appendix F. Figure 2** illustrates the existing (peak season) volumes at all Study Intersections and **Figure 3** illustrates the 2035 background volumes at all study intersections.

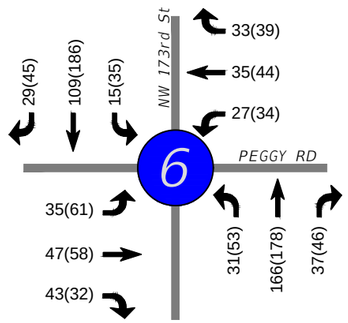




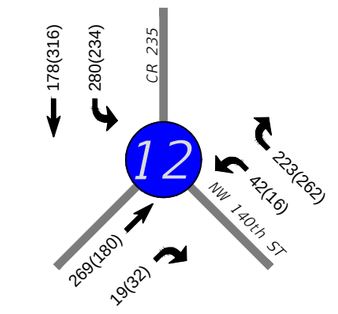


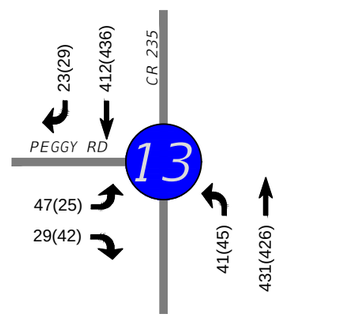


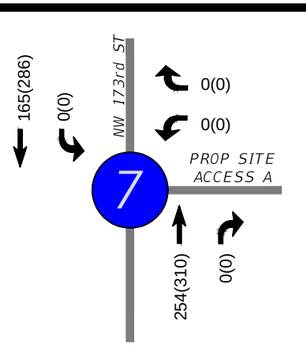


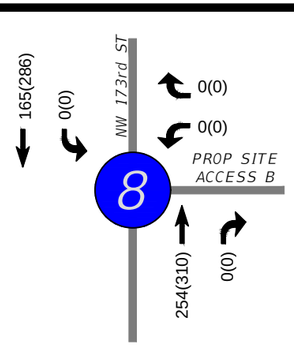


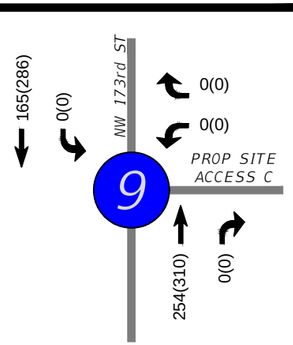


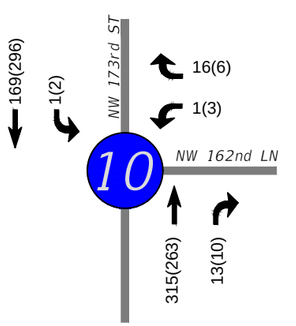


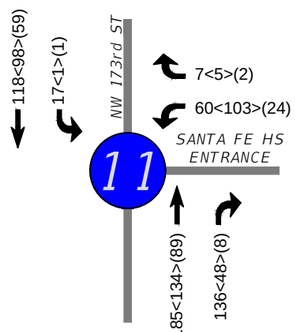












Key:

##(##) - Peak Existing AM(PM)

Figure 2

Tomoka Hills

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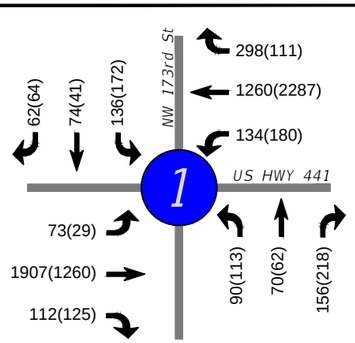

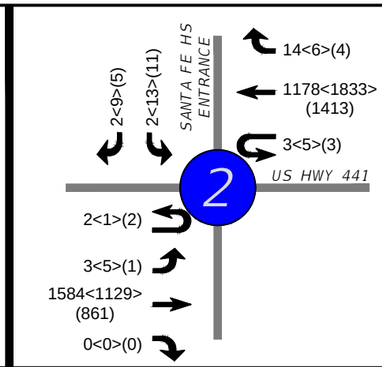

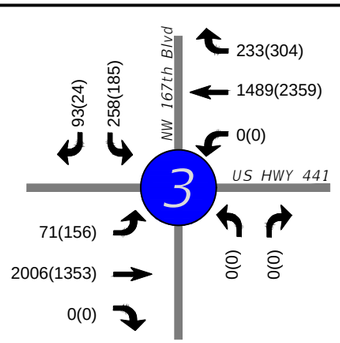



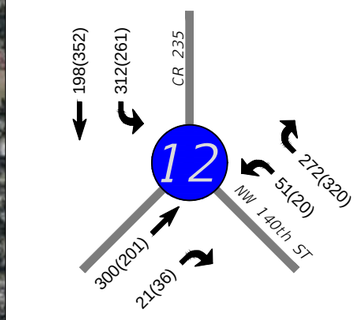

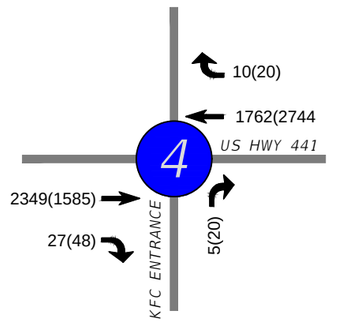

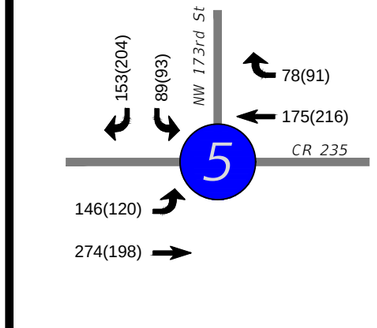

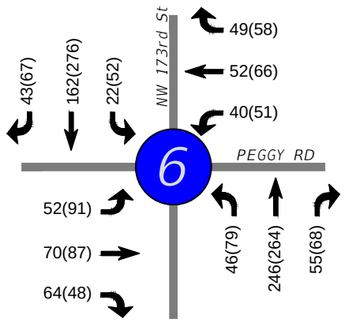

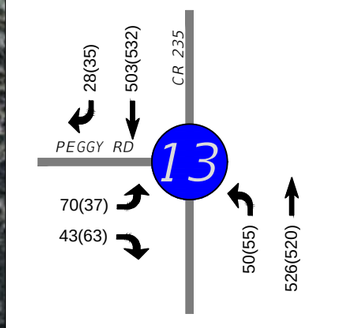

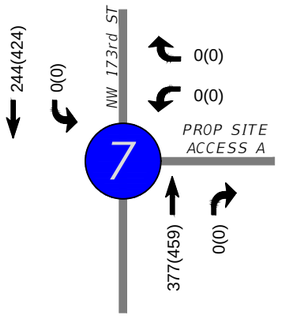

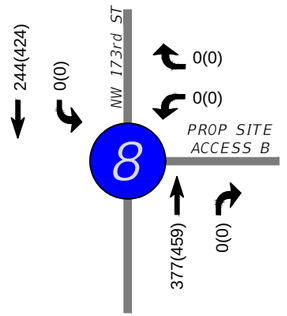

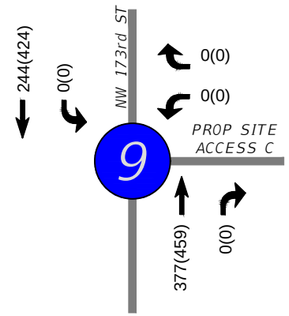

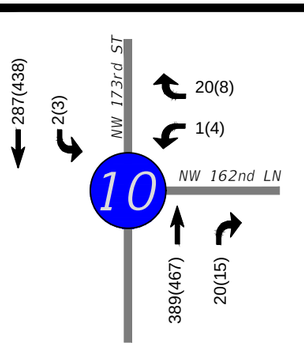

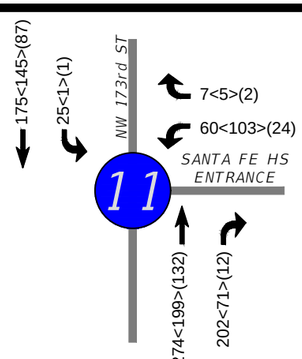

Key:

##(##) - Background AM(PM)

Figure 3
Background 2035

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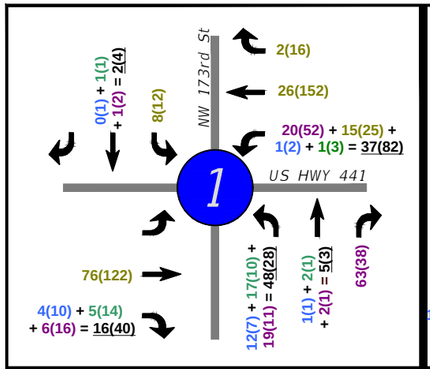
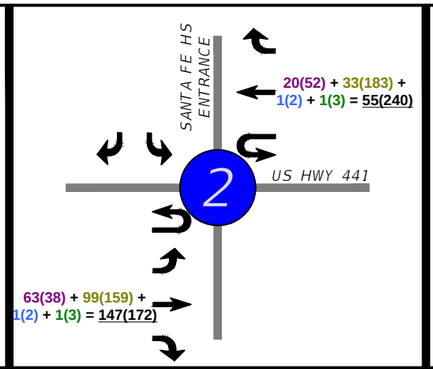
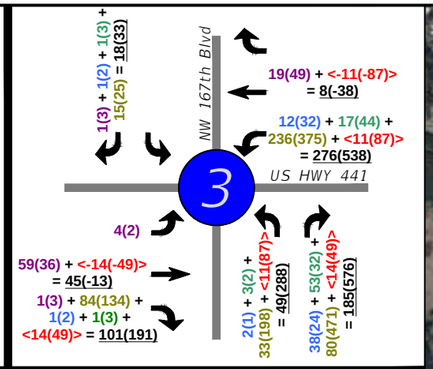
4. TRIP DISTRIBUTION

The project trip distribution was determined by the Gainesville Urbanized Area Transportation Study (GUATS) model. The pass-by trip distribution is based on the prevailing directional distribution along HWY 441. The trip distribution model data, trip distribution assumptions and trip assignments for the 2035 project trips are provided in **Attachment G**. Project trips were applied to the trip distribution percentages and combined with the background trips to derive the 2035 buildout conditions. The project trip assignments at the Study Intersections are provided in **Figure 4**.

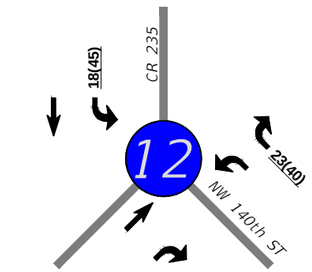
The combined background trips and project trips form the buildout conditions provided in **Appendix F** and illustrated in **Figure 5**.

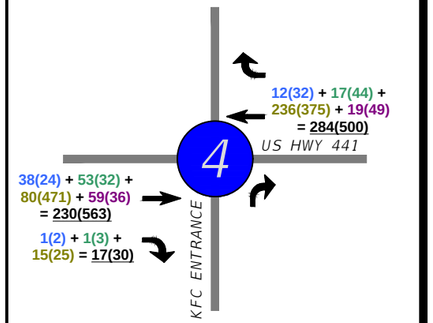


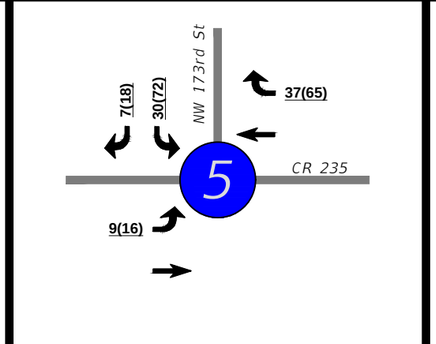


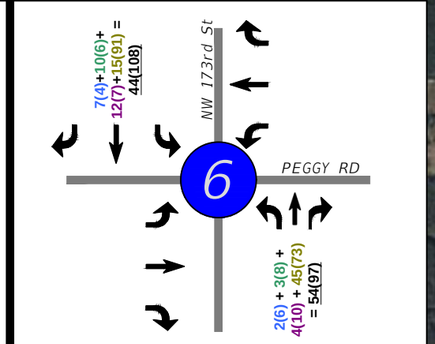


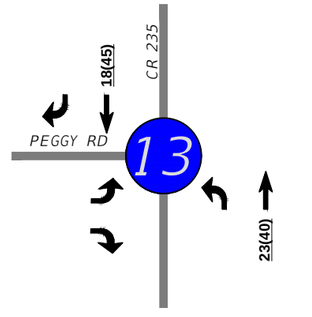


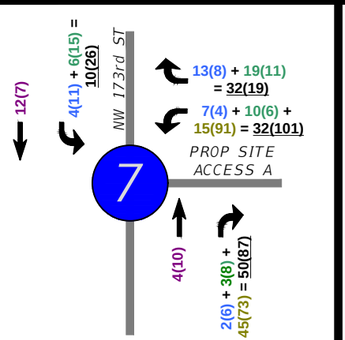


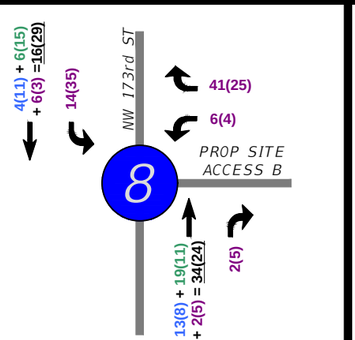


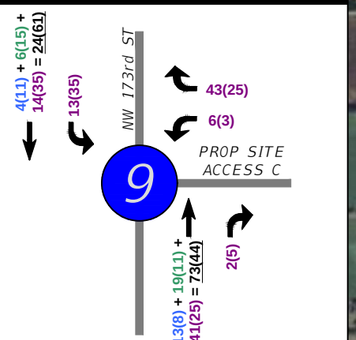


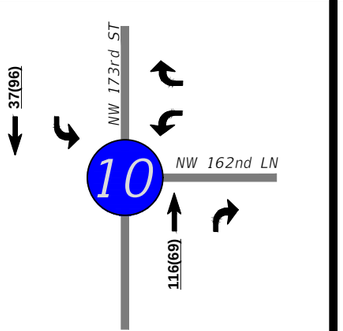


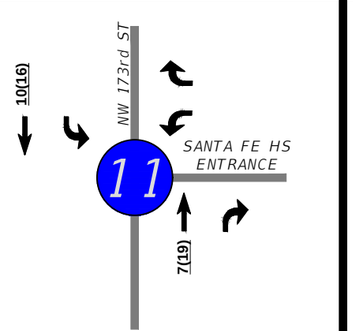












Key:

AM(PM) = Single Family Detached Housing | AM(PM) = Multi Family Housing Zone B | AM(PM) = Multi Family Housing Zone C | AM(PM) = Combined Shopping and Office | <AM(PM)> = Pass-By Trips | AM(PM) = Total Trips

Figure 4
Project Trips

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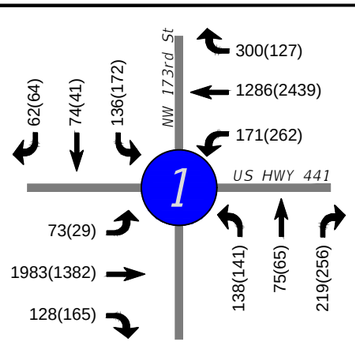

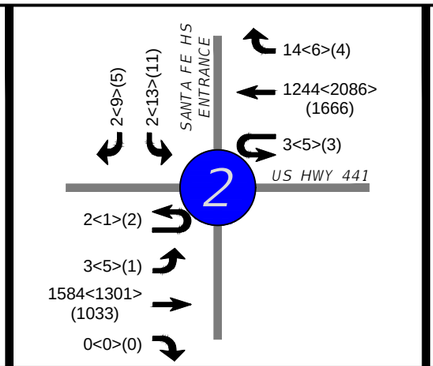

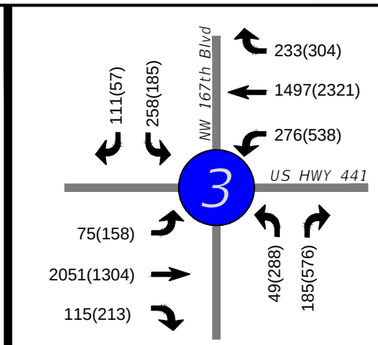



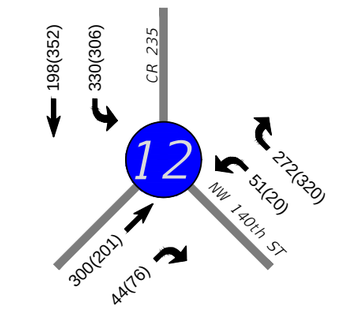

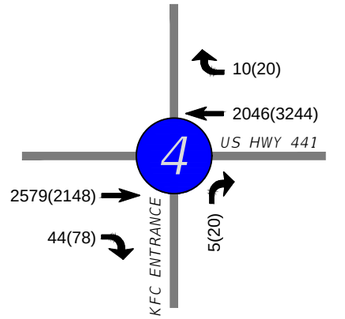

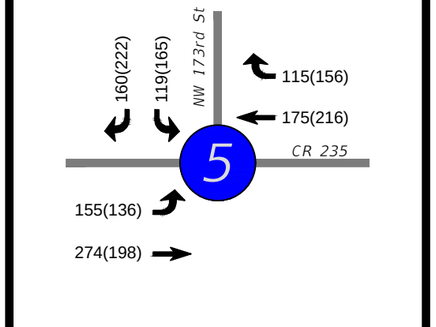

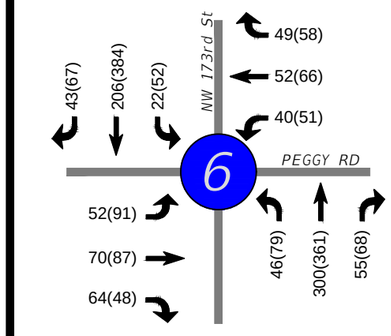

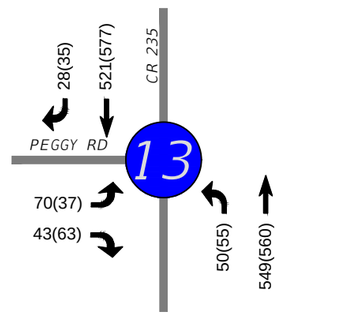

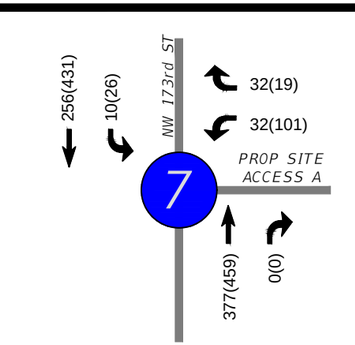

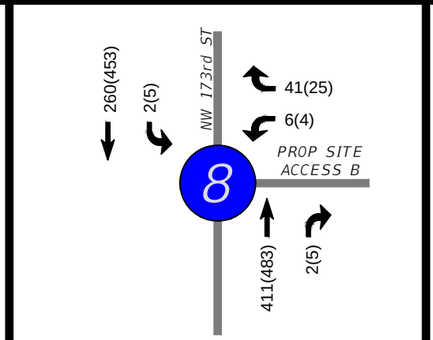

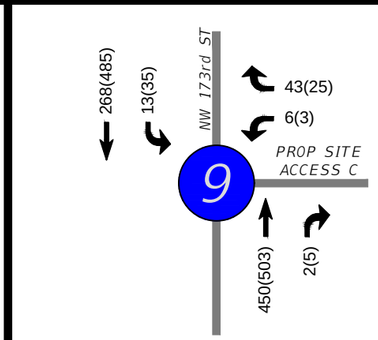

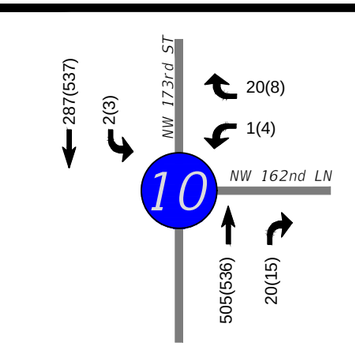

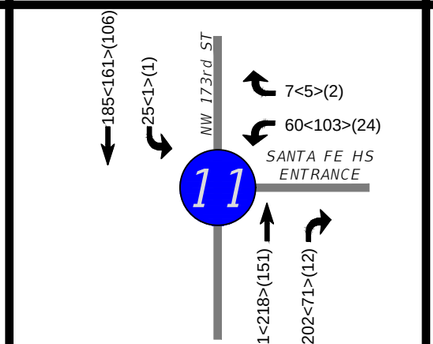

Key:

##(##) - Peak Buildout
AM(PM)

Figure 5
Final Buildout
2035

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5. ANALYSIS

The following analysis is divided into five parts: 1) turn lane warrant analyses and design lengths, 2) traffic signal warrant analysis, and 3) intersection analysis.

5.1. Turn Lane Warrant Analysis

Left and right-turn lane warrant analyses were performed at the proposed site access intersections along NW 173rd Street in accordance with NCHRP Report 457, using the AM and PM buildout volumes. The results of the right-turn lane warrant analyses are provided in **Appendix H**.

Based on this analysis, the following turn lanes are warranted:

- NW 173rd Street/Access A (southern most proposed access providing the primary connection to NW 173rd Street)
  - Northbound right-tun lane
  - Southbound left-turn lane

- NW 173rd Street/Access B (proposed access on NW 173rd Street serving the south portion of the multifamily site)
  - Southbound left-turn lane

- NW 173rd Street/Access C (proposed access on NW 173rd Street serving the north portion of the multifamily site)
  - Southbound left-turn lane

In addition to the turn lanes provided above, additional turn lanes and turn lane extensions are recommended for operational purposes. These recommendations are provided in Section 5.3. The following turn lane additions and extension are recommended:

- NW 173rd Street/Peggy Road
  - Northbound left-tun lane
  - Southbound left-turn lane
  - Westbound left-turn lane

- HWY 441/NW 167th Blvd
  - 2nd northbound left-turn lane
  - 2nd westbound left-turn lane

Table 2 provides the turn lane design lengths for all recommended turn lanes based on the FDOT Design Manual criteria.

Table 2: Recommended Turn Lane Lengths				
Intersection	**Turn Lane**	**Deceleration Length (ft)**	**Queue Length (ft)**	**Total Length (ft)**
NW 173rd St @ Peggy Rd	Northbound Left	350	25	375
	Southbound Left	350	25	375
	Westbound Left	350	75	425
NW 173rd St @ Access A	Northbound Right	350	0	350
	Southbound Left	350	25	375
NW 173rd St @ Access B	Southbound Left	350	25	375
NW 173rd St @ Access C	Southbound Left	350	25	375
HWY441 @ NW 167th	Westbound Left	290	350	640 [1]
	Northbound Left	0	225	225

Notes:
1: Maximum constructable turn lane length is 575 feet due to adjacent intersection to the east

The proposed turn lane lengths, provided in **Table 2,** are recommended in the conclusion of the TIA.

5.3 Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed at the US HWY 441/Peggy Road intersection under the 2035 background and buildout conditions. The traffic signal warrant volume forecast documentation and HCS signal warrant analysis report are provided in **Appendix I**. The traffic signal warrants were analyzed using HCS 2024. Based on the results, the traffic signal warrants 1, 2 and 3 are met during both the 2035 background and 2035 buildout condition.

Though this intersection meets warrants based on the traffic volumes, it is recommended instead to provide a northbound left, southbound left, and westbound left turn lane and provide a wide enough median, such that the eastbound and westbound left turning drivers, from the side street, can make a two-stage left turn. This improvement will remove the deficiencies at this intersection, provide an average intersection delay of only 15 seconds, and prevent vehicles on NW 173rd Street from being required to stop, as they would at a signalized intersection. Additionally, the northbound and southbound left turns will provide a safety improvement at this intersection.

5.4 Intersection Analysis

The study intersections were analyzed during the AM and PM peak hours during the following conditions:

- Existing (Peak Season)
- 2035 Background
- 2035 Buildout
- 2035 Buildout with Improvements

The objectives of the analysis were to identify level of service or operational deficiencies and if necessary, model potential improvement to mitigate deficiencies. Resulting indicators for intersection operational performance include level of service (LOS), delay, volume to capacity (v/c) ratio, and the 95th percentile queue length.

The Highway Capacity Software (HCS) 2024 was used to analyze all of the stop-controlled intersections and the Synchro 11 was used to analyze the signal controlled intersections. A summary of the operational performance of the intersections is provided in **Table 3** and **Table 4**. The HCS reports are provided in **Appendix J**.

All operational deficiencies are highlighted in **Tables 3** and **4**. A yellow highlight indicates that a deficiency occurs before project trips are added and therefore, not the responsibility of the project's developer. A red highlight indicates that the deficiency occurs with the addition of project trips, therefore, transportation improvements should be considered to mitigate the deficiency. Deficiencies are defined as:

- v/c greater than 1.0
- 95th percentile queue lengths exceeding storage lengths
- LOS of F for the main street through movements and intersection totals

Table 3: AM Intersection Analysis Summary

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				2035 Background				2035 Build-out				2035 Build-out w/ Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Non-signalized Intersections																		
HWY 441 at Santa Fe High School 7:45 – 8:45	EBL	375	B	14.7	0.01	0	C	15.3	0.01	0	C	16.2	0.02	0				
	WBL (U-turn)	N/A	B	13.9	0.01	0	B	14.5	0.01	0	C	15.9	0.01	0				
	SBL	N/A	E	47.2	0.02	25	F	50.7	0.03	25	F	57.4	0.03	25				
	SBR	50	C	15.5	0.01	0	C	16.0	0.01	0	C	16.6	0.01	0				
	Int. Total			0.1				0.2				0.2						
HWY 441 at Santa Fe High School School Start 8:00 – 9:00	EBL	375	B	13.7	0.01	0	B	14.2	0.01	0	C	15.1	0.01	0				
	WBL (U-turn)	N/A	B	13.8	0.01	0	B	14.8	0.01	0	C	16.3	0.01	0				
	SBL	N/A	E	42.6	0.02	25	E	46.5	0.02	25	F	52.7	0.03	25				
	SBR	50	B	14.8	0.01	0	C	15.2	0.01	0	C	15.8	0.01	0				
	Int. Total			0.2				0.2				0.2						
HWY 441 at KFC DW 7:30 – 8:30	NBR	N/A	C	17.3	0.02	25	E	35.9	0.04	25	E	44.0	0.02	25				
	Int. Total			0.0				0.0				0.0						
NW 173rd St at CR 235 7:15 – 8:15	EBL	N/A	A	8.1	0.11	25	A	8.2	0.13	25	A	8.4	0.14	25				
	SBL/R	N/A	C	16.0	0.36	50	C	21.2	0.55	75	D	30.1	0.70	150				
	Int. Total			5.6				8.6				10.1						
NW 173rd St at Peggy Rd 7:30 – 8:30	EBL	300	B	14.5	0.09	25	C	22.9	0.21	25	D	28.3	0.26	25	C	19.8	0.18	25
	EBT	N/A	B	13.5	0.11	25	C	18.3	0.21	25	C	21.0	0.25	25	C	20.7	0.24	25
	EBR	50	A	9.3	0.05	25	A	9.8	0.08	25	B	10.1	0.09	25	B	10.1	0.09	25
	WBL/T/R	N/A	B	13.8	0.20	25	C	22.3	0.42	50	D	28.2	0.50	75				
	WBL	N/A													C	20.1	0.15	25
	WBT/R	N/A													C	17.0	0.26	25
	NBL	N/A	A	7.8	0.02	25	A	8.0	0.04	25	A	8.2	0.04	25	A	8.2	0.04	25
	SBL	N/A	A	8.0	0.01	0	A	8.3	0.02	25	A	8.5	0.02	25	A	8.5	0.02	25
	Int. Total			5.7				7.8				8.3				6.2		
NW 173rd St at Proposed Access A 7:30 – 8:30	WBL/R	N/A									B	13.6	0.14	25				
	SBL	N/A									A	8.7	0.01	0				
	Int. Total											1.3						
NW 173rd St at Proposed Access B 7:30 – 8:30	WBL/R	N/A									B	12.0	0.09	200				
	SBL	N/A									A	8.7	0.02	0				
	Int. Total											0.9						
NW 173rd St at Proposed Access C 7:30 – 8:30	WBL/R	N/A									B	12.4	0.10	200				
	SBL	N/A									A	8.8	0.01	0				
	Int. Total											0.9						
NW 173rd St at NW 162nd Lane 7:30 – 8:30	WBL/R	N/A	A	9.8	0.02	25	B	10.8	0.03	25	B	11.8	0.04	25				
	SBL	N/A	A	8.2	0.00	0	A	8.6	0.00	0	A	9.0	0.00	0				
	Int. Total			0.2				0.3				0.3						
CR 235A at Santa Fe High School 7:30 – 8:30	WBL	N/A	B	12.9	0.14	25	C	16.9	0.20	25	C	17.3	0.20	25				
	WBR	200	A	9.9	0.01	0	B	11.1	0.01	0	B	11.1	0.01	0				
	SBL	N/A	A	8.6	0.02	25	A	8.8	0.03	25	A	8.8	0.03	25				
	Int. Total			1.2				1.6				1.8						
CR 235 at NW 140th St 7:30 – 8:30	WBL	N/A	D	34.5	0.28	25	F	50.6	0.43	50	F	59.6	0.47	75				
	WBR	725	B	12.5	0.34	50	B	14.1	0.43	75	B	14.4	0.44	75				
	SBL	N/A	A	8.9	0.25	25	A	9.2	0.29	25	A	9.5	0.31	50				
	Int. Total			6.4				8.2				8.4						

NW 140th St at Peggy Rd 7:15 – 8:15	EBL	N/A	C	19.6	0.24	25	D	32.6	0.48	50	E	35.6	0.51	75				
	NBL	N/A	A	8.5	0.04	25	A	8.9	0.05	25	A	9.0	0.05	25				
	Int. Total			2.2				3.6				3.8						

Table 3: AM Intersection Analysis Summary (continued)

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				2035 Background				2035 Build-out				2035 Build-out w/ Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Signalized Intersections																		
HWY 441 at NW 173rd St 7:30 – 8:30	EBL	375	E	79.4	0.47	100	F	82.5	0.57	150	F	82.5	0.57	150	F	81.4	0.56	150
	EBT	N/A	C	29.1	0.73	750	F	112.8	1.16	1500	F	154.9	1.26	1575	F	97.9	1.13	1425
	EBR	250	A	0.2	0.09	0	A	0.5	0.14	25	A	1.3	0.16	25	A	3.0	0.15	50
	WBL	350	E	70.9	0.61	175	E	68.2	0.72	225	E	78.3	0.81	275	F	138.5	1.00	350
	WBT	N/A	D	39.2	0.46	550	D	53.6	0.73	800	D	48.6	0.75	825	C	20.4	0.71	650
	WBR	1000	B	16.2	0.22	150	B	16.1	0.33	200	B	12.7	0.33	175	A	1.8	0.32	50
	NBL	185	D	53.0	0.35	100	E	55.6	0.50	150	E	69.7	0.74	225	F	106.2	0.92	250
	NBT	N/A	E	78.2	0.45	100	E	78.2	0.53	150	E	78.0	0.54	150	F	92.7	0.67	175
	NBR	350	A	5.6	0.44	25	B	16.3	0.60	75	C	23.6	0.73	125	D	45.4	0.87	250
	SBL	400	E	55.3	0.46	150	E	57.4	0.58	200	E	58.0	0.60	225	E	69.0	0.70	225
	SBT/R	N/A	E	65.3	0.59	150	F	94.8	0.86	275	F	108.6	0.93	275	F	126.3	0.99	275
	Int. Total		C	34.9			E	77.1			F	94.2			E	67.0		
HWY 441 at NW 167th Blvd 7:30 – 8:30	EBL	275	A	1.7	0.20	25	A	4.9	0.33	25	B	12.2	0.34	25	B	10.1	0.34	25
	EBT	N/A	A	5.7	0.56	300	A	7.7	0.80	950	D	36.0	0.99	950	C	27.7	0.92	950
	EBR	300									A	2.1	0.12	25	A	1.4	0.11	25
	WBL	275	A	4.0	0.02	25	A	4.8	0.05	25	F	102.0	1.00	450	D	46.6	0.70	150
	WBT	N/A	B	11.5	0.46	300	B	15.2	0.66	525	B	11.0	0.62	425	B	11.0	0.62	425
	WBR	300	A	1.4	0.21	50	A	1.4	0.21	50	A	1.0	0.20	25	A	1.0	0.20	25
	NBL	N/A									E	71.5	0.37	100	E	64.7	0.19	50
	NBR	N/A									D	43.4	0.49	225	D	50.6	0.58	225
	SBL	300	F	192.9	1.24	550	F	192.9	1.24	550	F	94.7	0.88	225	F	94.7	0.88	225
	SBR	N/A	B	13.7	0.35	75	B	13.7	0.35	75	C	23.9	0.36	100	C	23.9	0.36	100
	Int. Total		C	23.5			C	21.9			C	32.9			C	26.4		

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

* The results provided for the 441/167th intersection Buildout w/ Improvements are based on 350 KSF Shopping Center Buildout.

Table 4: PM Intersection Analysis Summary

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				2035 Background				2035 Build-out				2035 Build-out w/ Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Non-signalized Intersections																		
HWY 441 at Santa Fe High School 5:00 – 6:00	EBL	375	C	22.6	0.02	0	C	24.1	0.02	25	D	33.4	0.02	25				
	WBL (U-turn)	N/A	A	9.8	0.00	0	A	10.0	0.00	0	B	10.8	0.01	0				
	SBL	N/A	E	46.2	0.12	25	F	50.3	0.13	25	F	77.3	0.19	25				
	SBR	50	C	15.7	0.02	0	C	16.2	0.02	0	C	18.9	0.02	25				
	Int. Total			1.7				2.1				0.4						
HWY 441 at Santa Fe High School (School Let Out Peak) 3:45 – 4:45	EBL	375	C	21.7	0.03	25	C	24.2	0.03	25	D	32.0	0.05	25				
	WBL (U-turn)	N/A	B	11.0	0.01	0	B	11.4	0.01	0	B	12.5	0.01	0				
	SBL	N/A	F	90.6	0.25	25	F	919.3	1.37	75	F	194.6	0.45	50				
	SBR	50	C	19.9	0.04	25	C	21.4	0.04	25	D	25.6	0.05	25				
	Int. Total			3.8				5.2				1.0						
HWY 441 at KFC DW 4:00 – 5:00	NBR	N/A	B	13.7	0.05	25	C	18.4	0.07	25	D	28.0	0.12	25				
	Int. Total			0.1				0.1				0.1						
NW 173rd St at CR 235 4:30 – 5:30	EBL	N/A	A	8.3	0.09	25	A	8.4	0.11	25	A	8.7	0.13	25				
	SBL/R	N/A	B	14.8	0.37	50	C	18.8	0.55	75	E	38.4	0.83	200				
	Int. Total			0.1				0.1				14.9						
NW 173rd St at Peggy Rd 4:30 – 5:30	EBL	300	C	21.2	0.22	25	F	88.8	0.74	100	F	298.5	1.28	175	F	76.9	0.69	100
	EBT	N/A	C	17.1	0.17	25	D	32.2	0.41	25	F	53.3	0.56	75	E	48.8	0.53	75
	EBR	50	A	9.7	0.04	25	B	10.5	0.07	25	B	11.5	0.08	25	B	11.5	0.08	25
	WBL/T/R	N/A	C	18.6	0.31	25	F	86.2	0.89	175	F	313.2	1.47	300				
	WBL	N/A													F	90.4	0.58	75
	WBT/R	N/A													D	34.5	0.52	75
	NBL	N/A	A	8.1	0.05	25	A	8.6	0.08	25	A	9.0	0.08	25	A	9.0	0.08	25
	SBL	N/A	A	7.9	0.03	25	A	8.3	0.05	25	A	8.6	0.05	25	A	8.6	0.05	25
	Int. Total			39.5				58.2				63.0				15.5		
NW 173rd St at Proposed Access A 4:30 – 5:30	WBL/R	N/A									D	30.8	0.49	75				
	SBL	N/A									A	9.1	0.03	25				
	Int. Total											3.5						
NW 173rd St at Proposed Access B 4:30 – 5:30	WBL/R	N/A									B	13.5	0.07	25				
	SBL	N/A									A	8.9	0.04	25				
	Int. Total											0.7						
NW 173rd St at Proposed Access C 4:30 – 5:30	WBL/R	N/A									B	13.5	0.07	25				
	SBL	N/A									A	9.0	0.04	25				
	Int. Total											0.7						
NW 173rd St at NW 162nd Lane 4:30 – 5:30	WBL/R	N/A	B	11.6	0.02	25	B	14.4	0.03	25	C	16.5	0.04	25				
	SBL	N/A	A	8.3	0.00	0	A	8.8	0.00	0	A	9.1	0.00	0				
	Int. Total			0.1				0.2				0.2						
CR 235A at Santa Fe High School 5:00 – 6:00	WBL	N/A	A	9.5	0.03	25	A	9.9	0.03	25	B	10.2	0.04	25				
	WBR	200	A	8.7	0.00	0	A	9.0	0.00	0	A	9.1	0.00	0				
	SBL	N/A	A	7.6	0.00	25	A	7.7	0.00	0	A	7.7	0.00	0				
	Int. Total			0.5				0.7				0.9						
CR 235A at Santa Fe High School (School Let Out Peak) 3:45 – 4:45	WBL	N/A	B	12.3	0.23	25	B	14.9	0.29	25	C	15.9	0.31	25				
	WBR	200	A	9.4	0.01	0	B	10.1	0.01	0	B	10.3	0.01	0				
	SBL	N/A	A	7.8	0.00	0	A	8.1	0.00	0	A	8.1	0.00	0				
	Int. Total			2.0				2.8				3.0						
CR 235 at NW 140th St 4:00 – 5:00	WBL	N/A	C	24.3	0.08	25	D	29.8	0.13	25	E	37.2	0.16	25				
	WBR	725	B	11.5	0.34	25	B	12.8	0.43	50	B	13.1	0.44	50				

	SBL	N/A	A	8.3	0.19	25	A	8.5	0.22	25	A	8.9	0.26	25				
	Int. Total			4.2				5.7				6.0						
NW 140th St at Peggy Rd 4:15 – 5:15	EBL	N/A	C	18.0	0.21	25	D	27.7	0.41	50	D	32.7	0.46	50				
	NBL	N/A	A	8.7	0.05	25	A	9.1	0.06	25	A	9.3	0.07	25				
	Int. Total			2.2				2.8				3.2						

Table 4: PM Intersection Analysis Summary (continued)

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				2035 Background				2035 Build-out				2035 Build-out w/ Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Signalized Intersections																		
HWY 441 at NW 173rd St 4:00 – 5:00	EBL	375	F	81.2	0.28	75	F	84.2	0.37	75	F	84.2	0.37	75	F	119.6	0.62	100
	EBT	N/A	C	23.1	0.50	425	C	34.5	0.78	750	D	42.5	0.88	875	D	43.3	0.89	875
	EBR	250	A	0.2	0.10	0	A	1.4	0.16	25	A	3.7	0.21	50	A	3.7	0.21	50
	WBL	350	E	67.2	0.71	200	E	65.0	0.82	200	F	86.9	0.94	250	F	105.0	0.99	325
	WBT	N/A	D	43.3	0.74	1000	F	104.1	1.13	1475	F	112.4	1.21	1575	F	93.3	1.16	1750
	WBR	1000	A	6.0	0.08	25	A	6.3	0.12	25	A	0.2	0.13	0	A	0.5	0.13	25
	NBL	185	E	62.6	0.45	150	E	75.3	0.68	200	F	915.0	0.84	250	F	104.5	0.90	275
	NBT	N/A	F	91.9	0.51	100	F	102.3	0.67	150	F	101.9	0.67	175	F	97.8	0.64	150
	NBR	350	C	23.3	0.68	75	D	38.9	0.85	200	E	75.9	1.01	300	E	65.4	0.97	300
	SBL	400	E	70.1	0.64	200	F	94.4	0.89	300	F	103.3	0.94	325	F	116.9	0.99	350
	SBT/R	N/A	E	62.0	0.62	100	F	105.9	0.91	200	F	130.1	1.00	225	F	124.0	0.98	225
	Int. Total		D	38.7			E	74.5			F	83.5			E	76.2		
HWY 441 at NW 167th Blvd 4:00 – 5:00	EBL	275	F	103.2	1.01	175	F	216.6	1.31	300	F	210.1	1.36	300	E	74.9	0.99	250
	EBT	N/A	A	4.5	0.48	150	A	4.8	0.70	175	F	106.5	1.12	725	D	52.1	0.96	700
	EBR	300									A	5.1	0.09	25	A	0.5	0.04	0
	WBL	275	A	4.0	0.00	25	A	4.0	0.01	25	F	149.2	1.19	925	E	65.9	0.72	350
	WBT	N/A	B	18.9	0.74	675	E	64.4	1.06	1650	E	77.9	1.09	1675	E	73.3	1.08	1650
	WBR	300	A	1.5	0.28	50	A	3.6	0.29	75	A	4.7	0.30	100	A	4.4	0.30	100
	NBL	N/A									F	161.1	1.16	600	F	80.4	0.75	225
	NBR	N/A									D	54.7	0.89	850	E	78.0	0.97	850
	SBL	300	F	119.1	0.95	400	F	119.1	0.95	400	E	64.1	0.44	175	E	73.6	0.60	175
	SBR	N/A	C	21.7	0.12	50	C	21.7	0.12	50	A	0.3	0.06	0	A	0.3	0.06	0
	Int. Total		C	22.5			D	47.1			F	92.8			E	63.4		

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

* The results provided for the 441/167th intersection Buildout w/ Improvements are based on 350 KSF Shopping Center Buildout.

Based on the results provided in **Tables 3** and **4**, the following deficiencies occur during the buildout scenarios.

US HWY 441/NW 173rd Street Intersection

The northbound left 95th percentile queue length exceeds the storage length during the AM buildout peak hour. A dual northbound left-turn lane is recommended at this intersection with the Briarwood development which is located on the north side of HWY 441, west of NW 173rd Street. This improvement is provided in the developer's agreement with Briarwood during a future phase of development. The future left turn lane will be sufficient to accommodate traffic from the Tomoka Hills development and requires no action from this development.

The intersection operates with a LOS of F under both the AM and PM buildout conditions. Signal timings were adjusted and results provided under the w/ improvements column. The results demonstrate that the deficiencies can be corrected with signal timing adjustments alone.

US HWY 441/NW 167th Boulevard

Under the buildout condition during the PM peak the following deficiencies caused by the addition of project traffic occur:

- The eastbound through operates with volumes exceeding capacity.
- The westbound left operates with volumes exceeding capacity and a 95th percentile queue length of 925 FT which exceeds capacity.
- The northbound left turn lane operates with volumes exceeding capacity.
- The intersection, as a whole, operates with a LOS of F.

To mitigate these deficiencies the following improvements are recommended:

- Provide a 2nd northbound left-turn lane a minimum of 225 FT in length.
- Provide a 2nd westbound left-turn lane and extend the dual left turn lanes to approximately 575 FT in length.

These improvements are recommended to be included with the phase where half of the site is developed, which is equivalent to 857 PM peak hour trips. The threshold documentation is provided at the end of **Appendix J**.

Even with the improvements provided above, the HWY 441/NW 167th Blvd intersection continues to operate with deficiencies when the Shopping Center develops beyond 350 KSF. Therefore, it is recommended that the development does not exceed 350 KSF of development or a 2nd connection from the development to US HWY 441 is provided to allow an alternative access for the westbound lefts and northbound rights. This does not need to be a direct connection from the development to US HWY 441, for example, a connection to the parallel access fronting KFC and Burger King would be sufficient. The threshold documentation is provided at the end of **Appendix J**.

NW 173rd Street/Peggy Road

Under the buildout condition during the PM peak, the eastbound left and the westbound movements operate with volumes exceeding capacity. The following improvements are recommended to mitigate these deficiencies.

- Install a 425 FT westbound left turn lane.
- Install a 375 FT northbound left turn lane.
- Install a 375 FT southbound left turn lane
- Provide a median wide enough to allow a two-stage left turn movement from the side street (minimum of 16 FT in width)

These recommendations should be provided concurrently with the phase of development where ¼ or 428 trips during the PM peak are generated. This threshold is provided at the end of **Appendix J**.

6. CONCLUSIONS AND RECOMMENDATIONS

The following improvements are recommended to support the project's traffic. The improvements provided below are recommended in future phases of the development. A cumulative trip generation should be provided with each phase of development to demonstrate whether the improvement should be provided with that specific phase. Since the buildout used in the analysis is 2035, an updated TIA should be provided to support any development that occurs beyond 2035. Concurrent review is occurring with Alachua County, which may require modification to turn lane improvements on NW 173rd Street.

NW 173rd Street/Peggy Road

- Install a 425 FT westbound left turn lane.
- Install a 375 FT northbound left turn lane.
- Install a 375 FT southbound left turn lane
- Provide a median wide enough to allow a two-stage left turn movement from the side street (minimum of 16 FT in width)

These recommendations should be provided concurrently with the phase of development where ¼ or 428 trips during the PM peak are generated. The threshold documentation is provided at the end of **Appendix J**.

NW 173rd Street/Access A

- Provide a 350 FT northbound right turn lane.
- Provide a 375 FT southbound left turn lane.

These improvements should be provided concurrently with the Access A connection.

NW 173rd Street/Access B

- Provide a 375 FT southbound left turn lane.

This improvement should be provided concurrently with the Access B connection.

NW 173rd Street/Access C

- Provide a 375 FT southbound left turn lane.

This improvement should be provided concurrently with the Access C connection.

HWY 441/NW 167th Blvd

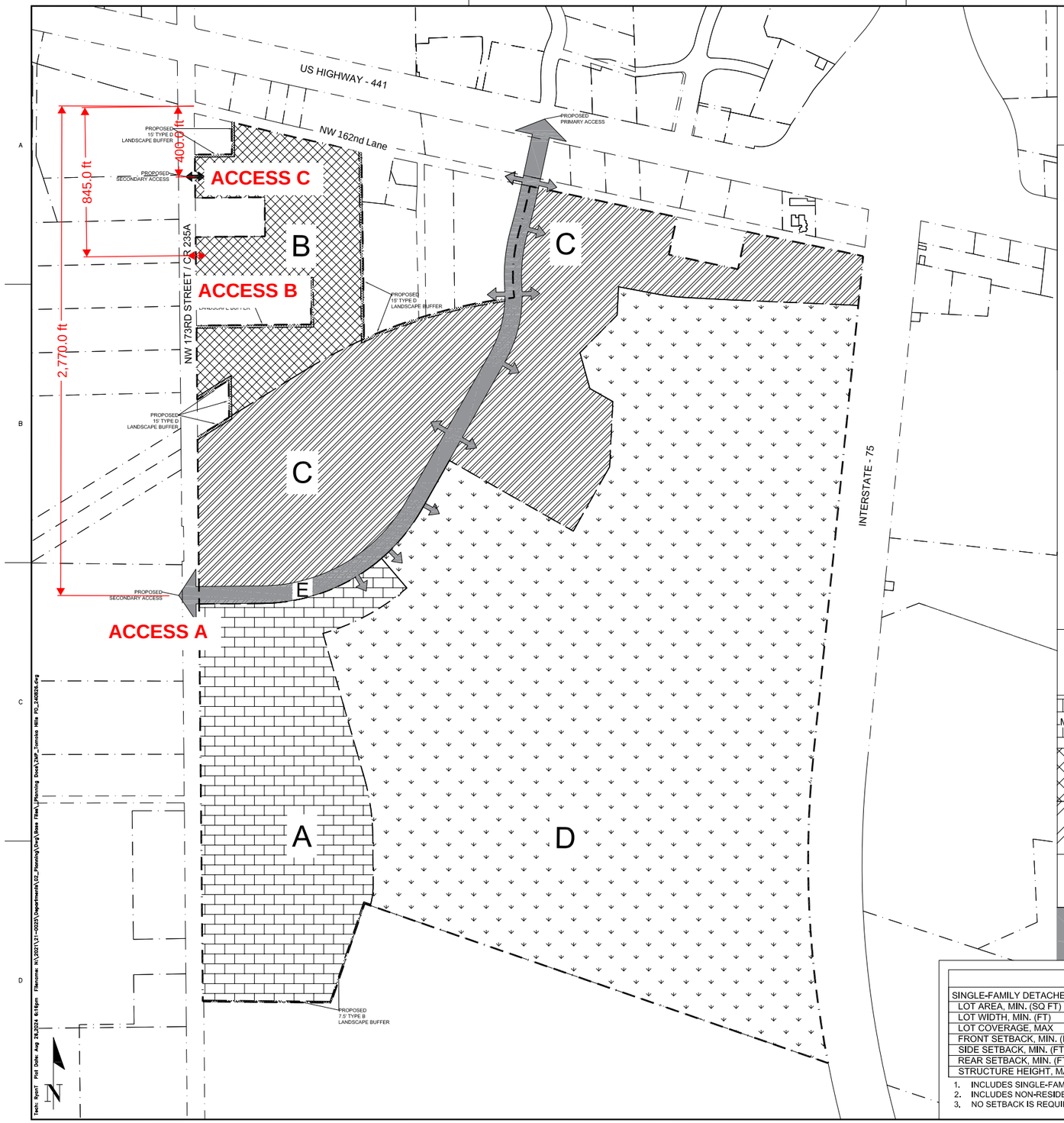
- Provide a 2nd 225 FT northbound left turn lane.
- Provide a 2nd westbound left-turn lane and extend the dual left turn lanes to approximately 575 FT in length.

These improvements are recommended to be included with the phase here half of the site is developed, which is equivalent to 857 PM peak hour trips. The threshold documentation is provided at the end of **Appendix J**.

It is recommended that the development does not exceed 350 KSF of development or a 2nd connection from the development to US HWY 441 is provided to allow an alternative access for the westbound lefts and northbound rights. This does not need to be a direct connection from the development to US HWY 441, for example, a connection to the parallel access fronting KFC and Burger King would be sufficient. The threshold documentation is provided at the end of **Appendix J**.

Appendix A
Concept Plan

Attachment A - Master Plan



TOMOKA HILLS

PLANNED DEVELOPMENT

MASTER PLAN

GENERAL NOTES

1. **LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THE PD-R MASTER PLAN. THE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: RECREATIONAL TRAILS, PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, AND COMMON/OPEN SPACE. PERMITTED USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.
2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF TWO PHASES. PHASE 1 SHALL INCLUDE THE OFFICE, GOLF COURSE, AND ACCESSORY USES. PHASE 2 SHALL INCLUDE THE REMAINING ENTITLEMENTS AND MAY BE DEVELOPED ACCORDING TO MARKET CONDITIONS. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD-R PLAN TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH PHASE OR UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD-R MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD-R MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
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8. **BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 20'-WIDE EASEMENT FOR A PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(b)(**ii**) TO ENHANCE PEDESTRIAN CIRCULATION. IN NO CASE SHALL A BLOCK FACE EXCEED 1,000' IN LENGTH. TRAFFIC CALMING MEASURES THAT MAY BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR OTHER ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, ETC. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE UNDERSTANDING HAS BEEN REACHED WITH CITY OF ALACHUA PUBLIC SERVICES.
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12. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS WILL BE REQUIRED AT TIME OF FINAL PD PLAN/ PRELIMINARY PLAT/ SITE PLAN APPROVAL.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, AND INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.55-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 100 UNITS (2 DU/AC)	46.73 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 350 UNITS (15 DU/AC)	22.27 (6%)
C: MIXED USE	GROUP LIVING, SELF-SERVICE STORAGE, AND ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMUNITY/ AMENITY CENTER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), RETAIL SALES AND SERVICES, OFFICE, PARKS AND RECREATIONAL AREAS/TRAILS, RESTAURANTS (WITH AND WITHOUT DRIVE-THRU), MICROBREWERY, PUBLIC OR PRIVATE GOLF COURSE, CLUBHOUSE, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL	RESIDENTIAL: 300 UNITS (12 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.33 FAR)	78.68 (23%)
D: COMMON AREA/ RECREATION	COMMON OPEN SPACE, BUFFER, RECREATIONAL TRAILS, CLUBHOUSE, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC AND/OR PRIVATE PARKS, PUBLIC OR PRIVATE GOLF COURSE, RESOURCE-BASED RECREATION USES, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, INFRASTRUCTURE, AND SINGLE-FAMILY RESIDENTIAL AS AN ACCESSORY TO A GOLF COURSE	RESIDENTIAL: 10 UNITS (0.05 DU/AC) NON-RESIDENTIAL: 200,000 SF	197.87 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED:		SINGLE-FAMILY ATTACHED[1]:		MULTIPLE-FAMILY:		NON-RESIDENTIAL[2]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[3]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[3]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[3]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
2. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
3. NO SETBACK IS REQUIRED, HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.

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Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1980 FLORIDA CA-5075
CHW Professional Consultants

SCALE: 1" = 300'
VERIFY SCALE BAR IS CORRECT FOR PLOTTED SIZE. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITALS: SUBMIT PD APPLICATION – AUGUST 29, 2024

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Appendix B
Methodology Letter

October 15, 2024

Thomas Strom, PE
Transportation Engineering Manager
Alachua County Public Works
5620 NW 120th Lane, Gainesville, FL 32653

Justin Tabor
Principal Planner
City of Alachua
15100 NW 142nd Terrace
Alachua, FL 32616

RE: Traffic Impact Analysis Methodology – Tomoka Hills, in Alachua County, FL

Dear Thomas, Justin,

CHW is preparing a Traffic Impact Analysis (TIA) for the proposed Tomoka Hills development. The site is approximately 345.55 acres located south of US HWY 441 between NW 173rd St(CR 225A) and I-75. CHW has prepared a traffic impact analysis for the office land uses, with a single access to/from US HWY 441 via NW 167th Blvd. This study, along with the engineering site plans have been approved and construction is underway. Additionally, CHW has provided traffic analysis and coordinated with FDOT for the redesign of the US HWY 441/NW 173rd Street intersection. This full access intersection is being modified to a signalized thru-cut intersection where the side street through movements along NW 167th Blvd are prohibited.

This letter provides the methodology to analayze the impacts of the full Tomoka Hills site based on the Tomoka Hills Master Plan. The Tomoka Hills Master Plan includes the following maximum buildout:

- Single family homes – 110 dwelling units
- 2 X multifamily home developments – 350 dwelling units and 300 dwelling units
- Non-residential development – 540,000 square feet
    - 140,000 SF will be office land use and the remaining 400,000 square feet will be assumed to be retail for the purpose of this analysis.
- Non-residential recreational development – 200,000 square feet
    - The recreation development will be ancillary to the office land use.

For the purpose of the TIA, a full site buildout year of 2035 will be used to forecast the traffic volumes. It will be recommended in the TIA that any development phase that occurs after 2035 should require an updated traffic impact analysis. The Tomoka Hill Master Plan is provided in **Attachment A**.

The following connections are proposed with this project, as illustrated in **Attachment A**:

- US HWY 441 at NW 167th Boulevard - This intersection is being modified to a signalized thru-cut intersection undergoing final permit approval with FDOT.

- NW 173rd Street (CR 235A) at the proposed NW 167th Boulevard South intersection, located approximately 2,770 FT south of NW 162nd Lane
- NW 173rd Street (CR 235A) at a proposed full access intersection, located approximately 845 FT south of NW 162nd Lane
- NW 173rd Street (CR 235A) at a proposed full access intersection, located approximately 400 FT south of NW 162nd Lane

Study Area

In April of 2024, CHW coordinated with the City of Alachua and Alachua County and agreed to the following intersection study area. The study area correspondence and study area map are provided in **Attachment B**.

- All proposed site access intersections listed above
- US HWY 441 at NW 173rd St (CR 235A)
- US HWY 441 at Santa Fe Driveway
- US HWY 441 at KFC Driveway located 340 FT east of NW 167th Blvd
- NW 173rd St (CR 235A) at CR 235
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054)
- NW 173rd St (CR 235A) at Santa Fe Highschool Driveway
- CR 235 at NW 140th St (CR 241)
- CR 235 at Peggy Rd (CR 2054)

Trip Generation

The trip generation for the site is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. The estimated trip generation is provided below. The trip generation documentation is provided in **Attachment C**.

Tomoka Hills (Full Buildout) -Trip Generation											
Land Use	**Land Use Area**	**ITE LU Code**	**Variable Type**	**Variable Quantity**	**Daily**	**AM Peak**			**PM Peak**		
						Total	**In**	**Out**	**Total**	**In**	**Out**
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction [3]					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction [3]					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction [3]					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***

(1) The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.

(2) The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios. The pass-by rate used for the analysis will be equal to or less than what is provided in this table because the inbound and outbound pass-by trips will be reduced so that the project trips balance out between intersections.

Data Collection

Turning movement counts will be collected on a Tuesday, Wednesday, or Thursday while the UF and Alachua County Public Schools are in session. All counts will include passenger vehicle, pedestrian, bicycles, and truck traffic. The count locations are illustrated in **Attachment B**:

Turning movement counts will be collected during the AM peak two hours 7:00 AM to 9:00 AM and PM peak two hours 4:00 PM to 6:00 PM at the following intersections:

- US HWY 441 at NW 173rd St (CR 235A)
- US HWY 441 at NW 167th Blvd
- US HWY 441 at KFC Driveway
- NW 173rd St (CR 235A) at CR 235
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054)
- NW 173rd St (CR 235A) at Santa Fe Highschool Driveway
- CR 235 at NW 140th St (CR 241)
- CR 235 at Peggy Rd (CR 2054)

Turning movement counts will be collected during the AM peak two hours 7:00 AM to 9:00 AM and PM peak two hours 3:00 PM to 6:00 PM at the following intersections, to capture school arrival and departure peaks:

- US HWY 441 at Santa Fe Highschool Driveway
- NW 173rd St (CR 235A) at Santa Fe Highschool Driveway

A 14-hour (6:00 AM to 8:00 PM) turning movement count will be collected at the following intersection. This turning movement count will be used to analyze all access intersections along NW 173rd St and provide the counts used for a signal warrant analysis at the NW 173rd St access intersections, if necessary.

- NW 173rd St (CR 235A) at NW 162nd Lane

Background Forecast

A peak season factor and historical growth rates will be derived from FDOT Traffic Online data. The background traffic will be forecasted to the anticipated buildout year of 2035. A minimum 1.0% growth rate will be applied where the calculated historic growth rate is less than 1.0%. A 2.0% growth rate will be applied to roadways where historical ADT is not available.

Trip Distribution

CHW will coordinate with a professional consultant to provided a trip distribution using the Gainesville Urbanized Area Transportation Study (GUATS) model. The project trip assignment will be based on the results from the GUATS model.

Analysis

Turn Lane Warrant Analysis – Left and right-turn lane warrant analyses, where applicable, will be performed at all site access intersections. The turn lane warrant analyses for the proposed site access intersections on NW 173rd St (CR 235A) will be based on guidelines from both the Alachua County Unified Land Development Code and the FDOT Access Management Guidebook, latest edition.

Intersection Analysis - An intersection analysis will be performed at all study intersecitons during the AM and PM peak hours of adjacent street traffic, and during the arrival and departure peak hours at the Santa Fe Highschool access intersections, under the following conditions:

- Existing condition
- Background condition
- 2035 Build-out condition
- 2035 Build-out with improvements condition (if applicable)

The intersection operation analysis will provide the delay, LOS, V/C, and 95th percentile queue length of each intersection movement as well as the intersection, as a whole. The stop-controlled intersection will be analyzed using HCS 2024 and the signalized intersection will be analyzed using Synchro 11. The analysis reports will be provided in the appendices. Any needed roadway modifications based on this analysis will be identified and modeled to demonstrate that the improvement mitigates the deficiency.

Traffic Signal Warrant Analysis – A traffic signal warrant analysis will be performed at the access intersection(s) along NW 173rd St (CR 235A) if the intersection(s) opertate with either of the following deficiencies as a stop-controlled intersection under the buildout condition:

- Volume to capacity exceeding 1.0 for any intersection movement
- A level of service of F for the NW 173rd St (CR 235A) through movements or intersection total

The recommended offsite intersection improvements and signalization improvements, if warranted, will include thresholds based on the phase of development that causes the need for the improvement. For, example a left-turn lane may be warranted at an offsite intersection with the phase providing the 400th dwelling unit or with the phase providing 200 KSF of retail, whichever comes first. Additionally, It will be recommended in the TIA that any development phase that occurs after 2035 should require an updated traffic impact analysis.

Report

A draft report, including the following, at a minimum, will be submitted for review and comment.

- Executive Summary
- Study Area Map
- Trip Generation
- Data Collection
- Background Forecast
- Trip Distribution
- Analysis
    - Left and Right Turn-lane Warrant Analysis
    - Intersection Analysis
    - Traffic Signal Warrant Analysis, if required
- Conclusion and Recommendations
- Appendices with Supporting Documentation

Following any revisions, based on staff comments, we will prepare a final signed and sealed report. Please provide concurrence if you agree with this methodology. Thank you for your review and consideration.

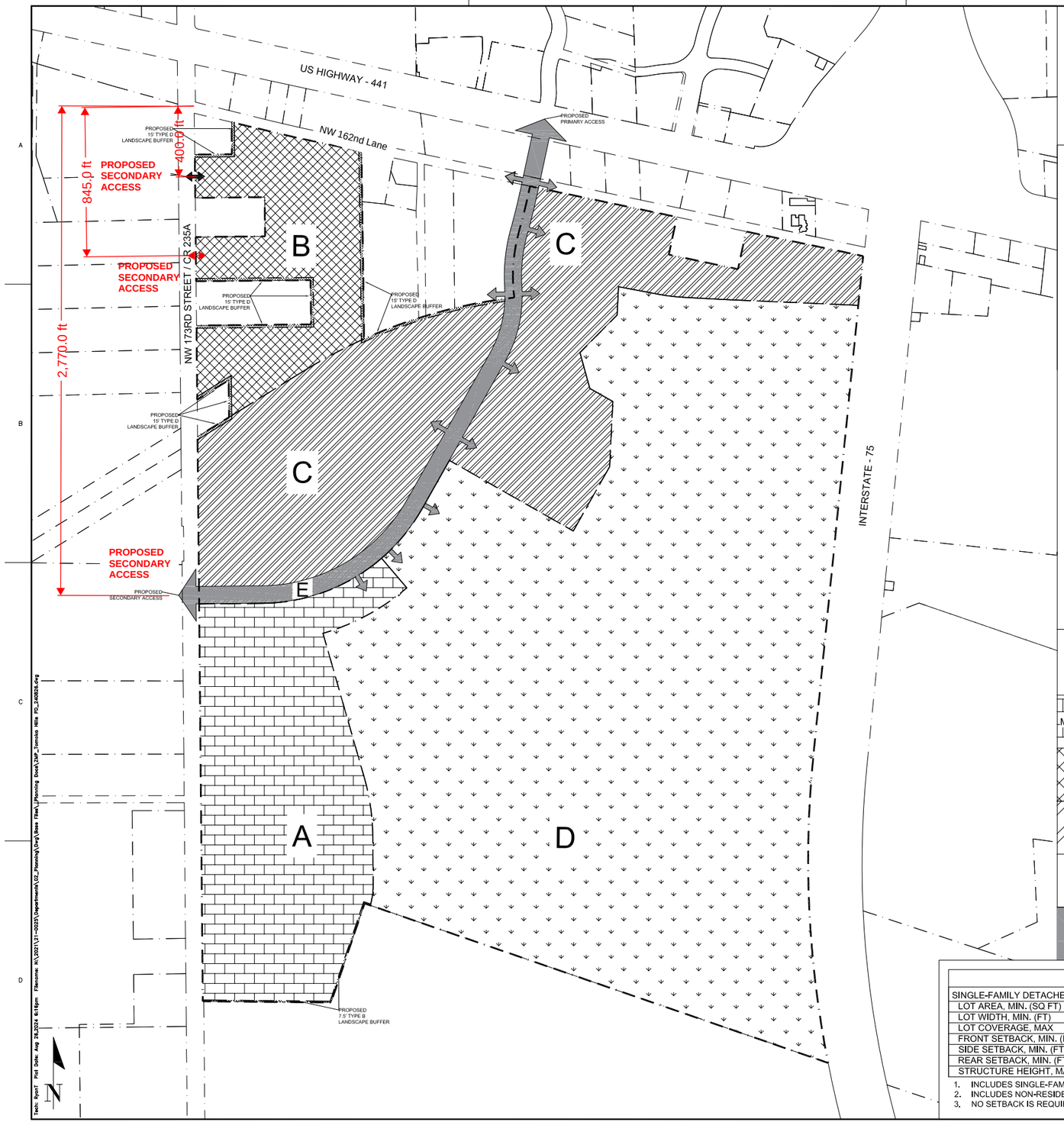
Sincerely,
CHW



Brian Snyder, P.E.
Project Manager

N:\2021\21-0025\Departments\04_Engineering\04_Traffic\1_241010_Updated TIA\Reports\METHODOLOGY\LETTER 241015 Tomoka Hills Methodology Letter.docx

Attachment A - Master Plan



TOMOKA HILLS

PLANNED DEVELOPMENT

MASTER PLAN

GENERAL NOTES

1. **LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THE PD-R MASTER PLAN. THE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: RECREATIONAL TRAILS, PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, AND COMMON/OPEN SPACE. PERMITTED USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.
2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF TWO PHASES. PHASE 1 SHALL INCLUDE THE OFFICE, GOLF COURSE, AND ACCESSORY USES. PHASE 2 SHALL INCLUDE THE REMAINING ENTITLEMENTS AND MAY BE DEVELOPED ACCORDING TO MARKET CONDITIONS. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD-R PLAN TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH PHASE OR UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD-R MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
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A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 100 UNITS (2 DU/AC)	46.73 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 350 UNITS (15 DU/AC)	22.27 (6%)
C: MIXED USE	GROUP LIVING, SELF-SERVICE STORAGE, AND ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMUNITY/ AMENITY CENTER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), RETAIL SALES AND SERVICES, OFFICE, PARKS AND RECREATIONAL AREAS/TRAILS, RESTAURANTS (WITH AND WITHOUT DRIVE-THRU), MICROBREWERY, PUBLIC OR PRIVATE GOLF COURSE, CLUBHOUSE, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL	RESIDENTIAL: 300 UNITS (12 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.33 FAR)	78.68 (23%)
D: COMMON AREA/ RECREATION	COMMON OPEN SPACE, BUFFER, RECREATIONAL TRAILS, CLUBHOUSE, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC AND/OR PRIVATE PARKS, PUBLIC OR PRIVATE GOLF COURSE, RESOURCE-BASED RECREATION USES, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, INFRASTRUCTURE, AND SINGLE-FAMILY RESIDENTIAL AS AN ACCESSORY TO A GOLF COURSE.	RESIDENTIAL: 10 UNITS (0.05 DU/AC) NON-RESIDENTIAL: 200,000 SF	197.87 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED:		SINGLE-FAMILY ATTACHED[1]:		MULTIPLE-FAMILY:		NON-RESIDENTIAL[2]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[3]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[3]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[3]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
2. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
3. NO SETBACK IS REQUIRED. HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.

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Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1980 FLORIDA CA-0000075
CHW Professional Consultants

SCALE: 1" = 300'
VERIFY SCALE BAR IS ACCURATE FOR PLOTTED SIZE. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITTALS: SUBMIT PD APPLICATION – AUGUST 29, 2024

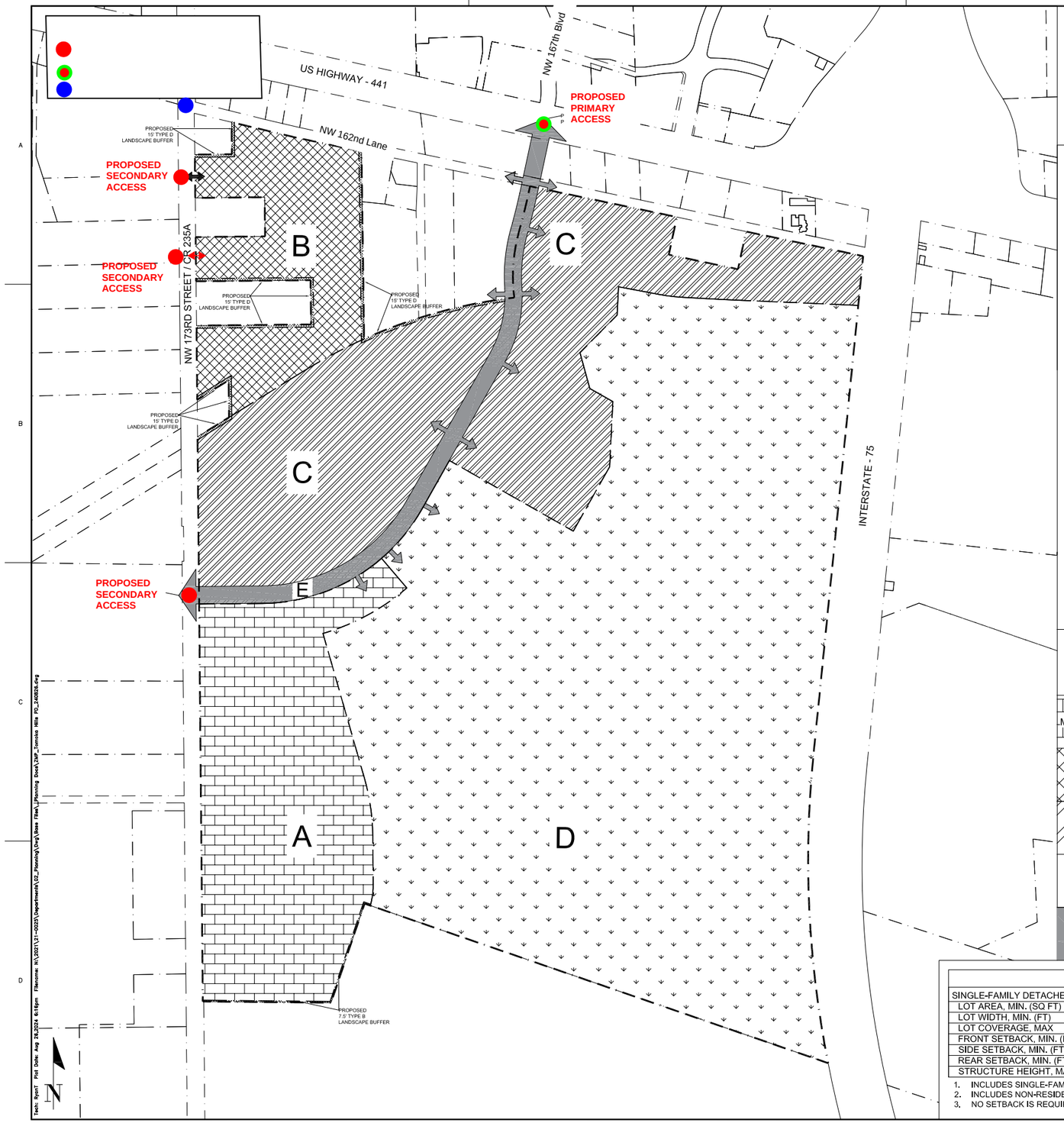
CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TEAM/QAQC: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Tech: RyanT Plot Date: Aug 29,2024 8:16pm Filename: N:\2021\21-0025\Department\02_Planning\Proj\Base Files_Planning Dock\Zoll_Service Hills PD_240824.dwg

Attachment B - Study Area



TOMOKA HILLS

PLANNED DEVELOPMENT

MASTER PLAN

GENERAL NOTES

1. **LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THE PD-R MASTER PLAN. THE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: RECREATIONAL TRAILS, PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, AND COMMON/OPEN SPACE. PERMITTED USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.
2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF TWO PHASES. PHASE 1 SHALL INCLUDE THE OFFICE, GOLF COURSE, AND ACCESSORY USES. PHASE 2 SHALL INCLUDE THE REMAINING ENTITLEMENTS AND MAY BE DEVELOPED ACCORDING TO MARKET CONDITIONS. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD-R PLAN TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH PHASE OR UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD-R MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD-R MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
5. **CIRCULATION.** THE CIRCULATION CONFIRGURATION IS IDENTIFIED AS LAND USE AREA E AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS ARE INTENDED TO REMAIN PRIVATE AND BE CONSISTENT WITH THE TYPICAL SECTION WITHIN THE MASTER PLAN. ROADWAYS SHALL BE REQUIRED TO MEET THE APPLICABLE LDR DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(b)(**ii**). THE INTERNAL ROADWAYS NOT SHOWN ON THE PD-R MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND DO NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
6. **LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R DISTRICT, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE, AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
7. **ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
8. **BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 20'-WIDE EASEMENT FOR A PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(b)(**ii**) TO ENHANCE PEDESTRIAN CIRCULATION. IN NO CASE SHALL A BLOCK FACE EXCEED 1,000' IN LENGTH. TRAFFIC CALMING MEASURES THAT MAY BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR OTHER ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, ETC. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE UNDERSTANDING HAS BEEN REACHED WITH CITY OF ALACHUA PUBLIC SERVICES.
9. **ARCHITECTURAL STANDARDS.** ARCHITECTURAL VARIABILITY STANDARDS AS SET OUT IN SECTION 4.3.1 (A)(4)(D) ARE APPLICABLE TO SINGLE FAMILY DETACHED DWELLINGS, DESIGN FEATURES AS REQUIRED BY USE-SPECIFIC STANDARDS IN SECTION 4.3.1 (A)(3)(D) ARE APPLICABLE TO SINGLE FAMILY ATTACHED, TOWNHOUSE, AND TWO- TO FOUR-FAMILY DWELLINGS.
10. **ROADWAY STANDARDS.** REGARDLESS OF OWNERSHIP OR MAINTENANCE OF STREETS, ALL SIDEWALKS AND CROSSWALKS WILL MEET FDOT DESIGN MANUAL CHAPTER 222 PEDESTRIAN FACILITIES, UNLESS OTHERWISE STIPULATED IN THE PD-R MASTER PLAN.
11. **ENVIRONMENTAL ASSESSMENT.** AN ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED AT TIME OF FINAL PD-R PLAN/ FINAL PLAT/ SITE PLAN APPROVAL THAT INCLUDES A 100% GOPHER TORTOISE AND BURROWING OWL SURVEY. A CONDITION WILL BE REQUIRED THAT STANDARD MEASURES OF PROTECTION FOR EASTERN INDIGO SNAKES, IF APPLICABLE.
12. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS WILL BE REQUIRED AT TIME OF FINAL PD PLAN/ PRELIMINARY PLAT/ SITE PLAN APPROVAL.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, AND INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.55-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 100 UNITS (2 DU/AC)	46.73 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 350 UNITS (15 DU/AC)	22.27 (6%)
C: MIXED USE	GROUP LIVING, SELF-SERVICE STORAGE, AND ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMUNITY/ AMENITY CENTER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), RETAIL SALES AND SERVICES, OFFICE, PARKS AND RECREATIONAL AREAS/TRAILS, RESTAURANTS (WITH AND WITHOUT DRIVE-THRU), MICROBREWERY, PUBLIC OR PRIVATE GOLF COURSE, CLUBHOUSE, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL	RESIDENTIAL: 300 UNITS (12 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.33 FAR)	78.68 (23%)
D: COMMON AREA/ RECREATION	COMMON OPEN SPACE, BUFFER, RECREATIONAL TRAILS, CLUBHOUSE, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC AND/OR PRIVATE PARKS, PUBLIC OR PRIVATE GOLF COURSE, RESOURCE-BASED RECREATION USES, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, INFRASTRUCTURE, AND SINGLE-FAMILY RESIDENTIAL AS AN ACCESSORY TO A GOLF COURSE	RESIDENTIAL: 10 UNITS (0.05 DU/AC) NON-RESIDENTIAL: 200,000 SF	197.87 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED:		SINGLE-FAMILY ATTACHED[1]:		MULTIPLE-FAMILY:		NON-RESIDENTIAL[2]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[3]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[3]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[3]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
2. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
3. NO SETBACK IS REQUIRED, HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.

11801 Research Drive
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(386) 462-3626
www.chw-inc.com
est. 1980 FLORIDA CA-15075
CHW Professional Consultants

SCALE: 1" = 300'
VERIFY SCALE BAR IS CORRECT FOR PLOTTED SIZE. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITALS: SUBMIT PD APPLICATION – AUGUST 29, 2024

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Tomoka Hills TIA Study Area

Figure 2 of 2

Offsite Intersections



Brian Snyder

From: Brian Snyder <brians@chw-inc.com>
Sent: Tuesday, April 23, 2024 9:24 AM
To: Thomas Strom
Cc: James Flegert; Shanghong Ding; Justin Tabor
Subject: RE: Tomoka Hill TIA

Thomas,

Thank you.

IMPORTANT: Note that my email address has changed to brian.snyder@nv5.com, please update your contact information accordingly.

Brian Snyder | Title | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | P: (386) 518-5154 | C: (352) 339-2938

CHW AN NV5 COMPANY

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

From: Thomas Strom <tstrom@alachuacounty.us>
Sent: Tuesday, April 23, 2024 8:16 AM
To: Brian Snyder <brians@chw-inc.com>
Cc: James Flegert <jflegert@alachuacounty.us>; Shanghong Ding <sding@alachuacounty.us>; Justin Tabor <ju_tabor@cityofalachua.org>
Subject: RE: Tomoka Hill TIA

Brian,

The following intersections related to county-maintained roads should be considered in the analysis. Please include the following intersections in the study.

a. CR 235A at CR 235
b. CR 235A at Santa Fe West Driveway (Sante Fe High School Entrance)
c. CR 235 At CR 241
d. CR 235 at CR 2054/Peggy Rd

From: Brian Snyder <brians@chw-inc.com>
Sent: Tuesday, April 16, 2024 3:17 PM
To: Thomas Strom <tstrom@alachuacounty.us>; Justin Tabor <ju_tabor@cityofalachua.org>
Cc: James Flegert <jflegert@alachuacounty.us>
Subject: RE: Tomoka Hill TIA

Thomas,

The intersections shown in the attachment are the intersections that will be significantly impacted by this development, and therefore included in the TIA study area. I propose collecting turning movement counts during

the AM and PM peak two hours at the 5 intersections indicated with the red circles. Please let me know if you concur with this study area and we will have the counts scheduled, or whether you need more information. We are trying to have these counts collected this UF school semester so the TIA can be completed during the summer.

Thank you,

Brian Snyder, PE | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | O: (386) 518-5154 | C: (352) 339-2938

CHW AN NV5 COMPANY

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

From: Thomas Strom <tstrom@alachuacounty.us>
Sent: Tuesday, April 16, 2024 1:10 PM
To: Brian Snyder <brians@chw-inc.com>; Justin Tabor <ju_tabor@cityofalachua.org>
Cc: James Flegert <jflegert@alachuacounty.us>
Subject: RE: Tomoka Hill TIA

Brian,

Alachua County requires counts to be done while both UF and AC Schools are in session.

Thomas Strom, PE
Transportation Engineering Manager
Public Works
5620 NW 120th Lane • Gainesville • FL • 32653
352-548-1223 (office) • 352-231-3932 (mobile) • 352-337-6243 (fax)

Alachua County, Florida
WHERE NATURE AND CULTURE MEET
COUNTY NEWS

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All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.

From: Brian Snyder <brians@chw-inc.com>
Sent: Tuesday, April 16, 2024 9:39 AM
To: Thomas Strom <tstrom@alachuacounty.us>; Justin Tabor <ju_tabor@cityofalachua.org>
Subject: RE: Tomoka Hill TIA

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thomas,

We got confirmation from the City that they would allow counts after the UF semester. Is the County also okay with this?

Thank you,

Brian Snyder, PE | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | O: (386) 518-5154 | C: (352) 339-2938

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

From: Brian Snyder
Sent: Wednesday, April 10, 2024 11:59 AM
To: Thomas Strom <tstrom@alachuacounty.us>; Justin Tabor <ju_tabor@cityofalachua.org>
Subject: Tomoka Hill TIA

Thomas, Justin,

Our office is in the planning stages of the attached Tomoka Hills development.

This development was coordinated with Jim Knight with FDOT to analyze the main site access on US HWY 441 aligned with the Publix Shopping Center. This T-intersection is being converted to a signalized thru cut, where through movements are prohibited at this intersection.

With multiple access points being proposed on NW 173rd St/CR 235A, we will be preparing a TIA for County and City of Alachua review.

Since we are approaching the end of the UF Spring Semester, 4/24 is the last full day for students, I wanted to confirm that we can collect turning movement counts outside of the UF semester but still during the Alachua County School semester. My opinion is that this should be acceptable given the distance from UF and the fact that we will apply a peak season factor for all analyses.

I would appreciate if you could please let me know at your earliest convenience.

Thank you,

Brian Snyder, PE | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | O: (386) 518-5154 | C: (352) 339-2938

Beyond Engineering | **Florida Region**
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Attachment C - Trip Generation

Tomoka Hills (Full Buildout) -Trip Generation											
Land Use	**Land Use Area**	**ITE LU Code**	**Variable Type**	**Variable Quantity**	**Daily**	**AM Peak**			**PM Peak**		
						Total	**In**	**Out**	**Total**	**In**	**Out**
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction [3]					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction [3]					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction [3]					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***

(1) The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.

(2) The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios. The pass-by rate used for the analysis will be equal to or less than what is provided in this table because the inbound and outbound pass-by trips will be reduced so that the project trips balance out.

Daily Internal Capture Rate Calculations

	Estimated Daily IC (Avg) [3]	AM IC Rate	PM IC Rate
Res.	0.112918321	0.0304878	0.195349
Office	0.096956169	0.08482143	0.109091
Shopping Center	0.051712359	0.04594595	0.057479

Single-Family Detached Housing
(210)

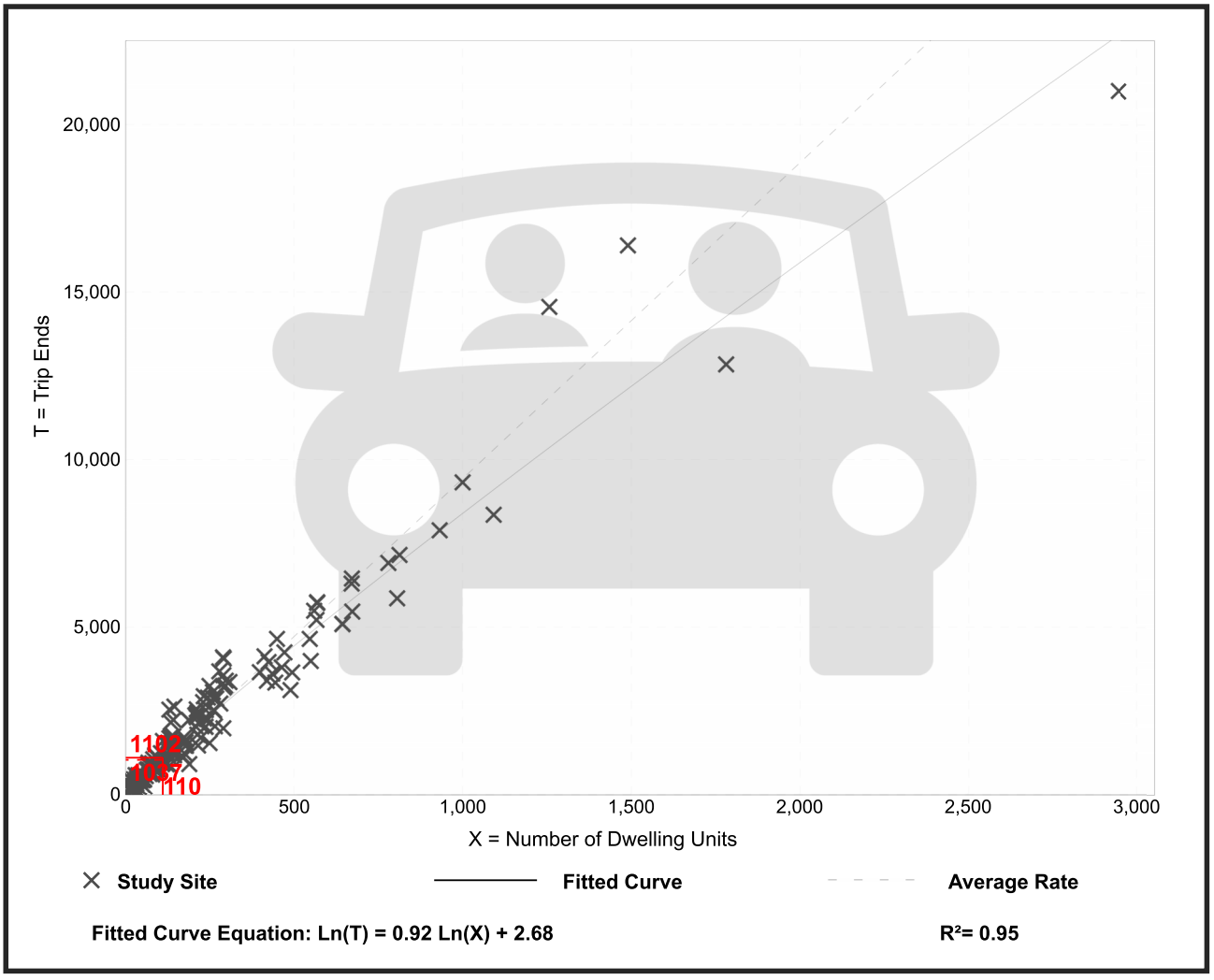
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

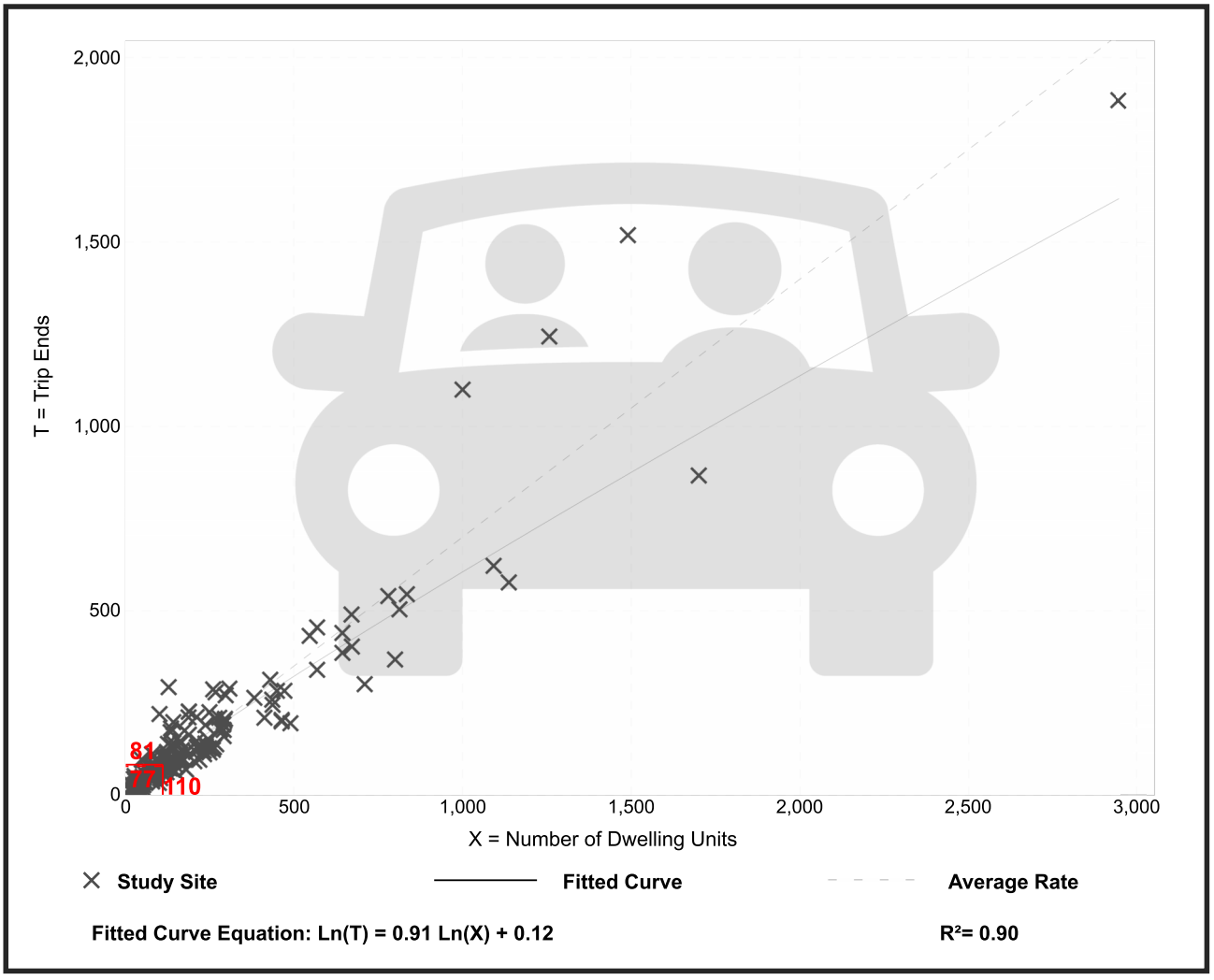
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

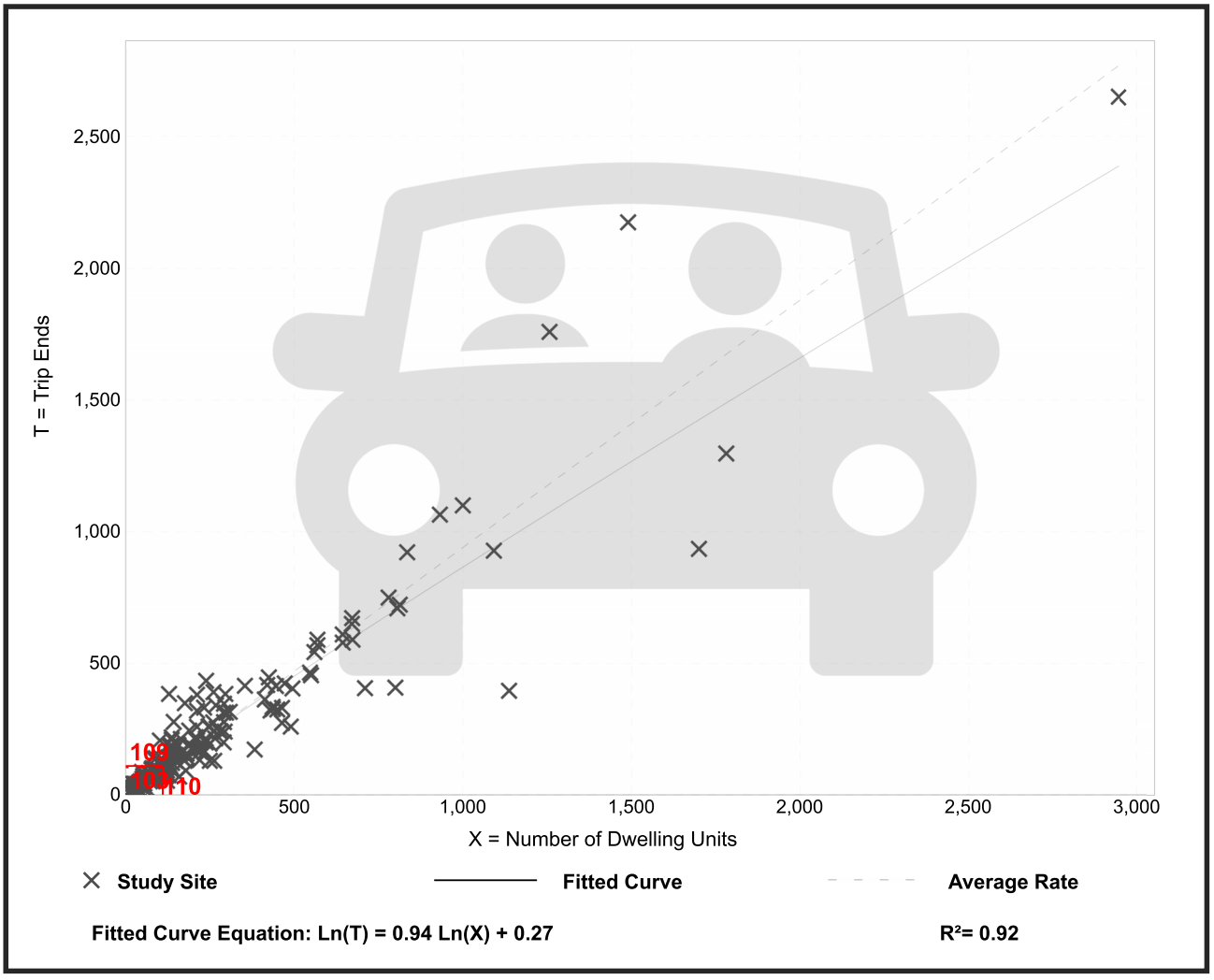
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

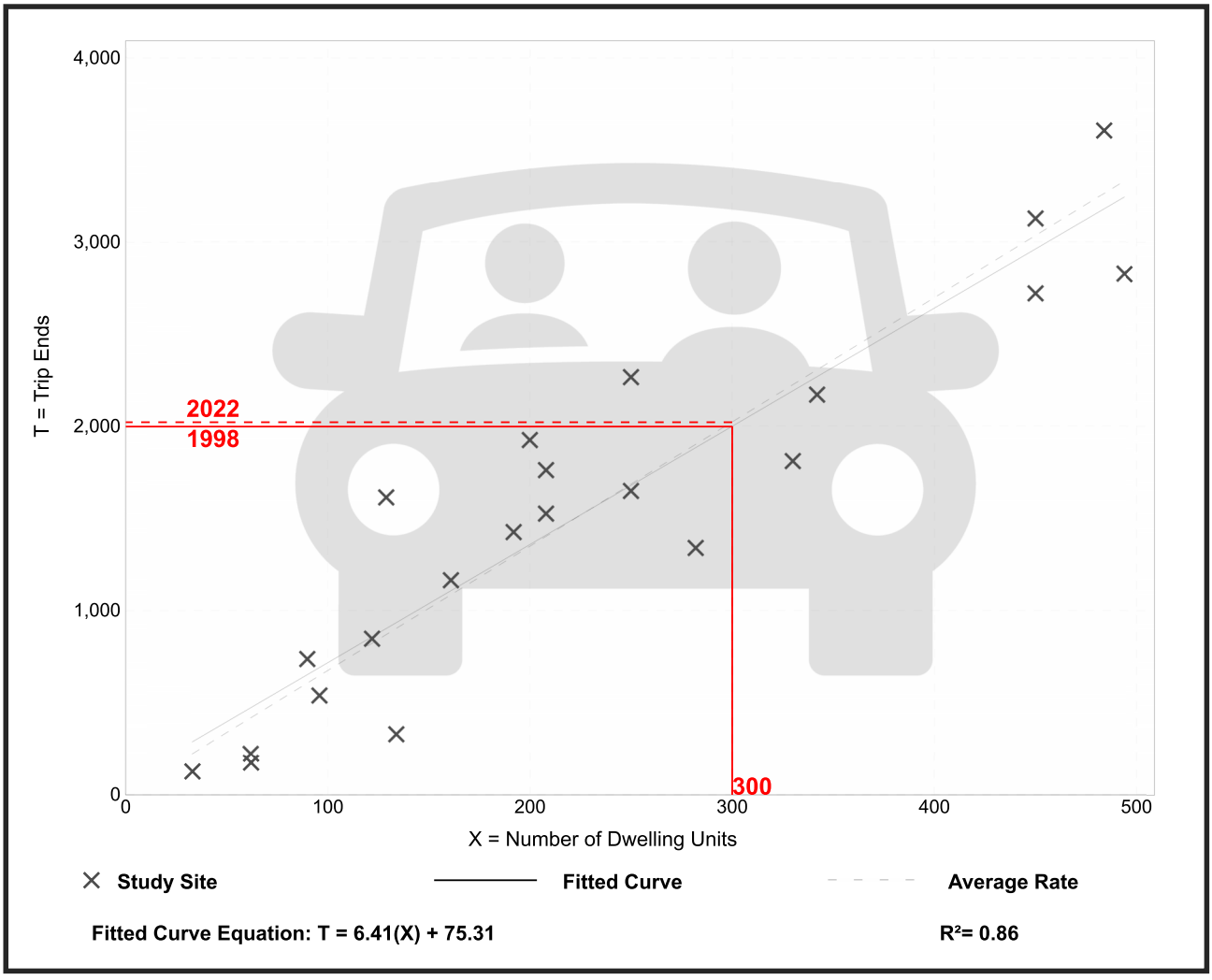
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

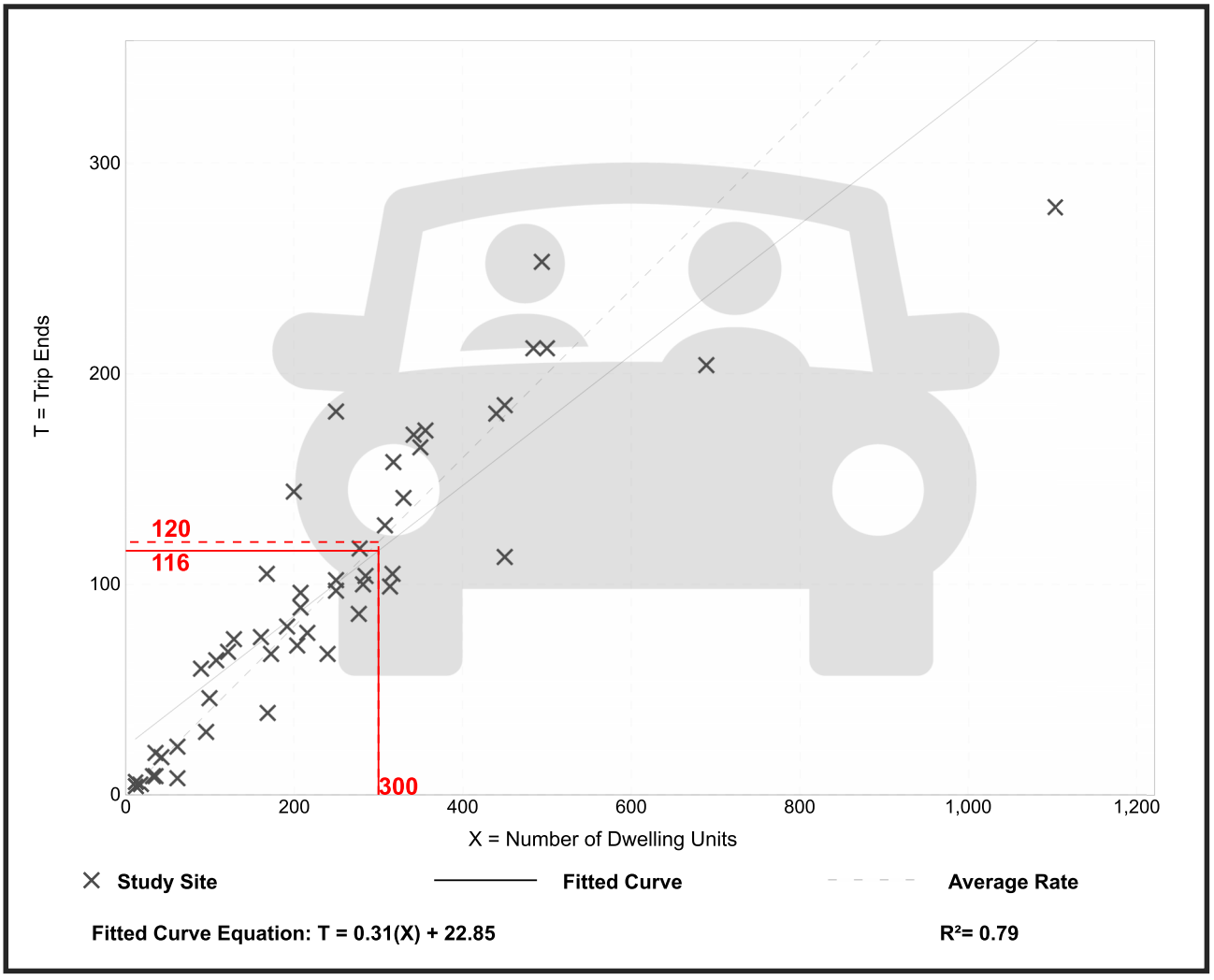
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

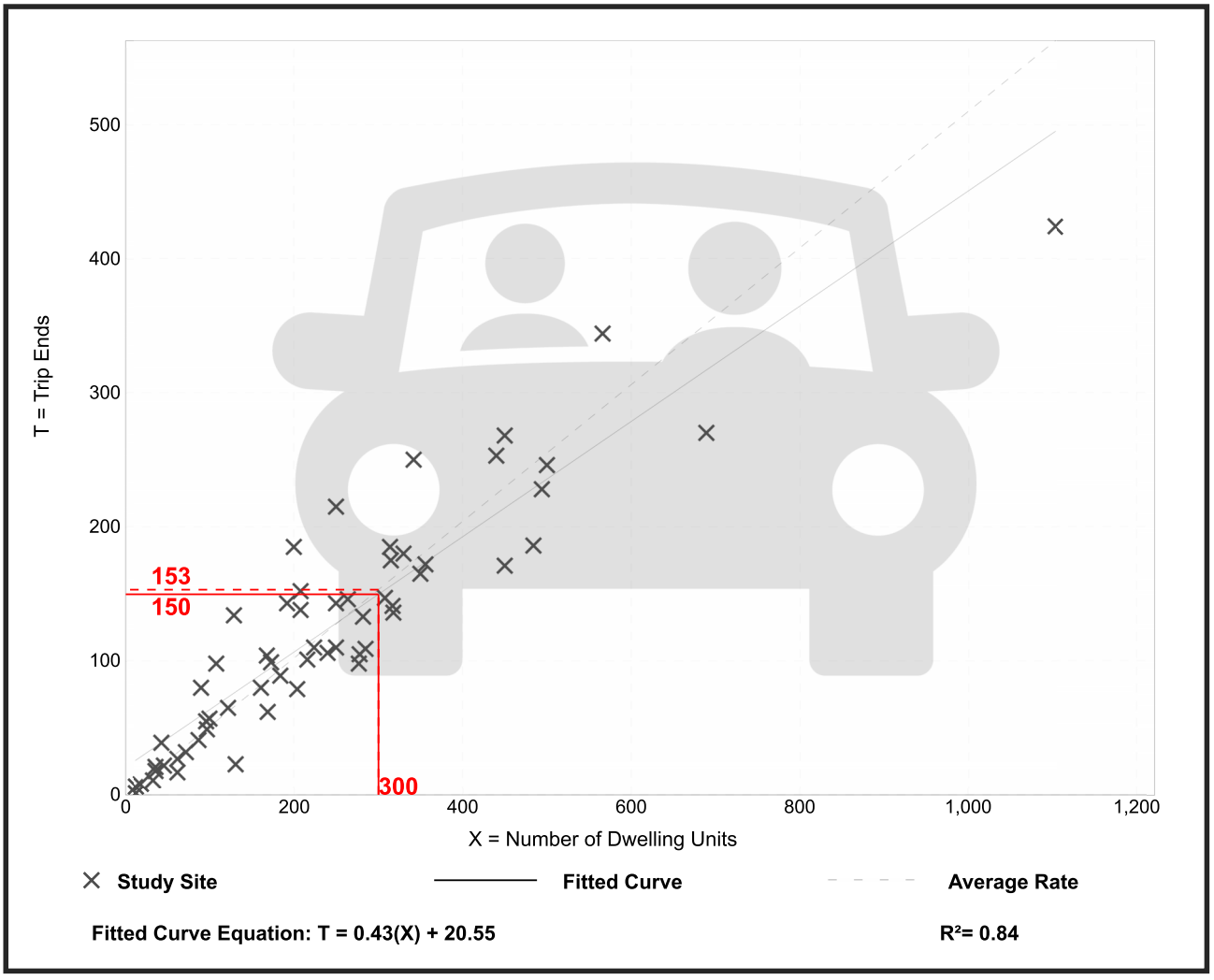
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

General Office Building
(710)

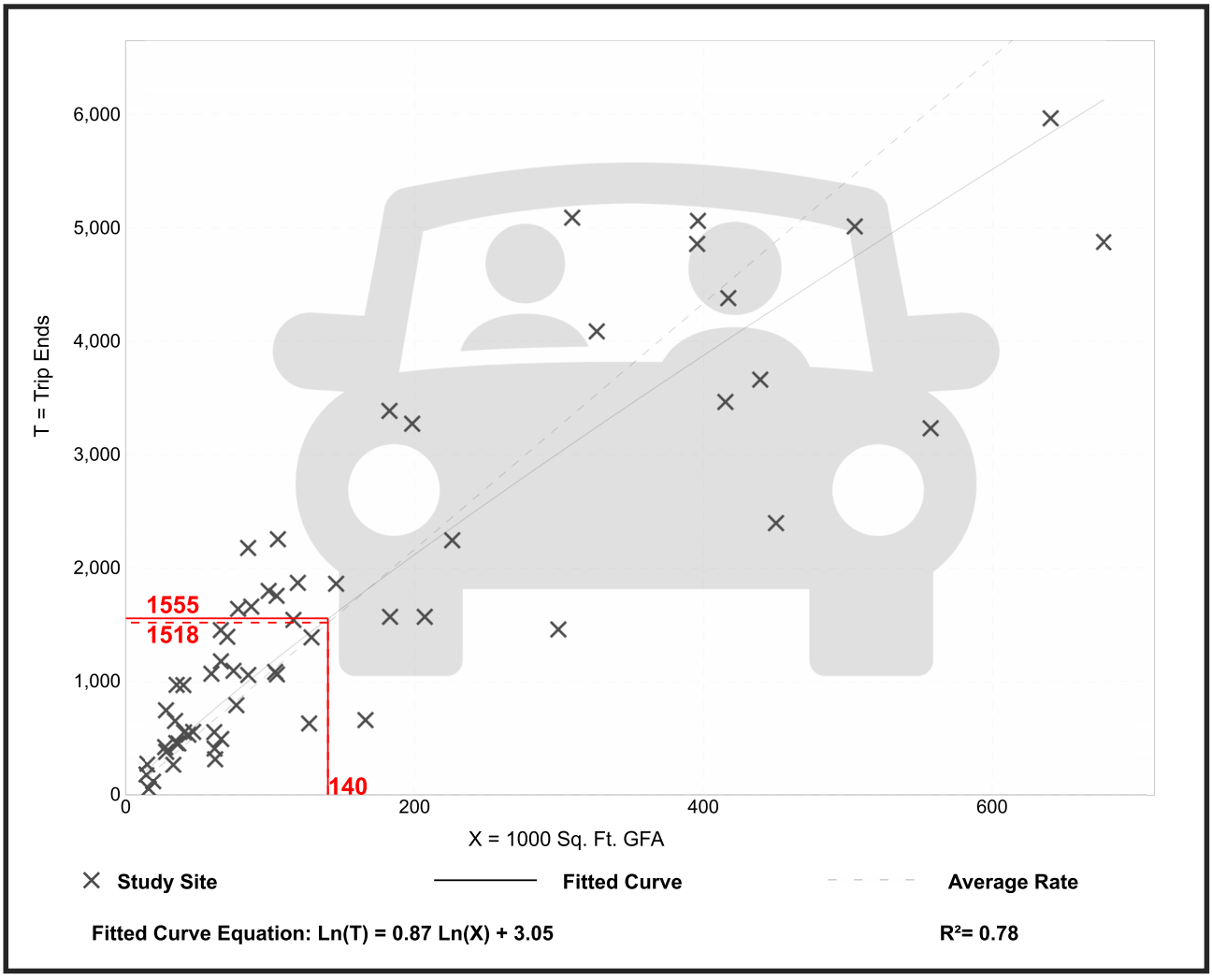
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

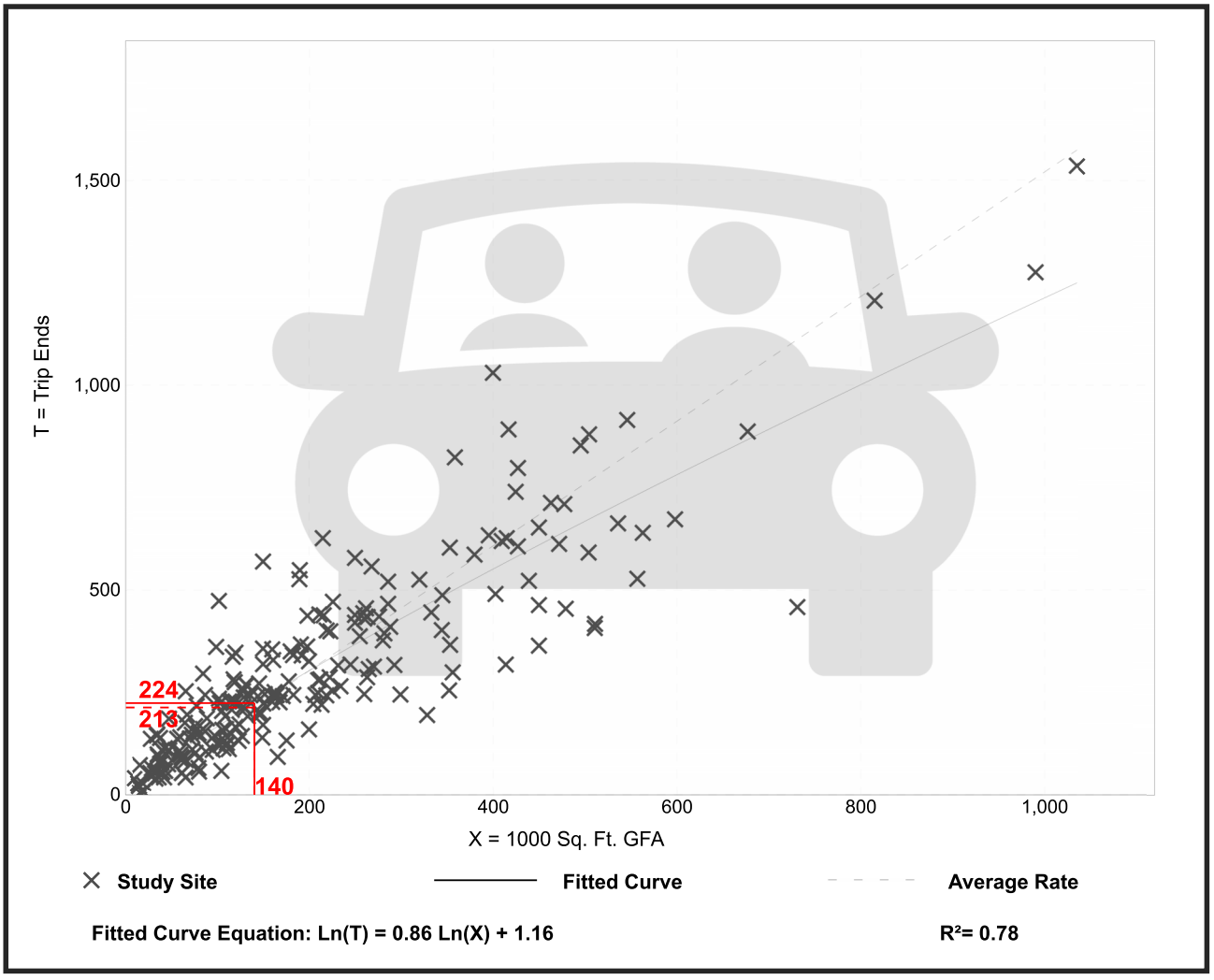
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

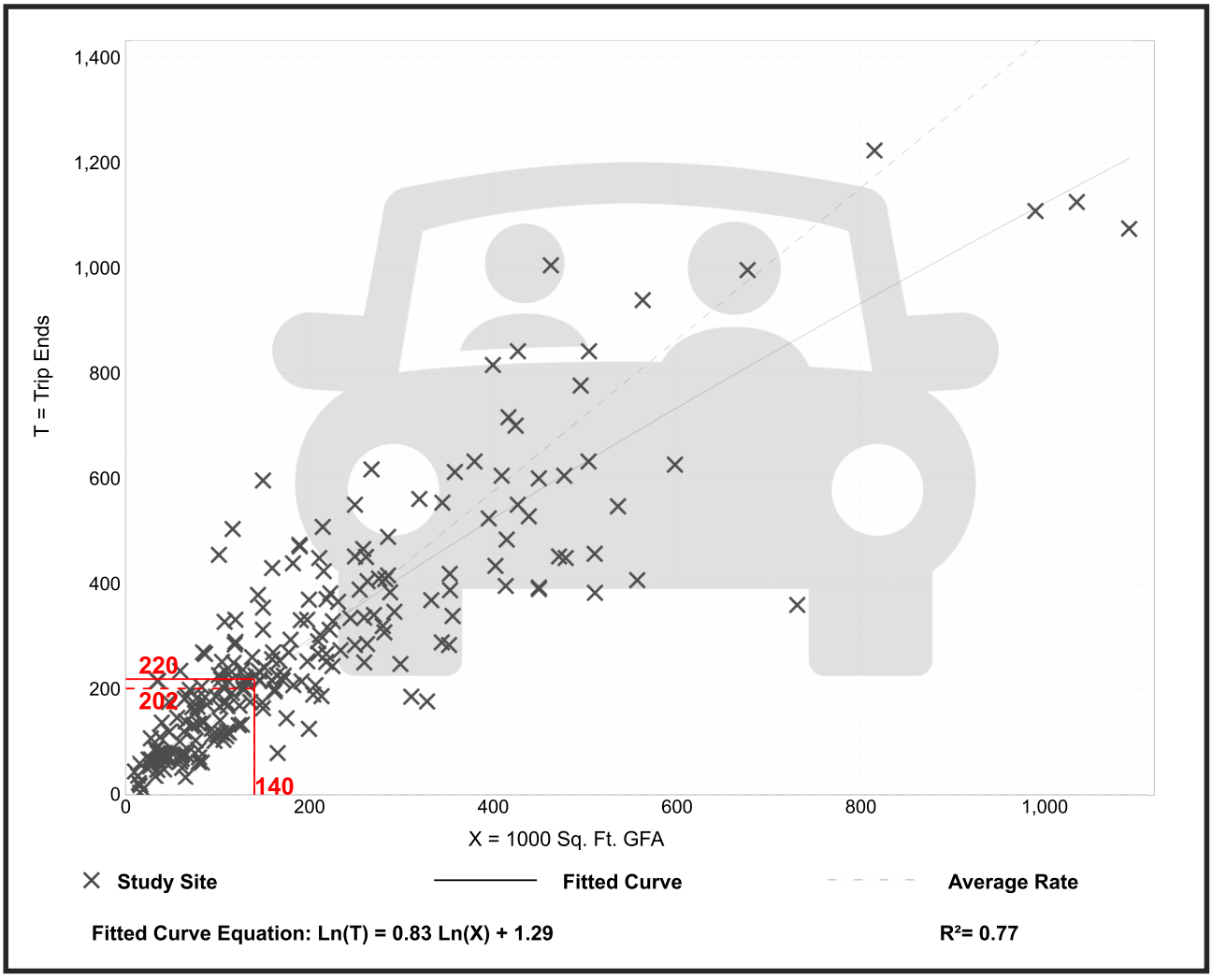
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Shopping Center (>150k)
(820)

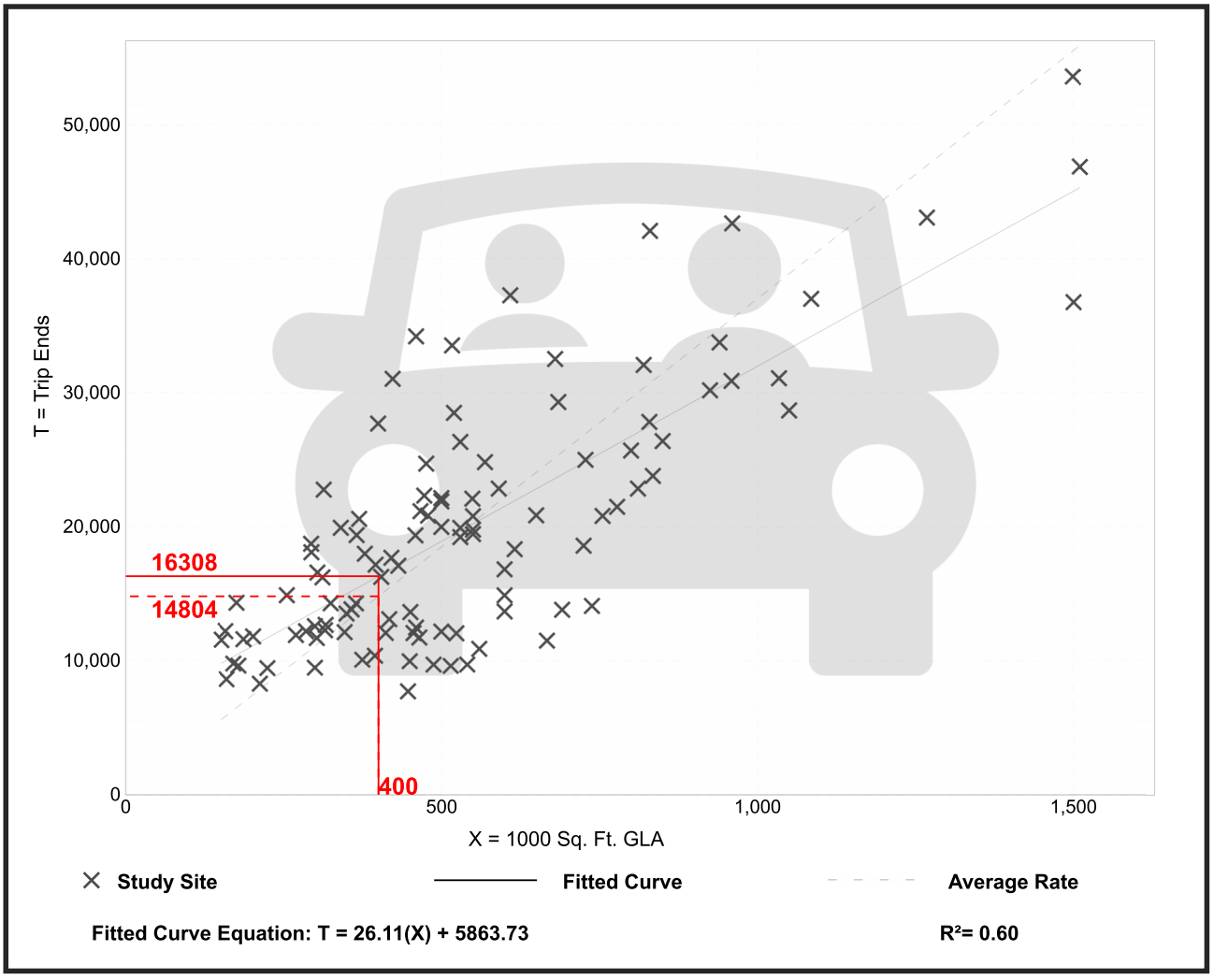
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

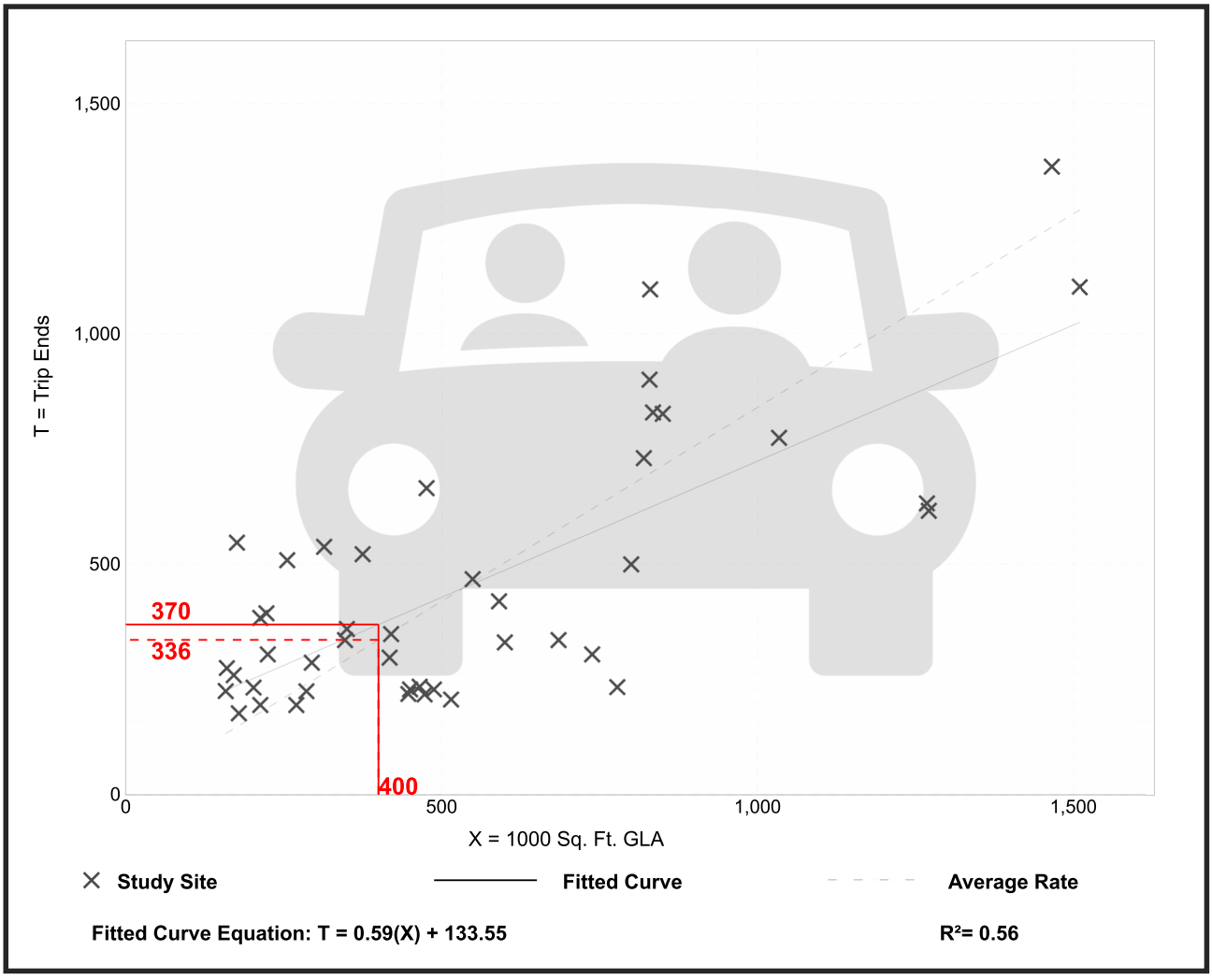
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

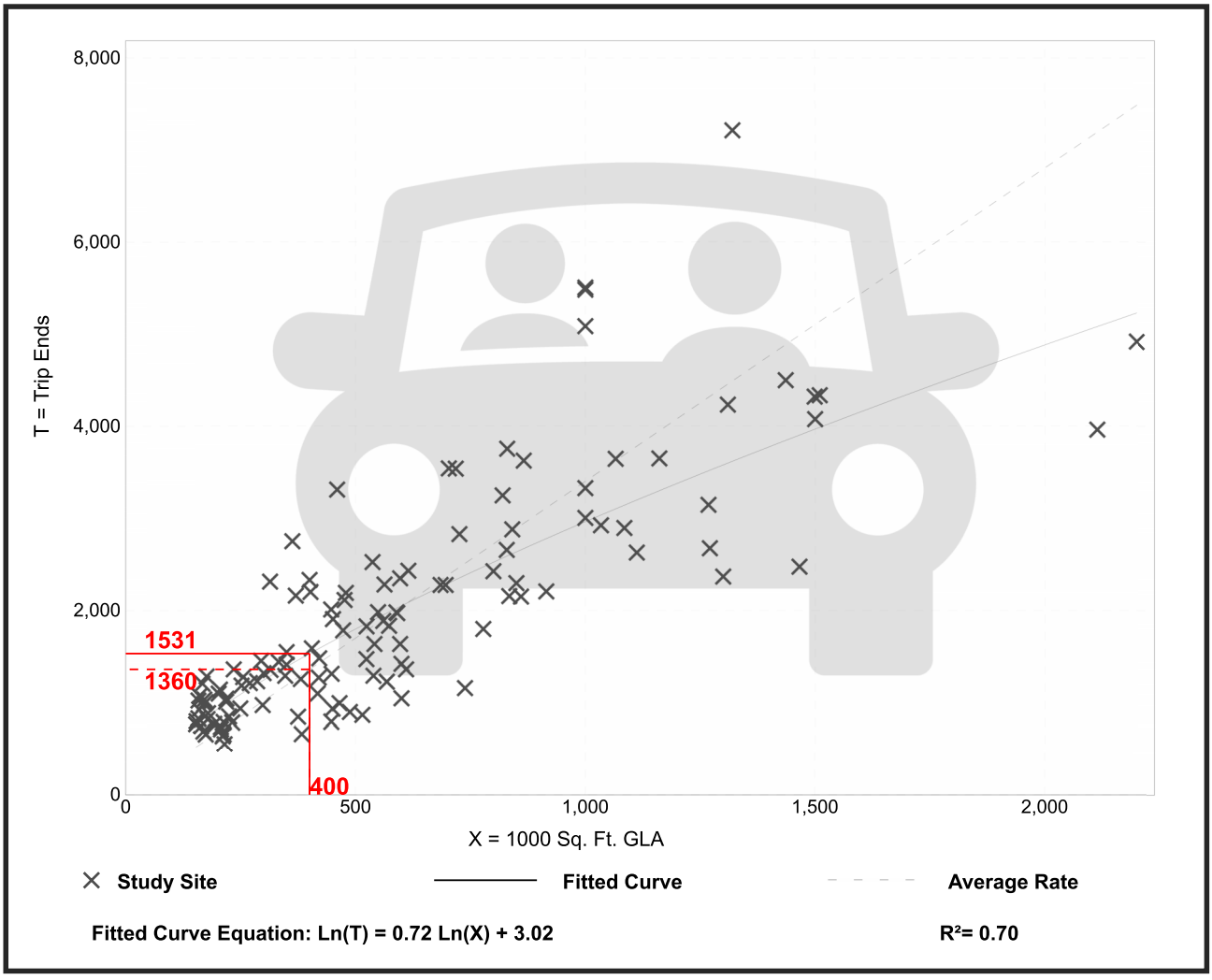
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Project Name:	Tomoka Hills
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.06	197	209	1.06	27	29
Retail	1.17	229	268	1.16	141	164
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	79	89	1.09	249	271
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	18	0	0	0
Retail	48		21	0	23	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	3	54	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		86	0	0	0	0
Retail	8		0	0	2	0
Restaurant	29	21		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	46	0	0		0
Hotel	6	11	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	13	196	209	185	0	0
Retail	11	257	268	220	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	87	89	77	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	8	21	29	20	0	0
Retail	10	154	164	133	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	263	271	241	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Tomoka Hills
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	37	37	1.00	183	183
Retail	1.21	735	889	1.18	796	939
Restaurant	1.41	0	0	1.39	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	272	313	1.21	158	191
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	7	0	1	0
Retail	19		272	38	81	47
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	8	8	40	0		6
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	0	0	13	0
Retail	11		0	0	144	0
Restaurant	11	445		0	50	0
Cinema/Entertainment	2	36	0		13	0
Residential	21	9	0	0		0
Hotel	0	18	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	19	18	37	18	0	0
Retail	12	877	889	725	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	82	231	313	201	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	178	183	178	0	0
Retail	92	847	939	718	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	175	191	145	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Brian Snyder

From: Thomas Strom <tstrom@alachuacounty.us>
Sent: Thursday, October 31, 2024 8:09 AM
To: Brian Snyder
Cc: Nicholle Brockish; Shanghong Ding; James Flegert; Lalit Lalwani; Alison Moss; Justin Tabor
Subject: RE: Tomoka Hills TIA Methodology
Attachments: LETTER 241015 Tomoka Hills Methodology Letter.pdf

Brian,

Please see the comments below regarding the methodology.

Methodology:

1. The cover letter is confusing regarding the location of the 'thru-cut' intersection design: "CHW has provided traffic analysis and coordinated with FDOT for the redesign of the US HWY 441/NW 173rd Street intersection. This full access intersection is being modified to a signalized thru-cut intersection where the side street through movements along NW 167th Blvd are prohibited."
    a. Is the thru-cut planned for US HWY 441/NW 173rd Street intersection or the US HWY 441/ NW 167th Blvd? It would appear to be the latter based on subsequent information. Please correct.
2. Please do not propose intersection treatments on CR 235A/NW 173rd St (e.g., 'full access' for secondary access points, 845' and 400' south of 162nd Ln; Page 2 of Methodology) prior to analysis.
3. Please include the intersection of NW 173rd St at NW 162 Lane into the intersection study.
4. Please provide traffic signal warrant analysis for the intersection of NW 173rd St and CR 2054/ Peggy Rd.

Proposed Improvements:

5. Will the 'primary access' point at 441 and NW 167th Blvd include access for non-motorists?
6. What bike/ped improvements will be provided on 441 and NW 173rd St as a part of this development?

Also, please note that 10/31 is my last day at Alachua County. Please include James Flegert and Lalit Lalwani on future correspondence regarding the methodology and comments responses.

Sincerely,

Thomas Strom, PE
Transportation Engineering Manager
Public Works
5620 NW 120th Lane • Gainesville • FL • 32653
352-548-1223 (office) • 352-231-3932 (mobile) • 352-337-6243 (fax)

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From: Brian Snyder <Brian.Snyder@nv5.com>
Sent: Thursday, October 17, 2024 3:39 PM
To: Justin Tabor <ju_tabor@cityofalachua.org>; Thomas Strom <tstrom@alachuacounty.us>
Cc: Nicholle Brockish <Nicholle.Brockish@nv5.com>
Subject: RE: Tomoka Hills TIA Methodology

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Justin,

We coordinated with you and the County regarding the study area back in April and the counts were collected at that time. Are you requiring these additional intersections to be analyzed and counted?

We will correct the missing footnote 3.

I had planned to collect this count for the purpose of signal warrants along 173rd St, if warranted. However, since there has been recent development on the west side of 173rd Street (I forgot), we will instead collect this count further south, near the main site access on 173rd St.

Will update the methodology and get it back to you after Tom provides comments/approval.

Thank you,

IMPORTANT: Note that my email address has changed to brian.snyder@nv5.com, please update your contact information accordingly.

Brian Snyder | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | P: (386) 518-5154 | C: (352) 339-2938

CHW AN NV5 COMPANY

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

From: Justin Tabor <ju_tabor@cityofalachua.org>
Sent: Thursday, October 17, 2024 10:42 AM
To: Brian Snyder <Brian.Snyder@nv5.com>; Thomas Strom <tstrom@alachuacounty.us>
Cc: Nicholle Brockish <Nicholle.Brockish@nv5.com>
Subject: Re: Tomoka Hills TIA Methodology

Brian,

Please see the City's comments regarding the methodology. If you would like to schedule a time to discuss, please let me know.

- City reserves the right to require updates to the TIA prior to 2035 based upon review and findings of the TIA and associated Rezoning application.
- Please include the following intersections within the study area:
  - US 441 at I-75 SB off-ramp;
  - US 441 at I75 NB on-ramp and off-ramp;
  - US 441 at SR 235/241.
- Trip Generation Table on page 3 is missing footnote 3.
- Unclear why a 14-hour turning movement count is proposed for NW 173rd St and NW 162nd Lane. Traffic on NW 162nd Lane is limited and will not be reflective of potential turning movements at project intersections.

City of ALACHUA
the good life community

JUSTIN TABOR
Principal Planner
386.418.6123
jtabor@cityofalachua.org
www.cityofalachua.org

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

From: Brian Snyder <Brian.Snyder@nv5.com>
Sent: Tuesday, October 15, 2024 9:54 AM
To: Justin Tabor; Thomas Strom
Cc: Nicholle Brockish
Subject: Tomoka Hills TIA Methodology

Justin, Tom,

Please see the attached Tomoka Hills TIA methodology for your review.

Please let me know if this email submittal is acceptable or if there is another way that we need to submit this document.

We collected counts at all intersections except the intersection of NW 173rd St/NW 162nd Lane in April of this year and plan to collect counts at this intersection in the next couple of weeks.

I'll plan to meet with you all soon to discuss any questions you have.

Thank you,

IMPORTANT: Note that my email address has changed to brian.snyder@nv5.com*, please update your contact information accordingly.*

Brian Snyder | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | P: (386) 518-5154 | C: (352) 339-2938



Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

Appendix C
Trip Generation

Tomoka Hills (Full Buildout) -Trip Generation												
Land Use	Land Use Area	ITE LU Code	Variable Type	Variable Quantity	Daily	AM Peak			PM Peak			
						Total	In	Out	Total	In	Out	
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40	
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55	
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63	
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**	
Total Residential with Internal Capture Reduction [3]					4,807	318	77	241	346	201	145	
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183	
Office with Internal Capture Reduction [3]					1,404	205	185	20	196	18	178	
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796	
Shopping Center (Retail) with Internal Capture Reduction [3]					15,465	353	220	133	1,443	725	718	
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136	
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***	
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***	
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***	

(1) The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.

(2) The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios. The pass-by rate used for the analysis will be equal to or less than what is provided in this table because the inbound and outbound pass-by trips will be reduced so that the project trips balance out.

Daily Internal Capture Rate Calculations

	Estimated Daily IC (Avg) [3]	AM IC Rate	PM IC Rate
Res.	0.112918321	0.0304878	0.195349
Office	0.096956169	0.08482143	0.109091
Shopping Center	0.051712359	0.04594595	0.057479

Single-Family Detached Housing
(210)

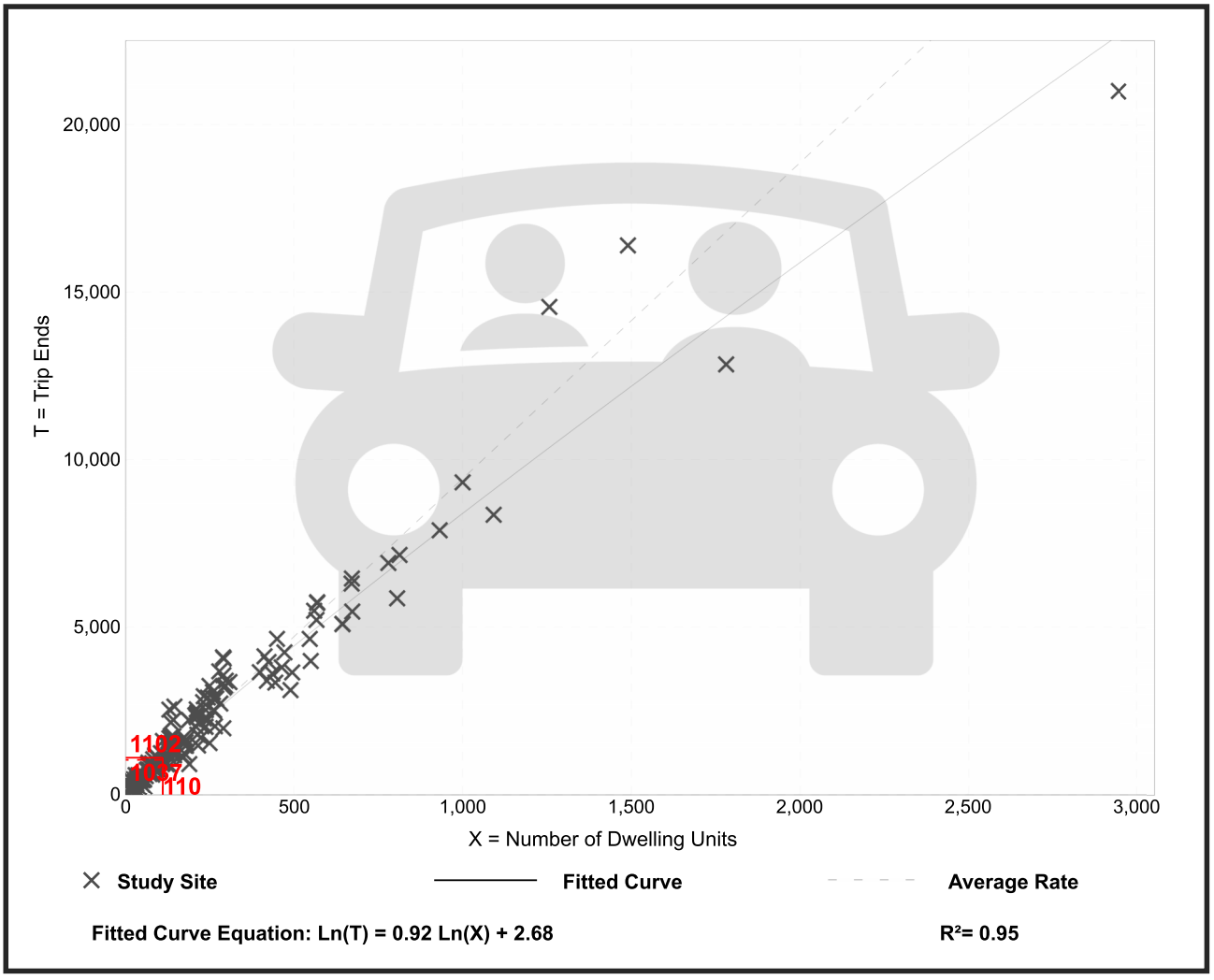
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



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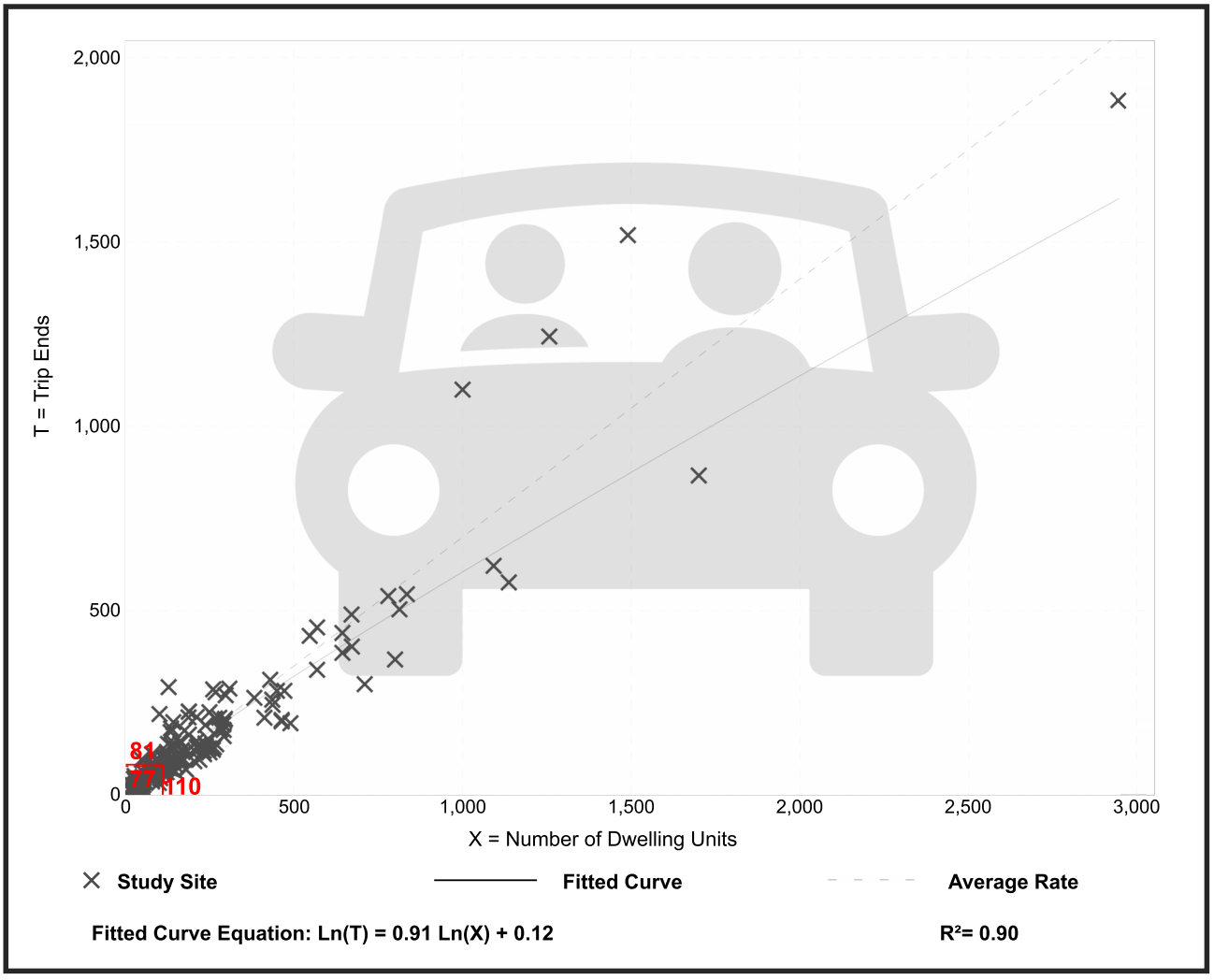
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



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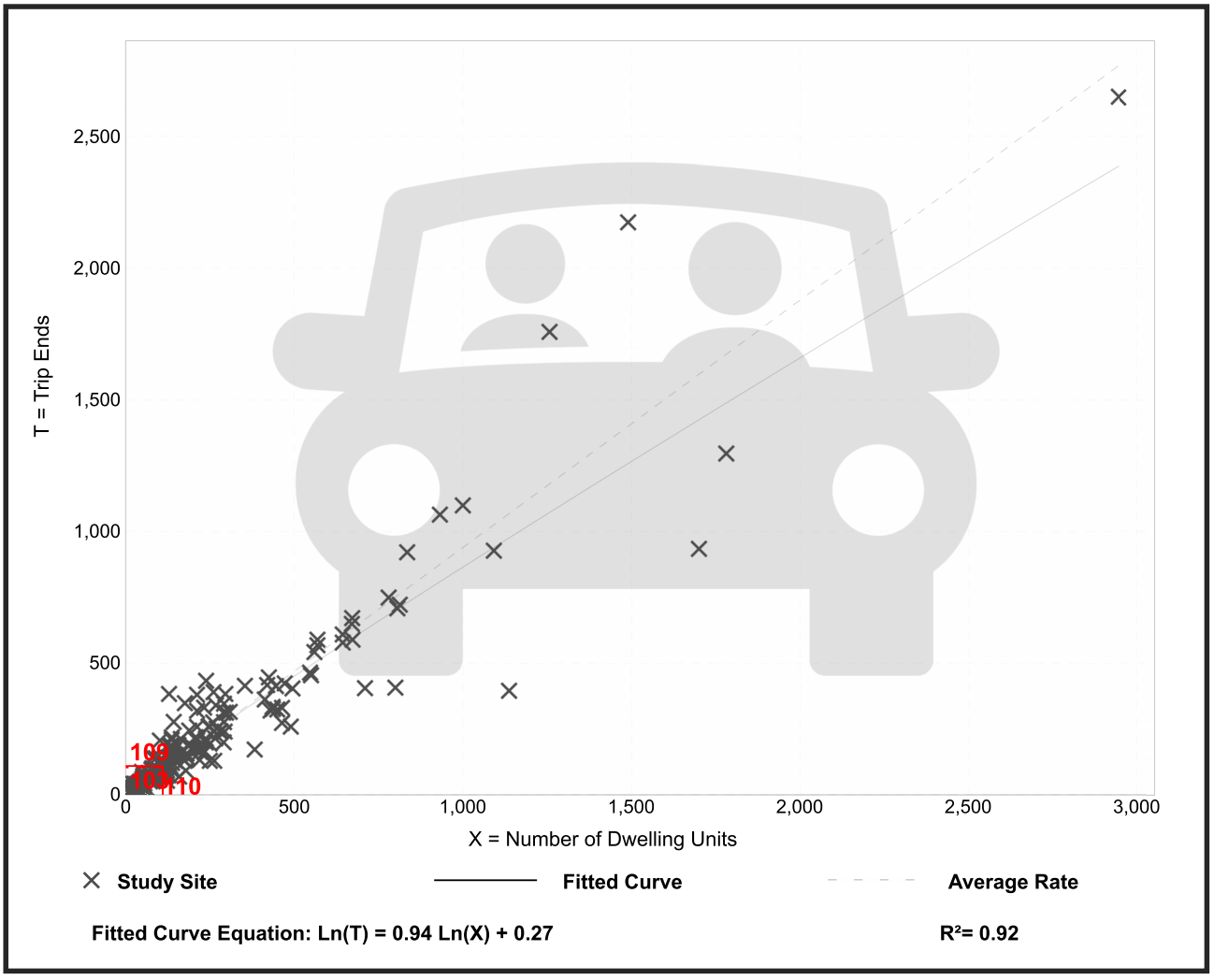
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

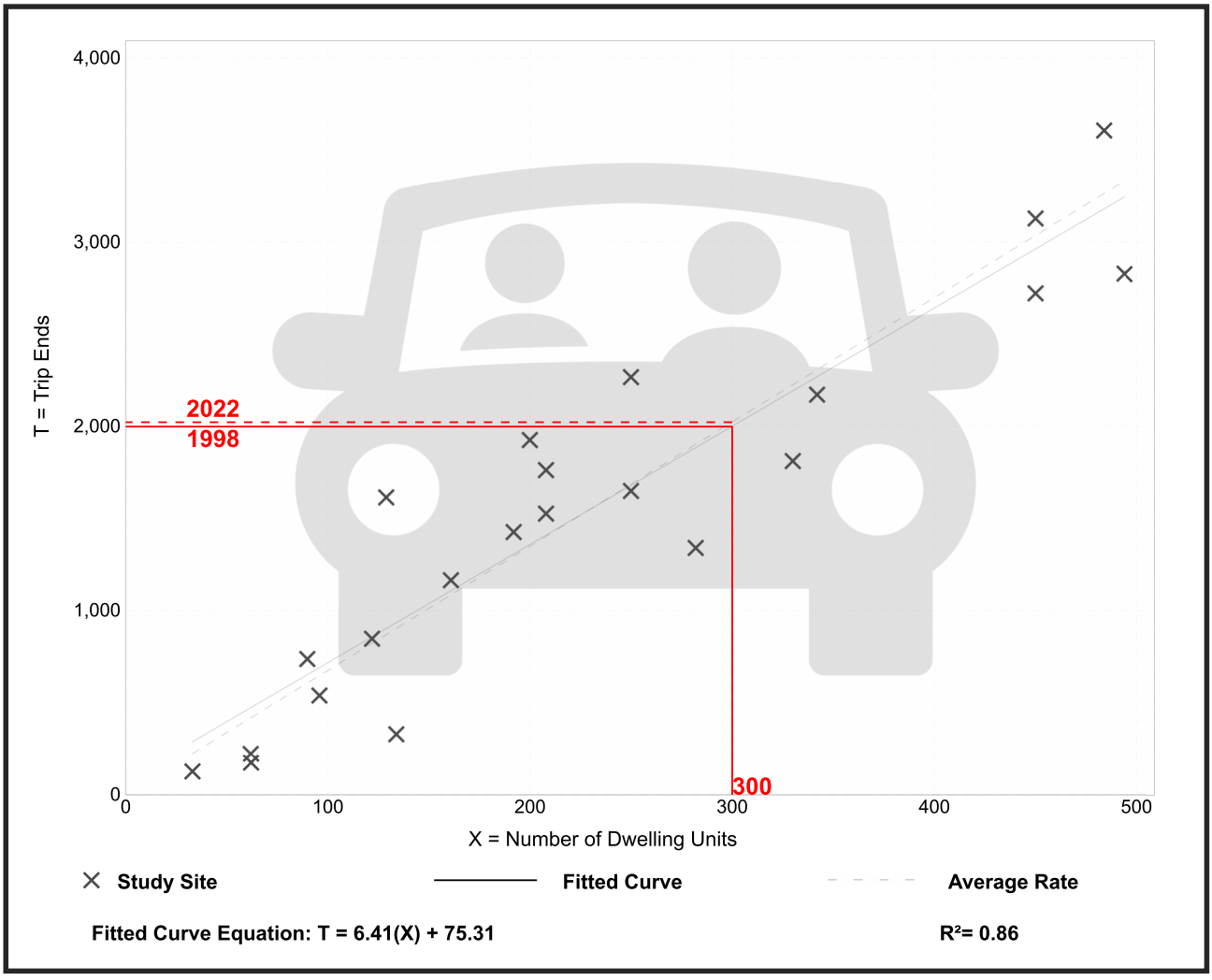
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



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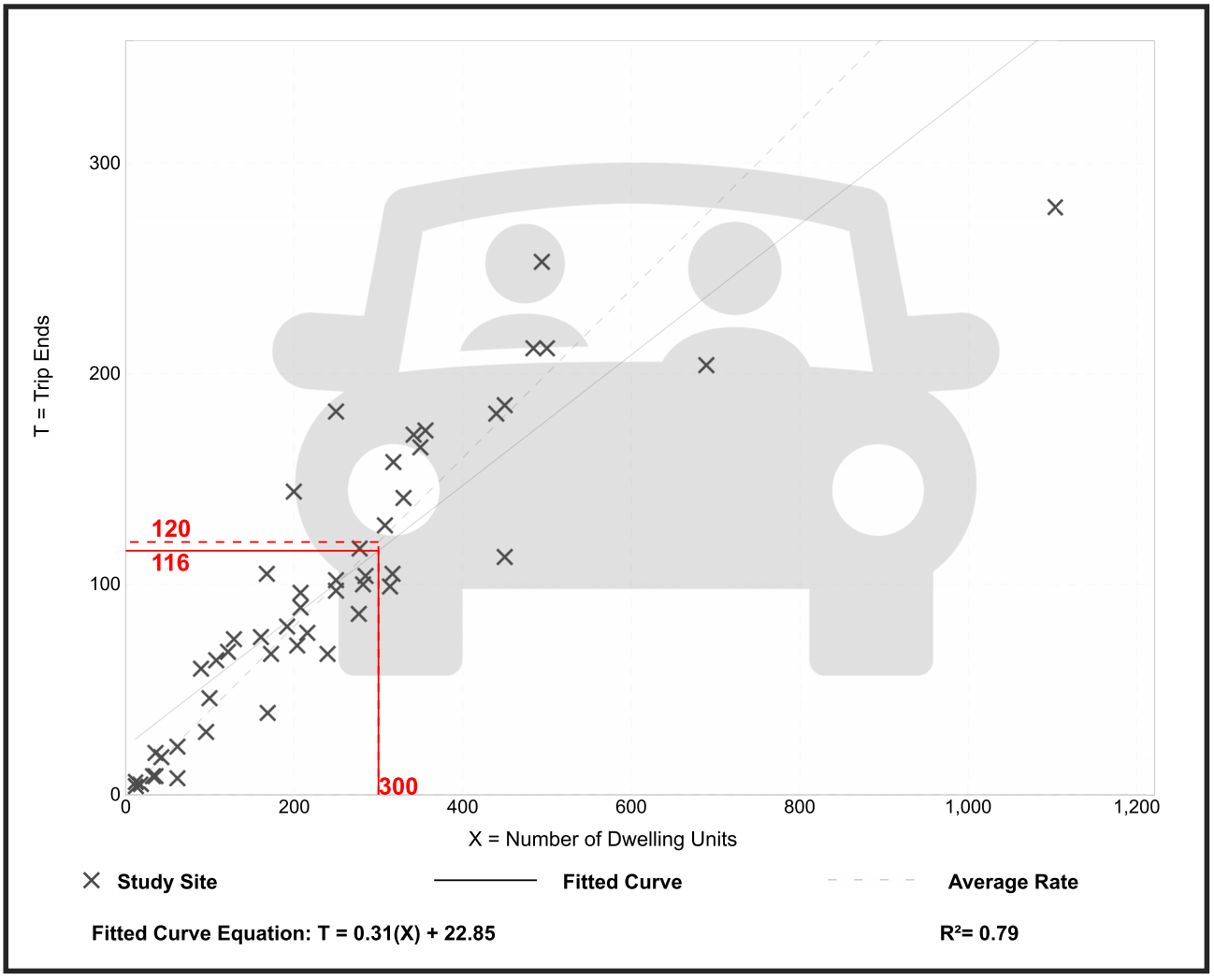
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



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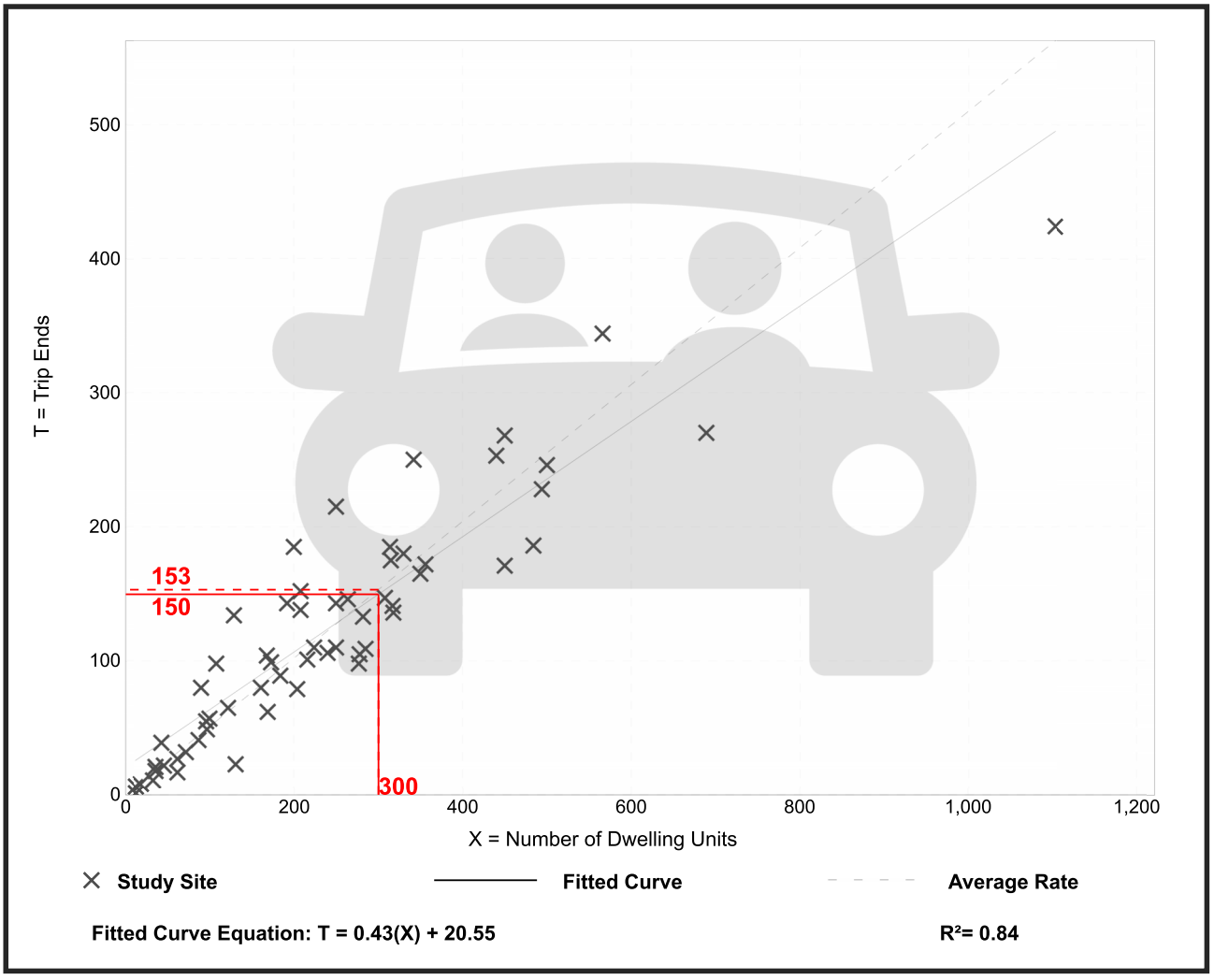
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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General Office Building
(710)

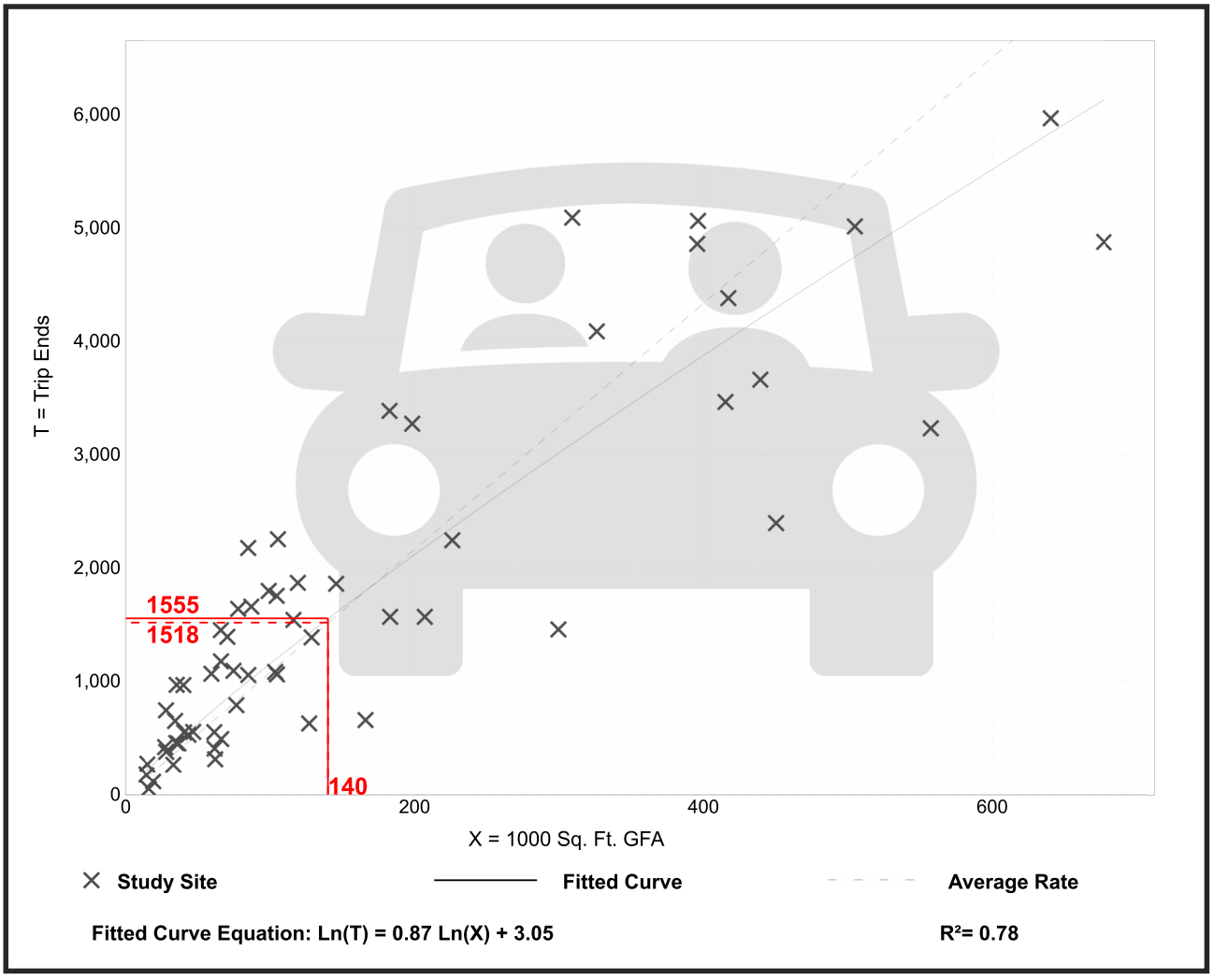
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



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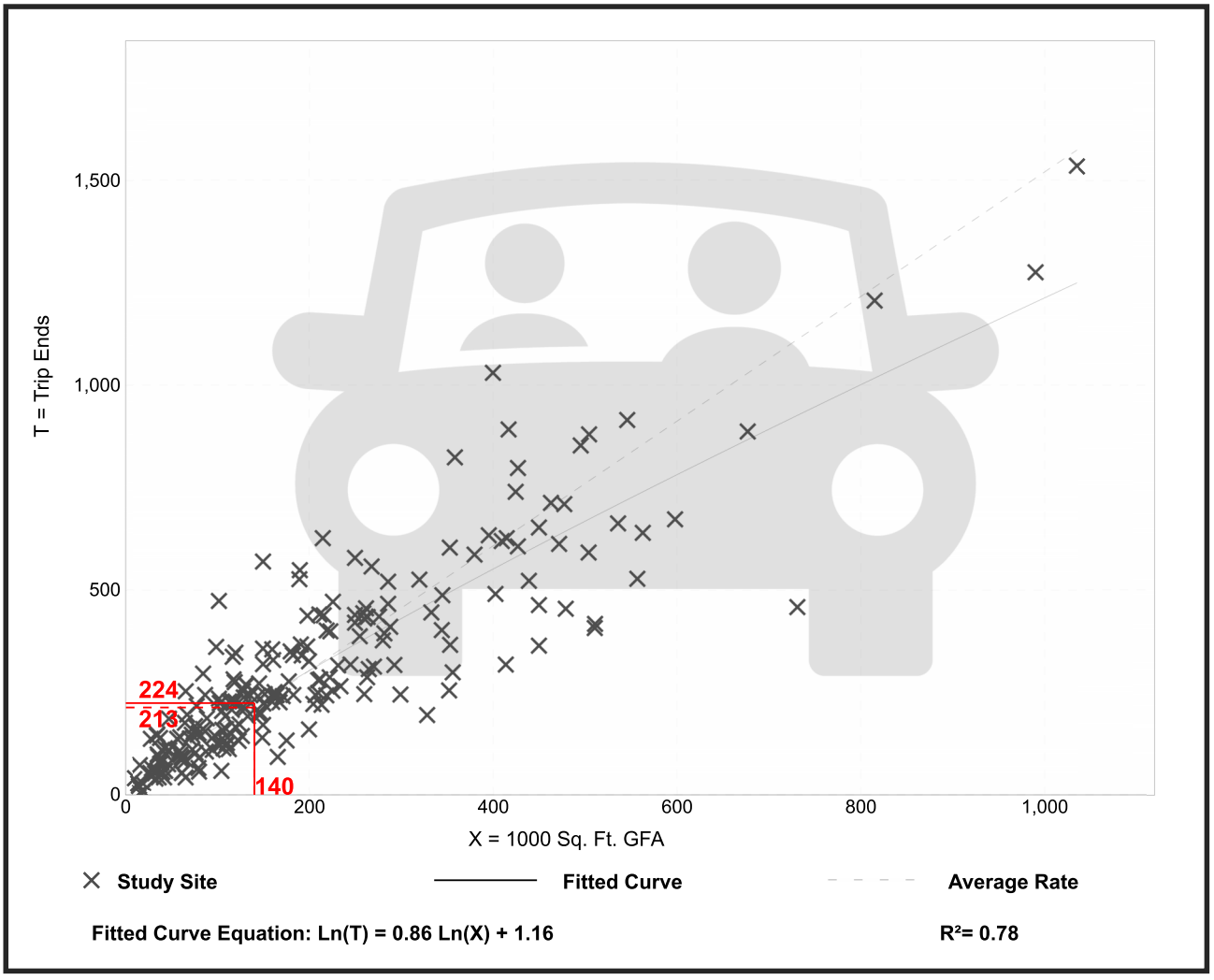
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



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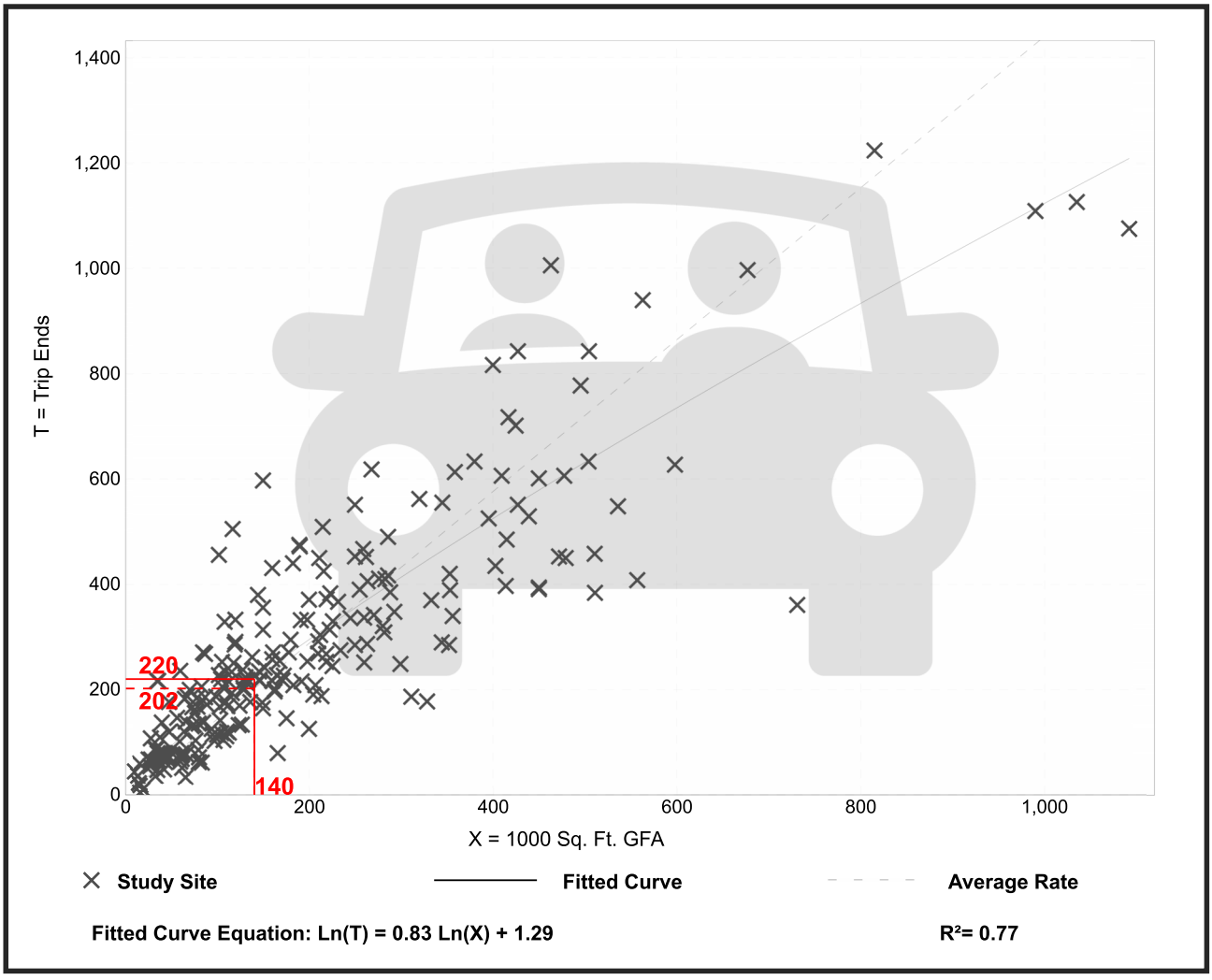
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



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Shopping Center (>150k)
(820)

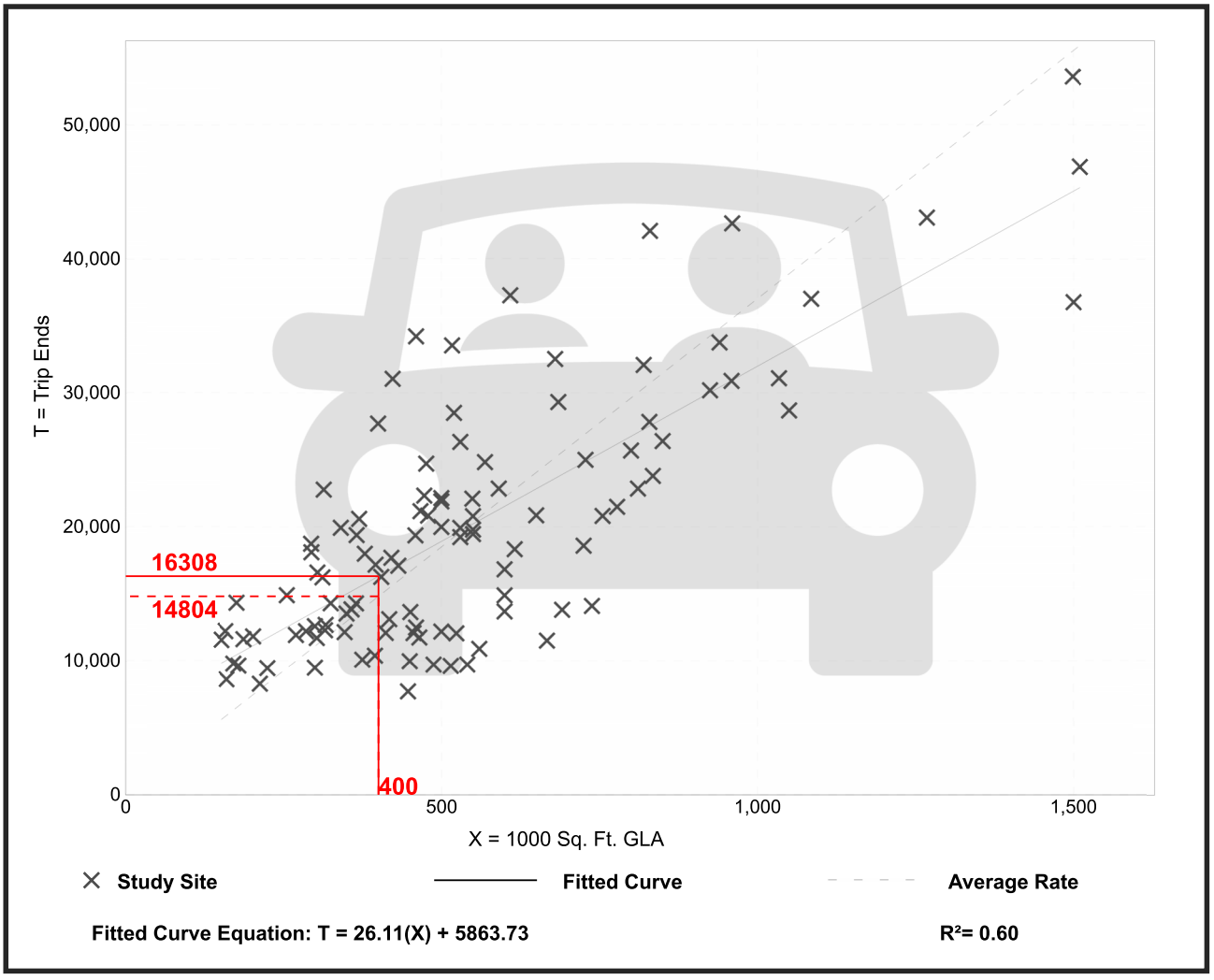
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



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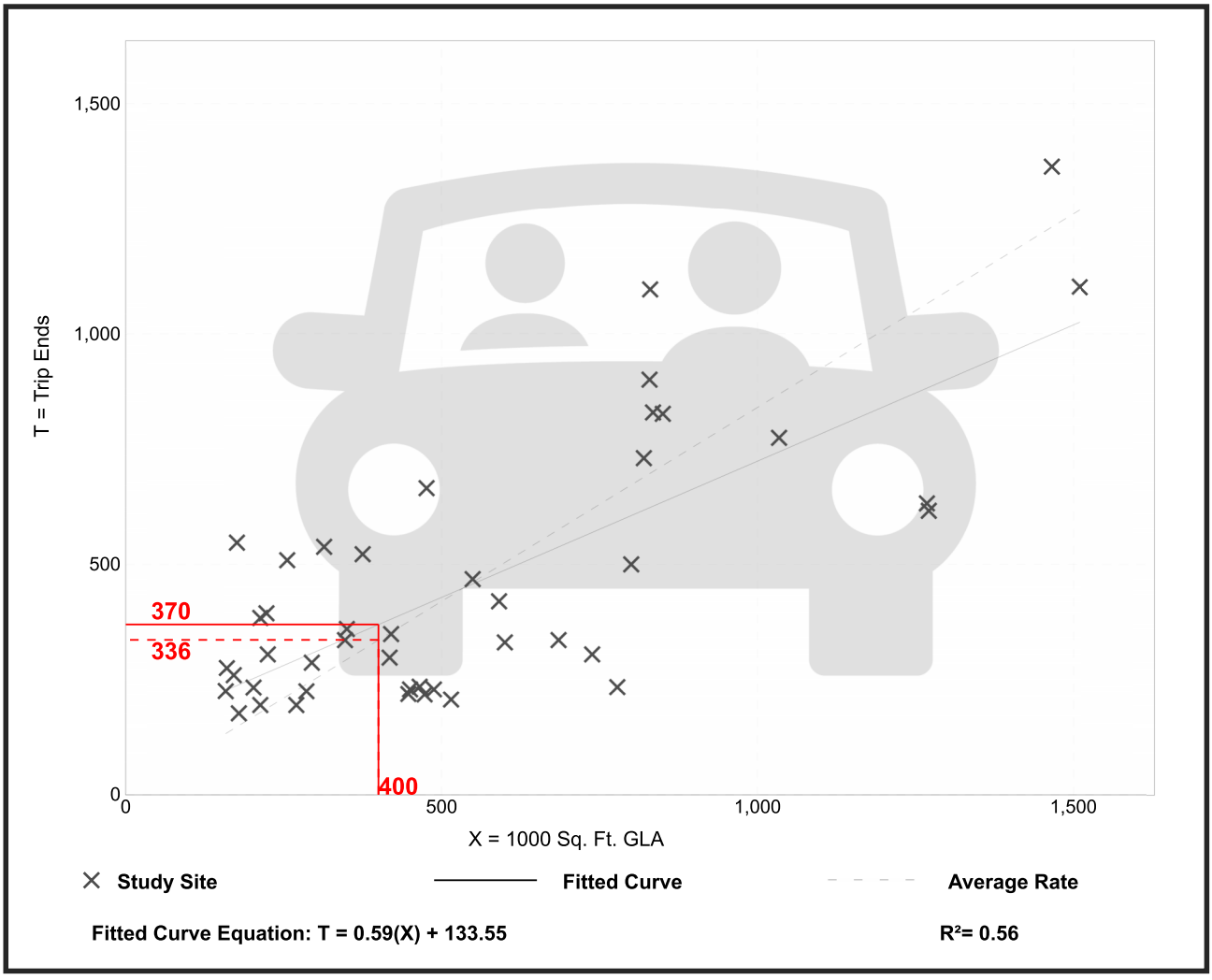
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

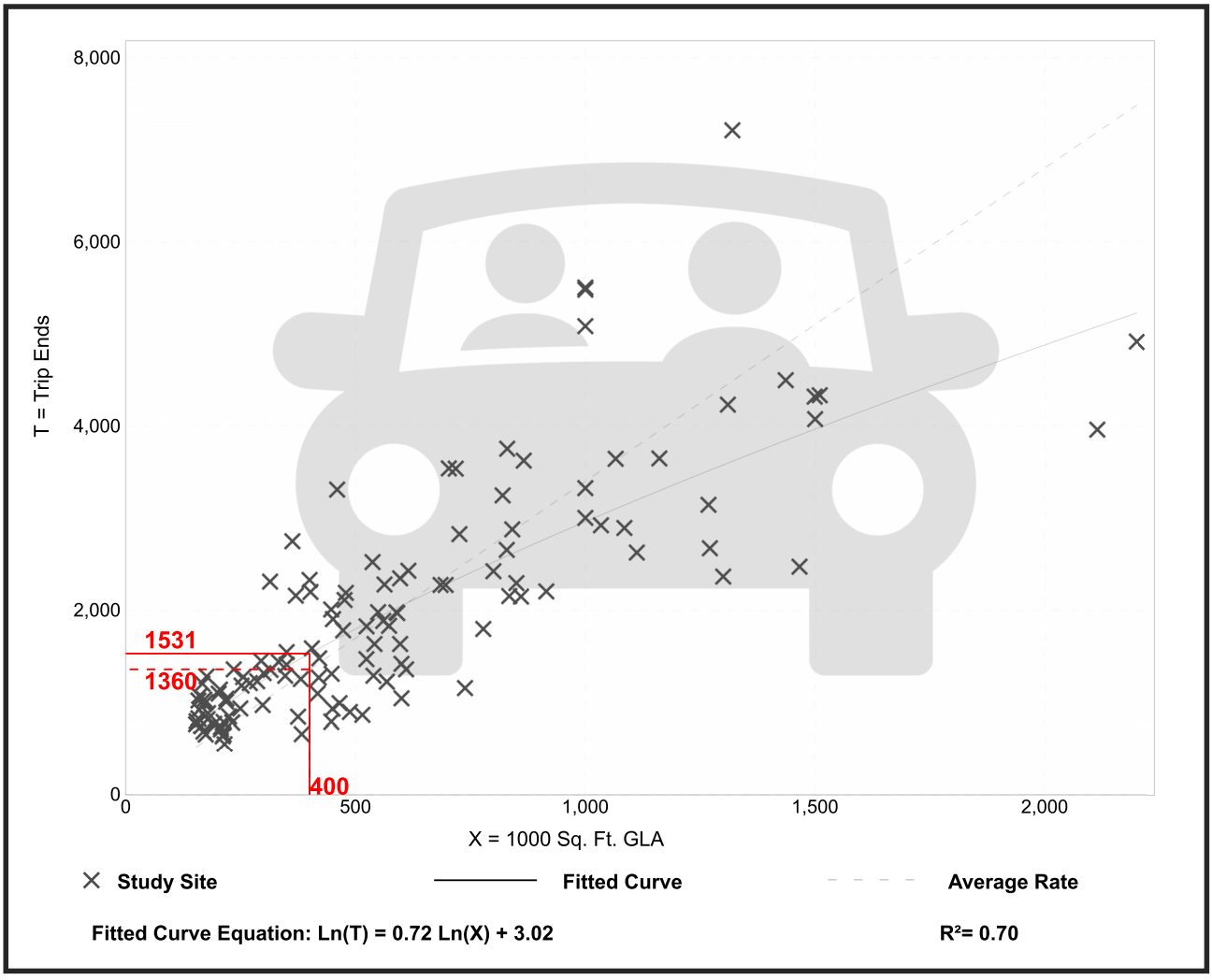
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



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Project Name:	Tomoka Hills
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.06	197	209	1.06	27	29
Retail	1.17	229	268	1.16	141	164
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	79	89	1.09	249	271
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	18	0	0	0
Retail	48		21	0	23	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	3	54	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		86	0	0	0	0
Retail	8		0	0	2	0
Restaurant	29	21		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	46	0	0		0
Hotel	6	11	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	13	196	209	185	0	0
Retail	11	257	268	220	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	87	89	77	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	8	21	29	20	0	0
Retail	10	154	164	133	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	263	271	241	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Tomoka Hills
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	37	37	1.00	183	183
Retail	1.21	735	889	1.18	796	939
Restaurant	1.41	0	0	1.39	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	272	313	1.21	158	191
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	7	0	1	0
Retail	19		272	38	81	47
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	8	8	40	0		6
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	0	0	13	0
Retail	11		0	0	144	0
Restaurant	11	445		0	50	0
Cinema/Entertainment	2	36	0		13	0
Residential	21	9	0	0		0
Hotel	0	18	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	19	18	37	18	0	0
Retail	12	877	889	725	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	82	231	313	201	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	178	183	178	0	0
Retail	92	847	939	718	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	175	191	145	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Appendix D
Turning Movement Counts

DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	0	15	24	0	22	19	41	0	0	0	0	25	54	0	79	144
07:15 AM	7	0	22	29	0	33	19	52	0	0	0	0	30	71	0	101	182
07:30 AM	17	0	29	46	0	38	19	57	0	0	0	0	35	73	0	108	211
07:45 AM	18	0	23	41	0	48	13	61	0	0	0	0	30	59	0	89	191
Total	51	0	89	140	0	141	70	211	0	0	0	0	120	257	0	377	728
08:00 AM	18	0	29	47	0	38	19	57	0	0	0	0	36	43	0	79	183
08:15 AM	21	0	30	51	0	34	18	52	0	0	0	0	37	34	0	71	174
08:30 AM	25	0	27	52	0	28	20	48	0	0	0	0	36	39	0	75	175
08:45 AM	20	0	21	41	0	31	17	48	0	0	0	0	29	30	0	59	148
Total	84	0	107	191	0	131	74	205	0	0	0	0	138	146	0	284	680
04:00 PM	19	0	23	42	0	40	19	59	0	0	0	0	20	37	0	57	158
04:15 PM	19	0	31	50	0	45	21	66	0	0	0	0	22	44	0	66	182
04:30 PM	20	0	28	48	0	56	21	77	0	0	0	0	18	62	0	80	205
04:45 PM	18	0	40	58	0	44	21	65	0	0	0	0	28	46	0	74	197
Total	76	0	122	198	0	185	82	267	0	0	0	0	88	189	0	277	742
05:00 PM	13	0	33	46	0	39	20	59	0	0	0	0	34	35	0	69	174
05:15 PM	12	0	37	49	0	55	20	75	0	0	0	0	28	35	0	63	187
05:30 PM	11	0	29	40	0	47	19	66	0	0	0	0	26	41	0	67	173
05:45 PM	9	0	26	35	0	38	15	53	0	0	0	0	23	37	0	60	148
Total	45	0	125	170	0	179	74	253	0	0	0	0	111	148	0	259	682
Grand Total	256	0	443	699	0	636	300	936	0	0	0	0	457	740	0	1197	2832
Apprch %	36.6	0	63.4		0	67.9	32.1		0	0	0		38.2	61.8	0		
Total %	9	0	15.6	24.7	0	22.5	10.6	33.1	0	0	0	0	16.1	26.1	0	42.3	
Automobiles	240	0	384	624	0	561	265	826	0	0	0	0	401	697	0	1098	2548
% Automobiles	93.8	0	86.7	89.3	0	88.2	88.3	88.2	0	0	0	0	87.7	94.2	0	91.7	90
Commercial	16	0	59	75	0	75	35	110	0	0	0	0	56	43	0	99	284
% Commercial	6.2	0	13.3	10.7	0	11.8	11.7	11.8	0	0	0	0	12.3	5.8	0	8.3	10

DE TRAFFIC

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(386) 341-4186

NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024

	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	0	22	29	0	33	19	52	0	0	0	0	30	71	0	101	182
07:30 AM	17	0	29	46	0	38	19	57	0	0	0	0	35	73	0	108	211
07:45 AM	18	0	23	41	0	48	13	61	0	0	0	0	30	59	0	89	191
08:00 AM	18	0	29	47	0	38	19	57	0	0	0	0	36	43	0	79	183
Total Volume	60	0	103	163	0	157	70	227	0	0	0	0	131	246	0	377	767
% App. Total	36.8	0	63.2		0	69.2	30.8		0	0	0		34.7	65.3	0		
PHF	.833	.000	.888	.867	.000	.818	.921	.930	.000	.000	.000	.000	.910	.842	.000	.873	.909
Automobiles	56	0	86	142	0	137	66	203	0	0	0	0	124	238	0	362	707
% Automobiles	93.3	0	83.5	87.1	0	87.3	94.3	89.4	0	0	0	0	94.7	96.7	0	96.0	92.2
Commercial	4	0	17	21	0	20	4	24	0	0	0	0	7	8	0	15	60
% Commercial	6.7	0	16.5	12.9	0	12.7	5.7	10.6	0	0	0	0	5.3	3.3	0	4.0	7.8

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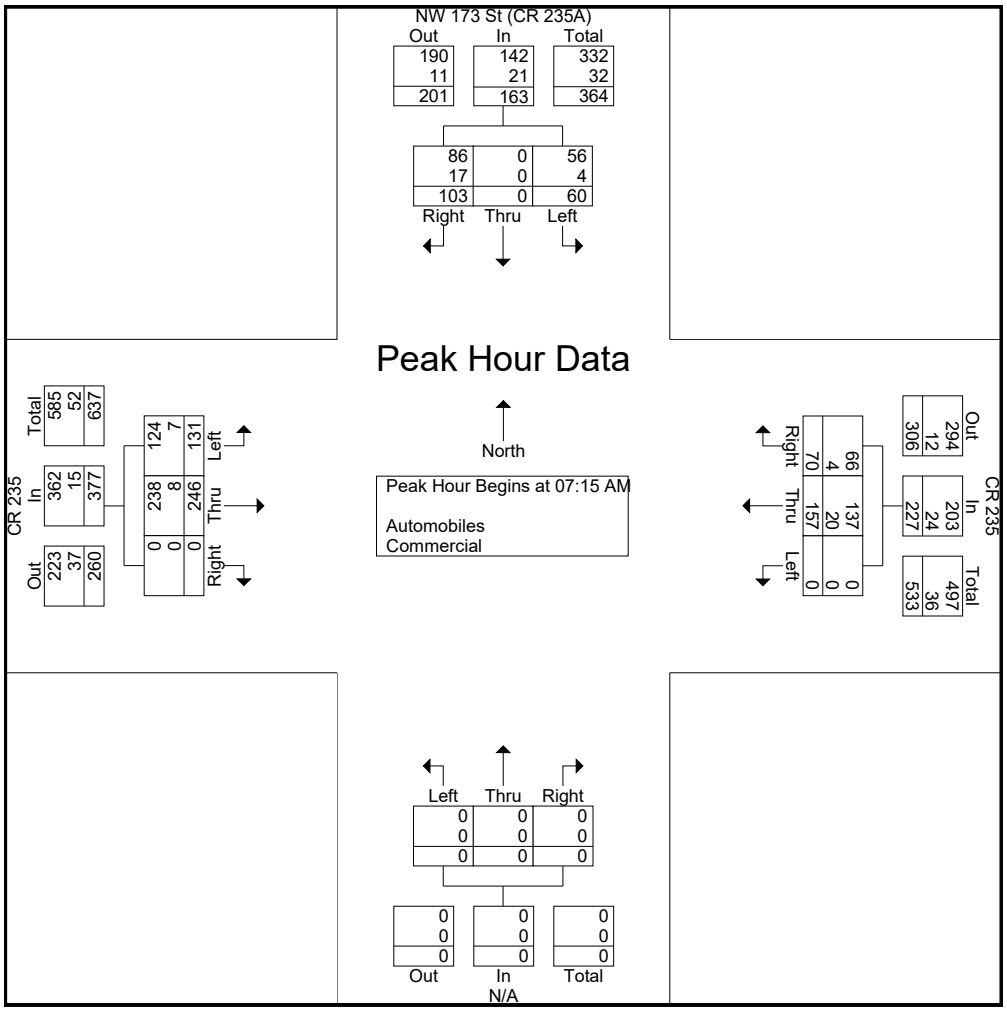
NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 3



DE TRAFFIC

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(386) 341-4186
NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 4

	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	20	0	28	48	0	56	21	77	0	0	0	0	18	62	0	80	205
04:45 PM	18	0	40	58	0	44	21	65	0	0	0	0	28	46	0	74	197
05:00 PM	13	0	33	46	0	39	20	59	0	0	0	0	34	35	0	69	174
05:15 PM	12	0	37	49	0	55	20	75	0	0	0	0	28	35	0	63	187
Total Volume	63	0	138	201	0	194	82	276	0	0	0	0	108	178	0	286	763
% App. Total	31.3	0	68.7		0	70.3	29.7		0	0	0		37.8	62.2	0		
PHF	.788	.000	.863	.866	.000	.866	.976	.896	.000	.000	.000	.000	.794	.718	.000	.894	.930
Automobiles	59	0	121	180	0	178	67	245	0	0	0	0	89	163	0	252	677
% Automobiles	93.7	0	87.7	89.6	0	91.8	81.7	88.8	0	0	0	0	82.4	91.6	0	88.1	88.7
Commercial	4	0	17	21	0	16	15	31	0	0	0	0	19	15	0	34	86
% Commercial	6.3	0	12.3	10.4	0	8.2	18.3	11.2	0	0	0	0	17.6	8.4	0	11.9	11.3

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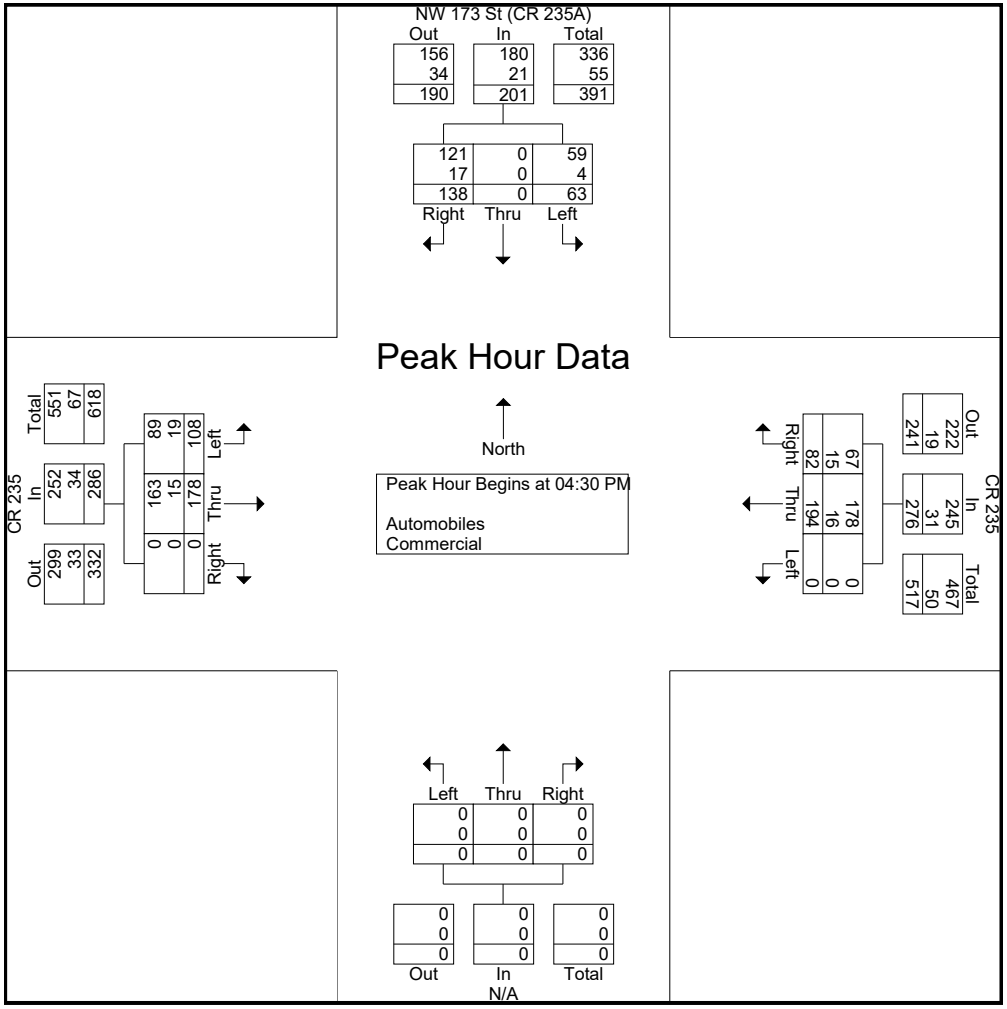
NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 5



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NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	NW 173 St (CR 235A) Southbound					CR 235 Westbound					N/A Northbound					CR 235 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

DE TRAFFIC

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CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	37	9	52	3	7	7	17	4	37	6	47	2	9	9	20	136
07:15 AM	6	57	7	70	5	7	5	17	6	43	4	53	8	8	9	25	165
07:30 AM	10	55	5	70	5	5	8	18	9	51	8	68	4	9	9	22	178
07:45 AM	10	48	5	63	7	6	6	19	6	64	7	77	10	9	7	26	185
Total	32	197	26	255	20	25	26	71	25	195	25	245	24	35	34	93	664
08:00 AM	11	47	8	66	6	7	7	20	5	59	9	73	5	12	8	25	184
08:15 AM	10	49	7	66	6	7	7	20	10	61	5	76	6	9	5	20	182
08:30 AM	14	52	5	71	5	4	6	15	5	55	8	68	4	5	5	14	168
08:45 AM	12	46	6	64	8	7	6	21	7	61	7	75	9	6	8	23	183
Total	47	194	26	267	25	25	26	76	27	236	29	292	24	32	26	82	717
04:00 PM	9	45	9	63	8	8	8	24	11	37	6	54	7	9	5	21	162
04:15 PM	5	53	9	67	5	6	5	16	8	48	5	61	9	9	10	28	172
04:30 PM	10	62	4	76	6	8	11	25	9	49	5	63	4	13	7	24	188
04:45 PM	5	75	6	86	6	5	8	19	11	69	6	86	10	10	6	26	217
Total	29	235	28	292	25	27	32	84	39	203	22	264	30	41	28	99	739
05:00 PM	5	52	6	63	9	8	8	25	9	61	7	77	5	13	10	28	193
05:15 PM	8	60	8	76	7	5	10	22	15	62	6	83	8	10	10	28	209
05:30 PM	5	55	5	65	10	8	10	28	10	49	6	65	9	10	8	27	185
05:45 PM	10	45	6	61	7	4	9	20	9	44	6	59	9	6	8	23	163
Total	28	212	25	265	33	25	37	95	43	216	25	284	31	39	36	106	750
Grand Total	136	838	105	1079	103	102	121	326	134	850	101	1085	109	147	124	380	2870
Apprch %	12.6	77.7	9.7		31.6	31.3	37.1		12.4	78.3	9.3		28.7	38.7	32.6		
Total %	4.7	29.2	3.7	37.6	3.6	3.6	4.2	11.4	4.7	29.6	3.5	37.8	3.8	5.1	4.3	13.2	
Automobiles	112	658	92	862	83	82	94	259	113	627	77	817	95	131	106	332	2270
% Automobiles	82.4	78.5	87.6	79.9	80.6	80.4	77.7	79.4	84.3	73.8	76.2	75.3	87.2	89.1	85.5	87.4	79.1
Commercial	24	180	13	217	20	20	27	67	21	223	24	268	14	16	18	48	600
% Commercial	17.6	21.5	12.4	20.1	19.4	19.6	22.3	20.6	15.7	26.2	23.8	24.7	12.8	10.9	14.5	12.6	20.9

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CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 2

	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	55	5	70	5	5	8	18	9	51	8	68	4	9	9	22	178
07:45 AM	10	48	5	63	7	6	6	19	6	64	7	77	10	9	7	26	185
08:00 AM	11	47	8	66	6	7	7	20	5	59	9	73	5	12	8	25	184
08:15 AM	10	49	7	66	6	7	7	20	10	61	5	76	6	9	5	20	182
Total Volume	41	199	25	265	24	25	28	77	30	235	29	294	25	39	29	93	729
% App. Total	15.5	75.1	9.4		31.2	32.5	36.4		10.2	79.9	9.9		26.9	41.9	31.2		
PHF	.932	.905	.781	.946	.857	.893	.875	.963	.750	.918	.806	.955	.625	.813	.806	.894	.985
Automobiles	36	134	20	190	19	20	22	61	23	181	19	223	22	32	25	79	553
% Automobiles	87.8	67.3	80.0	71.7	79.2	80.0	78.6	79.2	76.7	77.0	65.5	75.9	88.0	82.1	86.2	84.9	75.9
Commercial	5	65	5	75	5	5	6	16	7	54	10	71	3	7	4	14	176
% Commercial	12.2	32.7	20.0	28.3	20.8	20.0	21.4	20.8	23.3	23.0	34.5	24.1	12.0	17.9	13.8	15.1	24.1

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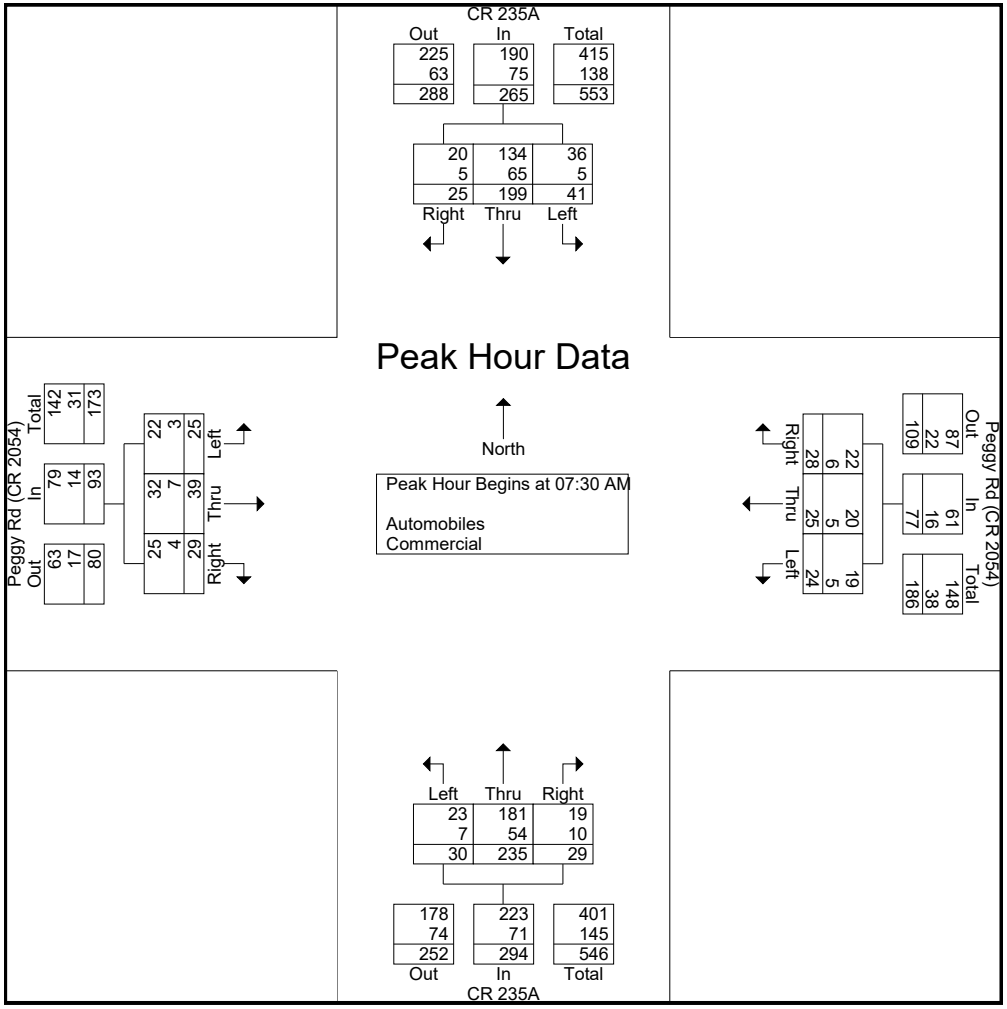
CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 3



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CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 4

	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	62	4	76	6	8	11	25	9	49	5	63	4	13	7	24	188
04:45 PM	5	75	6	86	6	5	8	19	11	69	6	86	10	10	6	26	217
05:00 PM	5	52	6	63	9	8	8	25	9	61	7	77	5	13	10	28	193
05:15 PM	8	60	8	76	7	5	10	22	15	62	6	83	8	10	10	28	209
Total Volume	28	249	24	301	28	26	37	91	44	241	24	309	27	46	33	106	807
% App. Total	9.3	82.7	8		30.8	28.6	40.7		14.2	78	7.8		25.5	43.4	31.1		
PHF	.700	.830	.750	.875	.778	.813	.841	.910	.733	.873	.857	.898	.675	.885	.825	.946	.930
Automobiles	22	214	22	258	24	22	27	73	39	171	20	230	24	43	27	94	655
% Automobiles	78.6	85.9	91.7	85.7	85.7	84.6	73.0	80.2	88.6	71.0	83.3	74.4	88.9	93.5	81.8	88.7	81.2
Commercial	6	35	2	43	4	4	10	18	5	70	4	79	3	3	6	12	152
% Commercial	21.4	14.1	8.3	14.3	14.3	15.4	27.0	19.8	11.4	29.0	16.7	25.6	11.1	6.5	18.2	11.3	18.8

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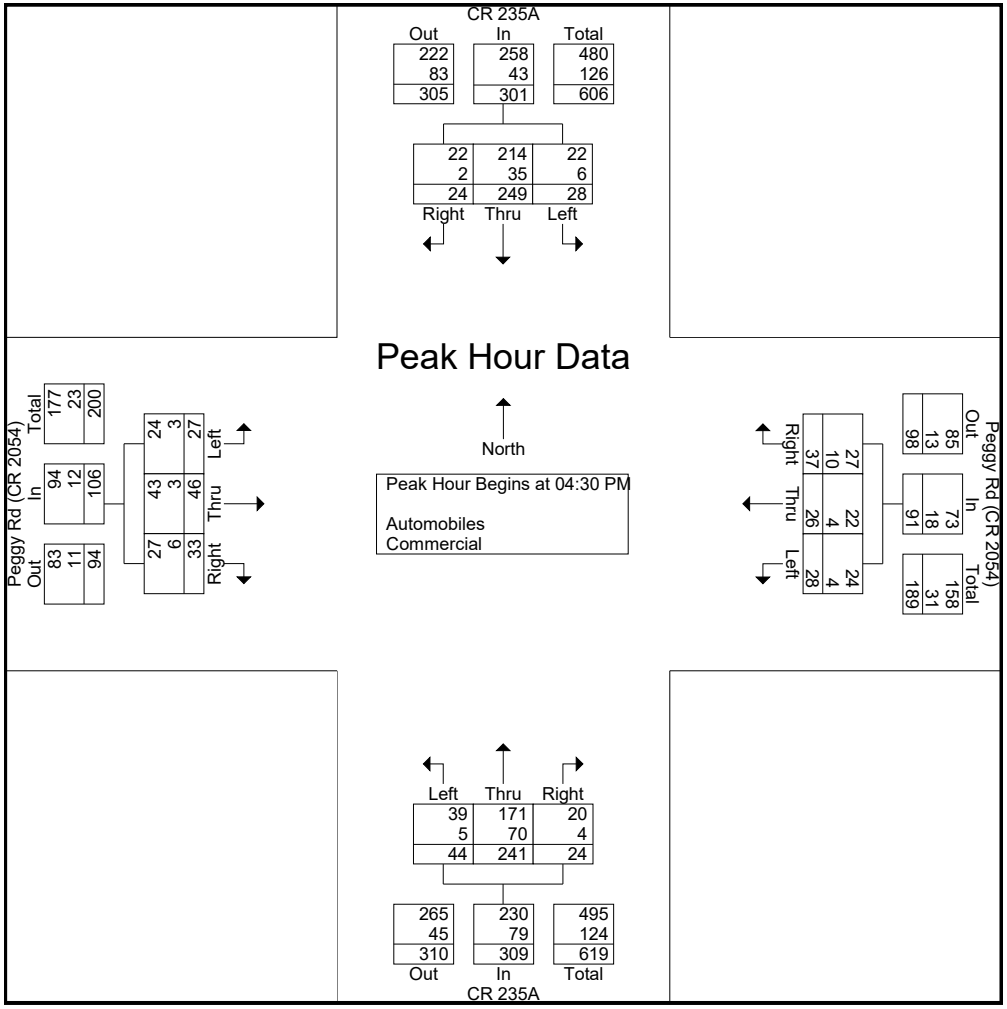
CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 5



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CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	CR 235A Southbound					Peggy Rd (CR 2054) Westbound					CR 235A Northbound					Peggy Rd (CR 2054) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	31	0	55	9	0	34	43	0	77	2	79	0	0	0	0	177
07:15 AM	34	37	0	71	11	0	63	74	0	65	7	72	0	0	0	0	217
07:30 AM	52	45	0	97	15	0	43	58	0	75	5	80	0	0	0	0	235
07:45 AM	69	54	0	123	10	0	54	64	0	66	4	70	0	0	0	0	257
Total	179	167	0	346	45	0	194	239	0	283	18	301	0	0	0	0	886
08:00 AM	75	44	0	119	9	0	72	81	0	76	6	82	0	0	0	0	282
08:15 AM	84	35	0	119	8	0	54	62	0	52	4	56	0	0	0	0	237
08:30 AM	77	45	0	122	7	0	43	50	0	56	6	62	0	0	0	0	234
08:45 AM	65	36	0	101	9	0	36	45	0	46	3	49	0	0	0	0	195
Total	301	160	0	461	33	0	205	238	0	230	19	249	0	0	0	0	948
04:00 PM	51	64	0	115	1	0	44	45	0	44	15	59	0	0	0	0	219
04:15 PM	66	90	0	156	8	0	63	71	0	42	10	52	0	0	0	0	279
04:30 PM	61	79	0	140	4	0	66	70	0	55	3	58	0	0	0	0	268
04:45 PM	56	83	0	139	3	0	89	92	0	39	4	43	0	0	0	0	274
Total	234	316	0	550	16	0	262	278	0	180	32	212	0	0	0	0	1040
05:00 PM	66	58	0	124	1	0	53	54	0	35	3	38	0	0	0	0	216
05:15 PM	61	50	0	111	5	0	39	44	0	37	10	47	0	0	0	0	202
05:30 PM	45	55	0	100	3	0	52	55	0	34	2	36	0	0	0	0	191
05:45 PM	36	49	0	85	1	0	41	42	0	34	6	40	0	0	0	0	167
Total	208	212	0	420	10	0	185	195	0	140	21	161	0	0	0	0	776
Grand Total	922	855	0	1777	104	0	846	950	0	833	90	923	0	0	0	0	3650
Apprch %	51.9	48.1	0		10.9	0	89.1		0	90.2	9.8		0	0	0		
Total %	25.3	23.4	0	48.7	2.8	0	23.2	26	0	22.8	2.5	25.3	0	0	0	0	
Automobiles	908	807	0	1715	103	0	830	933	0	775	88	863	0	0	0	0	3511
% Automobiles	98.5	94.4	0	96.5	99	0	98.1	98.2	0	93	97.8	93.5	0	0	0	0	96.2
Commercial	14	48	0	62	1	0	16	17	0	58	2	60	0	0	0	0	139
% Commercial	1.5	5.6	0	3.5	1	0	1.9	1.8	0	7	2.2	6.5	0	0	0	0	3.8

DE TRAFFIC

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CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 2

	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	52	45	0	97	15	0	43	58	0	75	5	80	0	0	0	0	235
07:45 AM	69	54	0	123	10	0	54	64	0	66	4	70	0	0	0	0	257
08:00 AM	75	44	0	119	9	0	72	81	0	76	6	82	0	0	0	0	282
08:15 AM	84	35	0	119	8	0	54	62	0	52	4	56	0	0	0	0	237
Total Volume	280	178	0	458	42	0	223	265	0	269	19	288	0	0	0	0	1011
% App. Total	61.1	38.9	0		15.8	0	84.2		0	93.4	6.6		0	0	0		
PHF	.833	.824	.000	.931	.700	.000	.774	.818	.000	.885	.792	.878	.000	.000	.000	.000	.896
Automobiles	276	169	0	445	41	0	217	258	0	254	18	272	0	0	0	0	975
% Automobiles	98.6	94.9	0	97.2	97.6	0	97.3	97.4	0	94.4	94.7	94.4	0	0	0	0	96.4
Commercial	4	9	0	13	1	0	6	7	0	15	1	16	0	0	0	0	36
% Commercial	1.4	5.1	0	2.8	2.4	0	2.7	2.6	0	5.6	5.3	5.6	0	0	0	0	3.6

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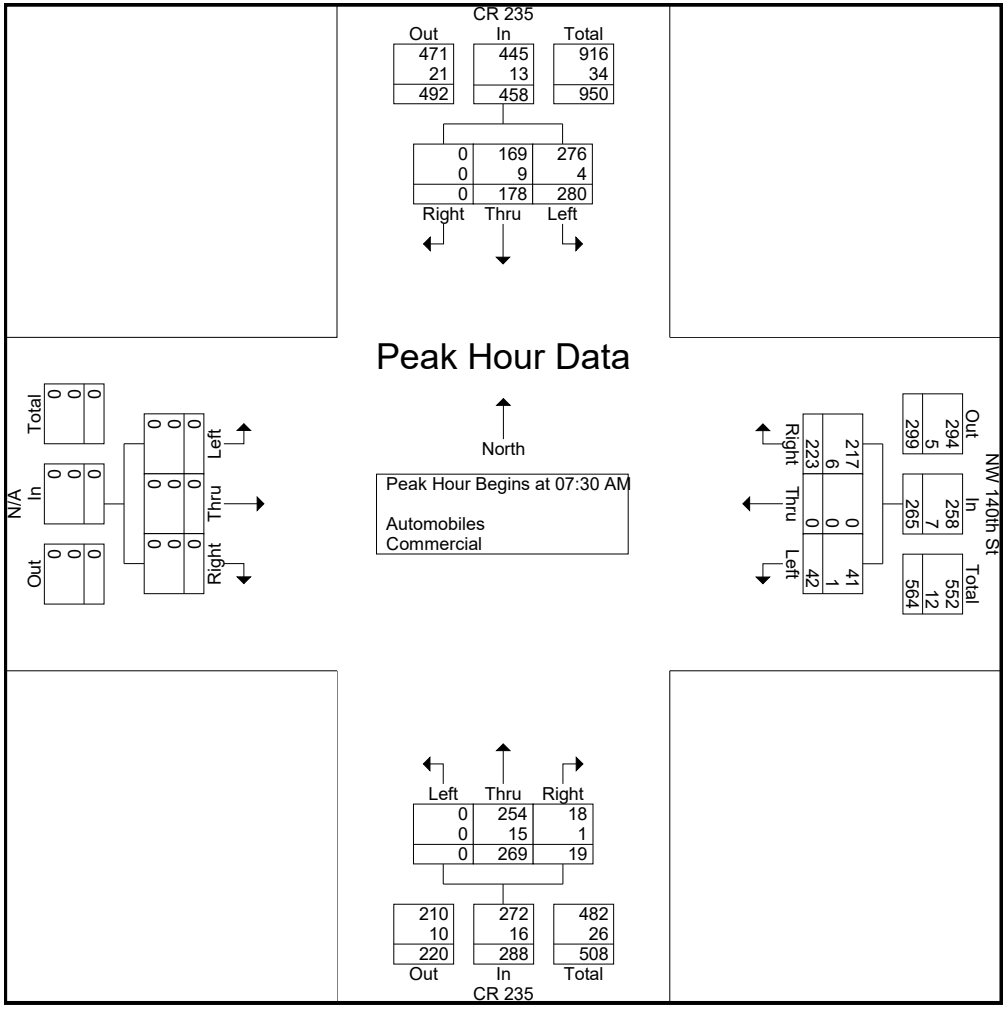
CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 3



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CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 4

	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	51	64	0	115	1	0	44	45	0	44	15	59	0	0	0	0	219
04:15 PM	66	90	0	156	8	0	63	71	0	42	10	52	0	0	0	0	279
04:30 PM	61	79	0	140	4	0	66	70	0	55	3	58	0	0	0	0	268
04:45 PM	56	83	0	139	3	0	89	92	0	39	4	43	0	0	0	0	274
Total Volume	234	316	0	550	16	0	262	278	0	180	32	212	0	0	0	0	1040
% App. Total	42.5	57.5	0		5.8	0	94.2		0	84.9	15.1		0	0	0		
PHF	.886	.878	.000	.881	.500	.000	.736	.755	.000	.818	.533	.898	.000	.000	.000	.000	.932
Automobiles	228	302	0	530	16	0	259	275	0	165	32	197	0	0	0	0	1002
% Automobiles	97.4	95.6	0	96.4	100	0	98.9	98.9	0	91.7	100	92.9	0	0	0	0	96.3
Commercial	6	14	0	20	0	0	3	3	0	15	0	15	0	0	0	0	38
% Commercial	2.6	4.4	0	3.6	0	0	1.1	1.1	0	8.3	0	7.1	0	0	0	0	3.7

DE TRAFFIC

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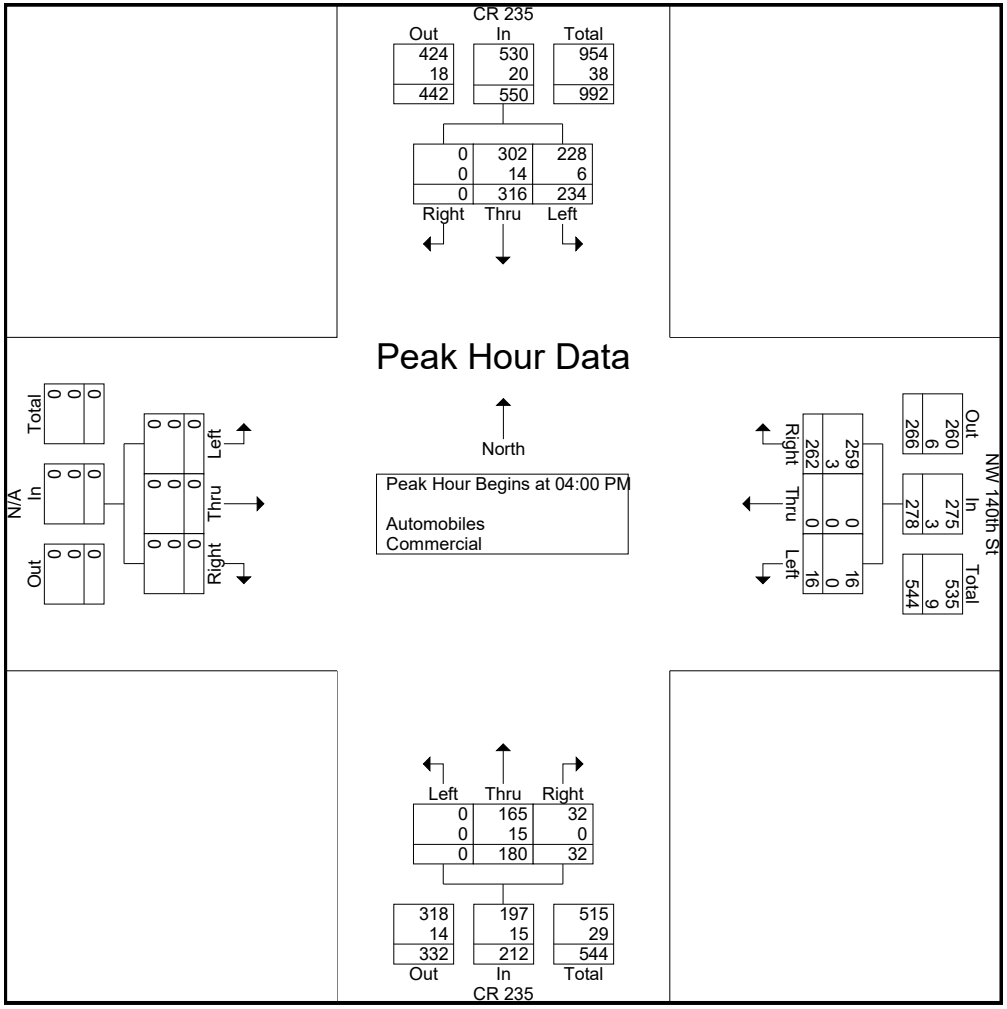
(386) 341-4186

CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 5



DE TRAFFIC

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CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	CR 235 Southbound					NW 140th St Westbound					CR 235 Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

DE TRAFFIC

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NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	80	4	84	0	0	0	0	9	82	0	91	7	0	8	15	190
07:15 AM	0	107	6	113	0	0	0	0	8	103	0	111	9	0	7	16	240
07:30 AM	0	99	6	105	0	0	0	0	10	107	0	117	12	0	6	18	240
07:45 AM	0	89	6	95	0	0	0	0	9	125	0	134	14	0	6	20	249
Total	0	375	22	397	0	0	0	0	36	417	0	453	42	0	27	69	919
08:00 AM	0	117	5	122	0	0	0	0	14	96	0	110	12	0	10	22	254
08:15 AM	0	104	7	111	0	0	0	0	16	87	0	103	6	0	11	17	231
08:30 AM	0	97	4	101	0	0	0	0	17	88	0	105	6	0	11	17	223
08:45 AM	0	93	7	100	0	0	0	0	13	89	0	102	7	0	9	16	218
Total	0	411	23	434	0	0	0	0	60	360	0	420	31	0	41	72	926
04:00 PM	0	103	7	110	0	0	0	0	7	102	0	109	8	0	9	17	236
04:15 PM	0	112	4	116	0	0	0	0	10	105	0	115	8	0	11	19	250
04:30 PM	0	104	8	112	0	0	0	0	13	101	0	114	5	0	8	13	239
04:45 PM	0	127	7	134	0	0	0	0	11	113	0	124	7	0	12	19	277
Total	0	446	26	472	0	0	0	0	41	421	0	462	28	0	40	68	1002
05:00 PM	0	93	10	103	0	0	0	0	11	107	0	118	5	0	11	16	237
05:15 PM	0	100	8	108	0	0	0	0	7	94	0	101	7	0	11	18	227
05:30 PM	0	85	9	94	0	0	0	0	9	78	0	87	5	0	8	13	194
05:45 PM	0	92	10	102	0	0	0	0	8	63	0	71	6	0	10	16	189
Total	0	370	37	407	0	0	0	0	35	342	0	377	23	0	40	63	847
Grand Total	0	1602	108	1710	0	0	0	0	172	1540	0	1712	124	0	148	272	3694
Apprch %	0	93.7	6.3		0	0	0		10	90	0		45.6	0	54.4		
Total %	0	43.4	2.9	46.3	0	0	0	0	4.7	41.7	0	46.3	3.4	0	4	7.4	
Automobiles	0	1425	95	1520	0	0	0	0	160	1392	0	1552	109	0	117	226	3298
% Automobiles	0	89	88	88.9	0	0	0	0	93	90.4	0	90.7	87.9	0	79.1	83.1	89.3
Commercial	0	177	13	190	0	0	0	0	12	148	0	160	15	0	31	46	396
% Commercial	0	11	12	11.1	0	0	0	0	7	9.6	0	9.3	12.1	0	20.9	16.9	10.7

DE TRAFFIC

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(386) 341-4186

NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 2

	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	107	6	113	0	0	0	0	8	103	0	111	9	0	7	16	240
07:30 AM	0	99	6	105	0	0	0	0	10	107	0	117	12	0	6	18	240
07:45 AM	0	89	6	95	0	0	0	0	9	125	0	134	14	0	6	20	249
08:00 AM	0	117	5	122	0	0	0	0	14	96	0	110	12	0	10	22	254
Total Volume	0	412	23	435	0	0	0	0	41	431	0	472	47	0	29	76	983
% App. Total	0	94.7	5.3		0	0	0		8.7	91.3	0		61.8	0	38.2		
PHF	.000	.880	.958	.891	.000	.000	.000	.000	.732	.862	.000	.881	.839	.000	.725	.864	.968
Automobiles	0	357	19	376	0	0	0	0	36	384	0	420	42	0	23	65	861
% Automobiles	0	86.7	82.6	86.4	0	0	0	0	87.8	89.1	0	89.0	89.4	0	79.3	85.5	87.6
Commercial	0	55	4	59	0	0	0	0	5	47	0	52	5	0	6	11	122
% Commercial	0	13.3	17.4	13.6	0	0	0	0	12.2	10.9	0	11.0	10.6	0	20.7	14.5	12.4

DE TRAFFIC

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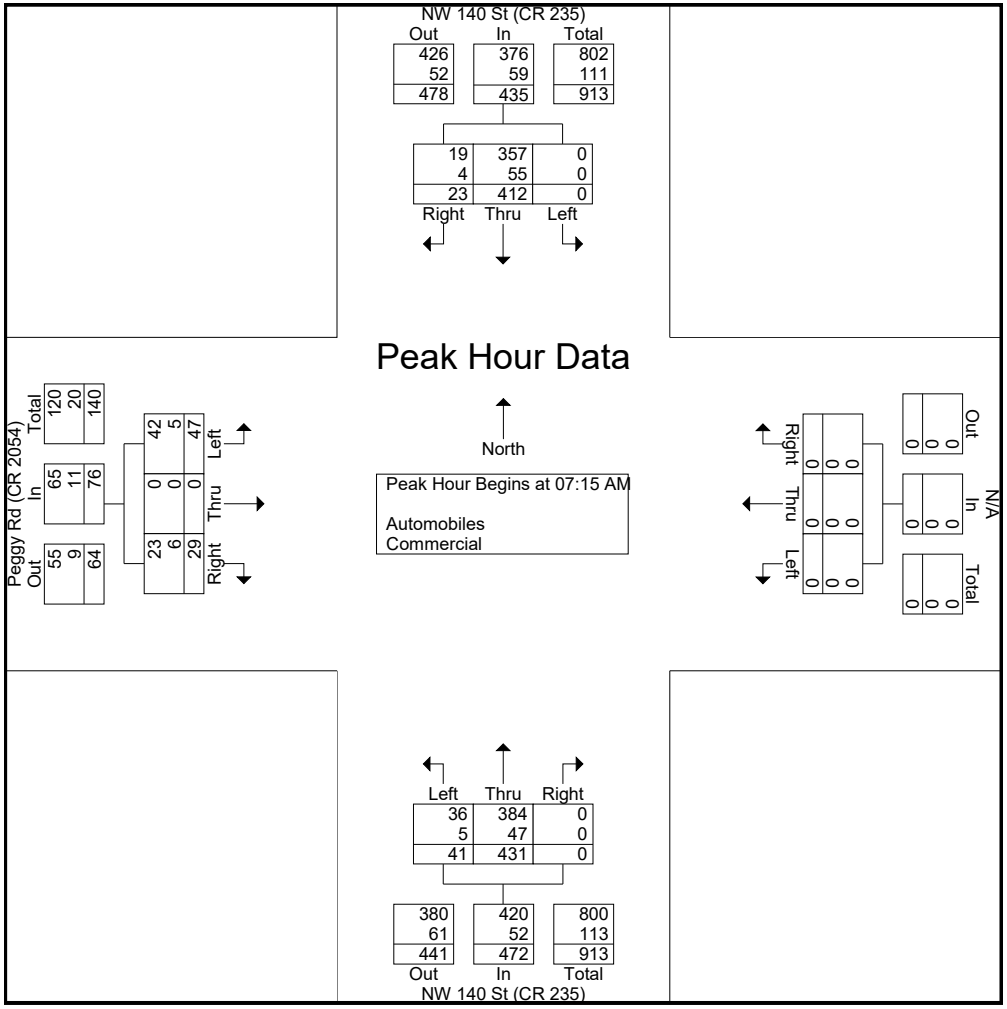
(386) 341-4186

NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 3



DE TRAFFIC

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(386) 341-4186
NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 4

	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	112	4	116	0	0	0	0	10	105	0	115	8	0	11	19	250
04:30 PM	0	104	8	112	0	0	0	0	13	101	0	114	5	0	8	13	239
04:45 PM	0	127	7	134	0	0	0	0	11	113	0	124	7	0	12	19	277
05:00 PM	0	93	10	103	0	0	0	0	11	107	0	118	5	0	11	16	237
Total Volume	0	436	29	465	0	0	0	0	45	426	0	471	25	0	42	67	1003
% App. Total	0	93.8	6.2		0	0	0		9.6	90.4	0		37.3	0	62.7		
PHF	.000	.858	.725	.868	.000	.000	.000	.000	.865	.942	.000	.950	.781	.000	.875	.882	.905
Automobiles	0	389	27	416	0	0	0	0	42	399	0	441	22	0	35	57	914
% Automobiles	0	89.2	93.1	89.5	0	0	0	0	93.3	93.7	0	93.6	88.0	0	83.3	85.1	91.1
Commercial	0	47	2	49	0	0	0	0	3	27	0	30	3	0	7	10	89
% Commercial	0	10.8	6.9	10.5	0	0	0	0	6.7	6.3	0	6.4	12.0	0	16.7	14.9	8.9

DE TRAFFIC

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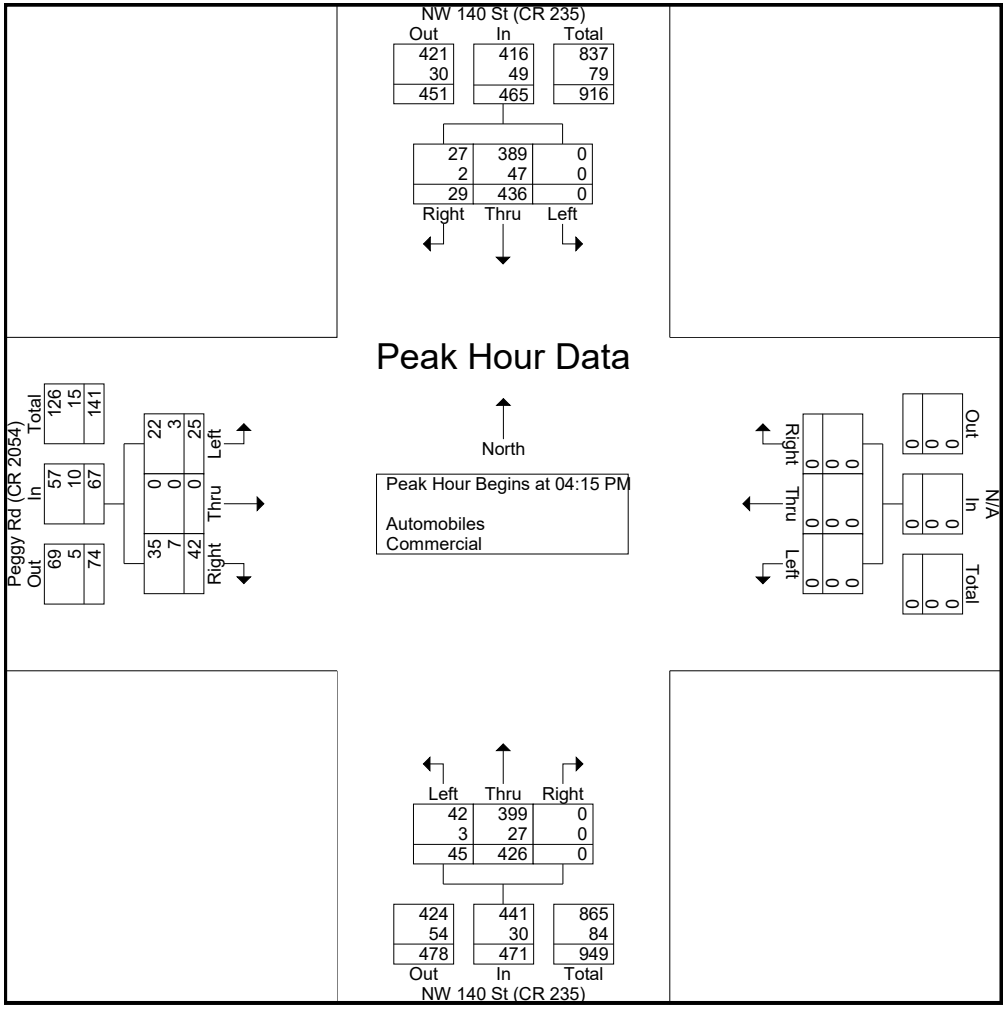
(386) 341-4186

NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 5



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NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	NW 140 St (CR 235) Southbound					N/A Westbound					NW 140 St (CR 235) Northbound					Peggy Rd (CR 2054) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
Grand Total	0	0	0	7	7	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	14
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0	

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173rd St (CR 235A) Southbound				US 441 Westbound				NW 173rd St (CR 235A) Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	8	3	25	18	164	16	198	9	7	24	40	7	276	18	301	564
07:15 AM	18	12	7	37	19	189	22	230	8	4	21	33	4	286	19	309	609
07:30 AM	31	11	12	54	19	204	45	268	8	15	27	50	11	301	19	331	703
07:45 AM	24	16	12	52	26	227	59	312	15	9	25	49	16	318	21	355	768
Total	87	47	34	168	82	784	142	1008	40	35	97	172	38	1181	77	1296	2644
08:00 AM	21	9	9	39	23	229	55	307	19	13	23	55	7	346	20	373	774
08:15 AM	16	14	9	39	25	214	48	287	19	10	30	59	17	358	18	393	778
08:30 AM	15	6	9	30	20	207	18	245	18	7	28	53	10	342	21	373	701
08:45 AM	14	6	10	30	21	202	12	235	14	14	27	55	10	257	20	287	607
Total	66	35	37	138	89	852	133	1074	70	44	108	222	44	1303	79	1426	2860
03:00 PM	14	6	5	25	18	330	23	371	13	8	24	45	16	209	15	240	681
03:15 PM	15	5	6	26	19	285	22	326	16	9	21	46	6	226	18	250	648
03:30 PM	22	5	10	37	19	314	25	358	15	9	23	47	11	184	18	213	655
03:45 PM	28	4	8	40	19	352	31	402	11	7	20	38	9	210	15	234	714
Total	79	20	29	128	75	1281	101	1457	55	33	88	176	42	829	66	937	2698
04:00 PM	42	6	11	59	23	361	27	411	18	10	28	56	16	231	24	271	797
04:15 PM	40	9	11	60	35	426	19	480	18	13	34	65	8	214	19	241	846
04:30 PM	20	4	11	35	37	412	20	469	19	10	43	72	15	243	21	279	855
04:45 PM	14	9	10	33	30	388	11	429	21	9	37	67	11	186	23	220	749
Total	116	28	43	187	125	1587	77	1789	76	42	142	260	50	874	87	1011	3247
05:00 PM	13	7	6	26	42	317	19	378	18	10	31	59	8	207	27	242	705
05:15 PM	12	6	5	23	31	291	13	335	18	5	37	60	3	166	23	192	610
05:30 PM	9	3	5	17	38	305	11	354	18	3	31	52	4	176	13	193	616
05:45 PM	7	5	4	16	33	240	11	284	20	2	36	58	5	164	17	186	544
Total	41	21	20	82	144	1153	54	1351	74	20	135	229	20	713	80	813	2475
Grand Total	389	151	163	703	515	5657	507	6679	315	174	570	1059	194	4900	389	5483	13924
Apprch %	55.3	21.5	23.2		7.7	84.7	7.6		29.7	16.4	53.8		3.5	89.4	7.1		
Total %	2.8	1.1	1.2	5	3.7	40.6	3.6	48	2.3	1.2	4.1	7.6	1.4	35.2	2.8	39.4	
Automobiles	367	136	142	645	478	5436	456	6370	302	152	444	898	169	4694	339	5202	13115
% Automobiles	94.3	90.1	87.1	91.7	92.8	96.1	89.9	95.4	95.9	87.4	77.9	84.8	87.1	95.8	87.1	94.9	94.2
Commercial	22	15	21	58	37	221	51	309	13	22	126	161	25	206	50	281	809
% Commercial	5.7	9.9	12.9	8.3	7.2	3.9	10.1	4.6	4.1	12.6	22.1	15.2	12.9	4.2	12.9	5.1	5.8

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

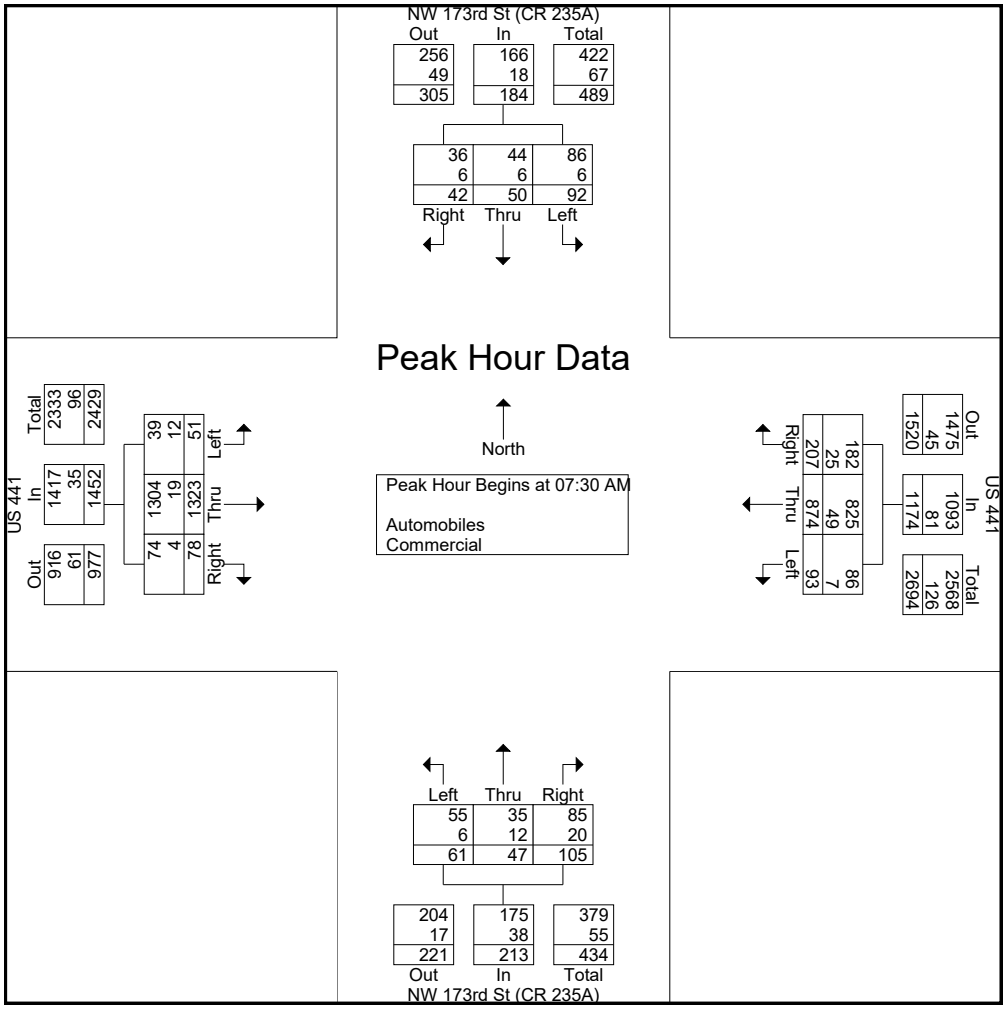
File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 2

	NW 173rd St (CR 235A) Southbound				US 441 Westbound				NW 173rd St (CR 235A) Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	31	11	12	54	19	204	45	268	8	15	27	50	11	301	19	331	703
07:45 AM	24	16	12	52	26	227	59	312	15	9	25	49	16	318	21	355	768
08:00 AM	21	9	9	39	23	229	55	307	19	13	23	55	7	346	20	373	774
08:15 AM	16	14	9	39	25	214	48	287	19	10	30	59	17	358	18	393	778
Total Volume	92	50	42	184	93	874	207	1174	61	47	105	213	51	1323	78	1452	3023
% App. Total	50	27.2	22.8		7.9	74.4	17.6		28.6	22.1	49.3		3.5	91.1	5.4		
PHF	.742	.781	.875	.852	.894	.954	.877	.941	.803	.783	.875	.903	.750	.924	.929	.924	.971
Automobiles	86	44	36	166	86	825	182	1093	55	35	85	175	39	1304	74	1417	2851
% Automobiles	93.5	88.0	85.7	90.2	92.5	94.4	87.9	93.1	90.2	74.5	81.0	82.2	76.5	98.6	94.9	97.6	94.3
Commercial	6	6	6	18	7	49	25	81	6	12	20	38	12	19	4	35	172
% Commercial	6.5	12.0	14.3	9.8	7.5	5.6	12.1	6.9	9.8	25.5	19.0	17.8	23.5	1.4	5.1	2.4	5.7

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd St/CR 235A at US 441
Alachua County, Fl

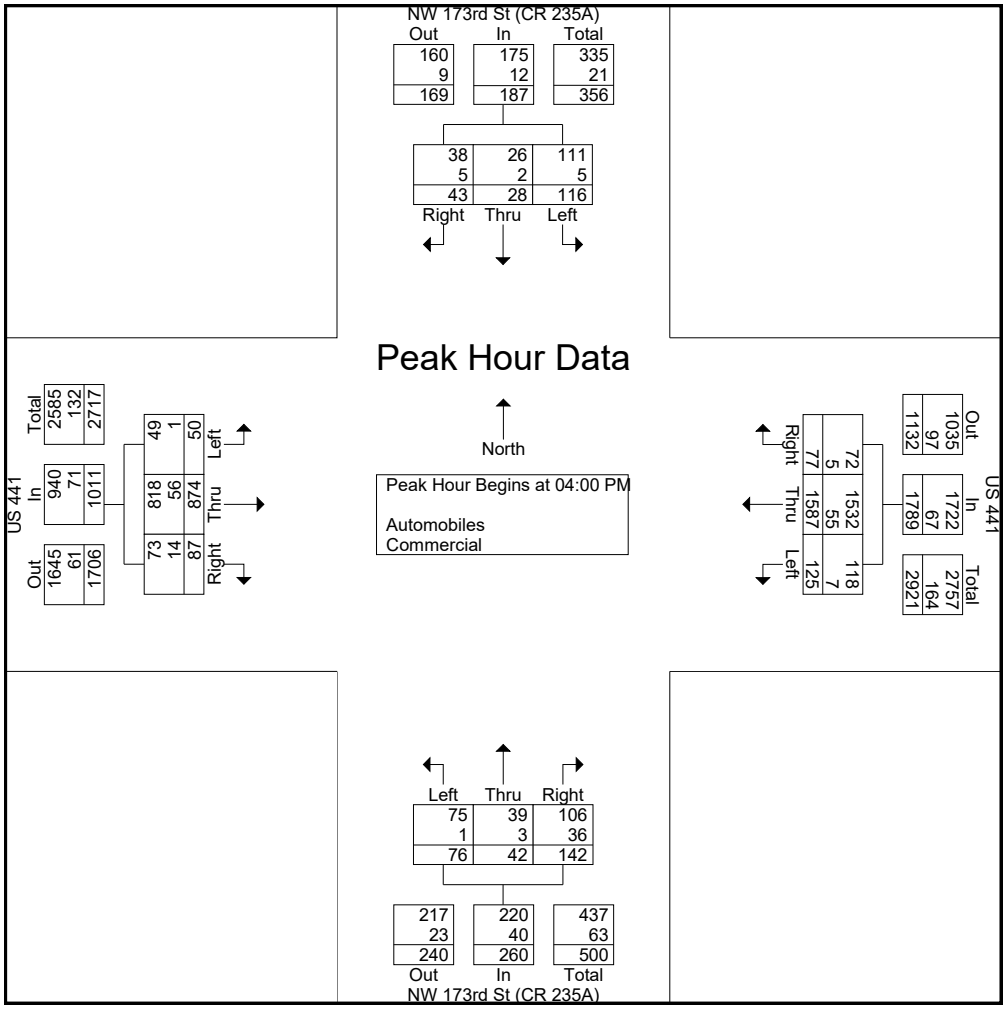
File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 4

	NW 173rd St (CR 235A) Southbound				US 441 Westbound				NW 173rd St (CR 235A) Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	42	6	11	59	23	361	27	411	18	10	28	56	16	231	24	271	797
04:15 PM	40	9	11	60	35	426	19	480	18	13	34	65	8	214	19	241	846
04:30 PM	20	4	11	35	37	412	20	469	19	10	43	72	15	243	21	279	855
04:45 PM	14	9	10	33	30	388	11	429	21	9	37	67	11	186	23	220	749
Total Volume	116	28	43	187	125	1587	77	1789	76	42	142	260	50	874	87	1011	3247
% App. Total	62	15	23		7	88.7	4.3		29.2	16.2	54.6		4.9	86.4	8.6		
PHF	.690	.778	.977	.779	.845	.931	.713	.932	.905	.808	.826	.903	.781	.899	.906	.906	.949
Automobiles	111	26	38	175	118	1532	72	1722	75	39	106	220	49	818	73	940	3057
% Automobiles	95.7	92.9	88.4	93.6	94.4	96.5	93.5	96.3	98.7	92.9	74.6	84.6	98.0	93.6	83.9	93.0	94.1
Commercial	5	2	5	12	7	55	5	67	1	3	36	40	1	56	14	71	190
% Commercial	4.3	7.1	11.6	6.4	5.6	3.5	6.5	3.7	1.3	7.1	25.4	15.4	2.0	6.4	16.1	7.0	5.9

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd St/CR 235A at US 441
Alachua County, Fl

File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	NW 173rd St (CR 235A) Southbound					US 441 Westbound					NW 173rd St (CR 235A) Northbound					US 441 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	

DE TRAFFIC

detraffic.com
(386) 341-4186

CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	25	0	26	4	0	0	4	0	16	9	25	0	0	0	0	55
07:15 AM	3	33	0	36	6	0	1	7	0	16	10	26	0	0	0	0	69
07:30 AM	4	36	0	40	11	0	1	12	0	43	16	59	0	0	0	0	111
07:45 AM	3	27	0	30	24	0	1	25	0	63	42	105	0	0	0	0	160
Total	11	121	0	132	45	0	3	48	0	138	77	215	0	0	0	0	395
08:00 AM	1	34	0	35	19	0	2	21	0	43	34	77	0	0	0	0	133
08:15 AM	9	21	0	30	6	0	3	9	0	36	44	80	0	0	0	0	119
08:30 AM	4	22	0	26	4	0	1	5	0	26	10	36	0	0	0	0	67
08:45 AM	2	18	0	20	5	0	1	6	0	23	6	29	0	0	0	0	55
Total	16	95	0	111	34	0	7	41	0	128	94	222	0	0	0	0	374
03:00 PM	0	18	0	18	14	0	2	16	0	28	11	39	0	0	0	0	73
03:15 PM	1	15	0	16	8	0	1	9	0	28	7	35	0	0	0	0	60
03:30 PM	0	16	0	16	9	0	1	10	0	33	14	47	0	0	0	0	73
03:45 PM	0	30	0	30	12	0	0	12	0	35	16	51	0	0	0	0	93
Total	1	79	0	80	43	0	4	47	0	124	48	172	0	0	0	0	299
04:00 PM	0	27	0	27	55	0	3	58	0	33	19	52	0	0	0	0	137
04:15 PM	0	22	0	22	27	0	1	28	0	31	4	35	0	0	0	0	85
04:30 PM	1	19	0	20	9	0	1	10	0	35	9	44	0	0	0	0	74
04:45 PM	0	20	0	20	4	0	3	7	0	28	3	31	0	0	0	0	58
Total	1	88	0	89	95	0	8	103	0	127	35	162	0	0	0	0	354
PM 05:00 PM	0	17	0	17	10	0	0	10	0	32	4	36	0	0	0	0	63
05:15 PM	0	13	0	13	6	0	0	6	0	20	1	21	0	0	0	0	40
05:30 PM	1	19	0	20	6	0	2	8	0	20	1	21	0	0	0	0	49
05:45 PM	0	10	0	10	2	0	0	2	0	17	2	19	0	0	0	0	31
Total	1	59	0	60	24	0	2	26	0	89	8	97	0	0	0	0	183
Grand Total	30	442	0	472	241	0	24	265	0	606	262	868	0	0	0	0	1605
Apprch %	6.4	93.6	0		90.9	0	9.1		0	69.8	30.2		0	0	0		
Total %	1.9	27.5	0	29.4	15	0	1.5	16.5	0	37.8	16.3	54.1	0	0	0	0	
Automobiles	30	426	0	456	241	0	22	263	0	581	260	841	0	0	0	0	1560
% Automobiles	100	96.4	0	96.6	100	0	91.7	99.2	0	95.9	99.2	96.9	0	0	0	0	97.2
Commercial	0	16	0	16	0	0	2	2	0	25	2	27	0	0	0	0	45
% Commercial	0	3.6	0	3.4	0	0	8.3	0.8	0	4.1	0.8	3.1	0	0	0	0	2.8

DE TRAFFIC

detraffic.com
(386) 341-4186
CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 2

	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	36	0	40	11	0	1	12	0	43	16	59	0	0	0	0	111
07:45 AM	3	27	0	30	24	0	1	25	0	63	42	105	0	0	0	0	160
08:00 AM	1	34	0	35	19	0	2	21	0	43	34	77	0	0	0	0	133
08:15 AM	9	21	0	30	6	0	3	9	0	36	44	80	0	0	0	0	119
Total Volume	17	118	0	135	60	0	7	67	0	185	136	321	0	0	0	0	523
% App. Total	12.6	87.4	0		89.6	0	10.4		0	57.6	42.4		0	0	0		
PHF	.472	.819	.000	.844	.625	.000	.583	.670	.000	.734	.773	.764	.000	.000	.000	.000	.817
Automobiles	17	114	0	131	60	0	6	66	0	179	135	314	0	0	0	0	511
% Automobiles	100	96.6	0	97.0	100	0	85.7	98.5	0	96.8	99.3	97.8	0	0	0	0	97.7
Commercial	0	4	0	4	0	0	1	1	0	6	1	7	0	0	0	0	12
% Commercial	0	3.4	0	3.0	0	0	14.3	1.5	0	3.2	0.7	2.2	0	0	0	0	2.3

DE TRAFFIC

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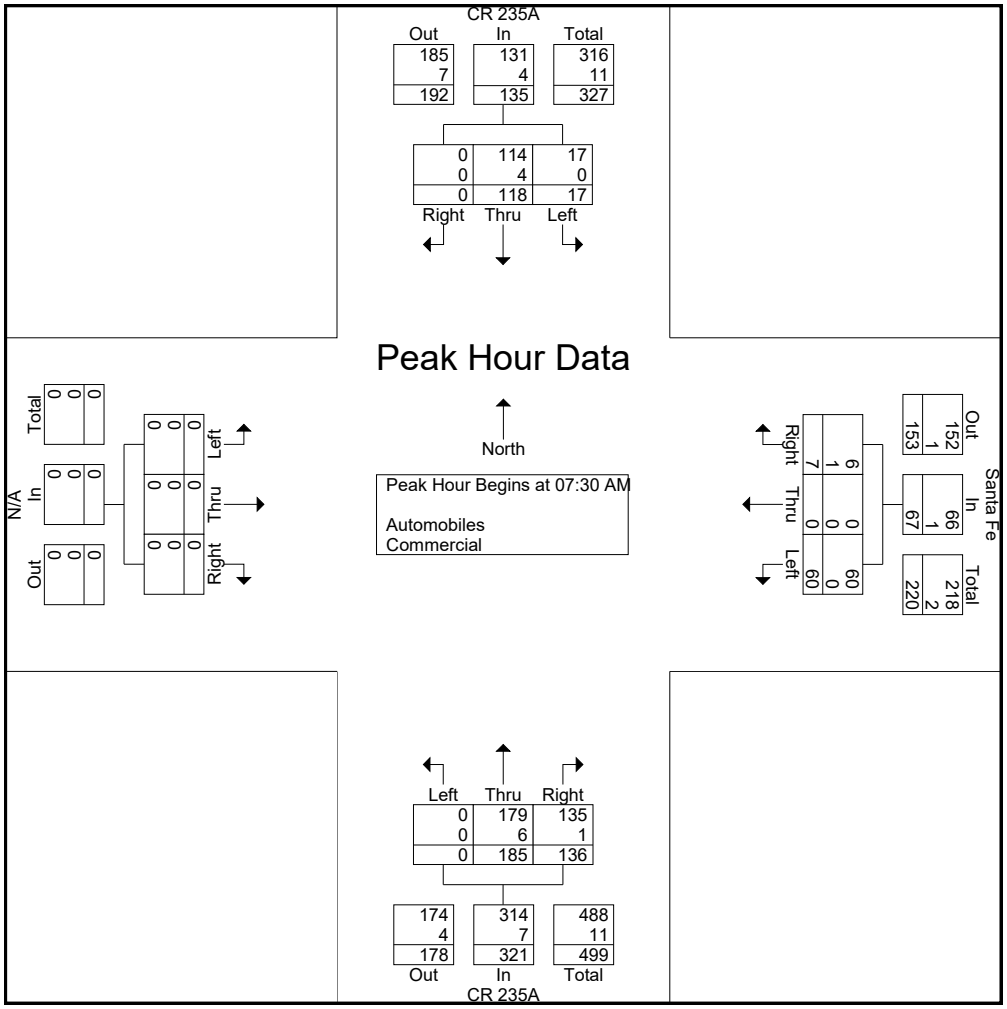
CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 3



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(386) 341-4186
CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 4

	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	30	0	30	12	0	0	12	0	35	16	51	0	0	0	0	93
04:00 PM	0	27	0	27	55	0	3	58	0	33	19	52	0	0	0	0	137
04:15 PM	0	22	0	22	27	0	1	28	0	31	4	35	0	0	0	0	85
04:30 PM	1	19	0	20	9	0	1	10	0	35	9	44	0	0	0	0	74
Total Volume	1	98	0	99	103	0	5	108	0	134	48	182	0	0	0	0	389
% App. Total	1	99	0		95.4	0	4.6		0	73.6	26.4		0	0	0		
PHF	.250	.817	.000	.825	.468	.000	.417	.466	.000	.957	.632	.875	.000	.000	.000	.000	.710
Automobiles	1	96	0	97	103	0	5	108	0	129	48	177	0	0	0	0	382
% Automobiles	100	98.0	0	98.0	100	0	100	100	0	96.3	100	97.3	0	0	0	0	98.2
Commercial	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
% Commercial	0	2.0	0	2.0	0	0	0	0	0	3.7	0	2.7	0	0	0	0	1.8

DE TRAFFIC

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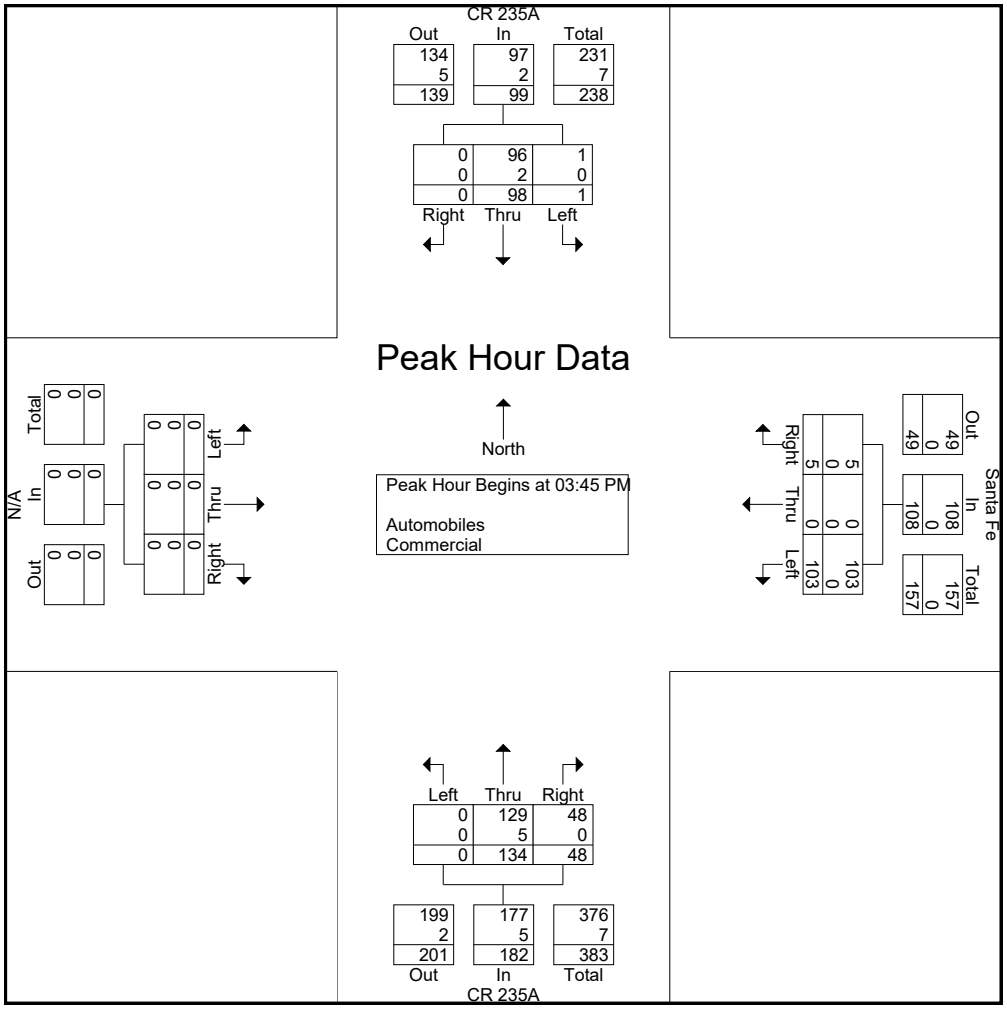
CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 5



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CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	CR 235A Southbound					Santa Fe Westbound					CR 235A Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4
Total	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
08:15 AM	2	0	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
08:30 AM	3	0	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	0	0	0	6	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	13
03:15 PM	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
03:30 PM	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
Total	2	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	6
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	9	0	0	0	9	0	0	3	0	3	0	3	9	0	12	0	0	0	0	0	24
Apprch %	100	0	0	0		0	0	100	0		0	25	75	0		0	0	0	0		
Total %	37.5	0	0	0	37.5	0	0	12.5	0	12.5	0	12.5	37.5	0	50	0	0	0	0	0	

DE TRAFFIC

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(386) 341-4186

Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	192	1	193	0	0	0	0	0	0	306	0	306	499
07:15 AM	0	0	0	0	1	231	1	233	0	0	0	0	0	1	323	0	324	557
07:30 AM	1	0	1	2	2	268	2	272	0	0	0	0	0	2	348	0	350	624
07:45 AM	0	0	0	0	0	306	5	311	0	0	0	0	0	0	359	0	359	670
Total	1	0	1	2	3	997	9	1009	0	0	0	0	0	3	1336	0	1339	2350
08:00 AM	2	0	0	2	1	292	2	295	0	0	0	0	1	1	397	0	399	696
08:15 AM	0	0	1	1	2	280	4	286	0	0	0	0	0	0	402	0	402	689
08:30 AM	0	0	1	1	0	255	2	257	0	0	0	0	1	2	365	0	368	626
08:45 AM	0	0	0	0	1	230	3	234	0	0	0	0	0	0	302	0	302	536
Total	2	0	2	4	4	1057	11	1072	0	0	0	0	2	3	1466	0	1471	2547
03:00 PM	7	0	3	10	0	397	5	402	0	0	0	0	3	2	223	0	228	640
03:15 PM	5	0	0	5	3	323	2	328	0	0	0	0	0	2	235	0	237	570
03:30 PM	2	0	2	4	2	363	4	369	0	0	0	0	0	0	216	0	216	589
03:45 PM	4	0	3	7	0	408	3	411	0	0	0	0	0	3	243	0	246	664
Total	18	0	8	26	5	1491	14	1510	0	0	0	0	3	7	917	0	927	2463
04:00 PM	4	0	2	6	2	418	1	421	0	0	0	0	0	0	277	0	277	704
04:15 PM	4	0	3	7	0	471	2	473	0	0	0	0	1	2	270	0	273	753
04:30 PM	1	0	1	2	3	465	0	468	0	0	0	0	0	0	295	0	295	765
04:45 PM	1	0	2	3	0	433	1	434	0	0	0	0	2	1	207	0	210	647
Total	10	0	8	18	5	1787	4	1796	0	0	0	0	3	3	1049	0	1055	2869
PM 05:00 PM	3	0	1	4	0	388	2	390	0	0	0	0	0	1	259	0	260	654
05:15 PM	0	0	1	1	3	322	1	326	0	0	0	0	0	0	183	0	183	510
05:30 PM	0	0	0	0	0	365	0	365	0	0	0	0	0	0	204	0	204	569
05:45 PM	8	0	3	11	0	284	1	285	0	0	0	0	2	0	182	0	184	480
Total	11	0	5	16	3	1359	4	1366	0	0	0	0	2	1	828	0	831	2213
Grand Total	42	0	24	66	20	6691	42	6753	0	0	0	0	10	17	5596	0	5623	12442
Apprch %	63.6	0	36.4		0.3	99.1	0.6		0	0	0		0.2	0.3	99.5	0		
Total %	0.3	0	0.2	0.5	0.2	53.8	0.3	54.3	0	0	0	0	0.1	0.1	45	0	45.2	
Automobiles	40	0	20	60	20	6419	31	6470	0	0	0	0	10	16	5408	0	5434	11964
% Automobiles	95.2	0	83.3	90.9	100	95.9	73.8	95.8	0	0	0	0	100	94.1	96.6	0	96.6	96.2
Commercial	2	0	4	6	0	272	11	283	0	0	0	0	0	1	188	0	189	478
% Commercial	4.8	0	16.7	9.1	0	4.1	26.2	4.2	0	0	0	0	0	5.9	3.4	0	3.4	3.8

DE TRAFFIC

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(386) 341-4186

Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 2

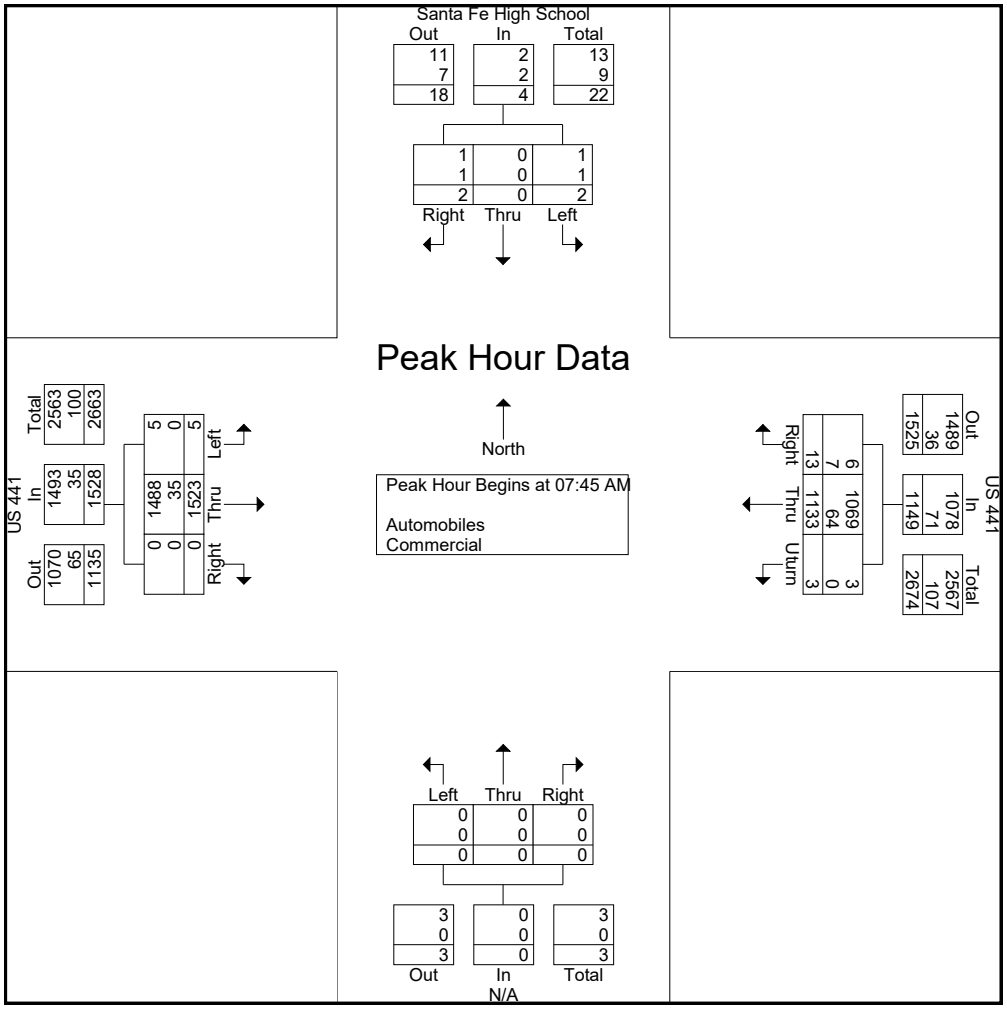
	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	0	0	0	0	0	306	5	311	0	0	0	0	0	0	359	0	359	670
08:00 AM	2	0	0	2	1	292	2	295	0	0	0	0	1	1	397	0	399	696
08:15 AM	0	0	1	1	2	280	4	286	0	0	0	0	0	0	402	0	402	689
08:30 AM	0	0	1	1	0	255	2	257	0	0	0	0	1	2	365	0	368	626
Total Volume	2	0	2	4	3	1133	13	1149	0	0	0	0	2	3	1523	0	1528	2681
% App. Total	50	0	50		0.3	98.6	1.1		0	0	0		0.1	0.2	99.7	0		
PHF	.250	.000	.500	.500	.375	.926	.650	.924	.000	.000	.000	.000	.500	.375	.947	.000	.950	.963
Automobiles	1	0	1	2	3	1069	6	1078	0	0	0	0	2	3	1488	0	1493	2573
% Automobiles	50.0	0	50.0	50.0	100	94.4	46.2	93.8	0	0	0	0	100	100	97.7	0	97.7	96.0
Commercial	1	0	1	2	0	64	7	71	0	0	0	0	0	0	35	0	35	108
% Commercial	50.0	0	50.0	50.0	0	5.6	53.8	6.2	0	0	0	0	0	0	2.3	0	2.3	4.0

DE TRAFFIC

detraffic.com
(386) 341-4186

Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 3



DE TRAFFIC

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(386) 341-4186

Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 4

	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 03:45 PM																		
03:45 PM	4	0	3	7	0	408	3	411	0	0	0	0	0	3	243	0	246	664
04:00 PM	4	0	2	6	2	418	1	421	0	0	0	0	0	0	277	0	277	704
04:15 PM	4	0	3	7	0	471	2	473	0	0	0	0	1	2	270	0	273	753
04:30 PM	1	0	1	2	3	465	0	468	0	0	0	0	0	0	295	0	295	765
Total Volume	13	0	9	22	5	1762	6	1773	0	0	0	0	1	5	1085	0	1091	2886
% App. Total	59.1	0	40.9		0.3	99.4	0.3		0	0	0		0.1	0.5	99.5	0		
PHF	.813	.000	.750	.786	.417	.935	.500	.937	.000	.000	.000	.000	.250	.417	.919	.000	.925	.943
Automobiles	12	0	7	19	5	1708	4	1717	0	0	0	0	1	4	1045	0	1050	2786
% Automobiles	92.3	0	77.8	86.4	100	96.9	66.7	96.8	0	0	0	0	100	80.0	96.3	0	96.2	96.5
Commercial	1	0	2	3	0	54	2	56	0	0	0	0	0	1	40	0	41	100
% Commercial	7.7	0	22.2	13.6	0	3.1	33.3	3.2	0	0	0	0	0	20.0	3.7	0	3.8	3.5

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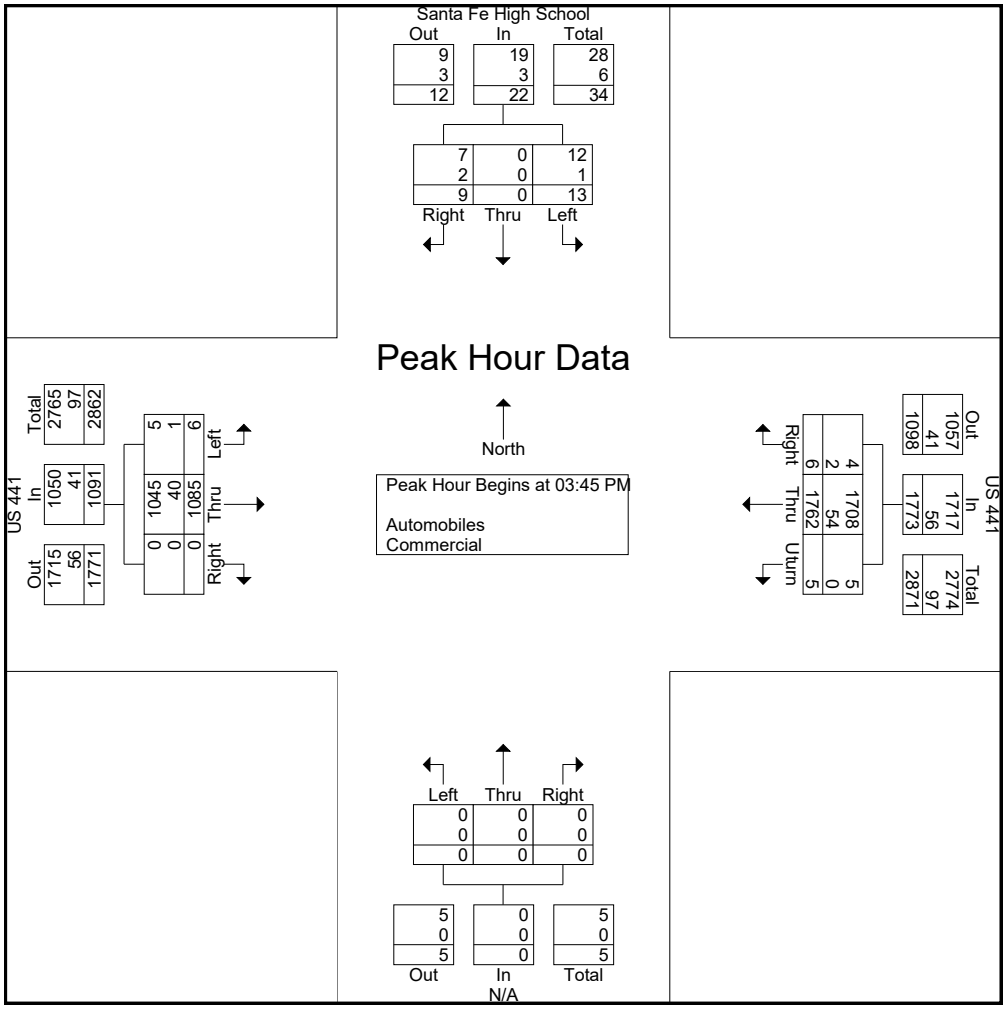
Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 5



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Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	Santa Fe High School Southbound					US 441 Westbound					N/A Northbound					US 441 Eastbound						
Start Time	Left	Thru	Right	Peds	App. Total	Uturn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Uturn	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	4
03:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	5
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0	100		
Total %	0	0	0	60	60	0	0	0	20	20	0	0	0	0	0	0	0	0	0	20	20	

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NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	34	0	11	45	0	159	24	183	0	0	0	0	9	284	0	293	521
07:15 AM	52	0	19	71	2	205	34	241	0	0	0	0	11	305	0	316	628
07:30 AM	64	0	24	88	0	239	42	281	0	0	0	0	17	333	0	350	719
07:45 AM	76	0	26	102	2	271	54	327	0	0	0	0	19	328	0	347	776
Total	226	0	80	306	4	874	154	1032	0	0	0	0	56	1250	0	1306	2644
08:00 AM	61	0	24	85	0	266	64	330	0	0	0	0	19	359	0	378	793
08:15 AM	57	0	19	76	2	257	73	332	0	0	0	0	16	372	0	388	796
08:30 AM	36	0	16	52	1	229	55	285	0	0	0	0	14	341	0	355	692
08:45 AM	42	0	15	57	0	209	44	253	0	0	0	0	11	264	0	275	585
Total	196	0	74	270	3	961	236	1200	0	0	0	0	60	1336	0	1396	2866
04:00 PM	49	0	9	58	0	382	76	458	0	0	0	0	33	249	0	282	798
04:15 PM	41	0	5	46	1	422	61	484	0	0	0	0	41	248	0	289	819
04:30 PM	51	0	6	57	0	427	94	521	0	0	0	0	39	253	0	292	870
04:45 PM	44	0	4	48	0	406	73	479	0	0	0	0	43	189	0	232	759
Total	185	0	24	209	1	1637	304	1942	0	0	0	0	156	939	0	1095	3246
05:00 PM	53	0	8	61	0	356	83	439	0	0	0	0	53	209	0	262	762
05:15 PM	44	0	8	52	1	286	79	366	0	0	0	0	38	163	0	201	619
05:30 PM	43	0	8	51	1	316	64	381	0	0	0	0	43	189	0	232	664
05:45 PM	36	0	9	45	0	255	59	314	0	0	0	0	36	164	0	200	559
Total	176	0	33	209	2	1213	285	1500	0	0	0	0	170	725	0	895	2604
Grand Total	783	0	211	994	10	4685	979	5674	0	0	0	0	442	4250	0	4692	11360
Apprch %	78.8	0	21.2		0.2	82.6	17.3		0	0	0		9.4	90.6	0		
Total %	6.9	0	1.9	8.8	0.1	41.2	8.6	49.9	0	0	0	0	3.9	37.4	0	41.3	
Automobiles	774	0	209	983	10	4477	957	5444	0	0	0	0	433	4112	0	4545	10972
% Automobiles	98.9	0	99.1	98.9	100	95.6	97.8	95.9	0	0	0	0	98	96.8	0	96.9	96.6
Commercial	9	0	2	11	0	208	22	230	0	0	0	0	9	138	0	147	388
% Commercial	1.1	0	0.9	1.1	0	4.4	2.2	4.1	0	0	0	0	2	3.2	0	3.1	3.4

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NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 2

	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	64	0	24	88	0	239	42	281	0	0	0	0	17	333	0	350	719
07:45 AM	76	0	26	102	2	271	54	327	0	0	0	0	19	328	0	347	776
08:00 AM	61	0	24	85	0	266	64	330	0	0	0	0	19	359	0	378	793
08:15 AM	57	0	19	76	2	257	73	332	0	0	0	0	16	372	0	388	796
Total Volume	258	0	93	351	4	1033	233	1270	0	0	0	0	71	1392	0	1463	3084
% App. Total	73.5	0	26.5		0.3	81.3	18.3		0	0	0		4.9	95.1	0		
PHF	.849	.000	.894	.860	.500	.953	.798	.956	.000	.000	.000	.000	.934	.935	.000	.943	.969
Automobiles	256	0	93	349	4	970	229	1203	0	0	0	0	67	1358	0	1425	2977
% Automobiles	99.2	0	100	99.4	100	93.9	98.3	94.7	0	0	0	0	94.4	97.6	0	97.4	96.5
Commercial	2	0	0	2	0	63	4	67	0	0	0	0	4	34	0	38	107
% Commercial	0.8	0	0	0.6	0	6.1	1.7	5.3	0	0	0	0	5.6	2.4	0	2.6	3.5

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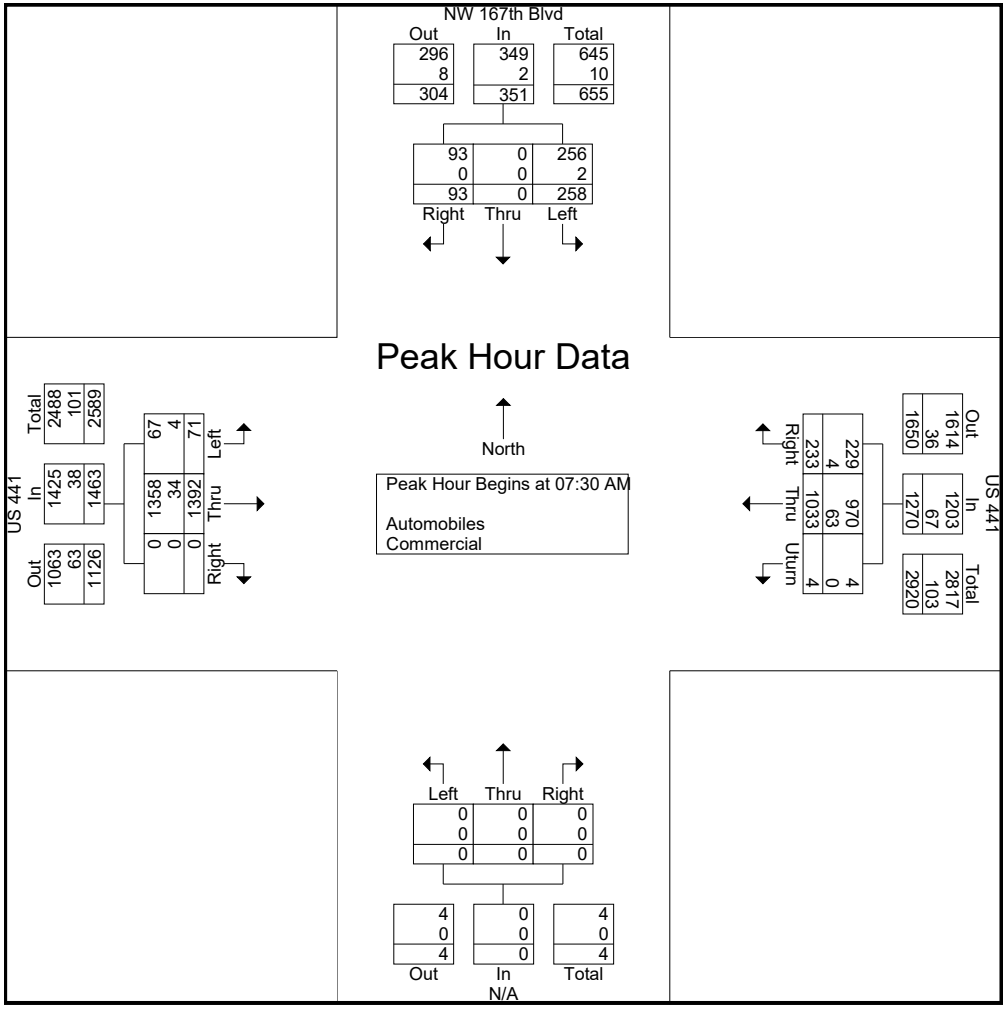
NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 3



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NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 4

	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	49	0	9	58	0	382	76	458	0	0	0	0	33	249	0	282	798
04:15 PM	41	0	5	46	1	422	61	484	0	0	0	0	41	248	0	289	819
04:30 PM	51	0	6	57	0	427	94	521	0	0	0	0	39	253	0	292	870
04:45 PM	44	0	4	48	0	406	73	479	0	0	0	0	43	189	0	232	759
Total Volume	185	0	24	209	1	1637	304	1942	0	0	0	0	156	939	0	1095	3246
% App. Total	88.5	0	11.5		0.1	84.3	15.7		0	0	0		14.2	85.8	0		
PHF	.907	.000	.667	.901	.250	.958	.809	.932	.000	.000	.000	.000	.907	.928	.000	.938	.933
Automobiles	181	0	24	205	1	1584	297	1882	0	0	0	0	155	905	0	1060	3147
% Automobiles	97.8	0	100	98.1	100	96.8	97.7	96.9	0	0	0	0	99.4	96.4	0	96.8	97.0
Commercial	4	0	0	4	0	53	7	60	0	0	0	0	1	34	0	35	99
% Commercial	2.2	0	0	1.9	0	3.2	2.3	3.1	0	0	0	0	0.6	3.6	0	3.2	3.0

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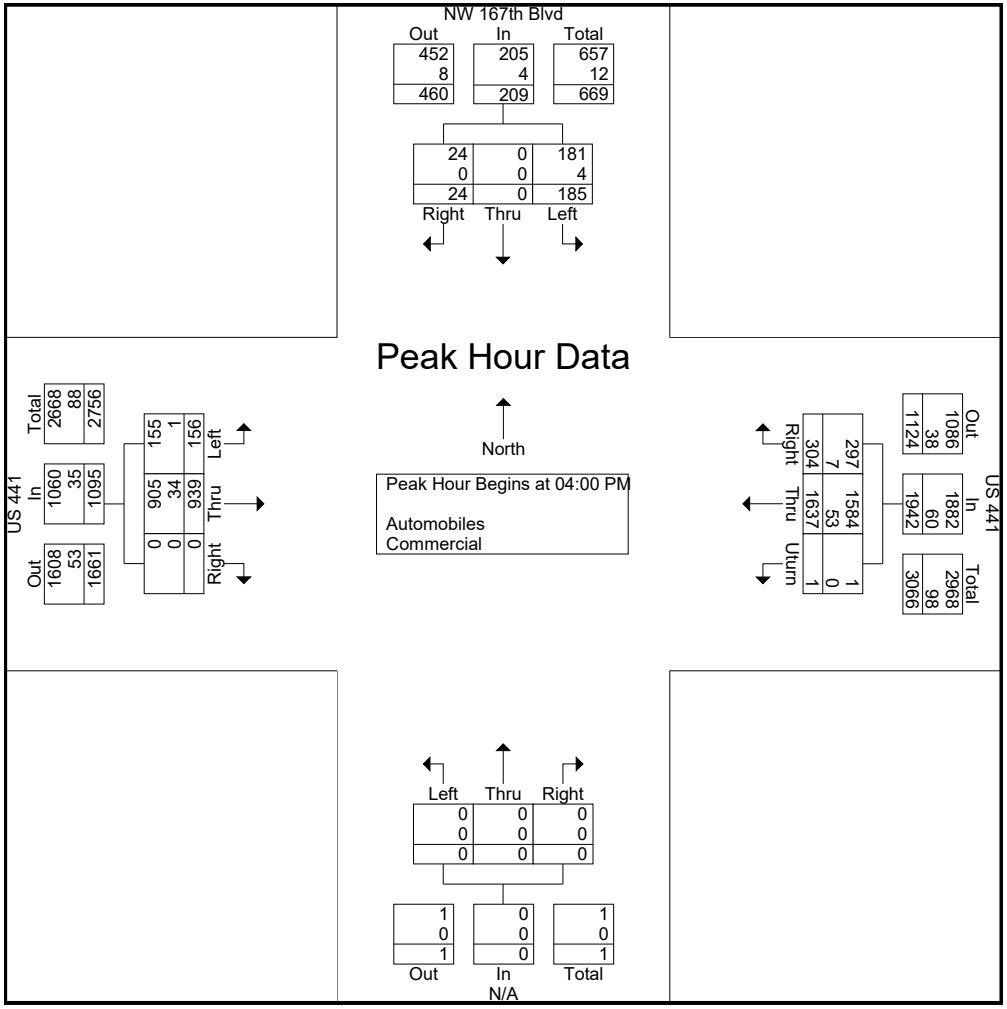
NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 5



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NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	NW 167th Blvd Southbound					US 441 Westbound					N/A Northbound					US 441 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Uturn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	75	75	0	0	0	0	0	0	0	0	25	25	

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KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	192	0	192	0	0	0	0	0	308	1	309	501
07:15 AM	0	0	0	0	0	231	2	233	0	0	2	2	0	352	6	358	593
07:30 AM	0	0	0	0	0	268	1	269	0	0	1	1	0	393	4	397	667
07:45 AM	0	0	0	0	0	316	3	319	0	0	1	1	0	402	5	407	727
Total	0	0	0	0	0	1007	6	1013	0	0	4	4	0	1455	16	1471	2488
08:00 AM	0	0	0	0	0	325	1	326	0	0	0	0	0	412	4	416	742
08:15 AM	0	0	0	0	0	314	2	316	0	0	3	3	0	423	6	429	748
08:30 AM	0	0	0	0	0	272	3	275	0	0	3	3	0	366	3	369	647
08:45 AM	0	0	0	0	0	250	4	254	0	0	3	3	0	284	4	288	545
Total	0	0	0	0	0	1161	10	1171	0	0	9	9	0	1485	17	1502	2682
04:00 PM	0	0	0	0	0	439	3	442	0	0	5	5	0	289	9	298	745
04:15 PM	0	0	0	0	0	470	4	474	0	0	4	4	0	281	8	289	767
04:30 PM	0	0	0	0	0	504	5	509	0	0	6	6	0	291	7	298	813
04:45 PM	0	0	0	0	0	491	2	493	0	0	5	5	0	239	9	248	746
Total	0	0	0	0	0	1904	14	1918	0	0	20	20	0	1100	33	1133	3071
05:00 PM	0	0	0	0	0	429	3	432	0	0	8	8	0	253	8	261	701
05:15 PM	0	0	0	0	0	376	6	382	0	0	9	9	0	214	7	221	612
05:30 PM	0	0	0	0	0	395	4	399	0	0	0	0	0	207	5	212	611
05:45 PM	0	0	0	0	0	311	4	315	0	0	0	0	0	194	6	200	515
Total	0	0	0	0	0	1511	17	1528	0	0	17	17	0	868	26	894	2439
Grand Total	0	0	0	0	0	5583	47	5630	0	0	50	50	0	4908	92	5000	10680
Apprch %	0	0	0		0	99.2	0.8		0	0	100		0	98.2	1.8		
Total %	0	0	0	0	0	52.3	0.4	52.7	0	0	0.5	0.5	0	46	0.9	46.8	
Automobiles	0	0	0	0	0	5335	47	5382	0	0	45	45	0	4738	92	4830	10257
% Automobiles	0	0	0	0	0	95.6	100	95.6	0	0	90	90	0	96.5	100	96.6	96
Commercial	0	0	0	0	0	248	0	248	0	0	5	5	0	170	0	170	423
% Commercial	0	0	0	0	0	4.4	0	4.4	0	0	10	10	0	3.5	0	3.4	4

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(386) 341-4186
KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 2

	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	268	1	269	0	0	1	1	0	393	4	397	667
07:45 AM	0	0	0	0	0	316	3	319	0	0	1	1	0	402	5	407	727
08:00 AM	0	0	0	0	0	325	1	326	0	0	0	0	0	412	4	416	742
08:15 AM	0	0	0	0	0	314	2	316	0	0	3	3	0	423	6	429	748
Total Volume	0	0	0	0	0	1223	7	1230	0	0	5	5	0	1630	19	1649	2884
% App. Total	0	0	0		0	99.4	0.6		0	0	100		0	98.8	1.2		
PHF	.000	.000	.000	.000	.000	.941	.583	.943	.000	.000	.417	.417	.000	.963	.792	.961	.964
Automobiles	0	0	0	0	0	1156	7	1163	0	0	3	3	0	1575	19	1594	2760
% Automobiles	0	0	0	0	0	94.5	100	94.6	0	0	60.0	60.0	0	96.6	100	96.7	95.7
Commercial	0	0	0	0	0	67	0	67	0	0	2	2	0	55	0	55	124
% Commercial	0	0	0	0	0	5.5	0	5.4	0	0	40.0	40.0	0	3.4	0	3.3	4.3

DE TRAFFIC

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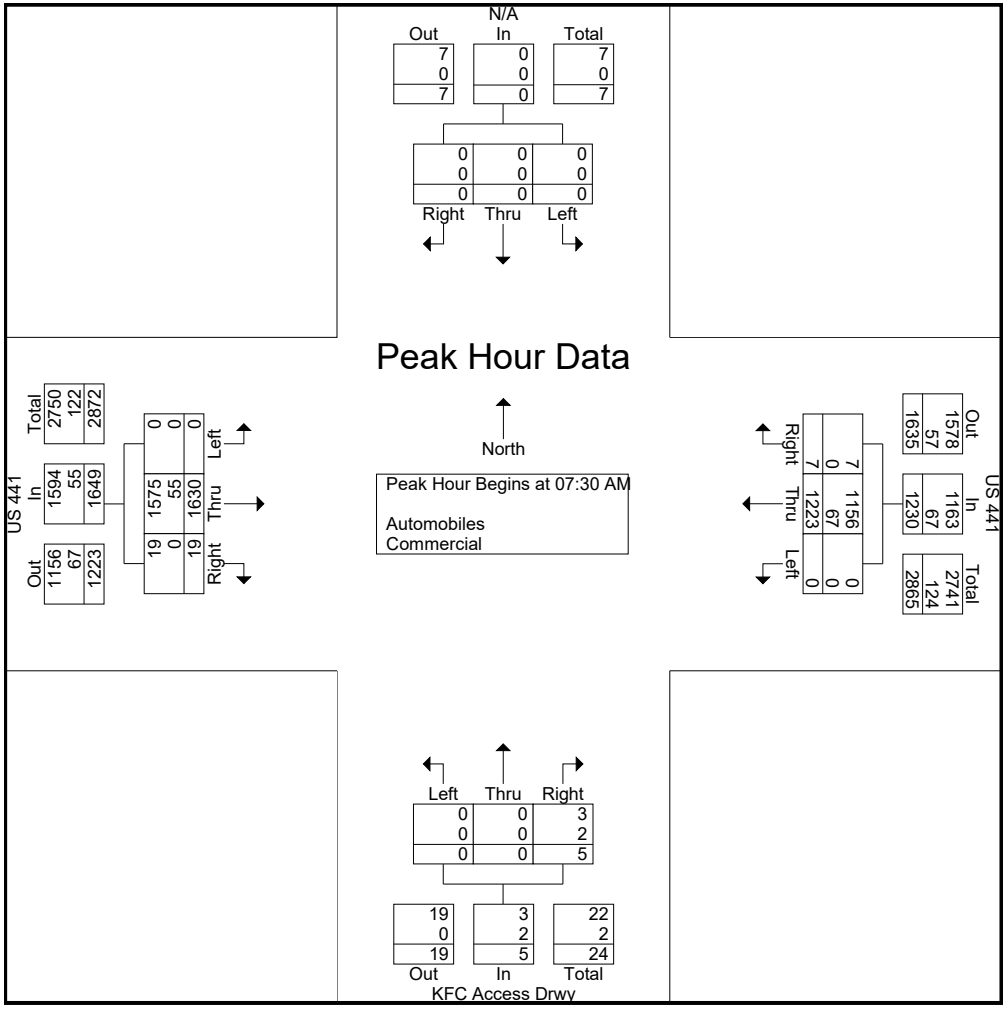
KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 3



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KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 4

	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	439	3	442	0	0	5	5	0	289	9	298	745
04:15 PM	0	0	0	0	0	470	4	474	0	0	4	4	0	281	8	289	767
04:30 PM	0	0	0	0	0	504	5	509	0	0	6	6	0	291	7	298	813
04:45 PM	0	0	0	0	0	491	2	493	0	0	5	5	0	239	9	248	746
Total Volume	0	0	0	0	0	1904	14	1918	0	0	20	20	0	1100	33	1133	3071
% App. Total	0	0	0		0	99.3	0.7		0	0	100		0	97.1	2.9		
PHF	.000	.000	.000	.000	.000	.944	.700	.942	.000	.000	.833	.833	.000	.945	.917	.951	.944
Automobiles	0	0	0	0	0	1832	14	1846	0	0	19	19	0	1060	33	1093	2958
% Automobiles	0	0	0	0	0	96.2	100	96.2	0	0	95.0	95.0	0	96.4	100	96.5	96.3
Commercial	0	0	0	0	0	72	0	72	0	0	1	1	0	40	0	40	113
% Commercial	0	0	0	0	0	3.8	0	3.8	0	0	5.0	5.0	0	3.6	0	3.5	3.7

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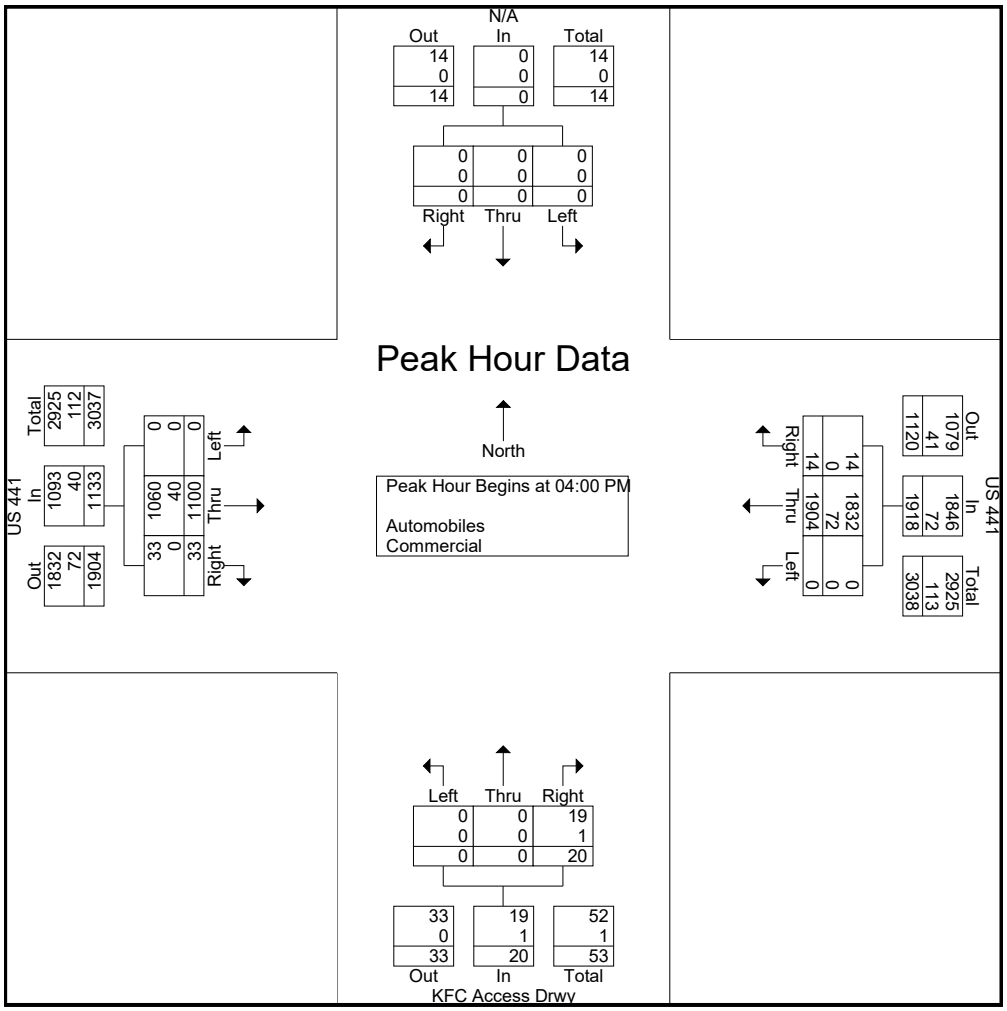
KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 5



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KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	N/A Southbound					US 441 Westbound					KFC Access Drwy Northbound					US 441 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	66.7	66.7	



NB Approach



SB Approach



WB Approach

detraffic	NW 173th (CR 235A) at CR 235	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	CR 235A at CR 2054	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

de traffic	NW 140th St at CR 235	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 3
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

detraffic	CR 235/NW 140th St at Peggy Rd	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 4
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	NW 173rd St / (CR 235A) at US 441	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 5
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

detraffic	CR 235A at Santa Fe Drwy	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 6
	9239 Outlook Rock Trl. Windermere Fl. 34786	



SB Approach



EB Approach



WB Approach

detraffic	Santa Fe Drwy at US 441	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 7
	9239 Outlook Rock Trl. Windermere Fl. 34786	



SB Approach



EB Approach



WB Approach

detraffic	NW 167th Blvd at US 441	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 8
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



EB Approach



WB Approach

detraffic	KFC Drwy Access at US 441	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 9
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	3	18	4	25	4	2	7	13	4	16	5	25	7	4	9	20	83
06:15 AM	4	22	3	29	6	7	6	19	2	19	3	24	6	4	11	21	93
06:30 AM	4	22	4	30	3	4	10	17	3	15	3	21	6	4	9	19	87
06:45 AM	3	25	7	35	3	7	9	19	3	27	4	34	9	4	8	21	109
Total	14	87	18	119	16	20	32	68	12	77	15	104	28	16	37	81	372
07:00 AM	4	24	7	35	7	7	10	24	4	21	7	32	6	7	13	26	117
07:15 AM	5	21	7	33	5	6	9	20	6	36	6	48	7	11	9	27	128
07:30 AM	8	26	8	42	8	9	10	27	6	41	7	54	5	10	11	26	149
07:45 AM	5	23	15	43	7	8	8	23	5	35	6	46	8	8	10	26	138
Total	22	94	37	153	27	30	37	94	21	133	26	180	26	36	43	105	532
08:00 AM	4	25	4	33	8	9	9	26	7	41	11	59	10	12	11	33	151
08:15 AM	3	32	6	41	6	9	10	25	8	40	10	58	10	12	13	35	159
08:30 AM	3	29	4	36	6	9	6	21	11	50	10	71	7	15	9	31	159
08:45 AM	4	23	4	31	7	9	4	20	8	38	9	55	5	10	11	26	132
Total	14	109	18	141	27	36	29	92	34	169	40	243	32	49	44	125	601
09:00 AM	7	22	4	33	7	8	5	20	6	29	7	42	7	11	7	25	120
09:15 AM	2	23	5	30	6	5	2	13	6	28	6	40	6	13	6	25	108
09:30 AM	7	25	9	41	9	11	6	26	6	32	9	47	5	14	11	30	144
09:45 AM	6	29	4	39	4	6	7	17	6	20	4	30	4	17	5	26	112
Total	22	99	22	143	26	30	20	76	24	109	26	159	22	55	29	106	484
10:00 AM	4	19	7	30	7	7	6	20	6	26	10	42	6	19	8	33	125
10:15 AM	8	20	9	37	7	6	8	21	6	21	5	32	6	13	6	25	115
10:30 AM	3	20	9	32	6	9	5	20	6	24	6	36	6	10	4	20	108
10:45 AM	2	13	4	19	9	6	10	25	5	27	6	38	6	16	10	32	114
Total	17	72	29	118	29	28	29	86	23	98	27	148	24	58	28	110	462
11:00 AM	6	17	8	31	4	8	9	21	10	28	10	48	7	22	5	34	134
11:15 AM	7	17	8	32	6	7	7	20	4	23	7	34	11	17	6	34	120
11:30 AM	4	19	10	33	4	9	7	20	8	28	11	47	8	11	6	25	125

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 2

Groups Printed- Automobiles - Commercial

	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:45 AM	3	33	5	41	6	6	5	17	5	24	8	37	10	12	5	27	122
Total	20	86	31	137	20	30	28	78	27	103	36	166	36	62	22	120	501
12:00 PM	2	23	10	35	5	7	7	19	6	28	11	45	10	9	5	24	123
12:15 PM	6	29	9	44	7	7	9	23	3	29	10	42	12	11	6	29	138
12:30 PM	8	24	8	40	5	9	8	22	6	28	7	41	6	8	5	19	122
12:45 PM	5	22	9	36	9	11	8	28	7	19	7	33	8	6	6	20	117
Total	21	98	36	155	26	34	32	92	22	104	35	161	36	34	22	92	500
01:00 PM	5	22	7	34	4	6	6	16	5	31	5	41	10	9	5	24	115
01:15 PM	10	23	11	44	8	11	9	28	7	29	6	42	10	7	8	25	139
01:30 PM	6	30	8	44	4	5	8	17	5	30	5	40	1	11	5	17	118
01:45 PM	6	26	10	42	8	10	8	26	7	30	10	47	11	11	8	30	145
Total	27	101	36	164	24	32	31	87	24	120	26	170	32	38	26	96	517
02:00 PM	6	31	8	45	5	11	8	24	4	31	4	39	9	12	4	25	133
02:15 PM	5	27	6	38	5	3	15	23	9	20	7	36	13	7	9	29	126
02:30 PM	6	33	8	47	5	9	9	23	6	30	7	43	10	10	4	24	137
02:45 PM	6	30	4	40	6	6	9	21	6	30	9	45	17	10	7	34	140
Total	23	121	26	170	21	29	41	91	25	111	27	163	49	39	24	112	536
03:00 PM	5	31	9	45	5	10	16	31	5	56	10	71	15	9	4	28	175
03:15 PM	5	47	6	58	8	8	7	23	5	46	8	59	5	10	6	21	161
03:30 PM	7	50	7	64	6	9	4	19	6	36	10	52	10	11	4	25	160
03:45 PM	6	45	9	60	9	10	6	25	7	29	10	46	10	11	7	28	159
Total	23	173	31	227	28	37	33	98	23	167	38	228	40	41	21	102	655
04:00 PM	10	32	10	52	11	11	11	33	10	32	10	52	11	8	8	27	164
04:15 PM	5	42	11	58	10	8	14	32	11	36	10	57	9	14	4	27	174
04:30 PM	9	40	11	60	9	8	9	26	12	58	11	81	25	13	5	43	210
04:45 PM	7	50	11	68	9	11	8	28	13	57	12	82	11	11	10	32	210
Total	31	164	43	238	39	38	42	119	46	183	43	272	56	46	27	129	758
05:00 PM	10	58	9	77	9	13	12	34	15	32	9	56	14	15	7	36	203
05:15 PM	9	38	14	61	7	12	10	29	13	31	14	58	11	19	10	40	188

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 3

Groups Printed- Automobiles - Commercial

	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:30 PM	9	35	10	54	10	13	15	38	17	31	9	57	9	15	10	34	183
05:45 PM	8	32	8	48	10	11	10	31	13	31	8	52	10	11	8	29	160
Total	36	163	41	240	36	49	47	132	58	125	40	223	44	60	35	139	734
06:00 PM	6	28	6	40	7	8	8	23	10	21	10	41	11	13	5	29	133
06:15 PM	5	28	4	37	4	7	5	16	13	25	9	47	8	13	8	29	129
06:30 PM	5	27	10	42	9	9	7	25	19	22	10	51	11	10	4	25	143
06:45 PM	6	26	7	39	7	6	8	21	9	19	5	33	5	13	8	26	119
Total	22	109	27	158	27	30	28	85	51	87	34	172	35	49	25	109	524
07:00 PM	6	23	7	36	11	7	7	25	11	17	6	34	10	16	6	32	127
07:15 PM	3	19	9	31	9	7	5	21	9	22	9	40	8	11	5	24	116
07:30 PM	4	20	7	31	7	9	10	26	9	15	4	28	11	10	8	29	114
07:45 PM	6	20	6	32	7	9	9	25	9	19	8	36	8	10	10	28	121
Total	19	82	29	130	34	32	31	97	38	73	27	138	37	47	29	113	478
Grand Total	311	1558	424	2293	380	455	460	1295	428	1659	440	2527	497	630	412	1539	7654
Apprch %	13.6	67.9	18.5		29.3	35.1	35.5		16.9	65.7	17.4		32.3	40.9	26.8		
Total %	4.1	20.4	5.5	30	5	5.9	6	16.9	5.6	21.7	5.7	33	6.5	8.2	5.4	20.1	
Automobiles	261	1224	372	1857	322	364	406	1092	357	1384	367	2108	411	493	355	1259	6316
% Automobiles	83.9	78.6	87.7	81	84.7	80	88.3	84.3	83.4	83.4	83.4	83.4	82.7	78.3	86.2	81.8	82.5
Commercial	50	334	52	436	58	91	54	203	71	275	73	419	86	137	57	280	1338
% Commercial	16.1	21.4	12.3	19	15.3	20	11.7	15.7	16.6	16.6	16.6	16.6	17.3	21.7	13.8	18.2	17.5

DE TRAFFIC

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(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 4

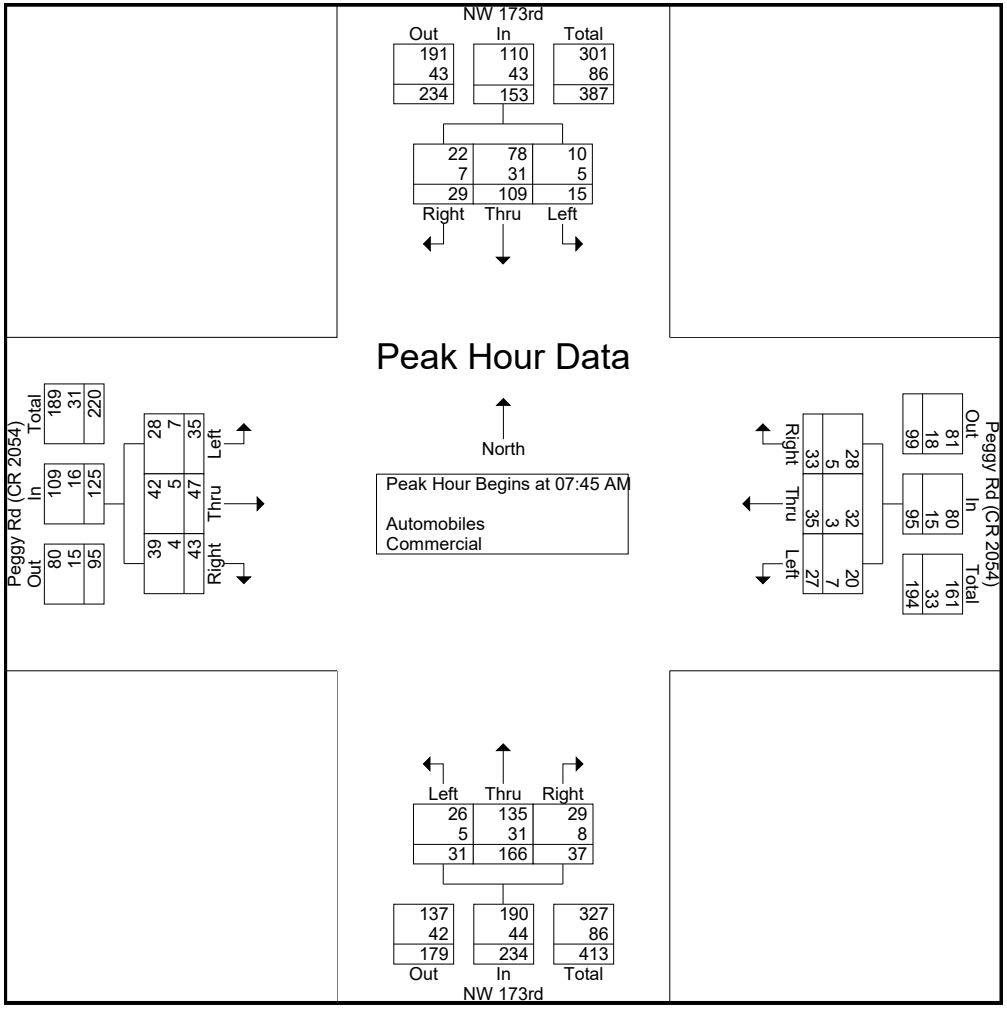
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	23	15	43	7	8	8	23	5	35	6	46	8	8	10	26	138
08:00 AM	4	25	4	33	8	9	9	26	7	41	11	59	10	12	11	33	151
08:15 AM	3	32	6	41	6	9	10	25	8	40	10	58	10	12	13	35	159
08:30 AM	3	29	4	36	6	9	6	21	11	50	10	71	7	15	9	31	159
Total Volume	15	109	29	153	27	35	33	95	31	166	37	234	35	47	43	125	607
% App. Total	9.8	71.2	19		28.4	36.8	34.7		13.2	70.9	15.8		28	37.6	34.4		
PHF	.750	.852	.483	.890	.844	.972	.825	.913	.705	.830	.841	.824	.875	.783	.827	.893	.954
Automobiles	10	78	22	110	20	32	28	80	26	135	29	190	28	42	39	109	489
% Automobiles	66.7	71.6	75.9	71.9	74.1	91.4	84.8	84.2	83.9	81.3	78.4	81.2	80.0	89.4	90.7	87.2	80.6
Commercial	5	31	7	43	7	3	5	15	5	31	8	44	7	5	4	16	118
% Commercial	33.3	28.4	24.1	28.1	25.9	8.6	15.2	15.8	16.1	18.7	21.6	18.8	20.0	10.6	9.3	12.8	19.4

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 5



DE TRAFFIC

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(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 6

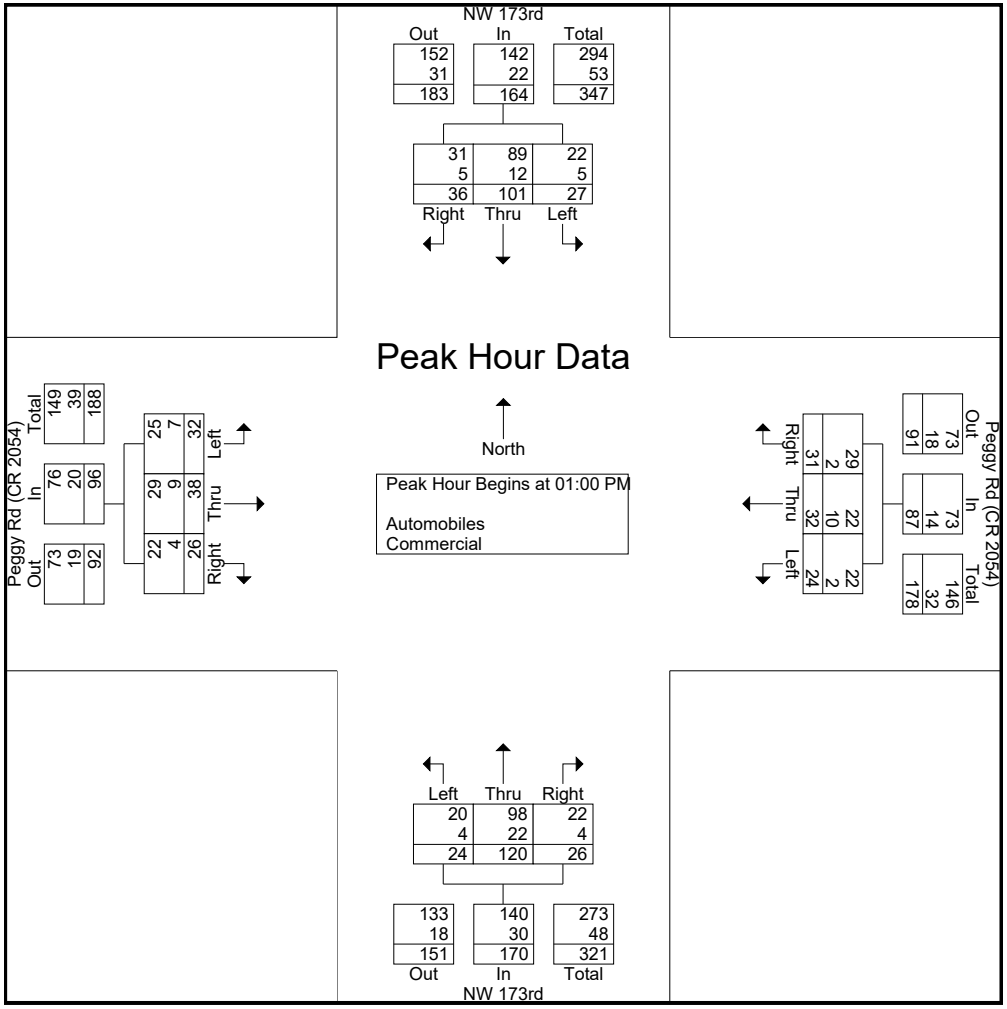
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	5	22	7	34	4	6	6	16	5	31	5	41	10	9	5	24	115
01:15 PM	10	23	11	44	8	11	9	28	7	29	6	42	10	7	8	25	139
01:30 PM	6	30	8	44	4	5	8	17	5	30	5	40	1	11	5	17	118
01:45 PM	6	26	10	42	8	10	8	26	7	30	10	47	11	11	8	30	145
Total Volume	27	101	36	164	24	32	31	87	24	120	26	170	32	38	26	96	517
% App. Total	16.5	61.6	22		27.6	36.8	35.6		14.1	70.6	15.3		33.3	39.6	27.1		
PHF	.675	.842	.818	.932	.750	.727	.861	.777	.857	.968	.650	.904	.727	.864	.813	.800	.891
Automobiles	22	89	31	142	22	22	29	73	20	98	22	140	25	29	22	76	431
% Automobiles	81.5	88.1	86.1	86.6	91.7	68.8	93.5	83.9	83.3	81.7	84.6	82.4	78.1	76.3	84.6	79.2	83.4
Commercial	5	12	5	22	2	10	2	14	4	22	4	30	7	9	4	20	86
% Commercial	18.5	11.9	13.9	13.4	8.3	31.3	6.5	16.1	16.7	18.3	15.4	17.6	21.9	23.7	15.4	20.8	16.6

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 7



DE TRAFFIC

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(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 8

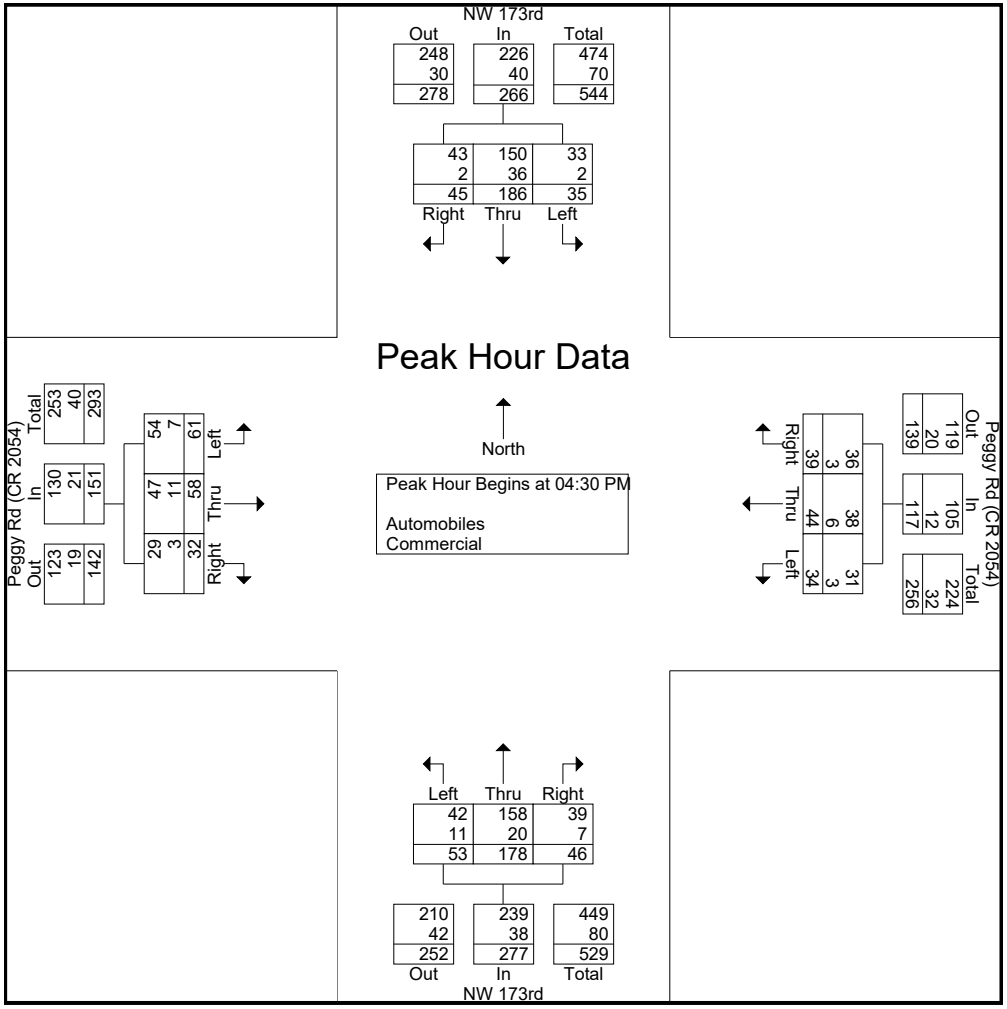
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	40	11	60	9	8	9	26	12	58	11	81	25	13	5	43	210
04:45 PM	7	50	11	68	9	11	8	28	13	57	12	82	11	11	10	32	210
05:00 PM	10	58	9	77	9	13	12	34	15	32	9	56	14	15	7	36	203
05:15 PM	9	38	14	61	7	12	10	29	13	31	14	58	11	19	10	40	188
Total Volume	35	186	45	266	34	44	39	117	53	178	46	277	61	58	32	151	811
% App. Total	13.2	69.9	16.9		29.1	37.6	33.3		19.1	64.3	16.6		40.4	38.4	21.2		
PHF	.875	.802	.804	.864	.944	.846	.813	.860	.883	.767	.821	.845	.610	.763	.800	.878	.965
Automobiles	33	150	43	226	31	38	36	105	42	158	39	239	54	47	29	130	700
% Automobiles	94.3	80.6	95.6	85.0	91.2	86.4	92.3	89.7	79.2	88.8	84.8	86.3	88.5	81.0	90.6	86.1	86.3
Commercial	2	36	2	40	3	6	3	12	11	20	7	38	7	11	3	21	111
% Commercial	5.7	19.4	4.4	15.0	8.8	13.6	7.7	10.3	20.8	11.2	15.2	13.7	11.5	19.0	9.4	13.9	13.7

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 9



DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 10

Groups Printed- Peds

	NW 173rd Southbound					Peggy Rd (CR 2054) Westbound					NW 173rd Northbound					Peggy Rd (CR 2054) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	36	0	36	0	0	0	0	0	38	0	38	0	0	0	0	74
07:15 AM	0	39	1	40	0	0	0	0	0	55	0	55	0	0	1	1	96
07:30 AM	0	44	0	44	0	0	0	0	0	56	0	56	1	0	0	1	101
07:45 AM	0	46	2	48	0	0	0	0	0	54	0	54	2	0	1	3	105
Total	0	165	3	168	0	0	0	0	0	203	0	203	3	0	2	5	376
08:00 AM	0	35	0	35	0	0	0	0	1	63	0	64	0	0	0	0	99
08:15 AM	0	45	1	46	0	0	0	0	1	65	0	66	1	0	0	1	113
08:30 AM	0	34	1	35	0	0	0	0	2	65	0	67	1	0	1	2	104
08:45 AM	0	36	0	36	0	0	0	0	1	51	0	52	0	0	0	0	88
Total	0	150	2	152	0	0	0	0	5	244	0	249	2	0	1	3	404
04:00 PM	0	52	0	52	0	0	0	0	0	51	0	51	0	0	0	0	103
04:15 PM	0	60	1	61	0	0	0	0	1	64	0	65	0	0	2	2	128
04:30 PM	0	64	0	64	0	0	0	0	0	97	0	97	0	0	0	0	161
04:45 PM	0	71	1	72	0	0	0	0	0	81	0	81	1	0	1	2	155
Total	0	247	2	249	0	0	0	0	1	293	0	294	1	0	3	4	547
05:00 PM	0	83	1	84	0	0	0	0	0	59	0	59	0	0	0	0	143
05:15 PM	0	62	0	62	0	0	0	0	2	55	0	57	1	0	0	1	120
05:30 PM	0	56	1	57	0	0	0	0	1	60	0	61	0	0	1	1	119
05:45 PM	0	50	0	50	0	0	0	0	0	55	0	55	0	0	0	0	105
Total	0	251	2	253	0	0	0	0	3	229	0	232	1	0	1	2	487
Grand Total	0	813	9	822	0	0	0	0	9	969	0	978	7	0	7	14	1814
Apprch %	0	98.9	1.1		0	0	0		0.9	99.1	0		50	0	50		
Total %	0	44.8	0.5	45.3	0	0	0	0	0.5	53.4	0	53.9	0.4	0	0.4	0.8	
Automobiles	0	640	9	649	0	0	0	0	9	799	0	808	7	0	7	14	1471
% Automobiles	0	78.7	100	79	0	0	0	0	100	82.5	0	82.6	100	0	100	100	81.1
Commercial	0	173	0	173	0	0	0	0	0	170	0	170	0	0	0	0	343
% Commercial	0	21.3	0	21	0	0	0	0	0	17.5	0	17.4	0	0	0	0	18.9

DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 2

	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	46	2	48	0	0	0	0	0	54	0	54	2	0	1	3	105
08:00 AM	0	35	0	35	0	0	0	0	1	63	0	64	0	0	0	0	99
08:15 AM	0	45	1	46	0	0	0	0	1	65	0	66	1	0	0	1	113
08:30 AM	0	34	1	35	0	0	0	0	2	65	0	67	1	0	1	2	104
Total Volume	0	160	4	164	0	0	0	0	4	247	0	251	4	0	2	6	421
% App. Total	0	97.6	2.4		0	0	0		1.6	98.4	0		66.7	0	33.3		
PHF	.000	.870	.500	.854	.000	.000	.000	.000	.500	.950	.000	.937	.500	.000	.500	.500	.931
Automobiles	0	114	4	118	0	0	0	0	4	199	0	203	4	0	2	6	327
% Automobiles	0	71.3	100	72.0	0	0	0	0	100	80.6	0	80.9	100	0	100	100	77.7
Commercial	0	46	0	46	0	0	0	0	0	48	0	48	0	0	0	0	94
% Commercial	0	28.8	0	28.0	0	0	0	0	0	19.4	0	19.1	0	0	0	0	22.3

DE TRAFFIC

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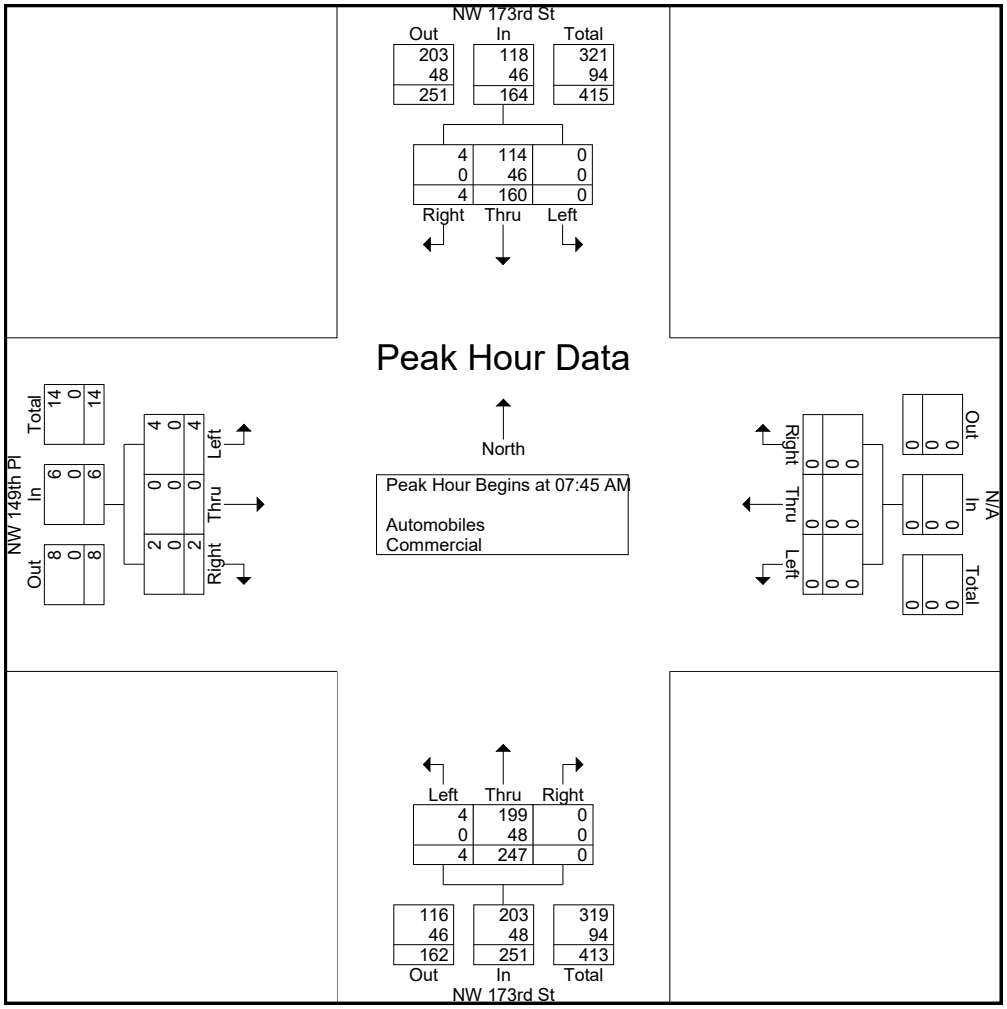
(386) 341-4186

NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 4

	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	60	1	61	0	0	0	0	1	64	0	65	0	0	2	2	128
04:30 PM	0	64	0	64	0	0	0	0	0	97	0	97	0	0	0	0	161
04:45 PM	0	71	1	72	0	0	0	0	0	81	0	81	1	0	1	2	155
05:00 PM	0	83	1	84	0	0	0	0	0	59	0	59	0	0	0	0	143
Total Volume	0	278	3	281	0	0	0	0	1	301	0	302	1	0	3	4	587
% App. Total	0	98.9	1.1		0	0	0		0.3	99.7	0		25	0	75		
PHF	.000	.837	.750	.836	.000	.000	.000	.000	.250	.776	.000	.778	.250	.000	.375	.500	.911
Automobiles	0	231	3	234	0	0	0	0	1	263	0	264	1	0	3	4	502
% Automobiles	0	83.1	100	83.3	0	0	0	0	100	87.4	0	87.4	100	0	100	100	85.5
Commercial	0	47	0	47	0	0	0	0	0	38	0	38	0	0	0	0	85
% Commercial	0	16.9	0	16.7	0	0	0	0	0	12.6	0	12.6	0	0	0	0	14.5

DE TRAFFIC

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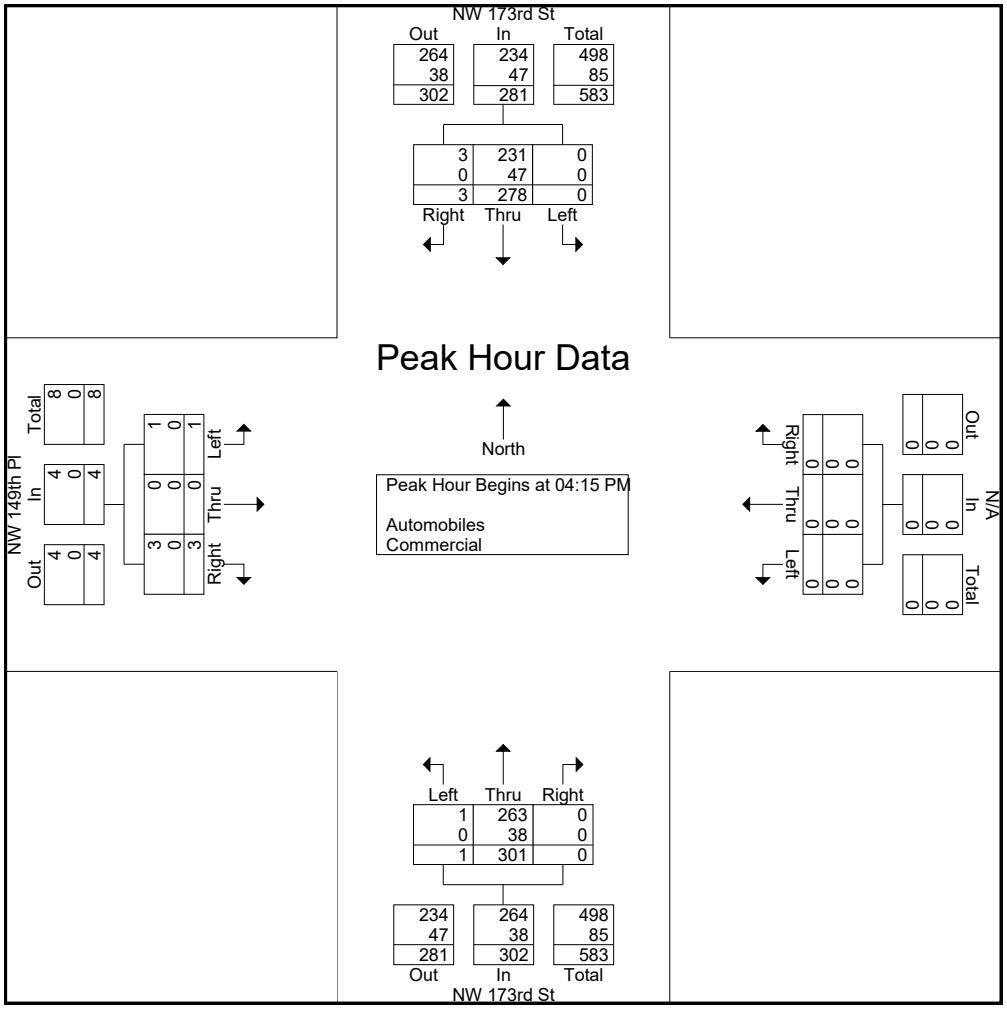
NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 5



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NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 6

Groups Printed- Peds

	NW 173rd St Southbound					N/A Westbound					NW 173rd St Northbound					NW 149th Pl Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

DE TRAFFIC

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NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	34	0	34	0	0	3	3	0	40	0	40	0	0	0	0	77
07:15 AM	0	33	0	33	1	0	4	5	0	57	1	58	0	0	0	0	96
07:30 AM	0	45	0	45	0	0	6	6	0	60	2	62	0	0	0	0	113
07:45 AM	0	41	0	41	0	0	4	4	0	62	4	66	0	0	0	0	111
Total	0	153	0	153	1	0	17	18	0	219	7	226	0	0	0	0	397
08:00 AM	1	38	0	39	0	0	3	3	0	67	3	70	0	0	0	0	112
08:15 AM	0	40	0	40	1	0	3	4	0	66	4	70	0	0	0	0	114
08:30 AM	1	34	0	35	0	0	4	4	0	53	4	57	0	0	0	0	96
08:45 AM	0	34	0	34	0	0	1	1	0	59	2	61	0	0	0	0	96
Total	2	146	0	148	1	0	11	12	0	245	13	258	0	0	0	0	418
04:00 PM	0	55	0	55	1	0	0	1	0	56	1	57	0	0	0	0	113
04:15 PM	1	57	0	58	0	0	0	0	0	66	3	69	0	0	0	0	127
04:30 PM	0	67	0	67	0	0	2	2	0	103	4	107	0	0	0	0	176
04:45 PM	0	70	0	70	1	0	1	2	0	85	2	87	0	0	0	0	159
Total	1	249	0	250	2	0	3	5	0	310	10	320	0	0	0	0	575
05:00 PM	2	85	0	87	2	0	0	2	0	61	1	62	0	0	0	0	151
05:15 PM	0	65	0	65	0	0	3	3	0	57	3	60	0	0	0	0	128
05:30 PM	1	51	0	52	1	0	1	2	0	58	2	60	0	0	0	0	114
05:45 PM	0	55	0	55	0	0	2	2	0	56	3	59	0	0	0	0	116
Total	3	256	0	259	3	0	6	9	0	232	9	241	0	0	0	0	509
Grand Total	6	804	0	810	7	0	37	44	0	1006	39	1045	0	0	0	0	1899
Apprch %	0.7	99.3	0		15.9	0	84.1		0	96.3	3.7		0	0	0		
Total %	0.3	42.3	0	42.7	0.4	0	1.9	2.3	0	53	2.1	55	0	0	0	0	
Automobiles	6	622	0	628	7	0	37	44	0	814	36	850	0	0	0	0	1522
% Automobiles	100	77.4	0	77.5	100	0	100	100	0	80.9	92.3	81.3	0	0	0	0	80.1
Commercial	0	182	0	182	0	0	0	0	0	192	3	195	0	0	0	0	377
% Commercial	0	22.6	0	22.5	0	0	0	0	0	19.1	7.7	18.7	0	0	0	0	19.9

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 2

	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	45	0	45	0	0	6	6	0	60	2	62	0	0	0	0	113
07:45 AM	0	41	0	41	0	0	4	4	0	62	4	66	0	0	0	0	111
08:00 AM	1	38	0	39	0	0	3	3	0	67	3	70	0	0	0	0	112
08:15 AM	0	40	0	40	1	0	3	4	0	66	4	70	0	0	0	0	114
Total Volume	1	164	0	165	1	0	16	17	0	255	13	268	0	0	0	0	450
% App. Total	0.6	99.4	0		5.9	0	94.1		0	95.1	4.9		0	0	0		
PHF	.250	.911	.000	.917	.250	.000	.667	.708	.000	.951	.813	.957	.000	.000	.000	.000	.987
Automobiles	1	115	0	116	1	0	16	17	0	198	11	209	0	0	0	0	342
% Automobiles	100	70.1	0	70.3	100	0	100	100	0	77.6	84.6	78.0	0	0	0	0	76.0
Commercial	0	49	0	49	0	0	0	0	0	57	2	59	0	0	0	0	108
% Commercial	0	29.9	0	29.7	0	0	0	0	0	22.4	15.4	22.0	0	0	0	0	24.0

DE TRAFFIC

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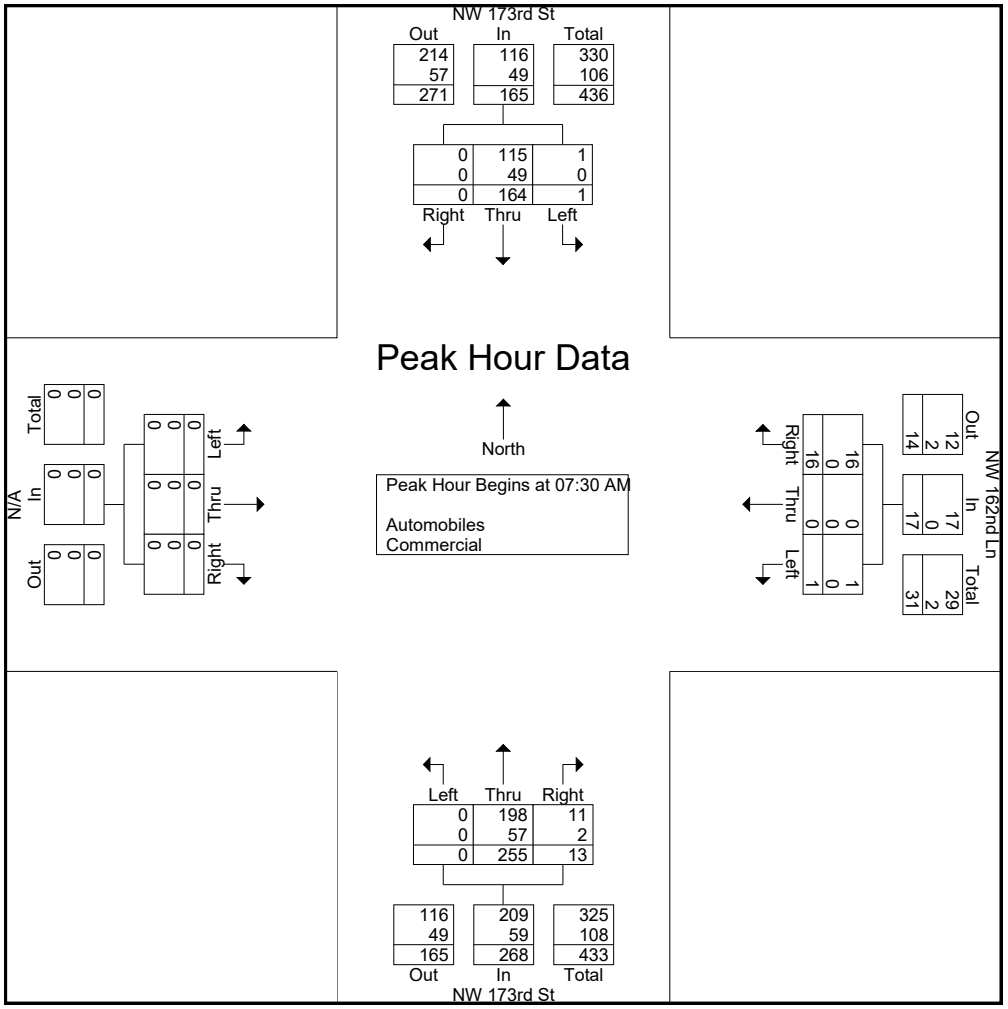
(386) 341-4186

NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 3



DE TRAFFIC

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NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 4

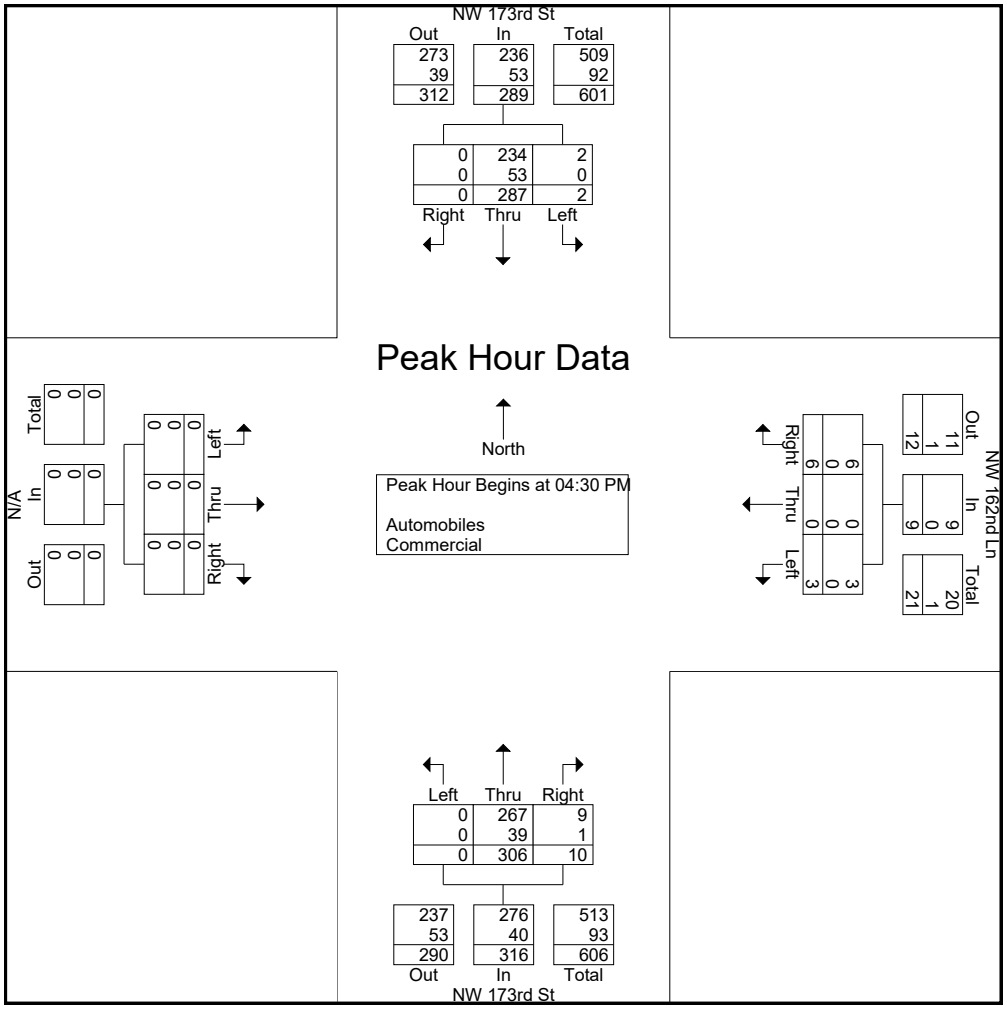
	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	67	0	67	0	0	2	2	0	103	4	107	0	0	0	0	176
04:45 PM	0	70	0	70	1	0	1	2	0	85	2	87	0	0	0	0	159
05:00 PM	2	85	0	87	2	0	0	2	0	61	1	62	0	0	0	0	151
05:15 PM	0	65	0	65	0	0	3	3	0	57	3	60	0	0	0	0	128
Total Volume	2	287	0	289	3	0	6	9	0	306	10	316	0	0	0	0	614
% App. Total	0.7	99.3	0		33.3	0	66.7		0	96.8	3.2		0	0	0		
PHF	.250	.844	.000	.830	.375	.000	.500	.750	.000	.743	.625	.738	.000	.000	.000	.000	.872
Automobiles	2	234	0	236	3	0	6	9	0	267	9	276	0	0	0	0	521
% Automobiles	100	81.5	0	81.7	100	0	100	100	0	87.3	90.0	87.3	0	0	0	0	84.9
Commercial	0	53	0	53	0	0	0	0	0	39	1	40	0	0	0	0	93
% Commercial	0	18.5	0	18.3	0	0	0	0	0	12.7	10.0	12.7	0	0	0	0	15.1

DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 5



DE TRAFFIC

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(386) 341-4186

NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 6

Groups Printed- Peds

	NW 173rd St Southbound					NW 162nd Ln Westbound					NW 173rd St Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	NW 173rd St at Peggy Rd	Alachua County
	detraffic.com	Project Number: CHW24-16 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



EB Approach

detraffic	NW 173rd St at NW 149th Pl	Alachua County
	detraffic.com	Project Number: CHW24-16 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

detraffic	NW 173rd St at NW 162nd Ln	Alachua County
	detraffic.com	Project Number: CHW24-16 / Sheet Number: 3
	9239 Outlook Rock Trl. Windermere Fl. 34786	

Appendix E
Peak Season Factor and Historical Growth Rates

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 2600 ALACHUA COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF	
1	01/01/2023 - 01/07/2023	1.05	1.07	
2	01/08/2023 - 01/14/2023	1.04	1.06	
3	01/15/2023 - 01/21/2023	1.04	1.06	
4	01/22/2023 - 01/28/2023	1.02	1.04	
5	01/29/2023 - 02/04/2023	1.01	1.03	
6	02/05/2023 - 02/11/2023	0.99	1.01	
* 7	02/12/2023 - 02/18/2023	0.98	1.00	
* 8	02/19/2023 - 02/25/2023	0.98	1.00	
* 9	02/26/2023 - 03/04/2023	0.98	1.00	
*10	03/05/2023 - 03/11/2023	0.98	1.00	
*11	03/12/2023 - 03/18/2023	0.98	1.00	
*12	03/19/2023 - 03/25/2023	0.98	1.00	
*13	03/26/2023 - 04/01/2023	0.97	0.99	
*14	04/02/2023 - 04/08/2023	0.97	0.99	
*15	04/09/2023 - 04/15/2023	0.97	0.99	
*16	04/16/2023 - 04/22/2023	0.97	0.99	
*17	04/23/2023 - 04/29/2023	0.98	1.00	COUNT DATA FROM APRIL
*18	04/30/2023 - 05/06/2023	0.98	1.00	
*19	05/07/2023 - 05/13/2023	0.98	1.00	
20	05/14/2023 - 05/20/2023	0.99	1.01	
21	05/21/2023 - 05/27/2023	0.99	1.01	
22	05/28/2023 - 06/03/2023	1.00	1.02	
23	06/04/2023 - 06/10/2023	1.00	1.02	
24	06/11/2023 - 06/17/2023	1.01	1.03	
25	06/18/2023 - 06/24/2023	1.02	1.04	
26	06/25/2023 - 07/01/2023	1.04	1.06	
27	07/02/2023 - 07/08/2023	1.05	1.07	
28	07/09/2023 - 07/15/2023	1.07	1.09	
29	07/16/2023 - 07/22/2023	1.06	1.08	
30	07/23/2023 - 07/29/2023	1.05	1.07	
31	07/30/2023 - 08/05/2023	1.05	1.07	
32	08/06/2023 - 08/12/2023	1.04	1.06	
33	08/13/2023 - 08/19/2023	1.03	1.05	
34	08/20/2023 - 08/26/2023	1.02	1.04	
35	08/27/2023 - 09/02/2023	1.01	1.03	
36	09/03/2023 - 09/09/2023	1.00	1.02	
37	09/10/2023 - 09/16/2023	1.00	1.02	
38	09/17/2023 - 09/23/2023	0.99	1.01	
39	09/24/2023 - 09/30/2023	0.98	1.00	
40	10/01/2023 - 10/07/2023	0.97	0.99	
41	10/08/2023 - 10/14/2023	0.97	0.99	
42	10/15/2023 - 10/21/2023	0.96	0.98	
43	10/22/2023 - 10/28/2023	0.97	0.99	
44	10/29/2023 - 11/04/2023	0.98	1.00	
45	11/05/2023 - 11/11/2023	0.99	1.01	
46	11/12/2023 - 11/18/2023	1.00	1.02	
47	11/19/2023 - 11/25/2023	1.01	1.03	COUNTS ALONG NW 173RD
48	11/26/2023 - 12/02/2023	1.03	1.05	
49	12/03/2023 - 12/09/2023	1.04	1.06	
50	12/10/2023 - 12/16/2023	1.05	1.07	
51	12/17/2023 - 12/23/2023	1.05	1.07	
52	12/24/2023 - 12/30/2023	1.04	1.06	
53	12/31/2023 - 12/31/2023	1.04	1.06	

* PEAK SEASON

09-MAR-2024 18:41:39 830UPD 2_2600_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0461 - SR 20 .2 MI. NW OF SR 93

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	34000 C	N 17000	S 17000	9.50	58.20	5.10
2022	34000 C	N 17000	S 17000	9.50	57.90	6.10
2021	28000 F	N 14000	S 14000	9.50	57.80	6.00
2020	28000 C	N 14000	S 14000	9.50	58.00	5.60
2019	30000 C	N 15000	S 15000	9.50	58.00	5.60
2018	28000 C	N 14000	S 14000	9.50	57.90	4.90
2017	29500 C	N 14500	S 15000	9.50	53.80	4.60
2016	26000 C	N 13000	S 13000	9.50	53.60	4.90
2015	24500 C	N 12500	S 12000	9.50	57.00	5.20
2014	23500 C	N 11500	S 12000	9.50	57.40	5.40
2013	23000 C	N 11500	S 11500	9.50	57.80	5.00
2012	21000 C	N 10500	S 10500	9.50	58.40	4.90
2011	21500 C	N 10500	S 11000	9.50	58.80	5.50
2010	21000 C	N 10500	S 10500	10.13	59.87	5.10
2009	24000 C	N 12000	S 12000	10.04	57.81	6.20
2008	22500 C	N 11000	S 11500	10.17	57.73	7.30

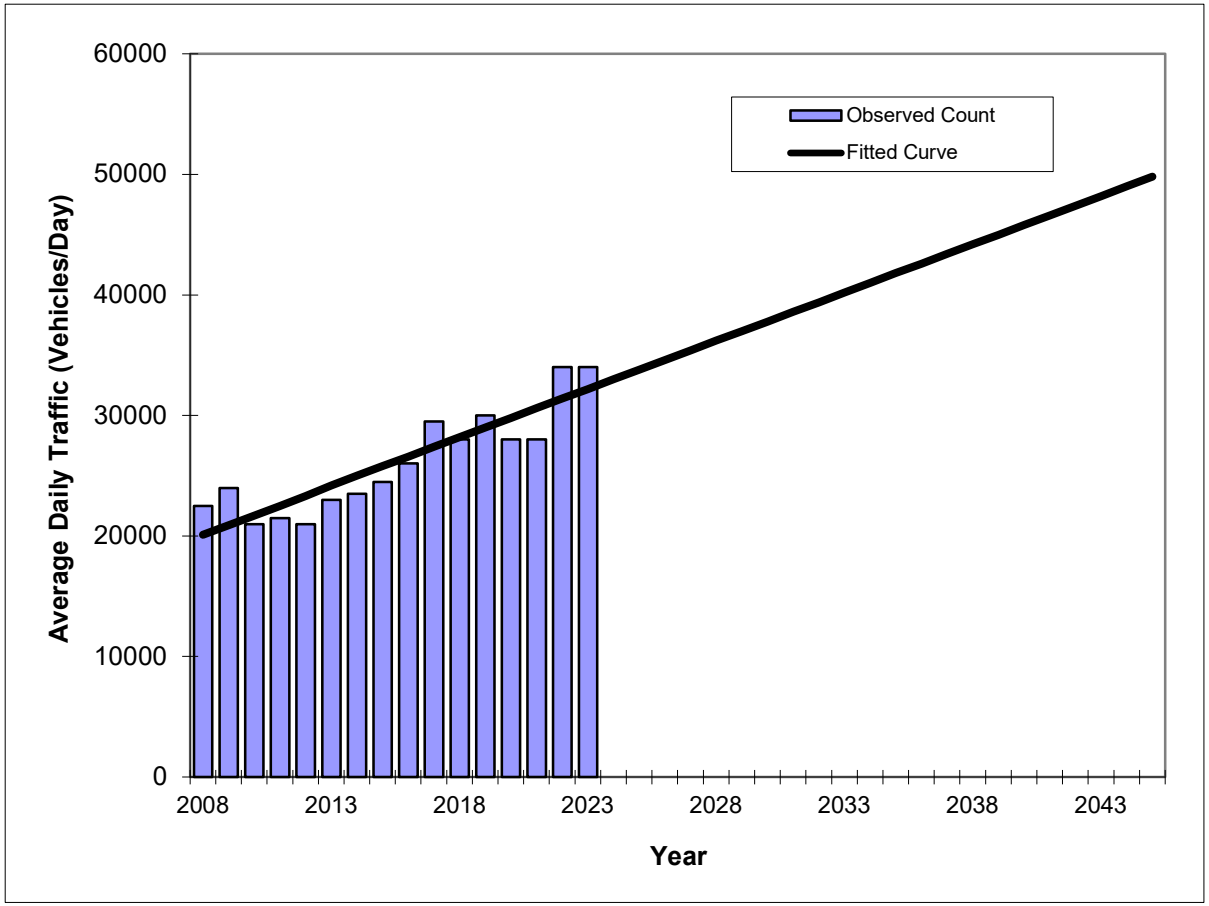
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

US 441 --

FIN#	0461
Location	1

County:	Alachua (26)
Station #:	0461
Highway:	US 441



Year	Traffic (ADT/AADT) Count*	Trend**
2008	22500	20100
2009	24000	20900
2010	21000	21700
2011	21500	22500
2012	21000	23300
2013	23000	24200
2014	23500	25000
2015	24500	25800
2016	26000	26600
2017	29500	27400
2018	28000	28200
2019	30000	29000
2020	28000	29800
2021	28000	30600
2022	34000	31400
2023	34000	32200
2034 Opening Year Trend		
2034	N/A	41000
2044 Mid-Year Trend		
2044	N/A	49000
2045 Design Year Trend		
2045	N/A	49800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	802
Trend R-squared:	80.48%
Trend Annual Historic Growth Rate:	4.01%
Trend Growth Rate (2023 to Design Year):	2.48%
Printed:	25-Nov-24
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 5023 - SR 235 350' S. OF SR 20(ALACHUA)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10600 C	N 5300	S 5300	9.50	58.20	14.60
2022	10400 C	N 5200	S 5200	9.50	57.90	12.40
2021	10000 C	N 5000	S 5000	9.50	57.80	13.70
2020	9400 C	N 4700	S 4700	9.50	58.00	14.20
2019	10100 C	N 4800	S 5300	9.50	58.00	13.30
2018	9600 C	N 4600	S 5000	9.50	57.90	11.70
2017	10800 C	N 5400	S 5400	9.50	53.80	12.10
2016	10300 C	N 5000	S 5300	9.50	53.60	11.10
2015	10000 C	N 4900	S 5100	9.50	57.00	9.10
2014	9300 C	N 4600	S 4700	9.50	57.40	9.30
2013	9500 C	N 4700	S 4800	9.50	57.80	8.60
2012	9500 C	N 4700	S 4800	9.50	58.40	9.10
2011	8900 C	N 4400	S 4500	9.50	58.80	8.10
2010	8100 C	N 4100	S 4000	10.13	59.87	9.80
2009	9200 C	N 4600	S 4600	10.04	57.81	7.20
2008	9800 C	N 5000	S 4800	10.17	57.73	12.10

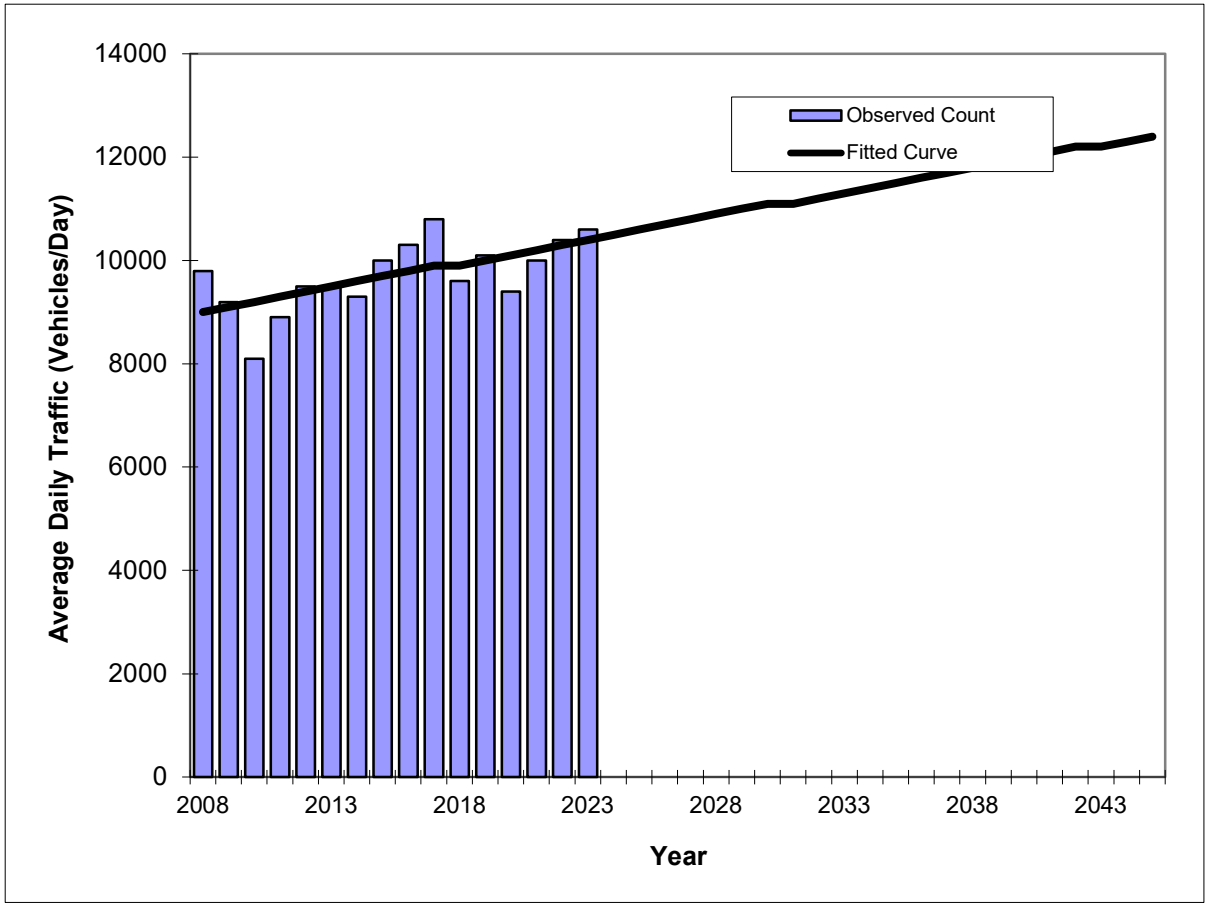
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CR 235 --

FIN#	5023
Location	1

County:	Alachua (26)
Station #:	5023
Highway:	CR 235



Year	Traffic (ADT/AADT) Count*	Trend**
2008	9800	9000
2009	9200	9100
2010	8100	9200
2011	8900	9300
2012	9500	9400
2013	9500	9500
2014	9300	9600
2015	10000	9700
2016	10300	9800
2017	10800	9900
2018	9600	9900
2019	10100	10000
2020	9400	10100
2021	10000	10200
2022	10400	10300
2023	10600	10400
2034 Opening Year Trend		
2034	N/A	11400
2044 Mid-Year Trend		
2044	N/A	12300
2045 Design Year Trend		
2045	N/A	12400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	92
Trend R-squared:	41.01%
Trend Annual Historic Growth Rate:	1.04%
Trend Growth Rate (2023 to Design Year):	0.87%
Printed:	25-Nov-24
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0435 - CR 235A .2 MI. S. OF SR 25/US 441

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5500 C	N 2800	S 2700	9.50	58.20	23.10
2022	5500 C	N 2800	S 2700	9.50	57.90	23.70
2021	5400 C	N 2800	S 2600	9.50	57.80	22.20
2020	5000 C	N 2600	S 2400	9.50	58.00	24.20
2019	4800 C	N 2500	S 2300	9.50	58.00	22.60
2018	4700 C	N 2400	S 2300	9.50	57.90	19.20
2017	4600 C	N 2300	S 2300	9.50	53.80	23.40
2016	4200 C	N 2100	S 2100	9.50	53.60	23.70
2015	3400 C	N 1700	S 1700	9.50	57.00	27.00
2014	3600 C	N 1800	S 1800	9.50	57.40	26.50
2013	3300 C	N 1700	S 1600	9.50	57.80	24.50
2012	3300 C	N 1700	S 1600	9.50	58.40	24.40
2011	3500 C	N 1800	S 1700	9.50	58.80	26.10
2010	3800 C	N 1900	S 1900	10.13	59.87	23.80
2009	4000 C	N 2000	S 2000	10.04	57.81	23.70
2008	4000 C	N 2000	S 2000	10.17	57.73	23.00

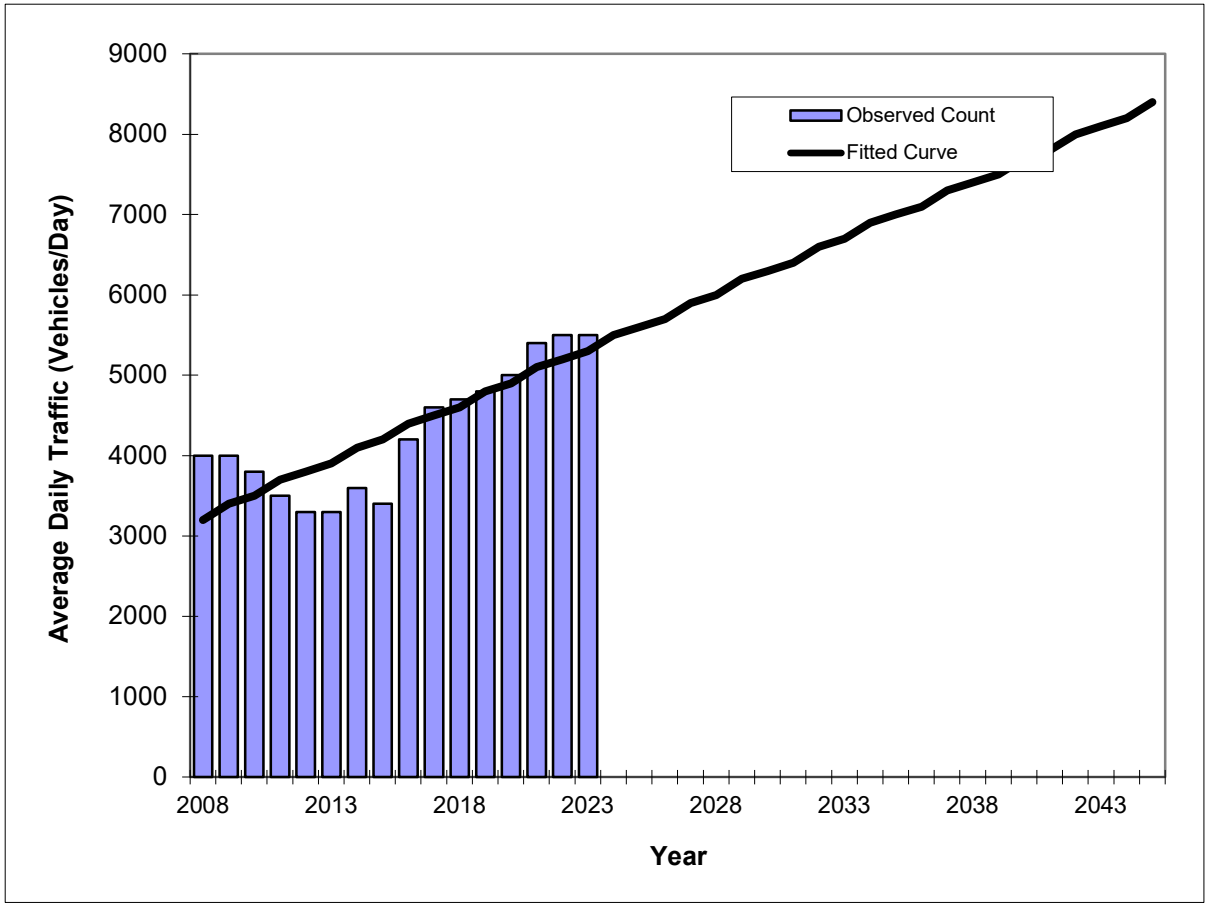
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CR 235A --

FIN#	0435
Location	1

County:	Alachua (26)
Station #:	0435
Highway:	CR 235A



Year	Traffic (ADT/AADT) Count*	Trend**
2008	4000	3200
2009	4000	3400
2010	3800	3500
2011	3500	3700
2012	3300	3800
2013	3300	3900
2014	3600	4100
2015	3400	4200
2016	4200	4400
2017	4600	4500
2018	4700	4600
2019	4800	4800
2020	5000	4900
2021	5400	5100
2022	5500	5200
2023	5500	5300
2034 Opening Year Trend		
2034	N/A	6900
2044 Mid-Year Trend		
2044	N/A	8200
2045 Design Year Trend		
2045	N/A	8400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	139
Trend R-squared:	69.28%
Trend Annual Historic Growth Rate:	4.38%
Trend Growth Rate (2023 to Design Year):	2.66%
Printed:	25-Nov-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9109 - NW CR 2054 .1 MI. W. OF SR 235 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2000 V	0	0	9.50	58.20	2.90
2022	1900 R	0	0	9.50	57.90	2.90
2021	1900 T	0	0	9.50	57.80	3.00
2020	1900 S	0	0	9.50	58.00	2.90
2019	2000 F	0	0	9.50	58.00	2.60
2018	2000 C	E 0	W 0	9.50	57.90	2.70
2017	1500 R	E 750	W 750	9.50	53.80	2.60
2016	1400 T	E 700	W 700	9.50	53.60	2.80
2015	1300 S	E 650	W 650	9.50	57.00	2.60
2014	1300 F	E 650	W 650	9.50	57.40	2.40
2013	1300 C	E 650	W 650	9.50	57.80	2.60
2012	1500 F	0	0	9.50	58.40	2.50
2011	1500 C	E 0	W 0	9.50	58.80	2.80

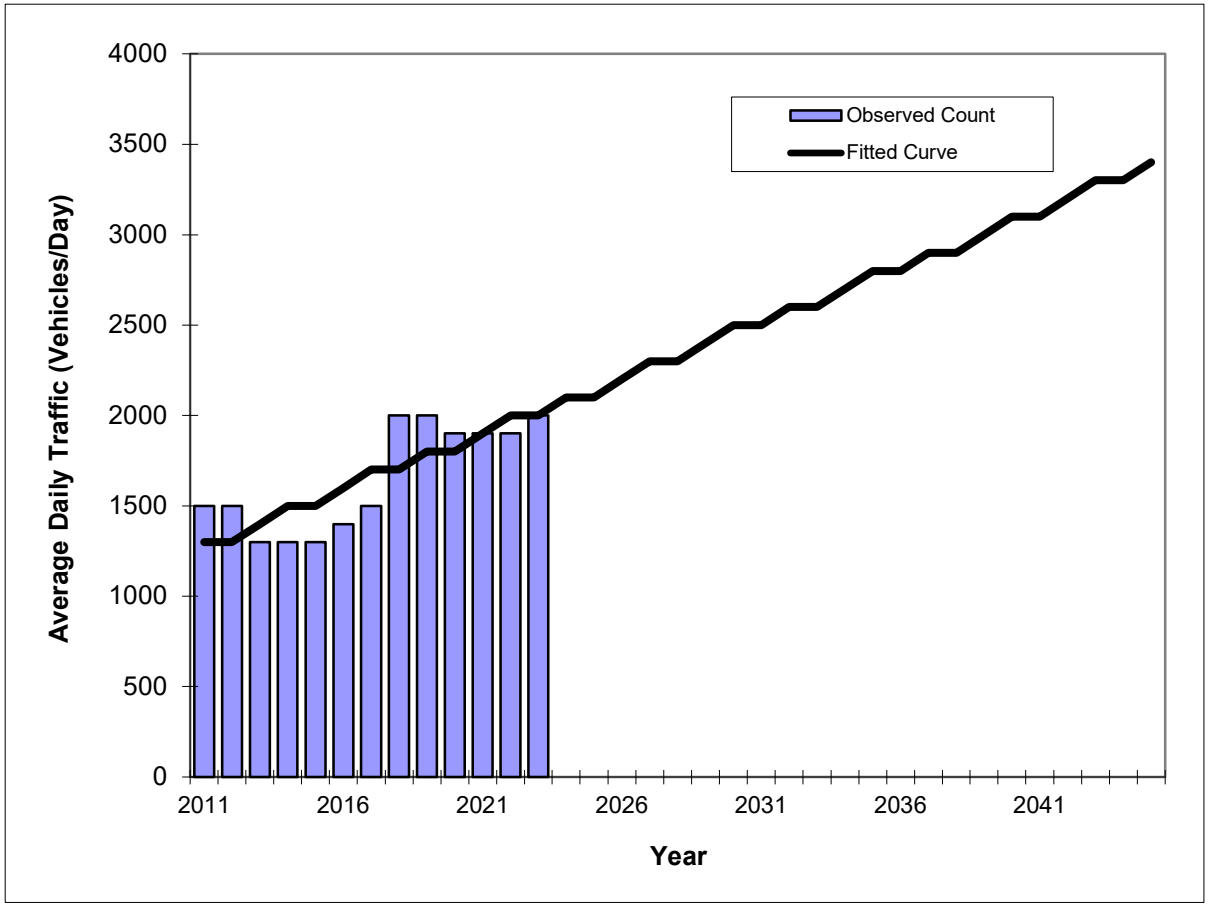
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CR 2054 --

FIN#	9109
Location	1

County:	Alachua (26)
Station #:	9109
Highway:	CR 2054



Year	Traffic (ADT/AADT) Count*	Trend**
2011	1500	1300
2012	1500	1300
2013	1300	1400
2014	1300	1500
2015	1300	1500
2016	1400	1600
2017	1500	1700
2018	2000	1700
2019	2000	1800
2020	1900	1800
2021	1900	1900
2022	1900	2000
2023	2000	2000
2034 Opening Year Trend		
2034	N/A	2700
2044 Mid-Year Trend		
2044	N/A	3300
2045 Design Year Trend		
2045	N/A	3400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	62
Trend R-squared:	65.50%
Trend Annual Historic Growth Rate:	4.49%
Trend Growth Rate (2023 to Design Year):	3.18%
Printed:	25-Nov-24
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0435 - CR 235A .2 MI. S. OF SR 25/US 441

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5500 C	N 2800	S 2700	9.50	58.20	23.10
2022	5500 C	N 2800	S 2700	9.50	57.90	23.70
2021	5400 C	N 2800	S 2600	9.50	57.80	22.20
2020	5000 C	N 2600	S 2400	9.50	58.00	24.20
2019	4800 C	N 2500	S 2300	9.50	58.00	22.60
2018	4700 C	N 2400	S 2300	9.50	57.90	19.20
2017	4600 C	N 2300	S 2300	9.50	53.80	23.40
2016	4200 C	N 2100	S 2100	9.50	53.60	23.70
2015	3400 C	N 1700	S 1700	9.50	57.00	27.00
2014	3600 C	N 1800	S 1800	9.50	57.40	26.50
2013	3300 C	N 1700	S 1600	9.50	57.80	24.50
2012	3300 C	N 1700	S 1600	9.50	58.40	24.40
2011	3500 C	N 1800	S 1700	9.50	58.80	26.10
2010	3800 C	N 1900	S 1900	10.13	59.87	23.80
2009	4000 C	N 2000	S 2000	10.04	57.81	23.70
2008	4000 C	N 2000	S 2000	10.17	57.73	23.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix F
Buildout Tables

NW 173rd St(CR 235A) @ US HWY 441

NW 173rd St (CR 235A) at US HWY 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 173rd St (CR 235A)	4.38%	4.38%	1.482
US HWY 441	4.01%	4.01%	1.441

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at US HWY 441												
Scenario	US HWY 441			US HWY 441			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	51	1323	78	93	874	207	61	47	105	92	50	42
Peak Season Volume (Existing)	51	1323	78	93	874	207	61	47	105	92	50	42
Background Volumes 2035	73	1907	112	134	1260	298	90	70	156	136	74	62
Project Trips	0	76	16	37	26	2	48	5	63	8	2	0
Buildout Trips	73	1983	128	171	1286	300	138	75	219	144	76	62
Peak Hour Factor (Int total = 0.97)	0.92			0.94			0.90			0.85		
Truck %	2%			7%			18%			10%		
Pedestrian Volumes	0			0			0			1		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at US HWY 441												
Scenario	US HWY 441			US HWY 441			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	20	874	87	125	1587	77	76	42	147	116	28	43
Peak Season Volume (Existing)	20	874	87	125	1587	77	76	42	147	116	28	43
Background Volumes 2035	29	1260	125	180	2287	111	113	62	218	172	41	64
Project Trips	0	122	40	82	152	16	28	3	38	12	4	0
Buildout Trips	29	1382	165	262	2439	127	141	65	256	184	45	64
Peak Hour Factor (Int total = 0.95)	0.91			0.93			0.90			0.78		
Truck %	7%			4%			15%			6%		
Pedestrian Volumes	0			1			0			1		

Santa Fe High School @ US HWY 441

Santa Fe High School at US HWY 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
US HWY 441	4.01%	4.01%	1.040
Santa Fe High School	0.00%	0.00%	1.000

AM Peak Hour Buildout Traffic Volumes - Santa Fe High School at US HWY 441										
Scenario	US HWY 441				US HWY 441			Santa Fe High School		
	Eastbound				Westbound			Southbound		
	U-Turn	Left	Thru	Right	U-turn	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	2	3	1523	0	3	1133	13	2		2
Peak Season Volume (Existing)	2	3	1523	0	3	1133	13	2		2
Background Volumes 2035	2	3	1584	0	3	1178	14	2		2
Project Trips	0	0	147	0	0	66	0	0		0
Buildout Trips	2	3	1731	0	3	1244	14	2		2
Peak Hour Factor (Int total = 0.96)	0.95				0.92			0.50		
Truck %	2%				6%			50%		
Pedestrian Volumes	1				1			2		

School Start Peak Hour Buildout Traffic Volumes - Santa Fe High School at US HWY 441										8:00 AM to 9:00 AM
Scenario	US HWY 441				US HWY 441			Santa Fe High School		
	Eastbound				Westbound			Southbound		
	U-Turn	Left	Thru	Right	U-turn	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	2	3	1466	0	4	1057	11	2		2
Peak Season Volume (Existing)	2	3	1466	0	4	1057	11	2		2
Background Volumes 2035	2	3	1584	0	4	1099	11	2		2
Project Trips	0	0	147	0	0	66	0	0		0
Buildout Trips	2	3	1731	0	4	1165	11	2		2
Peak Hour Factor (Int total = 0.96)	0.95				0.92			0.50		
Truck %	2%				6%			50%		
Pedestrian Volumes	1				1			2		

School Let Out Peak Hour Buildout Traffic Volumes - Santa Fe High School at US HWY 441										Count @ 3:45 PM
Scenario	US HWY 441				US HWY 441			Santa Fe High School		
	Eastbound				Westbound			Southbound		
	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	1	5	1085	0	5	1762	6	13		9
Peak Season Volume (Existing)	1	5	1085	0	5	1762	6	13		9
Background Volumes 2035	1	5	1129	0	5	1833	6	13		9
Project Trips	0	0	172	0	0	253	0	0		0
Buildout Trips	1	5	1301	0	5	2086	6	13		9
Peak Hour Factor (Int total = 0.94)	0.93				0.94			0.79		
Truck %	4%				3%			14%		
Pedestrian Volumes	0				0			1		

PM Peak Hour Buildout Traffic Volumes - Santa Fe High School at US HWY 441 (5:00 PM to 6:00 PM)										
Scenario	US HWY 441				US HWY 441			Santa Fe High School		
	Eastbound				Westbound			Southbound		
	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	2	1	828	0	3	1359	4	11		5
Peak Season Volume (Existing)	2	1	828	0	3	1359	4	11		5
Background Volumes 2035	2	1	861	0	3	1413	4	11		5
Project Trips	0	0	172	0	0	253	0	0		0
Buildout Trips	2	1	1033	0	3	1666	4	11		5
Peak Hour Factor (Int total = 0.94)	0.93				0.94			0.79		
Truck %	4%				4%			14%		
Pedestrian Volumes	0				0			0		

NW 167th Blvd @ US HWY 441

NW 167th Blvd at US HWY 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 167th Blvd	0.00%	0.00%	1.000
US HWY 441	4.01%	4.01%	1.441

AM Peak Hour Buildout Traffic Volumes - NW 167th Blvd at US HWY 441

Scenario	US HWY 441			US HWY 441				NW 167th Blvd			NW 167th Blvd		
	Eastbound			Westbound				Northbound			Southbound		
	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	71	1392		4		1033	233				258		93
Peak Season Volume (Existing)	71	1392		4		1033	233				258		93
Background Volumes 2035	71	2006		6		1489	233				258		93
Project Trips	4	45	115	0	276	8	0	49		185	0		18
Buildout Trips	75	2051	115	6	276	1497	233	49		185	258		111
Peak Hour Factor (Int total = 0.97)	0.94			0.96				0.92			0.92		
Truck %	3%			5%				3%			3%		
Pedestrian Volumes	1			1				0			0		

PM Peak Hour Buildout Traffic Volumes - NW 167th Blvd at US HWY 441

Scenario	US HWY 441			US HWY 441				NW 167th Blvd			NW 167th Blvd		
	Eastbound			Westbound				Northbound			Southbound		
	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	156	939		1		1637	304				185		24
Peak Season Volume (Existing)	156	939		1		1637	304				185		24
Background Volumes 2035	156	1353		1		2359	304				185		24
Project Trips	2	-49	213	0	538	-38	0	288		576	0		33
Buildout Trips	158	1304	213	1	538	2321	304	288		576	185		57
Peak Hour Factor (Int total = 0.93)	0.71			0.93				0.92			0.92		
Truck %	3%			3%				3%			3%		
Pedestrian Volumes	0			1				0			0		

KFC Access Driveway @ US HWY 441

KFC Access Driveway at US HWY 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
KFC Access Driveway	0.00%	0.00%	1.000
US HWY 441	4.01%	4.01%	1.441

AM Peak Hour Buildout Traffic Volumes - KFC Access Driveway at US HWY 441									
Scenario	US HWY 441			US HWY 441			KFC Access		
	Eastbound			Westbound			Northbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts		1630	19		1223	7			5
Peak Season Volume (Existing)		1630	19		1223	7			5
Background Volumes 2035		2349	27		1762	10			5
Project Trips		230	17		284	0			0
Buildout Trips		2579	44		2046	10			5
Peak Hour Factor (Int total = 0.96)	0.96			0.94			0.42		
Truck %	3%			5%			40%		
Pedestrian Volumes	2			1			0		

PM Peak Hour Buildout Traffic Volumes - KFC Access Driveway at US HWY 441									
Scenario	US HWY 441			US HWY 441			KFC Access		
	Eastbound			Westbound			Northbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts		1100	33		1904	14			20
Peak Season Volume (Existing)		1100	33		1904	14			20
Background Volumes 2035		1585	48		2744	20			20
Project Trips		563	30		500	0			0
Buildout Trips		2148	78		3244	20			20
Peak Hour Factor (Int total = 0.94)	0.95			0.94			0.83		
Truck %	4%			4%			5%		
Pedestrian Volumes	0			0			0		

NW 173rd St(CR 235A) @ CR 235

NW 173rd St (CR 235A) at CR 235 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 173rd St (CR 235A)	4.38%	4.38%	1.482
CR 235	1.04%	1.04%	1.114

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at CR 235									
Scenario	CR 235			CR 235			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	131	246			157	70	60		103
Peak Season Volume (Existing)	131	246			157	70	60		103
Background Volumes 2035	146	274			175	78	89		153
Project Trips	9	0			0	37	30		7
Buildout Trips	155	274			175	115	119		160
Peak Hour Factor (Int total = 0.91)	0.87			0.93			0.87		
Truck %	4%			11%			13%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at CR 235									
Scenario	CR 235			CR 235			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	108	178			194	82	63		138
Peak Season Volume (Existing)	108	178			194	82	63		138
Background Volumes 2035	120	198			216	91	93		204
Project Trips	16	0			0	65	72		18
Buildout Trips	136	198			216	156	165		222
Peak Hour Factor (Int total = 0.95)	0.89			0.90			0.87		
Truck %	12%			11%			10%		
Pedestrian Volumes	0			0			0		

NW 173rd St(CR 235A) @ Peggy Rd(CR 2054)

NW 173rd St (CR 235A) at Peggy Rd(CR 2054) - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 173rd St (CR 235A)	4.38%	4.38%	1.482
Peggy Rd(CR 2054)	4.49%	4.49%	1.494

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Peggy Rd(CR 2054)												
Scenario	Peggy Rd(CR 2054)			Peggy Rd(CR 2054)			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	35	47	43	27	35	33	31	166	37	15	109	29
Peak Season Volume (Existing)	35	47	43	27	35	33	31	166	37	15	109	29
Background Volumes 2035	52	70	64	40	52	49	46	246	55	22	162	43
Project Trips	0	0	0	0	0	0	0	54	0	0	44	0
Buildout Trips	52	70	64	40	52	49	46	300	55	22	206	43
Peak Hour Factor (Int total = 0.95)	0.89			0.96			0.96			0.95		
Truck %	15%			21%			24%			28%		
Pedestrian Volumes	0			0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Peggy Rd(CR 2054)												
Scenario	Peggy Rd(CR 2054)			Peggy Rd(CR 2054)			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	61	58	32	34	44	39	53	178	46	35	186	45
Peak Season Volume (Existing)	61	58	32	34	44	39	53	178	46	35	186	45
Background Volumes 2035	91	87	48	51	66	58	79	264	68	52	276	67
Project Trips	0	0	0	0	0	0	0	97	0	0	108	0
Buildout Trips	91	87	48	51	66	58	79	361	68	52	384	67
Peak Hour Factor (Int total = 0.97)	0.95			0.91			0.90			0.88		
Truck %	11%			20%			26%			14%		
Pedestrian Volumes	0			0			0			0		

NW 173rd St(CR 235A) @ NW 149th Pl

NW 173rd St (CR 235A) at NW 149th Pl- Growth Rate Data			
Peak Season Factor			1.03
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 173rd St (CR 235A)	4.38%	4.38%	1.482
NW 149th Pl	0.00%	0.00%	1.000

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at NW 149th Pl									
Scenario	NW 149th Pl			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	4		2	4	247			160	4
Peak Season Volume (Existing)	4		2	4	254			165	4
Background Volume 2035	4		2	6	377			244	6
Peak Hour Factor (Int total = 0.93)	0.50			0.94			0.85		
Truck %	0%			19%			28%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at NW 149th Pl									
Scenario	NW 149th Pl			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	1		3	1	301			278	3
Peak Season Volume (Existing)	1		3	1	310			286	3
Background Volume 2035	1		3	2	459			424	5
Peak Hour Factor (Int total = 0.91)	0.50			0.78			0.84		
Truck %	0%			13%			17%		
Pedestrian Volumes	0			0			0		

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access A									
Scenario	Access A			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					247			160	
Peak Season Volume (Existing)					254			165	
Background Volume 2035					377			244	
Project Trips	32		32		4	50	10	12	
Buildout Trips	32		32		381	50	10	256	
Peak Hour Factor (Int total = 0.93)	0.92			0.94			0.85		
Truck %	3%			19%			28%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access A									
Scenario	Access A			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					301			278	
Peak Season Volume (Existing)					310			286	
Background Volume 2035					459			424	
Project Trips	101		19		10	87	26	7	
Buildout Trips	101		19		469	87	26	431	
Peak Hour Factor (Int total = 0.91)	0.92			0.78			0.84		
Truck %	3%			13%			17%		
Pedestrian Volumes	0			0			0		

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access B									
Scenario	Access B			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					247			160	
Peak Season Volume (Existing)					254			165	
Background Volume 2035					377			244	
Project Trips	6		41		34	2	14	16	
Buildout Trips	6		41		411	2	14	260	
Peak Hour Factor (Int total = 0.93)	0.92			0.94			0.85		
Truck %	3%			19%			28%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access B									
Scenario	Access B			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					301			278	
Peak Season Volume (Existing)					310			286	
Background Volume 2035					459			424	
Project Trips	4		25		24	5	35	29	
Buildout Trips	4		25		483	5	35	453	
Peak Hour Factor (Int total = 0.91)	0.92			0.78			0.84		
Truck %	3%			13%			17%		
Pedestrian Volumes	0			0			0		

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access C									
Scenario	Access C			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					247			160	
Peak Season Volume (Existing)					254			165	
Background Volume 2035					377			244	
Project Trips	6		43		73	2	13	24	
Buildout Trips	6		43		450	2	13	268	
Peak Hour Factor (Int total = 0.93)	0.92			0.94			0.85		
Truck %	3%			19%			28%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access C									
Scenario	Access C			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					301			278	
Peak Season Volume (Existing)					310			286	
Background Volume 2035					459			424	
Project Trips	3		25		44	5	35	61	
Buildout Trips	3		25		503	5	35	485	
Peak Hour Factor (Int total = 0.91)	0.92			0.78			0.84		
Truck %	3%			13%			17%		
Pedestrian Volumes	0			0			0		

NW 173rd St(CR 235A) @ NW 162nd Ln

NW 173rd St (CR 235A) at NW 162nd Ln - Growth Rate Data			
Peak Season Factor			1.03
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 162nd Ln	N/A	2.00%	1.220
NW 173rd St (CR 235A)	4.38%	4.38%	1.482

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at NW 162nd Ln									
Scenario	NW 162nd Ln			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	1		16		255	13	1	164	
Peak Season Volume (Existing)	1		16		263	13	1	169	
Background Volume 2035	1		20		389	20	2	250	
Project Trips	0		0		116	0	0	37	
Buildout Trips	1		20		505	20	2	287	
Peak Hour Factor (Int total = 0.99)	0.71			0.96			0.92		
Truck %	0%			22%			30%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at NW 162nd Ln									
Scenario	NW 162nd Ln			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	3		6		306	10	2	287	
Peak Season Volume (Existing)	3		6		315	10	2	296	
Background Volume 2035	4		8		467	15	3	438	
Project Trips	0		0		69	0	0	96	
Buildout Trips	4		8		536	15	3	534	
Peak Hour Factor (Int total = 0.87)	0.75			0.74			0.83		
Truck %	0%			13%			18%		
Pedestrian Volumes	0			0			0		

CR 235A @ Santa Fe High School

CR 235A at Santa Fe High School - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
CR 235A	4.38%	4.38%	1.482
Santa Fe High School	0.00%	0.00%	1.000

AM Peak Hour Buildout Traffic Volumes - CR 235A at Santa Fe High School									
Scenario	Santa Fe High School			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	60		7		185	136	17	118	
Peak Season Volume (Existing)	60		7		185	136	17	118	
Background Volumes 2035	60		7		274	202	25	175	
Project Trips	0		0		7	0	0	10	
Buildout Trips	60		7		281	202	25	185	
Peak Hour Factor (Int total = 0.82)	0.67			0.76			0.84		
Truck %	2%			2%			3%		
Pedestrian Volumes	0			7			6		

PM Peak Hour Buildout Traffic Volumes - CR 235A at Santa Fe High School									
Scenario	Santa Fe High School			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	103		5		134	48	1	98	
Peak Season Volume (Existing)	103		5		134	48	1	98	
Background Volumes 2035	103		5		199	71	1	145	
Project Trips	0		0		19	0	0	16	
Buildout Trips	103		5		218	71	1	161	
Peak Hour Factor (Int total = 0.71)	0.47			0.88			0.83		
Truck %	0%			3%			2%		
Pedestrian Volumes	2			2			2		

Counts at 3:45 PM

PM Peak Hour Buildout Traffic Volumes - CR 235A at Santa Fe High School (5:00 PM to 6:00 PM)									
Scenario	Santa Fe High School			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	24		2		89	8	1	59	
Peak Season Volume (Existing)	24		2		89	8	1	59	
Background Volumes 2035	24		2		132	12	1	87	
Project Trips	0		0		19	0	0	16	
Buildout Trips	24		2		151	12	1	103	
Peak Hour Factor (Int total = 0.95)	0.75			0.74			0.83		
Truck %	0%			13%			18%		
Pedestrian Volumes	1			0			0		

CR 235 @ NW 140th St

CR 235 at NW 140th St - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
CR 235	1.04%	1.04%	1.114
NW 140th St	N/A	2.00%	1.220

AM Peak Hour Buildout Traffic Volumes - CR 235 at NW 140th St									
Scenario	NW 140th St			CR 235			CR 235		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	42		223		269	19	280	178	
Peak Season Volume (Existing)	42		223		269	19	280	178	
Background Volume 2035	51		272		300	21	312	198	
Project Trips	0		0		0	23	18	0	
Buildout Trips	51		272		300	44	330	198	
Peak Hour Factor (Int total = 0.90)	0.82			0.88			0.93		
Truck %	3%			6%			3%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - CR 235 at NW 140th St									
Scenario	NW 140th St			CR 235			CR 235		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	16		262		180	32	234	316	
Peak Season Volume (Existing)	16		262		180	32	234	316	
Background Volume 2035	20		320		201	36	261	352	
Project Trips	0		0		0	40	45	0	
Buildout Trips	20		320		201	76	306	352	
Peak Hour Factor (Int total = 0.93)	0.76			0.90			0.88		
Truck %	1%			7%			4%		
Pedestrian Volumes	0			0			0		

NW 140th St(CR 235) @ Peggy Rd(CR 2054)

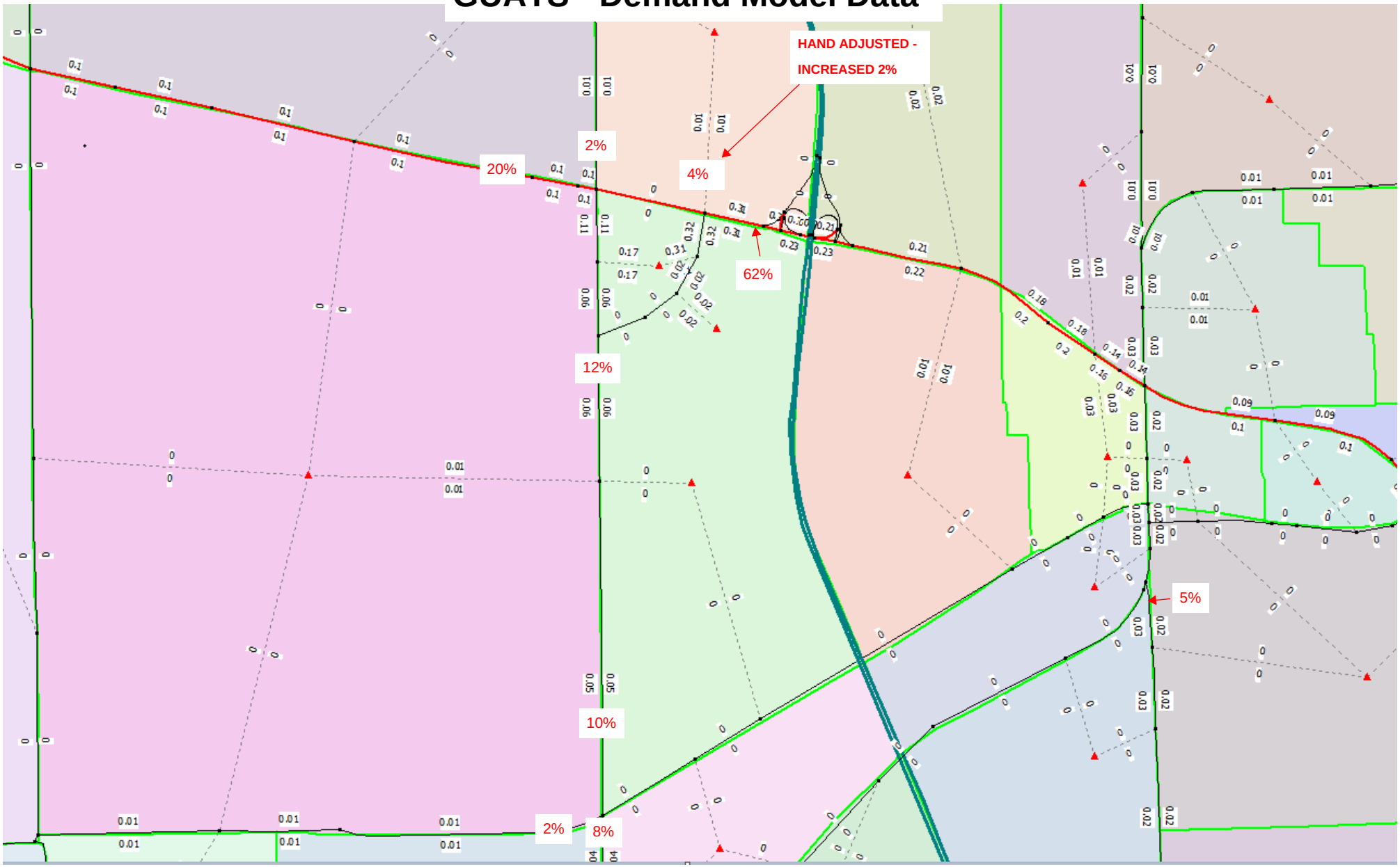
NW 140th St(CR 235) at Peggy Rd(CR 2054) - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 140th St(CR 235)	N/A	2.00%	1.220
Peggy Rd(CR 2054)	4.49%	4.49%	1.494

AM Peak Hour Buildout Traffic Volumes - NW 140th St(CR 235) at Peggy Rd(CR 2054)									
Scenario	Peggy Rd(CR 2054)			NW 140th St (CR 235)			NW 140th St (CR 235)		
	Eastbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	47		29	41	431			412	23
Peak Season Volume (Existing)	47		29	41	431			412	23
Background Volumes 2035	70		43	50	526			503	28
Project Trips	0		0	0	23			18	0
Buildout Trips	70		43	50	549			521	28
Peak Hour Factor (Int total = 0.97)	0.87			0.88			0.89		
Truck %	15%			11%			14%		
Pedestrian Volumes	0			1			4		

PM Peak Hour Buildout Traffic Volumes - NW 140th St(CR 235) at Peggy Rd(CR 2054)									
Scenario	Peggy Rd(CR 2054)			NW 140th St (CR 235)			NW 140th St (CR 235)		
	Eastbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	25		42	45	426			436	29
Peak Season Volume (Existing)	25		42	45	426			436	29
Background Volumes 2035	37		63	55	520			532	35
Project Trips	0		0	0	40			45	0
Buildout Trips	37		63	55	560			577	35
Peak Hour Factor (Int total = 0.91)	0.88			0.95			0.87		
Truck %	15%			6%			11%		
Pedestrian Volumes	0			3			0		

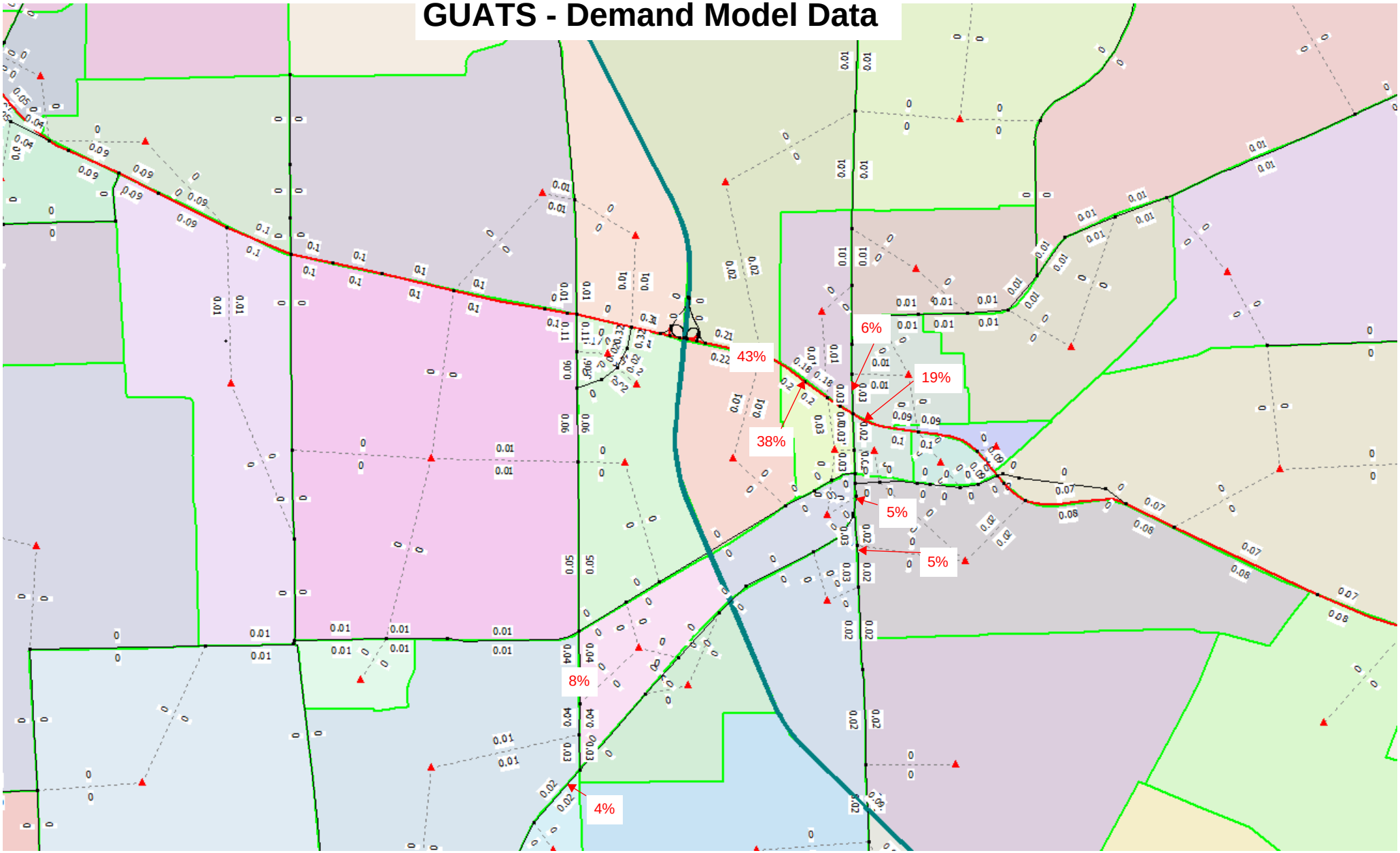
Appendix G
Trip Distribution and Assignment

GUATS - Demand Model Data

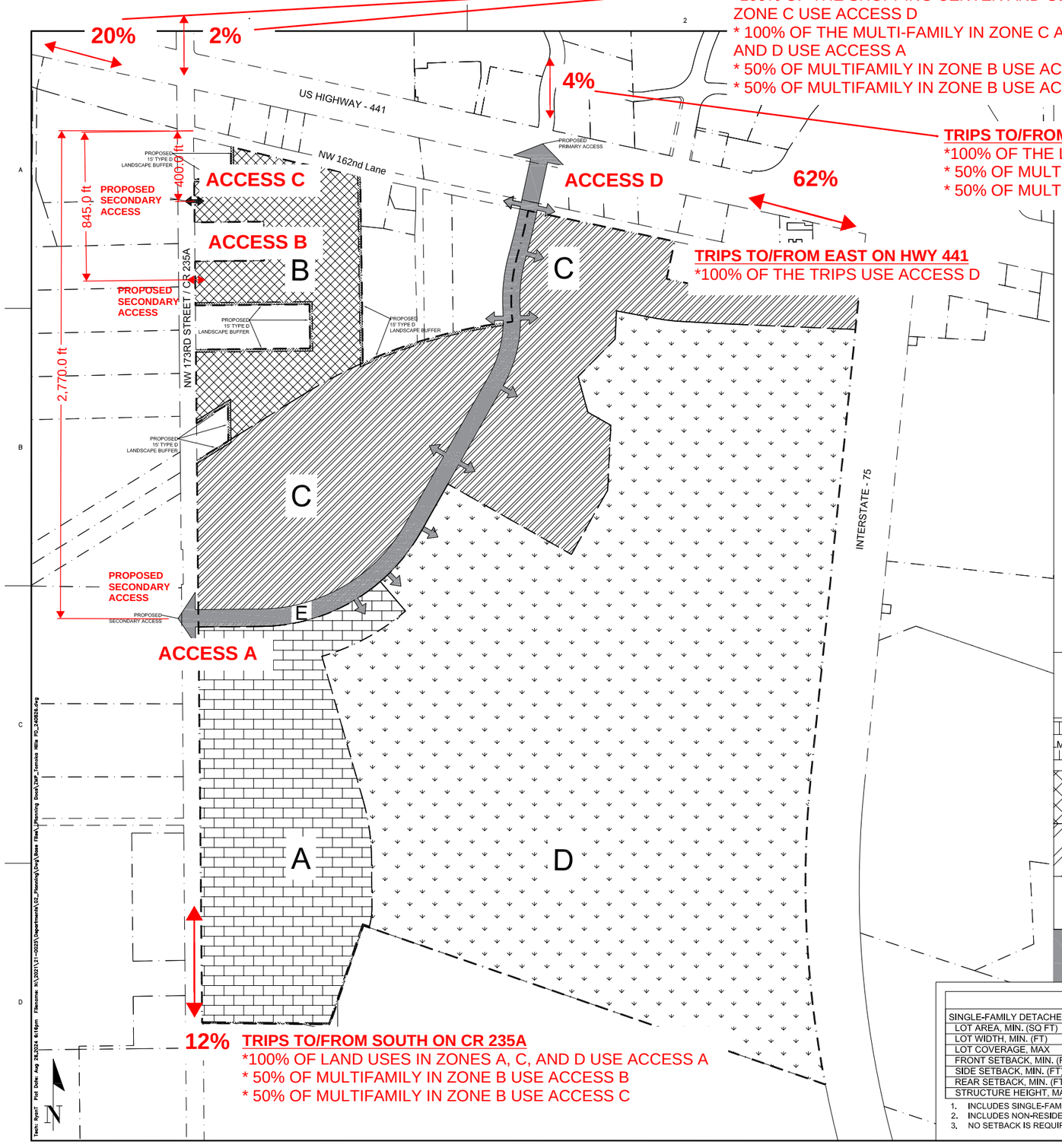


Text in red provides the calculated trip distribution and any hand adjustments made to the distribution.

GUATS - Demand Model Data



Text in red provides the calculated trip distribution and any hand adjustments made to the distribution.



TOMOKA HILLS
PLANNED DEVELOPMENT

HE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: AND PARKING, AND COMMON/OPEN SPACE. PERMITTED

USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.

2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF TWO PHASES. PHASE 1 SHALL INCLUDE THE OFFICE, GOLF COURSE, AND ACCESSORY USES. PHASE 2 SHALL INCLUDE THE REMAINING ENTITLEMENTS AND MAY BE DEVELOPED ACCORDING TO MARKET CONDITIONS. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD-R PLAN TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH PHASE OR UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD-R MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD-R MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
5. **CIRCULATION.** THE CIRCULATION CONFIGURATION IS IDENTIFIED AS LAND USE AREA E AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS ARE INTENDED TO REMAIN PRIVATE AND BE CONSISTENT WITH THE TYPICAL SECTION WITHIN THE MASTER PLAN. ROADWAYS SHALL BE REQUIRED TO MEET THE APPLICABLE LDR DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(b)(**ii**). THE INTERNAL ROADWAYS NOT SHOWN ON THE PD-R MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND DO NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
6. **LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R DISTRICT, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE, AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
7. **ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
8. **BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 20'-WIDE EASEMENT FOR A PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(b)(**ii**) TO ENHANCE PEDESTRIAN CIRCULATION. IN NO CASE SHALL A BLOCK FACE EXCEED 1,000' IN LENGTH. TRAFFIC CALMING MEASURES THAT MAY BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR OTHER ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, ETC. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE UNDERSTANDING HAS BEEN REACHED WITH CITY OF ALACHUA PUBLIC SERVICES.
9. **ARCHITECTURAL STANDARDS.** ARCHITECTURAL VARIABILITY STANDARDS AS SET OUT IN SECTION 4.3.1 (A)(4)(D) ARE APPLICABLE TO SINGLE FAMILY DETACHED DWELLINGS, DESIGN FEATURES AS REQUIRED BY USE-SPECIFIC STANDARDS IN SECTION 4.3.1 (A)(3)(D) ARE APPLICABLE TO SINGLE FAMILY ATTACHED, TOWNHOUSE, AND TWO- TO FOUR-FAMILY DWELLINGS.
10. **ROADWAY STANDARDS.** REGARDLESS OF OWNERSHIP OR MAINTENANCE OF STREETS, ALL SIDEWALKS AND CROSSWALKS WILL MEET FDOT DESIGN MANUAL CHAPTER 222 PEDESTRIAN FACILITIES, UNLESS OTHERWISE STIPULATED IN THE PD-R MASTER PLAN.
11. **ENVIRONMENTAL ASSESSMENT.** AN ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED AT TIME OF FINAL PD-R PLAN/ FINAL PLAT/ SITE PLAN APPROVAL THAT INCLUDES A 100% GOPHER TORTOISE AND BURROWING OWL SURVEY. A CONDITION WILL BE REQUIRED THAT STANDARD MEASURES OF PROTECTION FOR EASTERN INDIGO SNAKES, IF APPLICABLE.
12. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS WILL BE REQUIRED AT TIME OF FINAL PD PLAN/ PRELIMINARY PLAT/ SITE PLAN APPROVAL.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, AND INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.55-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 100 UNITS (2 DU/AC)	46.73 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 350 UNITS (15 DU/AC)	22.27 (6%)
C: MIXED USE	GROUP LIVING, SELF-SERVICE STORAGE, AND ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMUNITY/ AMENITY CENTER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), RETAIL SALES AND SERVICES, OFFICE, PARKS AND RECREATIONAL AREAS/TRAILS, RESTAURANTS (WITH AND WITHOUT DRIVE-THRU), MICROBREWERY, PUBLIC OR PRIVATE GOLF COURSE, CLUBHOUSE, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL	RESIDENTIAL: 300 UNITS (12 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.33 FAR)	78.68 (23%)
D: COMMON AREA/ RECREATION	COMMON OPEN SPACE, BUFFER, RECREATIONAL TRAILS, CLUBHOUSE, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC AND/OR PRIVATE PARKS, PUBLIC OR PRIVATE GOLF COURSE, RESOURCE-BASED RECREATION USES, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, INFRASTRUCTURE, AND SINGLE-FAMILY RESIDENTIAL AS AN ACCESSORY TO A GOLF COURSE.	RESIDENTIAL: 10 UNITS (0.05 DU/AC) NON-RESIDENTIAL: 200,000 SF	197.87 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED:		SINGLE-FAMILY ATTACHED[1]:		MULTIPLE-FAMILY:		NON-RESIDENTIAL[2]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[3]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[3]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[3]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
2. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
3. NO SETBACK IS REQUIRED. HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.

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Alachua, Florida 32615
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www.chw-inc.com
CHW
Professional Consultants
est. 1980 FLORIDA CA-5075

SCALE: 1" = 300'
VERIFY SCALE BAR IS ACCURATE BEFORE SCALING DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITTALS: SUBMIT PD APPLICATION – AUGUST 29, 2024

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Tech: RyanT Plot Date: Aug 29,2024 6:16pm Filename: N:\2021\21-0025\Departments\02_Planning\Proj\Base Files_Planning Docs\Zap_Tomoka Hills PD_240829.dwg

Project Trip Assignment

Tomoka Hills (Full Buildout) -Trip Generation												
Land Use	**Land Use Area**	**ITE LU Code**	**Variable Type**	**Variable Quantity**	**Daily**	**AM Peak**			**PM Peak**			
						Total	**In**	**Out**	**Total**	**In**	**Out**	
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40	
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55	
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63	
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**	
Total Residential with Internal Capture Reduction[3]					4,807	318	77	241	346	201	145	
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183	
Office with Internal Capture Reduction[3]					1,404	205	185	20	196	18	178	
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796	
Shopping Center (Retail) with Internal Capture Reduction[3]					15,465	353	220	133	1,443	725	718	
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136	
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***	
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***	
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***	

(1) The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.

(2) The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios. The pass-by rate used for the analysis will be equal to or less than what is provided in this table because the inbound and outbound pass-by trips will be reduced so that the project trips balance out.

Daily Internal Capture Rate Calculations

	Estimated Daily IC (Avg)[3]	AM IC Rate	PM IC Rate
Res.	0.112918321	0.030487805	0.195349
Office	0.096956169	0.084821429	0.109091
Shopping Cent	0.051712359	0.045945946	0.057479

Pass-by Trip Calculations

Assumptions:
All pass-by trips are along HWY 441
Eastbound inbound trips = eastbound outbound trips
Pass-by Trip Distribution is based on the prevailing traffic flow

Prevailing Traffic Flow (from TMC at 441/167th Blvd)			
AM		PM	
Eastbound	Westbound	Eastbound	Westbound
1463	1270	1095	1942
0.54	0.46	0.36	0.64

Prevailing Traffic Volumes
Directional Distribution

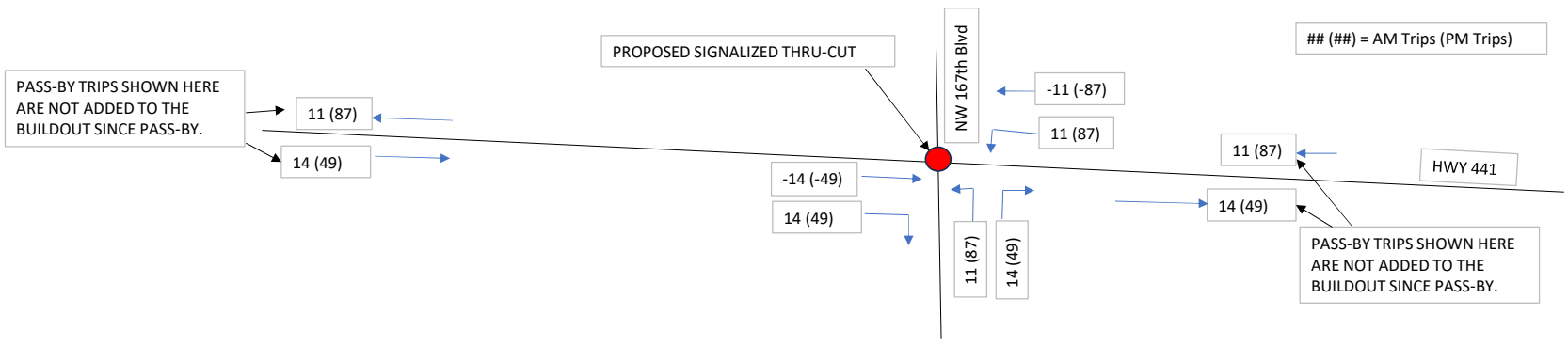
	AM			PM		
	Total	Inbound	Outbound	Total	Inbound	Outbound
Pass-by Trips Per ITE Trip Gen Manual Calcs						
	67	42	25	274	138	136
* The highlighted lower volume dictates the pass-by trips used for analysis.						
AM Eastbound (54%)	28	14	14			
AM Westtbound (46%)	22	11	11			
PM Eastbound (36%)				98	49	49
PM Westtbound (64%)				174	87	87

Check Against 10% of Adjacent street Traffic

Prevailing Traffic Flow (from TMC at 441/167th Blvd)			
AM		PM	
Eastbound	Westbound	Eastbound	Westbound
1463	1270	1095	1942
146	127	110	194
Yes	Yes	Yes	Yes

Applied 10%
Is calculated pass-by trips less than 10%

Illustrated Pass-by Trips



Tomoka Hills (Full Buildout) -Trip Generation - Used for Analysis												
Land Use	**Land Use Area**	**ITE LU Code**	**Variable Type**	**Variable Quantity**	**Daily**	**AM Peak**			**PM Peak**			
						Total	**In**	**Out**	**Total**	**In**	**Out**	
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40	
Single-Family Detached Housing with Internal Capture Reduction					978	79	19	60	88	51	37	
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55	
Multifamily Housing (Low-Rise) (C) with Internal Capture Reduction					1,772	112	27	85	121	70	51	
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63	
Multifamily Housing (Low-Rise) (B) with Internal Capture Reduction					2,057	127	31	96	137	80	57	
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**	
Total Residential with Internal Capture Reduction[3]					4,807	318	77	241	346	201	145	
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183	
Office with Internal Capture Reduction[3]					1,404	205	185	20	196	18	178	
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796	
Shopping Center (Retail) with Internal Capture Reduction[3]					15,465	353	220	133	1,443	725	718	
Shopping Center Pass-by 19%[2]					2,938	50	25	25	272	136	136	
Shopping Center Trips with Pass-by Removed					12,527	303	195	108	1,171	589	582	
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***	
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***	
Net New Trips (pass-by applied)					***18,738***	***826***	***457***	***369***	***1,713***	***808***	***905***	

			4,807	318	77	241	346	201	145
Internal Capture Applied to Individual Residential Land Uses									
	Single-Family Detached Housing		0.203358553	0.24695122			0.253488		
	Multifamily Housing (Low-Rise) (C)		0.368702713	0.353658537			0.348837		
	Multifamily Housing (Low-Rise) (B)		0.427938734	0.399390244			0.397674		
	Total		1	1			1		

Non-pass by Trips (with Internal Capture Reduction)

			AM Peak			PM Peak		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Single-Family Detached Housing								
Trips to/from South on CR 235A	100% Use Access A	12%	9	2	7	10	6	4
Trips to/from West on HWY 441	100% Use Access A	20%	16	4	12	17	10	7
Trips to/from North on CR 235A	100% Use Access A	2%	1	0	1	2	1	1
Trips to/from East on HWY 441	100% Use Access D	62%	50	12	38	56	32	24
Trips to/from North on 167th Blvd	100% Use Access D	4%	3	1	2	3	2	1
			79	19	60	88	51	37
Multifamily Housing - Zone C								
Trips to/from South on CR 235A	100% Use Access A	12%	13	3	10	14	8	6
Trips to/from West on HWY 441	100% Use Access A	20%	22	5	17	24	14	10
Trips to/from North on CR 235A	100% Use Access A	2%	3	1	2	2	1	1
Trips to/from East on HWY 441	100% Use Access D	62%	70	17	53	76	44	32
Trips to/from North on 167th Blvd	100% Use Access D	4%	4	1	3	5	3	2
			112	27	85	121	70	51
Multifamily Housing - Zone B								
Trips to/from South on CR 235A	Total	12%	**16**	**4**	**12**	**17**	**10**	**7**
50% Use Access B			*8*	*2*	*6*	*9*	*5*	*4*
50% Use Access C			*8*	*2*	*6*	*8*	*5*	*3*
Trips to/from West on HWY 441	Total	20%	**25**	**6**	**19**	**27**	**16**	**11**
50% Use Access B			*12*	*3*	*9*	*13*	*8*	*5*
50% Use Access C			*13*	*3*	*10*	*14*	*8*	*6*
Trips to/from North on CR 235A	Total	2%	**3**	**1**	**2**	**3**	**2**	**1**
50% Use Access B			*2*	*1*	*1*	*2*	*1*	*1*

Project Trip Assignment

50% Use Access C			*1*	*0*	*1*	*1*	*1*	*0*
Trips to/from East on HWY 441	Total	62%	**78**	**19**	**59**	**85**	**49**	**36**
50% Use Access B			*38*	*9*	*29*	*42*	*24*	*18*
50% Use Access C			*40*	*10*	*30*	*43*	*25*	*18*
Trips to/from North on 167th Blvd	Total	4%	**5**	**1**	**4**	**5**	**3**	**2**
50% Use Access B			*3*	*1*	*2*	*3*	*2*	*1*
50% Use Access C			*2*	*0*	*2*	*2*	*1*	*1*
			127	31	96	137	80	57
General Office Building								
Trips to/from South on CR 235A	100% Use Access A	12%	24	22	2	23	2	21
Trips to/from West on HWY 441	100% Use Access D	20%	41	37	4	40	4	36
Trips to/from North on CR 235A	100% Use Access D	2%	4	4	0	4	0	4
Trips to/from East on HWY 441	100% Use Access D	62%	128	115	13	121	11	110
Trips to/from North on 167th Blvd	100% Use Access D	4%	8	7	1	8	1	7
			205	185	20	196	18	178
Shopping Center								
Trips to/from South on CR 235A	100% Use Access A	12%	36	23	13	141	71	70
Trips to/from West on HWY 441	100% Use Access D	20%	61	39	22	234	118	116
Trips to/from North on CR 235A	100% Use Access D	2%	6	4	2	24	12	12
Trips to/from East on HWY 441	100% Use Access D	62%	188	121	67	725	364	361
Trips to/from North on 167th Blvd	100% Use Access D	4%	12	8	4	47	24	23
			303	195	108	1171	589	582
Combined Shopping and Office								
Trips to/from South on CR 235A	100% Use Access A	12%	60	45	15	164	73	91
Trips to/from West on HWY 441	100% Use Access D	20%	102	76	26	274	122	152
Trips to/from North on CR 235A	100% Use Access D	2%	10	8	2	28	12	16
Trips to/from East on HWY 441	100% Use Access D	62%	316	236	80	846	375	471
Trips to/from North on 167th Blvd	100% Use Access D	4%	20	15	5	55	25	30
			508	380	128	1367	607	760
		Access A		60	64		113	120
		Access B		16	47		40	29
		Access C		15	49		40	28
		Access D or KFC		366	209		615	728
		Total		457	369		808	905
	Trips to/from South on CR 235A			54	44		97	108
	Trips to/from West on HWY 441			91	74		162	180
	Trips to/from North on CR 235A			10	7		16	19
	Trips to/from East on HWY 441			284	230		500	563
	Trips to/from North on 167th Blvd			18	14		33	35
	Total			457	369		808	905

Offsite Intersection Trip Distribution

CR 235/CR235A							
Trips to/from west on CR 235	2%	16	9	7	34	16	18
Trips to/from east on CR 235	8%	67	37	30	137	65	72
CR 235/NW 140th St							
Trips to/from south on NW 140th St	5%	41	23	18	85	40	45
Trips to/from west on CR 235	0%	0	0	0	0	0	0
NW 140th St/Peggy Rd							
Trips to/from south on NW 140th St	5%	41	23	18	85	40	45
Trips to/from west on Peggy Rd	0%	0	0	0	0	0	0

Appendix H
Turn Lane Warrant Analysis

Turn Lane Warrant Analysis Graphs

NW 173rd Street at Access A

AM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

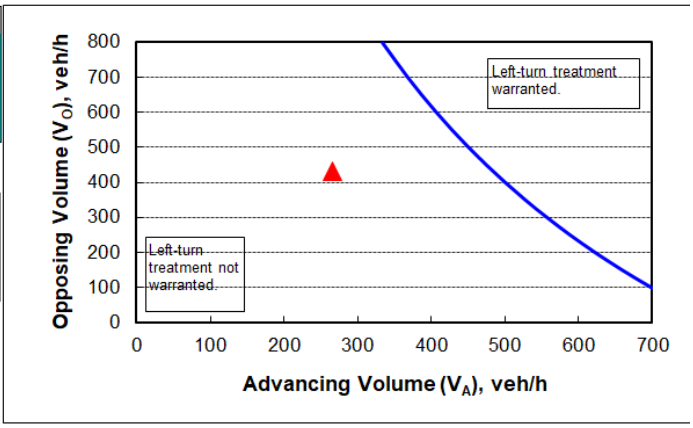
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	266
Opposing volume (V_O), veh/h:	431

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	484
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

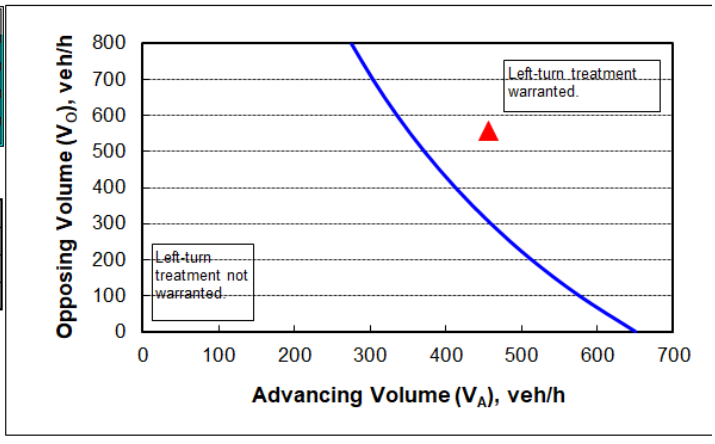
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	457
Opposing volume (V_O), veh/h:	556

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	351
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NW 173rd Street at Access A

AM Buildout - Northbound Right Turn Lane

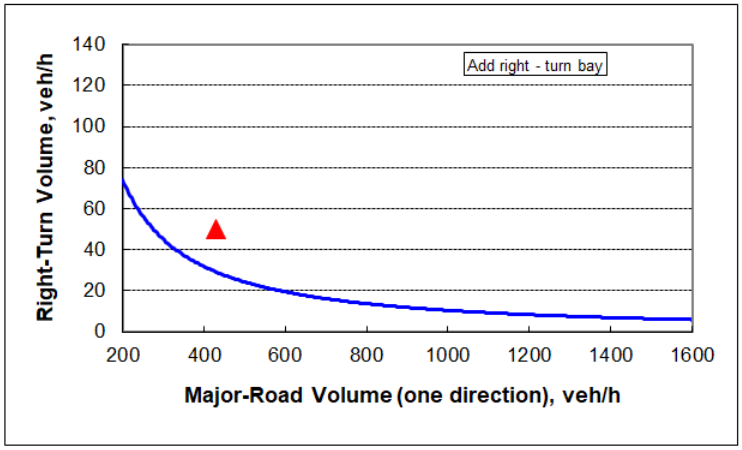
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	431
Right-turn volume, veh/h:	50

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	29
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



PM Buildout - Northbound Right Turn Lane

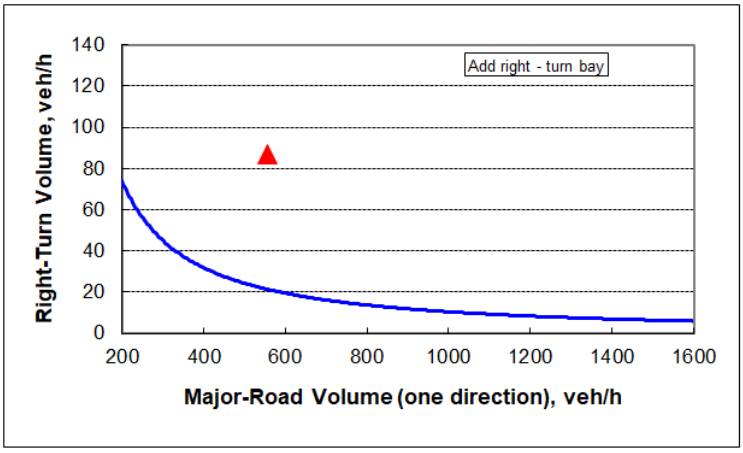
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	556
Right-turn volume, veh/h:	87

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	21
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



NW 173rd Street at Access B

AM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

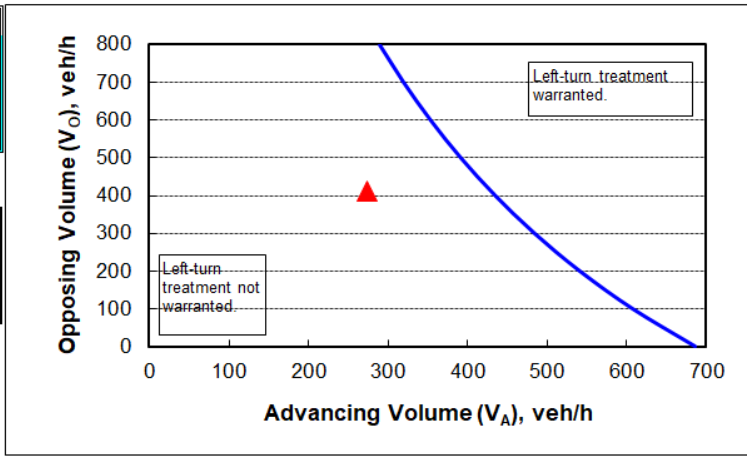
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	274
Opposing volume (V_O), veh/h:	413

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	428
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

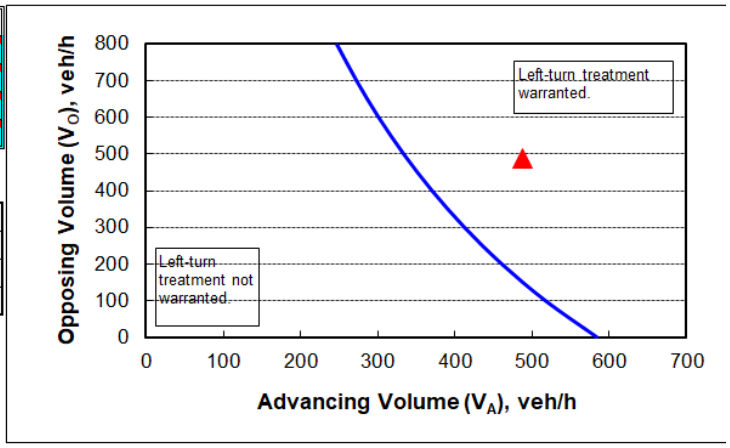
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	488
Opposing volume (V_O), veh/h:	488

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	337
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NW 173rd Street at Access B

AM Buildout - Northbound Right Turn Lane

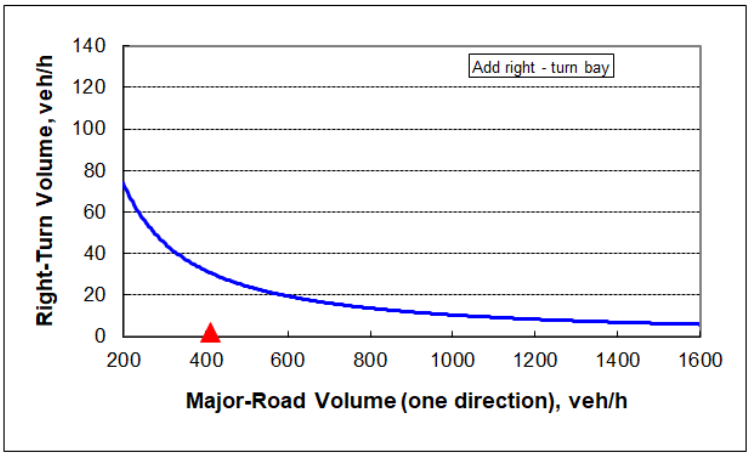
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	413
Right-turn volume, veh/h:	2

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	31
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



PM Buildout - Northbound Right Turn Lane

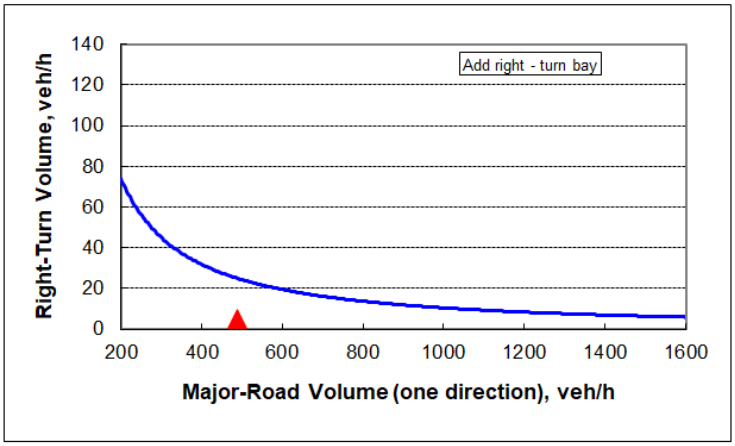
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	488
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	25
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NW 173rd Street at Access C

AM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

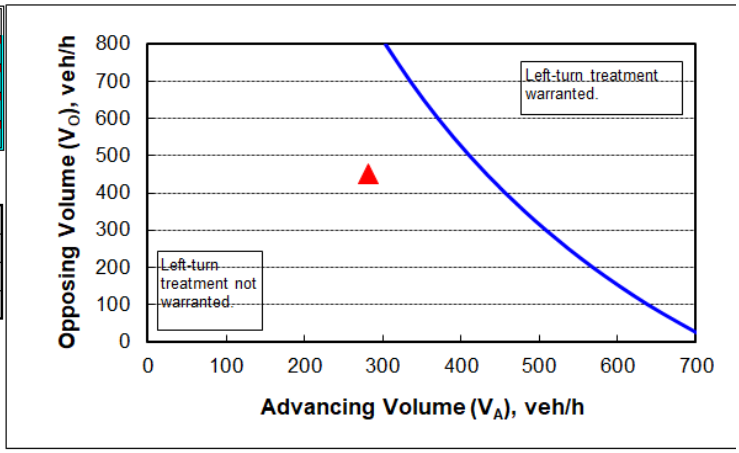
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	281
Opposing volume (V_O), veh/h:	452

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	432
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

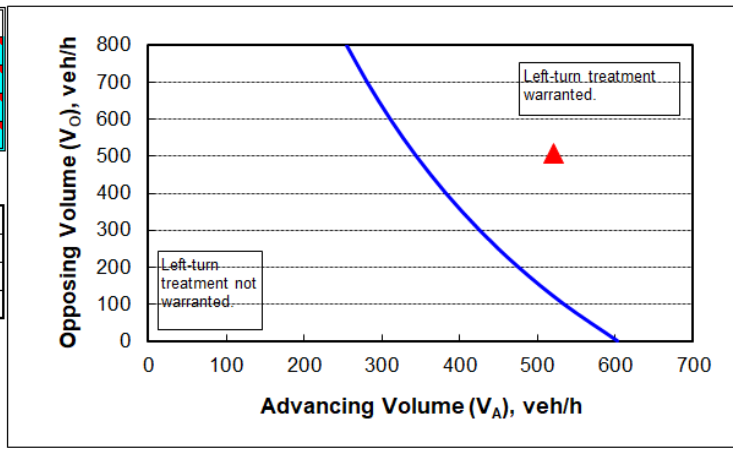
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	520
Opposing volume (V_O), veh/h:	508

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	341
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NW 173rd Street at Access C

AM Buildout - Northbound Right Turn Lane

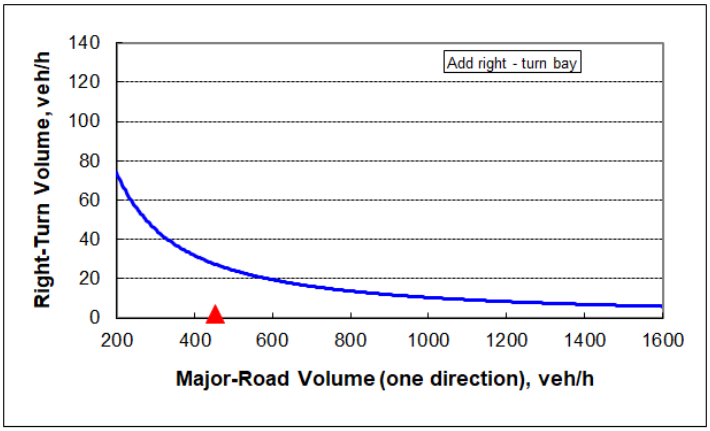
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	452
Right-turn volume, veh/h:	2

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	28
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



PM Buildout - Northbound Right Turn Lane

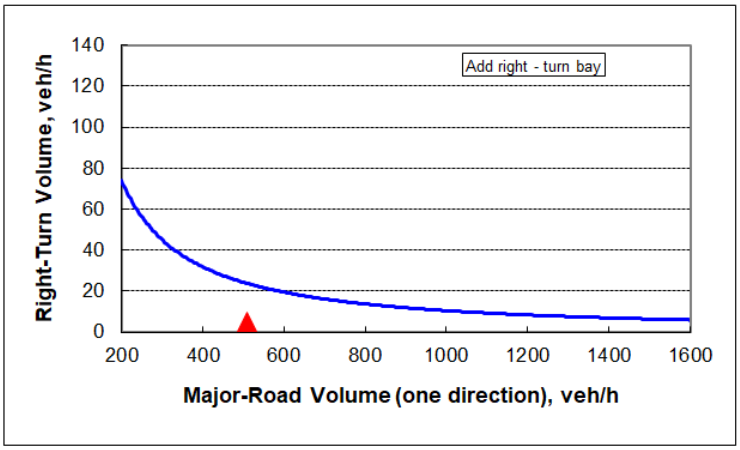
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	508
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	24
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Appendix I
Signal Warrant Analysis

Traffic Signal Warrant Volumes

Growth Rate Data					
Peak Season Factor*		1.03			
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**			**2035 Growth Factor**
NW 173rd St (CR 235A)	4.38%	4.38%			1.482
Peggy Rd(CR 2054)	4.49%	4.49%			1.494

Observed

	Peggy Road Eastbound				Peggy Road Westbound				NW 173rd St Northbound				NW 173rd St Southbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	28	16	37		16	20	32		12	77	15		14	87	18	
7:00:00 AM	26	36	43		27	30	37		21	133	26		22	94	37	
8:00:00 AM	32	49	44		27	36	29		34	169	40		14	109	18	
9:00:00 AM	22	55	29		26	30	20		24	109	26		22	99	22	
10:00:00 AM	24	58	28		29	28	29		23	98	27		17	72	29	
11:00:00 AM	36	62	22		20	30	28		27	103	36		20	86	31	
12:00:00 PM	36	34	22		26	34	32		22	104	35		21	98	36	
1:00:00 PM	32	38	26		24	32	31		24	120	26		27	101	36	
2:00:00 PM	49	39	24		21	29	41		25	111	27		23	121	26	
3:00:00 PM	40	41	21		28	37	33		23	167	38		23	173	31	
4:00:00 PM	56	46	27		39	38	42		46	183	43		31	164	43	
5:00:00 PM	44	60	35		36	49	47		58	125	40		36	163	41	
6:00:00 PM	35	49	25		27	30	28		51	87	34		22	109	27	
7:00:00 PM	37	47	29		34	32	31		38	73	27		19	82	29	

EXISTING (Peak Season)

	Peggy Road Eastbound				Peggy Road Westbound				NW 173rd St Northbound				NW 173rd St Southbound			
e	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	29	16	38		16	21	33		12	79	15		14	90	19	
7:00:00 AM	27	37	44		28	31	38		22	137	27		23	97	38	
8:00:00 AM	33	50	45		28	37	30		35	174	41		14	112	19	
9:00:00 AM	23	57	30		27	31	21		25	112	27		23	102	23	
10:00:00 AM	25	60	29		30	29	30		24	101	28		18	74	30	
11:00:00 AM	37	64	23		21	31	29		28	106	37		21	89	32	
12:00:00 PM	37	35	23		27	35	33		23	107	36		22	101	37	
1:00:00 PM	33	39	27		25	33	32		25	124	27		28	104	37	
2:00:00 PM	50	40	25		22	30	42		26	114	28		24	125	27	
3:00:00 PM	41	42	22		29	38	34		24	172	39		24	178	32	
4:00:00 PM	58	47	28		40	39	43		47	188	44		32	169	44	
5:00:00 PM	45	62	36		37	50	48		60	129	41		37	168	42	
6:00:00 PM	36	50	26		28	31	29		53	90	35		23	112	28	
7:00:00 PM	38	48	30		35	33	32		39	75	28		20	84	30	

2035 Background

	Peggy Road Eastbound				Peggy Road Westbound				NW 173rd St Northbound				NW 173rd St Southbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	43	24	57		24	31	49		18	117	22		21	133	28	
7:00:00 AM	40	55	66		42	46	57		33	203	40		34	144	56	
8:00:00 AM	49	75	67		42	55	45		52	258	61		21	166	28	
9:00:00 AM	34	85	45		40	46	31		37	166	40		34	151	34	
10:00:00 AM	37	90	43		45	43	45		36	150	41		27	110	44	
11:00:00 AM	55	96	34		31	46	43		41	157	55		31	132	47	
12:00:00 PM	55	52	34		40	52	49		34	159	53		33	150	55	
1:00:00 PM	49	58	40		37	49	48		37	184	40		41	154	55	
2:00:00 PM	75	60	37		33	45	63		39	169	41		36	185	40	
3:00:00 PM	61	63	33		43	57	51		36	255	58		36	264	47	
4:00:00 PM	87	70	42		60	58	64		70	279	65		47	250	65	
5:00:00 PM	67	93	54		55	75	72		89	191	61		55	249	62	
6:00:00 PM	54	75	39		42	46	43		79	133	52		34	166	41	
7:00:00 PM	57	72	45		52	49	48		58	111	41		30	124	44	

Project Trips

Residential daily project trips (4,807 X 12% to/from south on NW 173rd St)	Land Use Code	210					
	Land Use	Single-Family Detached Housing					
	Setting	General Urban/Suburban					
577	Time Period	Weekday					
Inbound	# Data Sites	7					
289		% of 24-Hour Vehicle Trips			Tomoka Hills Res. Total		
Outbound	Time	Total	Entering	Exiting	Total	Entering	Exiting
288	12:00 - 1:00 AM	0.3%	0.5%	0.2%	1	1	0
	1:00 - 2:00 AM	0.2%	0.2%	0.1%	1	1	0
	2:00 - 3:00 AM	0.2%	0.3%	0.1%	1	1	0
	3:00 - 4:00 AM	0.2%	0.2%	0.2%	1	1	0
	4:00 - 5:00 AM	0.6%	0.3%	0.8%	3	1	2
	5:00 - 6:00 AM	1.2%	0.5%	2.0%	7	1	6
	6:00 - 7:00 AM	3.7%	1.6%	5.8%	21	4	17
	7:00 - 8:00 AM	6.5%	3.1%	10.0%	38	9	29
	8:00 - 9:00 AM	6.2%	3.8%	8.5%	36	11	25
	9:00 - 10:00 AM	4.6%	3.3%	5.8%	27	10	17
	10:00 - 11:00 AM	4.9%	4.2%	5.6%	28	12	16
	11:00 - 12:00 PM	5.3%	5.4%	5.1%	31	16	15
	12:00 - 1:00 PM	5.7%	5.7%	5.7%	33	17	16
	1:00 - 2:00 PM	6.1%	6.1%	6.0%	35	18	17
	2:00 - 3:00 PM	6.6%	7.1%	6.1%	39	21	18
	3:00 - 4:00 PM	7.5%	8.7%	6.2%	43	25	18
	4:00 - 5:00 PM	8.9%	10.5%	7.4%	51	30	21
	5:00 - 6:00 PM	8.7%	10.0%	7.3%	50	29	21
	6:00 - 7:00 PM	7.2%	8.5%	5.9%	42	25	17
	7:00 - 8:00 PM	5.1%	6.1%	4.2%	30	18	12
	8:00 - 9:00 PM	4.6%	6.1%	3.1%	27	18	9
	9:00 - 10:00 PM	3.3%	4.4%	2.3%	20	13	7
	10:00 - 11:00 PM	1.6%	2.1%	1.0%	9	6	3
	11:00 - 12:00 AM	1.0%	1.3%	0.6%	3	1	2
					577	289	288

Retail daily project trips with internal capture and pass-by applied (12,527 X 12%)	Land Use Code	820					
	Land Use	Shopping Center (>150k)					
	Setting	General Urban/Suburban					
1,503	Time Period	Weekday					
Inbound	# Data Sites	24					
752		% of 24-Hour Vehicle Trips			Tomoka Hills Retail Total		
Outbound	Time	Total	Entering	Exiting	Total	Entering	Exiting
751	12:00 - 1:00 AM	0.1%	0.1%	0.1%	1	0	1
	1:00 - 2:00 AM	0.1%	0.1%	0.1%	0	0	0
	2:00 - 3:00 AM	0.1%	0.1%	0.1%	0	0	0
	3:00 - 4:00 AM	0.1%	0.1%	0.1%	0	0	0
	4:00 - 5:00 AM	0.1%	0.1%	0.1%	1	0	1
	5:00 - 6:00 AM	0.4%	0.4%	0.5%	6	3	3
	6:00 - 7:00 AM	0.6%	0.8%	0.5%	9	6	3
	7:00 - 8:00 AM	1.5%	1.9%	1.2%	23	14	9
	8:00 - 9:00 AM	2.3%	2.8%	1.8%	34	21	13
	9:00 - 10:00 AM	3.9%	4.8%	3.0%	59	36	23
	10:00 - 11:00 AM	5.9%	6.8%	5.0%	89	51	38
	11:00 - 12:00 PM	7.5%	8.2%	7.0%	113	61	52
	12:00 - 1:00 PM	8.9%	9.3%	8.5%	133	70	63
	1:00 - 2:00 PM	8.5%	8.4%	8.6%	127	63	64
	2:00 - 3:00 PM	7.9%	7.5%	8.2%	119	57	62
	3:00 - 4:00 PM	7.9%	7.8%	8.1%	120	59	61
	4:00 - 5:00 PM	8.3%	8.3%	8.3%	125	62	63
	5:00 - 6:00 PM	8.5%	8.4%	8.5%	127	63	64
	6:00 - 7:00 PM	7.4%	7.4%	7.5%	112	56	56
	7:00 - 8:00 PM	6.5%	6.3%	6.6%	97	47	50
	8:00 - 9:00 PM	5.1%	4.1%	6.1%	76	31	45
	9:00 - 10:00 PM	3.1%	1.8%	4.4%	47	14	33
	10:00 - 11:00 PM	3.6%	3.2%	4.0%	54	24	30
	11:00 - 12:00 AM	1.8%	1.6%	2.1%	31	14	17
					1503	752	751

Project Trips

General Office project trips with internal capture and pass-by applied (1,404 X 12%)	Land Use Code	710								
	Land Use	General Office Building								
	Setting	General Urban/Suburban								
168	Time Period	Weekday								
Inbound	# Data Sites	11								
84		% of 24-Hour Vehicle Trips			Tomoka Hills Office Total			Tomoka Hills Total - Peggy Rd		
Outbound	Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
84	12:00 - 1:00 AM	0.1%	0.2%	0.1%	0	0	0	2	1	1
	1:00 - 2:00 AM	0.0%	0.0%	0.1%	0	0	0	1	1	0
	2:00 - 3:00 AM	0.0%	0.0%	0.0%	0	0	0	1	1	0
	3:00 - 4:00 AM	0.1%	0.0%	0.1%	0	0	0	1	1	0
	4:00 - 5:00 AM	0.2%	0.2%	0.2%	0	0	0	4	1	3
	5:00 - 6:00 AM	0.3%	0.4%	0.1%	0	0	0	13	4	9
	6:00 - 7:00 AM	2.6%	4.8%	0.5%	4	4	0	34	14	20
	7:00 - 8:00 AM	7.8%	13.6%	2.0%	13	11	2	74	34	40
	8:00 - 9:00 AM	8.9%	14.3%	3.4%	15	12	3	85	44	41
	9:00 - 10:00 AM	5.3%	6.3%	4.4%	9	5	4	95	51	44
	10:00 - 11:00 AM	5.7%	5.5%	6.0%	10	5	5	127	68	59
	11:00 - 12:00 PM	8.1%	6.0%	10.3%	14	5	9	158	82	76
	12:00 - 1:00 PM	10.2%	10.2%	10.1%	18	9	9	184	96	88
	1:00 - 2:00 PM	7.8%	9.0%	6.6%	14	8	6	176	89	87
	2:00 - 3:00 PM	7.4%	8.3%	6.5%	12	7	5	170	85	85
	3:00 - 4:00 PM	7.8%	7.3%	8.4%	13	6	7	176	90	86
	4:00 - 5:00 PM	10.3%	5.4%	15.2%	18	5	13	194	97	97
	5:00 - 6:00 PM	9.9%	4.0%	15.8%	16	3	13	193	95	98
	6:00 - 7:00 PM	2.1%	1.7%	2.6%	3	1	2	157	82	75
	7:00 - 8:00 PM	1.6%	0.9%	2.3%	3	1	2	130	66	64
	8:00 - 9:00 PM	1.0%	0.7%	1.3%	2	1	1	105	50	55
	9:00 - 10:00 PM	1.1%	0.5%	1.6%	1	0	1	68	27	41
	10:00 - 11:00 PM	1.2%	0.3%	2.1%	2	0	2	65	30	35
	11:00 - 12:00 AM	0.3%	0.4%	0.2%	1	1	0	35	16	19
					168	84	84			

2035 Buildout

	Peggy Road Eastbound				Peggy Road Westbound				NW 173rd St Northbound				NW 173rd St Southbound			
me	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	43	24	57		24	31	49		18	131	22		21	153	28	
7:00:00 AM	40	55	66		42	46	57		33	237	40		34	184	56	
8:00:00 AM	49	75	67		42	55	45		52	302	61		21	207	28	
9:00:00 AM	34	85	45		40	46	31		37	217	40		34	195	34	
10:00:00 AM	37	90	43		45	43	45		36	218	41		27	169	44	
11:00:00 AM	55	96	34		31	46	43		41	239	55		31	208	47	
12:00:00 PM	55	52	34		40	52	49		34	255	53		33	238	55	
1:00:00 PM	49	58	40		37	49	48		37	273	40		41	241	55	
2:00:00 PM	75	60	37		33	45	63		39	254	41		36	270	40	
3:00:00 PM	61	63	33		43	57	51		36	345	58		36	350	47	
4:00:00 PM	87	70	42		60	58	64		70	376	65		47	347	65	
5:00:00 PM	67	93	54		55	75	72		89	286	61		55	347	62	
6:00:00 PM	54	75	39		42	46	43		79	215	52		34	241	41	
7:00:00 PM	57	72	45		52	49	48		58	177	41		30	188	44	

HCS Warrants Report

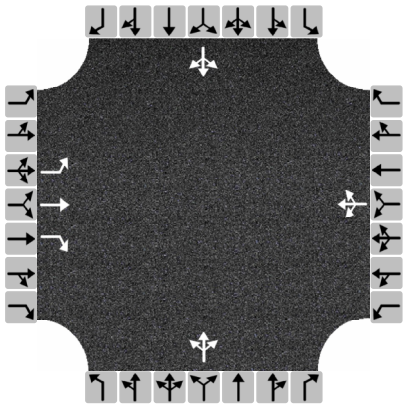
Project Information

Analyst	Cobi Wood	Date	12/5/2024
Agency	CHW, an NV5 Company	Analysis Year	2035
Jurisdiction	CIty of Alachua	Time Period Analyzed	Background
Project Description	Tomoka Tower Hill		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	50	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	1	0	1	0	0	1	0	0	1	0
Lane Usage	L	T	R		LTR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	55	72	44	42	52	50	48	192	50	35	176	47
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	510	161	826	0	0	Yes	Yes	No	Yes	No	No	No	No	No
08 - 09	586	191	919	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
09 - 10	462	164	743	0	0	Yes	Yes	No	Yes	No	No	No	No	No
10 - 11	408	170	711	0	0	Yes	Yes	No	No	No	No	No	No	No
11 - 12	463	185	768	0	0	Yes	Yes	No	Yes	Yes	No	No	No	No
12 - 13	484	141	766	0	0	Yes	Yes	No	Yes	No	No	No	No	No
13 - 14	511	147	792	0	0	Yes	Yes	No	Yes	No	No	No	No	No
14 - 15	510	172	823	0	0	Yes	Yes	No	Yes	Yes	No	No	No	No
15 - 16	696	157	1004	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
16 - 17	776	199	1157	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
17 - 18	707	214	1123	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
18 - 19	505	168	804	0	0	Yes	Yes	No	Yes	Yes	No	No	No	No
Total	6618	2069	10436	0	0	12	12	4	11	7	0	2	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	✔
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	✓
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 2: Four-Hour Vehicular Volume	✔
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	✓
Warrant 3: Peak Hour	✔
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	✓
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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HCS Warrants Report

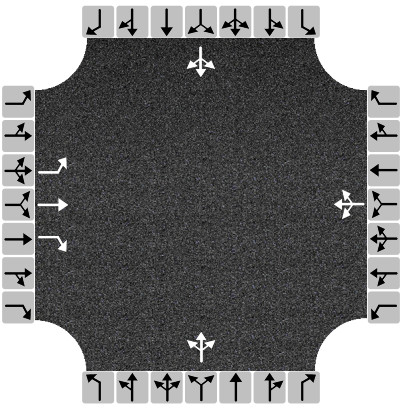
Project Information

Analyst	Cobi Wood	Date	12/5/2024
Agency	CHW, an NV5 Company	Analysis Year	2035
Jurisdiction	CIty of Alachua	Time Period Analyzed	Buildout
Project Description	Tomoka Tower Hill		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	50	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	1	0	1	0	0	1	0	0	1	0
Lane Usage	L	T	R		LTR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	55	72	44	42	51	50	48	268	50	35	249	47
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	584	161	890	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
08 - 09	671	191	1004	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
09 - 10	557	164	838	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
10 - 11	535	170	838	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
11 - 12	621	185	926	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
12 - 13	668	141	950	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
13 - 14	687	147	968	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
14 - 15	680	172	993	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
15 - 16	872	157	1180	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
16 - 17	970	199	1351	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
17 - 18	900	214	1316	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
18 - 19	662	168	961	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Total	8407	2069	12215	0	0	12	12	12	12	12	0	3	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	✔
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	✓
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	✓
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 2: Four-Hour Vehicular Volume	✔
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	✓
Warrant 3: Peak Hour	✔
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	✓
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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Appendix J
HCS and Synchro

AM Existing

HCS Two-Way Stop-Control Report

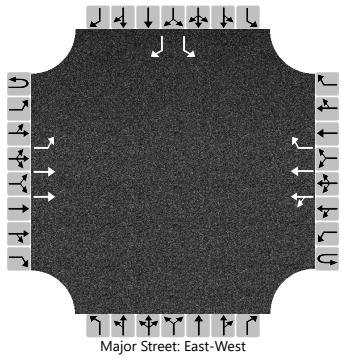
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1523			3	1133	13						2		2
Percent Heavy Vehicles (%)	2	2				3								50		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.16								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.23								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				3								2		2
Capacity, c (veh/h)		377				405								87		345
v/c Ratio		0.01				0.01								0.02		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		14.7				13.9	0.1							47.2		15.5
Level of Service (LOS)		B				B	A							E		C
Approach Delay (s/veh)	0.0				0.2								31.3			
Approach LOS	A				A								D			

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HCS Two-Way Stop-Control Report

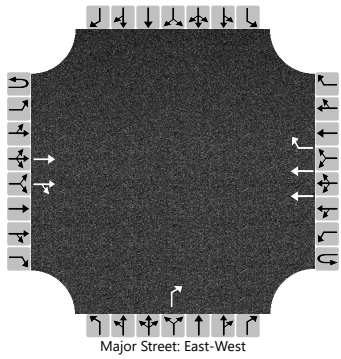
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			1630	19			1223	7				5				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized						No				No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												5				
Capacity, c (veh/h)												298				
v/c Ratio												0.02				
95% Queue Length, Q_{95} (veh)												0.1				
Control Delay (s/veh)												17.3				
Level of Service (LOS)												C				
Approach Delay (s/veh)										17.3						
Approach LOS										C						

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HCS Two-Way Stop-Control Report

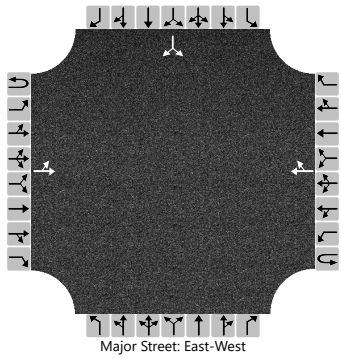
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		131	246				157	70						60		103
Percent Heavy Vehicles (%)		4												13		13
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.14												6.53		6.33
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.24												3.62		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		144													179	
Capacity, c (veh/h)		1305													504	
v/c Ratio		0.11													0.36	
95% Queue Length, Q_{95} (veh)		0.4													1.6	
Control Delay (s/veh)		8.1	1.1												16.0	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		3.5												16.0		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

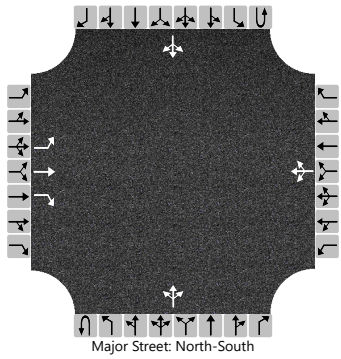
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		35	47	43		27	35	33		31	166	37		15	109	29
Percent Heavy Vehicles (%)		15	15	15		21	21	21		24				28		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.31	6.71	6.41		4.34				4.38		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.69	4.19	3.49		2.42				2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37	49	45			100			33				16		
Capacity, c (veh/h)		417	471	886			511			1313				1216		
v/c Ratio		0.09	0.11	0.05			0.20			0.02				0.01		
95% Queue Length, Q_{95} (veh)		0.3	0.3	0.2			0.7			0.1				0.0		
Control Delay (s/veh)		14.5	13.5	9.3			13.8			7.8	0.2	0.2		8.0	0.1	0.1
Level of Service (LOS)		B	B	A			B			A	A	A		A	A	A
Approach Delay (s/veh)		12.3				13.8				1.2				0.9		
Approach LOS		B				B				A				A		

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HCS Two-Way Stop-Control Report

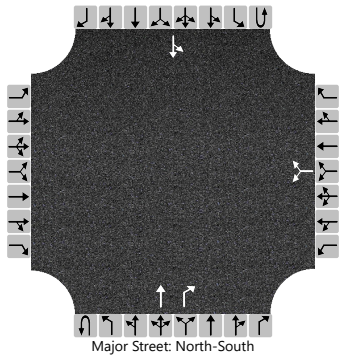
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						1		16			263	13		1	169	
Percent Heavy Vehicles (%)						0		0						30		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.40		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							17							1		
Capacity, c (veh/h)							762							1139		
v/c Ratio							0.02							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							9.8							8.2	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.8								0.1		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

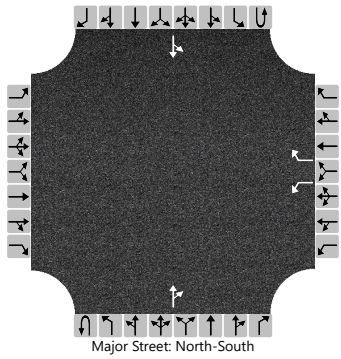
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						60		7			185	136		17	118	
Percent Heavy Vehicles (%)						0		0						30		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.40		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						73		9						21		
Capacity, c (veh/h)						527		736						1030		
v/c Ratio						0.14		0.01						0.02		
95% Queue Length, Q_{95} (veh)						0.5		0.0						0.1		
Control Delay (s/veh)						12.9		9.9						8.6	0.2	
Level of Service (LOS)						B		A						A	A	
Approach Delay (s/veh)						12.6								1.2		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

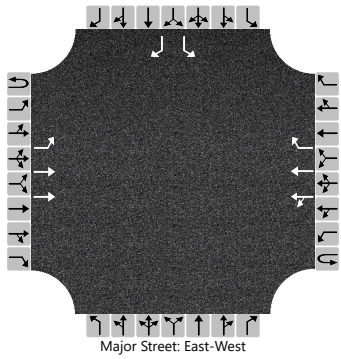
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	1/29/2025
Analysis Year	2024
Time Analyzed	School Start Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1466			4	1057	11						2		2
Percent Heavy Vehicles (%)	2	2				6								50		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.22								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.26								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				4								2		2
Capacity, c (veh/h)		418				413								98		370
v/c Ratio		0.01				0.01								0.02		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		13.7				13.8	0.2							42.6		14.8
Level of Service (LOS)		B				B	A							E		B
Approach Delay (s/veh)	0.0				0.2								28.7			
Approach LOS	A				A								D			

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HCS Two-Way Stop-Control Report

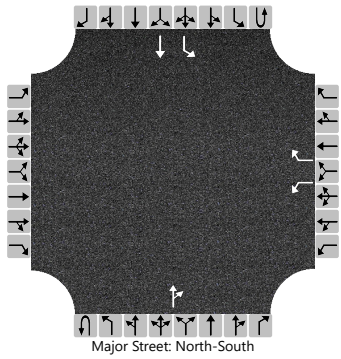
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						51		272			300	44		330	198	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57		302						367		
Capacity, c (veh/h)						120		684						1171		
v/c Ratio						0.47		0.44						0.31		
95% Queue Length, Q_{95} (veh)						2.1		2.3						1.3		
Control Delay (s/veh)						59.6		14.4						9.5		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)						21.5								5.9		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

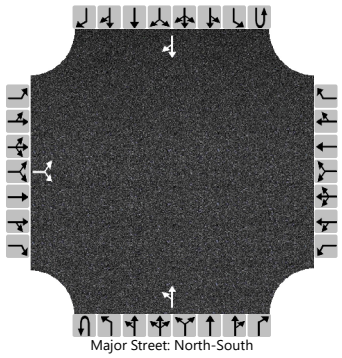
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		47		29						41	431				412	23
Percent Heavy Vehicles (%)		15		15						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.21						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.30						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			78							42						
Capacity, c (veh/h)			324							1066						
v/c Ratio			0.24							0.04						
95% Queue Length, Q_{95} (veh)			0.9							0.1						
95% Queue Length, Q_{95} (ft)			25.1							2.7						
Control Delay (s/veh)			19.6							8.5	0.4					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		19.6								1.1						
Approach LOS		C								A						

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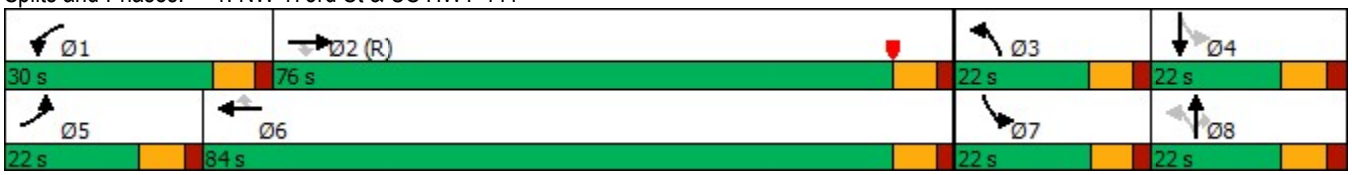
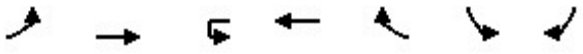
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	1323	78	93	874	207	61	47	105	92	50	42
Future Volume (vph)	51	1323	78	93	874	207	61	47	105	92	50	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1687	3374	1509	1530	1610	1369	1641	1610	0
Flt Permitted	0.950			0.950			0.687			0.573		
Satd. Flow (perm)	1770	3539	1583	1687	3374	1509	1106	1610	1369	990	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			220			181		22	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	18%	18%	18%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	55	1438	85	99	930	220	68	52	117	108	59	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	1438	85	99	930	220	68	52	117	108	108	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	22.0	76.0	76.0	30.0	84.0	84.0	22.0	22.0	22.0	22.0	22.0	
Total Split (%)	14.7%	50.7%	50.7%	20.0%	56.0%	56.0%	14.7%	14.7%	14.7%	14.7%	14.7%	
Maximum Green (s)	15.0	69.0	69.0	23.2	77.0	77.0	14.9	14.4	14.4	15.2	14.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	10.0	83.7	83.7	14.4	90.4	90.4	22.1	10.7	10.7	27.3	15.4	
Actuated g/C Ratio	0.07	0.56	0.56	0.10	0.60	0.60	0.15	0.07	0.07	0.18	0.10	
v/c Ratio	0.47	0.73	0.09	0.61	0.46	0.22	0.35	0.45	0.44	0.46	0.59	
Control Delay	79.4	29.1	0.2	70.9	39.2	16.2	53.0	78.2	5.6	55.3	65.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	79.4	29.1	0.2	70.9	39.2	16.2	53.0	78.2	5.6	55.3	65.3	
LOS	E	C	A	E	D	B	D	E	A	E	E	
Approach Delay		29.3			37.6			35.1			60.3	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	53	540	0	95	442	57	55	50	0	90	83	
Queue Length 95th (ft)	100	735	0	154	545	141	98	95	3	134	140	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	177	1973	964	260	2034	997	234	154	295	252	194	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.73	0.09	0.38	0.46	0.22	0.29	0.34	0.40	0.43	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 69 (46%), Referenced to phase 2:EBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: NW 173rd St & US HWY 441





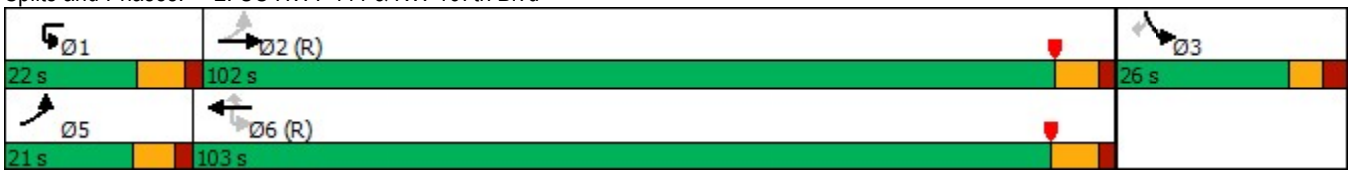
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	71	1392	4	1033	233	258	93
Future Volume (vph)	71	1392	4	1033	233	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		300	300	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor							
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	3505	1719	3438	1538	1752	1568
Flt Permitted	0.218		0.144			0.950	
Satd. Flow (perm)	402	3505	261	3438	1538	1752	1568
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					243		101
Link Speed (mph)		45		45		30	
Link Distance (ft)		2064		568		371	
Travel Time (s)		31.3		8.6		8.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.94	0.96	0.96	0.96	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	76	1481	4	1076	243	280	101
Shared Lane Traffic (%)							
Lane Group Flow (vph)	76	1481	4	1076	243	280	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		3	
Permitted Phases	2		6		6	3	3
Detector Phase	5	2	1	6	6	3	3
Switch Phase							
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	10.8	24.8	11.2	25.2	25.2	10.7	10.7
Total Split (s)	21.0	102.0	22.0	103.0	103.0	26.0	26.0
Total Split (%)	14.0%	68.0%	14.7%	68.7%	68.7%	17.3%	17.3%
Maximum Green (s)	14.2	95.2	14.8	95.8	95.8	19.3	19.3
Yellow Time (s)	4.8	4.8	5.2	5.2	5.2	3.8	3.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.2	7.2	7.2	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct Green (s)	116.2	114.6	108.6	103.1	103.1	19.3	19.3
Actuated g/C Ratio	0.77	0.76	0.72	0.69	0.69	0.13	0.13
v/c Ratio	0.20	0.55	0.02	0.46	0.21	1.24	0.35
Control Delay	1.7	5.7	4.0	11.5	1.4	192.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.7	5.7	4.0	11.5	1.4	192.9	13.7
LOS	A	A	A	B	A	F	B
Approach Delay		5.5		9.6		145.4	
Approach LOS		A		A		F	
Queue Length 50th (ft)	1	10	1	234	0	~339	0
Queue Length 95th (ft)	m2	285	3	285	28	#530	57
Internal Link Dist (ft)		1984		488		291	
Turn Bay Length (ft)	275		275		300	300	
Base Capacity (vph)	441	2677	347	2362	1132	225	289
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.55	0.01	0.46	0.21	1.24	0.35

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:EBTL and 6:WBTU, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US HWY 441 & NW 167th Blvd



PM Existing

HCS Two-Way Stop-Control Report

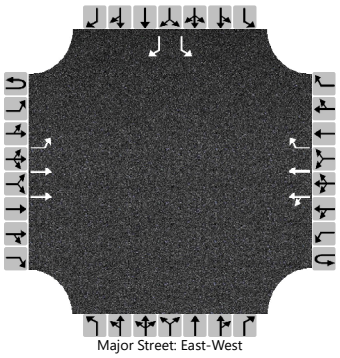
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	1	828			3	1359	4						11		5
Percent Heavy Vehicles (%)	4	4				4								14		14
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.48	4.18				4.18								7.78		7.18
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.54	2.24				2.24								3.64		3.44

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				3								12		5
Capacity, c (veh/h)		208				751								99		342
v/c Ratio		0.02				0.00								0.12		0.02
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.4		0.0
95% Queue Length, Q_{95} (ft)		0.0				0.0								11.1		0.0
Control Delay (s/veh)		22.6				9.8	0.1							46.2		15.7
Level of Service (LOS)		C				A	A							E		C
Approach Delay (s/veh)		0.1				0.1								36.6		
Approach LOS		A				A								E		

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HCS Two-Way Stop-Control Report

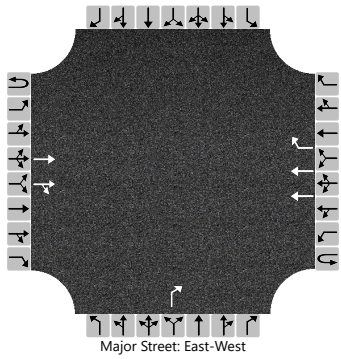
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			1100	33			1904	14				20				
Percent Heavy Vehicles (%)												5				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized							No			No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.00				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												21				
Capacity, c (veh/h)												435				
v/c Ratio												0.05				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												13.7				
Level of Service (LOS)												B				
Approach Delay (s/veh)										13.7						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

General Information

Analyst	Cobi Wood
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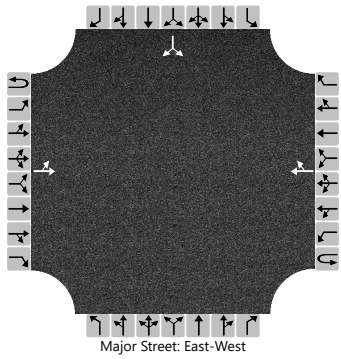
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		108	178				194	82						63		138
Percent Heavy Vehicles (%)		12												10		10
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.22												6.50		6.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.31												3.59		3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		114													212	
Capacity, c (veh/h)		1216													577	
v/c Ratio		0.09													0.37	
95% Queue Length, Q_{95} (veh)		0.3													1.7	
Control Delay (s/veh)		8.3	0.9												14.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		3.7												14.8		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

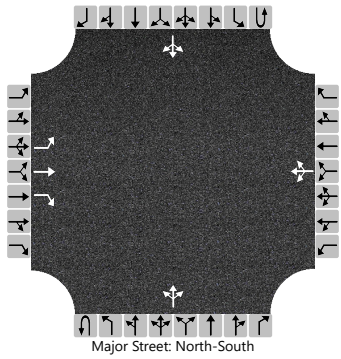
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		61	58	32		34	44	39		53	178	46		35	186	45
Percent Heavy Vehicles (%)		11	11	11		20	20	20		26				14		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.21	6.61	6.31		7.30	6.70	6.40		4.36				4.24		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.60	4.10	3.40		3.68	4.18	3.48		2.43				2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		63	60	33			121			55				36		
Capacity, c (veh/h)		284	356	803			384			1200				1269		
v/c Ratio		0.22	0.17	0.04			0.31			0.05				0.03		
95% Queue Length, Q_{95} (veh)		0.8	0.6	0.1			1.3			0.1				0.1		
Control Delay (s/veh)		21.2	17.1	9.7			18.6			8.1	0.4	0.4		7.9	0.3	0.3
Level of Service (LOS)		C	C	A			C			A	A	A		A	A	A
Approach Delay (s/veh)		17.2				18.6				1.9				1.3		
Approach LOS		C				C				A				A		

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HCS Two-Way Stop-Control Report

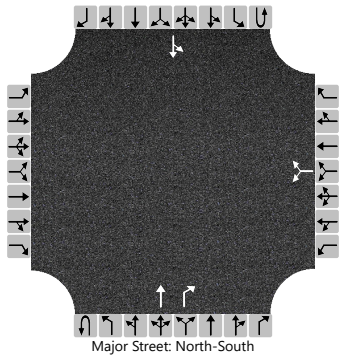
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						3		6			315	10		2	296	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							10							2		
Capacity, c (veh/h)							557							1102		
v/c Ratio							0.02							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							11.6							8.3	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.6								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

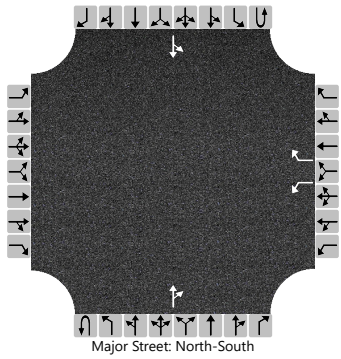
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						24		2			89	8		1	59	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25		2						1		
Capacity, c (veh/h)						833		964						1396		
v/c Ratio						0.03		0.00						0.00		
95% Queue Length, Q_{95} (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						9.5		8.7						7.6	0.0	
Level of Service (LOS)						A		A						A	A	
Approach Delay (s/veh)						9.4								0.1		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

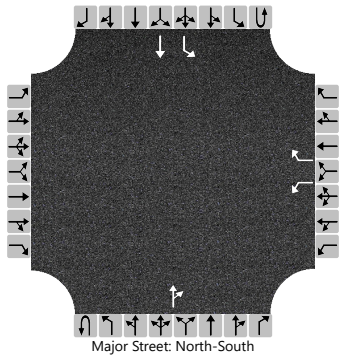
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						16		262			180	32		234	316	
Percent Heavy Vehicles (%)						1		1						4		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17		282						252		
Capacity, c (veh/h)						204		832						1329		
v/c Ratio						0.08		0.34						0.19		
95% Queue Length, Q_{95} (veh)						0.3		1.5						0.7		
Control Delay (s/veh)						24.3		11.5						8.3		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						12.3								3.5		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

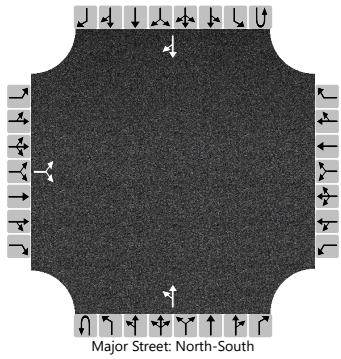
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		25		42						45	426				436	29
Percent Heavy Vehicles (%)		15		15						6						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			74							49						
Capacity, c (veh/h)			351							1034						
v/c Ratio			0.21							0.05						
95% Queue Length, Q_{95} (veh)			0.8							0.2						
Control Delay (s/veh)			18.0							8.7	0.6					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		18.0								1.3						
Approach LOS		C								A						

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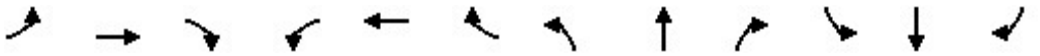


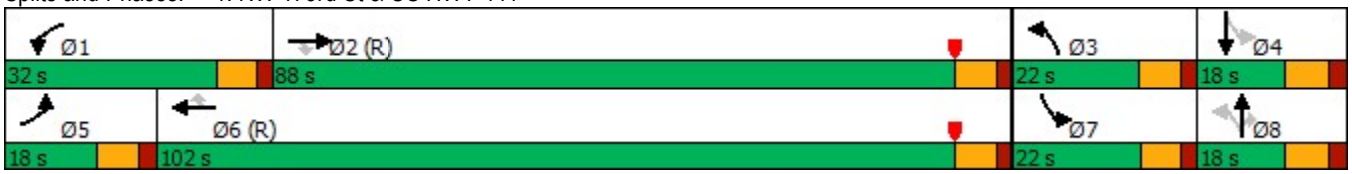
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1260	125	180	2287	111	113	62	218	172	41	64
Future Volume (vph)	29	1260	125	180	2287	111	113	62	218	172	41	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3374	1509	1736	3471	1553	1570	1652	1404	1703	1629	0
Flt Permitted	0.950			0.950			0.447			0.642		
Satd. Flow (perm)	1687	3374	1509	1736	3471	1553	739	1652	1404	1151	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			128			211		37	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	15%	15%	15%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1385	137	194	2459	119	126	69	242	221	53	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1385	137	194	2459	119	126	69	242	221	135	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.6	25.0	25.0	16.8	25.0	25.0	11.1	12.0	12.0	10.8	12.0	
Total Split (s)	18.0	88.0	88.0	32.0	102.0	102.0	22.0	18.0	18.0	22.0	18.0	
Total Split (%)	11.3%	55.0%	55.0%	20.0%	63.8%	63.8%	13.8%	11.3%	11.3%	13.8%	11.3%	
Maximum Green (s)	11.0	81.0	81.0	25.2	95.0	95.0	14.9	10.4	10.4	15.2	10.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

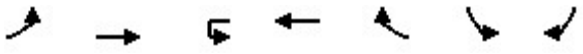
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.3	84.7	84.7	21.8	100.5	100.5	24.4	10.1	10.1	27.2	11.2	
Actuated g/C Ratio	0.05	0.53	0.53	0.14	0.63	0.63	0.15	0.06	0.06	0.17	0.07	
v/c Ratio	0.37	0.78	0.16	0.82	1.13	0.12	0.68	0.67	0.85	0.89	0.91	
Control Delay	84.2	34.5	1.4	65.0	104.1	6.3	75.3	102.3	38.9	94.4	105.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	84.2	34.5	1.4	65.0	104.1	6.3	75.3	102.3	38.9	94.4	105.9	
LOS	F	C	A	E	F	A	E	F	D	F	F	
Approach Delay		32.6			97.2			59.4			98.8	
Approach LOS		C			F			E			F	
Queue Length 50th (ft)	33	610	0	189	~1587	17	115	72	32	213	105	
Queue Length 95th (ft)	70	727	16	m180	m#1474	m17	185	#146	#178	#287	#192	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	115	1786	880	273	2180	1023	194	107	288	247	148	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.28	0.78	0.16	0.71	1.13	0.12	0.65	0.64	0.84	0.89	0.91	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 74.5 Intersection LOS: E
Intersection Capacity Utilization 100.7% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NW 173rd St & US HWY 441





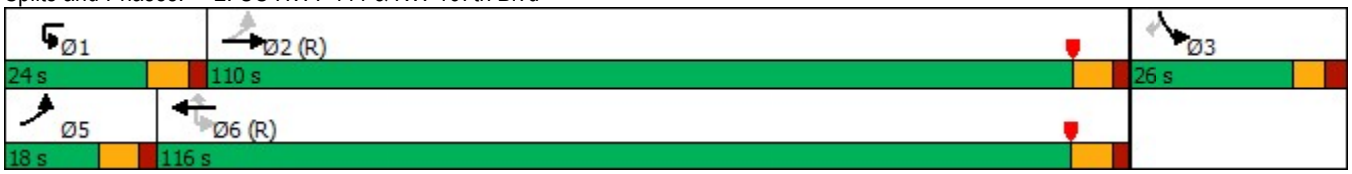
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	156	1353	1	2359	304	185	24
Future Volume (vph)	156	1353	1	2359	304	185	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		300	300	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor							
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	3505	1752	3505	1568	1752	1568
Flt Permitted	0.034		0.077			0.950	
Satd. Flow (perm)	63	3505	142	3505	1568	1752	1568
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					224		26
Link Speed (mph)		45		45		30	
Link Distance (ft)		2064		568		371	
Travel Time (s)		31.3		8.6		8.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.71	0.71	0.93	0.93	0.93	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	220	1906	1	2537	327	201	26
Shared Lane Traffic (%)							
Lane Group Flow (vph)	220	1906	1	2537	327	201	26
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		3	
Permitted Phases	2		6		6	3	3
Detector Phase	5	2	1	6	6	3	3
Switch Phase							
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	10.8	16.8	11.2	17.2	17.2	10.7	10.7
Total Split (s)	18.0	110.0	24.0	116.0	116.0	26.0	26.0
Total Split (%)	11.3%	68.8%	15.0%	72.5%	72.5%	16.3%	16.3%
Maximum Green (s)	11.2	103.2	16.8	108.8	108.8	19.3	19.3
Yellow Time (s)	4.8	4.8	5.2	5.2	5.2	3.8	3.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.2	7.2	7.2	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct Green (s)	126.9	124.6	114.3	108.8	108.8	19.3	19.3
Actuated g/C Ratio	0.79	0.78	0.71	0.68	0.68	0.12	0.12
v/c Ratio	1.31	0.70	0.01	1.06	0.29	0.95	0.12
Control Delay	216.6	4.8	4.0	64.4	3.6	119.1	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	216.6	4.8	4.0	64.4	3.6	119.1	21.7
LOS	F	A	A	E	A	F	C
Approach Delay		26.7		57.4		108.0	
Approach LOS		C		E		F	
Queue Length 50th (ft)	~241	51	0	~1534	35	212	0
Queue Length 95th (ft)	#286	174	2	#1648	72	#380	32
Internal Link Dist (ft)		1984		488		291	
Turn Bay Length (ft)	275		275		300	300	
Base Capacity (vph)	168	2730	280	2383	1137	211	212
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	0.70	0.00	1.06	0.29	0.95	0.12

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 96 (60%), Referenced to phase 2:EBTL and 6:WBTU, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 47.1 Intersection LOS: D
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: US HWY 441 & NW 167th Blvd



AM Background

HCS Two-Way Stop-Control Report

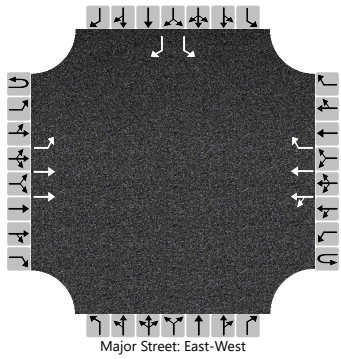
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	2035 AM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1584			3	1178	14						2		2
Percent Heavy Vehicles (%)	2	2				3								50		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.16								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.23								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				3								2		2
Capacity, c (veh/h)		355				383								81		331
v/c Ratio		0.01				0.01								0.03		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		15.3				14.5	0.2							50.7		16.0
Level of Service (LOS)		C				B	A							F		C
Approach Delay (s/veh)		0.0				0.2								33.3		
Approach LOS		A				A								D		

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HCS Two-Way Stop-Control Report

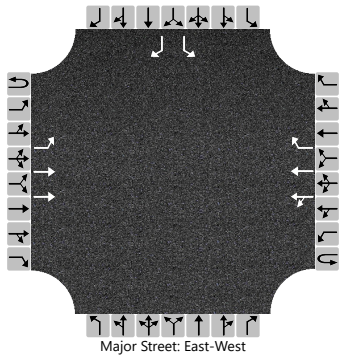
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	1/29/2025
Analysis Year	2035
Time Analyzed	School Start Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1584			4	1099	11						2		2
Percent Heavy Vehicles (%)	2	2				6								50		50
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized						No							No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.22								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.26								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				4								2		2
Capacity, c (veh/h)		396				370								89		356
v/c Ratio		0.01				0.01								0.02		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		14.2				14.8	0.2							46.5		15.2
Level of Service (LOS)		B				B	A							E		C
Approach Delay (s/veh)	0.0				0.3								30.8			
Approach LOS	A				A								D			

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HCS Two-Way Stop-Control Report

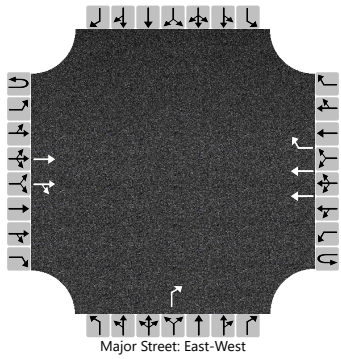
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			2349	27			1762	10				5				
Percent Heavy Vehicles (%)												40				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized						No				No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.70				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.70				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												5				
Capacity, c (veh/h)												122				
v/c Ratio												0.04				
95% Queue Length, Q_{95} (veh)												0.1				
Control Delay (s/veh)												35.9				
Level of Service (LOS)												E				
Approach Delay (s/veh)										35.9						
Approach LOS										E						

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HCS Two-Way Stop-Control Report

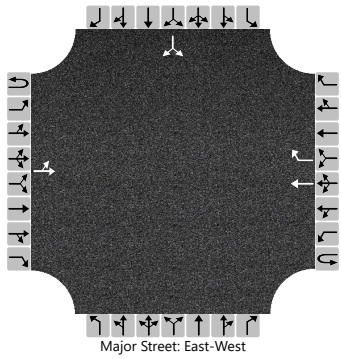
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		146	274				175	78						89		153
Percent Heavy Vehicles (%)		4												13		13
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.14												6.53		6.33
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.24												3.62		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		160													266	
Capacity, c (veh/h)		1273													483	
v/c Ratio		0.13													0.55	
95% Queue Length, Q_{95} (veh)		0.4													3.3	
Control Delay (s/veh)		8.2	1.2												21.2	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		3.7												21.2		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

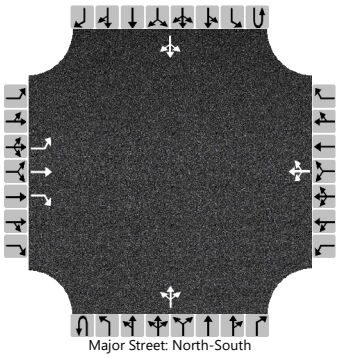
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		52	70	64		40	52	49		46	246	55		22	162	43
Percent Heavy Vehicles (%)		15	15	15		21	21	21		24				28		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.31	6.71	6.41		4.34				4.38		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.69	4.19	3.49		2.42				2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		55	74	67			148			48				23		
Capacity, c (veh/h)		256	344	816			354			1234				1110		
v/c Ratio		0.21	0.21	0.08			0.42			0.04				0.02		
95% Queue Length, Q_{95} (veh)		0.8	0.8	0.3			2.0			0.1				0.1		
95% Queue Length, Q_{95} (ft)		22.3	22.4	8.4			58.3									
Control Delay (s/veh)		22.9	18.3	9.8			22.3			8.0	0.4	0.4		8.3	0.2	0.2
Level of Service (LOS)		C	C	A			C			A	A	A		A	A	A
Approach Delay (s/veh)	16.7				22.3				1.4				1.0			
Approach LOS	C				C				A				A			

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HCS Two-Way Stop-Control Report

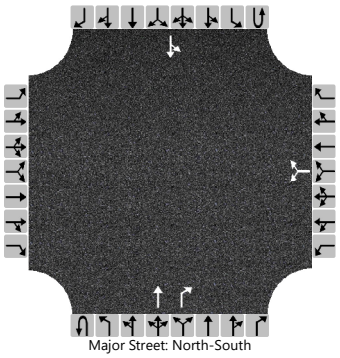
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						1		20			389	20		2	250	
Percent Heavy Vehicles (%)						0		0						30		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.40		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							21							2		
Capacity, c (veh/h)							645							1010		
v/c Ratio							0.03							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							10.8							8.6	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.8								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

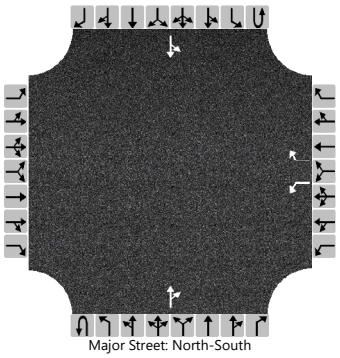
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						60		7			274	202		25	175	
Percent Heavy Vehicles (%)						2		2						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						73		9						30		
Capacity, c (veh/h)						375		603						989		
v/c Ratio						0.20		0.01						0.03		
95% Queue Length, Q_{95} (veh)						0.7		0.0						0.1		
95% Queue Length, Q_{95} (ft)						17.8		0.0						2.6		
Control Delay (s/veh)						16.9		11.1						8.8	0.3	
Level of Service (LOS)						C		B						A	A	
Approach Delay (s/veh)						16.3								1.4		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

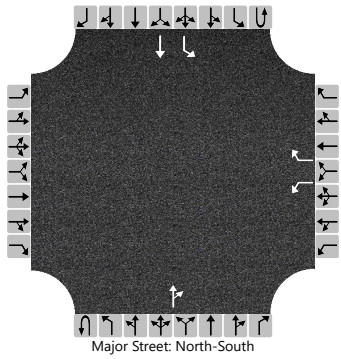
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						51		272			300	21		312	198	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57		302						347		
Capacity, c (veh/h)						133		696						1196		
v/c Ratio						0.43		0.43						0.29		
95% Queue Length, Q_{95} (veh)						1.9		2.2						1.2		
Control Delay (s/veh)						50.6		14.1						9.2		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)						19.9								5.6		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

General Information

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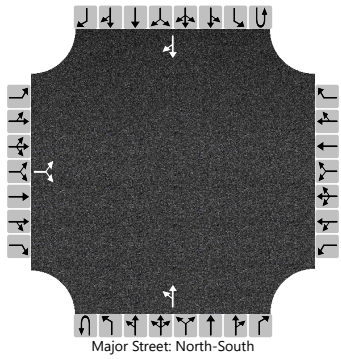
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		70		43						50	526				503	28
Percent Heavy Vehicles (%)		15		15						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.21						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.30						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			116							52						
Capacity, c (veh/h)			244							978						
v/c Ratio			0.48							0.05						
95% Queue Length, Q_{95} (veh)			2.4							0.2						
Control Delay (s/veh)			32.6							8.9	0.7					
Level of Service (LOS)			D							A	A					
Approach Delay (s/veh)		32.6								1.4						
Approach LOS		D								A						

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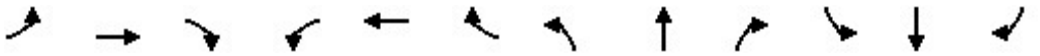
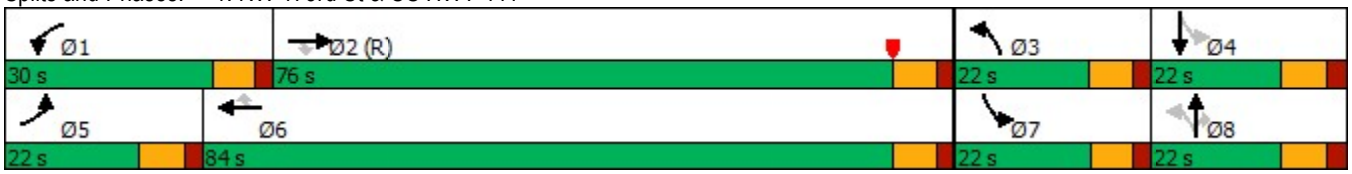


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1907	112	134	1260	298	90	70	156	136	74	62
Future Volume (vph)	73	1907	112	134	1260	298	90	70	156	136	74	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1687	3374	1509	1530	1610	1369	1641	1610	0
Flt Permitted	0.950			0.950			0.465			0.637		
Satd. Flow (perm)	1770	3539	1583	1687	3374	1509	749	1610	1369	1100	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			317			181		22	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	18%	18%	18%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	79	2073	122	143	1340	317	100	78	173	160	87	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	2073	122	143	1340	317	100	78	173	160	160	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	22.0	76.0	76.0	30.0	84.0	84.0	22.0	22.0	22.0	22.0	22.0	
Total Split (%)	14.7%	50.7%	50.7%	20.0%	56.0%	56.0%	14.7%	14.7%	14.7%	14.7%	14.7%	
Maximum Green (s)	15.0	69.0	69.0	23.2	77.0	77.0	14.9	14.4	14.4	15.2	14.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.7	75.8	75.8	17.7	81.7	81.7	26.9	13.8	13.8	30.6	15.4	
Actuated g/C Ratio	0.08	0.51	0.51	0.12	0.54	0.54	0.18	0.09	0.09	0.20	0.10	
v/c Ratio	0.57	1.16	0.14	0.72	0.73	0.33	0.50	0.53	0.60	0.58	0.86	
Control Delay	82.5	112.8	0.5	68.2	53.6	16.1	55.6	78.2	16.3	57.4	94.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.5	112.8	0.5	68.2	53.6	16.1	55.6	78.2	16.3	57.4	94.8	
LOS	F	F	A	E	D	B	E	E	B	E	F	
Approach Delay		105.7			48.2			41.2			76.1	
Approach LOS		F			D			D			E	
Queue Length 50th (ft)	76	~1278	0	137	697	91	80	74	0	132	135	
Queue Length 95th (ft)	132	#1475	3	207	790	199	136	132	68	192	#256	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	177	1788	891	260	1836	965	223	155	295	284	185	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.45	1.16	0.14	0.55	0.73	0.33	0.45	0.50	0.59	0.56	0.86	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 69 (46%), Referenced to phase 2:EBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 77.1		Intersection LOS: E	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: NW 173rd St & US HWY 441



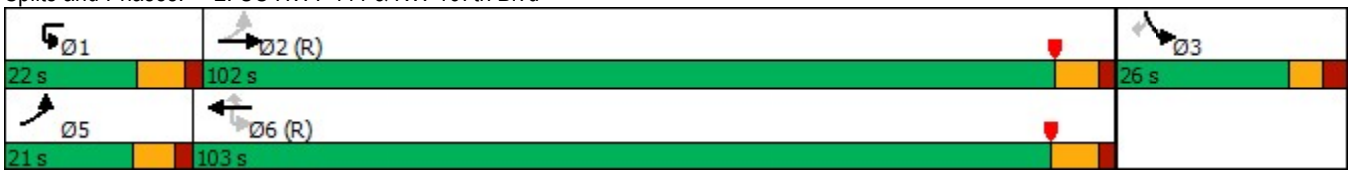
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	71	2006	6	1489	233	258	93
Future Volume (vph)	71	2006	6	1489	233	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		300	300	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor							
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	3505	1719	3438	1538	1752	1568
Flt Permitted	0.109		0.041			0.950	
Satd. Flow (perm)	201	3505	74	3438	1538	1752	1568
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					243		101
Link Speed (mph)		45		45		30	
Link Distance (ft)		2064		568		371	
Travel Time (s)		31.3		8.6		8.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.94	0.96	0.96	0.96	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	76	2134	6	1551	243	280	101
Shared Lane Traffic (%)							
Lane Group Flow (vph)	76	2134	6	1551	243	280	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		3	
Permitted Phases	2		6		6	3	3
Detector Phase	5	2	1	6	6	3	3
Switch Phase							
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	10.8	24.8	11.2	25.2	25.2	10.7	10.7
Total Split (s)	21.0	102.0	22.0	103.0	103.0	26.0	26.0
Total Split (%)	14.0%	68.0%	14.7%	68.7%	68.7%	17.3%	17.3%
Maximum Green (s)	14.2	95.2	14.8	95.8	95.8	19.3	19.3
Yellow Time (s)	4.8	4.8	5.2	5.2	5.2	3.8	3.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.2	7.2	7.2	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct Green (s)	116.2	114.6	108.7	103.1	103.1	19.3	19.3
Actuated g/C Ratio	0.77	0.76	0.72	0.69	0.69	0.13	0.13
v/c Ratio	0.33	0.80	0.05	0.66	0.21	1.24	0.35
Control Delay	4.9	7.7	4.8	15.2	1.4	192.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	7.7	4.8	15.2	1.4	192.9	13.7
LOS	A	A	A	B	A	F	B
Approach Delay		7.6		13.3		145.4	
Approach LOS		A		B		F	
Queue Length 50th (ft)	1	100	1	422	0	~339	0
Queue Length 95th (ft)	m1	m940	4	506	28	#530	57
Internal Link Dist (ft)		1984		488		291	
Turn Bay Length (ft)	275		275		300	300	
Base Capacity (vph)	303	2677	219	2362	1132	225	289
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.80	0.03	0.66	0.21	1.24	0.35

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:EBTL and 6:WBTU, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 84.5% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US HWY 441 & NW 167th Blvd



PM Background

HCS Two-Way Stop-Control Report

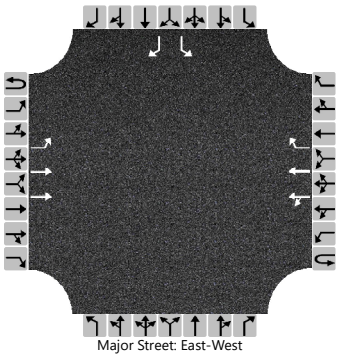
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	1	861			3	1413	4						11		5
Percent Heavy Vehicles (%)	4	4				4								14		14
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.48	4.18				4.18								7.78		7.18
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.54	2.24				2.24								3.64		3.44

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				3								12		5
Capacity, c (veh/h)		192				728								91		327
v/c Ratio		0.02				0.00								0.13		0.02
95% Queue Length, Q_{95} (veh)		0.1				0.0								0.4		0.0
95% Queue Length, Q_{95} (ft)		2.6				0.0								11.1		0.0
Control Delay (s/veh)		24.1				10.0	0.1							50.3		16.2
Level of Service (LOS)		C				A	A							F		C
Approach Delay (s/veh)		0.1				0.1								39.6		
Approach LOS		A				A								E		

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HCS Two-Way Stop-Control Report

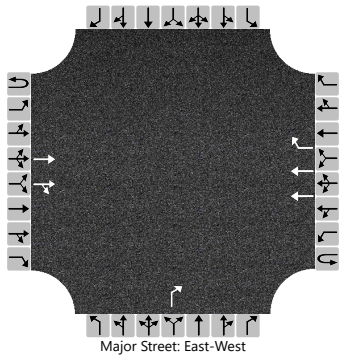
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			1585	48			2744	20				20				
Percent Heavy Vehicles (%)												5				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized							No			No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.00				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												21				
Capacity, c (veh/h)												289				
v/c Ratio												0.07				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												18.4				
Level of Service (LOS)												C				
Approach Delay (s/veh)										18.4						
Approach LOS										C						

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HCS Two-Way Stop-Control Report

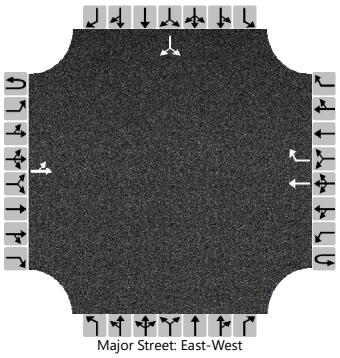
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		120	198				216	91						93		204
Percent Heavy Vehicles (%)		12												10		10
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.22												6.50		6.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.31												3.59		3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		126													313	
Capacity, c (veh/h)		1182													569	
v/c Ratio		0.11													0.55	
95% Queue Length, Q_{95} (veh)		0.4													3.3	
95% Queue Length, Q_{95} (ft)		10.9													89.1	
Control Delay (s/veh)		8.4	1.0												18.8	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		3.8												18.8		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

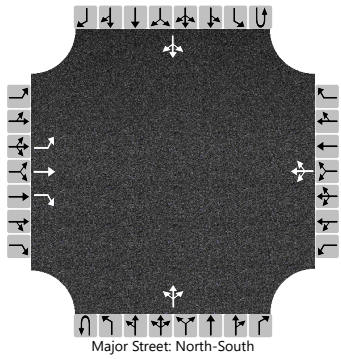
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		91	87	48		51	66	58		79	264	68		52	276	67
Percent Heavy Vehicles (%)		11	11	11		20	20	20		26				14		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.21	6.61	6.31		7.30	6.70	6.40		4.36				4.24		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.60	4.10	3.40		3.68	4.18	3.48		2.43				2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		94	90	49			180			81				54		
Capacity, c (veh/h)		126	220	701			202			1084				1153		
v/c Ratio		0.74	0.41	0.07			0.89			0.08				0.05		
95% Queue Length, Q_{95} (veh)		4.2	1.9	0.2			7.0			0.2				0.1		
Control Delay (s/veh)		88.8	32.2	10.5			86.2			8.6	0.8	0.8		8.3	0.5	0.5
Level of Service (LOS)		F	D	B			F			A	A	A		A	A	A
Approach Delay (s/veh)	50.4				86.2				2.3				1.5			
Approach LOS	F				F				A				A			

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HCS Two-Way Stop-Control Report

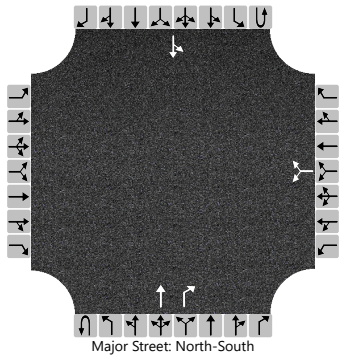
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						4		8			467	15		3	438	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							14							3		
Capacity, c (veh/h)							395							941		
v/c Ratio							0.03							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							14.4							8.8	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						14.4								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

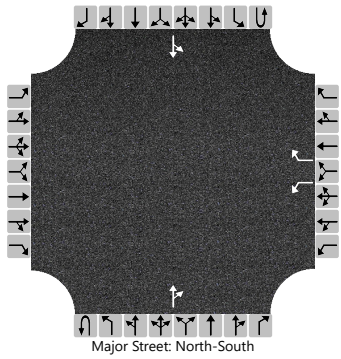
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						24		2			132	12		1	87	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25		2						1		
Capacity, c (veh/h)						753		907						1337		
v/c Ratio						0.03		0.00						0.00		
95% Queue Length, Q_{95} (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						9.9		9.0						7.7	0.0	
Level of Service (LOS)						A		A						A	A	
Approach Delay (s/veh)						9.9								0.1		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

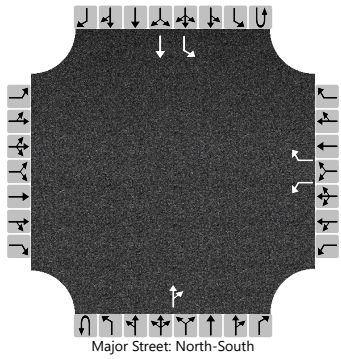
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						20		320			201	36		261	352	
Percent Heavy Vehicles (%)						1		1						4		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22		344						281		
Capacity, c (veh/h)						167		806						1299		
v/c Ratio						0.13		0.43						0.22		
95% Queue Length, Q_{95} (veh)						0.4		2.2						0.8		
Control Delay (s/veh)						29.8		12.8						8.5		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						13.8								3.6		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

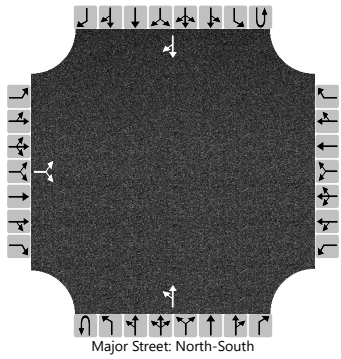
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		37		63						55	520				532	35
Percent Heavy Vehicles (%)		15		15						6						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			110							60						
Capacity, c (veh/h)			266							939						
v/c Ratio			0.41							0.06						
95% Queue Length, Q_{95} (veh)			1.9							0.2						
Control Delay (s/veh)			27.7							9.1	0.9					
Level of Service (LOS)			D							A	A					
Approach Delay (s/veh)		27.7								1.6						
Approach LOS		D								A						

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AM Buildout

HCS Two-Way Stop-Control Report

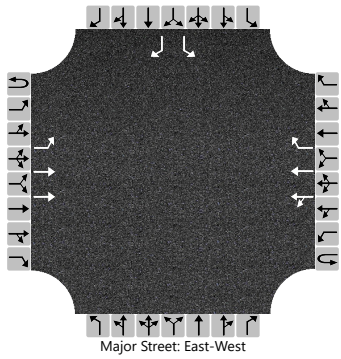
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1731			3	1244	14						2		2
Percent Heavy Vehicles (%)	2	2				3								50		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.16								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.23								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				3								2		2
Capacity, c (veh/h)		326				334								71		312
v/c Ratio		0.02				0.01								0.03		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		16.2				15.9	0.2							57.4		16.6
Level of Service (LOS)		C				C	A							F		C
Approach Delay (s/veh)		0.0				0.2								37.0		
Approach LOS		A				A								E		

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HCS Two-Way Stop-Control Report

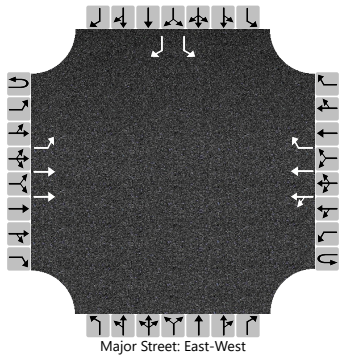
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	1/29/2025
Analysis Year	2035
Time Analyzed	School Start Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1731			4	1165	11						2		2
Percent Heavy Vehicles (%)	2	2				6								50		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.22								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.26								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				4								2		2
Capacity, c (veh/h)		363				321								78		335
v/c Ratio		0.01				0.01								0.03		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		15.1				16.3	0.3							52.7		15.8
Level of Service (LOS)		C				C	A							F		C
Approach Delay (s/veh)	0.0				0.3								34.2			
Approach LOS	A				A								D			

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HCS Two-Way Stop-Control Report

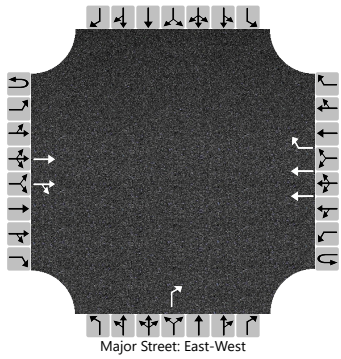
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			2579	44			2046	10				5				
Percent Heavy Vehicles (%)												40				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized							No			No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.70				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.70				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												5				
Capacity, c (veh/h)												97				
v/c Ratio												0.05				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												44.0				
Level of Service (LOS)												E				
Approach Delay (s/veh)										44.0						
Approach LOS										E						

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HCS Two-Way Stop-Control Report

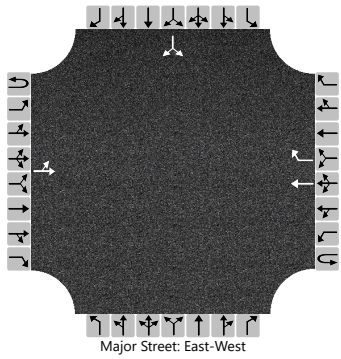
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		155	274				175	115						119		160
Percent Heavy Vehicles (%)		4												13		13
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.14												6.53		6.33
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.24												3.62		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		170													307	
Capacity, c (veh/h)		1230													439	
v/c Ratio		0.14													0.70	
95% Queue Length, Q_{95} (veh)		0.5													5.3	
Control Delay (s/veh)		8.4	1.4												30.1	
Level of Service (LOS)		A	A												D	
Approach Delay (s/veh)		3.9												30.1		
Approach LOS		A												D		

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HCS Two-Way Stop-Control Report

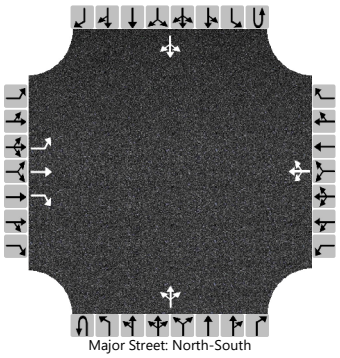
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		52	70	64		40	52	49		46	300	55		22	206	43
Percent Heavy Vehicles (%)		15	15	15		21	21	21		24				28		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.31	6.71	6.41		4.34				4.38		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.69	4.19	3.49		2.42				2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		55	74	67			148			48				23		
Capacity, c (veh/h)		209	298	768			300			1185				1055		
v/c Ratio		0.26	0.25	0.09			0.50			0.04				0.02		
95% Queue Length, Q_{95} (veh)		1.0	1.0	0.3			2.6			0.1				0.1		
95% Queue Length, Q_{95} (ft)		27.9	28.0	8.4			75.8									
Control Delay (s/veh)		28.3	21.0	10.1			28.2			8.2	0.4	0.4		8.5	0.2	0.2
Level of Service (LOS)		D	C	B			D			A	A	A		A	A	A
Approach Delay (s/veh)	19.3				28.2				1.3				0.9			
Approach LOS	C				D				A				A			

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HCS Two-Way Stop-Control Report

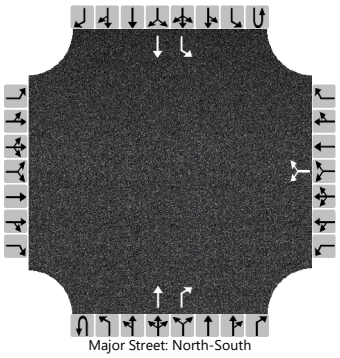
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access A
Jurisdiction	City of Alachua
East/West Street	Proposed Access A
North/South Street	NW 173rd St
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						32		32			381	50		10	256	
Percent Heavy Vehicles (%)						3		3						28		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.38		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							69							11		
Capacity, c (veh/h)							489							974		
v/c Ratio							0.14							0.01		
95% Queue Length, Q_{95} (veh)							0.5							0.0		
95% Queue Length, Q_{95} (ft)							12.8							0.0		
Control Delay (s/veh)							13.6							8.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						13.6								0.3		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

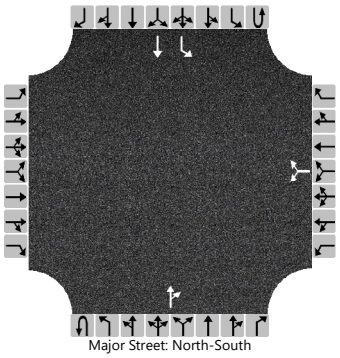
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access B
Jurisdiction	City of Alachua
East/West Street	Proposed Access B
North/South Street	NW 173rd St
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						6		41			411	2		14	260	
Percent Heavy Vehicles (%)						3		3						28		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.38		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							51							15		
Capacity, c (veh/h)							565							991		
v/c Ratio							0.09							0.02		
95% Queue Length, Q_{95} (veh)							0.3							0.0		
95% Queue Length, Q_{95} (ft)							7.7							0.0		
Control Delay (s/veh)							12.0							8.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					12.0								0.4			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

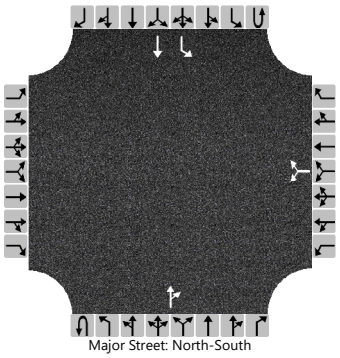
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access C
Jurisdiction	City of Alachua
East/West Street	Proposed Access C
North/South Street	NW 173rd St
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						6		43			450	2		13	268	
Percent Heavy Vehicles (%)						3		3						28		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.38		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							53							14		
Capacity, c (veh/h)							536							955		
v/c Ratio							0.10							0.01		
95% Queue Length, Q_{95} (veh)							0.3							0.0		
95% Queue Length, Q_{95} (ft)							7.7							0.0		
Control Delay (s/veh)							12.4							8.8		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						12.4								0.4		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

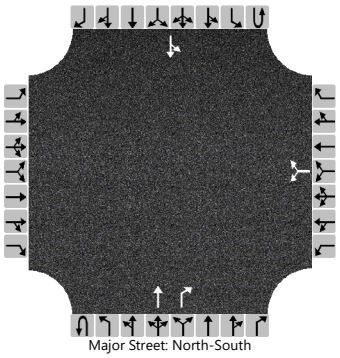
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						1		20			505	20		2	287	
Percent Heavy Vehicles (%)						0		0						30		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.40		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							21							2		
Capacity, c (veh/h)							552							909		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							11.8							9.0	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.8								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

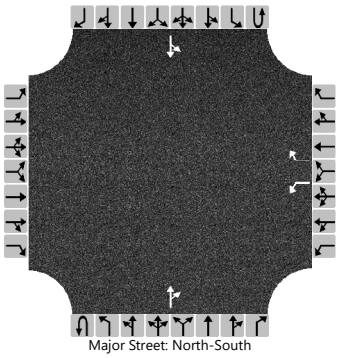
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						60		7			281	202		25	185	
Percent Heavy Vehicles (%)						2		2						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						73		9						30		
Capacity, c (veh/h)						364		597						981		
v/c Ratio						0.20		0.01						0.03		
95% Queue Length, Q_{95} (veh)						0.7		0.0						0.1		
95% Queue Length, Q_{95} (ft)						17.8		0.0						2.6		
Control Delay (s/veh)						17.3		11.1						8.8	0.3	
Level of Service (LOS)						C		B						A	A	
Approach Delay (s/veh)						16.7								1.3		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

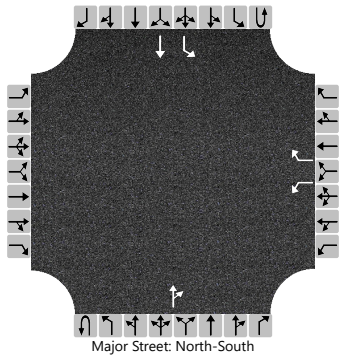
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						51		295			300	21		330	198	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57		328						367		
Capacity, c (veh/h)						123		696						1196		
v/c Ratio						0.46		0.47						0.31		
95% Queue Length, Q_{95} (veh)						2.1		2.5						1.3		
Control Delay (s/veh)						57.1		14.7						9.3		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)						20.9								5.8		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

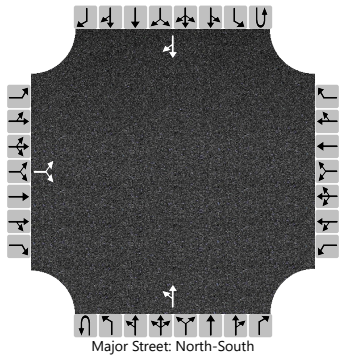
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		70		43						50	549				521	28
Percent Heavy Vehicles (%)		15		15						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.21						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.30						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			116							52						
Capacity, c (veh/h)			230							963						
v/c Ratio			0.51							0.05						
95% Queue Length, Q_{95} (veh)			2.6							0.2						
Control Delay (s/veh)			35.6							9.0	0.7					
Level of Service (LOS)			E							A	A					
Approach Delay (s/veh)		35.6								1.4						
Approach LOS		E								A						

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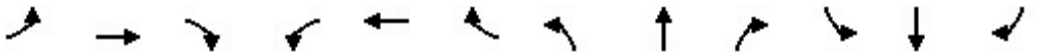
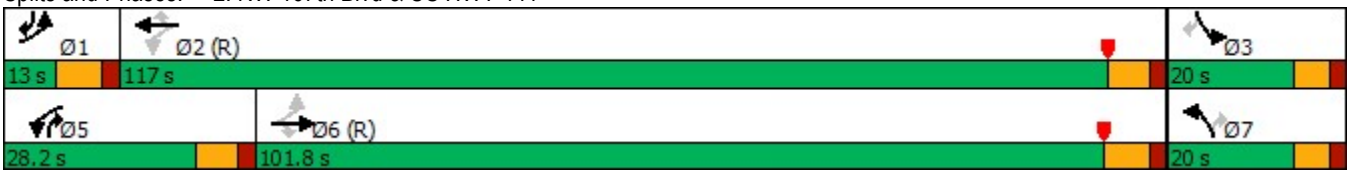


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Future Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1719	3438	1538	1752	0	1568	3400	0	1568
Flt Permitted	0.144			0.039			0.950			0.950		
Satd. Flow (perm)	266	3505	1568	71	3438	1538	1752	0	1568	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			243			31			80
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	2182	122	294	1559	243	53	0	201	280	0	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	2182	122	294	1559	243	53	0	201	280	0	121
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6	2		2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	13.0	101.8	101.8	28.2	117.0	117.0	20.0		28.2	20.0		13.0
Total Split (%)	8.7%	67.9%	67.9%	18.8%	78.0%	78.0%	13.3%		18.8%	13.3%		8.7%
Maximum Green (s)	5.8	94.6	94.6	21.4	110.2	110.2	14.0		21.4	14.0		5.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	100.4	94.6	94.6	123.2	110.2	110.2	12.4		37.4	14.0		25.8
Actuated g/C Ratio	0.67	0.63	0.63	0.82	0.73	0.73	0.08		0.25	0.09		0.17
v/c Ratio	0.34	0.99	0.12	1.00	0.62	0.20	0.37		0.49	0.88		0.36
Control Delay	12.2	36.0	2.1	102.0	11.0	1.0	71.5		43.4	94.7		23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	12.2	36.0	2.1	102.0	11.0	1.0	71.5		43.4	94.7		23.9
LOS	B	D	A	F	B	A	E		D	F		C
Approach Delay		33.5			22.6			49.3			73.4	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	19	1190	16	~242	353	0	49		138	142		35
Queue Length 95th (ft)	m17	m936	m11	#444	410	22	97		219	#225		98
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	235	2210	1034	293	2525	1194	163		414	317		335
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.34	0.99	0.12	1.00	0.62	0.20	0.33		0.49	0.88		0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 97.3%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: NW 167th Blvd & US HWY 441



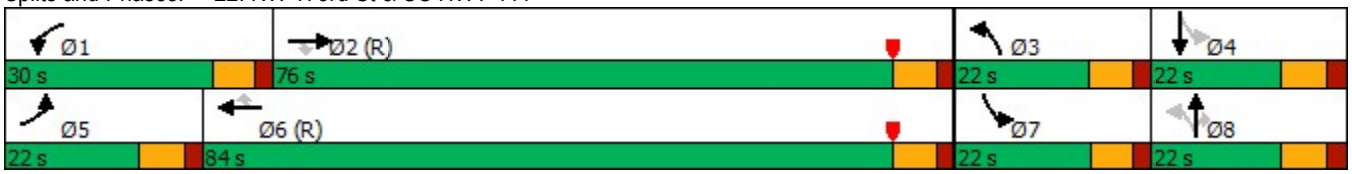
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Future Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1687	3374	1509	1530	1610	1369	1641	1610	0
Flt Permitted	0.950			0.950			0.388			0.703		
Satd. Flow (perm)	1770	3539	1583	1687	3374	1509	625	1610	1369	1214	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			319			224		22	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	18%	18%	18%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	79	2155	139	182	1368	319	153	83	243	169	89	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	2155	139	182	1368	319	153	83	243	169	162	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	22.0	76.0	76.0	30.0	84.0	84.0	22.0	22.0	22.0	22.0	22.0	
Total Split (%)	14.7%	50.7%	50.7%	20.0%	56.0%	56.0%	14.7%	14.7%	14.7%	14.7%	14.7%	
Maximum Green (s)	15.0	69.0	69.0	23.2	77.0	77.0	14.9	14.4	14.4	15.2	14.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

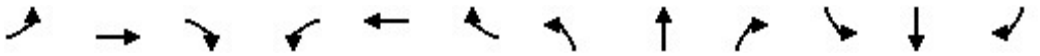
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.7	72.7	72.7	20.1	80.9	80.9	29.3	14.5	14.5	29.8	14.4	
Actuated g/C Ratio	0.08	0.48	0.48	0.13	0.54	0.54	0.20	0.10	0.10	0.20	0.10	
v/c Ratio	0.57	1.26	0.16	0.81	0.75	0.33	0.74	0.54	0.73	0.60	0.93	
Control Delay	82.5	154.9	1.3	78.3	48.6	12.7	69.7	78.0	23.6	58.0	108.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.5	154.9	1.3	78.3	48.6	12.7	69.7	78.0	23.6	58.0	108.6	
LOS	F	F	A	E	D	B	E	E	C	E	F	
Approach Delay		143.5			45.4			47.8			82.8	
Approach LOS		F			D			D			F	
Queue Length 50th (ft)	76	~1410	0	174	728	72	126	79	17	140	139	
Queue Length 95th (ft)	132	#1561	14	#263	810	154	#216	138	116	201	#260	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	177	1714	862	260	1819	960	214	155	334	289	174	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.45	1.26	0.16	0.70	0.75	0.33	0.71	0.54	0.73	0.58	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 69 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 94.2 Intersection LOS: F
Intersection Capacity Utilization 103.5% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NW 173rd St & US HWY 441





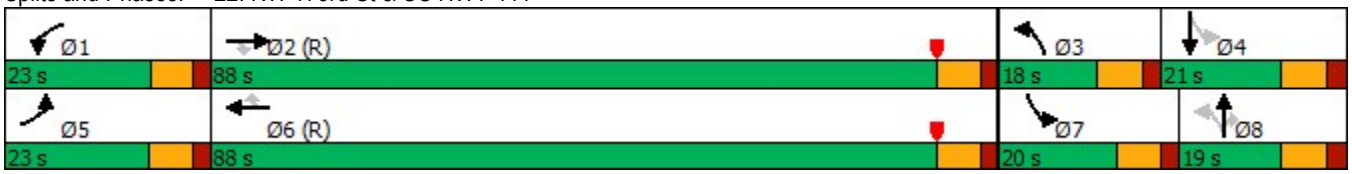
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Future Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1687	3374	1509	1530	1610	1369	1641	1610	0
Flt Permitted	0.950			0.950			0.423			0.609		
Satd. Flow (perm)	1770	3539	1583	1687	3374	1509	681	1610	1369	1052	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			319			190		22	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	18%	18%	18%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	79	2155	139	182	1368	319	153	83	243	169	89	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	2155	139	182	1368	319	153	83	243	169	162	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	23.0	88.0	88.0	23.0	88.0	88.0	18.0	19.0	19.0	20.0	21.0	
Total Split (%)	15.3%	58.7%	58.7%	15.3%	58.7%	58.7%	12.0%	12.7%	12.7%	13.3%	14.0%	
Maximum Green (s)	16.0	81.0	81.0	16.2	81.0	81.0	10.9	11.4	11.4	13.2	13.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

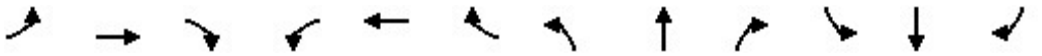
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.9	81.0	81.0	16.2	85.1	85.1	23.0	11.6	11.6	27.2	13.4	
Actuated g/C Ratio	0.08	0.54	0.54	0.11	0.57	0.57	0.15	0.08	0.08	0.18	0.09	
v/c Ratio	0.56	1.13	0.15	1.00	0.71	0.32	0.92	0.67	0.87	0.70	0.99	
Control Delay	81.4	97.9	3.0	138.5	20.4	1.8	106.2	92.7	45.4	69.0	126.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	81.4	97.9	3.0	138.5	20.4	1.8	106.2	92.7	45.4	69.0	126.3	
LOS	F	F	A	F	C	A	F	F	D	E	F	
Approach Delay		91.8			28.7			73.0			97.0	
Approach LOS		F			C			E			F	
Queue Length 50th (ft)	76	~1280	1	~171	513	20	132	81	51	146	140	
Queue Length 95th (ft)	131	#1410	34	#345	641	42	#239	#160	#208	211	#271	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	188	1911	917	182	1914	994	166	124	280	243	163	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.42	1.13	0.15	1.00	0.71	0.32	0.92	0.67	0.87	0.70	0.99	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 67.0 Intersection LOS: E
Intersection Capacity Utilization 103.5% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NW 173rd St & US HWY 441





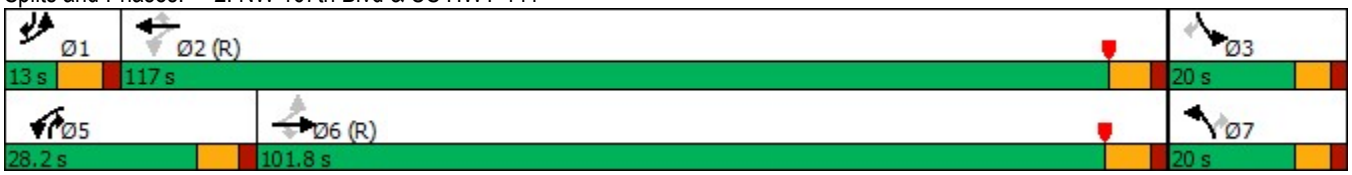
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Future Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3335	3438	1538	3400	0	1568	3400	0	1568
Flt Permitted	0.134			0.037			0.950			0.950		
Satd. Flow (perm)	247	3505	1568	130	3438	1538	3400	0	1568	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			243			31			80
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	2182	122	294	1559	243	53	0	201	280	0	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	2182	122	294	1559	243	53	0	201	280	0	121
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6	2		2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	13.0	101.8	101.8	28.2	117.0	117.0	20.0		28.2	20.0		13.0
Total Split (%)	8.7%	67.9%	67.9%	18.8%	78.0%	78.0%	13.3%		18.8%	13.3%		8.7%
Maximum Green (s)	5.8	94.6	94.6	21.4	110.2	110.2	14.0		21.4	14.0		5.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	107.0	101.2	101.2	123.0	110.2	110.2	12.4		30.8	14.0		25.8
Actuated g/C Ratio	0.71	0.67	0.67	0.82	0.73	0.73	0.08		0.21	0.09		0.17
v/c Ratio	0.34	0.92	0.11	0.70	0.62	0.20	0.19		0.58	0.88		0.36
Control Delay	10.1	27.7	1.4	46.6	11.0	1.0	64.7		50.6	94.7		23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	10.1	27.7	1.4	46.6	11.0	1.0	64.7		50.6	94.7		23.9
LOS	B	C	A	D	B	A	E		D	F		C
Approach Delay		25.8			14.8			53.5			73.4	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	10	1180	10	94	353	0	25		148	142		35
Queue Length 95th (ft)	m14	m940	m10	142	410	22	48		224	#225		98
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	234	2364	1098	564	2525	1194	317		414	317		335
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.34	0.92	0.11	0.52	0.62	0.20	0.17		0.49	0.88		0.36

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 90.5% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NW 167th Blvd & US HWY 441



PM Buildout

HCS Two-Way Stop-Control Report

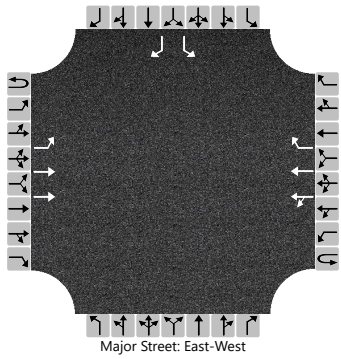
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	1	1033			3	1666	4						11		5
Percent Heavy Vehicles (%)	4	4				3								14		14
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.48	4.18				4.16								7.78		7.18
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.54	2.24				2.23								3.64		3.44

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				3								12		5
Capacity, c (veh/h)		130				625								61		264
v/c Ratio		0.02				0.01								0.19		0.02
95% Queue Length, Q_{95} (veh)		0.1				0.0								0.6		0.1
Control Delay (s/veh)		33.4				10.8	0.1							77.3		18.9
Level of Service (LOS)		D				B	A							F		C
Approach Delay (s/veh)		0.1				0.1								59.0		
Approach LOS		A				A								F		

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HCS Two-Way Stop-Control Report

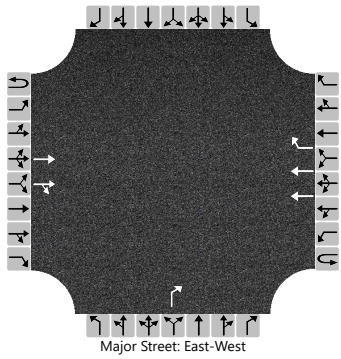
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			2148	78			3244	20				20				
Percent Heavy Vehicles (%)												5				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized							No			No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.00				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												21				
Capacity, c (veh/h)												177				
v/c Ratio												0.12				
95% Queue Length, Q_{95} (veh)												0.4				
Control Delay (s/veh)												28.0				
Level of Service (LOS)												D				
Approach Delay (s/veh)										28.0						
Approach LOS										D						

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HCS Two-Way Stop-Control Report

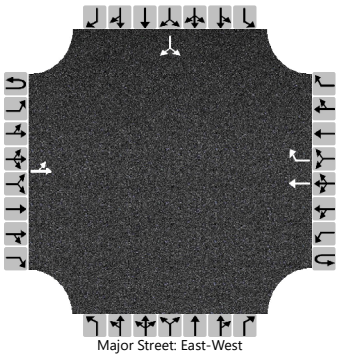
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		136	198				216	156						165		222
Percent Heavy Vehicles (%)		12												10		10
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.22												6.50		6.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.31												3.59		3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		143													407	
Capacity, c (veh/h)		1115													493	
v/c Ratio		0.13													0.83	
95% Queue Length, Q_{95} (veh)		0.4													8.1	
95% Queue Length, Q_{95} (ft)		10.9													218.7	
Control Delay (s/veh)		8.7	1.3												38.4	
Level of Service (LOS)		A	A												E	
Approach Delay (s/veh)		4.3												38.4		
Approach LOS		A												E		

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HCS Two-Way Stop-Control Report

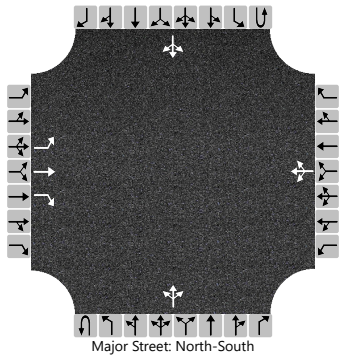
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		91	87	48		51	66	58		79	361	68		52	384	67
Percent Heavy Vehicles (%)		11	11	11		20	20	20		26				14		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.21	6.61	6.31		7.30	6.70	6.40		4.36				4.24		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.60	4.10	3.40		3.68	4.18	3.48		2.43				2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		94	90	49			180			81				54		
Capacity, c (veh/h)		73	159	606			123			982				1057		
v/c Ratio		1.28	0.56	0.08			1.47			0.08				0.05		
95% Queue Length, Q_{95} (veh)		7.4	2.9	0.3			12.6			0.3				0.2		
Control Delay (s/veh)		298.5	53.3	11.5			313.2			9.0	1.0	1.0		8.6	0.6	0.6
Level of Service (LOS)		F	F	B			F			A	A	A		A	A	A
Approach Delay (s/veh)	143.1				313.2				2.2				1.4			
Approach LOS	F				F				A				A			

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HCS Two-Way Stop-Control Report

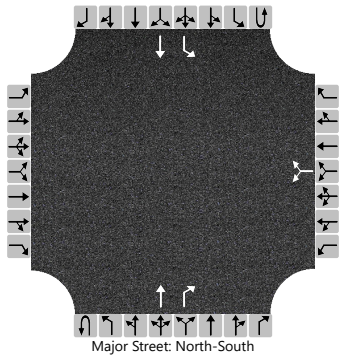
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access A
Jurisdiction	City of Alachua
East/West Street	Proposed Access A
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						101		19			469	87		26	431	
Percent Heavy Vehicles (%)						3		3						17		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.35		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							132							29		
Capacity, c (veh/h)							268							899		
v/c Ratio							0.49							0.03		
95% Queue Length, Q_{95} (veh)							2.5							0.1		
Control Delay (s/veh)							30.8							9.1		
Level of Service (LOS)							D							A		
Approach Delay (s/veh)						30.8								0.5		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

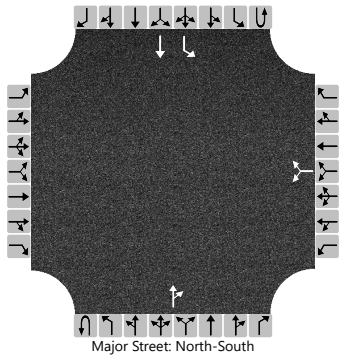
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access B
Jurisdiction	City of Alachua
East/West Street	Proposed Access B
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						4		25			483	5		35	453	
Percent Heavy Vehicles (%)						3		3						17		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.35		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							32							38		
Capacity, c (veh/h)							454							960		
v/c Ratio							0.07							0.04		
95% Queue Length, Q_{95} (veh)							0.2							0.1		
Control Delay (s/veh)							13.5							8.9		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					13.5								0.6			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

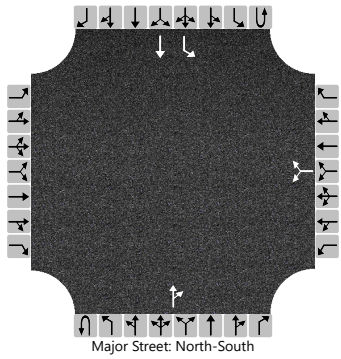
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access C
Jurisdiction	City of Alachua
East/West Street	Proposed Access C
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						3		25			503	5		35	485	
Percent Heavy Vehicles (%)						3		3						17		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.35		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							31							38		
Capacity, c (veh/h)							452							942		
v/c Ratio							0.07							0.04		
95% Queue Length, Q_{95} (veh)							0.2							0.1		
Control Delay (s/veh)							13.5							9.0		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						13.5								0.6		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

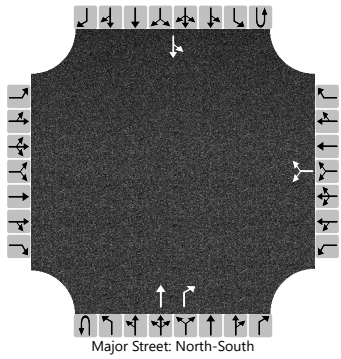
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						4		8			536	15		3	534	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							14							3		
Capacity, c (veh/h)							327							877		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							16.5							9.1	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						16.5								0.1		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

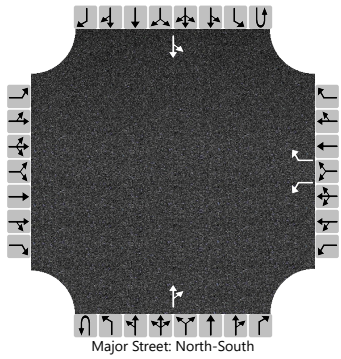
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						24		2			151	12		1	103	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25		2						1		
Capacity, c (veh/h)						718		884						1314		
v/c Ratio						0.04		0.00						0.00		
95% Queue Length, Q_{95} (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						10.2		9.1						7.7	0.0	
Level of Service (LOS)						B		A						A	A	
Approach Delay (s/veh)						10.1								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

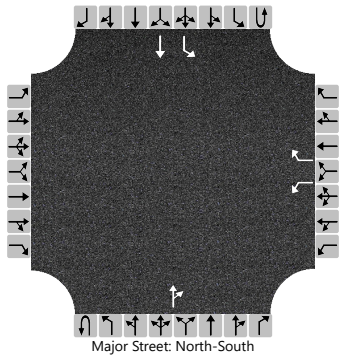
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						20		320			201	76		306	352	
Percent Heavy Vehicles (%)						1		1						4		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22		344						329		
Capacity, c (veh/h)						133		784						1252		
v/c Ratio						0.16		0.44						0.26		
95% Queue Length, Q_{95} (veh)						0.6		2.3						1.1		
Control Delay (s/veh)						37.2		13.1						8.9		
Level of Service (LOS)						E		B						A		
Approach Delay (s/veh)						14.5								4.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

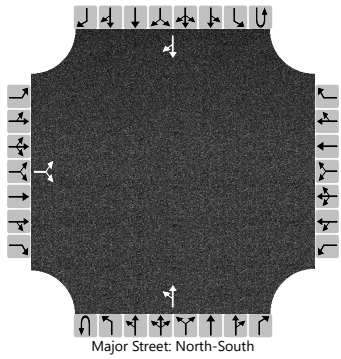
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		37		63						55	560				577	35
Percent Heavy Vehicles (%)		15		15						6						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			110							60						
Capacity, c (veh/h)			237							900						
v/c Ratio			0.46							0.07						
95% Queue Length, Q_{95} (veh)			2.3							0.2						
Control Delay (s/veh)			32.7							9.3	0.9					
Level of Service (LOS)			D							A	A					
Approach Delay (s/veh)	32.7								1.7							
Approach LOS	D								A							

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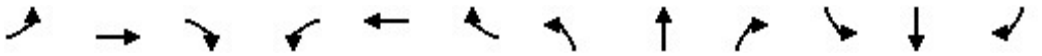


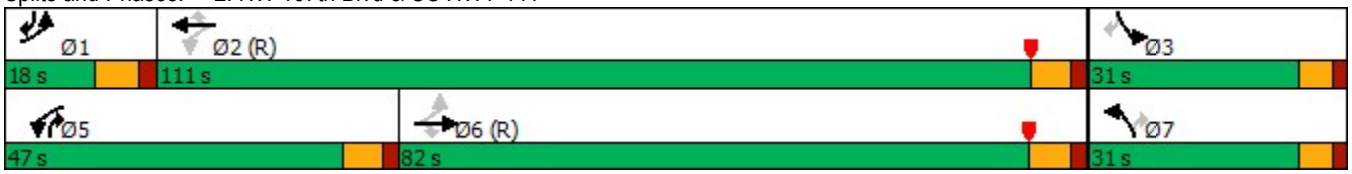
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	213	539	2321	304	288	0	576	185	0	57
Future Volume (vph)	158	1304	213	539	2321	304	288	0	576	185	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1770	0	1583	3400	0	1568
Flt Permitted	0.053			0.049			0.950			0.950		
Satd. Flow (perm)	98	3505	1568	90	3505	1568	1770	0	1583	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			170			209			29			75
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	223	1837	300	580	2496	327	320	0	640	201	0	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1837	300	580	2496	327	320	0	640	201	0	62
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6	2		2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	18.0	82.0	82.0	47.0	111.0	111.0	31.0		47.0	31.0		18.0
Total Split (%)	11.3%	51.3%	51.3%	29.4%	69.4%	69.4%	19.4%		29.4%	19.4%		11.3%
Maximum Green (s)	10.8	74.8	74.8	40.2	104.2	104.2	25.0		40.2	25.0		10.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

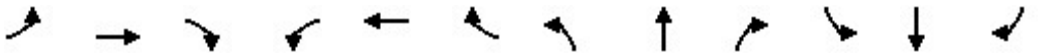
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	85.6	74.8	74.8	122.2	104.2	104.2	25.0		71.2	25.0		41.8
Actuated g/C Ratio	0.54	0.47	0.47	0.76	0.65	0.65	0.16		0.44	0.16		0.26
v/c Ratio	1.36	1.12	0.36	1.19	1.09	0.30	1.16		0.89	0.38		0.13
Control Delay	214.8	107.3	22.8	149.2	77.9	4.7	161.1		54.7	62.9		6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	214.8	107.3	22.8	149.2	77.9	4.7	161.1		54.7	62.9		6.6
LOS	F	F	C	F	E	A	F		D	E		A
Approach Delay		106.7			83.0			90.1			49.6	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	~256	~1148	115	~681	~1545	44	~394		588	98		0
Queue Length 95th (ft)	m#290	706	m127	#925	#1660	88	#598		#834	141		29
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	164	1638	823	486	2282	1094	276		720	531		465
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	1.36	1.12	0.36	1.19	1.09	0.30	1.16		0.89	0.38		0.13

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 90.7 Intersection LOS: F
Intersection Capacity Utilization 105.5% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NW 167th Blvd & US HWY 441



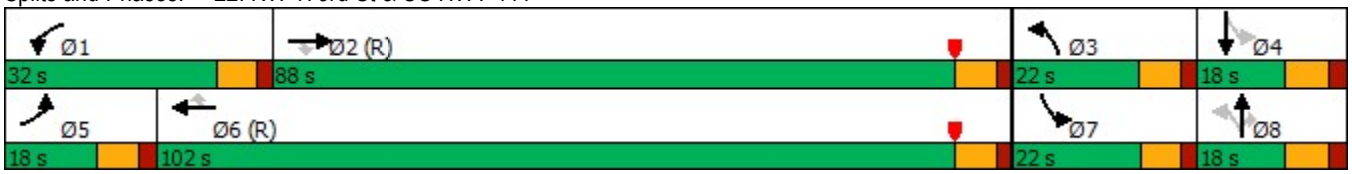


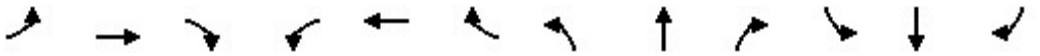
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Future Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3374	1509	1736	3471	1553	1570	1652	1404	1703	1635	0
Flt Permitted	0.950			0.950			0.385			0.697		
Satd. Flow (perm)	1687	3374	1509	1736	3471	1553	636	1652	1404	1249	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			137			204		34	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	15%	15%	15%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1519	181	282	2623	137	157	72	284	236	58	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1519	181	282	2623	137	157	72	284	236	140	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	18.0	88.0	88.0	32.0	102.0	102.0	22.0	18.0	18.0	22.0	18.0	
Total Split (%)	11.3%	55.0%	55.0%	20.0%	63.8%	63.8%	13.8%	11.3%	11.3%	13.8%	11.3%	
Maximum Green (s)	11.0	81.0	81.0	25.2	95.0	95.0	14.9	10.4	10.4	15.2	10.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.3	81.0	81.0	25.2	100.2	100.2	25.6	10.4	10.4	26.6	10.6	
Actuated g/C Ratio	0.05	0.51	0.51	0.16	0.63	0.63	0.16	0.06	0.06	0.17	0.07	
v/c Ratio	0.37	0.89	0.21	1.03	1.21	0.13	0.84	0.67	1.01	0.94	1.00	
Control Delay	84.2	43.3	3.7	101.8	112.6	0.2	91.5	101.9	75.9	103.3	130.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	84.2	43.3	3.7	101.8	112.6	0.2	91.5	101.9	75.9	103.3	130.1	
LOS	F	D	A	F	F	A	F	F	E	F	F	
Approach Delay		39.9			106.6			84.3			113.2	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	33	736	4	~312	~1781	1	147	75	~92	230	~119	
Queue Length 95th (ft)	70	853	45	m275	m#1570	m0	#245	#152	#296	#315	#209	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	115	1708	849	273	2172	1023	189	107	282	251	140	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.28	0.89	0.21	1.03	1.21	0.13	0.83	0.67	1.01	0.94	1.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 27 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 84.6		Intersection LOS: F	
Intersection Capacity Utilization 105.6%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 22: NW 173rd St & US HWY 441





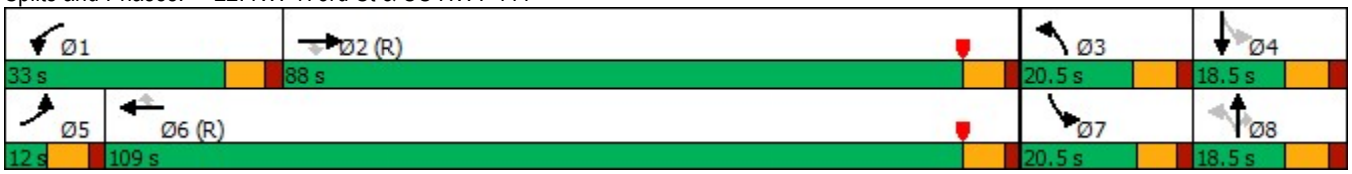
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Future Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3374	1509	1736	3471	1553	1570	1652	1404	1703	1635	0
Flt Permitted	0.950			0.950			0.367			0.710		
Satd. Flow (perm)	1687	3374	1509	1736	3471	1553	606	1652	1404	1273	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			137			211		34	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	15%	15%	15%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1519	181	282	2623	137	157	72	284	236	58	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1519	181	282	2623	137	157	72	284	236	140	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	17.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	12.0	88.0	88.0	33.0	109.0	109.0	20.5	18.5	18.5	20.5	18.5	
Total Split (%)	7.5%	55.0%	55.0%	20.6%	68.1%	68.1%	12.8%	11.6%	11.6%	12.8%	11.6%	
Maximum Green (s)	5.0	81.0	81.0	26.2	102.0	102.0	13.4	10.9	10.9	13.7	10.9	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

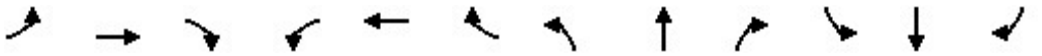
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	5.0	81.0	81.0	26.2	104.4	104.4	24.8	10.9	10.9	25.4	10.9	
Actuated g/C Ratio	0.03	0.51	0.51	0.16	0.65	0.65	0.16	0.07	0.07	0.16	0.07	
v/c Ratio	0.62	0.89	0.21	0.99	1.16	0.13	0.90	0.64	0.97	0.99	0.98	
Control Delay	119.6	43.3	3.7	105.0	93.3	0.5	104.5	97.8	65.4	116.9	124.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	119.6	43.3	3.7	105.0	93.3	0.5	104.5	97.8	65.4	116.9	124.0	
LOS	F	D	A	F	F	A	F	F	E	F	F	
Approach Delay		40.6			90.2			81.9			119.5	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	34	736	4	295	~1728	2	148	75	80	232	114	
Queue Length 95th (ft)	#90	853	45	m#319	m#1733	m2	#262	#147	#278	#331	#203	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	52	1708	849	284	2264	1060	174	112	292	238	143	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.62	0.89	0.21	0.99	1.16	0.13	0.90	0.64	0.97	0.99	0.98	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 76.2 Intersection LOS: E
Intersection Capacity Utilization 105.6% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NW 173rd St & US HWY 441





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Future Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3400	3505	1568	3433	0	1583	3400	0	1568
Flt Permitted	0.046			0.950			0.950			0.950		
Satd. Flow (perm)	85	3505	1568	3400	3505	1568	3433	0	1583	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			213			29			75
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	223	1837	41	519	2496	327	294	0	578	234	0	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1837	41	519	2496	327	294	0	578	234	0	29
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6			2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	21.0	95.0	95.0	38.0	112.0	112.0	27.0		38.0	27.0		21.0
Total Split (%)	13.1%	59.4%	59.4%	23.8%	70.0%	70.0%	16.9%		23.8%	16.9%		13.1%
Maximum Green (s)	13.8	87.8	87.8	31.2	105.2	105.2	21.0		31.2	21.0		13.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

2: NW 167th Blvd & US HWY 441

12/09/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	104.2	87.8	87.8	33.8	105.2	105.2	18.4		58.2	18.4		40.8
Actuated g/C Ratio	0.65	0.55	0.55	0.21	0.66	0.66	0.12		0.36	0.12		0.26
v/c Ratio	0.99	0.96	0.04	0.72	1.08	0.30	0.75		0.97	0.60		0.06
Control Delay	74.9	52.1	0.5	65.9	73.3	4.4	80.4		78.0	73.6		0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	74.9	52.1	0.5	65.9	73.3	4.4	80.4		78.0	73.6		0.3
LOS	E	D	A	E	E	A	F		E	E		A
Approach Delay		53.5			65.4			78.8			65.5	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	~195	803	0	264	~1532	42	155		574	121		0
Queue Length 95th (ft)	m#247	689	m0	338	#1647	84	206		#831	167		0
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	226	1923	912	718	2304	1103	450		594	446		455
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.99	0.96	0.04	0.72	1.08	0.30	0.65		0.97	0.52		0.06

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 63.4 Intersection LOS: E

Intersection Capacity Utilization 97.9% ICU Level of Service F

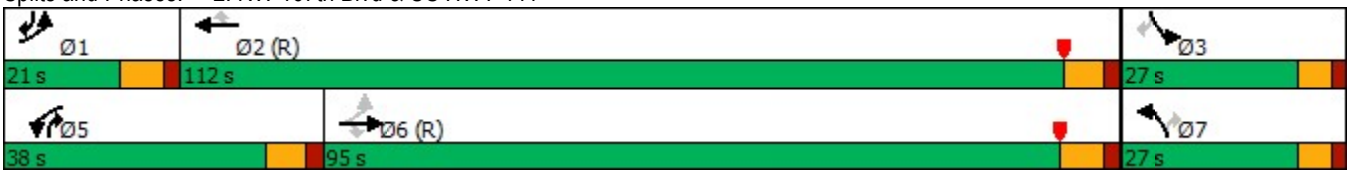
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NW 167th Blvd & US HWY 441



Improvement Thresholds

Turn Lane Improvements at the Intersection of NW 173rd St (235A) / Peggy Road

The following improvements are warranted with 1/4 of the project trips or a total of 428 PM net new trips (1,713 X 25%).

*** 375 FT northbound left-turn lane**

*** 375 FT southbound left-turn lane**

*** 425 FT westbound left-turn lane**

*** Provide a median wide enough to allow a two-stage left-turn movement from the side street (minimum of 16 FT in width)**

The PM peak buildout volumes with 1/4 of the project trips is provided below.

The PM peak buildout HCS results showing volumes at capacity are shown on next sheet.

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Peggy Rd(CR 2054) (1/4 Project Trips)

Scenario	Peggy Rd(CR 2054)			Peggy Rd(CR 2054)			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	61	58	32	34	44	39	53	178	46	35	186	45
Peak Season Volume (Existing)	61	58	32	34	44	39	53	178	46	35	186	45
Background Volumes 2035	91	87	48	51	66	58	79	264	68	52	276	67
Project Trips	0	0	0	0	0	0	0	24	0	0	27	0
Buildout Trips	91	87	48	51	66	58	79	288	68	52	303	67
Peak Hour Factor (Int total = 0.97)	0.95			0.91			0.90			0.88		
Truck %	11%			20%			26%			14%		
Pedestrian Volumes	0			0			0			0		

HCS Two-Way Stop-Control Report

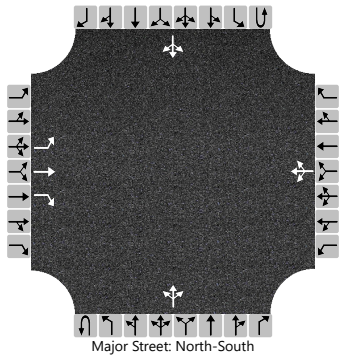
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		91	87	48		51	66	58		79	288	68		52	303	67
Percent Heavy Vehicles (%)		11	11	11		20	20	20		26				14		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.21	6.61	6.31		7.30	6.70	6.40		4.36				4.24		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.60	4.10	3.40		3.68	4.18	3.48		2.43				2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		94	90	49			180			81				54		
Capacity, c (veh/h)		111	203	676			181			1057				1128		
v/c Ratio		0.84	0.44	0.07			1.00			0.08				0.05		
95% Queue Length, Q_{95} (veh)		4.9	2.1	0.2			8.2			0.2				0.1		
Control Delay (s/veh)		118.1	36.0	10.7			118.4			8.7	0.8	0.8		8.3	0.5	0.5
Level of Service (LOS)		F	E	B			F			A	A	A		A	A	A
Approach Delay (s/veh)	63.7				118.4				2.3				1.5			
Approach LOS	F				F				A				A			

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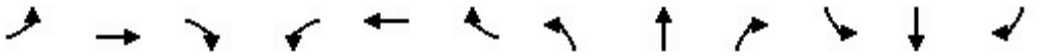
Threshold - Turn Lane Improvements at the Intersection of HWY 441 at NW 167th Blvd

The following improvements are warranted with 1/2 of the project trips or a total of 857 PM net new trips (1,713 X 50%).

*** Provide a 2nd 225 FT northbound left-turn lane.**

*** Provide a 2nd westbound left-turn lane and extend the dual left turn lanes to approximately 575 FT in length.**

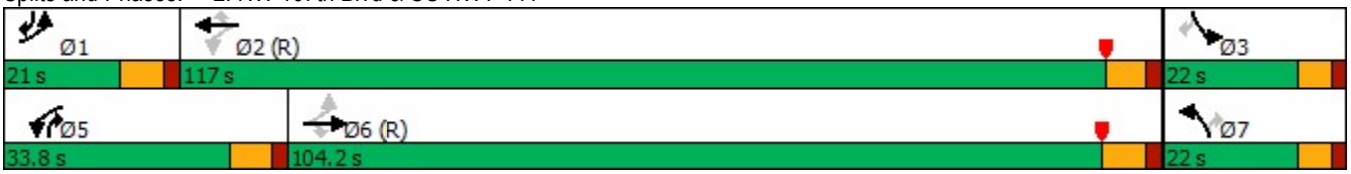


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1329	25	270	2340	304	144	0	288	200	0	26
Future Volume (vph)	157	1329	25	270	2340	304	144	0	288	200	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1770	0	1583	3400	0	1568
Flt Permitted	0.040			0.038			0.950			0.950		
Satd. Flow (perm)	74	3505	1568	70	3505	1568	1770	0	1583	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			232			29			75
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	221	1872	35	290	2516	327	160	0	320	217	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	1872	35	290	2516	327	160	0	320	217	0	28
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6	2		2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	21.0	104.2	104.2	33.8	117.0	117.0	22.0		33.8	22.0		21.0
Total Split (%)	13.1%	65.1%	65.1%	21.1%	73.1%	73.1%	13.8%		21.1%	13.8%		13.1%
Maximum Green (s)	13.8	97.0	97.0	27.0	110.2	110.2	16.0		27.0	16.0		13.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	113.1	99.1	99.1	130.8	110.2	110.2	15.9		46.9	15.9		35.8
Actuated g/C Ratio	0.71	0.62	0.62	0.82	0.69	0.69	0.10		0.29	0.10		0.22
v/c Ratio	1.12	0.86	0.03	0.91	1.04	0.28	0.91		0.66	0.64		0.07
Control Delay	115.5	40.2	0.0	82.2	55.6	3.2	117.9		51.9	78.8		0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	115.5	40.2	0.0	82.2	55.6	3.2	117.9		51.9	78.8		0.3
LOS	F	D	A	F	E	A	F		D	E		A
Approach Delay		47.3			52.6			73.9			69.8	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	~214	811	0	246	~1493	31	169		264	114		0
Queue Length 95th (ft)	m#248	695	m0	#406	#1607	66	#313		379	161		0
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	198	2171	1015	341	2414	1152	177		503	340		409
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	1.12	0.86	0.03	0.85	1.04	0.28	0.90		0.64	0.64		0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 53.1		Intersection LOS: D	
Intersection Capacity Utilization 98.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: NW 167th Blvd & US HWY 441



Threshold - 2nd Connection to US HWY 441

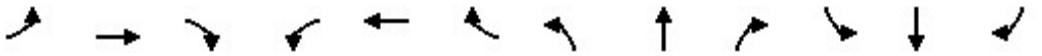
With the accumulation of all residential, all office, and 350 KSF of Shopping Center the intersection at 441/NW 167th Blvd operates near capacity.

It is recommended that the development does not exceed 350 KSF of development or a 2nd connection from the development to US HWY 441 is provided to allow an alternative access for the westbound lefts and northbound rights. This does not need to be a direct connection, for example a connection to the parallel access fronting KFC and Burger King would be sufficient.

The buildout volumes with 350 KSF Shopping Center under the PM peak condition is provided below.

Syncrho results with 350 KSF of Shopping Center under the PM peak Buildout is shown on the next sheet.

PM Peak Hour Buildout Traffic Volumes - NW 167th Blvd at US HWY 441 (with 50 KSF shopping removed)													
Scenario	US HWY 441 Eastbound			US HWY 441 Westbound				NW 167th Blvd Northbound			NW 167th Blvd Southbound		
	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	156	939		1		1637	304				185		24
Peak Season Volume (Existing)	156	939		1		1637	304				185		24
Background Volumes 2035	156	1353		1		2359	304				185		24
Project Trips	2	-49	29	0	482	-38	0	265		520	30		3
Buildout Trips	158	1304	29	1	482	2321	304	265		520	215		27
Peak Hour Factor (Int total = 0.93)	0.71			0.93				0.92			0.92		
Truck %	3%			3%				3%			3%		
Pedestrian Volumes	0			1				0			0		

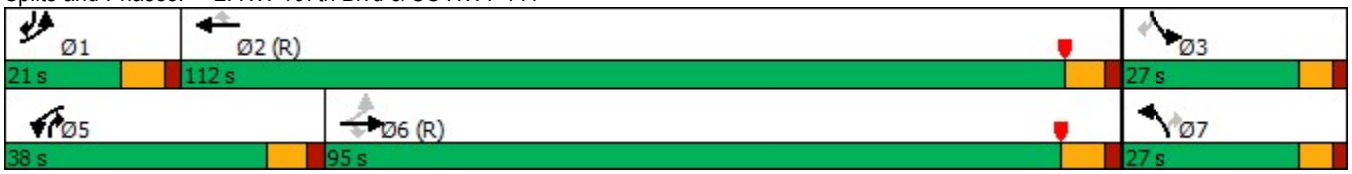


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Future Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3400	3505	1568	3433	0	1583	3400	0	1568
Flt Permitted	0.046			0.950			0.950			0.950		
Satd. Flow (perm)	85	3505	1568	3400	3505	1568	3433	0	1583	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			213			29			75
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	223	1837	41	519	2496	327	294	0	578	234	0	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1837	41	519	2496	327	294	0	578	234	0	29
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6			2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	21.0	95.0	95.0	38.0	112.0	112.0	27.0		38.0	27.0		21.0
Total Split (%)	13.1%	59.4%	59.4%	23.8%	70.0%	70.0%	16.9%		23.8%	16.9%		13.1%
Maximum Green (s)	13.8	87.8	87.8	31.2	105.2	105.2	21.0		31.2	21.0		13.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	104.2	87.8	87.8	33.8	105.2	105.2	18.4		58.2	18.4		40.8
Actuated g/C Ratio	0.65	0.55	0.55	0.21	0.66	0.66	0.12		0.36	0.12		0.26
v/c Ratio	0.99	0.96	0.04	0.72	1.08	0.30	0.75		0.97	0.60		0.06
Control Delay	74.9	52.1	0.5	65.9	73.3	4.4	80.4		78.0	73.6		0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	74.9	52.1	0.5	65.9	73.3	4.4	80.4		78.0	73.6		0.3
LOS	E	D	A	E	E	A	F		E	E		A
Approach Delay		53.5			65.4			78.8			65.5	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	~195	803	0	264	~1532	42	155		574	121		0
Queue Length 95th (ft)	m#247	689	m0	338	#1647	84	206		#831	167		0
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	226	1923	912	718	2304	1103	450		594	446		455
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.99	0.96	0.04	0.72	1.08	0.30	0.65		0.97	0.52		0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 63.4		Intersection LOS: E	
Intersection Capacity Utilization 97.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: NW 167th Blvd & US HWY 441



Appendix K
Improvement Concepts



PROPOSED SITE ACCESS A SOUTH BOUND LEFT TURN LANE CONCEPT



PROPOSED SITE ACCESS A NORTH BOUND RIGHT TURN LANE CONCEPT


375'
PROPOSED ACCESS C
PROPOSED SITE ACCESS C TURN LANE CONCEPT
375'
PROPOSED ACCESS B
PROPOSED ACCESS C
PROPOSED SITE ACCESS B TURN LANE CONCEPT



NW 173RD AND PEGGY RD TURN LANE CONCEPTS


For the NB left turning movement to get into the Publix shopping center
Proposed Site Access
For the NB right turning movement to get onto NW167th Blvd


SB Right turning movement to get into the proposed site access
Proposed Site Access

surroundings. The City Manager and former public is encouraging volunteers services director. "It's a of all ages to take part, wonderful opportunity for

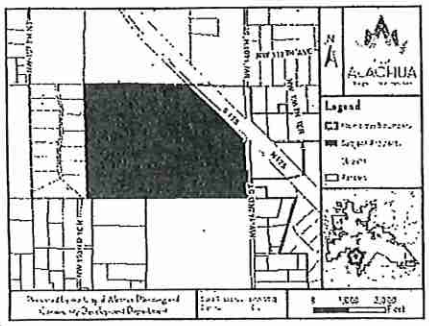
City of ALACHUA

NOTICE OF ENACTMENT OF AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the City Commission of the City of Alachua will hold a public hearing on May 19, 2025 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located 15100 NW 142nd Terrace, Alachua, Florida, to consider the following proposed ordinance as titled:

ORDINANCE 25-08

AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA; EXTENDING THE CORPORATE LIMITS OF THE CITY OF ALACHUA, FLORIDA TO INCLUDE CERTAIN LANDS LYING CONTIGUOUS TO THE EXISTING CORPORATE LIMITS OF THE CITY (TAX PARCEL 04015-000-000); PROVIDING THAT ALL EXISTING LAWS, ORDINANCES, RULES AND REGULATIONS SHALL APPLY IN SAID AREA; PROVIDING THAT THE PROPERTY LAND INHABITANTS ARE SUBJECT TO EXISTING INDEBTEDNESS AND LIABLE FOR TAXATION; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.



The ± 222.35-acre subject property is generally located 10602 NW 143rd Street (tax parcel(s) 04015-000-000). Copies of the application, complete legal description of the subject property, and proposed ordinance are available for public inspection at the Planning & Community Development Department in City Hall, located 15100 NW 142nd Terrace, Alachua, Florida on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. and copies can be obtained from the Office of the Deputy City Clerk.

At the public hearing, all interested parties may appear and be heard with respect to the application. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL, 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

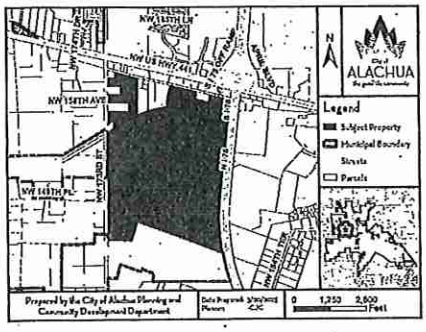
(Published: Alachua County Today - May 1, 2025 and May 8, 2025)

City of ALACHUA

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning and Zoning Board of the City of Alachua will hold a public hearing on May 13, 2025, at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following:

A request by CHW, LLC, applicant and agent for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, the property owners, for a large-scale Comprehensive Plan amendment to amend the future land use category from Agriculture (± 258.56-acres), Moderate Density Residential (± 13.78-acres), Medium Density Residential (± 9.7-acres), Community Commercial (± 45.29-acres), and Commercial (± 18.25-acres) to Low Density Residential (± 196.68-acres), Moderate Density Residential (± 46.74-acres), High Density Residential (± 23.48-acres), and Community Commercial (± 78.68-acres) on a ± 345.58-acre subject property located at 15601 NW 167th Boulevard. Tax parcels: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001. Existing FLU: Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, Commercial; Proposed FLU: Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial; Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI); Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof).



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(Published: Alachua County Today - May 1, 2025)

City of ALACHUA

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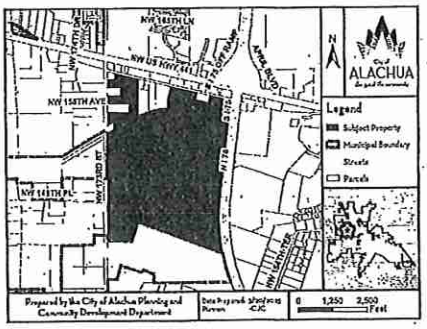
A request by CHW, LLC, applicant and agent for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, the property owners, for a site-specific amendment to the Official Zoning Atlas to amend the zone district from Agricultural (A) (± 258.56-acres), Residential Single-Family – 4 (RSF-4) (± 13.78-acres), Residential Multiple Family – 8 (RMF-8) (± 9.7-acres), Community Commercial (CC) (± 45.29-acres), and Commercial Intensive (CI) (± 18.25-acres) to Planned Development – Residential (PD-R) (± 266.90-acres) and Planned Development – Commercial (PD-COMM) (± 76.68-acres) on a ± 345.58-acre subject property located at 15601 NW 167th Boulevard. Tax parcels: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001. Existing FLU: Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, Commercial; Proposed FLU: Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial; Existing Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI); Proposed Zone District: Planned Development – Residential (PD-R), Planned Development – Commercial (PD-COMM); Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof).



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(Published: Alachua County Today - May 1, 2025)

MAILED
APR 2 8 2025

City of ALACHUA
the good life community

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

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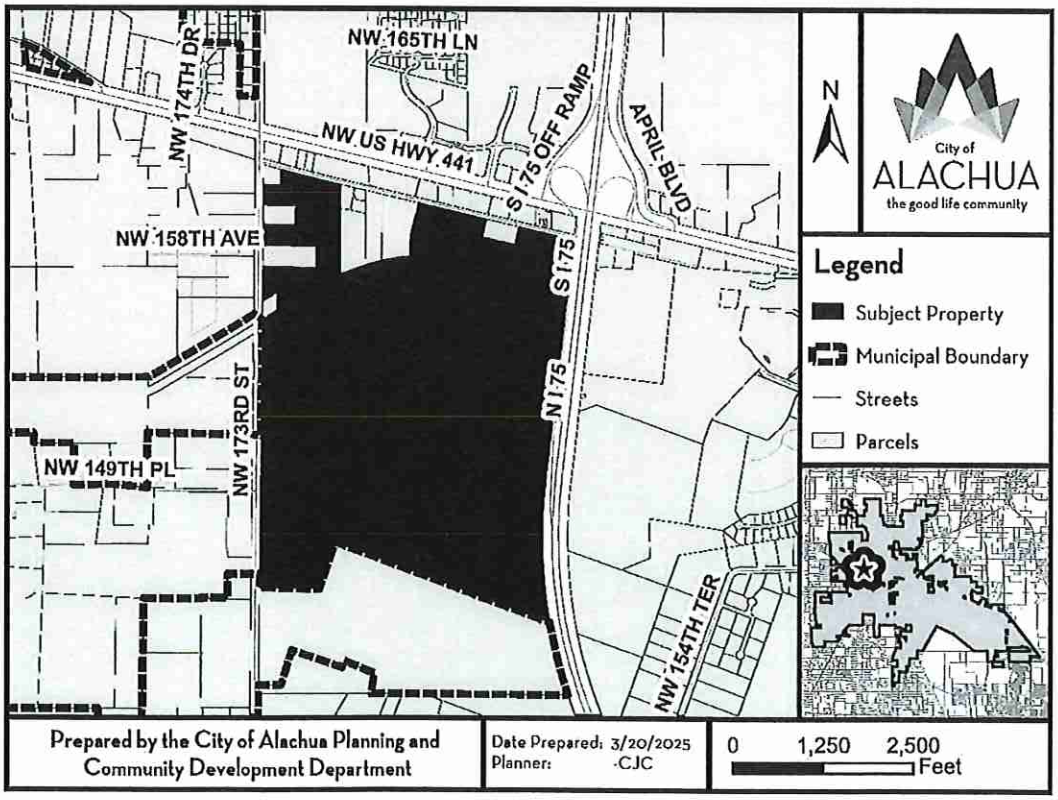
A request by CHW, LLC, applicant and agent for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, the property owners, for a large-scale Comprehensive Plan amendment to amend the future land use category from Agriculture (± 258.56-acres), Moderate Density Residential (± 13.78-acres), Medium Density Residential (± 9.7-acres), Community Commercial (± 45.29-acres), and Commercial (± 18.25-acres) to Low Density Residential (± 196.68-acres), Moderate Density Residential (± 46.74-acres), High Density Residential (± 23.48-acres), and Community Commercial (± 78.68-acres) on a ± 345.58-acre subject property located at 15601 NW 167th Boulevard. Tax parcels: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001.



PO Box 9
Alachua, Florida 32616-0009

"The Good Life Community"
www.cityofalachua.com

Phone: (386) 418-6121
Fax: (386) 418-6130

Existing FLU: Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, Commercial;

Proposed FLU: Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial;

Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI);

Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof).

At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

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03051-004-000
CORNERSTONE ALACHUA LLC
426 SW COMMERCE DR STE 130
LAKE CITY, FL 32025

03042-050-008
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

03042-052-007
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

03044-003-000
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

03051-000-000
M & L 441 LLC
1113 OLD POPO POINT
ST JOHNS, FL 32259

03051-001-000
NORTH FLORIDA REGIONAL MEDICAL C
PO BOX 80610
INDIANAPOLIS, IN 46280

03051-001-001
NORTH FLORIDA REGIONAL MEDICAL C
PO BOX 80610
INDIANAPOLIS, IN 46280

03051-003-000
ROUX JOHN P
PO BOX 1673
ALACHUA, FL 32616

03055-000-000
SINGH LAKHVIR
PO BOX 2092
ALACHUA, FL 32616

03055-001-000
ALACHUA COUNTY
PO BOX 2877
GAINESVILLE, FL 32602

03055-001-001
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03055-001-003
TOMOKA HILLS FARM INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03055-001-004
ACKLEY ROBERT L & MARY J
15817 NW 173RD ST
ALACHUA, FL 32615

03055-010-001
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03055-010-003
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03056-001-000
BRADLEY & WILLIAMS
16919 NW 162ND LN
ALACHUA, FL 32615

03056-001-002
BLACK NANCY BURGESS
5417 NW 234TH AVE
ALACHUA, FL 32615

03054-001-000
SARCAV LLC
C/O SILVIO CAVACEPPI
8303 AUTUMNWIND DR
JACKSONVILLE, FL 32218

03054-001-002
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03058-000-000
SARCAV LLC
8303 AUTUMWIND DR
JACKSONVILLE, FL 32218

03873-001-000
TOWER HILL INSURANCE GROUP LLC
7201 NW 11TH PL
GAINESVILLE, FL 32605

03873-001-001
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03042-052-005
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03042-052-006
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03874-002-000
BURGESS & BURGESS
15008 NW 173RD ST
ALACHUA, FL 32615

03054-000-000
JP & KP LLC
11149 CONISTON WAY
WINDERMERE, FL 34786

03054-001-001
SHREE LAXMI NARAYAN INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

03874-002-002
BURGESS & BURGESS
15008 NW 173RD ST
ALACHUA, FL 32615

03876-000-000
DELOACH VIRGIL C & HOLLY H
PO BOX 532
FT WHITE, FL 32038

03876-001-000
MALLARD MITCHELL E & ESTHER R
14614 NW 173RD ST
ALACHUA, FL 32615

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03042-052-002
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03056-000-000
CAMPBELL MENZIE G
16903 NW 162ND LN
ALACHUA, FL 32615

03053-000-000
NORTH FLORIDA REGIONAL MEDICAL C
PO BOX 80610
INDIANAPOLIS, IN 46280

03056-001-001
CAMPBELL MENZIE G
16903 NW 162ND LN
ALACHUA, FL 32615

03053-003-000
CAVACEPPI SHARLEEN O TRUSTEE
PO BOX 1325
ALACHUA, FL 32616

03059-001-000
MCDONALD'S CORP (009/0551)
C/O JUAN PRADO
6625 VAN DYKE RD
LUTZ, FL 33558

03061-004-000
DWARKADHISH INVESTMENTS INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

03061-010-002
LE STORE LLC
22211 W NEWBERRY RD
NEWBERRY, FL 32669

03066-008-002
JP & KP LLC
11149 CONISTON WAY
WINDERMERE, FL 34786

03066-000-000
FIRST STREET GROUP L C
PO BOX 1990
ALACHUA, FL 32616

03876-002-000
MAKENNA PARKER HOMES LLC
2714 SW 130TH TER
ARCHER, FL 32618

03042-052-003
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03871-000-000
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03875-050-001
ALACHUA COUNTY
12 SE 1ST ST
GAINESVILLE, FL 32601

03053-002-000
SARCAV LLC
C/O SILVIO CAVACEPPI
8303 AUTUMNWIND DR
JACKSONVILLE, FL 32218

03059-003-000
FDOT
% RIGHT OF WAY DEPT
MAIL STATION 2020 1109 S MARION AVE
LAKE CITY, FL 32025

03061-004-001
IMPERIAL AIRPORT
489 CROCKER SPERRY DR
MONTECITO, CA 93108

03066-006-000
MOHAN-LERRA FAMILY PARTNERSHIP
16715 NW 129TH TER
ALACHUA, FL 32615

03869-001-000
TLC PROPERTIES INC
2065 NW 57TH ST
OCALA, FL 34475

03869-002-000
HARKINS JAMES E JR & RENEE
PO BOX 6307
MARIANNA, FL 32447

03876-005-000
ALSPAUGH & BROWN TRUSTEE & DIXO
% HIMMERLRICH AND COMPANY
898 SW 21ST ST
BOCA RATON, FL 33486

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03042-052-004
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03871-001-000
THOMAS & THOMAS & THOMAS HEIRS
312 MCBRIEN RD APT 423
CHATTANOOGA, TN 37411

03876-100-000
ALACHUA COUNTY
12 SE 1ST ST
GAINESVILLE, FL 32601

03053-002-001
CATA LIGHTS CORP
630 VASSAR ST #2506
ORLANDO, FL 32804

03061-000-000
CHASING CHICKEN 2 INC
501 E TENNESSEE ST A
TALLAHASSEE, FL 32308

03061-010-001
HOOVER RESTAURANTS LLC
4030 JOHNS CREEK PARKWAY
SUWANEE, GA 30024

03066-007-000
ALL AMERICAN OIL LLC
380 COMMERCE PARKWAY
ROCKLEDGE, FL 32955

03869-013-000
FIRST STREET GROUP LC
PO BOX 1990
ALACHUA, FL 32616

03873-000-000
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

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03874-000-000
VICKORY WILLIAM A & SUSAN S
15404 NW 173RD ST
ALACHUA, FL 32615

03874-001-000
VICKORY WILLIAM HENRY LIFE ESTATE
15310 NW 173RD ST
ALACHUA, FL 32615

03863-000-000
ALACHUA HOLDINGS LTD
PO BOX 1990
ALACHUA, FL 32616

MAILED
APR 2 8 2025

03870-000-000
CITY OF ALACHUA
PO BOX 9
ALACHUA, FL 32616

03872-000-000
SHIRES CYNTHIA H
PO BOX 1259
ALACHUA, FL 32616

03863-100-000
MALBEC II LLC
100 S BISCAYNE BLVD SUITE 900
MIAMI, FL 33131

AVERY 5960

Mike DaRoza
City Manager
PO Box 9
Alachua, FL 32615

Michele L. Lieberman
County Manager
12 SE 1st St
Gainesville, FL 32601

Antoinette Endelicato
5562 NW 93rd Avenue
Gainesville, FL 32653

Linda Dixon, AICP
Assistant Director Planning
PO Box 115050
Gainesville, FL 32611

Tamara Robbins
PO Box 2317
Alachua, FL 32616

Lynda Coon
7216 NW 126 Avenue
Alachua, FL 32615

Joseph & Phyllis Strickland
14103 NW 156th Place
Alachua, FL 32615

Jean Calderwood
14095 NW 174th Ave
Alachua, FL 32615

Lynn Horton
19005 NW 138th Avenue
Alachua, FL 32615

Stephen Hofstetter
Director, Environmental Protection
Department
14 NE 1st Street
Gainesville, FL 32601

Pat: avery.com/patents

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AFFIDAVIT FOR POSTED LAND USE SIGN

I, C. Ryan Thompson, POSTED THE LAND USE SIGN(S)
(Print Name)

ON April 25, 2025 FOR THE Tomoka Hills Large-scale Comprehensive Plan Amendment
(Date) (Project name & type of action)

LAND USE ACTION AS PER ARTICLE 2.2.9(D) OF THE LAND DEVELOPMENT

REGULATIONS. THIS WILL BE INCLUDED IN THE STAFF REPORT.


(Signature)

13
(Number of signs)

CITY OF ALACHUA

NOTICE OF LAND USE DEVELOPMENT ACTION

PUBLIC HEARING(S) ARE SCHEDULED TO CONSIDER THE FOLLOWING:

PROJECT NAME: Tomoka Hills LSCPA

APPLICATION NO.: PLSC24-0002

APPLICATION TYPE: Large Scale Comprehensive Plan Amendment

CURRENT ZONING: A, RSF-4, RMF-8, CC, CI

NATURE/SCOPE OF PROPOSAL: To amend the future land use category of the subject property from Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, and Commercial to Low Density Residential, Moderate Density Residential, High Density Residential, and Community Commercial

DATE OF PUBLIC HEARING(S):

May 13, 2025 **AT** 6:00 **PM**

June 9, 2025 **AT** 6:00 **PM**

_____ **AT** _____ **PM**

LOCATION OF PUBLIC HEARING(S):
ALACHUA CITY HALL - 15100 NW 142ND TERRACE

FOR MORE INFORMATION CONTACT:
CITY OF ALACHUA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

386-418-6121

planning@cityofalachua.com

ALL INTERESTED PARTIES MAY APPEAR AT THE PUBLIC HEARING(S) AND BE HEARD WITH RESPECT TO THE APPLICATION.COPIES OF THE APPLICATION, STAFF REPORT, AND RELATED MATERIALS ARE AVAILABLE FOR PUBLIC INSPECTION AT THE PLANNING & COMMUNITY DEVELOPMENT, 15100 NW 142ND TERRACE, ALACHUA, FLORIDA, ON ANY REGULAR BUSINESS DAY DURING NORMAL BUSINESS HOURS. WRITTEN COMMENTS MAY BE SENT TO: CITY OF ALACHUA, PLANNING & COMMUNITY DEVELOPMENT, P.O. BOX 9, ALACHUA FL 32616. NOTICE IS GIVEN PURSUANT TO SECTION 286.0105, FLORIDA STATUES, THAT, IN ORDER TO APPEAL ANY DECISION MADE AT THE PUBLIC HEARING(S), YOU WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT, FOR SUCH PURPOSE, YOU MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS BASED. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, ANY PERSONS WITH A DISABILITY REQUIRING REASONABLE ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS MEETING SHOULD CALL THE CITY CLERK AT (386) 418-6100 x 1501 AT LEAST 48 HOURS PRIOR TO THE PUBLIC HEARING(S).



Carson J. Crockett, AICP Candidate
Planner, Planning and Community Development Department

Carson J. Crockett, AICP Candidate, is a Planner for the City of Alachua. He supports the functions of the Planning and Community Development Department, assists in the development review process and regularly communicates with members of the public. Crockett holds a master's degree in Urban and Regional Planning from the University of Florida, and he is currently working toward an American Institute of Certified Planners (AICP) certification.

EDUCATION

University of Florida
Bachelor of Science in Sustainability and the Built Environment
Graduated: April 2022
Master of Urban and Regional Planning
Graduated: May 2023

St. Petersburg Collegiate High School
High School Diploma
Graduated: May 2019

WORK EXPERIENCE

City of Alachua, Florida | Planner | Jun 2023-Present
15100 NW 142nd Ter, Alachua, Fl 32615 | (386) 418-6121

George F. Young, Inc. | Planning Intern | May-Aug 2021 and 2022
299 Dr. Martin Luther King Jr. St N, Saint Petersburg, Fl 33701 | (727) 822-4317

PROFESSIONAL ORGANIZATIONS

American Planning Association | San Felasco Section, Florida Chapter
Member | Nov 2020-Present
Student Planning Association | University of Florida
Member | August 2020-May 2023

CERTIFICATES AND OTHER SKILLS

AICP Candidate | Nov 2023-Present
ArcGIS Pro | Competent
ArcGIS Desktop | Competent
Microsoft Office Certified | Word
PowerPoint | Excel

Robert's Rules of Order | Proficient
Public Speaking | Proficient

Commission Agenda Item

MEETING DATE: May 13, 2025

SUBJECT: PR24-0003 - Tomoka Hills Site-Specific Amendment to the Official Zoning Atlas - A request by CHW, LLC, applicant and agent for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, the property owners, for a site-specific amendment to the Official Zoning Atlas to amend the zone district from Agricultural (A) (± 258.56-acres), Residential Single-Family – 4 (RSF-4) (± 13.78-acres), Residential Multiple Family – 8 (RMF-8) (± 9.7-acres), Community Commercial (CC) (± 45.29-acres), and Commercial Intensive (CI) (± 18.25-acres) to Planned Development – Residential (PD-R) (± 266.90-acres) and Planned Development – Commercial (PD-COMM) (± 76.68-acres) on a ± 345.58-acre subject property located at 15601 NW 167th Boulevard. Tax parcels: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001. Existing FLU: Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, Commercial; Proposed FLU: Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial; Existing Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI); Proposed Zone District: Planned Development – Residential (PD-R), Planned Development – Commercial (PD-COMM); Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof) (Quasi-Judicial Hearing).

PREPARED BY:

RECOMMENDED ACTION:

Staff recommends that the Planning & Zoning Board find the application for a site-specific amendment to the Official Zoning Atlas for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmit such finding to the City Commission with a recommendation to approve.

Recommended Motion: *I move that, based upon the competent substantial evidence, the presentation before this Board, and Staff's recommendation, this Board finds the application for a large-scale Comprehensive Plan amendment for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmit such finding to the City Commission with a recommendation to approve.*

Summary

This application is a request by CHW, LLC, applicant and agent on behalf of Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, property owners, for a site-specific amendment to the Official Zoning Atlas to amend the zoning designation from Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), and Commercial Intensive (CI) to Planned Development – Residential (PD-R) and Planned Development – Commercial (PD-COMM) on a ± 345.58-acre subject property. The subject property is located at 15601 NW 167th Boulevard.

This is a companion application to a large-scale Comprehensive Plan amendment to the Future Land Use Map.

Existing Zone Districts

The A district is established by Section 3.3 of the City's Land Development Regulations (LDRs) and is intended to support agriculture and agriculture supportive uses, ensure residential development consistent with rural and agricultural character, and to be consistent with the Comprehensive Plan. Typical uses include dwelling, single-family detached; religious institution; general agriculture; animal husbandry; horticulture; agriculture support and services; and animal sales, service and care. The maximum density of the A district is 0.20 dwelling units per acre.

The RSF-4 district is established in Section 3.4 of the City's LDRs, for which "the principal use of land is single-family residential development at a moderate density for use in areas served by water and sewer systems. The regulations of this district are intended to discourage any use that would substantially interfere with the development of single-family dwellings and that would be detrimental to the residential nature of the district. Complementary uses customarily found in residential zone districts, such as community facilities, religious institutions, parks and playgrounds, and schools are also allowed. The maximum density allowed is four dwelling units an acre."

The RMF-8 district is established in Section 3.4 of the City's LDRs and is intended "to encourage a mixture of medium-density housing types, including single-family detached, townhouses, two- to four-family, and multiple-family dwellings, in areas served by water and sewer systems. Complementary uses customarily found in residential zone districts, such as community facilities, religious institutions, parks and playgrounds, and schools, are also allowed. The maximum density allowed is eight dwelling units an acre."

The CC district is established in Section 3.5 of the City's LDRs and is intended "to provide lands for business uses that provide goods and services to residents of the entire community. Because these commercial uses are subject to public view, they should provide appropriate appearance, adequate parking, controlled traffic movement, suitable landscaping, appropriate pedestrian facilities, and protect abutting residential areas from adverse impacts. The CC

district should typically be located along major arterials or at the intersection of an arterial and highway." The maximum floor area ratio in the CC district is 1.0; however, the floor area ratio is limited to 0.50 for parcels five acres or greater.

The CI district is established in Section 3.5 of the City's LDRs and is intended "to provide lands and facilitate highway-oriented development opportunities within the City, for uses that require high public visibility and an accessible location. The CI district should be located along major arterials or highways and at the US 441/Interstate-75 interchange." The maximum floor area ratio of in the CI district is 1.0; however, the floor area ratio is limited to 0.50 for parcels five acres or greater.

Proposed Zone Districts

The proposed zone districts are PD-R and PD-COMM. The purpose of a planned development (PD) district is generally to increase flexibility, allow greater freedom to access open space and amenities, allow greater freedom to provide mix of uses and housing types, provide greater opportunity for more efficient land use patterns, promote quality design and environmentally sensitive development, and encourage quality design through density increases.

The specific purpose of the PD-R district is established by Section 3.6.1(B)(1) of the City's LDRs, for which the intent is to "provide a mix of residential uses using innovative and creative design elements, while at the same time providing an efficient use of open space. Commercial uses may be allowed in the PD-R district primarily to serve the needs of the residents in the development."

The specific purpose of the PD-COMM district is established by Section 3.6.1(B)(4), for which the intent is to "provide mixed-use retail and office development, with limited moderate and higher density residential uses integrated into the development above street levels and as separate stand-alone uses."

The PD Master Plan and PD Ordinance restrict the overall density and intensity of specific development areas and the land uses that may locate in specific development areas, while also providing additional conditions of development.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

ATTACHMENTS

1. Staff Report
2. Application Materials
3. PD Master Plan

4. Traffic Impact Analysis
5. Public Notice Materials
6. Carson J. Crockett, AICP Candidate - Resume on File

City of Alachua
Planning & Community Development Department
Staff Report

Planning & Zoning Board Hearing Date: May 13, 2025
Legislative Hearing **Application #: PR24-0003**

SUBJECT:	A request for a site-specific amendment to the Official Zoning Atlas to amend the zone district from Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), and Commercial Intensive (CI) to Planned Development – Residential (PD-R) and Planned Development – Commercial (PD-COMM) on the subject property.
APPLICANT/AGENT:	CHW, LLC
PROPERTY OWNER:	Tomoka Hills Farms, Inc.; Tower Hill Insurance Group, LLC
LOCATION:	15601 NW 167th Boulevard
PARCEL ID NUMBER:	03054-001-002; 03055-001-001; 03055-001-003; 03055-010-001; 03055-010-003; 03871-000-000; 03873-000-000; 03873-001-000; 03873-001-001
FLUM DESIGNATION:	Agriculture (± 258.56-acres); Moderate Density Residential (± 13.78-acres); Medium Density Residential (± 9.7-acres); Community Commercial (± 45.29-acres); Commercial (± 18.25-acres)
ZONING:	Agricultural (A) (± 258.56-acres); Residential Single-Family – 4 (RSF-4) (± 13.78-acres); Residential Multiple Family – 8 (RMF-8) (± 9.7-acres); Community Commercial (CC) (± 45.29-acres); Commercial Intensive (CI) (± 18.25-acres)
OVERLAY:	U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof)
ACREAGE:	± 345.58
PROJECT PLANNER:	Justin Tabor, AICP Carson J. Crockett, AICP Candidate

RECOMMENDATION: Staff recommends that the Planning & Zoning Board find the application for a site-specific amendment to the Official Zoning Atlas for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmit such finding to the City Commission with a recommendation to approve.

RECOMMENDED MOTION: *I move that, based upon the competent substantial evidence, the presentation before this Board, and Staff's recommendation, this Board finds the application for a large-scale Comprehensive Plan amendment for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmit such finding to the City Commission with a recommendation to approve.*

SUMMARY

This application is a request by CHW, LLC, applicant and agent on behalf of Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, property owners, for a site-specific amendment to the Official Zoning Atlas to amend the zoning designation from Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), and Commercial Intensive (CI) to Planned Development – Residential (PD-R) and Planned Development – Commercial (PD-COMM) on a ± 345.58-acre subject property. The subject property is located at 15601 NW 167th Boulevard.

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Existing Zone Districts

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The CC district is established in Section 3.5 of the City's LDRs and is intended "to provide lands for business uses that provide goods and services to residents of the entire community. Because these commercial uses are subject to public view, they should provide appropriate appearance, adequate parking, controlled traffic movement, suitable landscaping, appropriate pedestrian facilities, and protect abutting residential areas from adverse impacts. The CC district should typically be located along major arterials or at the intersection of an arterial and highway." The maximum floor area ratio in the CC district is 1.0; however, the floor area ratio is limited to 0.50 for parcels five acres or greater.

The CI district is established in Section 3.5 of the City's LDRs and is intended "to provide lands and facilitate highway-oriented development opportunities within the City, for uses that require high public visibility and an accessible location. The CI district should be located along major arterials or highways and at the US 441/Interstate-75 interchange." The maximum floor area ratio of in the CI district is 1.0; however, the floor area ratio is limited to 0.50 for parcels five acres or greater.

Table 1. Existing Zone Districts

Summary of Existing Zone Districts		
Zone:	A; RSF-4; RMF-8; CC; CI	
Max. Gross Density:	A	51 dwelling units (0.2 DUA)
	RSF-4	55 dwelling units (4 DUA)
	RMF-8	77 dwelling units (8 DUA)
	CC	N/A
	CI	N/A
	TOTAL	183 dwelling units (± 0.5 DUA)
Max. Floor Area:	A	N/A
	RSF-4	N/A
	RMF-8	N/A
	CC	± 986,416 square feet (0.50 FAR)
	CI	± 397,485 square feet (0.50 FAR)
	TOTAL	± 1,383,901 square feet / 32-acres (0.09 FAR)
Typical Permitted Uses: (For a full & comprehensive list, refer to the Table 4.1-1, Table of Allowed Uses, in the City's LDRs)	A	▪ Dwelling, live/work; ▪ Dwelling, single-family residential; ▪ Dwelling, manufactured home; ▪ Dwelling, mobile home; ▪ Religious institution; ▪ Parks and open areas; ▪ Public safety; ▪ Utilities; ▪ Agriculture, general use; ▪ Animal husbandry; ▪ Horticulture; ▪ Agriculture support and services; and, ▪ Animal sales, service, and care.
	RSF-4	▪ Dwelling, manufactured home; ▪ Dwelling, single-family detached; and, ▪ Parks and open areas.
	RMF-8	▪ Dwelling, live/work; ▪ Dwelling, manufactured home; ▪ Dwelling, multiple-family; ▪ Dwelling, single-family attached; ▪ Dwelling, single-family detached; ▪ Dwelling, townhouse; ▪ Dwelling, two- to four- family; ▪ Upper story dwelling;

	RMF-8 (Continued)	▪ Community residential home; ▪ Community services; ▪ Educational facilities; ▪ Assisted living facility; ▪ Religious institution; ▪ Parks and open areas; ▪ Public safety; and, ▪ Utilities.
	CC	▪ Dwelling, live/work; ▪ Dwelling, multiple-family; ▪ Upper story dwelling; ▪ Dormitory; ▪ Community services; ▪ Day care; ▪ Educational facilities; ▪ Government facilities; ▪ Health care facilities; ▪ Institutions; ▪ Parks and open areas; ▪ Public safety; ▪ Utilities; ▪ Eating establishments; ▪ Offices; ▪ Parking, commercial; ▪ Recreation/entertainment, indoor; ▪ Retail sales and services; ▪ Self-service storage; ▪ Gasoline sales; and, ▪ Hotel or motel.
	CI	▪ Dwelling, multiple-family; ▪ Dwelling, single-family attached; ▪ Dwelling, townhouse; ▪ Dwelling, two- to four-family; ▪ Upper story dwelling; ▪ Government facilities; ▪ Health care facilities; ▪ Religious institutions; ▪ Public safety; ▪ Utilities; ▪ Eating establishments; ▪ Offices; ▪ Parking, commercial; ▪ Recreation/entertainment, indoor; ▪ Retail sales and services; ▪ Self-service storage; ▪ Sexually oriented business; ▪ Vehicle, sales and services; ▪ Parcel services; and, ▪ Hotel or motel.

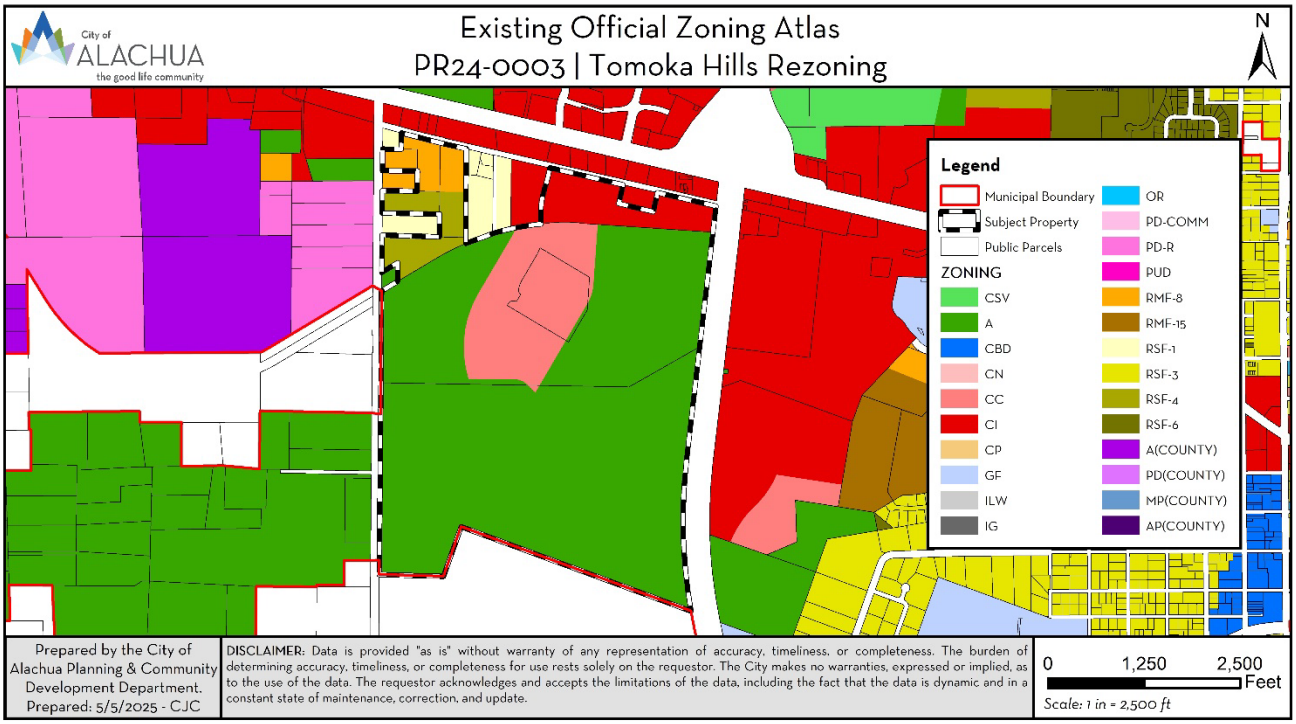

Figure 1. Subject Property with Existing Official Zoning Atlas

Proposed Zone Districts

The proposed zone districts are PD-R and PD-COMM. The purpose of a planned development (PD) district is generally to increase flexibility, allow greater freedom to access open space and amenities, allow greater freedom to provide mix of uses and housing types, provide greater opportunity for more efficient land use patterns, promote quality design and environmentally sensitive development, and encourage quality design through density increases.

The specific purpose of the PD-R district is established by Section 3.6.1(B)(1) of the City's LDRs, for which the intent is to "provide a mix of residential uses using innovative and creative design elements, while at the same time providing an efficient use of open space. Commercial uses may be allowed in the PD-R district primarily to serve the needs of the residents in the development."

The specific purpose of the PD-COMM district is established by Section 3.6.1(B)(4), for which the intent is to "provide mixed-use retail and office development, with limited moderate and higher density residential uses integrated into the development above street levels and as separate stand-alone uses."

The PD Master Plan and PD Ordinance restrict the overall density and intensity of specific development areas and the land uses that may locate in specific development areas, while also providing additional conditions of development.

Figure 2 shows the proposed Official Zoning Atlas.

PROPOSED DEVELOPMENT AREAS

Development area "A" is notated as Moderate Density Residential and encompasses ± 46.70-acres of the subject property. A density of 2.14 dwelling units per acre is proposed, for a total of 100 dwelling units permitted. A floor area ratio of 0.00 is proposed for a total of 0 square feet of non-residential floor area permitted. Allowed uses are dwelling, single-family attached; dwelling, single-family detached; dwelling, townhouse; dwelling, two- to four-family; post office; community garden; and, wireless communication tower and/or antenna, freestanding.

Development area "B" is notated as High Density Residential and encompasses ± 23.50-acres of the subject property. A density of 14.91 dwelling units per acre is proposed for a total of 250 dwelling units permitted. A floor area ratio of 0.00 is proposed for a total of 0 square feet of non-residential floor area permitted. Allowed uses are dwelling, single-family attached; dwelling, townhouse; dwelling, two- to four-family; dwelling, multiple family; post office; and, community garden.

Development area "C" is notated as Mixed-Use and encompasses ± 78.70-acres of the subject property. A density of 3.82 dwelling units per acre is proposed, for a total of 300 dwelling units permitted. A floor area ratio of 0.16 is proposed for a total of 540,000 square feet of non-residential floor area permitted. Allowed uses are all those permitted within PD-COMM districts as shown in Table 4.1-1, Table of allowed uses, in the City's LDRs.

The largest development area is "D," notated as Common Area/Recreation and encompassing ± 196.70-acres of the subject property. A density of 0.06 dwelling units per acre is proposed, for a total of 10 dwelling units permitted. A floor area ratio of 0.024 is proposed for a total of 200,000 square feet of non-residential floor area permitted. Allowable uses are buffer; dwelling, single-family detached; dwelling, single-family attached; golf course, public; commercial recreation, indoor; commercial recreation, outdoor; and, golf course, private.

Development area "E" is notated as Roadway and overlaps with the other four development areas. A density of 0 and floor area ratio of 0.00 is proposed. The purpose of the area E is for the allowed uses of public utilities; communication infrastructure; circulation; and, mass transit/downtown trolley.

Table 2 summarizes the proposed development potential of the PD and the net change from the existing zone districts present on the subject property.

Figure 3 shows the proposed PD Master Plan, including the location of these development areas.

Table 2. Proposed Zone Districts

Summary of Proposed Zone Districts		
Zone:	PD-R; PD-COMM	
Max. Gross Density:	Area "A"	100 dwelling units (2,14 DUA)
	Area "B"	350 dwelling units (14.91 DUA)
	Area "C"	300 dwelling units (3.82 DUA)
	Area "D"	10 dwelling units (0.06 DUA)
	Area "E"	N/A
	TOTAL	760 dwelling units (± 0.5 DUA)
Max. Floor Area:	Area "A"	N/A
	Area "B"	N/A
	Area "C"	540,000 square feet (0.16 FAR)
	Area "D"	200,000 square feet (0.024 FAR)
	Area "E"	N/A
	TOTAL	740,000 square feet (± 17-acres) (± 0.05 FAR)
Net Increase/ Decrease	***+ 577 dwelling units (from 183 to 760 dwelling units)*** ***- 643,901 square feet (from 1,282,901 to 740,000 square feet)***	

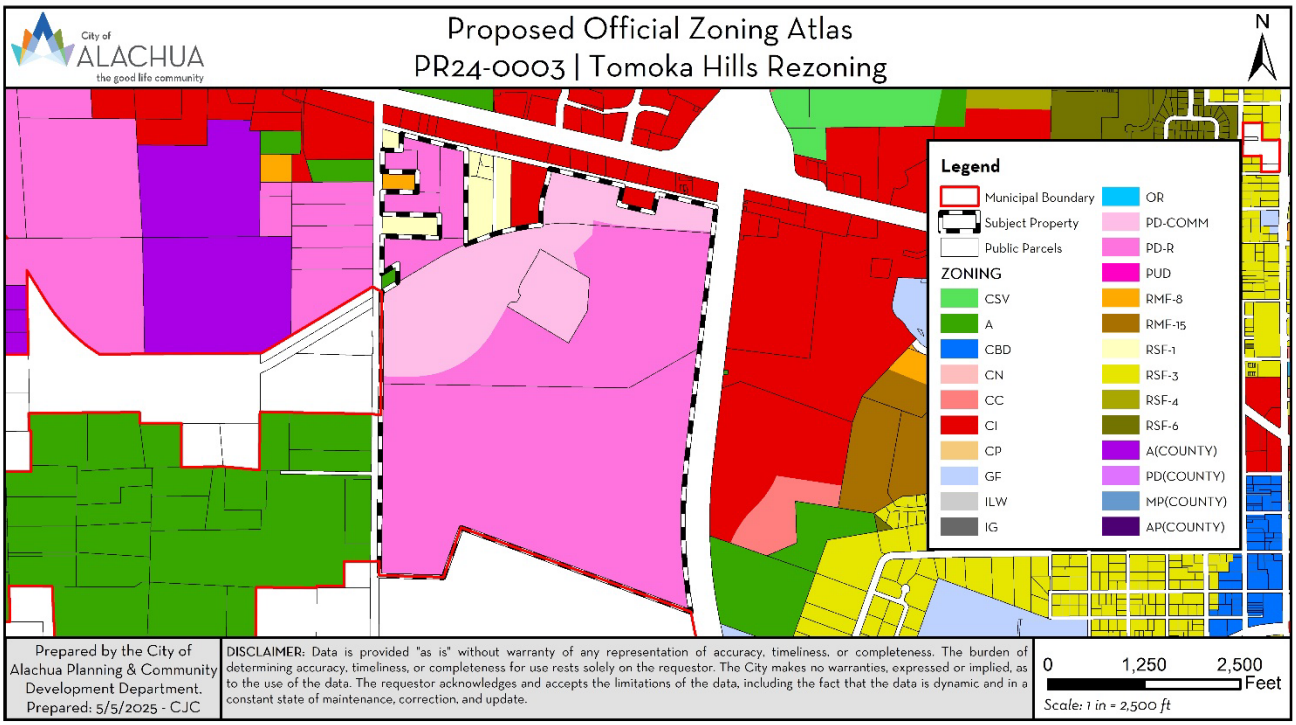

Figure 2. Subject Property with Proposed Official Zoning Atlas

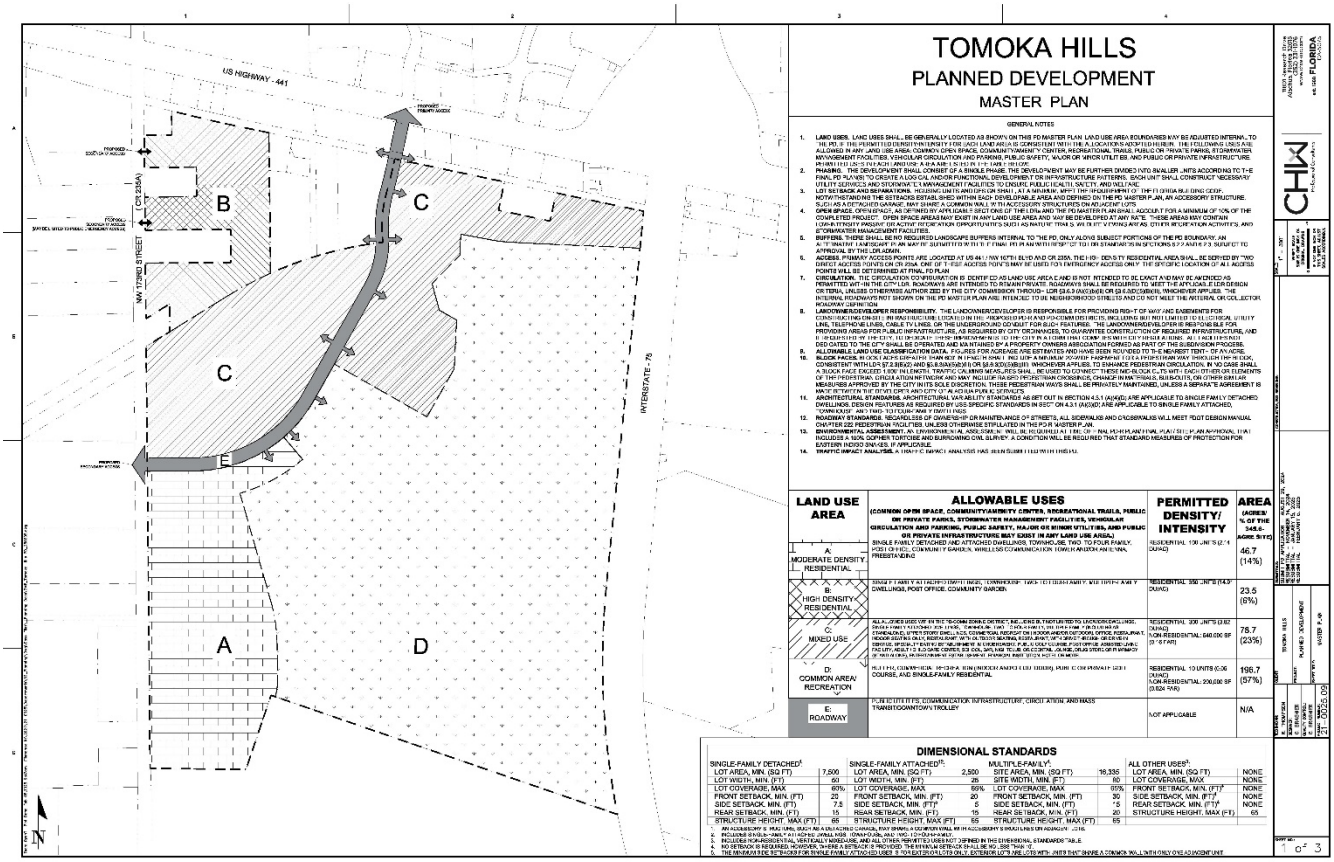

Figure 3. Proposed PD Master Plan

EXISTING USES

The subject property is comprised of a mixture of cleared lands historically used for agricultural activities and naturally wooded areas. Additionally, two approved site plans are incorporated in the subject property's area. The Tower Hill Headquarters site plan (#PSP23-0003), approved on May 17, 2023, and the Tomoka Hills Golf Facility site plan (#PSP24-0014), approved on April 15, 2025.

SURROUNDING USES

The existing uses, Future Land Use Map (FLUM) designations, and zoning districts of the surrounding area are identified in Table 3. Figure 3 provides an overview of the vicinity of the subject property. (NOTE: The information below is intended to provide a general overview of the area surrounding the subject property and to generally orient the reader. The information below is not intended to be all-inclusive, and may not identify all existing uses, FLUM designations, and/or zoning districts surrounding the subject property.)

Table 3. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	Eating Establishments; Vacant Commercial; Single-Family Residential	Commercial; Moderate Density Residential	Commercial Intensive (CI); Residential Single-Family – 1 (RSF-1)
South	Single-Family Residential; Agriculture	Rural/Agriculture (County)	Agricultural (A)(County)
East	Vacant Commercial; Interstate 75	Commercial	Commercial Intensive (CI)
West	Single-Family Residential; Vacant Residential; Agriculture	Moderate Density Residential; Agriculture; Rural/Agriculture (County)	Planned Development – Residential (PD-R); Agricultural (A); Agricultural (A)(County)

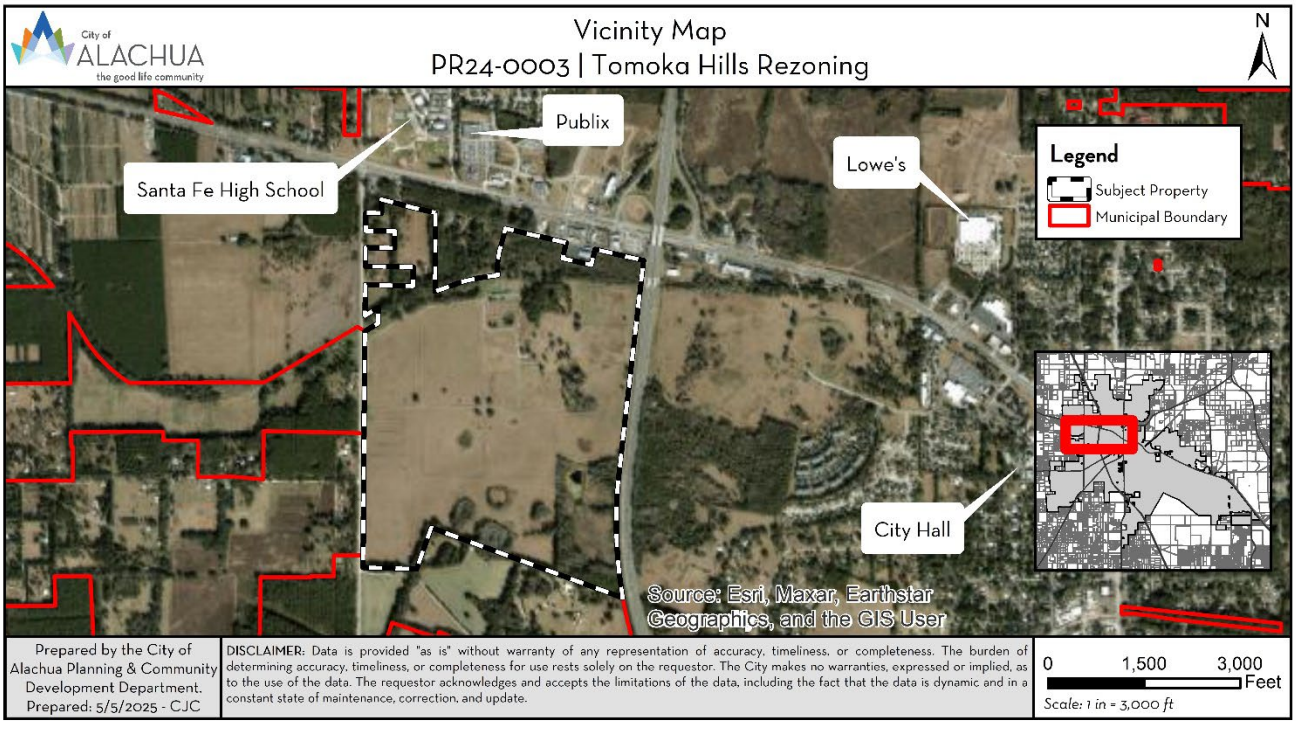

Figure 4. Vicinity Map

NEIGHBORHOOD MEETING

The purpose of a neighborhood meeting is to educate the owners of nearby land and any other interested members of the public about the project and to receive comments regarding the project. Neighborhood meetings are required for a site-specific amendment to the Official Zoning Atlas application.

A neighborhood meeting was held on September 12, 2024, at 11801 Research Drive (CHW Offices). As required by Section 2.4.4 of the City's Land Development Regulations, all property owners within 400 feet of the subject property were notified and notice of the meeting was published in a newspaper of general circulation. The applicant was available to answer questions. Materials submitted by the applicant indicate that the meeting was attended by 6 members of the public.

Concerns and comments raised by the members of the public who attended included traffic and roadway construction standards, the presence of wetlands on the subject property, water quality, and property rights. A full neighborhood meeting summary submitted by the applicant is available for review in the application materials.

COMPREHENSIVE PLAN CONSISTENCY ANALYSIS

The goals, objectives, and policies (GOPs) identified below are provided to establish a basis of the application's consistency with the Comprehensive Plan. There may be additional GOPs which the application is consistent with that are not identified within this report. An evaluation and findings of consistency with the identified GOPs is also provided below.

Future Land Use Element

Goal 1: *Future Land Use Map 2035*

The City shall maintain a Future Land Use Map in order to effectively guide development in a sustainable manner and to ensure economic prosperity and stability while maintaining a high quality of life for all of its present and future citizens, businesses, and visitors.

Policy 1.2.a: *Low Density Residential* (0 to 1 dwelling unit per acre): The Low Density Residential land use category allows residential development at a maximum density of 1 dwelling unit per acre. This land use category shall provide for a transition between rural residential / agricultural areas and the urban areas within the City. The following uses are allowed in the Low Density Residential land use category:

1. Single family detached dwelling units;
2. Accessory Dwelling Units;
3. Manufactured or modular homes meeting certain design criteria;
4. Residential Planned Developments; and,
5. Supporting community services such as schools, houses of worship, parks, and community centers.

Policy 1.2b: *Moderate Density Residential* (0 to 4 dwelling units per acre): The Moderate Density Residential land use category allows residential development at a maximum density of 4 dwelling units per acre. The following uses are allowed in the Moderate Density Residential land use category:

1. Single family detached dwelling units;
2. Accessory dwelling units;
3. Manufactured or modular homes meeting certain design criteria;
4. Mobile homes only within mobile home parks;
5. Duplexes and quadplexes;
6. Townhomes;
7. Residential Planned Developments; and,
8. Supporting community services such as schools, houses of worship, parks, and community centers.

Policy 1.2.d: *High Density Residential* (8 to 15 dwelling units per acre): The High Density Residential land use category allows residential development at a density of 8 dwelling units per acre to 15 dwelling units per acre, as well as certain complementary uses, such as a low intensity neighborhood-scale retail and services. The following uses are allowed within the High Density Residential land use category:

1. Single family attached and detached dwelling units ;
2. Accessory dwelling units;
3. Apartments and townhomes;
4. Duplexes and quadplexes;
5. Live/work units;
6. Residential Planned Developments;
7. Traditional Neighborhood Planned Developments;
8. Group living;
9. Neighborhood-scale retail and services, where the area dedicated to such uses is less than or equal to 30,000 square feet of floor area and is designed specifically to serve the surrounding neighborhood, including, but not limited to, a convenience stores without gas pumps, dry cleaners, pharmacies, local markets, restaurants, personal services, and professional offices; and,
10. Supporting community services, such as schools, houses of worship, parks, and community centers.

Policy 1.3.a: *Community Commercial*: The Community Commercial land use category is a mixed-use land use category established to provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas while allowing for the development of a diverse and affordable housing stock. The Community Commercial land use category also serves as a transitionary land use category between residential and commercial land use categories. The following uses are allowed within the Community Commercial land use category:

1. Neighborhood commercial establishments;
2. Residential/offices and live-work units;
3. Business and professional offices;
4. Personal services;
5. Financial institutions;
6. Retail sales and services that serve the community;
7. Eating establishments;
8. Indoor recreation/entertainment;
9. Single-family and multi-family residential above first floor commercial uses;
10. Visitor accommodations;
11. Supporting community services such as schools, houses of worship, parks, and community centers;
12. Traditional Neighborhood Planned Developments;

13. Single family attached units;
14. Apartments and townhomes; and,
15. Duplexes and quadplexes.

Development in the Community Commercial land use category may occur as mixed-use or non-mixed-use.

Evaluation & Findings: The proposed PD-R district is aligned with the proposed Low Density Residential, Moderate Density Residential, and High Density Residential land use categories in the companion large-sale Comprehensive Plan amendment application. PD-Rs are a permitted use in all three of the subject residential land use categories. The proposed PD-COMM district is aligned with the proposed Community Commercial land use category in the companion application. The proposed densities of the development areas A, B, and D, which align with the proposed residential land use categories, do not exceed those permitted by the respective land use category.

Policy 1.3.e: Density and intensity standards.

1. *Non-mixed-uses*. The following density and intensity standards shall apply to non-mixed-use development proposals in the commercial & mixed-use land use categories:
   a. *Density*. Residential uses are limited to a density of 10 dwelling units per acre in the Community Commercial land use category and 15 dwelling units per acre in the Commercial and Central Business District land use categories.
   b. *Intensity*. Non-residential uses are limited to an intensity of less than or equal to 0.5 floor area ratio for parcels 5 acres or greater, 0.75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio for parcels 1 acre or less.
2. *Mixed-uses*. The following density and intensity standards shall apply to mixed-use development proposals in the commercial & mixed-use land use categories:
   a. *Density*. Residential uses are limited to a density of 15 dwelling units per acre in the Community Commercial and Commercial future land use categories and 20 dwelling units per acre in the Central Business District land use category.
   b. *Intensity*. Non-residential uses are limited to an intensity of 0.6 floor area ratio for parcels 5 acres or greater, 0.85 for parcels less than 5 acres but greater than 1 acre, and 1.25 floor area ratio for parcels less than 1 acre.

Evaluation & Findings: The proposed PD-COMM district (development area C) does not exceed the densities or intensities permitted by Policy 1.3.e.

Policy 1.3.f: The creation/promotion of strip pattern commercial development shall be discouraged. Infill within established commercial areas is preferred over extension of a strip commercial pattern. Extension of a commercial land use designation may be considered in circumstances where the extension is compatible with the existing land uses surrounding the land or the land use categories of surrounding lands. Extensions of a commercial land use category shall not encroach into a residential area. The following criteria shall be applied to limit the impacts of commercial development upon surrounding areas:

1. Impacts upon traffic circulation should be anticipated and mitigated through the reservation of right-of-way for road widening and marginal access streets when appropriate.
2. Access points for commercial development shall minimize points of conflict by utilizing frontage roads, providing cross access between parcels, or installing shared use ingress and egress access driveways connections to roadways.
3. Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development upon surrounding land uses.
4. A sidewalk or bicycle path shall be required where appropriate, to provide convenient access to the development from surrounding areas and to reduce traffic volumes on the roadways.

Evaluation & Findings: The proposed amendment reduces an existing strip pattern of commercial development by extending a mixed-use development district into the subject property, acting as a transition to lower density and intensity zone districts. The existing zone districts to permit residential development, but do not constitute a residential area; therefore, the proposed PD would not encroach into an existing residential area.

The applicant has submitted an updated Traffic Impact Analysis (TIA) to address impacts upon traffic circulation and access points. Future development applications will be required to comply with requirements for cross access, setbacks and landscaping, and sidewalks as required by the City of Alachua Comprehensive Plan and Land Development Regulations.

Goal 5: *Development Standards*

The City shall include provisions through its Comprehensive Plan amendment process, development review process and in its Land Development Regulations for development standards that address natural features and availability of facilities and services. These development standards will strive to protect natural resources and public facility resources while allowing for innovative and flexible development patterns.

Policy 5.1.a: Topography: The City shall protect the natural topography of the City, including steep and seepage slopes, by requiring new development to include techniques to minimize negative impacts on the natural terrain. An emphasis will be placed on retaining the natural function of seepage slopes during development. Additionally, retention of existing native vegetation will be encouraged as one method of protecting slopes.

Policy 5.1.b: Soils: The City shall ensure soil protection and intervention measures are included in the development review process.

Policy 5.1.c: Flood prone areas: The City shall require as part of the development review process the identification of FEMA flood zone areas. Where necessary, base flood elevations and minimum finished floor elevations shall be established. The City shall also require finished floor elevations on subdivision plats, site plans and building permit plans when necessary to determine compliance with flood prone area regulations. The City shall establish standards for a limitation on filling in flood prone areas.

Policy 5.1.d: Wetlands: The City shall utilize statewide wetland delineation methodology in accordance with Florida Administrative Code (FAC) and regulations adopted by the FDEP and the Suwannee River Water Management District.

Policy 5.1.e: Habitat: The City shall require as part of the development review process, an inventory of listed species for all new developments in areas identified as known habitat for listed species if listed species are known to exist in close proximity to the development. The survey shall include detailed information regarding type, quantity, location, and habitat requirements for any listed species identified. A de minimus threshold for properties required to complete the inventory may be established in the City's Land Development Regulations.

Evaluation & Findings: An environmental conditions analysis has been included within this report. The subject property does contain wetlands and surface water bodies, primarily located in the southeast portion of the subject property, where development area D is proposed. Lower density development, when buffering as required by the City of Alachua Comprehensive Plan is provided, is typically not a concern in such areas.

The subject property contains 16 soils according to the Soil Survey of Alachua County, Florida, dated August 1985. The soils are primarily well draining, though some soils do present moderate limitations to commercial development due to slope and some soils present severe limitations for all development due to drainage. These severe limitation soils are primarily congregated around wetland areas, where development would not be permitted regardless.

The topography of the site is Karst sensitive, and geotechnical analysis may be required as part of future development applications. The subject property is not identified in the Florida Natural Areas Inventory; however, the subject property is known to be inhabited by three gopher tortoises. All applicable regulations regarding listed species in the City of Alachua Comprehensive Plan and Land Development Regulations and all other local, state, and federal laws must be complied with. All future development applications on this property will be required to submit an inventory of listed species as part of the application.

Policy 5.2.a: All new development shall meet level of service requirements for roadways, potable water, sanitary sewer, stormwater, solid waste, and public schools in accordance with LOS standards adopted in the elements addressing these facilities.

Evaluation & Findings: A public facilities impact analysis has been included within this report. A site-specific amendment to the Official Zoning Atlas does not constitute a final development order and concurrency will not be reserved.

Policy 9.1: Any new development or redevelopment within a Commercial or Industrial land use category within the corporate limits, where potable water and wastewater service are available, as defined in Policy 1.2.a and Policy 4.2.b of the Community Facilities Element of the City's Comprehensive Plan, shall connect to the City's potable water and wastewater system.

Policy 9.2: Any new residential subdivision within the corporate limits, where potable water service is available, as defined in Policy 4.2.b of the Community Facilities Element of the City's Comprehensive Plan that is within a Residential land use category or the Agriculture land use category shall connect to the City's potable water system. Any new residential subdivision within the corporate limits, where wastewater service is available, as defined in Policy 1.2.a of the Community Facilities Element of the City's Comprehensive Plan that is within a Residential land use category shall connect to the City's wastewater system.

Evaluation & Findings: The subject property is located within the City's potable water and wastewater community service areas. As such, all future development will be required to connect.

Transportation Element

Objective 1.1: *Level of Service*

The City shall establish a safe, convenient, and efficient level of service standard for all motorized and non-motorized transportation systems.

Evaluation & Findings: A public facilities impact analysis has been included within this report. A site-specific amendment to the Official Zoning Atlas does not constitute a final development order and concurrency will not be reserved.

Staff notes one potential deficiency resulting from the application on Segment 6. As required by Section 2.4.14 of the City's Land Development Regulations, if the development does not have de minimis impacts, and the concurrency requirements are not met, the deficiencies will have to be addressed in the final development order prior to a certificate of concurrency compliance being issued. Accordingly, any application for development on the site will have its concurrency reevaluated, and any deficiency in roadway segment 6 will need addressed prior to receiving a final development order.

Objective 1.5: *Linking Land Use and Transportation*

The City shall require that all traffic circulation improvements be consistent with and complement the future land uses on the Future Land Use Map.

Policy 1.5.e: Where feasible, the City will encourage strategies to facilitate development patterns that support multi-modal solutions, including urban design and appropriate land use mixes, including intensity and density.

Evaluation & Findings: The proposed amendment offers a functional mix of uses at densities and intensities that are expected to support multi-modal transportation options, including walking and biking, in close proximity to existing commercial development.

Housing Element

Policy 1.1.a: The City shall encourage a variety of housing types including conventional single family homes, accessory dwelling units, multi-family units, group homes, assisted living facilities, foster care facilities, mobile homes, and manufactures housing, and shall ensure that appropriate land use designations and zoning districts exist to accommodate each type.

Evaluation & Findings: The proposed amendment would greatly increase the variety and quantity of housing units permitted on the subject property from the currently permitted limited residential uses in the existing zone districts.

Community Facilities Element

Policy 1.1.d: The City hereby establishes the following level of service standards for sanitary sewer facilities:

a. *Quality*: Compliance with all applicable standards of the U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection (FDEP).
b. *Quantity*: System-wide wastewater collection and treatment will be sufficient to provide a minimum of 250 gallons per day per equivalent residential unit (ERU) on an average annual basis. Plant expansion shall be planned in accordance with Rule 62-600.405, Florida Administrative Code, or subsequent provision.
c. *System capacity*: If the existing demand and reserved capacity of the committed use of the City's wastewater facility reaches 85% of the

permitted capacity design, no further development orders for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

Evaluation & Findings: A public facilities impact analysis has been included within this report. A site-specific amendment to the Official Zoning Atlas does not constitute a final development order and concurrency will not be reserved.

The proposed amendment has the potential to exceed the 85% permitted design capacity as noted Policy 1.1.d(a) and it has the potential to create an imminent deficiency. As required by Section 2.4.14(J)(2)(c)(iii) of the City's Land Development Regulations, should an imminent deficiency be identified, allocation of unused capacity shall be based on a management plan approved by the City Commission. This application does not constitute a final development order and concurrency will not be reserved. As such, an imminent deficiency would not be created by this application, but should be closely monitored as future development applications regarding this PD are made.

Policy 4.1.c: The City establishes the following level of service standards for potable water:

1. *Quality*: Compliance with all applicable standards of the U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection.
2. *Quantity*: System-wide potable water distribution and treatment will be sufficient to provide a minimum of 275 gallons per day per equivalent residential unit (ERU) on an average annual basis.
3. *Capacity*: Plant expansion shall be planned in accordance with Florida Administrative Code. Additionally, if the existing demand and reserved capacity of the City's potable water facility reaches 85% of the permitted design capacity, no further development orders or permits for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

Evaluation & Findings: A public facilities impact analysis has been included within this report. A site-specific amendment to the Official Zoning Atlas does not constitute a final development order and concurrency will not be reserved.

The proposed amendment has the potential to exceed the 85% permitted design capacity as noted Policy 4.1.c(3) and it has the potential to create an imminent deficiency. As required by Section 2.4.14(J)(2)(c)(iii) of the City's Land Development Regulations, should an imminent deficiency be identified, allocation of unused capacity shall be based on a management plan approved by the City Commission. This application does not constitute a final development order and concurrency will not be reserved. As such, an imminent deficiency would not be created by this application, but should be closely monitored as future development applications regarding this PD are made.

Conservation and Open Space Element

Objective 1.10: *Wetlands*

The City shall protect and preserve wetland values and functions from adverse, human caused, physical and hydrologic disturbances.

Evaluation & Findings: An environmental conditions analysis has been included within this report. The subject property does contain wetlands and surface water bodies, primarily located in the southeast portion of the subject property, where development area D is proposed. Lower density development, when buffering as required by the City of Alachua Comprehensive Plan is provided, is typically not a concern in such areas.

Objective 1.12: *Water Resources*

The City shall protect and conserve the quantity and quality of water resources, not only for the benefit of residents of the City, but for all in North Florida who depend on the Floridian Aquifer for drinking water, and for the benefit of all connected springs, streams, and rivers which may be impacted by the City's land use and development practices.

Evaluation & Findings: An environmental conditions analysis has been included within this report. The subject property does contain wetlands and surface water bodies, primarily located in the southeast portion of the subject property, where development area D is proposed. Lower density development, when buffering as required by the City of Alachua Comprehensive Plan is provided, is typically not a concern in such areas.

ENVIRONMENTAL CONDITIONS ANALYSIS

Wetlands

Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Evaluation & Findings: The subject property does contain wetlands and surface water bodies, primarily located in the southeast portion of the subject property, where the development area "D" is proposed. Development area "D" only proposes recreation and low density and intensity development. When buffering as required by the City of Alachua Comprehensive Plan and Land Development Regulations is provided, low density and intensity development is typically not a concern in such areas.

Future development applications will be required to follow all applicable City of Alachua Comprehensive Plan and Land Development Regulations standards, including buffering from wetlands, as well as any other applicable local, state, and federal regulations.

Strategic Ecosystems

Strategic Ecosystems were identified by an ecological inventory project in a report prepared for Alachua County Department of Growth Management in 1987 and updated in 1996. The purpose of the inventory was to identify, inventory, map, describe, and evaluate the most significant natural biological communities in private ownership in Alachua County.

Evaluation & Findings: The subject property is not located within or adjacent to a strategic ecosystem; therefore, the development will have no impact upon any strategic ecosystem(s) identified within the ecological inventory report.

Regulated Plant & Animal Species

The Florida Natural Areas Inventory (FNAI) has identified areas throughout the State of Florida which may contain good quality natural communities. This data layer is known as the Potential Natural Areas (PNA) data layer, and identifies privately owned lands that are not managed or listed for conservation purposes. These areas were delineated by FNAI scientific staff through interpretation of natural vegetation from 1988-1993 FDOT aerial photographs and from input received during Regional Ecological Workshops held for each regional planning council. These workshops were attended by experts familiar with natural areas in the region.

Potential Natural Areas were assigned ranks of Priority 1 through Priority 5 based on size, perceived quality, and type of natural community present. The areas included in Priority 5 are exceptions to the above criteria. These areas were identified through the same process of aerial photographic interpretation and regional workshops as the PNA 1 through 4 ranked sites, but do not meet the standard criteria.

Evaluation & Findings: The subject property is not identified in the Florida Natural Areas Inventory; however, the subject property is known to be inhabited by three gopher tortoises. Future development applications may require a 100% gopher tortoise survey as part of the review process. All FWCC guidelines must be followed.

No other species identified as endangered, threatened, or of special concern are known to exist on the subject property. No areas of the subject property have been prioritized as part of the Florida Natural Areas Inventory. If a regulated plant or animal species is discovered, any future development will be required to conform with the applicable policies and regulations established in the City of Alachua Comprehensive Plan and Land Development Regulations.

Soil Survey

The hydrologic soil group is an indicator of potential soil limitations. The hydrologic soil group, as defined for each specific soil, refers to a group of soils which have been categorized according to their runoff-producing characteristics. These hydrologic groups are defined by the Soil Survey of Alachua County, Florida, dated August 1985. The chief consideration with respect to runoff potential is the capacity of each soil to permit infiltration (the slope and kind of plant cover are not considered, but are separate factors in predicting runoff.) There are four hydrologic groups: A, B, C, and D. “Group A” soils have a higher infiltration rate when thoroughly wet and therefore have a lower runoff potential. “Group D” soils have a lower infiltration rate and therefore a higher runoff potential.

There are 16 soil types found within the subject property, shown in Table 4.

Table 4. Soil Types

Soil Type	Hydrologic Group	Drainage Class	Limitations		% of Subject Property (may not total to 100% due to rounding)
			Dwellings Without Basements	Small Commercial Buildings	
Kendrick Sand; 2 - 5% Slopes	A	Well Drained	Slight	Slight	26.49%
Millhopper Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	23.07%
Fort Meade Fine Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	16.04%
Arredondo Fine Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	9.41%
Blichton Sand; 5 - 8% Slopes	D	Poorly Drained	Severe	Severe	4.68%
Gainesville Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	4.43%
Lochloosa Fine Sand; 2 - 5% Slopes	C	Somewhat Poorly Drained	Slight	Slight	4.01%
Bivans Sand; 5 - 8% Slopes	D	Somewhat Poorly Drained	Severe	Severe	2.75%
Blichton Sand; 0 - 2% Slopes	D	Poorly Drained	Severe	Severe	2.75%
Norfolk Loamy Fine Sand; 5 - 8% Slopes	B	Well Drained	Slight	Moderate (Slope)	2.39%
Millhopper Sand; 5 - 8% Slopes	A	Well Drained	Slight	Moderate (Slope)	2.14%
Kendrick Sand; 5 - 8% Slopes	A	Well Drained	Slight	Moderate (Slope)	1.56%
Norfolk Loamy Fine Sand; 2 - 5% Slopes	B	Well Drained	Slight	Slight	1.20%
Lochloosa Fine Sand; 5 - 8% Slopes	C	Somewhat Poorly Drained	Slight	Slight	0.41%
Bivans Sand; 2 - 5% Slopes	D	Poorly Drained	Severe	Severe	0.37%
Pits and Dumps	N/A	N/A	Severe	Severe	0.06%

Evaluation & Findings: The soils on the subject property are primarily well draining, though some soils do present moderate limitations to commercial development due to slope and some soils present severe limitations for all urban development due to drainage. These severe limitation soils are primarily congregated around wetland areas, where development would not be permitted regardless due to required buffering of wetlands. Additionally, these more severely limited soils tend to be located in development area "D", which proposes less urban uses, focusing on recreation. The more urban and higher density and intensity development areas are primarily concentrated in areas with less limiting soils.

Flood Potential

Panel 12001C0120D of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Series, dated June 16, 2006 indicates that the development area is in Flood Zone X (areas determined to be outside of the 500-year floodplain).

Evaluation & Findings: Since the subject property is located in Flood Zone X, there are no issues related to flood potential.

Karst-Sensitive Features

Karst sensitive areas include geologic features, such as fissures, sinkholes, underground streams, and caverns, and are generally the result of irregular limestone formations.

Evaluation & Findings: The subject property is located in a Karst Sensitive area, primarily in the southeast where a seepage slope appears to be located. Future development will be required to comply with Objective 3.5 of the Community Facilities Element of the City of Alachua Comprehensive Plan and its subsequent policies regarding stormwater system design. Additionally, several potential sinkholes are present and geotechnical analysis may be required as part of future development applications.

Wellfield Protection Zones

Policy 7.2.1 of the Future Land Use Element of the City's Comprehensive Plan establishes a 500-foot radius area around each city-owned potable water well.

Evaluation & Findings: The subject property is not located within a City of Alachua wellfield protection zone as identified on the City of Alachua Wellfield Primary Protection Zones Map of the City's Comprehensive Plan, therefore, there are no issues related to wellfield protection.

Historic Structures/Markers and Historic Features

The State of Florida and the Alachua County Historic Resources Inventory identify historic structures in addition to the City's Historic Overlay District, as established by Section 3.7 of the City's Land Development Regulations.

Evaluation & Findings: The subject property is not within the City's Historic Overlay Districts and the State of Florida and Alachua County Historic Resources Inventory note no historic structures or markers on the subject property.

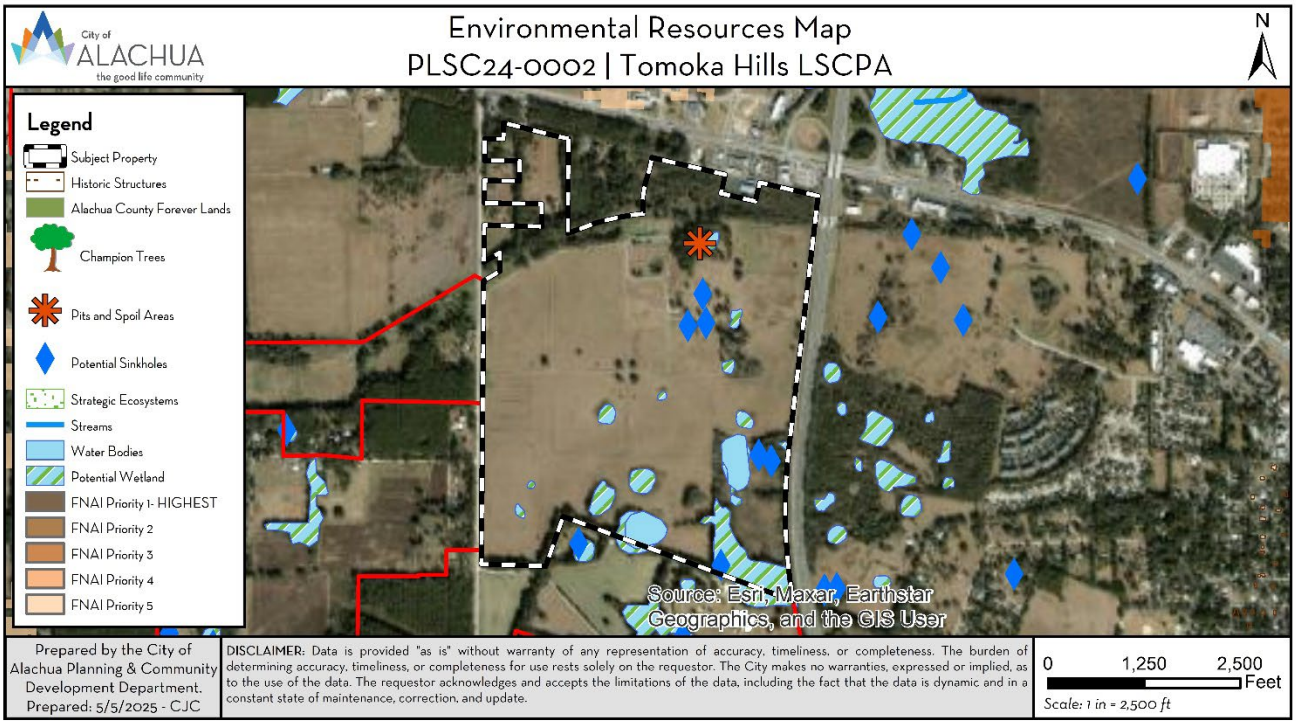

Figure 5. Environmental Resources Map

FINDINGS OF FACT: COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

Site-Specific Amendment to the Official Zoning Atlas Standards

Section 2.4.2(E)(1) of the Land Development Regulations ("LDRs") establishes standards with which all rezoning applications must be found to be compliant. Staff's evaluation of the application's compliance with the applicable standards of Section 2.4.2(E)(1) is provided below.

(a) ***Consistent with Comprehensive Plan.*** The proposed amendment is consistent with and furthers the goals, objectives, and policies of the Comprehensive Plan.

Evaluation: An analysis of the application's consistency with the Comprehensive Plan has been provided in this report.

(b) ***Consistent with ordinances.*** The proposed amendment is not in conflict with any portion of these LDRs or any of the City Code of Ordinances.

Evaluation: An analysis of the application's compliance with the LDRs has been provided in this report. Please reference those sections of this report for further analysis of compliance with the City's LDRs.

(c) ***Logical development pattern.*** The proposed amendment would result in a logical and orderly development pattern.

Evaluation: The proposed amendment reduces an existing strip pattern of commercial development by extending a mixed-use development district into the subject property, acting as a transition to lower density and intensity zone districts and resulting in a logical development pattern.

(d) ***Premature development.*** The proposed amendment will not create premature development in undeveloped or rural areas.

Evaluation: Lands to the north are developed and in the processes of developing. The subject property has already received approval for two site plans as noted in this report. There is significant commercial development located in the area proximate to the subject property.

(e) ***Incompatible with adjacent lands.*** The uses permitted by the proposed amendment are not incompatible with existing land uses of adjacent lands and/or the uses permitted by the zone district classifications of adjacent lands.

Evaluation: The uses permitted by the PD-R and PD-COMM are generally compatible with adjacent lands or uses in how the development areas are arranged on the PD Master Plan. A large portion of the site is proposed to be developed as residential.

The proposed PD Master Plan lower density residential and recreation areas adjacent to agricultural lands to the south. Higher density and intensity development is concentrated towards US 441 where existing development has occurred and where higher density and intensity zone districts and land use categories are present.

(f) *Adverse effect on local character*. The proposed amendment will not adversely effect the character of the general area where it is proposed to be located by creating excessive traffic, density and/or intensities of use, building height and bulk, noise, lights, or other physical effects or nuisances.

Evaluation: The proposed PD is not anticipated to adversely effect local character. The applicant has submitted a TIA addressing traffic impacts and circulation and building height and bulk standards are addressed in the PD Master Plan. Residential protection standards, business design standards, landscape and buffering standards and all other applicable standards of the LDRs still apply and will be reviewed for as part of future development applications.

(g) *Not deviate from pattern of development*. The uses permitted by the proposed amendment will not deviate from the development pattern (both established and as proposed by the surrounding zone districts) of the area where the proposed amendment is located.

Evaluation: The typical development pattern within the City of Alachua consists of commercial uses located along US 441 with decreasing density of residential uses as development moves away from the US 441 corridor. The proposed development areas support this development pattern.

(h) *Encourage sprawl*. The proposed amendment will not encourage urban sprawl, either by resulting in strip or ribbon commercial development, leap-frog development or low density single dimensional development.

Evaluation: Chapter 163.3164(51), Florida Statues, defines "urban sprawl" as, "a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses."

The subject property is located proximate to existing commercial development and proximate to existing water and wastewater facilities, which will be extended to connect the developed property.

The companion large-scale Comprehensive Plan amendment application has been reviewed against the 13 primary indicators of urban sprawl and eight urban form criteria as outlined in Florida Statutes.

(i) *Spot zoning*. The proposed amendment will not result in the creation of an isolated zone district unrelated to adjacent and surrounding zone districts (spot zoning).

Evaluation: The proposed PD would extend the related business zone district from along US 441 south, at a decreasing rate of density and intensity. Related zone districts and land uses are adjacent to the subject property. This application does not constitute spot zoning.

(j) *Public facilities*. The proposed amendment will not result in development in a location where there are no plans by the City or other governmental entities to provide public facilities to serve the development (roads, potable water, wastewater, parks, storm water management, and solid wastes), and there are no assurances by the private sector that public facilities are planned and will be available to adequately accommodate development.

Evaluation: The PD utility plan indicates that the City's water and wastewater lines will be extended to serve the subject property.

(k) *No adverse effect on the environment* – The proposed amendment would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

Evaluation: No significant adverse impacts are anticipated to the natural environment. Three gopher tortoises are known to be located on the subject property. If any other regulated plant or animal species is identified during development, the applicant must adhere to the applicable standards in the City of Alachua Comprehensive Plan and the Land Development Regulations. The subject property does not contain any lands prioritized through the Florida Natural Areas Inventory. There are six areas where County GIS data indicates where karst features might exist. A condition has been added to the PD Ordinance that would require additional geotechnical investigation of those areas at time of development.

PLANNED DEVELOPMENT STANDARDS

Section 3.6.2(A)(1) of the Land Development Regulations (LDRs) establishes standards with which all Planned Development applications must be found to be compliant. The application has been reviewed for compliance with the standards of Section 3.6.2(A)(1). An evaluation and findings of the application's compliance with the standards of Section 3.6.2(A)(1) is provided below.

(1) *Master Plan*

The PD Master Plan:

(a) Identifies the general location of land uses within individual development areas or development pods and the mix of land uses;

Evaluation: The PD Master Plan identifies five development areas (A-E). The allowable uses within each development area have been defined on the PD Master Plan, and the permitted land uses are stated on the PD Master Plan.

(b) Calculates the number, type, and mix of land uses, including the total number of residential units, residential densities, and non-residential intensities within each development area or development pods and the total number, type, and mix of land uses for the entire PD Master Plan;

Evaluation: The PD Master Plan identifies the number, type, and permitted land uses, including the total number of residential units and nonresidential intensities for the Planned Development and each development area.

(c) Identifies the general location of open space;

Evaluation: The applicant has shown the general location of open space by identifying a recreation area (area D) on the PD Master Plan.

(d) Identifies the location of environmentally-sensitive lands, wildlife habitat, and stream corridors;

Evaluation: The applicant has submitted a map which delineates the existing environmental features of the subject property (sheet 3).

(e) Identifies the on-site transportation circulation system including arterial and collector roads, existing or projected transit corridors, and pedestrian and bicycle pathways;

Evaluation: The PD Master Plan identifies the location of the on-site transportation circulation system and connection points to external roadways. No roads within the proposed development are classified as arterial or collector roads.

(f) Identifies on-site potable water and wastewater facilities; and

Evaluation: The PD Master Plan identifies the location of proposed on-site potable water and wastewater facilities, and the location of connection to off-site wastewater facilities.

(g) Identifies the general location of all public facility sites serving the development, including transportation, potable water, wastewater, parks, fire, police, EMS, stormwater, solid waste, and schools.

Evaluation: The applicant has identified on the PD Master Plan the location of internal circulation. The PD Master Plan identifies the general location of stormwater management facilities serving the development. The development will utilize existing public facilities for parks, fire, police, EMS, and schools, as noted on the PD Master Plan.

(2) *Consistency with the Comprehensive Plan*

The PD zone district designation and the PD Master Plan is consistent with the Comprehensive Plan.

Evaluation: An analysis of the application's consistency with the Comprehensive Plan has been provided in this report.

(3) *Compatibility with Surrounding Residential Areas*

Development along the perimeter of a PD District is compatible with adjacent existing or proposed future development. In cases where there are issues of compatibility, the PD Master Plan shall provide for transition areas at the edges of the PD District that provide for appropriate buffering and/or ensure a complimentary character of uses. Complimentary character shall be identified based on densities/intensities; lot size and dimensions; building height; building mass and scale; hours of operation; exterior lighting; and siting of service areas.

Evaluation: The uses permitted by the PD-R and PD-COMM are generally compatible with adjacent lands or uses in how the development areas are arranged on the PD Master Plan. A large portion of the site is proposed to be developed as residential. The proposed PD Master Plan lower density residential and recreation areas adjacent to agricultural lands to the south. Higher density and intensity development is concentrated towards US 441 where existing development has occurred and where higher density and intensity zone districts and land use categories are present.

(4) *Development Phasing Plan*

If there are phases of development proposed for the PD, a development phasing plan shall be provided for the PD Master Plan that identifies the general sequence or phases in which the land is proposed to be developed, including how residential and non-residential development will be timed, how infrastructure and open space will be provided and timed, and how development will be coordinated with the City's capital improvements program. The phasing plan shall be established at the time of approval of the PD Master Plan. It is permissible for a development phasing plan to include only one phase.

Evaluation: The proposed PD will consist of a single phase. Development may be further divided into smaller units according to final PD plans.

(5) *Conversion Schedule*

The PD Master Plan may include a conversion schedule that identifies the range of conversion that may occur between different types of residential uses and between different types of non-residential uses (i.e., residential to residential, or non-residential to non-residential) within the PD Master Plan. These conversions may occur within development areas and between development areas, as long as they occur within the same scheduled phase of development in the development phasing plan, and are consistent with established ranges of conversion set down in the conversion schedule.

Evaluation: A conversion schedule is not proposed.

(6) *Public Facilities*

(a) The PD Master Plan shall include a transportation component that demonstrates there is or will be adequate capacity concurrent with impacts of development on the City's road system to accommodate the development proposed in the PD Master Plan.

Evaluation: The PD Master Plan identifies the location of transportation facilities within the project. In addition, the PD Master Plan calculates the number of trips which would be generated by the proposed development and identifies the project's impact on the seven roadway segments affected by this project and monitored for concurrency.

The proposed amendment, at maximum build-out, would cause Segment 6 (US 441 from Interstate-75 to CR 235-A) to operate below the level of service standard mandated by Policy 1.1.a of the Comprehensive Plan Transportation Element; however, as development of the subject property occurs, concurrency and impacts to the City's transportation network will be reevaluated during the review of any application for a final development order, such as a site plan or final plat. Facility capacity must be available at the time of the review of a final development order for the final development order to be granted. Alternatively, if facility capacity is not available at the time of review of a final development order, proportionate share mitigation will be required as set forth in Chapter 18 of the City of Alachua Code of Ordinances.

(b) The PD Master Plan shall include a potable water and wastewater component that demonstrates adequate capacity for potable water and wastewater is available or will be available concurrent with impacts of development at the time development occurs to accommodate the development proposed in the PD Master Plan.

Evaluation: The PD Master Plan requires on-site potable water and wastewater facilities to be in public rights-of-way and/or dedicated easements along internal rights-of-way. In addition, the PD Master Plan identifies the project's impact on the water and wastewater systems. A final determination of facility capacity availability and a concurrency reservation will be made during the final subdivision plat review stage.

(c) The PD Master Plan shall include a parks component that demonstrates that adequate parks and recreation facilities are available or will be available concurrent with impacts of development to accommodate the development proposed in the PD Master Plan.

Evaluation: The PD Master Plan identifies the project's impact on the recreational facilities. This analysis indicates that the project's impact to recreational facilities is acceptable, and would not degrade the level of service for recreational facilities. A final determination of facility capacity availability and a concurrency reservation will be made during the final subdivision plat review stage.

(d) The PD Master Plan shall include a solid waste component that demonstrates that adequate capacity for solid waste is available or will be available concurrent with impacts of development to accommodate the development proposed in the PD Master Plan.

Evaluation: The PD Master Plan identifies the project's impact on the solid waste facilities. This analysis indicates that the project's impact to solid waste facilities is acceptable, and would not degrade the level of service. A final determination of facility capacity availability and a concurrency reservation will be made during the final subdivision plat review stage.

(e) The PD Master Plan shall include a stormwater component that demonstrates that adequate capacity for treatment of stormwater runoff is available or will be available concurrent with impacts of development to accommodate the development proposed in the PD Master Plan.

Evaluation: The applicant has identified the general location of development areas where stormwater facilities on the PD Master Plan. Stormwater will be reevaluated during the review of final PD plans.

(7) *Planned Development Agreement*

Concurrent with the approval of the adopting ordinance for the PD zone district designation and the PD Master Plan, a PD Agreement shall be established binding the PD to any conditions placed in the adopting ordinance and PD Plan. The PD Agreement shall include, but not be limited to:

(a) The PD Master Plan including any PD Standards.

Evaluation: The PD Master Plan will be included as an exhibit to the PD Agreement. PD Standards and conditions of the development will be incorporated into the PD Ordinance (a draft of which is attached to this report in exhibit "A"). The PD Ordinance will be attached as an exhibit to the PD Agreement.

(b) Conditions related to the approval of the PD Master Plan.

Evaluation: Conditions related to the approval of the PD Master Plan will be incorporated into the PD Ordinance which will be attached as an exhibit to the PD Agreement.

(c) Conditions related to the form and design of development in the PD.

Evaluation: Conditions related to the form and design of development in the PD are provided in the PD Master Plan, which will be included as an exhibit to the PD Agreement.

(d) Provisions addressing how transportation, potable water, wastewater, stormwater management, park, and other public facilities will be provided to accommodate the development proposed for the PD Master Plan, and if phased, how public facilities will be phased accordingly.

Evaluation: Provisions addressing how transportation, potable water, wastewater, stormwater management, parks, and other public facilities will be provided to accommodate the development are provided in the PD Master Plan. The conditions of the development will be incorporated into the PD Ordinance. These documents will be included as exhibits to the PD Agreement.

(e) Provisions related to environmental protection and monitoring.

Evaluation: The applicant has submitted an environmental assessment report. A condition has been added that address additional geotechnical reporting for those areas identified as having potential karst features for future development applications (development parameter 8).

(f) Provisions addressing concurrency compliance requirements.

Evaluation: Concurrency will be reevaluated at the time of review of each final PD plan and major subdivision final plat.

(g) Any other provisions the City Commission determines is relevant and necessary to implement the terms and conditions of the PD Master Plan and any PD terms and conditions statements.

Evaluation: Staff's recommended conditions are provided the draft Ordinance 25-10, attached in exhibit "A" to this report.

PLANNED DEVELOPMENT – RESIDENTIAL (PD-R) STANDARDS

Section 3.6.3(A) of the Land Development Regulations (LDRs) establishes additional standards for the Planned Development – Residential (PD-R) district. The application has been reviewed for compliance with the standards of the aforementioned section. Staff's evaluation of the application's compliance with the applicable standards of Section 3.6.3(A) is provided below.

(1) *Minimum Area*

A PD-R District shall be a minimum of 10 acres in area. The City Commission may waive the minimum size requirement based on a finding that creative site planning through zoning to a PD-R District is necessary to address a physical development constraint, protect sensitive natural areas, or promote a community goal when more conventional development or subdivision would be difficult or undesirable given the constraints on development.

Evaluation: The proposed PD-R district is approximately 266.88-acres in area, exceeding the minimum 10-acre size requirement.

(2) *Uses*

The uses allowed in the PD-R District are identified in Table 4.1-1, *Table of Allowed Uses*. Allowed uses are subject to any use regulations applicable to the PD-R District.

Evaluation: The allowable uses are identified on the PD Master Plan, and comply with the uses allowed within the PD-R district as identified in Table 4.1-1.

(3) *Densities/Intensities*

The densities for residential development and the intensities for non-residential development for the PD Master Plan and PD-R District designation shall be established in the PD Master Plan, and shall be consistent with the Comprehensive Plan. Densities and intensities may exceed that allowed in the base zone district(s) being replaced by the PD designation.

Evaluation: The density of the residential development area is established on the PD Master Plan. The density identified on the PD Master Plan is consistent with the Low Density Residential, Moderate Density, and High Density Residential land use categories proposed as part of the companion large-scale Comprehensive Plan amendment application.

(4) *Dimensional Standards*

The dimensional standards of the underlying base zone district being replaced by the PD-R District shall be incorporated into the PD Master Plan and apply to each development area of the PD-R District unless they are modified in ways that are consistent with the general intent and goals for development of the PD-R District and the scale and character of development in the City. Dimensional standards shall include the following:

(a) *Minimum Dimensional Requirements*

The minimum lot area, minimum lot width, minimum setback, maximum lot coverage, and maximum height for development.

Evaluation: The minimum lot area, minimum lot width, minimum setbacks, maximum lot coverage, and maximum height for development within each development area are identified on the PD Master Plan.

(b) *Setbacks from Adjoining Residential Uses*

Minimum setbacks or buffers from adjoining residential development or zone districts.

Evaluation: The PD Master Plan establishes the minimum setbacks for development within the subject property.

(5) *Development Standards*

Unless otherwise specifically modified by a PD Master Plan, development in a PD-R District shall comply with the applicable standards Article 6: *Development Standards,* and Article 7: *Subdivision Standards*. All modifications to a development standard in Article 6 or Article 7 shall be consistent with this section, and shall be included as a part of the PD Master Plan.

(a) *General Development Standards*

Table 3.6-1, *Development Standards Applicable in the PD-R District*, specifies the development standards applicable to development in the PD-R District, and the procedure for modifying a development standard.

TABLE 3.6-1: DEVELOPMENT STANDARDS APPLICABLE IN THE PD-R DISTRICT	
Development Standard	**Procedure for Modification [1]**
Off-Street Parking and Loading (Section 6.1)	Inclusion in a Master Parking Plan
Landscape/Tree Protection (Section 6.2)	Inclusion in an Alternative Landscaping Plan
Exterior Lighting (Section 6.4)	Inclusion in a Master Lighting Plan
Signage (Section 6.5)	Inclusion in a Master Sign Plan
Open Space (Section 6.7)	Modifications prohibited
Environmental Protection (Section 6.9)	
Concurrency Management (Section 2.4.14)	
NOTES: [1] Development standards shall only be modified in ways that are consistent with the general intent and purpose for the PD-R District.	

Evaluation: The applicant has not proposed any modifications to the development standards identified in Table 3.6-1. At the time of each Final PD Plan, the applicant shall be required to comply with all applicable standards of Article 6, Development Standards.

(b) *Public Facilities Standards*

The PD Master Plan shall ensure that impacts from the development are addressed for the following public facilities:

Potable Water

The PD Master Plan shall establish the general location of on-site potable water facilities and how they will connect to the City's potable water system consistent with City laws, and how dedication of land, easements, and/or on-site construction of all potable water facilities/ improvements will occur in a manner that complies with City laws.

Wastewater

The PD Master Plan shall establish the general location of on-site wastewater facilities and how they will connect to the City's or other wastewater lines and mains and sewer interceptor lines consistent with City laws, and how dedication of land, easements, and/or on-site construction of all wastewater facilities/ improvements will occur in a manner that complies with City laws.

Streets

The PD Master Plan District shall establish the design of public streets within the PD-R in ways that comply with all applicable City standards, except that right-of-way, pavement widths, street widths, required materials, turning radii, and other design standards may be modified or reduced by the City Commission where it is found that:

a. The reduction or modification is necessary as a traffic-calming measure;

b. The PD Master Plan provides for separation of vehicular, pedestrian, and bicycle traffic;

c. Access for emergency service vehicles is not substantially impaired;

d. Adequate off-street parking is provided for the uses proposed; and

e. Adequate space for public utilities is provided within the right-of-way.

Stormwater

The PD Master Plan District shall establish the design of a stormwater management system within the PD-R in ways that comply with all applicable City standards.

Other

The PD Master Plan shall establish the responsibility of the landowner/developer for providing right-of-way and easements and for constructing on-site facilities for all other infrastructure located on the site of the proposed PD-R District, including but not limited, electrical utility lines, telephone lines, cable TV lines, or the underground conduit for such features. The PD Master Plan shall also establish the responsibility of the landowner/developer to make any other improvements as required by City ordinances, to guarantee construction of all required improvements, and, if requested by the City, to dedicate these improvements to the City in a form that complies with City laws. The PD Master Plan shall also specify the ownership, operation, and maintenance provisions for all on-site facilities not dedicated to the City.

Evaluation: As demonstrated within this report, the applicant has sufficiently addressed public facility standards as provided in Section 3.6.3(A)(5)(b)(i)-(iv). The PD Master Plan provides a note which contains the provisions required by this section, and indicates all on-site facilities not dedicated to the City shall be maintained by a property-owner's association.

PLANNED DEVELOPMENT – COMMERCIAL (PD-COMM) STANDARDS

Section 3.6.3(D) of the Land Development Regulations (LDRs) establishes additional standards for the Planned Development –Commercial (PD-Comm) district. The application has been reviewed for compliance with the standards of the aforementioned section. Staff's evaluation of the application's compliance with the applicable standards of Section 3.6.3(D) is provided below.

(1) **Minimum area.** A PD-COMM district shall be a minimum of ten acres in area. The City Commission may waive the minimum size requirement based on a finding that creative site planning through zoning to a PD-COMM district is necessary to address a physical development constraint, protect sensitive natural areas, or promote a community goal when more conventional development or subdivision would be difficult or undesirable given the constraints on development.

Evaluation: The proposed PD-Comm district is approximately 78.7-acres in area, exceeding the minimum 10-acre size requirement.

(2) *Uses*

The uses allowed in the PD-COMM district are identified in Table 4.1-1, Table of Allowed Uses. Allowed uses are subject to any use regulations applicable to the PD-COMM district. A mix of retail and office with moderate and higher density residential uses above street levels is encouraged.

Evaluation: The allowable uses are identified on the PD Master Plan, and comply with the uses allowed within the PD-COMM district as identified in Table 4.1-1.

(3) *Densities/Intensities*

The densities for residential development and the intensities for nonresidential development for the PD Master Plan and PD-COMM district designation shall be established in the PD Master Plan, and shall be consistent with the Comprehensive Plan. Densities and intensities may exceed that allowed in the previously-existing base zoning district being replaced by the PD designation.

Evaluation: The number of residential units and floor area of non-residential development is established on the PD Master Plan. The density identified on the PD Master Plan is consistent with the Community Commercial land use category proposed as part of the companion large-scale Comprehensive Plan amendment application.

(4) *Dimensional Standards*

The dimensional standards of the underlying base zone district being replaced by the PD-COMM district shall be incorporated into the PD Master Plan and apply to each development area of the PD-COMM district unless they are modified in ways that are consistent with the general intent and goals for development of the PD-COMM district and the scale and character of development in the City. Dimensional standards shall include the following:

(a) *Minimum Dimensional Requirements*
The minimum lot area, minimum lot width, minimum setback, maximum lot coverage, and maximum height for development.

Evaluation: The minimum lot area, minimum lot width, minimum setbacks, maximum lot coverage, and maximum height for development within each development area are identified on the PD Master Plan.

(b) *Setbacks from Adjoining Residential Uses*
Minimum setbacks or buffers from adjoining residential development or zone districts.

Evaluation: The PD Master Plan establishes the minimum setbacks for development within the subject property.

(5) *Development Standards*
Unless otherwise specifically modified by a PD Master Plan, development in a PD-COMM district shall comply with the applicable standards Article 6, Development Standards. All modifications to a development standard in Article 6 shall be consistent with this section, and shall be included as a part of the PD Master Plan.

(a) *General Development Standards*
Table 3.6-3, *Development Standards Applicable in the PD-COMM District*, specifies the development standards applicable to development in the PD-COMM district, and the procedure for modifying a development standard:

TABLE 3.6-1: DEVELOPMENT STANDARDS APPLICABLE IN THE PD-COMM DISTRICT

Development Standard	Procedure for Modification [1]
Off-Street Parking and Loading (Section 6.1)	Inclusion in a Master Parking Plan
Landscape/Tree Protection (Section 6.2)	Inclusion in an Alternative Landscaping Plan
Exterior Lighting (Section 6.4)	Inclusion in a Master Lighting Plan
Signage (Section 6.5)	Inclusion in a Master Sign Plan
Open Space (Section 6.7)	Modifications prohibited
Environmental Protection (Section 6.9)	
Concurrency Management (Section 2.4.14)	
NOTES: [1] Development standards shall only be modified in ways that are consistent with the general intent and purpose for the PD-Comm District.	

Evaluation: The applicant has not proposed any modifications to the development standards identified in Table 3.6-1. At the time of each Final PD Plan, the applicant shall be required to comply with all applicable standards of Article 6, Development Standards.

(b) *Public Facilities Standards*

The PD Master Plan shall ensure that impacts from the development are addressed for the following public facilities:

Potable Water

The PD Master Plan shall establish the general location of on-site potable water facilities and how they will connect to the City's potable water system consistent with City laws, and how dedication of land, easements, and/or on-site construction of all potable water facilities/ improvements will occur in a manner that complies with City laws.

Wastewater

The PD Master Plan shall establish the general location of on-site wastewater facilities and how they will connect to the City's or other wastewater lines and mains and sewer interceptor lines consistent with City laws, and how dedication of land, easements, and/or on-site construction of all wastewater facilities/ improvements will occur in a manner that complies with City laws.

Streets

The PD Master Plan District shall establish the design of public streets within the PD-R in ways that comply with all applicable City standards, except that right-of-way, pavement widths, street widths, required materials, turning radii, and other design standards may be modified or reduced by the City Commission where it is found that:

f. The reduction or modification is necessary as a traffic-calming measure;

g. The PD Master Plan provides for separation of vehicular, pedestrian, and bicycle traffic;

h. Access for emergency service vehicles is not substantially impaired;

i. Adequate off-street parking is provided for the uses proposed; and

j. Adequate space for public utilities is provided within the right-of-way.

Stormwater

The PD Master Plan District shall establish the design of a stormwater management system within the PD-COMM in ways that comply with all applicable City standards.

Other

The PD Master Plan shall establish the responsibility of the landowner/developer for providing right-of-way and easements and for constructing on-site facilities for all other infrastructure located on the site of the proposed PD-R District, including but not limited, electrical utility lines, telephone lines, cable TV lines, or the underground conduit for such features. The PD Master Plan shall also establish the responsibility of the landowner/developer to make any other improvements as required by City ordinances, to guarantee construction of all required improvements, and, if requested by the City, to dedicate these improvements to the City in a form that complies with City laws. The PD Master Plan shall also specify the ownership, operation, and maintenance provisions for all on-site facilities not dedicated to the City.

Evaluation: As demonstrated within this report, the applicant has sufficiently addressed public facility standards as provided in Section 3.6.3(D)(5)(b)(i)-(iv). The PD Master Plan provides a note which contains the provisions required by this section, and indicates all on-site facilities not dedicated to the City shall be maintained by a property-owner's association.

PUBLIC FACILITIES IMPACT ANALYSIS

Section 2.4.14 of the City's Land Development Regulations (LDRs) establishes the standards for a Certificate of Concurrency Compliance which applies to all development orders unless exempted by Section 2.4.14(C). The application has been reviewed for impacts to roads, sanitary sewer, solid waste, stormwater management, potable water, and recreation facilities to ensure the application's potential impacts do not negatively impact the level of service (LOS) for those public facilities.

Traffic Impact

The following impacts are expected on the roadway segments identified in Table 5-1.

Table 5-1. Affected Comprehensive Plan Roadway Segments[1]

Segment Number[2]	Segment Description	Lanes	Functional Classification	Area Type	LOS
1	I-75 from North City Limit to US 441	6/D	Freeway	Comm	C
2	I-75 from US 441 to South City Limit	6/D	Freeway	Comm	C
5	US Hwy 441 from SR 235 to I-75	4/D	Principle Arterial	Comm	D
6	US Hwy 441 from I-75 to CR 235A	4/D	Principle Arterial	Urban Trans	D
7	US Hwy 441 from CR 235A to NW 188th Street	4/D	Principle Arterial	Urban Trans	D
16	CR 235A from US Hwy 441 to North City Limit	2/U	Major Collector	Comm	D
17	CR 235A from US Hwy 441 to CR 235	2/U	Major Collector	Comm	D

1 City of Alachua Comprehensive Plan, Transportation Element.
2 For developments generating greater than or equal to 1,000 trips, affected roadway segments are identified as all those wholly or partially located within 1/2 mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater, those on which the development's impacts are five percent or greater of the maximum service volume of the roadway [Section 2.4.14(H)(2)(b)of the LDRs].

Table 5-2. Projected Impact on Affected Comprehensive Plan Roadway Segments

Roadway Segment	AADT/ Peak Hour	Comp Plan MSV[1]	Existing Demand [2, 3]	Reserved Capacity[4]	Available Capacity *	Increase/ Decrease in Trips Generated by Development[5]	Residual Capacity	Residual Percentage of Design Capacity Utilized
1	AADT	91,600	47,000	87	44,513	1,874	42,639	53.45%
	Peak Hour	8,250	3,898	13	4,339	171	4,168	49.48%
2	AADT	91,600	73,000	131	18,469	3,748	14,721	83.93%
	Peak Hour	8,250	4,760	19	3,471	342	3,129	62.07%
5	AADT	39,000	26,500	2,486	10,014	3,811	6,203	84.09%
	Peak Hour	3,510	2,239	230	1,041	257	784	77.66%
6	AADT	39,000	34,000	4,573	427	8,994	(8,567)	121.97%
	Peak Hour	3,510	2,819	446	245	821	(576)	116.41%
7	AADT	43,000	25,000	3,373	14,627	5,621	9,006	79.06%
	Peak Hour	3,870	2,241	363	1,266	513	753	80.54%
16	AADT	15,120	2,080	2,781	10,259	562	9,697	35.87%
	Peak Hour	1,359	185	284	890	51	839	38.26%
17	AADT	15,120	6,048	4,314	4,758	750	4,008	73.49%
	Peak Hour	1,359	536	443	380	68	312	77.04%

** Formula: Comp Plan MSV – (Existing Demand + Reserved Capacity).*

Sources:

1. AADT & Peak hour MSVs calculate using LOSPLAN 2012. County Facilities reflect a 10 percent reduction in the MSV calculated within LOSPLAN 2012 as set forth in the Generalized Tables for AADT/Peak Hour Volumes, FDOT 2018 Q/LOS Handbook.
2. Florida Department of Transportation. (2025). *2024 Count Data*. Accessed via Florida Traffic Online April 2025.
3. County Facility AADT counts provided by Alachua County Public Works, April 2025.
4. City of Alachua May 2025 Development Monitoring Report
5. Trip Generation Formula: ITE Trip Generation 11th edition; Trip Distribution: Segment 1 – 10%; Segment 2 – 20%; Segment 5 – 15%; Segment 6 – 48%; Segment 7 – 30%; Segment 16 – 3%; Segment 17 – 4%

Note: Level of Service is monitored for PM Peak Hour per Policy 1.1.a, City of Alachua Comprehensive Plan Transportation Element. AADT provided for informational purposes only.

Evaluation & Findings: The expected impacts of the application will not adversely affect the level of service of road segments 1, 2, 5, 7, 16, and 17. The analysis does show that the proposed amendment could adversely impact the level of service of road segment 6. As required by Section 2.4.14 of the City's Land Development Regulations, if the development does not have de minimis impacts, and the concurrency requirements are not met, the deficiencies will have to be addressed in the final development order prior to a certificate of concurrency compliance being issued. Accordingly, any application for development on the site will have its concurrency reevaluated, and any deficiency in roadway segment 6 will need addressed prior to receiving a final development order. This application does not constitute a final development order and concurrency will not be reserved.

In addition to Staff's evaluation, the applicant contends that the proposed PD is a development that will occur overtime and new capacity and facility improvements will occur concurrent with the PD development. Staff has included one recommended condition in the draft PD Ordinance 25-10 (see exhibit "A" of this report) regarding updating the approved Traffic Impact Analysis (TIA) overtime as various development thresholds are reached.

Potable Water Impacts

Table 6. Potable Water Impacts

System Category	Gallons Per Day
Current Permitted Capacity[1]	2,300,000
Less Actual Potable Water Flows[1]	1,565,500
Reserved Capacity[2]	391,367
Available Capacity	343,133
Increase/Decrease in Potable Water Demand from Application[3,4]	270,000
Residual Capacity	73,133
Residual Percentage of Permitted Design Capacity Utilized	96.82%

1 City of Alachua Public Services Department, April 2025
2 City of Alachua May 2025 Development Monitoring Report
3 Formula: Per City of Alachua Comprehensive Plan, Community Facilities Element Policy 4.1.c(2): 275 GPD / 1 Unit x 760 Units
4 Formula: Per Chapter 64-E, F.A.C.: Retail: 0.1 GPD / 1 SF x 400,000 SF and Office: 15 GPD / 100 SF x 140,000 SF

Evaluation & Findings: While the proposed amendment is not expected to exceed or adversely impact the level of service of potable water facilities, it has the potential to create an imminent deficiency. As required by Section 2.4.14(J)(2)(c)(iii) of the City's Land Development Regulations, should an imminent deficiency be identified, allocation of unused capacity shall be based on a management plan approved by the City Commission. This application does not constitute a final development order and concurrency will not be reserved. As such, an imminent deficiency would not be created by this application, but should be closely monitored as future development applications regarding this PD are made.

Sanitary Sewer Impacts

Table 7. Sanitary Sewer Impacts

System Category	Gallons Per Day
Treatment Plant Permitted Capacity[1]	1,500,000
Less Actual Treatment Plant Flows[1]	813,000
Reserved Capacity[2]	362,123
Available Capacity	324,877
Increase/Decrease in Sanitary Sewer Demand from Application[3,4]	251,000
Residual Capacity	73,877
Residual Percentage of Permitted Design Capacity Utilized	95.07%

1 City of Alachua Public Services Department, April 2025
2 City of Alachua May 2025 Development Monitoring Report
3 Formula: Per City of Alachua Comprehensive Plan, Community Facilities Element Policy 4.1.c(2): 250 GPD / 1 Unit x 760 Units
4 Formula: Per Chapter 64-E, F.A.C.: Retail: 0.1 GPD / 1 SF x 400,000 SF and Office: 15 GPD / 100 SF x 140,000 SF

Evaluation & Findings: While the proposed amendment is not expected to exceed or adversely impact the level of service of wastewater facilities, it has the potential to create an imminent deficiency. As required by Section 2.4.14(J)(2)(c)(iii) of the City's Land Development Regulations, should an imminent deficiency be identified, allocation of unused capacity shall be based on a management plan approved by the City Commission. This application does not constitute a final development order and concurrency will not be reserved. As such, an imminent deficiency would not be created by this application, but should be closely monitored as future development applications regarding this PD are made.

Solid Waste Impacts

Table 8. Solid Waste Impacts

System Category	Pounds Per Day	Tons Per Year
Existing Demand[1]	45,184.00	8,246.08
Reserved Capacity[2]	28,637.84	5,226.41
Increase/Decrease in Demand Generated by Application[3]	16,784	3,063,08
New River Solid Waste Facility Anticipated Capacity[4]	30+ Years	

1 Bureau of Economic & Business Research, University of Florida, Estimates of Population by County and City in Florida (2024); Policy 2.1.a, Community Facilities Element. Formula: 11,296 Persons x 0.73 tons per year.
2 City of Alachua May 2025 Development Monitoring Report
3 Formula: Per City of Alachua Comprehensive Plan, Community Facilities Element Policy 2.1.a: 0.73 tons / year per capita
4 Formula: Sincero and Sincero. (1996). *Enviornmental Engineering: A Design Approach*. Prentice Hall, New Jersey. (12 lbs/1,000 sf/day x 740,000 square feet)
4 New River Solid Waste Association, April 2025

Evaluation & Findings: The expected impacts of the application will not adversely affect the level of service of the solid waste facilities. This application does not constitute a final development order and concurrency will not be reserved.

Recreation Facilities

Table 9-1. Recreational Impacts

System Category	Acreage
Existing City of Alachua Recreation Acreage[1]	135.48
Acreage Required to Serve Existing Population[2]	56.48
Reserved Capacity[1]	12.44
Available Capacity	66.56
Increase/Decrease in Recreation Acreage Demand by Development[3]	9.01
Residual Capacity	57.55
Residual Percentage of Recreation Acreage Capacity Utilized	57.52%

1 City of Alachua May 2025 Development Monitoring Report
2 Bureau of Economic & Business Research, University of Florida, Estimates of Population by County and City in Florida (2024); Policy 1.2.b, Recreation Element. Formula: 11,296 Persons x (5 acres / 1,000 persons).
3 Formula: Per City of Alachua Comprehensive Plan, Recreation Element Policy 1.2.b: 2.37 persons per unit * 760 units * (5 acres / 1,000 persons)

Table 9-2. Passive Recreational Impacts

System Category	Acreage
Existing Improved Passive Park Space[1]	34.82
Minimum Improved Passive Park Space Required to Serve Existing Population[1, 2]	11.02
Reserved Capacity[1, 2]	2.49
Available Improved Passive Park Space	21.04
Increase/Decrease in Improved Passive Park Space Demand by Development[3]	1.80
Residual Capacity	19.24
Residual Percentage of Improved Passive Park Space Capacity Utilized	44.74%

1 City of Alachua May 2025 Development Monitoring Report
2 Formula: Per City of Alachua Comprehensive Plan, Recreation Element Policy 1.2.b: Acreage Required * 0.20
3 Formula: Per City of Alachua Comprehensive Plan, Recreation Element Policy 1.2.b: 2.37 persons per unit * 760 units * (5 acres / 1,000 persons) * 0.20

Evaluation & Findings: The expected impacts of the application will not adversely affect the level of service of recreation facilities. This application does not constitute a final development order and concurrency will not be reserved.

Public School Facilities

A School Capacity Review was submitted to The School Board of Alachua County (SBAC) in accordance with the City's Comprehensive Plan, specifically Policies 1.1.b, 1.1.c, 1.1.e, and 1.1.f of the Public School Facilities Element. The City received correspondence from SBAC on October 2, 2024 in which Suzanne Wynn stated "because of anticipated redistricting, areas of the County and towns/cities currently zoned for a school may no longer be zoned for the same school when the redistricting process is completed. Any new residential development located in an existing school zone is not guaranteed to remain in the same zone after the redistricting process is completed."

As such, a capacity certification could not be granted for the application. Additionally, the letter states that "the County encourage(s) developers of large scale proposed development to contribute to the expansion of educational facilities through 'Capacity Enchantment Agreements'" as provided for in Section 6.5 of the Interlocal Agreement. The full letter is provided in exhibit "B" of this report.

The application is estimated to generate 52 elementary student stations, 27 middle student stations, and 30 high student stations. This application is a preliminary development order, and as such, concurrency need not be guaranteed by SBAC at this time; however, a resolution will be required prior to the issuance of a final development order in accordance with Section 2.4.14 of the City's Land Development Regulations. This application does not constitute a final development order and concurrency will not be reserved.

EXHIBIT "A"
TO
PR24-0003 | TOMOKA HILLS
SITE-SPECIFIC AMENDMENT TO THE OFFICIAL ZONING ATLAS
STAFF REPORT

DRAFT ORDINANCE 25-10

ORDINANCE 25-10

AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE AMENDMENT OF THE OFFICIAL ZONING ATLAS; AMENDING THE OFFICIAL ZONING ATLAS FROM AGRICULTURAL (A)(± 258.56-ACRES), RESIDENTIAL SINGLE-FAMILY – 4 (RSF-4)(± 13.78-ACRES), RESIDENTIAL MULTIPLE FAMILY – 8 (RMF-8)(± 9.70-ACRES), COMMUNITY COMMERCIAL (CC)(± 45.29-ACRES), AND COMMERCIAL INTENSIVE (CI)(± 18.25-ACRES) TO PLANNED DEVELOPMENT – RESIDENTIAL (PD-R)(± 266.90-ACRES) AND PLANNED DEVELOPMENT – COMMERCIAL (PD-COMM)(± 76.68-ACRES) ON A ± 345.58-ACRE SUBJECT PROPERTY LOACTED 15601 NW 167TH BOULEVARD; TAX PARCELS 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, AND 03873-001-001; REPEALING ALL ORDINANCES IN CONFLICT; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, the City Commission adopted the Official Zoning Atlas through Ordinance 06-11, as amended from time to time; and,

WHEREAS, an application for a site-specific amendment to the Official Zoning Atlas ("Amendment"), as described below, has been filed with the City by CHW, LLC on behalf of Tower Hill Insurance Group, LLC, a Florida corporation, and Tomoka Hills Farms, Inc., a Florida corporation ("Owners"); and,

WHEREAS, the Owners request to obtain approval for a Planned Development ("PD") in the City known as Tomoka Hills Planned Development ("PD-R", "PD-COMM", or "Project"); and,

WHEREAS, the Owner wishes to construct the Project, consisting of a maximum 760 residential units and a maximum of 740,000 square feet of non-residential uses on the subject property, the legal descriptions for which are attached hereto as Exhibit "A" and is herein referred to as the "Property"; and,

WHEREAS, the City of Alachua Planning and Zoning Board, sitting as the Local Planning Agency ("LPA"), held a duly advertised quasi-judicial public hearing on adoption of the proposed amendment, provided for and received public participation, and made its recommendation for approval to the City Commission on May 13, 2025; and,

WHEREAS, the City Commission conducted a duly advertised quasi-judicial public hearing on the proposed Amendment, provided for and received public participation, and approved Ordinance 25-10 upon first reading on _____, and scheduled second and final reading for _____; and,

WHEREAS, the City Commission conducted a duly advertised quasi-judicial public hearing on the proposed Amendment, provided for and received public participation, and approved Ordinance 25-10 upon second and final reading on _____; and,

WHEREAS, the City Commission has determined and found the proposed Amendment to be consistent with the City's Comprehensive Plan and the City's Land Development Regulations ("LDRs"); and

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WHEREAS, for reasons set forth in this ordinance that is hereby adopted and incorporated as findings of fact, the Alachua City Commission finds and declares that the enactment of this Amendment is in the furtherance of the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare.

NOW THEREFORE BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA.

Section 1. Findings of Fact and Conclusions of Law

1. The above recitals are true and correct and are incorporated herein by reference.
2. The proposed Amendment is found to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations.
3. The proposed Amendment will not cause a reduction in the adopted level of service standards for transportation, water, sewer, waste, stormwater, recreation, and public schools.

Section 2. Official Zoning Atlas Amended

The Official Zoning Atlas is hereby amended on Tax Parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, and 03873-001-001 from Agricultural (A)(± 258.56-acres), Residential Single-Family – 4 (RSF-4)(± 13.78-acres), Residential Multiple Family – 8 (RMF-8)(± 9.70-acres), Community Commercial (CC)(± 45.29-acres), and Commercial Intensive (CI)(± 18.25-acres) to Planned Development – Residential (PD-R)(± 2.66.90-acres) and Planned Development – Commercial (PC-COMM)(± 76.68-acres) in accordance with the legal descriptions in Exhibit "A" and map in Exhibit "B" attached hereto and incorporated herein.

Section 3. Development Parameters

1. The development shall consist of uses including single-family residential development, multiple family residential development, community services, non-residential development, and stormwater/open space development areas as shown on the PD Master Plan in Exhibit "C". The density, intensity, allowable uses, and acreage, where applicable, for each development area are as follows:

Maximum Development Area & Density/ Intensity	Allowable Uses	Maximum Potential Development	Acres	Percentage of PD
Development Area 'A' (Moderate Density Residential) 2.14 DUA 0.0 FAR	• Dwelling, single-family attached; • Dwelling, single-family detached; • Dwelling, townhouse; • Dwelling, two- to four-family; • Post office; • Community garden; and, • Wireless communication tower and/or antenna, freestanding.	100 dwelling units 0 square feet non-residential	± 46.70	± 14%

Maximum Development Area & Density/ Intensity	Allowable Uses	Maximum Potential Development	Acres	Percentage of PD
Development Area 'B' (High Density Residential) 14.91 DUA 0.0 FAR	• Dwelling, single-family attached; • Dwelling, townhouse; • Dwelling, two- to four-family; • Dwelling, multiple family; • Post office; and, • Community garden.	350 dwelling units 0 square feet non-residential	± 23.5	± 6%
Development Area 'C' (Mixed-Use) 3.82 DUA 0.16 FAR	All permitted uses within the PD-COMM district as shown in Table 4.1-1, *Table of Allowed Uses*, of the City's Land Development Regulations, including, but not limited to: • Dwelling, live/work; • Dwelling, single-family attached; • Dwelling, townhouse; • Dwelling, two- to four-family; • Dwelling, multiple-family; • Upper story dwelling; • Child care center; • School; • Post office; • Assisted living facility; • Golf course, public; • Restaurant, indoor seating only; • Restaurant, with outdoor seating; • Restaurant, with drive-through or drive-in service; • Specialty eating establishment; • Offices; • Commercial recreation, indoor;	300 dwelling units 540,000 square feet non-residential	± 78.7	± 23%

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Maximum Development Area & Density/ Intensity	Allowable Uses	Maximum Potential Development	Acres	Percentage of PD
Development Area 'C' (Continued)	• Commercial recreation, outdoor; • Bar, nightclub, or cocktail lounge; • Drug store or pharmacy (stand alone); • Entertainment establishment; • Financial institution; • Microbrewery; and, • Hotel or motel.			
Development Area 'D' (Common Area/Recreation) 0.06 DUA 0.024 FAR	• Buffer; • Dwelling, single-family detached; • Dwelling, single-family attached; • Golf course, public[1,2] • Commercial recreation, indoor; • Commercial recreation, outdoor; and, • Golf course, private.[1,3]	10 dwelling units 200,000 square feet non-residential	± 196.7	± 57%
Development Area 'E' (Roadway) N/A	• Public utilities; • Communication infrastructure; • Circulation; and, • Mass transit/downtown trolley.	N/A	N/A	N/A

1. Golf course, public or private, means a tract of land laid out with at least nine holes for playing the game of golf and improved with tees, greens, fairways and hazards. The term "public or private golf course" may include a clubhouse and shelters.
2. Public, means belonging to, enjoyed and used by and/or maintained for the public generally, but not limited to a facility the control of which is wholly or partially exercised by some governmental agency.
3. Private, means belonging to, or restricted for the use or enjoyment of particular persons.

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2. The dimensional standards for the allowable uses, where applicable, for the PD-R and PD-COMM are as follows:

Allowable Use	Min. Lot Area (Sq. Ft.)	Min. Lot Width (Ft.)	Max. Lot Coverage	Min. Setbacks (Ft.)			Max. Height
				Front[4]	Side[4,5]	Rear[4]	
Dwelling, single-family detached[1]	7,500	50	60%	20	7.5	15	65
Dwelling, single-family attached[1,2]	2,500	25	65%	20	5	15	65
Dwelling, multiple-family[1]	16,335	80	65%	30	15	20	65
All other uses[3]	None	None	None	None	None	None	65

1. An accessory structure, such as a detached garage, may share a common wall with accessory structures on adjacent lots.
2. Includes dwelling, single-family attached; dwelling, townhouse; and dwelling, two- to four-family.
3. Includes non-residential uses, vertically mixed-uses, and all other permitted uses not defined in the dimensional standards table.
4. No setback is required; however, where setback is provided, the minimum setback shall be no less than 10 feet.
5. The minimum side setbacks for single-family attached uses applies to exterior lots only. Exterior lots are lots with units that share a common wall with only one adjacent unit.

3. Development on the Property described in Exhibit "A" shall be consistent with the PD Master Plan for the Project as shown in Exhibit "C", and includes the following requirements:
   a. The Owners, or their successors and/or assigns, shall design, obtain all applicable permits, and construct a stormwater management system necessary to serve the development. Stormwater management facilities shall be constructed concurrent with development of the Project. Sufficient stormwater capacity consistent with Section 6.9.3 of the City's Land Development Regulations must be provided concurrent with site improvements of the Project. On-site soil shall be appropriately prepared so as to alleviate any drainage issues.

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b. Utilities shall be extended throughout the Project within areas designated as public rights-of-way, where practical. Utility infrastructure which must run outside the right-of-way, and which will be maintained by the City, shall be located in easements approved and accepted by the City granting access and maintenance of such infrastructure.

c. The Owners, or their successors and/or assigns, shall be responsible for the provision of infrastructure for the Project. This shall include all on-site improvements and off-site improvements, including transportation infrastructure improvements, deemed necessary to support the development by the City in the City's sole discretion. Offsite improvements, including transportation infrastructure improvements deemed necessary by the City, shall be consistent with City of Alachua Comprehensive Plan and the City's Land Development Regulations in existence at the time of the proposed development requiring the infrastructure, and shall be supported by appropriate data and analysis that identifies a specific impact from the proposed development. If offsite improvements are required by the City, the improvements shall be limited to the areas or infrastructure impacted by the proposed development. The data and analysis used to justify the requirement for offsite improvements will be provided by traffic study data, reports, or other infrastructure analysis that identifies the proposed development's impacts on the affected infrastructure, and determines a reasonable proportional impact from the proposed development. The data and analysis will be provided by the Owners, or their successors and/or assigns, and reviewed by the City. The Owners, or their successors and/or assigns, shall pay for any consultants or experts the City deems necessary to review the data and analysis provided by the Owners, or their successors and/or assigns.

d. Facilities constructed on-site that are not dedicated to the City for maintenance shall be the responsibility of a legally established property owners' association. The property owners' association shall have the responsibility of maintenance of all common areas. In the event that common areas and required open space areas, as mandated by Sections 6.7.6, 6.9.3(E)(2), and 7.8.1 of the City's Land Development Regulations, or any amendments thereto, are not owned by a property owner's association, such areas shall be burdened by an easement that requires a property owner's association or another entity approved by the City to maintain such areas, and that restricts such areas in accordance with the City's requirements for such areas.

Electric System Requirements:

e. The Owners, or their successors and/or assigns, shall be responsible for all costs associated with connection to the electric system of the electric service provider as necessary to serve the Project.

Water System Requirements:

f. The Owners, or their successors and/or assigns, shall be responsible for all costs associated with connection to the City's potable water system as necessary to serve the Project.

g. Water systems shall be designed to provide fire flow rates that conform to the current standards – at the time of development – of the Florida Fire Prevention Code, Chapter 633, Florida Statutes, and the Florida Building Code.

Wastewater System Requirements:

h. The Owners, or their successors and/or assigns, shall be responsible to design, permit, and construct wastewater main extensions and any other improvements, including but not limited to any lift stations required and necessary to serve the Project.

i. The locations of the proposed lift stations are approximate as depicted in the PD Utility Plan The applicant will be required to coordinate exact location and design of future lift stations with the City of Alachua Public Services Department.

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Pedestrian and Street Improvements:

j. The ingress/egress points to the Property described in Exhibit "A" shall be generally located as depicted and described on the PD Master Plan. The design of all proposed roadways shall be consistent with the applicable standards of Article 7 of the City's Land Development Regulations and the City's Design and Construction Requirements (latest edition at the time of review of construction plans) and the PD Master Plan. The design of the proposed roadway shall be reviewed and approved as part of construction plans for the final PD plan. Shifts of less than 100' (centerline to centerline) shall be permitted as minor deviations from the approved PD Master Plan per Section 2.4.3 (D)(8) of the City's Land Development Regulations, provided that the shift(s) (1) have no adverse impact on traffic flows, both inside and outside the development, (2) do not result in a substantial shift(s) of development areas past those permitted by the City's Land Development Regulations, the approved PD Master Plan, and any other applicable local, state, and federal laws and regulations, and (3) will not result in any development area being out of conformance with the City of Alachua Future Land Use Map.

k. The Owners, or their successors and/or assigns, shall be responsible to design, obtain all applicable permits, and construct all pedestrian and street improvements in accordance with Section 7.3, Required Improvements, Section 7.2.3, Block Standards, and any other pertinent section of the City's Land Development Regulations, subject to the following:

   i. Block lengths in residential areas may exceed 600' in length. Block lengths greater than 600' in length shall include a minimum 20'-wide easement for a pedestrian way through the block. In no case shall block lengths exceed 1,000'. Traffic calming measures shall be used to connect mid-block cuts with each other or other elements of the pedestrian circulation network and may include raised pedestrian crossings, change in materials, bulb-outs, or other similar measures approved by the City in its sole discretion. These pedestrian ways shall be privately maintained, unless a sperate agreement is made between the developer and City of Alachua Public Services.

l. A revised Traffic Impact Analysis (TIA) for the entirety of the PD shall be required to be submitted as part of any development application when the conditions in accordance with the schedule below are met by the entire PD.

Study	Date of Study	PM Peak Trips Threshold[1]	Date Expires[2]
Initial	4/17/2023	N/A	1/9/2025
Update 1	1/9/2025	N/A	1/9/2028
Update 2	N/A	857	N/A

1. The PM Peak Trips Threshold shall be measured for the cumulative impacts of all development occurring within the PD. The cumulative PM Peak Trips shall be calculated by summing the PM Peak Trips generated as noted on issued certificates of concurrency compliance for all developments within the PD. In the case where certificates of concurrency compliance are expired, the applicant may contest the cumulative PM Peak Trips using an alternative analysis provided consistent with professionally acceptable standards to demonstrate the cumulative PM Peak Trips being generated.
2. Update 2 shall be valid for a period of 3 years, or until 100% of the projected PM Peak Trips as shown in the TIA is reached. Unless otherwise required by the City of Alachua Land Development Regulations, Alachua County, or Florida Department of Transportation, no more than one additional TIA outside of this schedule shall be required if 100% of the projected PM Peak Trips is not reached within 3 years of Update 2 being approved.

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4. The Project shall consist of a single phase. The Planned Development Ordinance and Agreement shall be valid for 10 years from the date of final approval by City Commission.
5. The final PD plan shall be a major subdivision preliminary plat or a site plan and shall adhere to all requirements of this PD Ordinance, the PD Master Plan as shown in Exhibit "C", the associated PD Agreement as shown in Exhibit "D", the City of Alachua Comprehensive Plan, and the City's Land Development Regulations, or any amendments thereto. A site plan or major subdivision preliminary plat, or any minor amendments thereto consistent with Section 2.4.9(H) of the City's Land Development Regulations, approved prior to the adoption of this PD Ordinance shall not constitute a Final PD Plan as it relates to this condition.
6. The Owners, or their successors and/or assigns, shall submit a utility system plan as part of the construction plans for the proposed final PD plan.
7. All final PD plans shall be consistent with the goals, objectives, and policies of the City of Alachua Comprehensive Plan including, but not limited to those goals, objectives, and policies related to the eradication of invasive exotic plant species.
8. Any Final PD plan shall include detailed geotechnical evaluation to identify and address any potential karst features or active ground loss areas.
9. Any Final PD Plan shall include the exact number of residential dwelling units, as well as precise information regarding the layout of open space, circulation, and stormwater management.
10. The Owners, or their successors and/or assigns, shall submit a landscaping and buffering plan as part of any final PD plan. The landscaping and buffering plan shall meet the requirements established by the adopted PD Master Plan, Section 6.2.2, *Landscaping standards*, and Section 6.3, *Fencing standards*, of the City's Land Development Regulations, or any amendments thereto.
11. The Owners, or their successors and/or assigns, shall submit an open space plan as part of any new final PD plan. The open space plan shall meet the minimum requirements established by Section 6.7, *Open space standards*, of the City's Land Development Regulations, or any amendments thereto.
12. The Owner, or its successors and/or assigns, shall utilize methods of minimizing impacts, such as appropriate Best Management Practices of the Suwannee River Water Management District, in order to reduce the potential for flash flooding, to avoid adverse impacts to water quality, and to incorporate existing drainage patterns to the greatest extent practicable. Upon approval from the City of Alachua and the Suwannee River Water Management District, enhancements may be permitted to the existing, natural conveyance system to mitigate for existing erosion and sedimentation, restoration of historical erosion and sedimentation damage, and preventing future adverse erosion and sedimentation. Because of the location in relation to surrounding water features, sustainable landscaping practices including limitations on use of pesticides and irrigation systems must be considered. These practices include:
    a. Compost fertilizing (as opposed to traditional/synthetic fertilizers) shall be required for all non-residential development in Development Areas A, B, C, and E and will be encouraged for all development.
    b. No new wells permitted in Development Areas A, B, C, and E.
    c. All non-residential development shall be required to utilize Florida Friendly Landscaping practices.
13. The applicant shall provide a listed species and habitat survey as part of any final PD plan for the Project. A 100% gopher tortoise survey is required prior to construction in accordance with Florida Fish & Wildlife Conservation Commission (FWCC) Gopher Tortoise Permitting Guidelines. Standard measures of protection for eastern indigo snakes are required, if documented. The survey shall document if any listed species are observed on the Property. If a listed species is observed on the Property, the updated survey shall provide recommendations to address potential impacts to the listed species and to identify any permitting requirements of any local, state, or federal governmental agencies. Any submitted listed species and habitat survey shall be acceptable to the City for a period of no more than three years from the original date of the survey.

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14. If any wetlands are identified on the Property described in Exhibit "A", such areas shall be field-delineated using professionally accepted methodology. All development in and/or near wetland areas shall be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and. Any submitted wetland delineations shall be acceptable to the City for a period determined by State Environmental Resource Permit, State formal binding determination, or no more than three years from the original date of the delineation, whichever occurs later.
15. The Owners, or their successors and/or assigns, shall, concurrent with development of the Project, remove and destroy all Category I and II exotic plant species, as published in the most current version of the Florida Exotic Plant Council's List of Invasive Plant Species, located on the Property described in Exhibit "A". Thereafter, the Owners, or their successors and/or assigns, shall assure long-term implementation of an exotic plants management plan approved with the new final development order and which shall be included in covenants and restrictions to be implemented by a properly structured property owner's association or other mechanism acceptable to the City.
16. The planting of any species identified in the most current version of the Florida Exotic Pest Plant Council's List of Invasive Plant Species shall be prohibited. Grasses and sods shall be certified free of noxious weeds by the Florida Department of Agriculture and Consumer Services, Division of Plant Industry.
17. The Owners, or their successors and/or assigns, shall obtain all applicable permits from the Suwannee River Water Management District, Alachua County Public Works, the Florida Department of Environmental Protection, the Florida Fish and Wildlife Commission, and any other federal, state, or local agency before the commencement of any development in the Project.
18. A valid Planned Development Agreement ("PD Agreement") shall be adopted concurrent with the approval of this ordinance and the PD Master Plan. The PD Agreement is shown in Exhibit "D" of this Ordinance.
19. The development parameters defined herein do not inordinately burden the development of the Property described in Exhibit "A", the PD-R, the PD-COMM, or the Project.
20. The rezoning of the Property described in Exhibit "A" does not reserve concurrency for the Project.
21. The adoption of this Ordinance does not guarantee the approval of any development permits, including but not limited to, major subdivision preliminary plats, construction plans, site plans or major subdivision final plats for the Project, or for any part or section thereof, for the Owners or their successors and/or assigns.
22. All development, including but not limited to any final PD plan for the Project, shall be governed by the laws, regulations, comprehensive plan and ordinances in effect at the time of the specific proposed development, and not as of the date of this ordinance.

Section 4. Ordinance to be Construed Liberally

This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety, and welfare of the citizens and residents of Alachua, Florida.

Section 5. Repealing Clause

All ordinances or parts of ordinances in conflict with this ordinance are, to the extent they conflict with this ordinance, repealed.

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Section 6. Providing for Severability

It is the declared intent of the Alachua City Commission that, if any section, sentence, clause, phrase, or provision of this ordinance is for any reason held or declared to be unconstitutional, void, or inoperative by a court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this ordinance and the remainder of this ordinance, after the exclusion of such part or parts, shall be deemed to be valid.

Section 7. Effective Date

This ordinance shall take effect immediately after its passage and adoption. The effective date of this amendment shall be concurrent with the effective date of Ordinance 25-06. No development orders, development permit, or land uses dependent on this amendment may be issued or commenced before this amendment has become effective.

PASSED on first reading on the _____ day of _____, 2025.

PASSED and **DULY ADOPTED**, in regular session, with a quorum present and voting, by the City Commission, upon second reading this _____ day of _____, 2025.

CITY COMMISSION OF THE
CITY OF ALACHUA, FLORIDA

_____
Walter Welch, Mayor
SEAL

ATTEST:

_____
Mike DaRoza , City Manager/Clerk

APPROVED AS TO FORM

_____
Marian B. Rush, City Attorney

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EXHIBIT "A"

Legal Descriptions

Legal Description: ZONING: PD-R (North Parcel)

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE NORTH 89°23'41" EAST. ALONG THE SOUTHERLY LINE OF SAID SECTION 9, A DISTANCE OF 648.03 FEET; THENCE NORTH 0°35'52" WEST, A DISTANCE OF 250.14 FEET; THENCE SOUTH 89°25'20" WEST, A DISTANCE OF 647.88 FEET TO THE EASTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY). THENCE NORTH 00°33'49" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 250.46 FEET; THENCE NORTH 89°24'53" EAST, A DISTANCE OF 393.00 FEET; THENCE NORTH 00°35'05" WEST, DISTANCE OF 221.68 FEET; THENCE SOUTH 89°24'10" WEST, A DISTANCE OF 393.04 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°34'32" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 245.12 FEET; THENCE NORTH 89°22'44" EAST, A DISTANCE OF 210.00 FEET; THENCE NORTH 00°34'01" WEST, A DISTANCE OF 180.68 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 76°02'39" EAST, A DISTANCE OF 104.62 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 10209.13 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 77°08'50" EAST, 370.79 FEET; (2) THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°04'52", AN ARC DISTANCE OF 370.81 FEET; (3) THENCE SOUTH 78°18'40" EAST, A DISTANCE OF 26.12 FEET; (4) THENCE SOUTH 78°10'25" EAST, A DISTANCE OF 251.86 FEET; THENCE SOUTH 00°50'16" EAST, A DISTANCE OF 285.02 FEET; THENCE SOUTH 00°46'03" EAST, A DISTANCE OF 691.17 FEET; THENCE SOUTH 00°32'24" EAST, A DISTANCE OF 85.25 FEET A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 62°06'51" WEST, 376.73 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET; THENCE SOUTH 58°10'47" WEST, A DISTANCE OF 506.70 FEET; THENCE NORTH 00°36'09" WEST, A DISTANCE OF 210.09 FEET; THENCE SOUTH 58°03'05" WEST, A DISTANCE OF 210.00 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°32'14" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET TO THE POINT OF BEGINNING.

CONTAINING 23.48 ACRES, MORE OR LESS.

Legal Description: ZONING: PD-R (South Parcel)

A PARCEL OF LAND SITUATED IN SECTIONS 9 AND 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 16; THENCE NORTH 86°54'12" EAST, ALONG THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY); THENCE SOUTH 00°32'14" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET; THENCE SOUTH 00°28'50" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 209.47 FEET; THENCE SOUTH 00°33'05" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 945.94 FEET; THENCE NORTH 89°28'37" EAST, A DISTANCE OF 356.19 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°20'39" EAST, 722.82 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°15'57", AN ARC DISTANCE OF 737.91 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°44'03", AN ARC DISTANCE OF 361.65 FEET (CHORD BEARING & DISTANCE OF NORTH 39°20'39" EAST, 359.86 FEET) TO THE END OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A

DISTANCE OF 316.12 FEET; THENCE SOUTH 60°20'15" EAST, A DISTANCE OF 806.50 FEET; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 418.44 FEET; THENCE NORTH 02°49'53" EAST, A DISTANCE OF 368.87 FEET; THENCE NORTH 60°19'57" WEST, A DISTANCE OF 150.00 FEET; THENCE NORTH 15°19'57" WEST, A DISTANCE OF 210.00 FEET; THENCE NORTH 44°40'03" EAST, A DISTANCE OF 298.82 FEET; THENCE NORTH 02°49'53" EAST, A DISTANCE OF 160.60 FEET; THENCE SOUTH 79°14'55" EAST, A DISTANCE OF 231.81 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 83°02'17" EAST, 134.83 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°34'44", AN ARC DISTANCE OF 134.92 FEET TO THE END OF SAID CURVE; THENCE SOUTH 86°49'39" EAST, A DISTANCE OF 225.90 FEET; THENCE SOUTH 87°31'26" EAST, A DISTANCE OF 770.23 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE NO. 75 (300' WIDE RIGHT OF WAY); THENCE SOUTH 05°38'39" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 15.06 FEET; THENCE SOUTH 05°40'44" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1300.24 FEET; THENCE SOUTH 05°42'30" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1257.04 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 5879.58 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 02°48'16" EAST, 1729.23 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°54'45", AN ARC DISTANCE OF 1735.53 FEET TO THE END OF SAID CURVE; THENCE NORTH 71°00'52" WEST, A DISTANCE OF 2774.12 FEET; THENCE SOUTH 18°40'42" WEST, A DISTANCE OF 592.11 FEET; THENCE NORTH 89°27'59" WEST, A DISTANCE OF 725.92 FEET TO THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235A; THENCE NORTH 00°31'30" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 2164.34 FEET; THENCE NORTH 00°33'05" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 84.61 FEET TO THE POINT OF BEGINNING.

CONTAINING 243.42 ACRES, MORE OR LESS.

Legal Description: ZONING: PD-COMM

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE RUN SOUTH 00°31'06" EAST, A DISTANCE OF 629.33 FEET TO THE POINT OF BEGINNING; THENCE RUN NORTH 58°15'37" EAST, A DISTANCE OF 210.05 FEET; THENCE NORTH 58°10'47" EAST, A DISTANCE OF 506.70 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 62°06'51" EAST, 376.73 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°06'13" EAST, 325.04 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°30'16", AN ARC DISTANCE OF 325.22 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 77°49'57" EAST, 559.06 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°11'57", AN ARC DISTANCE OF 559.96 FEET TO A POINT ON A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 950.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 04°16'34" EAST, 380.13 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°04'54", AN ARC DISTANCE OF 382.71 FEET TO A A POINT ON A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 3259.14 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 13°59'50" EAST, 209.11 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°40'36", AN ARC DISTANCE OF 209.15 FEET; THENCE RUN NORTH 12°09'36" EAST, A DISTANCE OF 49.24 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE RUN SOUTH 78°09'08" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 50.00 FEET; THENCE RUN SOUTH 78°09'39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 798.77 FEET; THENCE RUN SOUTH 12°02'31" WEST, A DISTANCE OF 217.85 FEET; THENCE RUN SOUTH 78°08'19" EAST, A DISTANCE OF 400.00 FEET; THENCE RUN NORTH 12°02'06" EAST, A

DISTANCE OF 217.83 FEET TO SAID SOUTHERLY LINE; THENCE RUN SOUTH 78°10'15" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 677.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN SOUTH 05°38'39" WEST ALONG SAID WESTERLY LINE, A DISTANCE OF 280.17 FEET; THENCE RUN NORTH 87°31'26" WEST, A DISTANCE OF 770.23 FEET; THENCE RUN NORTH 86°49'39" WEST, A DISTANCE OF 225.90 FEET TO A POINT ON A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 83°02'17" WEST, 134.83 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°34'44", AN ARC DISTANCE OF 134.92 FEET; THENCE RUN NORTH 79°14'55" WEST, A DISTANCE OF 231.81 FEET; THENCE RUN SOUTH 02°49'53" WEST, A DISTANCE OF 160.60 FEET; THENCE RUN SOUTH 44°40'03" WEST, A DISTANCE OF 298.82 FEET; THENCE RUN SOUTH 15°19'57" EAST, A DISTANCE OF 210.00 FEET; THENCE RUN SOUTH 60°19'57" EAST, A DISTANCE OF 150.00 FEET; THENCE RUN SOUTH 02°49'53" WEST, A DISTANCE OF 368.87 FEET; THENCE RUN SOUTH 29°28'37" WEST, A DISTANCE OF 418.44 FEET; THENCE RUN NORTH 60°20'15" WEST, A DISTANCE OF 806.50 FEET; THENCE RUN SOUTH 29°28'37" WEST, A DISTANCE OF 202.27 FEET; THENCE RUN SOUTH 29°28'37" WEST, A DISTANCE OF 113.85 FEET TO A POINT ON A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 59°28'37" WEST, 1050.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 60°00'00", AN ARC DISTANCE OF 1099.56 FEET; THENCE RUN SOUTH 89°28'37" WEST, A DISTANCE OF 356.19 FEET; THENCE RUN NORTH 00°33'05" WEST, A DISTANCE OF 945.94 FEET TO THE POINT OF BEGINNING.

CONTAINING 78.68 ACRES, MORE OR LESS.

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EXHIBIT "B"

OFFICIAL ZONING ATLAS

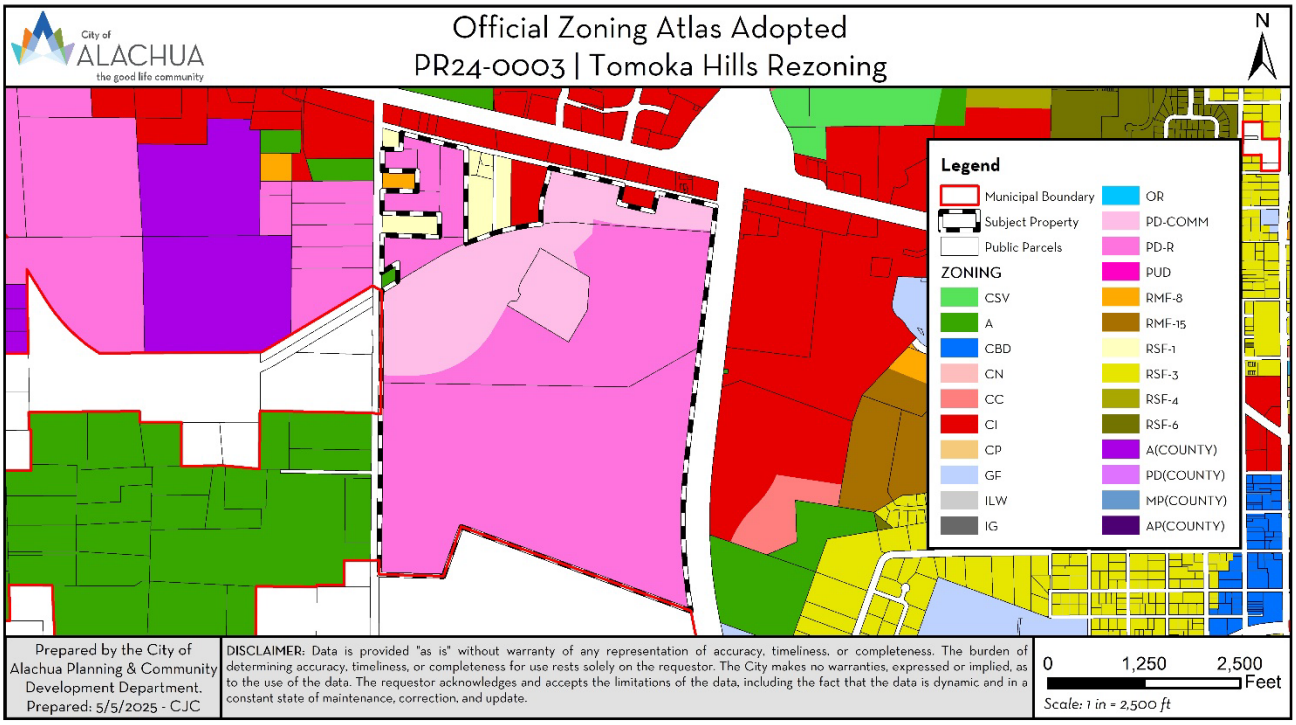

EXHIBIT "C"

PD MASTER PLAN

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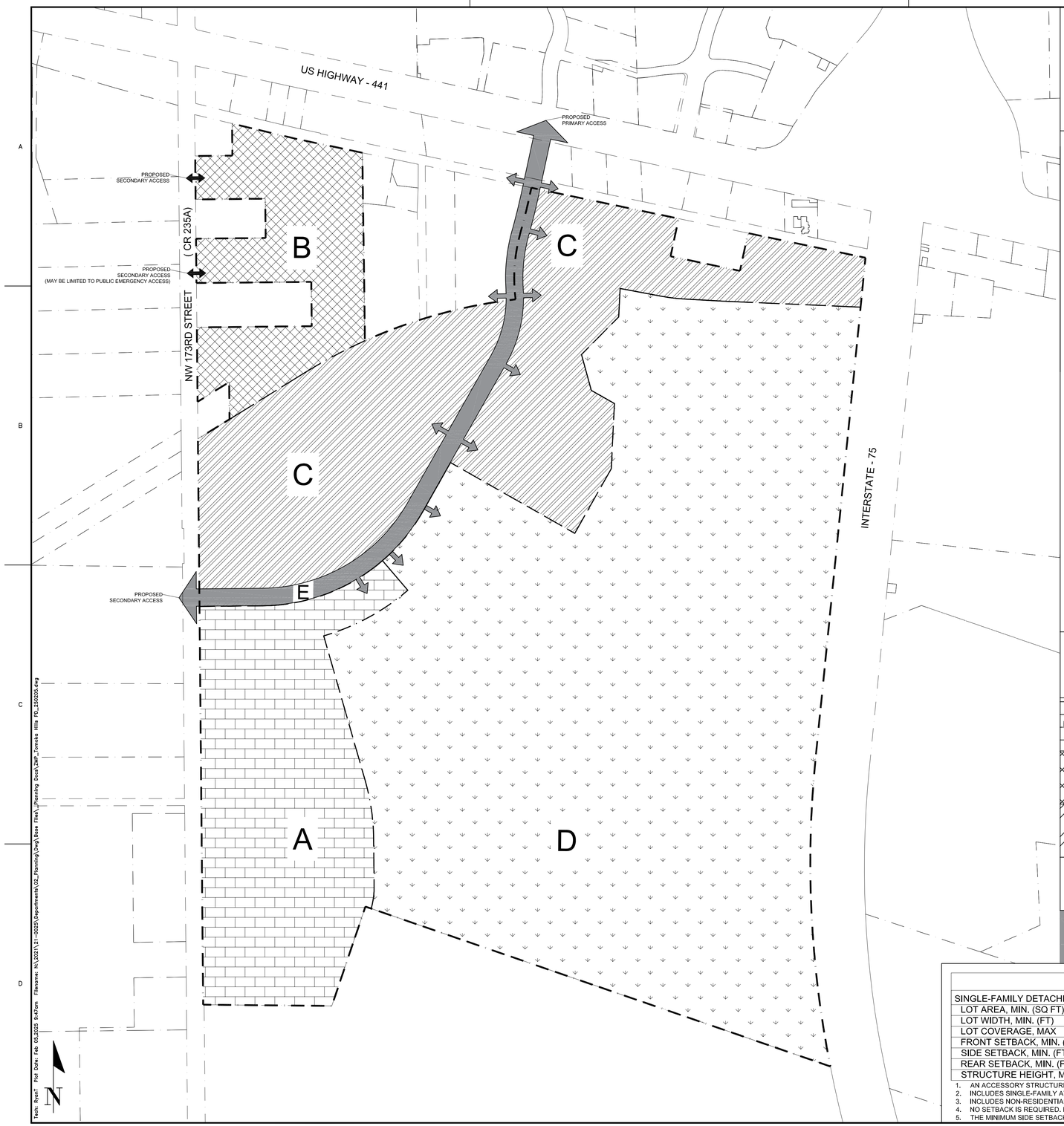

TOMOKA HILLS

PLANNED DEVELOPMENT

MASTER PLAN

GENERAL NOTES

1. **LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THIS PD MASTER PLAN. LAND USE AREA BOUNDARIES MAY BE ADJUSTED INTERNAL TO THE PD, IF THE PERMITTED DENSITY/INTENSITY FOR EACH LAND AREA IS CONSISTENT WITH THE ALLOCATIONS ADOPTED HEREIN. THE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: COMMON OPEN SPACE, COMMUNITY/AMENITY CENTER, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, PUBLIC SAFETY, MAJOR OR MINOR UTILITIES, AND PUBLIC OR PRIVATE INFRASTRUCTURE. PERMITTED USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.
2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF A SINGLE PHASE. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD PLAN(S) TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
5. **BUFFERS.** THERE SHALL BE NO REQUIRED LANDSCAPE BUFFERS INTERNAL TO THE PD, ONLY ALONG SUBJECT PORTIONS OF THE PD BOUNDARY, AN ALTERNATIVE LANDSCAPE PLAN MAY BE SUBMITTED WITH THE FINAL PD PLAN WITH RESPECT TO LDR STANDARDS IN SECTIONS 6.2.2 AND 6.2.3, SUBJECT TO APPROVAL BY THE LDR ADMIN.
6. **ACCESS.** PRIMARY ACCESS POINTS ARE LOCATED AT US 441 / NW 167TH BLVD AND CR 235A. THE HIGH DENSITY RESIDENTIAL AREA SHALL BE SERVED BY TWO DIRECT ACCESS POINTS ON CR 235A. ONE OF THESE ACCESS POINTS MAY BE USED FOR EMERGENCY ACCESS ONLY. THE SPECIFIC LOCATION OF ALL ACCESS POINTS WILL BE DETERMINED AT FINAL PD PLAN.
7. **CIRCULATION.** THE CIRCULATION CONFIGURATION IS IDENTIFIED AS LAND USE AREA E AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS ARE INTENDED TO REMAIN PRIVATE. ROADWAYS SHALL BE REQUIRED TO MEET THE APPLICABLE LDR DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(b)(iii) OR §3.6.3(D)(5)(B)(III), WHICHEVER APPLIES. THE INTERNAL ROADWAYS NOT SHOWN ON THE PD MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND DO NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
8. **LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R AND PD-COMM DISTRICTS, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE, AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
9. **ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
10. **BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 20'-WIDE EASEMENT FOR A PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(b)(iii) OR §3.6.3(D)(5)(B)(III), WHICHEVER APPLIES, TO ENHANCE PEDESTRIAN CIRCULATION. IN NO CASE SHALL A BLOCK FACE EXCEED 1,000' IN LENGTH. TRAFFIC CALMING MEASURES SHALL BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK AND MAY INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, OR OTHER SIMILAR MEASURES APPROVED BY THE CITY IN ITS SOLE DISCRETION. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE AGREEMENT IS MADE BETWEEN THE DEVELOPER AND CITY OF ALACHUA PUBLIC SERVICES.
11. **ARCHITECTURAL STANDARDS.** ARCHITECTURAL VARIABILITY STANDARDS AS SET OUT IN SECTION 4.3.1 (A)(4)(D) ARE APPLICABLE TO SINGLE FAMILY DETACHED DWELLINGS. DESIGN FEATURES AS REQUIRED BY USE-SPECIFIC STANDARDS IN SECTION 4.3.1 (A)(3)(D) ARE APPLICABLE TO SINGLE FAMILY ATTACHED, TOWNHOUSE, AND TWO- TO FOUR-FAMILY DWELLINGS.
12. **ROADWAY STANDARDS.** REGARDLESS OF OWNERSHIP OR MAINTENANCE OF STREETS, ALL SIDEWALKS AND CROSSWALKS WILL MEET FDOT DESIGN MANUAL CHAPTER 222 PEDESTRIAN FACILITIES, UNLESS OTHERWISE STIPULATED IN THE PD-R MASTER PLAN.
13. **ENVIRONMENTAL ASSESSMENT.** AN ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED AT TIME OF FINAL PD-R PLAN/ FINAL PLAT/ SITE PLAN APPROVAL THAT INCLUDES A 100% GOPHER TORTOISE AND BURROWING OWL SURVEY. A CONDITION WILL BE REQUIRED THAT STANDARD MEASURES OF PROTECTION FOR EASTERN INDIGO SNAKES, IF APPLICABLE.
14. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS HAS BEEN SUBMITTED WITH THIS PD.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, COMMUNITY/AMENITY CENTER, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, PUBLIC SAFETY, MAJOR OR MINOR UTILITIES, AND PUBLIC OR PRIVATE INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.6-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, POST OFFICE, COMMUNITY GARDEN, WIRELESS COMMUNICATION TOWER AND/OR ANTENNA, FREESTANDING	RESIDENTIAL: 100 UNITS (2.14 DU/AC)	46.7 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, POST OFFICE, COMMUNITY GARDEN	RESIDENTIAL: 350 UNITS (14.91 DU/AC)	23.5 (6%)
C: MIXED USE	ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), OFFICE, RESTAURANT, INDOOR SEATING ONLY, RESTAURANT, WITH OUTDOOR SEATING, RESTAURANT, WITH DRIVE-THROUGH OR DRIVE-IN SERVICE, SPECIALTY EATING ESTABLISHMENT, MICROBREWERY, PUBLIC GOLF COURSE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL, BAR, NIGHTCLUB, OR COCKTAIL LOUNGE, DRUG STORE OR PHARMACY (STAND ALONE), ENTERTAINMENT ESTABLISHMENT, FINANCIAL INSTITUTION, HOTEL OR MOTEL	RESIDENTIAL: 300 UNITS (3.82 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.16 FAR)	78.7 (23%)
D: COMMON AREA/ RECREATION	BUFFER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC OR PRIVATE GOLF COURSE, AND SINGLE-FAMILY RESIDENTIAL	RESIDENTIAL: 10 UNITS (0.06 DU/AC) NON-RESIDENTIAL: 200,000 SF (0.024 FAR)	196.7 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED[1]:		SINGLE-FAMILY ATTACHED[1,2]:		MULTIPLE-FAMILY[1]:		ALL OTHER USES[3]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[4]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[4]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)[5]	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[4]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
2. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
3. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
4. NO SETBACK IS REQUIRED. HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.
5. THE MINIMUM SIDE SETBACKS FOR SINGLE-FAMILY ATTACHED USES IS FOR EXTERIOR LOTS ONLY. EXTERIOR LOTS ARE LOTS WITH UNITS THAT SHARE A COMMON WALL WITH ONLY ONE ADJACENT UNIT.

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SCALE: 1" = 300'

VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 1"
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CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
SUBMIT PD APPLICATION – AUGUST 29, 2024
RESUBMITTAL – NOVEMBER 14, 2024
RESUBMITTAL – MAY 15, 2025
RESUBMITTAL – FEBRUARY 5, 2025

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHER
QUALITY CONTROL: C. BRASHER
PROJECT NO.: 21-0025.09

SHEET NO.: 1 of 3

Tech: RyanT Plot Date: Feb 05,2025 9:47am Filename: N:\2021\21-0025\Departments\02a_Planning\Greg\Base Files_Planning Docs\ZMP_Tomoka Hills PD_250205.dwg



TOMOKA HILLS PLANNED DEVELOPMENT

UTILITY PLAN

GENERAL NOTES

1. **POTABLE WATER.** THE ONSITE POTABLE WATER SYSTEM WILL INCLUDE A 12-INCH POTABLE WATER MAIN THAT WILL CONNECT TO AN EXISTING 12-INCH WATER MAIN WITHIN THE US 441 RIGHT-OF-WAY AT NW 167TH BLVD AND FOLLOW THE NW 167TH BLVD EXTENSION THROUGH THE SITE AND CONNECT TO A 12-INCH WATER MAIN IN THE CR 235A RIGHT-OF-WAY. A PORTION OF THIS WATER MAIN HAS ALREADY BEEN PERMITTED WITH THE TOWER HILL INSURANCE HEADQUARTERS AND IS UNDER CONSTRUCTION. THE NORTHWEST SECTION OF THE SITE WILL HAVE A SEPARATE CONNECTION(S) TO THE 8-INCH WATER MAIN IN THE CR 235A RIGHT-OF-WAY. DIRECT CONNECTION IS ANTICIPATED WITHOUT THE NEED FOR JACK AND BORE OF EITHER ROADWAY. AN 8-INCH WATER MAIN WILL SERVE THE MODERATE DENSITY RESIDENTIAL AT THE SOUTHWEST PORTION OF THE SITE.
2. **SANITARY SEWER.** THE ONSITE SEWER GRAVITY MAIN INCLUDE AN 8-INCH GRAVITY MAIN THAT WILL CONNECT TO THE EXISTING 8-INCH GRAVITY MAIN LOCATED IN THE NW 162ND LANE RIGHT-OF-WAY AND WILL FOLLOW THE NW 167TH BLVD EXTENSION, TERMINATING PRIOR TO REACHING THE CR 235A RIGHT-OF-WAY. A PORTION OF THIS GRAVITY MAIN HAS ALREADY BEEN PERMITTED WITH THE TOWER HILL INSURANCE HEADQUARTERS AND IS UNDER CONSTRUCTION. AN ONSITE LIFT STATION WILL AND FORCEMAIN WILL CONNECT THE NORTHWEST SECTION OF THE SITE TO AN EXISTING CITY LIFT STATION ON THE FAR (WEST) SIDE OF CR 235A. A DIRECTIONAL BORE UNDER CR 235A IS EXPECTED.
3. **STORMWATER MANAGEMENT FACILITIES.** STORMWATER MANAGEMENT FACILITIES (SMF) ARE LOCATED THROUGHOUT THE DEVELOPMENT, LOCATED IN THE SITE'S LOW AREAS. THIS PLAN ILLUSTRATES APPROXIMATELY 15% OF THE PROJECT SITE. FINAL SIZE AND LOCATION OF SMFs WILL BE DETERMINED DURING SITE PLAN REVIEW.
4. **PUBLIC FACILITIES IMPACT.** CONCURRENCY RESERVATION WILL BE MADE AT TIME OF FINAL PD APPROVAL. THE IMPACT CALCULATIONS HAVE BEEN PREPARED IN THE ACCOMPANYING JUSTIFICATION REPORTS TO DEMONSTRATE THAT SUFFICIENT CAPACITY EXISTS TO ACCOMMODATE THE PROPOSED PROJECT.

NOTE: ONLY ONE OF SEVERAL FEASIBLE SANITARY SEWER CONVEYANCE OPTIONS IS SHOWN. ENGINEERING DESIGN SHALL CONSIDER ALL AVAILABLE OPTIONS FOR SANITARY SEWER CONNECTION AND WORK WITH CITY OF ALACHUA PUBLIC SERVICES DEPARTMENT TO ENSURE THE MOST SUITABLE AND EFFICIENT DESIGN IS ACHIEVED DURING THE PLATTING/SITE PLAN PROCESS.

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CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
SUBMITTAL – PD REZONING, AUGUST 29, 2024

CLIENT: TOMOKA HILLS

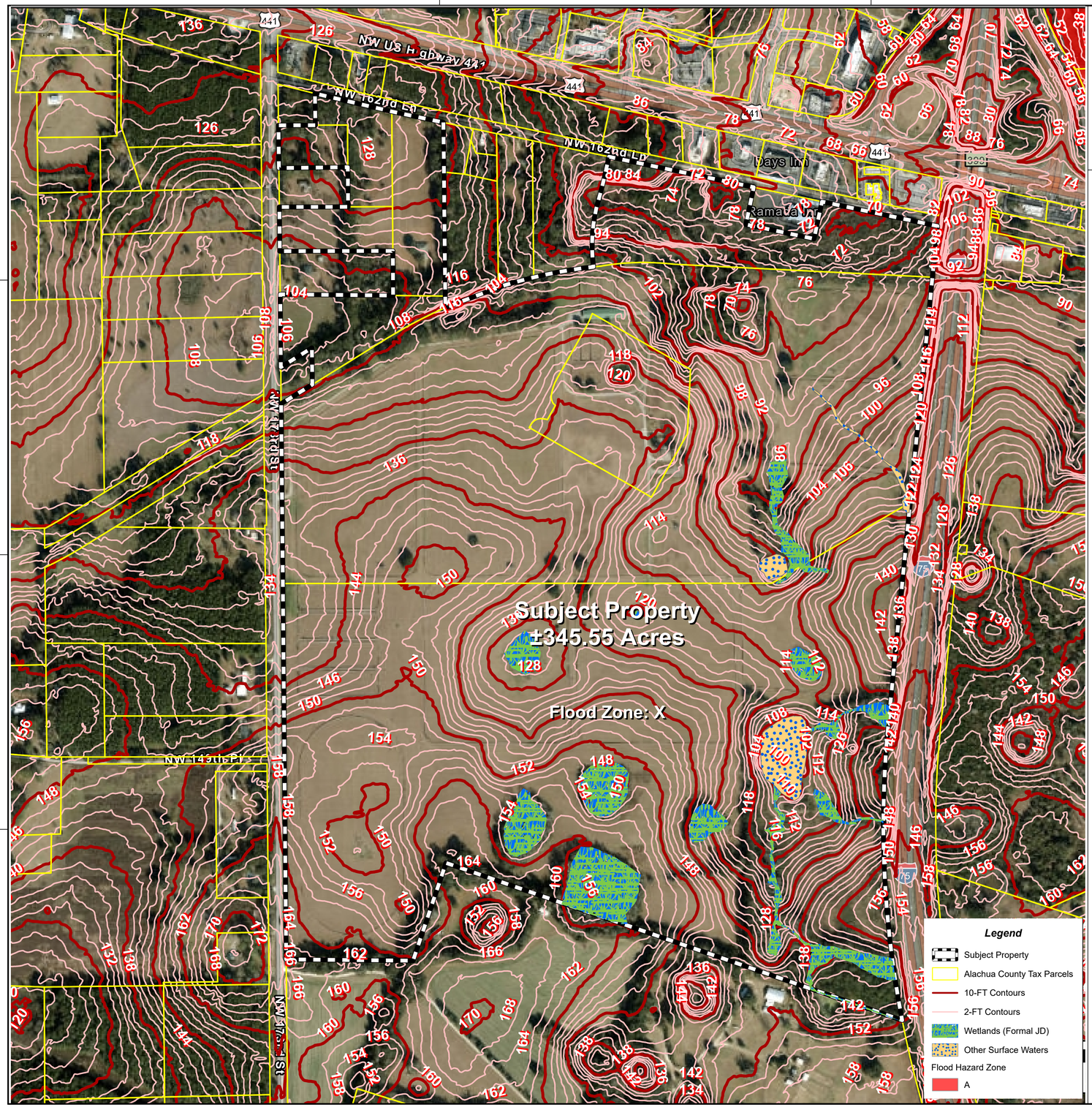
PROJECT: PLANNED DEVELOPMENT

SHEET TITLE: PD UTILITY PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: R. THOMPSON
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 2 of 3

Tech: RyanT Plot Date: Aug 28,2024 7:23pm Filename: N:\2021\21-0025\Department\02_Planning\Dwg\Base Files_Planning Docs\01_Tomoka Hills PD_240820.dwg



TOMOKA HILLS PLANNED DEVELOPMENT

EXISTING CONDITIONS PLAN

GENERAL NOTES

1. THE COMMON AREA/RECREATION AREA OF THIS PD CONTAINS APPROXIMATELY 12.8 ACRES OF WETLAND HABITAT INCLUDING BOTH MIXED WETLAND HARDWOODS AND VEGETATED NON-FORESTED WETLANDS; AS WELL AS APPROXIMATELY 3.1 ACRES OF OTHER SURFACE WATERS INCLUDING BORROW AREA AND DITCHES. WETLAND AND OTHER SURFACE WATER LINES HAVE BEEN REVIEWED AND APPROVED BY THE SRWMD UNDER ERP FORMAL WETLAND DETERMINATION ERP-001-245365-2 (ENVIRONMENTAL EXHIBIT 1 IN THE PD REZONING APPLICATION PACKAGE).
2. THE SITE IS WITHIN THE FEDERAL EMERGENCY MANAGEMENT AREA (FEMA) FLOOD ZONE X, WHICH IS OUTSIDE THE FLOODPLAIN. THE SUBJECT PROPERTY HAS BEEN DESIGNED TO ADDRESS THE ONSITE WETLANDS TO ENSURE PROTECTION OF ONSITE NATURAL FEATURES.
3. THE SUBJECT PROPERTY WAS SURVEYED FOR STATE AND FEDERAL LISTED SPECIES IDENTIFIED BY THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION'S (FFWCC) OFFICIAL LIST OF FLORIDA'S ENDANGERED SPECIES, THREATENED SPECIES, AND SPECIAL OF SPECIAL CONCERN (JULY 2024). THE EVALUATION INCLUDED LITERATURE REVIEW FOR SPECIES RECORDS OF OCCURRENCE AS WELL AS SURVEY BY QUALIFIED ECOLOGISTS CONDUCTED WITHIN THE BOUNDS OF THE SUBJECT PROPERTY. THIS ASSESSMENT FOUND NO PLANT SPECIES LISTED AS "THREATENED" OR "ENDANGERED" BY EITHER THE FLORIDA DEPARTMENT OF AGRICULTURE (FDA) OR THE UNITED STATES FISH AND WILDLIFE SERVICE (USFWS). THREE POTENTIALLY OCCUPIED GOPHER TORTOISE BURROWS WERE THE ONLY LISTED WILDLIFE SPECIES IDENTIFIED WITHIN THE SUBJECT PROPERTY (ENVIRONMENTAL EXHIBIT 2 IN THE PD REZONING APPLICATION PACKAGE).

WHEN DEVELOPMENT PLANS ARE SUBMITTED, AN INVENTORY OF LISTED SPECIES WILL BE SUBMITTED AS REQUIRED. ANY POTENTIAL FUTURE IMPACTS TO GOPHER TORTOISES WILL BE COORDINATED WITH THE FFWCC AT THAT TIME.

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CONSTRUCTION AND REVISIONS:

SUBMITTALS:
SUBMITTAL – PD REZONING, AUGUST 29, 2024
RESUBMITTAL – NOVEMBER 18, 2024

CLIENT: TOMOKA HILLS

PROJECT: PLANNED DEVELOPMENT

SHEET TITLE: PD EXISTING CONDITIONS PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: R. THOMPSON
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 3 of 3

Tech: Ryan Plot Date: Nov 14,2024 5:42pm Filename: H:\2021\21-0025\Department\02_Planning\Dwg\Base Plan_Planning Dept\EC_Tomoka Hills PD_241118.dwg

EXHIBIT "D"

PD AGREEMENT

DRAFT

PLANNED DEVELOPMENT REGULATORY AGREEMENT
FOR TOMOKA HILLS PD PROJECT

THIS PLANNED DEVELOPMENT REGULATORY AGREEMENT ("PD Agreement") is made as of _____, by and between the **CITY OF ALACHUA, FLORIDA** ("City"), a political subdivision of the State of Florida, **TOMOKA HILLS FARMS, INC.**, a Florida corporation, their successors or assigns ("Owner/Developer"), and **TOWER HILL INSURANCE GROUP, LLC**, a Florida corporation, their successors or assigns ("Owner/Developer"). The City and the Owner/Developer may jointly be referred to as the "Parties."

RECITALS

WHEREAS, the Owner/Developer desires to obtain approval for a **Planned Development ("PD")** in the City known as **Tomoka Hills ("Project")**, which is proposed to consist of ±345.58 acres;

WHEREAS, the Owner/Developer wishes to improve the land comprising the PD, the legal description for which is described hereto in Exhibit "A," which is incorporated herein by reference ("Property");

WHEREAS, as part of the approval process for the planned development required by the City of Alachua Land Development Regulation Section 2.4.3, an application to rezone the Property from Agricultural ("A"), Residential Single-Family – 4 ("RSF-4"), Residential Multiple Family – 8 ("RMF-8"), Community Commercial ("CC"), and Commercial Intensive ("CI") to Planned Development-Residential ("PD-R") and Planned Development-Commercial ("PD-Comm") has been filed with the City;

WHEREAS, the Planning & Zoning Board, serving as the Local Planning Agency ("LPA"), recommended approval of the proposed rezoning from Agricultural ("A"), Residential Single-Family – 4 ("RSF-4"), Residential Multiple Family – 8 ("RMF-8"), Community Commercial ("CC"), and Commercial Intensive ("CI") to Planned Development-Residential ("PD-R") and Planned Development-Commercial ("PD-Comm") at a quasi-judicial public hearing held on _____;

WHEREAS, the City Commission held the first of two required quasi-judicial public hearings on _____, to consider the proposed rezoning of the Property pursuant to Ordinance Number 25-10;

WHEREAS, the City and the Owner/Developer desire to proceed to the second and final reading on the proposed rezoning of the Property pursuant to Ordinance Number 25-10;

WHEREAS, concurrent with the second and final reading of the proposed rezoning for the Property, a PD Agreement and a PD Master Plan are required to be approved;

NOW, THEREFORE, in consideration of the foregoing premises, the Parties hereby agree as follows:

1. The above RECITALS are true and correct and incorporated as material portions of this PD Agreement by reference.

2. The Owner/Developer shall plan and construct, at the Owner/Developer's sole expense, the Project according to the specifications set forth in the City's LDRs; Ordinance Number 25-10, which is attached hereto as Exhibit "B" and agreed to by the Owner/Developer; and the PD Master Plan documents, which are attached hereto as Exhibit "C."

3. A **Final PD Plan** for the Project (a **Major Subdivision Preliminary Plat** or a **Site Plan**) must be submitted to the City within one (1) year from the City Commission's approval of this PD Agreement, Ordinance Number 25-10, and the PD Master Plan, for any part or section of the plan for development shown in the PD Master Plan. If a **Final PD Plan** for the Project is not submitted within the required one (1) year period, it shall result in the expiration of the PD zone district classifications of the Project. If the PD zoning expires, the City shall have the right, but not the obligation, in the City's sole discretion, to conduct any hearings necessary to rezone the lands included within the Project to the previous zoning districts of Agricultural ("A"), Residential Single-Family – 4 ("RSF-4"), Residential Multiple Family – 8 ("RMF-8"), Community Commercial ("CC"), and Commercial Intensive ("CI").

4. The Owner/Developer shall construct the Project in accordance with its approved PD Master Plan. Deviations from the PD Master Plan that constitute substantial changes as described in Section 2.4.3 of the City's LDRs must be approved in advance by the City Commission.

5. The approval and execution of this PD Agreement does not guarantee the approval of any development permits, including but not limited to a Preliminary Plat, Construction Plans, Final Plat, or a Site Plan for the Project, or for any part or section thereof, for the Owner/Developer or its successors or assigns.

6. Nothing contained in this PD Agreement shall relieve the Owner/Developer, or its successors, assigns, or anyone acting on the Owner/Developer's behalf, from obtaining all local, regional, state, or federal permits or complying with any applicable ordinance, law, rule, or regulation necessary for the development of the Project. In the event that the Owner/Developer, and its contractors, subcontractors, or anyone for whose acts the Owner/Developer or its contractors or subcontractors may be liable or responsible, fails to comply with any applicable ordinance, law, rule, or regulation and such failure tends to or does pose an imminent threat or danger to life or of great bodily injury to any person, the City, through its City Manager or designee, shall have the right to stop work until appropriate corrective measures are taken, in addition to any other remedies available to the City.

7. The Owner/Developer ,or its successors and/or assigns, shall indemnify and hold harmless the City, and its officers, agents, employees, or anyone acting directly or indirectly on behalf of the City, from and against all claims, damages, losses, and expenses, including reasonable attorney's fees, arising out of or resulting from a loss in the performance of work, down time of equipment, or any claim that may arise from bodily injury, sickness, disease or death, or the injury to or destruction of tangible property, including the loss of use resulting therefrom, caused in whole or in part by a negligent or wrongful act or omission on the part of the Owner/Developer, or its successors and/or assigns, and its contractor, subcontractors, or anyone directly or indirectly employed or working on behalf of the Owner/Developer for whose acts the Owner/Developer, or its contractors or subcontractors, may be liable or responsible. The Owner/Developer, or its successors and/or assigns, further agrees that the Owner/Developer, or its successors and/or assigns, shall not insulate itself from liability or responsibility to the City for a default in or failure to perform any of the terms of this PD Agreement, or from responsibility under the indemnification clause contained herein by employment of independent contractors or subcontractors or other entities. The Owner/Developer, or its successors and/or assigns, shall remain liable to the City notwithstanding any attempt by the Owner/Developer, or its successors and/or assigns, to pass any responsibility stated herein to its contractor, subcontractor, or other agent or employee at all times during the existence of this PD Agreement.

8. The Owner/Developer shall pay all costs for the recording of this PD Agreement, the PD Master Plan, and Ordinance Number 25-10.

9. The City may, in its sole discretion, withhold any and all inspections, permits, certificates, or approvals for the Project if such action is deemed necessary by the City to secure the Owner/Developer's compliance with the terms of this PD Agreement, including all documents attached hereto or referenced herein.

10. Except as otherwise provided in this PD Agreement, any notice, request, or approval from either party to the other party must be in writing and sent by certified mail, return receipt requested; overnight delivery with proof of delivery; or by personal delivery. Such notice shall be deemed to have been received when either deposited in the United States Postal Service mailbox, delivered by the United States Postal Service, delivered to the courier, or personally delivered with a signed proof of delivery. For purposes of notice, the Parties and their respective representatives and addresses are:

City:

City of Alachua
ATTN: Department of Planning & Community Development
P.O. Box 9
Alachua, Florida 32616

Owner/Developer:

Tomoka Hills Farms, Inc.
P.O. Box 147018
Gainesville, Florida 32614

AND

Tower Hill Insurance Group, LLC
P.O. Box 147018
Gainesville, Florida 32614

11. The Parties each bind the other and their respective successors and assigns in all respects to all of the terms, conditions, covenants, and provisions of this PD Agreement.

12. If any section, sentence, clause, phrase, or provision of this PD Agreement is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this PD Agreement, and the remainder of the PD Agreement after the exclusions of such part or parts shall be deemed to be valid.

13. The failure of any of the Parties to exercise any right in this PD Agreement shall not constitute a waiver of such right in the event of any future default or noncompliance with it.

DRAFT

14. This PD Agreement is entered into by the City pursuant to the City's home rule powers, including police powers, as set forth in the Florida Constitution and the laws of the State of Florida to regulate the development of land. The City and the Owner/Developer expressly acknowledge and agree that this PD Agreement constitutes a regulatory document, and nothing herein, expressed or implied, is intended or shall be construed as establishing a contract upon which a cause of action for breach, monetary damages, or otherwise may be based. Further, no term or condition of this PD Agreement shall be construed as to proscribe, limit, or affect the ability of the City to enforce its Comprehensive Plan, its Land Development Regulations, or any other authority granted by law with respect to The Project, and nothing herein, expressed or implied, contracts away any of the City's police powers, regulatory authority, and/or immunities.

15. The Parties may amend this PD Agreement only by mutual written agreement of the Parties and including the City Commission.

16. This PD Agreement shall not be construed more strictly against one party than against the other party merely by virtue of the fact that it may have been prepared by one of the Parties. It is recognized that all Parties have contributed to the preparation of this PD Agreement and have had the opportunity to consult with legal counsel before signing it.

17. The Owner/Developer agrees that the terms and requirements of this PD Agreement, PD Master Plan, and Ordinance Number 25-10 do not inordinately burden the Property described in Exhibit "A", the PD, or the Project.

18. This PD Agreement constitutes the entire agreement of the Parties and supersedes all prior written or oral agreements, understandings, or representations.

19. In the event of any question or dispute arising out of or related to this PD Agreement or action to interpret this PD Agreement, the Owner/Developer shall exhaust any and all administrative remedies under the City's Land Development Regulations. Thereafter, Owner/Developer's remedies in filing a lawsuit shall be limited solely to an action for declaratory judgment. In no event shall the Owner/Developer have any cause of action for monetary damages against the City for any question or dispute arising out of or related to this PD Agreement or any action to interpret this PD Agreement, and nothing herein, expressed or implied, waives or should be construed as a waiver or attempted waiver by the City of its sovereign immunity under the Florida Constitution and the laws of the State of Florida.

20. This PD Agreement is governed in accordance with the laws of the State of Florida. Venue for any action arising out of or related to this PD Agreement shall be in the Circuit Court of Alachua County, Florida.

IN WITNESS WHEREOF, the Parties have hereunto set their hands and seals the day and year first above written.

Witnesses:

OWNER/DEVELOPER:
Tomoka Hills Farms, Inc.

_____ By:_____
(SIGNATURE) (SIGNATURE)

_____ _____, _____
(NAME) (NAME) (TITLE)

State of Florida
County of Alachua

The foregoing instrument was acknowledged before me this ___ day of _____ 20__, by _____, who is personally known to me or who has produced _____ as identification, and who took an oath.

_____
Notary Public, State of Florida at large
Commission No.:
Commission Expiration:

(SEAL)

DRAFT

SIGNATURES CONTINUE ON NEXT PAGE

Witnesses:

OWNER/DEVELOPER:
Tower Hill Insurance Group, LLC

_____ By:_____
(SIGNATURE) (SIGNATURE)

_____ _____, _____
(NAME) (NAME) (TITLE)

State of Florida
County of Alachua

The foregoing instrument was acknowledged before me this ___ day of _____ 20__, by _____, who is personally known to me or who has produced _____ as identification, and who took an oath.

_____
Notary Public, State of Florida at large
(SEAL) Commission No.:
Commission Expiration:

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SIGNATURES CONTINUE ON NEXT PAGE

Attest: CITY OF ALACHUA

_____ By:_____
Mike DaRoza Walter Welch, Mayor
City Manager

Approved as to Form:

_____
Marian B. Rush, City Attorney

State of Florida
County of Alachua

The foregoing instrument was acknowledged before me this ___ day of _____ 20__, by _____, who is personally known to me or who has produced _____ as identification, and who took an oath.

_____
Notary Public, State of Florida at large
(SEAL) Commission No.:

DRAFT

EXHIBIT "A"
Legal Descriptions

Legal Description: ZONING: PD-R (North Parcel)
A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE NORTH 89°23'41" EAST. ALONG THE SOUTHERLY LINE OF SAID SECTION 9, A DISTANCE OF 648.03 FEET; THENCE NORTH 0°35'52" WEST, A DISTANCE OF 250.14 FEET; THENCE SOUTH 89°25'20" WEST, A DISTANCE OF 647.88 FEET TO THE EASTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY). THENCE NORTH 00°33'49" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 250.46 FEET; THENCE NORTH 89°24'53" EAST, A DISTANCE OF 393.00 FEET; THENCE NORTH 00°35'05" WEST, DISTANCE OF 221.68 FEET; THENCE SOUTH 89°24'10" WEST, A DISTANCE OF 393.04 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°34'32" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 245.12 FEET; THENCE NORTH 89°22'44" EAST, A DISTANCE OF 210.00 FEET; THENCE NORTH 00°34'01" WEST, A DISTANCE OF 180.68 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 76°02'39" EAST, A DISTANCE OF 104.62 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 10209.13 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 77°08'50" EAST, 370.79 FEET; (2) THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°04'52", AN ARC DISTANCE OF 370.81 FEET; (3) THENCE SOUTH 78°18'40" EAST, A DISTANCE OF 26.12 FEET; (4) THENCE SOUTH 78°10'25" EAST, A DISTANCE OF 251.86 FEET; THENCE SOUTH 00°50'16" EAST, A DISTANCE OF 285.02 FEET; THENCE SOUTH 00°46'03" EAST, A DISTANCE OF 691.17 FEET; THENCE SOUTH 00°32'24" EAST, A DISTANCE OF 85.25 FEET A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 62°06'51" WEST, 376.73 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET; THENCE SOUTH 58°10'47" WEST, A DISTANCE OF 506.70 FEET; THENCE NORTH 00°36'09" WEST, A DISTANCE OF 210.09 FEET; THENCE SOUTH 58°03'05" WEST, A DISTANCE OF 210.00 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°32'14" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET TO THE POINT OF BEGINNING.

CONTAINING 23.48 ACRES, MORE OR LESS.

Legal Description: ZONING: PD-R (South Parcel)
A PARCEL OF LAND SITUATED IN SECTIONS 9 AND 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 16; THENCE NORTH 86°54'12" EAST, ALONG THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY); THENCE SOUTH 00°32'14" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET; THENCE SOUTH 00°28'50" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 209.47 FEET; THENCE SOUTH 00°33'05" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 945.94 FEET; THENCE NORTH 89°28'37" EAST, A DISTANCE OF 356.19 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°20'39" EAST, 722.82 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°15'57", AN ARC DISTANCE OF 737.91 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°44'03", AN ARC DISTANCE OF 361.65 FEET (CHORD BEARING & DISTANCE OF NORTH 39°20'39" EAST, 359.86 FEET) TO THE END OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 316.12

FEET; THENCE SOUTH 60°20’15” EAST, A DISTANCE OF 806.50 FEET; THENCE NORTH 29°28’37” EAST, A DISTANCE OF 418.44 FEET; THENCE NORTH 02°49’53” EAST, A DISTANCE OF 368.87 FEET; THENCE NORTH 60°19’57” WEST, A DISTANCE OF 150.00 FEET; THENCE NORTH 15°19’57” WEST, A DISTANCE OF 210.00 FEET; THENCE NORTH 44°40’03” EAST, A DISTANCE OF 298.82 FEET; THENCE NORTH 02°49’53” EAST, A DISTANCE OF 160.60 FEET; THENCE SOUTH 79°14’55” EAST, A DISTANCE OF 231.81 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 83°02’17” EAST, 134.83 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°34’44”, AN ARC DISTANCE OF 134.92 FEET TO THE END OF SAID CURVE; THENCE SOUTH 86°49’39” EAST, A DISTANCE OF 225.90 FEET; THENCE SOUTH 87°31’26” EAST, A DISTANCE OF 770.23 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE NO. 75 (300’ WIDE RIGHT OF WAY); THENCE SOUTH 05°38’39” WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 15.06 FEET; THENCE SOUTH 05°40’44” WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1300.24 FEET; THENCE SOUTH 05°42’30” WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1257.04 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 5879.58 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 02°48’16” EAST, 1729.23 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°54’45”, AN ARC DISTANCE OF 1735.53 FEET TO THE END OF SAID CURVE; THENCE NORTH 71°00’52” WEST, A DISTANCE OF 2774.12 FEET; THENCE SOUTH 18°40’42” WEST, A DISTANCE OF 592.11 FEET; THENCE NORTH 89°27’59” WEST, A DISTANCE OF 725.92 FEET TO THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235A; THENCE NORTH 00°31’30” WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 2164.34 FEET; THENCE NORTH 00°33’05” WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 84.61 FEET TO THE POINT OF BEGINNING.

CONTAINING 243.42 ACRES, MORE OR LESS.

Legal Description: ZONING: PD-COMM

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE RUN SOUTH 00°31’06” EAST, A DISTANCE OF 629.33 FEET TO THE POINT OF BEGINNING; THENCE RUN NORTH 58°15’37” EAST, A DISTANCE OF 210.05 FEET; THENCE NORTH 58°10’47” EAST, A DISTANCE OF 506.70 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 62°06’51” EAST, 376.73 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°55’17”, AN ARC DISTANCE OF 376.96 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°06’13” EAST, 325.04 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°30’16”, AN ARC DISTANCE OF 325.22 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 77°49’57” EAST, 559.06 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°11’57”, AN ARC DISTANCE OF 559.96 FEET TO A POINT ON A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 950.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 04°16’34” EAST, 380.13 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°04’54”, AN ARC DISTANCE OF 382.71 FEET TO A A POINT ON A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 3259.14 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 13°59’50” EAST, 209.11 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°40’36”, AN ARC DISTANCE OF 209.15 FEET; THENCE RUN NORTH 12°09’36” EAST, A DISTANCE OF 49.24 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE RUN SOUTH 78°09’08” EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 50.00 FEET; THENCE RUN SOUTH 78°09’39” EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 798.77 FEET; THENCE RUN SOUTH 12°02’31” WEST, A DISTANCE OF 217.85 FEET; THENCE RUN SOUTH 78°08’19” EAST, A

DISTANCE OF 400.00 FEET; THENCE RUN NORTH 12°02’06” EAST, A DISTANCE OF 217.83 FEET TO SAID SOUTHERLY LINE; THENCE RUN SOUTH 78°10’15” EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 677.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN SOUTH 05°38’39” WEST ALONG SAID WESTERLY LINE, A DISTANCE OF 280.17 FEET; THENCE RUN NORTH 87°31’26” WEST, A DISTANCE OF 770.23 FEET; THENCE RUN NORTH 86°49’39” WEST, A DISTANCE OF 225.90 FEET TO A POINT ON A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 83°02’17” WEST, 134.83 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°34’44”, AN ARC DISTANCE OF 134.92 FEET; THENCE RUN NORTH 79°14’55” WEST, A DISTANCE OF 231.81 FEET; THENCE RUN SOUTH 02°49’53” WEST, A DISTANCE OF 160.60 FEET; THENCE RUN SOUTH 44°40’03” WEST, A DISTANCE OF 298.82 FEET; THENCE RUN SOUTH 15°19’57” EAST, A DISTANCE OF 210.00 FEET; THENCE RUN SOUTH 60°19’57” EAST, A DISTANCE OF 150.00 FEET; THENCE RUN SOUTH 02°49’53” WEST, A DISTANCE OF 368.87 FEET; THENCE RUN SOUTH 29°28’37” WEST, A DISTANCE OF 418.44 FEET; THENCE RUN NORTH 60°20’15” WEST, A DISTANCE OF 806.50 FEET; THENCE RUN SOUTH 29°28’37” WEST, A DISTANCE OF 202.27 FEET; THENCE RUN SOUTH 29°28’37” WEST, A DISTANCE OF 113.85 FEET TO A POINT ON A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 59°28’37” WEST, 1050.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 60°00’00”, AN ARC DISTANCE OF 1099.56 FEET; THENCE RUN SOUTH 89°28’37” WEST, A DISTANCE OF 356.19 FEET; THENCE RUN NORTH 00°33’05” WEST, A DISTANCE OF 945.94 FEET TO THE POINT OF BEGINNING.

CONTAINING 78.68 ACRES, MORE OR LESS.

DRAFT

EXHIBIT "B"
EXECUTED/SIGNED ORDINANCE 25-10

DRAFT

EXHIBIT "C"
APPROVED PD MASTER PLAN

DRAFT

EXHIBIT "B"
TO
PR24-0003 | TOMOKA HILLS
SITE-SPECIFIC AMENDMENT TO THE OFFICIAL ZONING ATLAS
STAFF REPORT

SUPPORTING MATERIALS
SUBMITTED BY CITY STAFF TO THE
PLANNING AND ZONING BOARD

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN

March 26, 2025

Submitted electronically to ryan.thompson@nv5.com

Ryan Thompson, AICP
CHW, LLC
11801 Research Drive
Alachua, Fl 32615

Application #: PLSC24-0002; PR24-0003

RE: Notice of Deferral for Tomoka Hills LSCPA and Rezoning

Dear Ryan Thompson,

On March 26, 2025, the City received your request that the hearings for the Tomoka Hills large-scale Comprehensive Plan amendment and site-specific amendment to the Official Zoning Atlas applications be deferred and rescheduled to allow the Tomoka Hills Golf site plan application to move forward to a public hearing.

The City has reviewed your request and has rescheduled the items for the **May 13, 2025** Planning & Zoning Board meeting.

The City has already received the required two (2) double-sided, three-hole punched, color sets of each **complete** application package and a digital copy of all materials in PDF format.

In addition, Section 2.2.9(D) of the Land Development Regulations requires the applicant to place posted notice signs on the subject property at least 14 days prior to the public hearing. Therefore, posted notice signs must be placed on the property no later than ***Monday, April 28, 2025.*** You will be notified when signs are available for pick-up at City Hall.

If you plan to utilize a PowerPoint presentation or would like other materials to be available for reference during the public hearing, please submit the presentation or materials no later than 12:00 PM on the last business day prior to the Planning & Zoning Board meeting; therefore, the presentation or materials must be submitted no later than 12:00 PM on ***Monday, May 12, 2025***. Any presentation or materials may be submitted electronically by emailing them to planning@cityofalachua.org.

If you have any questions regarding the information above, please contact me at (386) 418-6137 or via email at ccrockett@cityofalachua.org.

Sincerely,



Carson J. Crockett, AICP Candidate
Planner

cc: Mike DaRoza, City Manager *(by electronic mail)*
Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Marian Rush, City Attorney *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*
Project File

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN

March 4, 2025

Submitted electronically to ryan.thompson@nv5.com

Ryan Thompson, AICP
CHW, LLC
11801 Research Drive
Alachua, Fl 32615

Application #: PLSC24-0002; PR24-0003

RE: Notice of Hearing for Tomoka Hills LSCPA and Rezoning

Dear Ryan Thompson,

On February 20, 2025, the City of Alachua received your revised applications for the Tomoka Hills LSCPA and Rezoning, which proposes amending the future land use category from Agriculture (±258.56 acres), Moderate Density Residential (±13.78 acres), Medium Density Residential (±9.7 acres), Community Commercial (±45.29 acres), and Commercial (±18.25 acres) to Low Density Residential (±196.68 acres), Moderate Density Residential (±46.74 acres), High Density Residential (±23.48 acres), and Community Commercial (78.68 acres), and proposes to amend the Official Zoning Atlas from Agricultural (A) (±258.56 acres), Residential Single-Family – 4 (RSF-4) (±13.78 acres), Residential Multiple Family – 8 (RSF-8) (±9.7 acres), Community Commercial (CC) (±45.29 acres), and Commercial Intensive (CI) (±18.25 acres) to Planned Development – Residential (PD-R) (±266.9 acres) and Planned Development – Commercial (PD-COMM) (±78.68 acres) on a ± 345.58-acre subject property. Tax parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001. Based on a review of the materials submitted, the Planning and Community Development Department has determined that this application can now be scheduled for a hearing before the Planning and Zoning Board.

The City has already received the required two (2) double-sided, three-hole punched, color sets of each **complete** application package and a digital copy of all materials in PDF. The applications are tentatively scheduled for the **April 15, 2025** Planning and Zoning Board meeting.

In addition, Section 2.2.9(D) of the Land Development Regulations requires the applicant to place posted notice signs on the subject property at least 14 days prior to the public hearing. Therefore, posted notice signs must be placed on the property no later than ***Monday, March 31, 2025.*** You will be notified when signs are available for pick-up at City Hall.

If you plan to utilize a PowerPoint presentation or would like other materials to be available for reference during the public hearing, please submit the presentation or materials no later than 12:00 PM on the last business day prior the PZB meeting (no later than ***Monday, April 14, 2025***). Any presentation or materials may be submitted by emailing them to planning@cityofalachua.com.

Should you have any questions, please feel free to contact me at (386) 418-6137 or via email at ccrockett@cityofalachua.org.

Sincerely,



Carson J. Crockett, AICP Candidate
Planner

cc: Brenda Flieger, Planning Assistant *(by electronic mail)*
Project File

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

December 16, 2024

Sent by electronic mail to ryan.thompson@nv5.com

Ryan Thompson, AICP
Causseaux, Hewett, & Walpole, LLC
11801 Research Drive
Alachua, FL 32615

RE: Second Project Assistance Team (PAT) Review: Tomoka Hills (2024) Large Scale Comprehensive Plan Amendment (LSCPA) & Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Applications

Dear Mr. Thompson:

On November 21, 2024 the City of Alachua received your revised LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±258.56 acres), Commercial (±18.25 acres), Community Commercial (±45.29 acres), Medium Density Residential (±9.7 acres), and Moderate Density Residential (±13.78 acres) to Community Commercial (78.68 acres), High Density Residential (±23.48 acres), Low Density Residential (±78.68 acres), and Moderate Density Residential (±46.74 acres). The Rezoning application proposes to amend the Official Zoning Atlas of the ±345.48 acre subject property from Agricultural (±258.56 acres), Commercial Intensive (±18.25 acres), Community Commercial (±45.29 acres), Residential Single Family – 4 (±13.78 acres), and Residential Multiple Family – 8 (±9.7 acres) to Planned Development – Commercial (±78.68 acres) and Planned Development – Residential (±266.9 acres). The subject property is comprised of Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001.

The revised applications received on November 21, 2024 were submitted in response to the review comments issue by the City's Project Assistance Team (PAT) in a letter dated October 1, 2024.

The revised applications have been reviewed by the City's Project Assistance Team (PAT). Upon review of the applications and materials, the following insufficiencies must be addressed. A meeting to discuss these comments may be scheduled upon request.

Please address all insufficiencies in writing and provide an indication as to how they have been addressed by **5:00 PM** on **Tuesday, January 7, 2025**. A total of three (3) copies of each application package and a digital copy of all materials in PDF format on a CD or sent by emailing a Cloud / FTP link must be provided by this date.

Please address the following:

Previous Comments – 10/1/2024 PAT Letter

Rezoning Application

1. *Section 2.4.2, Standards for Rezoning*
   a. Section 2.4.2(E)(1)(k): Please provide documentation which addresses what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

   Remaining Issues: Materials supporting what best management practices will be implemented have not been provided with this application. Materials must be specific to the project site.

2. *Section 3.6.2, General Standards for All PD Districts*
   a. Section 3.6.2(A)(1)(d): Please provide further analysis addressing what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

   Remaining Issues: Materials supporting what best management practices will be implemented have not been provided with this application. Materials must be specific to the project site.

New Comments - 11/21/2024 Resubmittal

LSCPA Application

1. *Concurrency Impact Analysis*
   a. The projected trip generation in Table 2.c. uses the projected trips of the maximum development potential of the companion PD rezoning application rather than the maximum development potential of the proposed Future Land Use Map designations. Revise to consider the maximum development potential of the proposed FLUM designations and revise conclusions following the table as needed.

Rezoning Application

2. *PD Master Plan*
   a. A new general note (Note 5) was added to the PD Master Plan defining a use of 'clubhouse'. Permitted uses are established in Table 4.1-1 of the LDRs and the uses permitted within the PD must be consistent with those identified in Table 4.1-1. Furthermore, the definition of "golf course, private or public" already addresses clubhouses: *Golf course, private or public,* means a tract of land laid out with at least nine holes for playing the game of golf and improved with tees, greens, fairways and hazards. The term "public or private golf course" may include a

clubhouse and shelters. Therefore, please delete Note 5 and revise the allowable uses in the Allowable Uses table.

b. A new general note (Note 6) was added to the PD Master Plan stating "Development shall adhere to perimeter buffer class applications in place at the time of the PD approval." There is no such provision in the LDRs that 'locks in' required perimeter buffers for a PD. Therefore, please delete Note 6.
c. A new general note (Note 7) was added to the PD Master Plan stating "The High Density Residential area shall be served by direct access to CR 235A and ***may*** include a second access point for emergency access only." This conflicts with what is shown on the PD Master Plan, as a secondary access is shown (e.g., ***shall*** include a secondary access point that ***may*** be limited to emergency access only).
d. The Allowable Uses table on the PD Master Plan identifies a private golf course as an allowable use in Development Area C. Development Area C is located within the PD-COMM portion of the proposed PD. This use is not permitted in the PD-COMM zoning district. Revise accordingly.
e. The Allowable Uses table on the PD Master Plan identifies a community garden as an allowable use in Area B. This is not a permitted use in the PD-COMM zoning district. Revise accordingly.

3. *Outside Review/Public Services/Fire Marshal*
   a. Comments regarding the Traffic Impact Analysis will be provided under separate cover.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 1602 or via e-mail at jtabor@cityofalachua.com. We look forward to receiving your revised applications.

Sincerely,

Justin Tabor, AICP
Principal Planner

c: Kathy Winburn, Planning & Community Development Director *(by electronic mail)*
Adam Hall, AICP, Principal Planner *(by electronic mail)*
Carson Crockett, AICP Candidate, Planner *(by electronic mail)*
Project File

BOARD MEMBERS

Tina Certain
Diyonne McGraw
Sarah Rockwell, Ph.D.
Leanetta McNealy, Ph.D.
Kay Abbitt

SUPERINTENDENT OF SCHOOLS

Shane L. Andrew, Superintendent

Alachua County Public Schools

District Office
620 East University Avenue
Gainesville, Florida
32601-5498

www.sbac.edu
(352) 955-7300

Mission Statement: We are committed to the success of every student!

October 2, 2024

RE: City of Alachua – Tomoka Hills PD

Alachua County Public Schools ("ACPS") has received notification of the Tomoka Hills PD within the City of Alachua, Alachua County. This project is reviewed in accordance with *Objective 1.1: of the Alachua County Comprehensive Plan* and *Section 6 of the Alachua County Public School Interlocal Agreement.*

The subject property is designated as 110 single-family SD, 650 multi-family SD, and golf course. It encompasses 346 acres. It is located on parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 038730-001-000, and 03873-001-001. This proposed SD will entitle110 single-family units and 650 multi-family units.

Pursuant to Chapter 1003, Florida Statutes, the School Board is charged with the operation and control of public K-12 education within the Alachua County School District. Its responsibilities include school facility planning, construction and maintenance and student assignment to maintain adequate and efficient utilization of educational facilities.

Please be advised that the School Board has launched a district wide evaluation of its capital investment priorities, policies, and student assignment policies. This review will involve an examination of school capital financing and the allocation of present and future funds among new construction, renovation and maintenance as required to maintain a uniform level of service throughout the District.

The School Board is in the middle of a comprehensive review of all public schools, including their attendance zones and the educational programs offered. Because of anticipated redistricting, areas of the County and the towns/cities currently zoned for a school may no longer be zoned for the same school when the redistricting process is completed. Any new residential development located in an existing school zone is not guaranteed to remain in the same zone after the redistricting process is completed.

Additionally, please be advised that many of Alachua County Public Schools do not have adequate space for additional students.

The Santa Fe High School CSA currently accommodates an enrollment of 1,149 high students and is operating at 89% of its permanent capacity of 1,291 student stations. At buildout, this project is projected to generate 30 high students.

The **Mebane Middle School CSA** currently accommodates an enrollment of 382 middle students and is operating at 48% of its permanent capacity of 788 student stations. At buildout, this project is projected to generate 27 middle students.

The **Northwest Alachua Elementary CSA** currently accommodates an enrollment of 1,284 elementary students and is operating at 78% of its permanent capacity of 1,652 student stations. At buildout, this project is projected to generate 52 elementary students.

A resolution of regional capacity issues within the District will not be clear until the comprehensive evaluation noted above has been completed. To facilitate satisfactory and long-term solutions, it is recommended that the County encourage developers of large scale proposed developments to contribute to the expansion of educational facilities through "Capacity Enhancement Agreements" (refer to ILA Section 6.5).

If you have additional questions, please contact Suzanne Wynn, Director of Community Planning at 352-955-7400 x 1445

Sincerely,

Suzanne M. Wynn
ACPS Facilities Director of Community Planning

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

October 1, 2024

Sent by electronic mail to ryan.thompson@nv5.com

Ryan Thompson, AICP
Causseaux, Hewett, & Walpole, LLC
11801 Research Drive
Alachua, FL 32615

RE: Project Assistance Team (PAT) Summary: Tomoka Hills (2024) Large Scale Comprehensive Plan Amendment (LSCPA) & Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Applications

Dear Mr. Thompson:

On September 11, 2024 the City of Alachua received your revised LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±258.56 acres), Commercial (±18.25 acres), Community Commercial (±45.29 acres), Medium Density Residential (±9.7 acres), and Moderate Density Residential (±13.78 acres) to Community Commercial (78.68 acres), High Density Residential (±23.48 acres), Low Density Residential (±78.68 acres), and Moderate Density Residential (±46.74 acres). The Rezoning application proposes to amend the Official Zoning Atlas of the ±345.48 acre subject property from Agricultural (±258.56 acres), Commercial Intensive (±18.25 acres), Community Commercial (±45.29 acres), Residential Single Family – 4 (±13.78 acres), and Residential Multiple Family – 8 (±9.7 acres) to Planned Development – Commercial (±78.68 acres) and Planned Development – Residential (±266.9 acres). The subject property is comprised of Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001.

The applications have been reviewed by the City's Project Assistance Team (PAT). Upon review of the applications and materials, the following insufficiencies must be addressed. A meeting to discuss these comments may be scheduled upon request.

Please address all insufficiencies in writing and provide an indication as to how they have been addressed by **5:00 PM** on **Wednesday, October 16, 2024**. A total of three (3) copies of each application package and a digital copy of all materials in PDF format on a CD or sent by emailing a Cloud / FTP link must be provided by this date.

Please address the following:

LSCPA Application

1. *Concurrency Impact Analysis*
   a. Concurrency Impact Analysis considers the entitlements proposed by the companion Rezoning application. The LSCPA Concurrency Impact Analysis must consider the maximum potential impacts of the proposed land use categories
   b. Residual capacities for water and wastewater after the project's impacts are considered are 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the Concurrency Impact Analysis to address these Comprehensive Plan policies.

2. *Comprehensive Plan Consistency Analysis*
   a. Policies 1.2.a, 1.2.b, and 1.2.d, FLUE: Response implies Low Density Residential, Moderate Density Residential, and High Density Residential land use categories are currently in place. Correct references to "both FLU categories".
   b. Policy 1.3.a: Response implies Community Commercial land use category is currently in place.
   c. Objective 5.2: Update to reflect comments regarding concurrency impact analysis/level of service standards for water and wastewater facilities. Final sentence is a sentence fragment.
   d. Throughout analysis: Correct references to "this PD".

Rezoning Application

3. *Concurrency Impact Analysis*
   a. Residual capacities for water and wastewater after the project's impacts are considered are 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the Concurrency Impact Analysis to address these Comprehensive Plan policies.

4. *Traffic Impact Analysis*
   a. The impacts considered by the traffic study previously reviewed by the City were significantly less than those proposed by the PD (see summary below). Given the significant increase in total residential units and nonresidential floor area that would be permitted by the PD, a revised traffic impact analysis will be required.

Proposed Use	Density/Intensity (Approved TIA)	Density/Intensity (Proposed PD Master Plan)	Net Increase/Decrease
Single Family Detached	72	110	38
Multi-Family Low Rise	300	350	50
Mixed Use Residential	0	300	300
Hotel	130 keys	0	-130 keys
Office	211,000	540,000	94,000
Shopping Center	235,000		

5. *PD Master Plan*
   a. General Note 2 of the PD Master Plan discusses phasing.
      i. A phasing plan meeting the requirements of Section 3.6.2(A)(4) is not provided. Please address.
      ii. The note states "Phase 1 shall include the office, golf course, and accessory uses". It is unclear which development areas and what subsets of these development areas this include. Phasing lines should be added to the PD Master Plan to further clarify the boundary of Phase 1.
   b. General Note 3 states "… an accessory structure, such as a detached garage, may share a common wall with accessory structures on adjacent lots. Recommend adding a footnote or other information in the dimensional standards table to specify this exception to setbacks within the table.
   c. General Note 5 references Section 3.6.3(A)(5)(b)(iii) of the LDRs. This section pertains lands in the PD-R zoning district. Please also reference Section 3.6.3(D)(5)(b)(iii) which establishes similar provisions for the PD-COMM zoning district.
   d. General Note 6 references the PD-R zoning district. A portion of the subject property is proposed to be zoned PD-COMM. Please include the PD-COMM zoning district with any references to the subject property's zoning.
   e. General Note 7 discusses block lengths and mid-block pedestrian crossings. Please revise the note to read as follows: "… Traffic calming measures ~~that may~~shall be used to connect these mid-block cuts with each other or elements of the pedestrian circulation network and may include raised pedestrian crossings, change in materials, bulb-outs, ~~etc.~~ or other similar measures approved by the City in its sole discretion. These pedestrian ways shall be privately maintained, unless a separate ~~understanding has been reachedwith~~agreement is made between the developer and City of Alachua Public Services."
   f. General Note 9 references "Phase 3" but no Phase 3 is proposed.
   g. Please revise the table of allowable uses on the PD Master Plan to address the following:
      i. Specific allowable uses within Area "A": Self-service storage is identified as an allowable use but is not permitted within the PD-R zoning district.

ii. Specific allowable uses within Area "A": "Parks and recreational areas", "public utilities", and "communications infrastructure" are not defined use types in Table 4.1-1. Please clarify intended uses in Area "A".
iii. Specific allowable uses within Area "B": Self-service storage is identified as an allowable use but is not permitted within the PD-R zoning district.
iv. Specific allowable uses within Area "C": Identified allowable uses include "... all allowed used within the PD-COMM zoning district, including but not limited to..." Recommend deleting "including but not limited to" as these uses are already specified in Table 4.1-1.
v. Specific allowable uses within Area "C": Self-service storage is identified as an allowable use but is not permitted within the PD-COMM zoning district.
vi. Specific allowable uses within Area "C": "Group living" is identified as an allowable use type. This is a Use Category in Table 4.1-1 that is further broken down into several use types. None of the group living use types are permitted within the PD-COMM zoning district.
vii. Specific allowable uses within Area "C": "Commercial recreation, indoor" and "Commercial recreation, outdoor" are identified as allowable use types. These are Use Categories in Table 4.1-1 that are further broken down into several use types. The specific use types proposed to be permitted would need to be identified. (Note – comment not applicable if comment 5.g.iv. above is implemented.)
viii. Specific allowable uses within Area "C": "Retail sales and services" is identified as an allowable use type. This is a Use Category in Table 4.1-1 that is further broken down into several use types. Not all retail sales and services use types are permitted in the PD-COMM zoning district. The specific use types proposed to be permitted would need to be identified. (Note – comment not applicable if comment 5.g.iv. above is implemented.)
ix. Specific allowable uses within Area "C": "Parks and recreational areas" is not defined use type in Table 4.1-1. Please clarify intended uses in Area "C".
x. Specific allowable uses within Area "C": Please clarify the intended eating establishment use types proposed to be permitted. Specifically, restaurants are broken down into with indoor seating only and with outdoor seating. There are other uses which may potentially be included such as specialty eating establishments and ice cream shop. (Note – comment not applicable if comment 5.g.iv. above is implemented.)
xi. Specific allowable uses within Area "C": "Clubhouse" is not defined use type in Table 4.1-1. Please clarify intended uses in Area "C".
xii. Specific allowable uses within Area "C": "Public utilities" and "Communications infrastructure are not defined uses type in Table 4.1-1. Please clarify intended uses in Area "C".
xiii. Specific allowable uses within Area "D": Common open space, recreational trails, public or private parks, stormwater management facilities, public safety, and infrastructure are already identified as allowable uses within all land use areas and do not need to be specifically listed for Area "D".
xiv. Specific allowable uses within Area "D": "Single-family residential as an accessory to a golf course" is not an accessory use identified in Table 4.1-1. Please identify

this as a principal use within Area "D" and specify if the units will be attached or detached.

xv. Permitted Density of Area "A": The permitted density is identified as 2 units per acre with a maximum of 100 units. The acreage of Area "A" is stated to be 46.74 acres, which yields a maximum of 93 units at 2 units per acre. Please resolve the discrepancy.

xvi. Permitted Density of Area "D": The permitted density is identified as 0.05 units per acre with a maximum of 10 units. The acreage of Area "D" is stated to be 196.68 acres, which yields a maximum of 9 units at 0.05 units per acre. Please resolve the discrepancy.

xvii. Permitted Intensity of Area "D": The permitted intensity is identified as 200,000 square feet of non-residential floor area. The acreage of Area "D" is stated to be 196.68 acres, which yields a maximum intensity of 171,347 square feet of non-residential floor area. Please resolve the discrepancy.

h. Please revise the dimensional standards table on the PD Master Plan to address the following:
   i. Please clarify the minimum side setbacks for single-family attached uses is for exterior lots only.
   ii. Suggest that the dimensional standards for "non-residential" uses be changed to "All other uses".

i. Area "B" proposes up to a maximum of 350 dwellings. Only one point of connection is shown to CR 235-A. Suggest considering a secondary access point on CR 235-A given the number of units proposed for this area. Understood that internal connections may also exist, however, an additional external connection may be warranted for public emergency response.

j. General Note 3 on the Existing Conditions Plans notes an environmental survey was completed in December 2022. The survey included with the application package is dated June 2024.

6. *Section 2.4.2, Standards for Rezoning*
   a. Section 2.4.2(E)(1)(k): Please provide documentation which addresses what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

7. *Section 3.6.2, General Standards for All PD Districts*
   a. Section 3.6.2(A)(1)(d): Please provide further analysis addressing what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.
   b. Section 3.6.2(A)(3): Please further address compatibility between the proposed Area "B" (15 du/acre) and Area "C" (mixed use – 12 du/acre and non-residential uses) with the adjacent lands zoned RSF-1.
   c. Section 3.6.2(A)(6)(b): As noted previously, residual capacities for water and wastewater after the project's impacts are considered are 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity

are committed. Please clarify conclusions within the response to this standard that addresses availability of facilities concurrent with the impacts of the development proposed in the PD Master Plan.

8. *Section 3.6.3(A), Additional Standards for PD-R Zoning District*
   a. Section 3.6.3(A)(4): Please elaborate on how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-R and the scale and character of development in the City.

9. *Section 3.6.3(D), Additional Standards for PD-R Zoning District*
   a. Section 3.6.3(D)(4): Please elaborate on how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-COMM and the scale and character of development in the City.

10. *Outside Review/Public Services/Fire Marshal*
    a. Please reference the comments provided by the Public Services Department in a memorandum dated October 1, 2024.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 1602 or via e-mail at jtabor@cityofalachua.com. We look forward to receiving your revised applications.

Sincerely,

Justin Tabor, AICP
Principal Planner

c: Kathy Winburn, Planning & Community Development Director *(by electronic mail)*
Adam Hall, AICP, Principal Planner *(by electronic mail)*
Carson Crockett, AICP Candidate, Planner *(by electronic mail)*
Project File

City of
ALACHUA
the good life community

City of Alachua

MIKE DAROZA
CITY MANAGER

MICHAEL CARRILLO, P.E.
PUBLIC SERVICES DIRECTOR

INTER-OFFICE COMMUNICATION

DATE: **Oct 01, 2024**

TO: **Kathy Winburn, AICP**
Planning & Community Development Director

FROM: **Michael Carrillo, P.E.**
Assistant City Manager
Tom Ridgik, P.E.
Engineering Supervisor

TR
10/1/2024

RE: **Tomoka Hils LSCPA Rezoning**

Public Services has reviewed the subject project (September Documents) and offer the following comments. Review was specific to the Public Services Utilities.

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NO.	COMMENTS
1	**Comment on September Documents** This is a major proposed development. In addition to funding the usual water, wastewater and electrical infrastructure, related existing infrastructure will need to be evaluated as to both condition and capacity. An example of such infrastructure is lift station(s). The developer shall bear the costs of such upgrades. **FYI**
	END OF COMMENTS

Please advise if you have any questions or require additional information.
cc: Justin Tabor – AICP Principal Planner
Adam Hall – AICP Principal Planner

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

September 16, 2024

Sent by electronic mail to ryan.thompson@nv5.com

Ryan Thompson, AICP
Causseaux, Hewett, & Walpole, LLC
11801 Research Drive
Alachua, FL 32615

RE: Second Completeness Review: Tomoka Hills (2024) Large Scale Comprehensive Plan Amendment (LSCPA) & Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Applications

Dear Mr. Thompson:

On September 11, 2024 the City of Alachua received your revised LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±258.56 acres), Commercial (±18.25 acres), Community Commercial (±45.29 acres), Medium Density Residential (±9.7 acres), and Moderate Density Residential (±13.78 acres) to Community Commercial (78.68 acres), High Density Residential (±23.48 acres), Low Density Residential (±78.68 acres), and Moderate Density Residential (±46.74 acres). The Rezoning application proposes to amend the Official Zoning Atlas of the ±345.48 acre subject property from Agricultural (±258.56 acres), Commercial Intensive (±18.25 acres), Community Commercial (±45.29 acres), Residential Single Family – 4 (±13.78 acres), and Residential Multiple Family – 8 (±9.7 acres) to Planned Development – Commercial (±78.68 acres) and Planned Development – Residential (±266.9 acres). The subject property is comprised of Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001.

According to Section 2.2.6 of the Land Development Regulations, upon receipt of an application, a completeness review shall be conducted to determine that the application contains all the necessary information and materials, is in proper form and of sufficient detail, and is accompanied by the appropriate fee. The Planning Department has reviewed the aforementioned applications for completeness and finds that **the applications are complete**.

This review is based solely on a preliminary review of your applications for completeness. An in-depth review of the content of the applications will be completed and performed, and the findings discussed at a Project Assistance Team (PAT) meeting, which will be scheduled under separate cover.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 1602 or via e-mail at jtabor@cityofalachua.com.

Sincerely,

Justin Tabor, AICP
Principal Planner

c: Kathy Winburn, Planning & Community Development Director *(by electronic mail)*
Adam Hall, AICP, Principal Planner *(by electronic mail)*
Carson Crockett, AICP Candidate, Planner *(by electronic mail)*
Project File

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

September 4, 2024

Sent by electronic mail to ryan.thompson@nv5.com

Ryan Thompson, AICP
Causseaux, Hewett, & Walpole, LLC
11801 Research Drive
Alachua, FL 32615

RE: Completeness Review: Tomoka Hills (2024) Large Scale Comprehensive Plan Amendment (LSCPA) & Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Applications

Dear Mr. Thompson:

On August 29, 2024, the City of Alachua received your LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±258.56 acres), Commercial (±18.25 acres), Community Commercial (±45.29 acres), Medium Density Residential (±9.7 acres), and Moderate Density Residential (±13.78 acres) to Community Commercial (78.68 acres), High Density Residential (±23.48 acres), Low Density Residential (±78.68 acres), and Moderate Density Residential (±46.74 acres). The Rezoning application proposes to amend the Official Zoning Atlas of the ±345.48 acre subject property from Agricultural (±258.56 acres), Commercial Intensive (±18.25 acres), Community Commercial (±45.29 acres), Residential Single Family – 4 (±13.78 acres), and Residential Multiple Family – 8 (±9.7 acres) to Planned Development – Commercial (±78.68 acres) and Planned Development – Residential (±266.9 acres). The subject property is comprised of Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-0000, 03873-000-000, 03873-001-000, and 03873-001-001.

According to Section 2.2.6 of the Land Development Regulations (LDRs), upon receipt of an application, a completeness review shall be conducted to determine that the application contains all the necessary information and materials, is in proper form and of sufficient detail, and is accompanied by the appropriate fee. The Planning Department has reviewed the aforementioned applications for completeness and finds that **the applications are incomplete** and the following information is needed to begin the review of the applications. Please address the following deficiencies no later than **5:00 PM on Wednesday, September 11, 2024**.

In accordance with Section 2.2.6(B) of the LDRs, the applicant must correct the deficiencies and resubmit the applications for completeness determination. *Application materials may be made available for return in order to revise and resubmit as needed.*

The time frame and cycle for review shall be based upon the date the application is determined to be complete. If the applicant fails to respond to the identified deficiencies within forty-five (45) calendar days, the application shall be considered withdrawn.

Please note that if an additional completeness review is required, a resubmittal fee equal to 10% of the application fee will be assessed for each additional completeness review and must be paid prior to further review of the application.

The comments below are based solely on a preliminary review of your applications for completeness. An in-depth review of the content of the applications will be performed, and the findings of the in-depth review will be discussed at a Project Assistance Team (PAT) Meeting, which will be sent under separate cover and subsequent to a determination of completeness.

In order to provide complete applications, please address the following:

LSCPA

1. **Submittal Requirements:** Provide electronic copies of all application materials in digital (PDF) format. Application materials may be submitted on a compact disc (CD) or by emailing a Cloud or FTP link to download the materials to planning@cityofalachua.com.
2. **Application Attachment #4, Needs Analysis:** Provide a needs analysis which demonstrates the necessity for the proposed Future Land Use Map amendment.
3. **Application Attachment #7, Mailing Labels:** Mailing labels are denoted as "Neighborhood Workshop Notice". Submit revised labels with this notation removed. Preferably include the parcel number on the label.

Rezoning

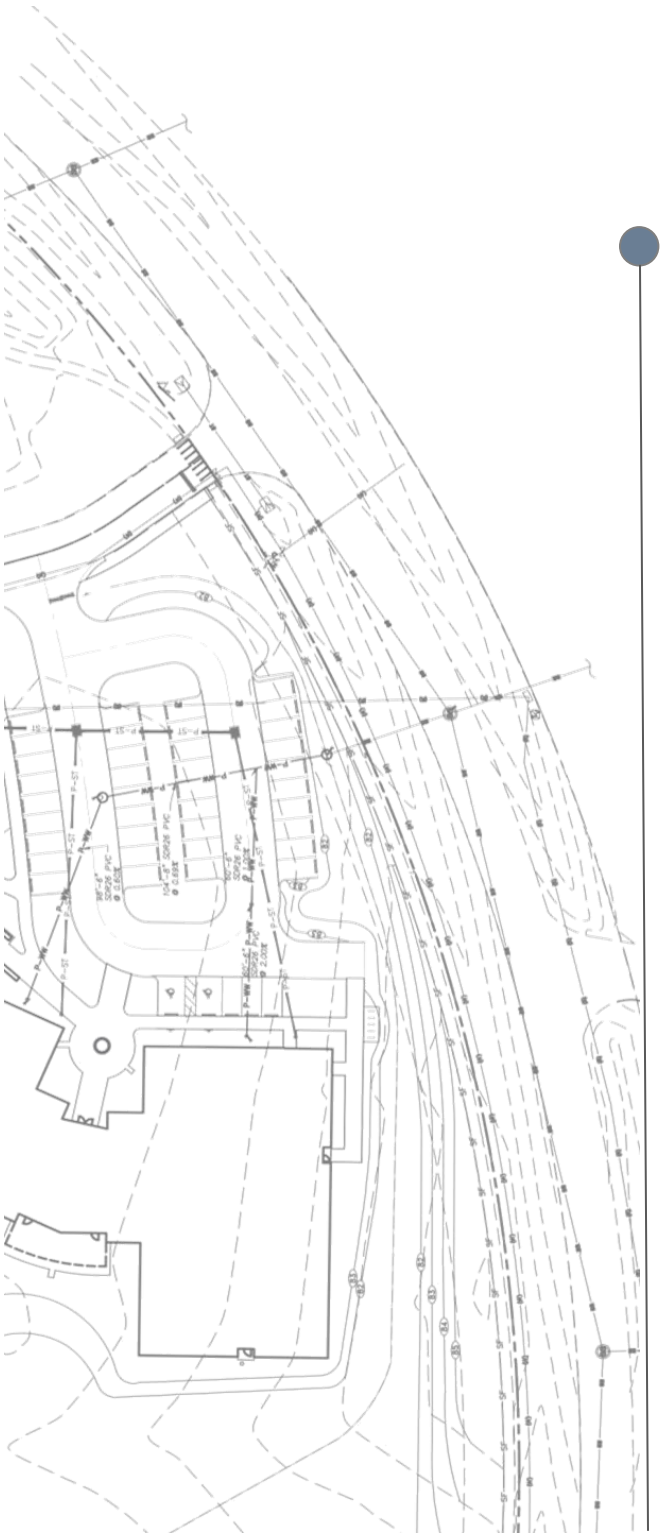
1. **Submittal Requirements:** Provide electronic copies of all application materials in digital (PDF) format. Application materials may be submitted on a compact disc (CD) or by emailing a Cloud or FTP link to download the materials to planning@cityofalachua.com.
2. **Application Attachment #6, Mailing Labels:** Mailing labels are denoted as "Neighborhood Workshop Notice". Submit revised labels with this notation removed. Preferably include the parcel number on the label.
3. **Application Attachment #7, Neighborhood Meeting Materials:** Provide notice materials and meeting minutes for second neighborhood meeting.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 1602 or via e-mail at jtabor@cityofalachua.com.

Sincerely,

Justin Tabor, AICP
Principal Planner

c: Kathy Winburn, Planning & Community Development Director *(by electronic mail)*
Adam Hall, AICP, Principal Planner *(by electronic mail)*
Carson Crockett, AICP Candidate, Planner *(by electronic mail)*
Project File



Tomoka Hills

Planned Development Rezoning Application package

~~August 29, 2024~~

RESUBMITTED February 5, 2025

Prepared for:
City of Alachua Office of Planning and Community Development

Prepared on behalf of:
Tower Hill Insurance Group, LLC and
Tomoka Hills Farms, Inc.

Prepared by:
CHW

PN# 21-0025.09
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Application Package
Table of Contents

1. **Cover Letter**
2. **Rezoning Application**
3. **Property Owner Affidavit**
4. **Legal Description**
5. **Deed, Property Appraiser Datasheets, and Tax Records**
6. **Neighborhood Meeting Materials**
7. **Justification Report**
8. **Public School Student Generation Form**
9. **Map Set**
10. **PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan**
11. **Environmental Exhibits**
12. **Golf Course Best Management Practices**

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12. Golf Course Best Management Practices

January 9, 2025

Ms. Kathy Winburn, AICP
City of Alachua, Planning & Community Development Director
Post Office Box 9
Alachua, Florida 32616

RE: Tomoka Hills – Large-scale Comprehensive Plan Amendment (LsCPA) and PD Rezoning
(Alachua County Tax Parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001) **RESPONSE TO COMMENTS**

Dear Kathy:

This letter is in response to City of Alachua Planning Assistance Team (PAT) comments received on November 16, 2024, regarding applications for a Large-Scale Comprehensive Plan Amendment (LsCPA) and an Amendment to the Official Zoning Atlas (Rezoning) submitted to the City on behalf of Tower Hill Group, LLC and Tomoka Hills Farms, Inc.

The content of this correspondence includes the PAT comment in normal font and applicant responses to how the application has been amended or additional information submitted to address the comments is in **bold** font.

Rezoning Application

1. Section 2.4.2, Standards for Rezoning
   a. Section 2.4.2(E)(1)(k): Please provide documentation which addresses what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

   Remaining Issues: Materials supporting what best management practices will be implemented have not been provided with this application. Materials must be specific to the project site.

Response: The site-specific plan for best management practices, which was submitted with the Golf Course Site Plan, is included in this resubmittal.

2. Section 3.6.2, General Standards for All PD Districts
   a. Section 3.6.2(A)(1)(d): Please provide further analysis addressing what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

   Remaining Issues: Materials supporting what best management practices will be implemented have not been provided with this application. Materials must be specific to the project site.

Response: The site-specific plan for best management practices, which was submitted with the Golf Course Site Plan, is included in this resubmittal.

LSCPA Application

3. Concurrency Impact Analysis
   a. The projected trip generation in Table 2.c. uses the projected trips of the maximum development potential of the companion PD rezoning application rather than the maximum development potential of

the proposed Future Land Use Map designations. Revise to consider the maximum development potential of the proposed FLUM designations and revise conclusions following the table as needed.

Response: Table 2c in the LsCPA application's justification report has been revised to reflect the maximum development potential based on the proposed of the proposed FLUM designations. No amendments to the conclusions were necessary.

Rezoning Application

4. PD Master Plan
   a. A new general note (Note 5) was added to the PD Master Plan defining a use of 'clubhouse'. Permitted uses are established in Table 4.1-1 of the LDRs and the uses permitted within the PD must be consistent with those identified in Table 4.1-1. Furthermore, the definition of "golf course, private or public" already addresses clubhouses: *Golf course, private or public,* means a tract of land laid out with at least nine holes for playing the game of golf and improved with tees, greens, fairways and hazards. The term "public or private golf course" may include a clubhouse and shelters. Therefore, please delete Note 5 and revise the allowable uses in the Allowable Uses table.

Response: General Note 5 was removed, and "private" golf course was removed from the Land Use Area C allowable uses.

   b. A new general note (Note 6) was added to the PD Master Plan stating "Development shall adhere to perimeter buffer class applications in place at the time of the PD approval." There is no such provision in the LDRs that 'locks in' required buffers for a PD. Therefore, please delete Note 6.

Response: General Note 6 was reworded to clarify applicable buffers.

   c. A new general note (Note 7) was added to the PD Master Plan stating "The High Density Residential area shall be served by direct access to CR 235A and *may* include a second access point for emergency access only." This conflicts with what is shown on the PD Master Plan, as a secondary access is shown (e.g., *shall* include a secondary access point that *may* be limited to emergency access only).

Response: General Note 7 was reworded to clarify site access. The high density residential portion will be served by two access points on CR 235A, one of which may be for emergency access only.

   d. The Allowable Uses table on the PD Master Plan identifies a private golf course as an allowable use in Development Area C. Development Area C is located within the PD-COMM portion of the proposed PD. This use is not permitted in the PD-COMM zoning district. Revise accordingly.

Response: "Private" golf course was removed from the list of allowable uses for Land Use Area C. General Note 1 was consequently revised to allow slight adjustments to internal boundaries in the event of environmental, engineering, or other unforeseen reasons.

   e. The Allowable Uses table on the PD Master Plan identifies a community garden as an allowable use in Area B. This is not a permitted use in the PD-COMM zoning district. Revise accordingly.

Response: Land Use Area B corresponds with the PD-R zoning district, which does permit a Community Garden. No revisions have been made regarding this comment.

5. *Outside Review/Public Services/Fire Marshal*
   a. Comments regarding the Traffic Impact Analysis will be provided under separate cover.

Response: Responses to comments received from Brian Kanely of Volkert on December 17, 2024 are attached to the this letter.

We trust you will find this submittal package is sufficient for review and approval. Please contact me at (352) 331-1976 or at ryan.thompson@nv5.com should you have any questions or require any additional information to complete your review.

Sincerely,
CHW

C. Ryan Thompson, AICP
Sr. Project Manager

Attachments:

- **Golf Course Best Management Practices**
- **Amended LsCPA Justification Report**
- **Amended Zoning Master Plan**
- **Responses to comments received from Brian Kanely of Volkert on December 17, 2024**

November 21, 2024

Ms. Kathy Winburn, AICP
City of Alachua, Planning & Community Development Director
Post Office Box 9
Alachua, Florida 32616

RE: Tomoka Hills – Large-scale Comprehensive Plan Amendment (LsCPA) and PD Rezoning
(Alachua County Tax Parcels 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001) **RESPONSE TO COMMENTS**

Dear Kathy:

This letter is in response to City of Alachua Planning Assistance Team (PAT) comments received on October 1, 2024, regarding applications for a Large-Scale Comprehensive Plan Amendment (LsCPA) and an Amendment to the Official Zoning Atlas (Rezoning) submitted to the City on behalf of Tower Hill Group, LLC and Tomoka Hills Farms, Inc.

The content of this correspondence includes the PAT comment in normal font and applicant responses to how the application has been amended or additional information submitted to address the comments is in **bold** font.

LSCPA Application

1. Concurrency Impact Analysis
   a. Concurrency Impact Analysis considers the entitlements proposed by the companion Rezoning application. The LSCPA Concurrency Impact Analysis must consider the maximum potential impacts of the proposed land use categories.

Response: The concurrency impact analysis was revised to reflect the max development potential based on the requested Future Land Use (FLU) categories as well as the proposed PD zoning maximum potential impacts.

   b. Residual capacities for water and wastewater after the project's impacts are considered 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the Concurrency Impact Analysis to address these Comprehensive Plan policies.

Response: The concurrency impact analysis conclusions have been revised to clarify that development shall not be permitted unless additional capacity becomes available or funds to increase capacity are committed. Not all entitlements will be proposed for construction at the same time. It is anticipated that the City will increase capacity prior to proposed development.

2. Comprehensive Plan Consistency Analysis
   a. Policies 1.2.a, 1.2.b, and 1.2.d, FLUE: Response implies Low Density Residential, Moderate Density Residential, and High Density Residential land use categories are currently in place. Correct references to "both FLU categories".

Response: References to "both" FLU categories has been corrected.

b. Policy 1.3.a: Response implies Community Commercial land use category is currently in place.

Response: Correct. A portion of the site has Community Commercial for the approved office building.

c. Objective 5.2: Update to reflect comments regarding concurrency impact analysis/level of service standards for water and wastewater facilities. Final sentence is a sentence fragment.

Response: Objective 5.2 response has been revised to clarify that development shall not be permitted unless additional capacity becomes available or funds to increase capacity are committed. Final sentence has been revised.

d. Throughout analysis: Correct references to "this PD".

Response: References to "this PD" have been revised.

Rezoning Application

3. Concurrency Impact Analysis
   a. Residual capacities for water and wastewater after the project's impacts are considered are 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the Concurrency Impact Analysis to address these Comprehensive Plan policies.

Response: The concurrency impact analysis conclusions have been revised to clarify that development shall not be permitted unless additional capacity becomes available or funds to increase capacity are committed.

4. Traffic Impact Analysis
   a. The impacts considered by the traffic study previously reviewed by the City were significantly less than those proposed by the PD (see summary below). Given the significant increase in total residential units and nonresidential floor area that would be permitted by the PD, a revised traffic impact analysis will be required.

Proposed Use	Density/Intensity (Approved TIA)	Density/Intensity (Proposed PD Master Plan)	Net Increase/Decrease
Single Family Detached	72	110	38
Multi-Family Low Rise	300	350	50
Mixed Use Residential	0	300	300
Hotel	130 keys	0	(130) keys
Office	211,000	540,000	94,000
Shopping Center	235,000		

Response: Although there is an increase in requested entitlements, the initial Traffic Impact Assessment (TIA) only anticipated access to US 441 at NW 167th Blvd. The currently proposed development program includes both the US 441 connection, as well as a multiple connections to CR 235A. This additional access likely offsets the additional entitlements by redistributing vehicular traffic to multiple access points on different external roadways. However, a revised TIA is submitted with this resubmittal.

5. PD Master Plan
    a. General Note 2 of the PD Master Plan discusses phasing.
        i. A phasing plan meeting the requirements of Section 3.6.2(A)(4) is not provided. Please address.

Response: The PD Master Plan note has been revised. No phasing is proposed with this PD.

        ii. The note states "Phase 1 shall include the office, golf course, and accessory uses". It is unclear which development areas and what subsets of these development areas this include. Phasing lines should be added to the PD Master Plan to further clarify the boundary of Phase 1.

Response: General Note 2 has been revised. No phasing is proposed with this PD.

    b. General Note 3 states "… an accessory structure, such as a detached garage, may share a common wall with accessory structures on adjacent lots. Recommend adding a footnote or other information in the dimensional standards table to specify this exception to setbacks within the table.

Response: A footnote has been added to the dimensional table to reflect the note.

    c. General Note 5 references Section 3.6.3(A)(5)(b)(iii) of the LDRs. This section pertains to lands in the PD-R zoning district. Please also reference Section 3.6.3(D)(5)(b)(iii) which establishes similar provisions for the PD-COMM zoning district.

Response: General Note 5 has been revised to reference the provisions for PD-COMM.

    d. General Note 6 references the PD-R zoning district. A portion of the subject property is proposed to be zoned PD-COMM. Please include the PD-COMM zoning district with any references to the subject property's zoning.

Response: General Note 6 has been revised to reference the provisions for PD-COMM.

    e. General Note 7 discusses block lengths and mid-block pedestrian crossings. Please revise the note to read as follows: "… Traffic calming measures ~~that may~~ shall be used to connect these mid-block cuts with each other or elements of the pedestrian circulation network and may include raised pedestrian crossings, change in materials, bulb-outs, ~~etc.~~ or other similar measures approved by the City in its sole discretion. These pedestrian ways shall be privately maintained, unless a separate ~~understanding has been reachedwith~~ agreement is made between the developer and City of Alachua Public Services."

Response: General Note 7 has been revised per the City's recommendation.

    f. General Note 9 references "Phase 3" but no Phase 3 is proposed.

Response: General Note 9 does not reference Phase 3. In discussion with staff, this comment was an error.

    g. Please revise the table of allowable uses on the PD Master Plan to address the following:
        i. Specific allowable uses within Area "A": Self-service storage is identified as an allowable use but is not permitted within the PD-R zoning district.

Response: Self-service storage has been removed from the specific allowable uses within Area 'A'.

        ii. Specific allowable uses within Area "A": "Parks and recreational areas", "public utilities", and "communications infrastructure" are not defined use types in Table 4.1-1. Please clarify intended uses in Area "A".

Response: The specific allowable uses within Area 'A' have been revised as follows:

- **"Parks and recreational areas" has been amended to include specific uses listed under "Parks and open space", including community garden and park, private and public.**
- **"Public utilities" has been amended to include specific uses listed under "Utilities", including utility, major and utility, minor**
- **"Communications infrastructure" has been amended to "Wireless communication tower and/or antenna, freestanding."**

iii. Specific allowable uses within Area "B": Self-service storage is identified as an allowable use but is not permitted within the PD-R zoning district.

Response: Self-service storage has been removed from the specific allowable uses within Area 'B'.

iv. Specific allowable uses within Area "C": Identified allowable uses include "… all allowed used within the PD-COMM zoning district, including but not limited to…" Recommend deleting "including but not limited to" as these uses are already specified in Table 4.1-1.

Response: The intent is to list specific uses on the PD Master Plan to ensure the uses will be permitted in the future, regardless of potential changes to the City Land Development Code Table 4.1-1.

v. Specific allowable uses within Area "C": Self-service storage is identified as an allowable use but is not permitted within the PD-COMM zoning district.

Response: Self-service storage has been removed from the specific allowable uses within Area 'C'.

vi. vi. Specific allowable uses within Area "C": "Group living" is identified as an allowable use type. This is a Use Category in Table 4.1-1 that is further broken down into several use types. None of the group living use types are permitted within the PD-COMM zoning district.

Response: Group living has been removed from the specific allowable uses within Area 'C'.

vii. Specific allowable uses within Area "C": "Commercial recreation, indoor" and "Commercial recreation, outdoor" are identified as allowable use types. These are Use Categories in Table 4.1-1 that are further broken down into several use types. The specific use types proposed to be permitted would need to be identified. (Note – comment not applicable if comment 5.g.iv. above is implemented.)

Response: Table 4.1-1 does not further break down "Commercial recreation, indoor" and "Commercial recreation, outdoor". Each is listed under the "Business" category and the "Recreation/entertainment, indoor" and "Recreation/entertainment, outdoor" subcategories, respectively. Both uses are allowed in the PD-COMM zoning district. No changes have been made.

viii. Specific allowable uses within Area "C": "Retail sales and services" is identified as an allowable use type. This is a Use Category in Table 4.1-1 that is further broken down into several use types. Not all retail sales and services use types are permitted in the PD-COMM zoning district. The specific use types proposed to be permitted would need to be identified. (Note – comment not applicable if comment 5.g.iv. above is implemented.)

Response: The specific allowable uses within Area 'C' were revised from "retail sales and services" to include "bar, nightclub, or cocktail lounge; drug store or pharmacy (stand alone); entertainment establishment; and financial institution."

ix. Specific allowable uses within Area "C": "Parks and recreational areas" is not defined use type in Table 4.1-1. Please clarify intended uses in Area "C".

Response: The specific allowable uses within Area 'C' were revised from "parks and recreational areas" to "park, private and public."

x. Specific allowable uses within Area "C": Please clarify the intended eating establishment use types proposed to be permitted. Specifically, restaurants are broken down into with indoor seating only and with outdoor seating. There are other uses which may potentially be included such as specialty eating establishments and ice cream shop. (Note – comment not applicable if comment 5.g.iv. above is implemented.)

Response: The specific allowable uses within Area 'C' were revised from "restaurants (with and without drive-thru)" to "restaurant, indoor seating only; restaurant, with outdoor seating; restaurant, with drive-through and drive-in service; and specialty eating establishment."

xi. Specific allowable uses within Area "C": "Clubhouse" is not defined use type in Table 4.1-1. Please clarify intended uses in Area "C".

Response: A general note was added to define a clubhouse.

xii. Specific allowable uses within Area "C": "Public utilities" and "Communications infrastructure are not defined uses type in Table 4.1-1. Please clarify intended uses in Area "C".

Response: "Public utilities" and "Communications infrastructure" were removed from the specific allowable uses within Area 'C'. "Public utilities" and "Communications infrastructure" were revised to be consistent with Table 4.1-1 and added to the list of allowable uses for all land use areas.

xiii. Specific allowable uses within Area "D": Common open space, recreational trails, public or private parks, stormwater management facilities, public safety, and infrastructure are already identified as allowable uses within all land use areas and do not need to be specifically listed for Area "D".

Response: Reference to the uses that are permitted in all land use areas have been removed from Area 'D'.

xiv. Specific allowable uses within Area "D": "Single-family residential as an accessory to a golf course" is not an accessory use identified in Table 4.1-1. Please identify this as a principal use within Area "D" and specify if the units will be attached or detached.

Response: Reference to 'accessory use' has been removed.

xv. Permitted Density of Area "A": The permitted density is identified as 2 units per acre with a maximum of 100 units. The acreage of Area "A" is stated to be 46.74 acres, which yields a maximum of 93 units at 2 units per acre. Please resolve the discrepancy.

Response: The permitted density has been revised to round to the nearest tenth of a unit that allows the desired number of units. The permitted density of Area "A" is 2.14 dwelling units per acre (du/ac).

xvi. Permitted Density of Area "D": The permitted density is identified as 0.05 units per acre with a maximum of 10 units. The acreage of Area "D" is stated to be 196.68 acres, which yields a maximum of 9 units at 0.05 units per acre. Please resolve the discrepancy.

Response: The permitted density has been revised to round to the nearest tenth of a unit that allows the desired number of units. The permitted density of Area "D" is 0.051 du/ac.

xvii. Permitted Intensity of Area "D": The permitted intensity is identified as 200,000 square feet of non-residential floor area. The acreage of Area "D" is stated to be 196.68 acres, which yields a

maximum intensity of 171,347 square feet of non-residential floor area. Please resolve the discrepancy.

Response: The permitted Floor Area Ratio (FAR) has been revised to round to the nearest hundredth that allows the desired number of square feet. The permitted FAR of Area "D" is 0.024.

h. Please revise the dimensional standards table on the PD Master Plan to address the following:
    i. Please clarify the minimum side setbacks for single-family attached uses is for exterior lots only.

Response: A footnote was added to the dimensional standards table to clarify the minimum side setbacks for single-family attached uses is for exterior lots only.

    ii. Suggest that the dimensional standards for "non-residential" uses be changed to "All other uses".

Response: The dimensional standards table has been revised to "all other uses" per City recommendation.

i. Area "B" proposes up to a maximum of 350 dwellings. Only one point of connection is shown to CR 235-A. Suggest considering a secondary access point on CR 235-A given the number of units proposed for this area. Understood that internal connections may also exist, however, an additional external connection may be warranted for public emergency response.

Response: A note has been added to reflect that a second access point will be proposed for Area 'B'. This second access point for Area 'B' may be limited to public emergency access. The specific location of all access points will be determined at Final PD Plan.

j. General Note 3 on the Existing Conditions Plans notes an environmental survey was completed in December 2022. The survey included with the application package is dated June 2024.

Response: General Note 3 on the Existing Conditions Plan has been revised to reflect the correct environmental survey date.

6. Section 2.4.2, Standards for Rezoning
    a. Section 2.4.2(E)(1)(k): Please provide documentation which addresses what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

Response: The response to LDR §2.4.2(E)(1)(k) has been refined to reflect a best management practices plan was prepared for this subject property and is included with the Golf Course Site Plan submittal.

7. Section 3.6.2, General Standards for All PD Districts
    a. Section 3.6.2(A)(1)(d): Please provide further analysis addressing what best management practices shall be implemented to ensure that any potential environmental impacts from the golf course are adequately addressed.

Response: The response to LDR §3.6.2(A)(1)(d) has been refined to reflect a best management practices plan was prepared for this subject property and is included with the Golf Course Site Plan submittal.

    b. Section 3.6.2(A)(3): Please further address compatibility between the proposed Area "B" (15 du/acre) and Area "C" (mixed use – 12 du/acre and non-residential uses) with the adjacent lands zoned RSF-1.

Response: The response to LDR §3.6.2(A)(3) has been refined to further address compatibility between Developable Areas 'B' and 'C' and adjacent lands zoned RSF-1. It is anticipated the RSF-1 zoned parcels will redevelop consistent with the current land use trend, which is commercial uses along this segment of

US 441 near I-75. The uses proposed adjacent to the RSF-1 parcels can be compatible, as demonstrated with numerous examples within the City where low- and moderate-density residential is adjacent to high density residential and commercial uses. The PD does not substantially change the dimensional standards than what is required by the LDR. And the locations suitable for Stormwater Management facilities (SMF) is located adjacent to a portion of the abutting RSF-1 zoned parcels.

c. Section 3.6.2(A)(6)(b): As noted previously, residual capacities for water and wastewater after the project's impacts are considered 6,130 gpd and 60,841 gpd, respectively. Per Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the wastewater and water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. Please clarify conclusions within the response to this standard that addresses availability of facilities concurrent with the impacts of the development proposed in the PD Master Plan.

Response: The response to Section 3.6.2(A)(6)(b) has been revised to clarify that development shall not be permitted unless additional capacity becomes available or funds to increase capacity are committed.

8. Section 3.6.3(A), Additional Standards for PD-R Zoning District
    a. Section 3.6.3(A)(4): Please elaborate on how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-R and the scale and character of development in the City.

Response: The response to LDR §3.6.3(A)(4) has been refined to further address how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-R and the scale and character of development in the City. By and large, dimensional standards are consistent with comparable zoning district standards. In the case of residential uses, the max lot coverage has been slightly increased to account for the significant percentage of site dedicated to the golf course. But, in some cases, the front and rear setbacks and lot widths are greater (by 5') than what is required in the LDR for comparable zoning districts. The result will be a slightly more compact developed area and greater common area.

9. Section 3.6.3(D), Additional Standards for PD-R Zoning District
    a. Section 3.6.3(D)(4): Please elaborate on how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-COMM and the scale and character of development in the City.

Response: The response to LDR §3.6.3(D)(4) has been refined to further address how the proposed dimensional standards are consistent with the general intent and goals for development of the PD-R and the scale and character of development in the City. By and large, dimensional standards are consistent with comparable zoning district standards.

10. Outside Review/Public Services/Fire Marshal
    a. Please reference the comments provided by the Public Services Department in a memorandum dated October 1, 2024.

NO.	COMMENTS
1	**Comment on September Documents** This is a major proposed development. In addition to funding the usual water, wastewater and electrical infrastructure, related existing infrastructure will need to be evaluated as to both condition and capacity. An example of such infrastructure is lift station(s). The developer shall bear the costs of such upgrades. FYI
	END OF COMMENTS

Response: Noted. The developer will be responsible for upgrading the infrastructure utilized by the development to maintain the City's acceptable Level of Service (LOS) standards.

We trust you will find this submittal package is sufficient for review and approval. Please contact me at (352) 331-1976 or at ryan.thompson@nv5.com should you have any questions or require any additional information to complete your review.

Sincerely,
CHW

C. Ryan Thompson, AICP
Sr. Project Manager

Application Package
Table of Contents

1. Cover Letter
2. **Rezoning Application**
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan
11. Environmental Exhibits
12. Golf Course Best Management Practices

City of ALACHUA

THE GOOD LIFE COMMUNITY

FOR PLANNING USE ONLY
Case #: _____
Application Fee: $_____
Filing Date: _____
Acceptance Date: _____
Review Type: P&Z; CC

Site Specific Amendment to the Official Zoning Atlas Amendment (Rezoning) Application

Reference City of Alachua Land Development Regulations Article 2.4.2

A. PROJECT

1. Project Name: Tomoka Hills PD
2. Address of Subject Property: N/A - US Highway 441
3. Parcel ID Number(s): 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001
4. Existing Use of Property: Vacant
5. Future Land Use Map Designation : Medium and Moderate Density Residential, Commercial, Community Commercial, and Agriculture
6. Existing Zoning Designation: Single-Family Residential-4 (RSF-4), Multi-Family Residential-8 (RMF-8), Commercial, Intensive (CI), Community Commercial (CC), and Agriculture (A)
7. Proposed Zoning Designation: PD-Residential (PD-R) and PD-Commercial (PD-COMM)
8. Acreage: ±345.58

B. APPLICANT

1. Applicant's Status ☐ Owner (title holder) ☒ Agent
2. Name of Applicant(s) or Contact Person(s): Ryan Thompson AICP Title: Sr. Project Manager
   Company (if applicable): CHW
   Mailing address: 11801 Research Drive
   City: Alachhua State: Florida ZIP: 32615
   Telephone: (352) 331-1976 FAX: ( ) e-mail: ryan.thompson@nv5.com
3. If the applicant is agent for the property owner*:
   Name of Owner (title holder): Tower Hill Insurance Group, LLC and Tomoka Hills Farms, Inc.
   Mailing Address: P.O. BOX 147018
   City: Gainesville State: Florida ZIP: 32614

   * Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

1. Is there any additional contact for sale of, or options to purchase, the subject property? ☐ Yes ☒ No
   If yes, list names of all parties involved: _____
   If yes, is the contract/option contingent or absolute? ☐ Contingent ☐ Absolute

D. ATTACHMENTS

1. Statement of proposed change, including a map showing the proposed zoning change and zoning designations on surrounding properties
2. A current aerial map or plat of the property. (may be obtained from the Alachua County Property Appraiser.)
3. Concurrency Impact Analysis showing the impact on public facilities, including potable water, sanitary sewer, transportation, solid waste, recreation, stormwater, and public schools in accordance with Article 2.4.14 of the Land Development Regulations.
4. Analysis of Consistency with the City of Alachua Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies and describe in detail how the application complies with the noted Goal, Objective, or Policy.)

5. Analysis of compliance with the Standards for Site Specific Amendments to the Official Zoning Atlas, as defined in Section 2.4.2 of the Land Development Regulations (LDRs), and listed below:
   i. *Consistent with Comprehensive Plan*
   The proposed amendment is consistent with and furthers the goals, objectives, and policies of the Comprehensive Plan.

   ii. *Consistent with Ordinances*
   The proposed amendment is not in conflict with any portion of these LDRs or any of the City Code of Ordinances.

   iii. *Logical Development Pattern*
   The proposed amendment would result in a logical and orderly development pattern.

   iv. *Pre-Mature Development*
   The proposed amendment will not create premature development in undeveloped or rural areas.

   v. *Incompatible with Adjacent Lands*
   The uses permitted by the proposed amendment are not incompatible with existing land uses of adjacent lands and/or the uses permitted by the zone district classifications of adjacent lands.

   vi. *Adverse Effect on Local Character*
   The proposed amendment will not adversely effect the character of the general area where it is proposed to be located by creating excessive traffic, density and/or intensities of use, building height and bulk, noise, lights, or other physical effects or nuisances.

   vii. *Not Deviate from Pattern of Development*
   The uses permitted by the proposed amendment will not deviate from the development pattern (both established and as proposed by surrounding zone districts) of the area where the proposed amendment is located.

   viii. *Encourage Sprawl*
   The proposed amendment will not encourage urban sprawl, either by resulting in strip or ribbon commercial development, leap-frog development or low density single dimensional development.

   ix. *Spot Zoning*
   The proposed amendment will not result in the creation of an isolated zone district unrelated to adjacent and surrounding zone districts (spot zoning).

   x. *Public Facilities*
   The proposed amendment will not result in development in a location where there are no plans by the City or other governmental entities to provide public facilities to serve the development (roads, potable water, wastewater, parks, storm water management, and solid wastes), and there are no assurances by the private sector that public facilities are planned and will be available to adequately accommodate development.

   xi. *No Adverse Effect on the Environment*
   The proposed amendment would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

6. Three (3) sets of labels for all property owners within 400 feet of the subject property boundaries – even if property within 400 feet falls outside of City limits. (Obtain from the Alachua County Property Appraiser).

7. Neighborhood Meeting Materials, including:
   i. Copy of the required published notice (advertisement) – must be published a newspaper of general circulation, as defined in Article 10 of the City's Land Development Regulations
   ii. Copy of written notice (letter) sent to all property owners within 400 feet, and mailing labels or list of those who received written notice
   iii. Written summary of meeting – must include (1) those in attendance; (2) a summary of the issues related to the development proposal discussed; (3) comments by those in attendance about the development proposal; and, (4) any other information deemed appropriate.

8. For applications requesting a zoning which permits residential uses, Public School Student Generation Form.

9. Legal description with tax parcel number.

10. Proof of ownership.

11. Proof of payment of taxes.

12. **Fee.** Please see fee schedule for fee determination. No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any necessary technical review will be billed to the applicant at the rate of the reviewing entity. The invoice shall be paid in full prior to any legislative and/or quasi-judicial action of any kind on the petition, appeal, or development application.

All 12 attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge.

Signature of Applicant

Signature of Co-applicant

C. Ryan Thompson

Typed or printed name and title of applicant

Typed or printed name of co-applicant

State of Florida County of Alachua

The foregoing application is acknowledged before me this 29 day of August, 2024 by Ryan Thompson

_____, who is/are personally known to me, or who has/have produced _____

as identification.

NOTARY SEAL

ERICA SAMPLES
MY COMMISSION # HH 264215
EXPIRES: May 12, 2026

Signature of Notary Public, State of Florida

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Table of Contents

1. Cover Letter
2. Rezoning Application
3. **Property Owner Affidavit**
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
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11. Environmental Exhibits
12. Golf Course Best Management Practices

City of ALACHUA

THE GOOD LIFE COMMUNITY

Authorized Agent Affidavit

A. PROPERTY INFORMATION

Address of Subject Property: 15601 NW 167TH BLVD, Alachua, FL 32615

Parcel ID Number(s): 03873-001-000

Acreage: ±13.01

B. PERSON PROVIDING AGENT AUTHORIZATION

Name: _____ Title: _____

Company (if applicable): Tower Hill Insurance Group, LLC

Mailing Address: P.O. BOX 147018

City: Gainesville State: FL ZIP: 32614

Telephone: Contact agent FAX: _____ e-mail: _____

C. AUTHORIZED AGENT

Name: C. Ryan Thompson, AICP Title: Sr. Project Manager

Company (if applicable): CHW, an NV5 Company

Mailing address: 11801 Research Drive

City: Alachua State: FL ZIP: 32615

Telephone: (352) 331-1976 FAX: N/A e-mail: Ryan.Thompson@NV5.com

D. REQUESTED ACTION:

To obtain approvals from the City of Alachua, Alachua County, Suwannee River Water Management District, Florida Department of Transportation, Florida Department of Environmental Protection, and all other pertinent agencies.

I hereby certify that I am the property owner of record, or I have received authorization from the property owner of record to file an application for a development permit related to the property identified above. I authorize the agent listed above to act on my behalf for purposes of this application.

Scott P. Rowe

Signature of Applicant

_____

Signature of Co-applicant

Scott P. Rowe

Typed or printed name and title of applicant

_____

Typed or printed name of co-applicant

State of Florida County of Alachua

The foregoing application is acknowledged before me this 15 day of Aug, 2024, by Scott P. Rowe

_____, who is/are personally known to me, or who has/have produced _____ as identification.

_____

Signature of Notary Public, State of FL

Notary Public State of Florida
Jessica Cowart
My Commission HH 392136
Expires 7/16/2027

City of ALACHUA

THE GOOD LIFE COMMUNITY

Authorized Agent Affidavit

A. PROPERTY INFORMATION

Address of Subject Property: 16009 NW 167TH BLVD, Alachua, FL 32615

Parcel ID Number(s): 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-001

Acreage: ±332.17

B. PERSON PROVIDING AGENT AUTHORIZATION

Name: _____ Title: _____

Company (if applicable): Tomoka Hills Farms, Inc.

Mailing Address: P.O. BOX 147018

City: Gainesville State: FL ZIP: 32614

Telephone: Contact agent FAX: _____ e-mail: _____

C. AUTHORIZED AGENT

Name: C. Ryan Thompson, AICP Title: Sr. Project Manager

Company (if applicable): CHW, an NV5 Company

Mailing address: 11801 Research Drive

City: Alachua State: FL ZIP: 32615

Telephone: (352) 331-1976 FAX: N/A e-mail: Ryan.Thompson@NV5.com

D. REQUESTED ACTION:

To obtain approvals from the City of Alachua, Alachua County, Suwannee River Water Management District, Florida Department of Transportation, Florida Department of Environmental Protection, and all other pertinent agencies.

I hereby certify that I am the property owner of record, or I have received authorization from the property owner of record to file an application for a development permit related to the property identified above. I authorize the agent listed above to act on my behalf for purposes of this application.

Scott P. Rowe
Signature of Applicant

_____
Signature of Co-applicant

Scott P. Rowe
Typed or printed name and title of applicant

_____
Typed or printed name of co-applicant

State of Florida County of Alachua

The foregoing application is acknowledged before me this 15 day of Aug., 2024 by Scott P. Rowe

_____, who is/are personally known to me, or who has/have produced _____ as identification.

_____
Signature of Notary Public, State of FL

Notary Public State of Florida
Jessica Cowart
My Commission HH 392136
Expires 7/16/2027

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Table of Contents

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4. **Legal Description**
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan
11. Environmental Exhibits
12. Golf Course Best Management Practices

LEGAL DESCRIPTION

DATE: August 22, 2024
CLIENT: Tower Hill Farms
PROJECT NO: 21-0025
DESCRIPTION FOR: Zoning: PD-R (South Parcel)

A PARCEL OF LAND SITUATED IN SECTIONS 9 AND 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 16; THENCE NORTH 86°54'12" EAST, ALONG THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY); THENCE SOUTH 00°32'14" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET; THENCE SOUTH 00°28'50" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 209.47 FEET; THENCE SOUTH 00°33'05" EAST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 945.94 FEET; THENCE NORTH 89°28'37" EAST, A DISTANCE OF 356.19 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°20'39" EAST, 722.82 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°15'57", AN ARC DISTANCE OF 737.91 FEET TO THE **POINT OF BEGINNING;** THENCE CONTINUE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°44'03", AN ARC DISTANCE OF 361.65 FEET (CHORD BEARING & DISTANCE OF NORTH 39°20'39" EAST, 359.86 FEET) TO THE END OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 316.12 FEET; THENCE SOUTH 60°20'15" EAST, A DISTANCE OF 806.50 FEET; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 418.44 FEET; THENCE NORTH 02°49'53" EAST, A DISTANCE OF 368.87 FEET; THENCE NORTH 60°19'57" WEST, A DISTANCE OF 150.00 FEET; THENCE NORTH 15°19'57" WEST, A DISTANCE OF 210.00 FEET; THENCE NORTH 44°40'03" EAST, A DISTANCE OF 298.82 FEET; THENCE NORTH 02°49'53" EAST, A DISTANCE OF 160.60 FEET; THENCE SOUTH 79°14'55" EAST, A DISTANCE OF 231.81 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 83°02'17" EAST, 134.83 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°34'44", AN ARC DISTANCE OF 134.92 FEET TO THE END OF SAID CURVE; THENCE SOUTH 86°49'39" EAST, A DISTANCE OF 225.90 FEET; THENCE SOUTH 87°31'26" EAST, A DISTANCE OF 770.23 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE NO. 75 (300' WIDE RIGHT OF WAY); THENCE SOUTH 05°38'39" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 15.06 FEET; THENCE SOUTH 05°40'44" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1300.24 FEET; THENCE SOUTH 05°42'30" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1257.04 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 5879.58 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 02°48'16" EAST, 1729.23 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°54'45", AN ARC DISTANCE OF 1735.53 FEET TO THE END OF SAID CURVE; THENCE NORTH 71°00'52" WEST, A DISTANCE OF 2774.12 FEET; THENCE SOUTH 18°40'42" WEST, A DISTANCE OF 592.11 FEET; THENCE NORTH 89°27'59" WEST, A DISTANCE OF 725.92 FEET TO THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235A; THENCE NORTH 00°31'30" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 2164.34 FEET; THENCE NORTH 00°33'05" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 84.61 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 243.42 ACRES, MORE OR LESS.

LEGAL DESCRIPTION

DATE: August 22, 2024
CLIENT: Tower Hill Farms
PROJECT NO: 21-0025
DESCRIPTION FOR: Zoning PD-COMM

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE RUN SOUTH 00°31'06" EAST, A DISTANCE OF 629.33 FEET TO THE **POINT OF BEGINNING**; THENCE RUN NORTH 58°15'37" EAST, A DISTANCE OF 210.05 FEET; THENCE NORTH 58°10'47" EAST, A DISTANCE OF 506.70 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 62°06'51" EAST, 376.73 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 69°06'13" EAST, 325.04 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°30'16", AN ARC DISTANCE OF 325.22 FEET TO A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 77°49'57" EAST, 559.06 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°11'57", AN ARC DISTANCE OF 559.96 FEET TO A POINT ON A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 950.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 04°16'34" EAST, 380.13 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°04'54", AN ARC DISTANCE OF 382.71 FEET TO A A POINT ON A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 3259.14 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 13°59'50" EAST, 209.11 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°40'36", AN ARC DISTANCE OF 209.15 FEET; THENCE RUN NORTH 12°09'36" EAST, A DISTANCE OF 49.24 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE RUN SOUTH 78°09'08" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 50.00 FEET; THENCE RUN SOUTH 78°09'39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 798.77 FEET; THENCE RUN SOUTH 12°02'31" WEST, A DISTANCE OF 217.85 FEET; THENCE RUN SOUTH 78°08'19" EAST, A DISTANCE OF 400.00 FEET; THENCE RUN NORTH 12°02'06" EAST, A DISTANCE OF 217.83 FEET TO SAID SOUTHERLY LINE; THENCE RUN SOUTH 78°10'15" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 677.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN SOUTH 05°38'39" WEST ALONG SAID WESTERLY LINE, A DISTANCE OF 280.17 FEET; THENCE RUN NORTH 87°31'26" WEST, A DISTANCE OF 770.23 FEET; THENCE RUN NORTH 86°49'39" WEST, A DISTANCE OF 225.90 FEET TO A POINT ON A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1020.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 83°02'17" WEST, 134.83 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°34'44", AN ARC DISTANCE OF 134.92 FEET; THENCE RUN NORTH 79°14'55" WEST, A DISTANCE OF 231.81 FEET; THENCE RUN SOUTH 02°49'53" WEST, A DISTANCE OF 160.60 FEET; THENCE RUN SOUTH 44°40'03" WEST, A DISTANCE OF 298.82 FEET; THENCE RUN SOUTH 15°19'57" EAST, A DISTANCE OF 210.00 FEET; THENCE RUN SOUTH 60°19'57" EAST, A DISTANCE OF 150.00 FEET; THENCE RUN SOUTH 02°49'53" WEST, A DISTANCE OF 368.87 FEET; THENCE RUN SOUTH 29°28'37" WEST, A DISTANCE OF 418.44 FEET; THENCE RUN NORTH 60°20'15" WEST, A DISTANCE OF 806.50 FEET; THENCE RUN SOUTH

29°28’37” WEST, A DISTANCE OF 202.27 FEET; THENCE RUN SOUTH 29°28’37” WEST, A DISTANCE OF 113.85 FEET TO A POINT ON A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1050.00 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 59°28’37” WEST, 1050.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 60°00’00”, AN ARC DISTANCE OF 1099.56 FEET; THENCE RUN SOUTH 89°28’37” WEST, A DISTANCE OF 356.19 FEET; THENCE RUN NORTH 00°33’05” WEST, A DISTANCE OF 945.94 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 78.68 ACRES, MORE OR LESS.

LEGAL DESCRIPTION

DATE: August 22, 2024
CLIENT: Tower Hill Farms
PROJECT NO: 21-0025
DESCRIPTION FOR: Zoning PD-R (North Parcel)

A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE NORTH 89°23'41" EAST. ALONG THE SOUTHERLY LINE OF SAID SECTION 9, A DISTANCE OF 648.03 FEET; THENCE NORTH 0°35'52" WEST, A DISTANCE OF 250.14 FEET; THENCE SOUTH 89°25'20" WEST, A DISTANCE OF 647.88 FEET TO THE EASTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100' WIDE RIGHT OF WAY). THENCE NORTH 00°33'49" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 250.46 FEET; THENCE NORTH 89°24'53" EAST, A DISTANCE OF 393.00 FEET; THENCE NORTH 00°35'05" WEST, A DISTANCE OF 221.68 FEET; THENCE SOUTH 89°24'10" WEST, A DISTANCE OF 393.04 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°34'32" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 245.12 FEET; THENCE NORTH 89°22'44" EAST, A DISTANCE OF 210.00 FEET; THENCE NORTH 00°34'01" WEST, A DISTANCE OF 180.68 FEET TO THE SOUTHERLY RIGHT OF WAY LINE FOR NORTHWEST 162ND LANE (A VARIABLE WIDTH RIGHT OF WAY); THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 76°02'39" EAST, A DISTANCE OF 104.62 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 10209.13 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 77°08'50" EAST, 370.79 FEET; (2) THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°04'52", AN ARC DISTANCE OF 370.81 FEET; (3) THENCE SOUTH 78°18'40" EAST, A DISTANCE OF 26.12 FEET; (4) THENCE SOUTH 78°10'25" EAST, A DISTANCE OF 251.86 FEET; THENCE SOUTH 00°50'16" EAST, A DISTANCE OF 285.02 FEET; THENCE SOUTH 00°46'03" EAST, A DISTANCE OF 691.17 FEET; THENCE SOUTH 00°32'24" EAST, A DISTANCE OF 85.25 FEET A POINT ON A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3120.51 FEET, AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 62°06'51" WEST, 376.73 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°55'17", AN ARC DISTANCE OF 376.96 FEET; THENCE SOUTH 58°10'47" WEST, A DISTANCE OF 506.70 FEET; THENCE NORTH 00°36'09" WEST, A DISTANCE OF 210.09 FEET; THENCE SOUTH 58°03'05" WEST, A DISTANCE OF 210.00 FEET TO SAID EASTERLY RIGHT OF WAY LINE; THENCE NORTH 00°32'14" WEST ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 419.86 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 23.48 ACRES, MORE OR LESS.

Application Package
Table of Contents

1. Cover Letter
2. Rezoning Application
3. Property Owner Affidavit
4. Legal Description
5. **Deed, Property Appraiser Datasheets, and Tax Records**
6. Neighborhood Meeting Materials
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan
11. Environmental Exhibits
12. Golf Course Best Management Practices

15.00 p.1
280.00

THIS INSTRUMENT WAS PREPARED BY:
JOHN C. TRENTELMAN, Attorney
207 N. Magnolia Avenue
Ocala, Florida 34475-6625

ret →

CIRCUIT COURT CLERK
J.K. "Buddy" Irby
ALACHUA COUNTY, FL
Date 03/02/1999 11:57
Document ID 1594334
Book/Page 2219/ 1139

DTAX 280.00

Please Return To:
Charles M. Gadd, Jr.

RETURN TO

WARRANTY DEED

THIS INDENTURE, made the 26th day of February, 1999, between **JAMES A. O'NEAL JR. and his wife, VIRGINIA L. O'NEAL,** hereinafter called the grantor*, and **TOMOKA HILLS FARMS, INC.,** whose mailing address is: 7201 NW 11th Place. Gainesville. Florida 32605 hereinafter called the grantee*.

WITNESSETH:

that said grantor, for and in consideration of the sum of ten dollars, and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in Alachua County, Florida, to-wit:

SEE ATTACHED EXHIBIT "A"

PARCEL NUMBER: 03871-000-000 & 03055-001-001

and said grantor does hereby warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever, except taxes for 1999. *"Grantor" and "grantee" are used for singular or plural as context requires.

IN WITNESS WHEREOF, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered
in our presence.

John C. Trentelman

James A. O'Neal Jr (Seal)
JAMES A. O'NEAL JR.
1306 SE 15th St.
Ocala FL 34471

Victoria N. McCue
Victoria N. McCue

Virginia L. O'Neal
VIRGINIA L. O'NEAL

STATE OF FLORIDA

COUNTY OF MARION

The foregoing instrument was acknowledged before me this 25 day of Feb, 1999, by James A. O'Neal Jr. and his wife, Virginia L. O'Neal, who are personally known to me and who did not take an oath.

JOHN C. TRENTELMAN
MY COMMISSION # CC453416 EXPIRES
July 31, 1999
BONDED THRU TROY FAIN INSURANCE, INC

Notary Public, State of Florida

MY COMMISSION EXPIRES: 7-31-99

EXHIBIT A

A TRACT OF LAND SITUATED IN SECTION 9, TOWNSHIP 8 SOUTH RANGE 18 EAST AND FRACTIONAL SECTION 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE AFOREMENTIONED SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST FOR THE POINT OF REFERENCE AND RUN N.86°54'12"E., ALONG THE SOUTH LINE OF SAID SECTION 9, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100 FOOT RIGHT OF WAY) AND THE TRUE POINT OF BEGINNING; THENCE RUN N.03°06'59"W., ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 500.44 FEET; THENCE RUN N.86°53'01"E., A DISTANCE OF 647.68 FEET; THENCE RUN S.03°06'59"E., A DISTANCE OF 500.66 FEET TO THE AFOREMENTIONED SOUTH LINE OF SECTION 9; THENCE RUN N.86°54'12"E., ALONG SAID SOUTH LINE, A DISTANCE OF 299.30 FEET TO THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORD BOOK 175, PAGE 1000 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, SAID PARCEL OF LAND BEING HEREINAFTER REFERRED TO AS THE "ORIGINAL PARCEL"; THENCE RUN S.03°19'15"E., ALONG THE EAST LINE OF SAID "ORIGINAL PARCEL", A DISTANCE OF 84.71 FEET TO THE CENTERLINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD (200 FOOT RIGHT OF WAY); THENCE RUN SOUTHWESTERLY, ALONG SAID CENTERLINE AND WITH A CURVE CONCAVE SOUTHERLY, SAID CURVE HAVING A RADIUS OF 2864.79 FEET, THROUGH AN ARC ANGLE OF 07°33'14", AN ARC DISTANCE OF 377.68 FEET (CHORD BEARING AND DISTANCE OF S.59°28'16"W., 377.42 FEET RESPECTIVELY) TO THE END OF SAID CURVE; THENCE RUN S.55°41'39"W., ALONG SAID CENTERLINE, A DISTANCE OF 506.12 FEET TO A BOUNDARY CORNER OF SAID "ORIGINAL PARCEL"; THENCE RUN N.03°05'00"W., ALONG A BOUNDARY LINE OF SAID "ORIGINAL PARCEL", A DISTANCE OF 210.00 FEET; THENCE RUN S.55°41'39"W., ALONG A BOUNDARY LINE OF SAID "ORIGINAL PARCEL", A DISTANCE OF 210.00 FEET TO THE INTERSECTION OF SAID BOUNDARY LINE WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A; THENCE RUN N.03°05'00"W., ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 419.65 FEET TO THE TRUE POINT OF BEGINNING, CONTAINING 14.105 ACRES MORE OR LESS.

LESS AND EXCEPT:

A TRACT OF LAND SITUATED IN SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE FOLLOWING DESCRIBED PROPERTY:

COMMENCE AT THE SW CORNER OF THE AFOREMENTIONED SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST FOR THE POINT OF REFERENCE AND RUN N.86°54'12"E., ALONG THE SOUTH LINE OF SAID SECTION 9, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 235-A (100 FOOT RIGHT OF WAY) AND THE TRUE POINT OF BEGINNING; THENCE RUN N.03°06'59"W., ALONG SAID EAST RIGHT OF WAY LINE A DISTANCE OF 500.44 FEET; THENCE RUN N.86°53'01"E. A DISTANCE OF 647.68 FEET; THENCE RUN S.03°06'59"E. A DISTANCE OF 500.66 FEET TO THE AFOREMENTIONED SOUTH LINE OF SECTION 9; THENCE RUN S.86°54'12"W. ALONG THE SOUTH LINE OF SAID SECTION 9 TO THE POINT OF BEGINNING.

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 2207220 2 PGS
2006 JAN 18 04:18 PM BK 3299 PG 210
J. K. "BUDDY" IRBY
CLERK OF CIRCUIT COURT
ALACHUA COUNTY, FLORIDA
CLERK12 Receipt#268482
Doc Stamp-Deed: 0.70

Prepared by Charles M. Gadd, Jr.
Clayton-Johnston, P.A.
18 NW 33rd Court
Gainesville, FL 32607

Parcel ID Number: 03873-000-000

Warranty Deed

This Indenture, Made this 18th day of January, 2006 A.D., **Between** William J. Shively

of the County of Alachua, State of Florida, **grantor,** and Tomoka Hills Farms, Inc., a corporation existing under the laws of the State of Florida

whose address is: P.O. Box 147018, Gainesville, FL 32614

of the County of Alachua, State of Florida, **grantee.**

Witnesseth that the GRANTOR, for and in consideration of the sum of ----------TEN DOLLARS ($10)---------- DOLLARS, and other good and valuable consideration to GRANTOR in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of Alachua State of Florida to wit:

Those certain lands as are more particularly described in the attached Exhibit "A" which is made apart hereof by reference.

Subject to taxes for 2006 and subsequent years.

Subject to restrictions and easements of record.

This deed is being given by the grantor to a corporation which he owns one hundred percent of the outstanding stock in and is a transfer of unencumbered property to a corporation wholey owned by grantor and is exempt from Florida Documentary Stamp Tax.

The grantor covenants and warrants that the above described property is neither his homestead nor his residence.

2207220

and the grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantor has hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: Charles M. Gadd, Jr.
Witness

Printed Name: Jeannie Brazier
Witness

William J. Shively (Seal)
P.O. Address: P.O. Box 147018, Gainesville, Florida 32614-7018

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 18th day of January, 2006 by William J. Shively

he is personally known to me or he has produced his Florida driver's license as identification.

Comm. number DD 235053
Expires: Aug 16, 2007

Printed Name: Charles M. Gadd, Jr.
Notary Public
My Commission Expires:

Notary Public State of Florida

A50761

EXHIBIT "A"

A tract of land situated in Fractional Section 16 and the William Garvin Grant, Township 8 South, Range 18 East, Alachua County, Florida, said tract of lane being more particularly described as follows:

Commence at a concrete monument at the Northeast corner of the aforementioned Fractional Section 16, Township 8 South, Range 18 East for a point of reference and run South 00 degs., 27 mins., 55 secs. West, a distance of 3.76 feet to the South right of way line of the Seaboard Coastline Railroad (200 foot right of way abandoned); thence run North 88 degs., 37 mins., 15 secs. West, along said right of way line of Interstate Highway No. 75 (300 foot tight of way); thence run South 04 degs., 11 mins., 43 secs. West along said right of way line , a distance of 1090.69 feet to the West right of way line of Interstate No. 75 a distance pf 1200.36 feet to a concrete monument at the intersection of the South line of that certain parcel of land described in Official Records Book 1195, at page 66 of the Public Records of Alachua County, Florida with said West right of way line, of Interstate Highway No.75 and the True Point of Beginning; thence continue South 04 degs., 11 mins., 43 secs. West, along said right of way line, a distance of 1257.04 feet to a concrete monument at the point of curvature of a 00 degs., 58 mins., 28 sec. curve, having a radius of 5879.58 feet, a total internal angle of 28 degs., 38 mins., 28 secs. and being concave to an Easterly direction; thence run Southeasterly, along the arc of the said right of way curve, an arc distance of 1734.82 feet to a concrete monument, said concrete monument being the Southeast corner of the certain parcel of land described in Official Records Book 742, at page 153 of the Public Records of Alachua County, Florida; thence run North 72 degs., 29 mins., 54 secs. West, along the South line of said parcel of land recorded in Official Records Book 742, at page 153, a distance of 2775.69 feet to a concrete monument; thence run South 17 degs., 05 mins., 50 secs. West, along said South line, a distance of 592.04 feet to a concrete monument; thence run South 89 degs., 04 mins., 44 secs. West, along said South line, a distance of 725.63 feet to the East right of way line of State Road No. S-235-A (100 foot right of way); thence run North 01 degs., 59 mins., 55 secs. West, along said right of way line, a distance of 2164.71 feet to a concrete monument at the Southwest corner of said parcel of land described in Official Records Book 1195, at page 66; thence ruin North 88 degs., 29 mins., 13 secs. East, along the South line of said parcel of land, a distance of 2807.17 feet to a concrete monument; thence run North 58 degs., 14 mins., 10 secs. East, along said South line, a distance of 917.09 feet to the True Point of Beginning.

INSTRUMENT # 2207220
2 PGS

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 3492131 3 PG(S)
5/23/2023 3:02 PM
BOOK 5093 PAGE 753
J.K. JESS IRBY, ESQ.
Clerk of the Court, Alachua County, Florida
ERECORDED Receipt # 1147542
Doc Stamp-Mort: $0.00
Doc Stamp-Deed: $36,419.60
Intang. Tax: $0.00

Prepared by and return to:
Ryan C. Curtis
Attorney at Law
Curtis Law Firm, LLC
175 NW 138th Ter. Ste. 100
Jonesville, FL 32669
352-333-7207
File Number: CLF-TOWER HILL

Parcel Identification No. Parcel# 03873-001-000

[Space Above This Line For Recording Data]

Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this 10th day of May, 2023 between **TOMOKA HILLS FARMS, INC., a Florida corporation** whose post office address is **7201 NW 11th Place, Gainesville, FL 32605** of the County of **Alachua**, State of **Florida**, grantor*, and **TOWER HILL INSURANCE GROUP, LLC, a Florida limited liability company** whose post office address is **7201 NW 11th Place, Gainesville, FL 32605** of the County of **Alachua**, State of **Florida**, grantee*,

Witnesseth that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Alachua County, Florida**, to-wit:

SEE EXHIBIT "A" ATTACHED HERETO

and said grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

* "Grantor" and "Grantee" are used for singular or plural, as context requires.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: Sutticia Rodgers

Witness Name: Michael Mulder

Tomoka Hills Farms, Inc., a Florida corporation

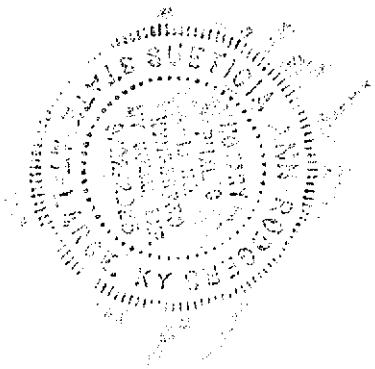
By: _____
William J. Shively, President

(Corporate Seal)

State of Kentucky
County of Fayette

The foregoing instrument was acknowledged before me by means of [X] physical presence or [_] online notarization, this 10 day of May, 2023 by William J. Shively, President of Tomoka Hills Farms, Inc., a Florida corporation, on behalf of the corporation. He [X] is personally known to me or [X] has produced a driver's license as identification.

[Notary Seal]



Notary Public

Printed Name: Sueticia Rodgers

My Commission Expires: September 22, 2025

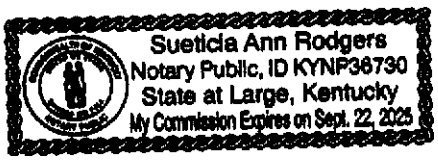


EXHIBIT "A"

A PARCEL OF LAND SITUATED IN FRACTIONAL SECTIONS 9 & 16 AND SECTION 37 (WILLIAM GARVIN GRANT), TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE AFOREMENTIONED FRACTIONAL SECTION 9, THENCE SOUTH 1°53'23" WEST, A DISTANCE OF 3.76 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD (HAVING A RIGHT OF WAY WIDTH OF 200 FEET); THENCE NORTH 87°10'07" WEST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1090.74 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (HAVING A RIGHT OF WAY WIDTH OF 300 FEET); THENCE NORTH 5°40'44" EAST, ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 100.12 FEET TO THE CENTERLINE OF SAID ABANDONED RAILROAD RIGHT OF WAY; THENCE NORTH 87°10'07" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 1480.81 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTH, HAVING A RADIUS OF 2864.79 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 88°42'52" WEST, 420.06 FEET; THENCE WESTERLY CONTINUING ALONG SAID CENTERLINE AND ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°24'31", AND AN ARC LENGTH OF 420.44 FEET TO A POINT ON THE EAST LINE OF A PROPOSED ACCESS EASEMENT (WIDTH VARIES) AND A POINT ON A CURVE CONCAVE WEST, HAVING A RADIUS OF 750.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 10°46'52" WEST, 276.97 FEET; THENCE DEPARTING SAID CENTERLINE AND SOUTHERLY ALONG SAID EAST LINE AND ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°16'52", AND AN ARC LENGTH OF 278.57 FEET TO THE **POINT OF BEGINNING**; THENCE DEPARTING SAID EAST LINE AND THROUGH THE FOLLOWING FOUR (4) COURSES AND DISTANCES (1) SOUTH 60°19'57" EAST, 648.48 FEET; (2) SOUTH 2°49'53" WEST, 368.87 FEET; (3) SOUTH 29°28'37" WEST, 418.44 FEET; (4) NORTH 60°20'15" WEST, 806.50 FEET TO SAID EAST LINE; THENCE ALONG SAID EAST LINE NORTH 29°28'37" EAST, A DISTANCE OF 23.01 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTH, HAVING A RADIUS OF 63.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 63°24'39" EAST, 70.34 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 67°52'04", AND AN ARC LENGTH OF 74.62 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTH, HAVING A RADIUS OF 273.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 79°29'56" EAST, 30.06 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 6°18'46", AND AN ARC LENGTH OF 30.08 FEET TO THE END OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 92.93 FEET TO A POINT ON A CURVE CONCAVE EAST, HAVING A RADIUS OF 63.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 21°45'48" WEST, 62.81 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 59°48'02", AND AN ARC LENGTH OF 65.75 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEAST, HAVING A RADIUS OF 273.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 18°48'25" EAST, 101.09 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°20'24", AND AN ARC LENGTH OF 101.68 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 319.85 FEET; TO THE BEGINNING OF A CURVE CONCAVE NORTHWEST HAVING A RADIUS OF 750.00 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 25°26'57" EAST, 105.36 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°03'19", AND AN ARC LENGTH OF 105.44 FEET TO THE **POINT OF BEGINNING**.

THE ABOVE DESCRIBED LANDS CONTAIN: 13.007 ACRES, MORE OR LESS.

Record 15.00
Doc. Stamps 6,384.00
Int.Tax
Total 6,399.00

CIRCUIT COURT CLERK
J.K. "Buddy" Irby
ALACHUA COUNTY, FL
Date 01/25/1999 16:28
Document ID 1587372
Book/Page 2213/ 1501

DTAX 6,384.00

Prepared by and return to:
Philip A. DeLaney
Attorney at Law
Scruggs & Carmichael, P.A.
3426 N.W. 43rd Street, Suite B
Gainesville, Florida 32606
352-374-4120
File No.: **98-3148**

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this **22nd** day of **January**, **1999** between

New Life Corporation of America, a Tennessee corporation
whose Social Security/FEIN Number is: [redacted]
whose post office address is
123 Walnut Drive, Hendersonville, Tennessee 37075
grantor, and

Tomoka Hills Farms, Inc., a Florida corporation
whose Social Security/FEIN Number(s) are: 59-3551165
whose post office address is
Post Office Box 141150, Gainesville, Florida 32614
grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

WITNESSETH, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Alachua County, Florida** to-wit:

Legal Description Labeled Exhibit "A" Attached Hereto and By Reference Incorporated Herein

Parcel Identification Number: 03873-001-000

Subject to taxes for 1999 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

TOGETHER WITH: Double Wide Mobile Home MVID numbers GEO729214 and GEO729215, which is permanently affixed to, a part of, and being sold with the real property described above.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 1998 .

IN WITNESS WHEREOF, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

New Life Corporation of America
a Tennessee corporation

Connie Olive
Witness Name:

By: Norvell Olive
Norvell Olive
Executive Director

Carolyn P. Hodges
Witness Name:

(Corporate Seal)

STATE OF Tennessee
COUNTY OF DAVIDSON

The foregoing instrument was acknowledged before me this 21st day of January, 1999 by Norvell Olive, Executive Director of New Life Corporation of America, a Tennessee corporation, on behalf of the corporation. He/she is personally known to me or has produced a Driver's License as identification.

[Notary Seal]

Notary Public
Printed Name: Ronald L. Stone
My Commission Expires: 03-25-2002

Exhibit A

A tract of land situated in Fractional Sections 9 & 16 and Section 37 (William Garvin Grant), Township 8 South, Range 18 East, Alachua County, Florida, said tract of land being more particularly described as follows:

Commence at a concrete monument at the Southeast corner of the aforementioned Fractional Section 9, Township 8 South, Range 18 East for a point of reference and run S. 01° 54'57" W., a distance of 3.76 feet to a concrete monument on the Southerly right of way line of the abandoned Seaboard Coastline Railroad (200 foot right of way); thence run N. 87°08'33" W., along said Southerly right of way line, a distance of 1090.74 feet to a concrete monument on the Westerly right of way line of State Road No. 93, also known as Interstate Highway No. 75 (300 foot right of way); thence run N. 05°41'41" E., along said Westerly right of way line, a distance of 100.12 feet to an iron pipe on the centerline of said railroad right of way and the True Point of Beginning; thence run N. 87°08'33" W., along said centerline, a distance of 1480.63 feet to an iron pipe at the point of curvature of a curve concave Southerly, said curve having a radius of 2864.79 feet, a central angle of 34°35'30", and a chord bearing and distance of S. 75°33'42" W., 1703.44 feet respectively; thence run Southwesterly, with said curve and along said centerline, an arc distance of 1729.58 feet to an iron pipe at the point of tangency of said curve; thence run S. 58°15'57" W., along said centerline, a distance of 716.12 feet to a concrete monument on the Easterly right of way line of County Road No. 235A (100 foot right of way); thence run S. 00°30'42" E., along said right of way line, a distance of 1030.00 feet to a concrete monument; thence run N. 89°58'49" E., a distance of 2807.17 feet to a concrete monument; thence run N. 59°41'41" E., a distance of 917.50 feet to a concrete monument on said Westerly right of way line of State Road No. 93; thence run N. 05°41'41" E., along said right of way line, a distance of 1300.00 feet to the True Point of Beginning.

TOGETHER WITH rights of the "parent tract" (dominant tenement) set forth in the easement recorded in O. R. Book 1195, at Page 68, of the Public Records of Alachua County, Florida.

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 3077291 4 PG(S)
8/22/2017 3:16 PM
BOOK 4540 PAGE 598
J.K.'JESS' IRBY
Clerk of the Court, Alachua County, Florida
ERECORDED Receipt # 788101
Doc Stamp-Mort: $0.00
Doc Stamp-Deed: $7,100.80
Intang. Tax: $0.00

Prepared by and return to:
Lizete M. Raiford

Community Title, LLC
175 NW 138th Ter., Ste. 100
Newberry, FL 32669
352-331-0817
File Number: **CT-17-1147**

Parcel Identification No. **Part of Parcel# 03054-001-000**

[Space Above This Line For Recording Data]

Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this **14th** day of **August, 2017** between **Kenneth J. Fickett and Rebecca H. Fickett, husband and wife** whose post office address is **3001 NE 20th Way, Gainesville, FL 32606** of the County of **Alachua**, State of **Florida**, grantor*, and **Tomoka Hills Farms, Inc., a Florida corporation** whose post office address is **7201 NW 11th Pl, Gainesville, FL 32605** of the County of **Alachua**, State of **Florida**, grantee*,

Witnesseth that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Alachua County, Florida**, to-wit:

EAST PARCEL: A PARCEL OF LAND SITUATED IN FRACTIONAL SECTION 9 AND THE WILLIAM GARVIN GRANT, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT A CONCRETE MONUMENT AT THE SOUTHEAST CORNER OF SAID FRACTIONAL SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST, FOR A POINT OF REFERENCE AND RUN SOUTH 01 DEG. 54'57" WEST, A DISTANCE OF 3.76 FEET TO A CONCRETE MONUMENT ON THE SOUTHERLY RIGHT OF WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD (200 FOOT RIGHT OF WAY); THENCE RUN NORTH 87 DEG. 08'33" WEST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE A DISTANCE OF 1090.74 FEET TO A CONCRETE MONUMENT AT THE INTERSECTION OF SAID SOUTHERLY RIGHT OF WAY LINE WITH THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN NORTH 05 DEG. 41'41" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 100.12 FEET TO A 5/8" STEEL ROD AND CAP STAMPED CHW INC. (LB 5075) AT THE CENTERLINE OF AFOREMENTIONED ABANDONED SEABOARD COASTLINE RAILROAD AND THE POINT OF BEGINNING; THENCE RUN NORTH 87 DEG. 10'32" WEST, ALONG SAID CENTERLINE OF ABANDONED RAILROAD, A DISTANCE OF 1480.76 FEET TO A 1/2" STEEL ROD AND CAP STAMPED ACLS (LB2903) AT THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 2864.79 FEET; THENCE RUN 416.82 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 8 DEG. 20'11" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 88 DEG. 41'02" WEST, 416.45 FEET TO IT'S INTERSECTION WITH THE EAST LINE OF A PROPOSED 100 FOOT WIDE ROADWAY SAID INTERSECTION BEING ON THE ARC OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 900.00 FEET; THENCE RUN ALONG SAID EAST LINE, 364.58 FEET ALONG THE ARC OF SAID NON-TANGENT CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE 23 DEG. 12'35" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 04 DEG. 14'21" EAST, 362.09 FEET TO A NON-TANGENT POINT OF REVERSE CURVATURE ON THE ARC OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 3309.14 FEET; THENCE CONTINUE ALONG SAID EAST LINE, 211.79 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 03 DEG. 40'01" AND

SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 13 DEG. 59'35" EAST, 211.76 FEET TO A POINT OF TANGENCY; THENCE CONTINUE ALONG SAID EAST LINE, NORTH 12 DEG. 09'34" EAST, A DISTANCE OF 49.63 FEET TO IT'S INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF NW 162nd LANE, (A 60 FOOT WIDE RIGHT OF WAY); THENCE RUN SOUTH 78 DEG. 09'10" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 798.74 FEET TO A 4" SQUARE CONCRETE MONUMENT (NO IDENTIFICATION), MARKING THE NORTHWEST CORNER OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4281 AT PAGE 128 OF THE PUBLIC RECORDS OF ALACHUA COUNTY FLORIDA; THENCE RUN ALONG THE BOUNDS OF SAID LANDS THE FOLLOWING THREE (3) COURSES;

1) SOUTH 12 DEG. 02'06" WEST, A DISTANCE OF 217.73 FEET TO A 4" SQUARE CONCRETE MONUMENT AND DISK STAMPED (PLS 2228);

2) SOUTH 78 DEG. 08'35" EAST, A DISTANCE OF 399.95 FEET TO A 4" SQUARE CONCRETE MONUMENT AND DISK STAMPED (PLS2228);

3) NORTH 12 DEG. 02'06" EAST, A DISTANCE OF 217.80 TO A 5/8" STEEL ROD AND CAP STAMPED CHW INC (LB 5075)

SAID POINT BEING THE NORTHEAST CORNER OF SAID LANDS AND A POINT ON THE AFOREMENTIONED SOUTH RIGHT OF WAY LINE OF NW 162nd LANE; THENCE RUN SOUTH 78 DEG. 09'10" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 677.36 FEET TO IT'S INTERSECTION WITH THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93; THENCE RUN SOUTH 05 DEG. 41'04" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 294.78 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH EAST ROADWAY PARCEL:

A PARCEL OF LAND SITUATED IN FRACTIONAL SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A CONCRETE MONUMENT AT THE SOUTHEAST CORNER OF SAID FRACTIONAL SECTION 9, TOWNSHIP 8 SOUTH, RANGE 18 EAST, FOR A POINT OF REFERENCE AND RUN SOUTH 01 DEG. 54'57" WEST, A DISTANCE OF 3.76 FEET TO A CONCRETE MONUMENT ON THE SOUTHERLY RIGHT OF WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD (200 FOOT RIGHT OF WAY); THENCE RUN NORTH 87 DEG. 08'33" WEST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE A DISTANCE OF 1090.74 FEET TO A CONCRETE MONUMENT AT THE INTERSECTION OF SAID SOUTHERLY RIGHT OF WAY LINE WITH THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93, ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 (300 FOOT RIGHT OF WAY); THENCE RUN NORTH 05 DEG. 41'41" EAST ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 100.12 FEET TO A 5/8" STEEL ROD AND CAP STAMPED CHW INC (LB5075) AT THE CENTERLINE OF AFOREMENTIONED ABANDONED SEABOARD COASTLINE RAILROAD; THENCE RUN NORTH 87 DEG. 10'32" WEST, ALONG SAID CENTERLINE OF ABANDONED RAILROAD, A DISTANCE OF 1480.76 FEET TO A 1/2" STEEL ROD AND CAP STAMPED ACLS(LB2903) AT THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 2864.79 FEET; THENCE RUN 416.82 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 8 DEG. 20'11" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 88 DEG. 41'02" WEST, 416.45 FEET TO IT'S INTERSECTION WITH THE EAST LINE OF A PROPOSED 100 FOOT WIDE ROADWAY AND THE POINT OF BEGINNING, SAID INTERSECTION BEING ON THE ARC OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 900.00 FEET; THENCE RUN ALONG SAID EAST LINE, 364.58 FEET ALONG THE ARC OF SAID NON-TANGENT CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE 23 DEG. 12'35" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 04 DEG. 14'21" EAST, 362.09 FEET TO A NON-TANGENT POINT OF REVERSE CURVATURE ON THE ARC OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 3309.14 FEET; THENCE CONTINUE ALONG SAID EAST LINE, 211.79 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 03 DEG. 40'01" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 13 DEG. 59'35" EAST, 211.76 FEET TO A POINT OF TANGENCY; THENCE CONTINUE ALONG SAID EAST LINE, NORTH 12 DEG. 09'34" EAST, A DISTANCE OF 49.63 FEET TO IT'S INTERSECTION WITH

THE SOUTH RIGHT OF WAY LINE OF NW 162nd LANE, (A 60 FOOT WIDE RIGHT OF WAY); THENCE RUN NORTH 78 DEG. 09'10" WEST, ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 50.00 FEET TO IT'S INTERSECTION WITH THE CENTERLINE OF SAID PROPOSED 100 FOOT WIDE ROADWAY; THENCE RUN SOUTH 12 DEG. 09'34" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 49.36 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO WESTERLY, HAVING A RADIUS OF 3259.14 FEET; THENCE RUN ALONG SAID CENTERLINE, 209.02 FEET ALONG THE ARC OF SAID CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 03 DEG. 40'29" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 13 DEG. 59'49" WEST, 208.99 FEET TO A NON-TANGENT POINT OF REVERSE CURVATURE ON THE ARC OF A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 950.00 FEET; THENCE CONTINUE ALONG SAID CENTERLINE, 383.18 FEET ALONG THE ARC OF SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 23 DEG. 06'36" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 04 DEG. 15'43" WEST, 380.59 FEET TO IT'S POINT OF INTERSECTION WITH THE AFOREMENTIONED CENTERLINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD, SAID INTERSECTION BEING ON THE ARC OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 2864.79 FEET; THENCE RUN ALONG SAID CENTERLINE OF ABANDONED RAILROAD, 50.01 FEET ALONG THE ARC OF SAID CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 01 DEG. 00'01" AND SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 84 DEG. 00'56" EAST, 50.01 FEET TO THE POINT OF BEGINNING.

Subject to taxes for 2017 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

and said grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

* "Grantor" and "Grantee" are used for singular or plural, as context requires.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: RAMONA McHANCE

Kenneth J. Fickett

Witness Name: Jennifer Creed

Rebecca H. Fickett

State of Florida
County of Alachua

The foregoing instrument was acknowledged before me this 14th day of August, 2017 by Kenneth J. Fickett and Rebecca H. Fickett, who [ ] are personally known or [X] have produced a driver's license as identification.

[Notary Seal]

RAMONA M CHANCE
Notary Public - State of Florida
My Comm. Expires Feb 23, 2019
Commission # FF 174925
Bonded through National Notary Assn.

Notary Public

Printed Name: RAMONA M CHANCE

My Commission Expires: 2-23-19

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 1926519 2 PGS
2003 APR 15 12:10 PM BK 2645 PG 97
J. K. "BUDDY" IRBY
CLERK OF CIRCUIT COURT
ALACHUA COUNTY,FLORIDA
CLERK10 Receipt#134914
Doc Stamp-Deed: 455.00
By: _____D.C.

Prepared by Charles M. Gadd, Jr.
Clayton-Johnston, P.A.
111 SE First Avenue
Gainesville, FL 32602

Parcel ID Number: 03055-001-003
Grantee #1 TIN:
Grantee #2 TIN:

Warranty Deed

This Indenture, Made this 9 day of ~~March~~ April cb, 2003 A.D., **Between** William J. Shively

of the County of Alachua, State of Florida, **grantor,** and Tomoka Hills Farms, Inc., a corporation existing under the laws of the State of Florida

whose address is: PO Box 147018, Gainesville, FL 32614

of the County of Alachua, State of Florida, **grantee.**

Witnesseth that the GRANTOR, for and in consideration of the sum of ----------TEN DOLLARS ($10)---------- DOLLARS, and other good and valuable consideration to GRANTOR in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of Alachua State of Florida to wit:

Those certain lands as described on attached Exhibit A which are made a part hereof by reference.

Together with that certain 1999 Horton Mobile Home, Identification Number H209240G, Title Number 82523650.

SUBJECT TO taxes for 2003 and subsequent years.

SUBJECT TO restrictions and easements of record.

GRANTOR HEREIN WARRANTS THAT THE ABOVE-DESCRIBED PROPERTY IS NEITHER HIS HOMESTEAD NOR HIS RESIDENCE.

and the grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantor has hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: Allen D. Durham
Witness

Printed Name: Donald C. Matz, Jr.
Witness

William J. Shively (Seal)
P.O. Address: PO Box 147018, Gainesville, FL 32614

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 9 day of ~~March~~ April cb, 2003 by William J. Shively

he is personally known to me or he has produced his Florida driver's license as identification.

Cathy Bishop
Commission # CC 924639
Expires May 19, 2004
Bonded Thru
Atlantic Bonding Co., Inc.

Printed Name: Cathy Bishop
Notary Public
My Commission Expires: May 19, 2004

EXHIBIT A

A tract of land situated in Section 9, Township 8 South, Range 18 East, Alachua County, Florida, being more particularly described as follows:

Commence at the Southwest corner of the aforementioned Section 9, Township 8 South, Range 18 East, for the point of reference and run North 86°54'12" East, along the South line of said Section 9, a distance of 50.00 feet to the East right of way line of County Road No. 235-A (100 foot right of way); thence run North 03°06'59" West, along said East right of way line, a distance of 967.41 feet to the True Point of Beginning; thence continue North 03°06'59" West, along said right of way line, a distance of 235.36 feet to the intersection of said East right of way line with the South right of way line of Old State Highway No. 2 (66 foot right of way); thence run South 78°37'24" East, along said South right of way line, a distance of 321.65 feet to the beginning of a curve concave Northerly, said curve having a radius of 10209.13 feet; thence run Southeasterly, along said South right of way line and with said curve, through an arc angle of 01°56'28", an arc distance of 345.87 feet (chord bearing and distance of South 79°35'38" East, 345.86 feet respectively); thence run South 03°06'59" East, a distance of 540.96 feet; thence run South 86°53'01" West, a distance of 254.68 feet; thence run North 03°06'59" West, a distance of 466.97 feet; thence run South 86°53'01" West, a distance of 393.00 feet to the True Point of Beginning. LESS the Westerly 210 feet thereof.

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 2118786 1 PG
2005 MAR 22 11:29 AM BK 3090 PG 1391
J. K. "BUDDY" IRBY
CLERK OF CIRCUIT COURT
ALACHUA COUNTY, FLORIDA
CLERK10 Receipt#228412
Doc Stamp-Deed: 875.00

2118786

This Document Prepared By and Return to:
Charles M. Gadd, Jr.
CLAYTON-JOHNSTON, P.A.
111 S.E. First Ave.
Gainesville, FL 32601

Parcel ID Number: 03055-010-001

Warranty Deed

This Indenture, Made this 18th day of March, 2005 A.D., **Between** Darrell T. Lancaster and Myra K. Lancaster, husband and wife

of the County of Alachua, State of Florida, **grantors,** and Tomoka Hills Farms, Inc., a corporation existing under the laws of the State of Florida
whose address is: 7201 N.W. 11th Place, Gainesville, FL 32605

of the County of Alachua, State of Florida, **grantee.**

Witnesseth that the GRANTORS, for and in consideration of the sum of ----------TEN DOLLARS ($10)---------- DOLLARS, and other good and valuable consideration to GRANTORS in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, have granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of Alachua State of Florida to wit:

LOT 1, ALACHUA OAKS SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK "T", PAGE 53, PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.

ALSO THAT CERTAIN 1998, 80 X 28 CARRIAGE MANOR MOBILE HOME, VEHICLE IDENTIFICATION NUMBERS GAFLW75A68072CD21 AND GAFLW75B68072CD21, SERIAL NUBMERS 75032899 AND 75032900.

Subject to taxes for 2005 and subsequent years.

Subject to restrictions and easements of record.

and the grantors do hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantors have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: Charles M. Gadd, Jr.
Witness

Darrell T. Lancaster (Seal)
Darrell T. Lancaster
P.O. Address: 4927 N.W. 20th Drive, Gainesville, FL 32605

Printed Name: Denise Howry Hutson
Witness

Myra K. Lancaster (Seal)
Myra K. Lancaster
P.O. Address: 4927 N.W. 20th Drive, Gainesville, FL 32605

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 18th day of March, 2005 by Darrell T. Lancaster and Myra K. Lancaster, husband and wife

who are personally known to me or who have produced their Florida driver's license as identification.

Denise L. Hutson
Commission # DD171511
Expires Dec. 12, 2006
Bonded Thru
Atlantic Bonding Co., Inc.

Printed Name: Denise Howry Hutson
Notary Public
My Commission Expires:

CIRCUIT COURT CLERK
J.K. "Buddy" Irby
ALACHUA COUNTY, FL
Date 04/30/1999 16:01
Document ID 1606360
Book/Page 2229/ 1239

DTAX 700.00

This instrument prepared by:
MARVIN W. BINGHAM, JR.
P.O. Box 1930
Alachua, Florida 32616

RETURN TO

Tax Parcel # 03055-010-003

WARRANTY DEED

This Indenture, made this 28th day of April, 1999, between **Nanine Genender, an unmarried person, and Adrienne Bleichner, an unmarried person, whose post office address is P.O. Box 2253, Alachua, Florida 32616, grantors, and Tomoka Hills Farms, Inc.,** whose post office address is 7201 NW 11th Place, Gainesville, Florida 32605, grantee,

WITNESSETH that said grantors, for and in consideration of the sum of Ten and no/100 ($10.00) Dollars, and other good and valuable considerations to said grantors in hand paid by said grantee, the receipt of which is hereby acknowledged, have granted, bargained and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in Alachua County, Florida, to wit:

Lots Two (2) and Three (3), ALACHUA OAKS SUBDIVISION, according to plat thereof, as recorded in Plat Book "T", page 53, of the Public Records of Alachua County, Florida.

Together with that certain1997 Fleetwood Waverly Crest Doublewide Mobile Home Serial # FLFLV70A25143-WC21 and FLFLV70B25143-WC21.

SUBJECT TO and together with covenants, easements and restrictions of record, and taxes for the year 1999 and all subsequent years.

and said grantors do hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, grantors have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered
in our presence:

Witness
Printed Name D.V. JAKUPKO

Nanine Genender

Witness
Printed Name MARVIN W. BINGHAM JR

Adrienne Bleichner

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 28th day of April, 1999, by **Nanine Genender and Adrienne Bleichner,** who are personally known to me ✓ or produced _____ as identification.

MARVIN W. BINGHAM, JR.
Comm. No. CC 547201
My Comm. Exp. May. 22, 2000
Bonded thru Pichard Ins. Agcy.

NOTARY PUBLIC
Printed Name: MARVIN W. BINGHAM JR
My Commission Expires: 5.22.00

File No: 99-090

Sign Up for Property Watch

Parcel Summary

Parcel ID	03054-001-002
Prop ID	107846
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233200.50
Subdivision	
Legal Description	COM SE COR SEC S 01 DEG 54 MIN 57 SEC W 3.76 FT N 87 DEG 08 MIN 33 SEC W 1090.74 FT N 05 DEG 41 MIN 41 SEC E 100.12 FT POB N 87 DEG 10 MIN 32 SEC W 1480.76 FT WLY ALG CURVE 416.45 FT NLY ALG CURVE 362.09 FT NLY ALG CURVE 211.76 FT N 12 DEG 09 MIN 34 SEC E (Note: *The Description above is not to be used on legal documents.)
Property Use Code	VACANT COMM (01000)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	18.15
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$0	$0	$0	$0	$0
Land Value	$592,961	$592,961	$592,961	$592,961	$592,961
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$592,961**	**$592,961**	**$592,961**	**$592,961**	**$592,961**
Assessed Value	$592,961	$592,961	$592,961	$592,961	$592,961
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$592,961	$592,961	$592,961	$592,961	$592,961
Maximum Save Our Homes Portability	$0	$0	$0	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0000	VACANT RESIDENTIAL	18.15	790614	0	0	CI

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
8/14/2017	$1,014,400	WD	4540	0598	Unqualified (U)	Vacant	* KENNETH J & REBECCA H FICKET	TOMOKA HILLS FARMS INC	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Map



No data available for the following modules: Building Information, Sub Area, Extra Features, Permits, Sketches, Photos.

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Contact Us

Developed by Schneider GEOSPATIAL

Sign Up for Property Watch

Parcel Summary

Parcel ID	03055-010-003
Prop ID	12732
Location Address	17103 NW 162ND LN ALACHUA, FL 32615
Neighborhood/Area	233209.00
Subdivision	ALACHUA OAKS
Legal Description	ALACHUA OAKS PB T-53 LOTS 2 & 3 OR 2229/1239 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	SINGLE FAMILY (00100)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	6.9
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$267,658	$237,442	$171,929	$169,324	$171,456
Land Value	$193,200	$89,700	$89,700	$31,050	$31,050
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$460,858**	**$327,142**	**$261,629**	**$200,374**	**$202,506**
Assessed Value	$266,697	$242,452	$220,411	$200,374	$202,506
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$266,697	$242,452	$220,411	$200,374	$202,506
Maximum Save Our Homes Portability	$194,161	$84,690	$41,218	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0110	SFR RURAL	6.90	300564	0	0	RSF-1

Building Information

Type	SINGLE FAMILY	**Heat**	ELECTRIC
Total Area	3,200	**HC&V**	FORCED AIR
Heated Area	2,251	**HVAC**	CENTRAL
Exterior Walls	CB STUCCO	**Bathrooms**	2.0-Baths
Interior Walls	DRYWALL	**Bedrooms**	4 BEDROOMS
Roofing	ASPHALT	**Total Rooms**	
Roof Type	GABLE/HIP	**Stories**	1.0
Frame		**Actual Year Built**	2005
Floor Cover	CARPET; CLAY TILE	**Effective Year Built**	2005

Type	SOH MISC	**Heat**	
Total Area	705	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	2005

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
BAS	BASE AREA	2,251	3	0100	SINGLE FAMILY
FGR	FINISHED GARAGE	582	3	0100	SINGLE FAMILY
FOP	FINISHED OPEN PORCH	150	3	0100	SINGLE FAMILY
FSP	FIN SCREENED PORCH	217	3	0100	SINGLE FAMILY

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
0800	DRIVE/WALK	416		R1	RES
0963	FP PF 2	1		R7	RES
1641	PATIO 1	288		R1	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
4/28/1999	$100,000	WD	2229	1239	Qualified (Q)	Improved	* BLEICHNER & GENENDER /// NAN	TOMOKA HILLS FARMS INC	Link (Clerk)
8/15/1997	$33,500	WD	2127	307	Qualified (Q)	Vacant	* SANDERS CHESTER S MARGUERITE	* BLEICHNER & GENENDER	Link (Clerk)

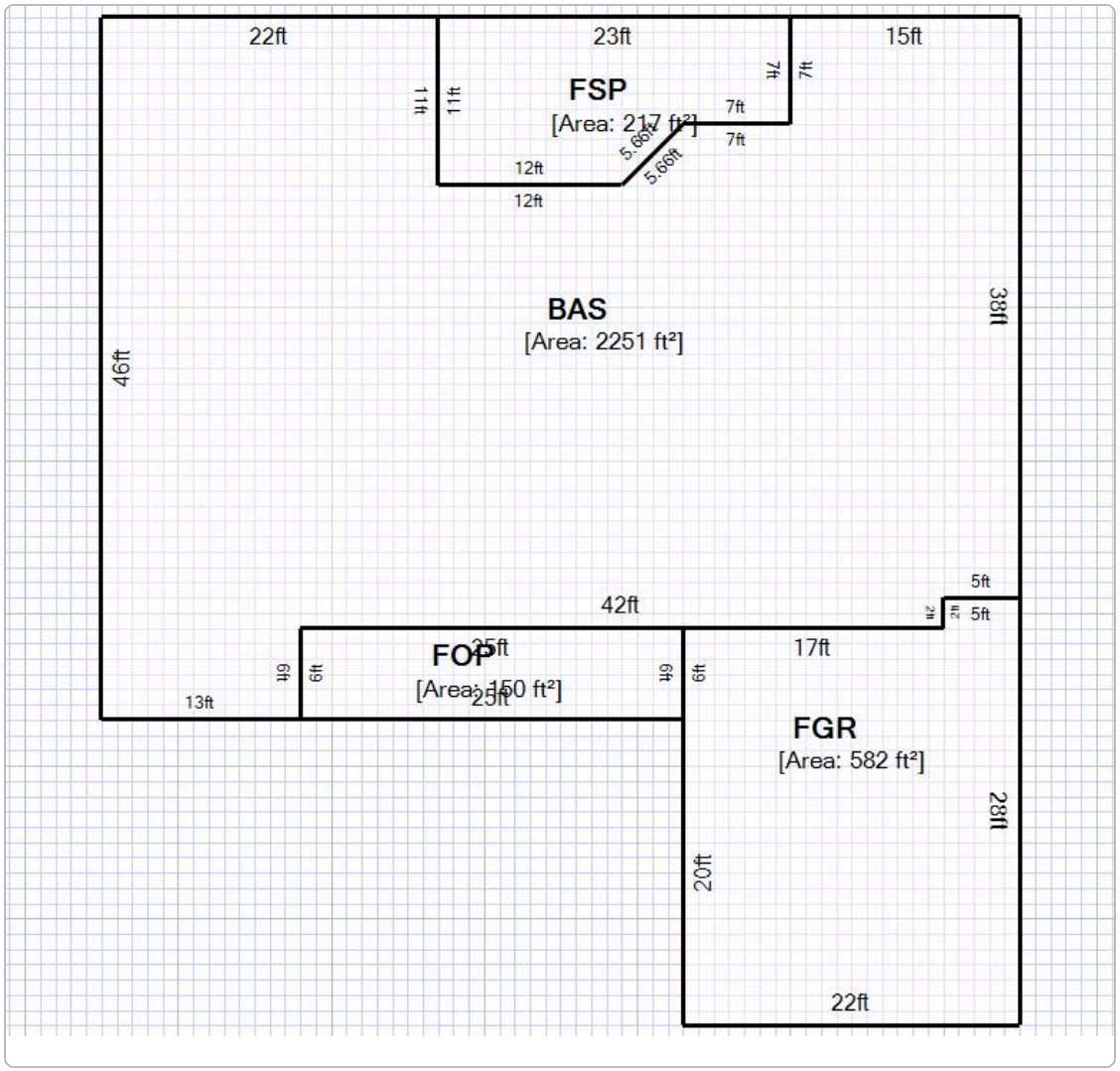
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
9407	ONE & TWO FAMILY DWELLING	Yes	No	7/16/2004	$108,239
6492	MANUFACTURED HOUSING	Yes	No	10/1/1997	$0

Our permitting information is pulled from the Alachua County Permitting Offices. Permitting information shown here is all the Property Appraiser has on file for this property. Any detailed questions about permits should be directed to the Permitting Offices.

Sketches


22ft
23ft
15ft
FSP
[Area: 217 ft²]
11ft
11ft
7ft
7ft
7ft
7ft
5.66ft
5.66ft
12ft
12ft
BAS
[Area: 2251 ft²]
38ft
46ft
5ft
42ft
2ft
5ft
FOP
[Area: 150 ft²]
25ft
25ft
17ft
6ft
6ft
6ft
6ft
13ft
FGR
[Area: 582 ft²]
28ft
20ft
22ft

Map



No data available for the following modules: Extra Features, Photos.

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Sign Up for Property Watch

Parcel Summary

Parcel ID	03871-000-000
Prop ID	15084
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233200.00
Subdivision	
Legal Description	THAT PART GOV LOT 2 N OF RAILROAD LESS W 50 FT R/W PER OR 671/395) & THAT STRIP ABANDONED RR R/W PER OR 836/205) LESS ONE ACRE PER OR 1312/289) OR 2219/1139 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	ACRG NOT AG (09900)
Sec/Twp/Rng	16-08-18
Tax Area	ALACHUA (1700)
Acres	6.29
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$0	$0	$0	$0	$0
Land Value	$22,644	$22,644	$22,644	$22,644	$22,644
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$22,644**	**$22,644**	**$22,644**	**$22,644**	**$22,644**
Assessed Value	$22,644	$22,644	$22,644	$22,644	$22,644
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$22,644	$22,644	$22,644	$22,644	$22,644
Maximum Save Our Homes Portability	$0	$0	$0	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

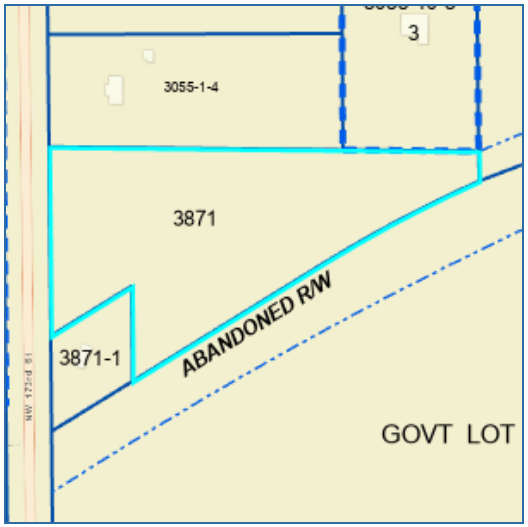
Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
9905	AC NON AG < 10	6.29	273992.4	0	0	RSF-4

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
2/26/1999	$40,000	MS	2219	1139	Unqualified (U)	Vacant	* O'NEAL JAMES A JR VIRGINIA L	TOMOKA HILLS FARMS INC	Link (Clerk)
12/28/1995	$17,500	MS	2043	2698	Unqualified (U)	Vacant	* SANDERS CHESTER S MARGUERITE	* O'NEAL JAMES A JR VIRGINIA L	Link (Clerk)
11/22/1995	$28,900	MS	2039	58	Unqualified (U)	Improved	* EDWARD DEWITT & FLORA E FLOY	* SANDERS CHESTER S MARGUERITE	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Map



No data available for the following modules: Building Information, Sub Area, Extra Features, Permits, Sketches, Photos.

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Sign Up for Property Watch

Parcel Summary

Parcel ID	03873-000-000
Prop ID	15088
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233200.00
Subdivision	
Legal Description	FRAC SEC & GARVIN GRT COM NE COR SEC S 3.76 FT TO S R/W ACL RR (ABANDONED) W ALG R/W 1090.69 FT TO W R/W I-75 S ALG R/W 1200.36 FT POB S ALG R/W 1257.04 FT SELY ALG R/W 1734.82 FT N 72 DEG W 2775.69 FT S 17 DEG W 592.04 FT W 725.63 FT TO E R/W SR-235A N 2 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	GRZGSOIL CLASS6 (06500)
Sec/Twp/Rng	16-08-18
Tax Area	ALACHUA (1700)
Acres	168.92
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$1,080	$1,080	$1,080	$1,080	$1,080
Land Value	$0	$0	$0	$0	$0
Land Agricultural Value	$59,700	$59,700	$59,700	$59,700	$59,700
Agricultural (Market) Value	$298,176	$298,176	$298,176	$298,176	$298,176
Just (Market) Value	**$299,256**	**$299,256**	**$299,256**	**$299,256**	**$299,256**
Assessed Value	$60,780	$60,780	$60,780	$60,780	$60,780
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$60,780	$60,780	$60,780	$60,780	$60,780
Maximum Save Our Homes Portability	$0	$0	$0	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
6550	HAY	155.00	6751800	0	0	A
5501	TIMBER 2-N	10.00	435600	0	0	A
5930	SWAMP/WATER	3.92	170755.2	0	0	A

Building Information

Type	SOH MISC	**Heat**	
Total Area	1	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	1998

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
2400	WELL	1		R5	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
1/18/2006	$100	WD	3299	210	Unqualified (U)	Improved	* SHIVELY WILLIAM J	TOMOKA HILLS FARMS INC	Link (Clerk)
9/23/1998	$98,600	WD	2193	1160	Unqualified (U)	Vacant	* KEFFER & MATTHEWS TRUSTEES M	* SHIVELY WILLIAM J	Link (Clerk)
9/23/1998	$493,000	WD	2193	1126	Unqualified (U)	Vacant	* KEFFER & MATTHEWS TRUSTEES /	* KEFFER & MATTHEWS TRUSTEES M	Link (Clerk)
5/17/1995	$100	WD	2012	1545	Unqualified (U)	Vacant	* MARY JOSEPHINE MATTHEWS	* KEFFER & MATTHEWS TRUSTEES	Link (Clerk)
4/11/1994	$63,500	WD	1959	2058	Unqualified (U)	Vacant	* DONALD G AHEARN & MARILYNN R	* MARY JOSEPHINE MATTHEWS	Link (Clerk)
1/30/1989	$17,000	WD	1725	342	Unqualified (U)	Vacant		* DONALD G AHEARN & MARILYNN R	Link (Clerk)
12/31/1988	$55,000	WD	1723	2020	Unqualified (U)	Vacant		* UNASSIGNED	Link (Clerk)
2/1/1980	$405,500	WD	1262	94	Unqualified (U)	Vacant		* UNASSIGNED	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
05-09826	ROOFING	Yes	No	3/28/2005	$26,820
6896	MECHANICAL	Yes	No	2/16/1999	$2,500

Our permitting information is pulled from the Alachua County Permitting Offices. Permitting information shown here is all the Property Appraiser has on file for this property. Any detailed questions about permits should be directed to the Permitting Offices.

Map



No data available for the following modules: Extra Features, Sketches, Photos.

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Contact Us

Developed by Schneider GEOSPATIAL

Sign Up for Property Watch

Parcel Summary

Parcel ID	03873-001-000
Prop ID	15089
Location Address	15601 NW 167TH BLVD ALACHUA, FL 32615
Neighborhood/Area	233200.00
Subdivision	
Legal Description	COM SE COR SEC 9-8-18 S 01 DEG 53 MIN 23 SEC W 3.76 FT N 87 DEG 10 MIN 07 SEC W 1090.74 FT N 87 DEG 10 MIN 07 SEC W 1480.81 FT WLY ALG CURVE 420.44 FT SLY ALG CURVE 278.57 FT POB S 60 DEG 19 MIN 57 SEC E 648.48 FT S 02 DEG 49 MIN 53 SEC W 368.87 FT S 29 D (Note: *The Description above is not to be used on legal documents.)
Property Use Code	SINGLE FAMILY (00100)
Sec/Twp/Rng	16-08-18
Tax Area	ALACHUA (1700)
Acres	13.01
Homesteaded	False

Click Here to Open Cyclomedia Viewer in a New Tab

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOWER HILL INSURANCE GROUP LLC
7201 NW 11TH PL
GAINESVILLE, FL 32605-3143

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$430,656	$395,050	$368,962	$345,676	$353,867
Land Value	$9,000	$9,000	$9,000	$9,000	$9,000
Land Agricultural Value	$2,483	$46,800	$46,800	$46,800	$46,800
Agricultural (Market) Value	$14,418	$234,000	$234,000	$234,000	$234,000
Just (Market) Value	**$454,074**	**$638,050**	**$611,962**	**$588,676**	**$596,867**
Assessed Value	$442,139	$450,850	$424,762	$401,476	$409,667
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$442,139	$450,850	$424,762	$401,476	$409,667
Maximum Save Our Homes Portability	$0	$0	$0	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0100	SFR	8.01	348915.6	0	0	A
0115	SFR ACREAGE	5.00	217800	0	0	A

Building Information

Type	SINGLE FAMILY	**Heat**	ELECTRIC
Total Area	7,154	**HC&V**	FORCED AIR
Heated Area	5,130	**HVAC**	CENTRAL
Exterior Walls	FACE BRICK; TILE/WD STUCCO	**Bathrooms**	4.0-Baths
Interior Walls	PANEL; PLASTER	**Bedrooms**	3 BEDROOMS
Roofing	ASPHALT	**Total Rooms**	
Roof Type	GABLE/HIP	**Stories**	1.0
Frame		**Actual Year Built**	1981
Floor Cover	CARPET	**Effective Year Built**	1994

Type	SOH MISC	**Heat**	
Total Area	33,546	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	1981

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
BAS	BASE AREA	5,130	4	0100	SINGLE FAMILY
FDU	FINISHED DET UTILITY	140	4	0100	SINGLE FAMILY
FGR	FINISHED GARAGE	858	4	0100	SINGLE FAMILY
FOP	FINISHED OPEN PORCH	1,026	4	0100	SINGLE FAMILY

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
0222	BARN 2	8,550		R2	RES
0241	BARN POLE 1	375		R2	RES
0242	BARN POLE 2	3,307		R2	RES
0280	BATH HOUSE	256		R2	RES
0959	FP 2	1		R7	RES
1020	GATE EL OP	1		R7	RES
1641	PATIO 1	2,200		R1	RES
1680	PAVING 1	15,880		R1	RES
1762	POOL 2	1		R3	RES
1960	SCREEN ENC	2,975		R5	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
5/10/2023	$5,202,800	WD	5093	0753	Qualified (Q)	Improved	TOMOKA HILLS FARMS INC	TOWER HILL INSURANCE GROUP INC	Link (Clerk)
1/22/1999	$912,000	WD	2213	1501	Qualified (Q)	Improved	* NEW LIFE CORPORATION OF AMER	TOMOKA HILLS FARMS INC	Link (Clerk)
4/10/1998	$100	CT	2162	2267	Unqualified (U)	Improved	* SOUTHERN CROSS OSTRICH FARM	* NEW LIFE CORPORATION OF AMER	Link (Clerk)
12/27/1994	$255,000	WD	2003	236	Unqualified (U)	Improved	* OSTRICH AMERICA CORP	* SOUTHERN CROSS OSTRICH FARM	Link (Clerk)
12/27/1994	$255,000	WD	1994	1479	Unqualified (U)	Improved	* OSTRICH AMERICA CORP	* OSTRICH AMERICA CORP	Link (Clerk)
4/9/1993	$385,000	WD	1902	834	Unqualified (U)	Improved	* DICKINSON HUNT DIC	* OSTRICH AMERICA CORP	Link (Clerk)
3/1/1979	$243,000	WD	1195	66	Unqualified (U)	Vacant		* DICKINSON HUNT DIC	Link (Clerk)

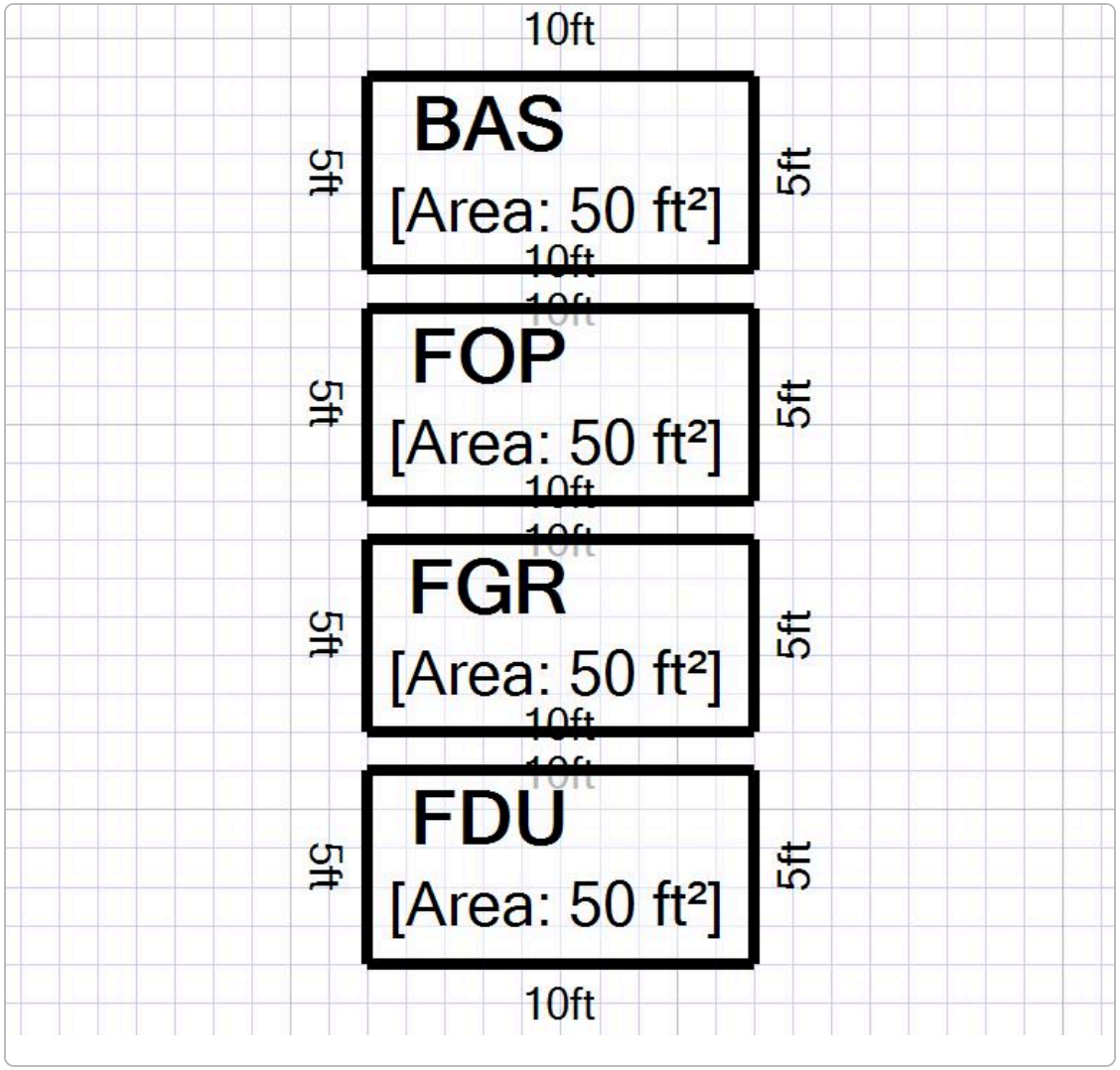
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

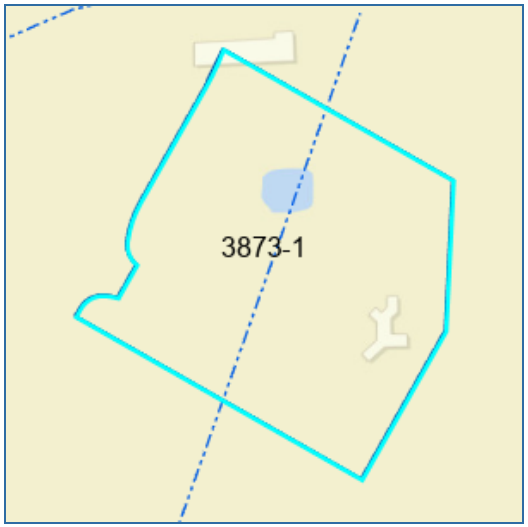
Permit Number	Type	Primary	Active	Issue Date	Value
P12-23-2072	COMM REMODEL PERMIT	Yes	Yes	5/15/2024	$14,731,781
P04-22-9258	DEMOLITION PERMIT	Yes	No	4/14/2022	$25,000
11-00000	OVER THE COUNTER INSPECT	Yes	No	8/31/2011	$0
06-10835	ROOFING	Yes	No	12/20/2006	$45,240
06-10831	REMODEL SFD	Yes	No	12/18/2006	$20,000
7499	POOL ENCLOSURE	Yes	No	8/18/2000	$11,174
7295	REMODEL RESI.	Yes	No	2/28/2000	$6,000
6009	MECHANICAL	Yes	No	5/14/1996	$800
5333	OVER THE COUNTER INSPECT	Yes	No	9/9/1993	$500
5278	PARK MOBILE HOME	Yes	No	6/3/1993	$0
5279	PARK MOBILE HOME	Yes	No	6/3/1993	$0

Our permitting information is pulled from the Alachua County Permitting Offices. Permitting information shown here is all the Property Appraiser has on file for this property. Any detailed questions about permits should be directed to the Permitting Offices.

Sketches


10ft
BAS
[Area: 50 ft²]
5ft
5ft
10ft
FOP
[Area: 50 ft²]
5ft
5ft
10ft
FGR
[Area: 50 ft²]
5ft
5ft
10ft
FDU
[Area: 50 ft²]
5ft
5ft
10ft

Map



No data available for the following modules: Extra Features, Photos.

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Parcel Summary

Parcel ID	03873-001-001
Prop ID	507279
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233200.00
Subdivision	
Legal Description	TRACT IN FRAC SECTIONS 9 16 TWP 8 RNG 18 AND GARVIN GRANT COM SE COR OF SEC 9-8-18 RUN S 3.76 FT N 87 DEG W ALONG RR R/W 1090.74 FT TO W R/W I-75 N 5 DEG E 100.12 FT THE POB N 87 DEG W 1480.63 FT SYLY AN ARC DISTANCE OF 1729.58 FT S 58 DEG W 716.12 FT TO (Note: *The Description above is not to be used on legal documents.)
Property Use Code	GRZGSOIL CLASS6 (06500)
Sec/Twp/Rng	16-08-18
Tax Area	ALACHUA (1700)
Acres	121.99
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values
Improvement Value	$0
Land Value	$0
Land Agricultural Value	$46,800
Agricultural (Market) Value	$219,582
Just (Market) Value	**$219,582**
Assessed Value	$46,800
Exempt Value	$0
Taxable Value	$46,800
Maximum Save Our Homes Portability	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
6550	HAY	121.99	5313884.4	0	0	A

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
1/22/1999	$912,000	WD	2213	1501	Qualified (Q)	Improved	* NEW LIFE CORPORATION OF AMER	TOMOKA HILLS FARMS INC	Link (Clerk)
4/10/1998	$100	CT	2162	2267	Unqualified (U)	Improved	* SOUTHERN CROSS OSTRICH FARM	* NEW LIFE CORPORATION OF AMER	Link (Clerk)
12/27/1994	$255,000	WD	2003	236	Unqualified (U)	Improved	* OSTRICH AMERICA CORP	* SOUTHERN CROSS OSTRICH FARM	Link (Clerk)
12/27/1994	$255,000	WD	1994	1479	Unqualified (U)	Improved	* OSTRICH AMERICA CORP	* OSTRICH AMERICA CORP	Link (Clerk)
4/9/1993	$385,000	WD	1902	834	Unqualified (U)	Improved	* DICKINSON HUNT DIC	* OSTRICH AMERICA CORP	Link (Clerk)
3/1/1979	$243,000	WD	1195	66	Unqualified (U)	Vacant		* DICKINSON HUNT DIC	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Map



No data available for the following modules: Building Information, Sub Area, Extra Features, Permits, Sketches, Photos.

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Sign Up for Property Watch

Parcel Summary

Parcel ID	03055-001-001
Prop ID	12728
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233209.00
Subdivision	
Legal Description	COM SW COR SEC E 50 FT POB N 3 DEG W 500.44 FT N 86 DEG E 647.88 FT S 3 DEG E 500.66 FT S 86 DEG W TO POB (LESS THE S1/2 PER OR 2119/1494) OR 2219/1139 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	VACANT (00000)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	3.72
Homesteaded	False

No Image Available

View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$0	$0	$0	$0	$0
Land Value	$104,160	$48,360	$48,360	$24,924	$24,924
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$104,160**	**$48,360**	**$48,360**	**$24,924**	**$24,924**
Assessed Value	$33,174	$30,158	$27,416	$24,924	$24,924
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$33,174	$30,158	$27,416	$24,924	$24,924
Maximum Save Our Homes Portability	$70,986	$18,202	$20,944	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0115	SFR ACREAGE	3.72	162043.2	0	0	RSF-4

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
2/26/1999	$40,000	MS	2219	1139	Unqualified (U)	Vacant	* O'NEAL JAMES A JR VIRGINIA L	TOMOKA HILLS FARMS INC	Link (Clerk)
12/28/1995	$17,500	MS	2043	2698	Unqualified (U)	Improved	* SANDERS CHESTER S MARGUERITE	* O'NEAL JAMES A JR VIRGINIA L	Link (Clerk)
11/22/1995	$28,900	MS	2039	58	Unqualified (U)	Improved	* E D & FLORA E FLOYD	* SANDERS CHESTER S MARGUERITE	Link (Clerk)
6/6/1988	$85,800	MS	1705	999	Unqualified (U)	Vacant	* E D FLOYD; & FLORA E FLOYD	* E D & FLORA E FLOYD	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
97-00000	OVER THE COUNTER INSPECT	Yes	No	1/1/1997	$0
95-00000	OVER THE COUNTER INSPECT	Yes	No	12/31/1995	$0

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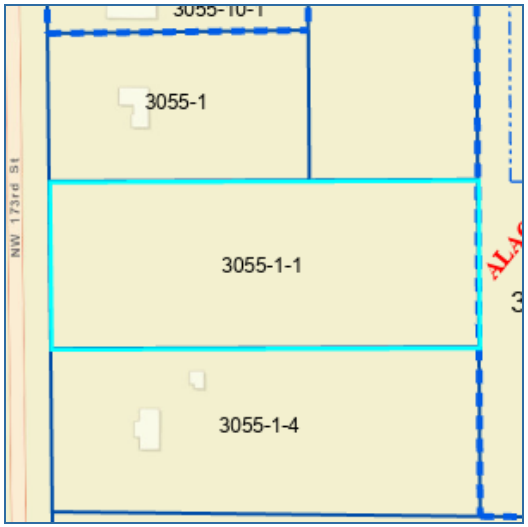
Map



No data available for the following modules: Building Information, Sub Area, Extra Features, Sketches, Photos.

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Parcel Summary

Parcel ID	03055-001-003
Prop ID	12729
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233209.00
Subdivision	
Legal Description	COM SW COR SEC E 50 FT N 3 DEG W 967.41 FT POB N 3 DEG W 235.36 FT S 78 DEG E 321.65 FT SELY ALG CURVE 345.87 FT S 3 DEG E 540.96 FT W 254.68 FT N 3 DEG W 466.97 FT W 393 FT POB LESS THE N 210 FT OF THE W 210 FT OR 2645/0097 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	MISC. RESIDENCE (00700)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	4
Homesteaded	False

Click Here to Open Cyclomedia Viewer in a New Tab



View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARM INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$1,884	$1,884	$1,884	$1,884	$1,884
Land Value	$100,800	$46,800	$46,800	$24,120	$24,120
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$102,684**	**$48,684**	**$48,684**	**$26,004**	**$26,004**
Assessed Value	$34,612	$31,465	$28,604	$26,004	$26,004
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$34,612	$31,465	$28,604	$26,004	$26,004
Maximum Save Our Homes Portability	$68,072	$17,219	$20,080	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0110	SFR RURAL	4.00	174240	0	0	RMF-8

Building Information

Type	SOH MISC	**Heat**	
Total Area	1	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	1990

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
2420	WELL/SEPT	1		R5	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
4/9/2003	$65,000	WD	2645	97	Qualified (Q)	Improved	* SHIVELY WILLIAM J	TOMOKA HILLS FARM INC	Link (Clerk)
2/27/2003	$65,000	WD	2614	1160	Qualified (Q)	Improved	* FOWLER JUDITH ANN	* SHIVELY WILLIAM J	Link (Clerk)
12/24/1996	$35,000	MS	2093	58	Unqualified (U)	Vacant	* CHESTER S SANDERS MARGUERITE	* FOWLER JUDITH ANN	Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

Permit Number	Type	Primary	Active	Issue Date	Value
7204	MANUFACTURED HOUSING	Yes	No	11/16/1999	$34,000
98-00000	OVER THE COUNTER INSPECT	Yes	No	1/1/1998	$0
97-00000	OVER THE COUNTER INSPECT	Yes	No	1/1/1997	$0

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Map



No data available for the following modules: Extra Features, Sketches, Photos.

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Parcel Summary

Parcel ID	03055-010-001
Prop ID	12731
Location Address	UNASSIGNED LOCATION RE
Neighborhood/Area	233209.00
Subdivision	ALACHUA OAKS
Legal Description	ALACHUA OAKS PB T-53 LOT 1 3090/1391 (Note: *The Description above is not to be used on legal documents.)
Property Use Code	MISC. RESIDENCE (00700)
Sec/Twp/Rng	09-08-18
Tax Area	ALACHUA (1700)
Acres	2.21
Homesteaded	False

Click Here to Open Cyclomedia Viewer in a New Tab



View Map

Millage Rate Value

Millage Rate: 21.8298

Owner Information

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Valuation

	2023 Certified Values	2022 Certified Values	2021 Certified Values	2020 Certified Values	2019 Certified Values
Improvement Value	$1,884	$1,884	$1,884	$1,884	$1,884
Land Value	$61,880	$28,730	$28,730	$14,807	$14,807
Land Agricultural Value	$0	$0	$0	$0	$0
Agricultural (Market) Value	$0	$0	$0	$0	$0
Just (Market) Value	**$63,764**	**$30,614**	**$30,614**	**$16,691**	**$16,691**
Assessed Value	$22,215	$20,196	$18,360	$16,691	$16,691
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$22,215	$20,196	$18,360	$16,691	$16,691
Maximum Save Our Homes Portability	$41,549	$10,418	$12,254	$0	$0

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2023 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
0110	SFR RURAL	2.21	96267.6	0	0	RMF-8

Building Information

Type	SOH MISC	**Heat**	
Total Area	1	**HC&V**	
Heated Area		**HVAC**	
Exterior Walls		**Bathrooms**	
Interior Walls		**Bedrooms**	
Roofing		**Total Rooms**	
Roof Type		**Stories**	1.0
Frame		**Actual Year Built**	0
Floor Cover		**Effective Year Built**	1998

Sub Area

Type	Description	Sq. Footage	Quality	Imprv Use	Imprv Use Descr
2420	WELL/SEPT	1		R5	RES

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee	Link to Official Records
3/18/2005	$125,000	WD	3090	1391	Qualified (Q)	Improved	* LANCASTER DARRELL T MYRA K	TOMOKA HILLS FARMS INC	Link (Clerk)
1/27/1998	$17,500	WD	2151	74	Qualified (Q)	Vacant	* HOLLAND HUGH H SR JO ANN	* LANCASTER DARRELL T MYRA K	Link (Clerk)
7/7/1997	$10,000	WD	2121	116	Qualified (Q)	Vacant	* SANDERS CHESTER S MARGUERITE	* HOLLAND HUGH H SR JO ANN	Link (Clerk)

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Permits

Permit Number	Type	Primary	Active	Issue Date	Value
7040	WOOD DECK / DOCK	Yes	No	6/18/1999	$1,500
6603	MISCELLANEOUS	Yes	No	2/13/1998	$1,280
6585	MANUFACTURED HOUSING	Yes	No	1/23/1998	$50,450

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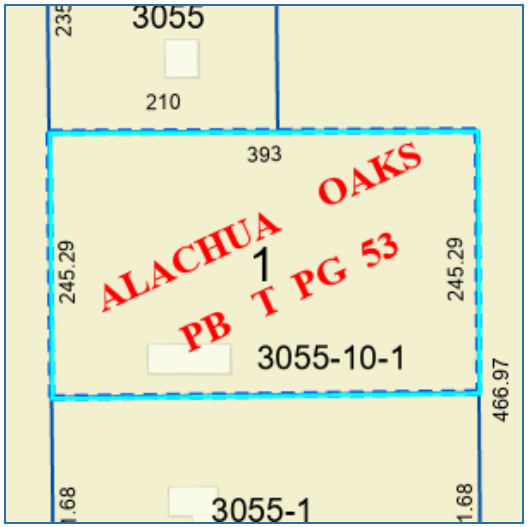
Map



Photos



No data available for the following modules: Extra Features, Sketches.

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Search > Account Summary

Real Estate Account #03054 001 002

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$12,513.50**.

Account History

BILL	AMOUNT DUE		STATUS		ACTION
2023 Annual Bill	$0.00	**Paid** $12,513.50	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $12,330.71	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $12,636.75	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $12,715.48	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $13,100.52	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $13,379.27	03/20/2019	**Receipt** #18-0132675	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03055 010 003

Owner:
TOMOKA HILLS FARMS INC

Situs:
17103 NW 162ND LN
ALACHUA 32615

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$7,322.09**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $7,322.09	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $6,016.49	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $5,313.92	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $4,611.47	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $4,791.57	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $4,831.37	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $4,795.29	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $4,476.52	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $4,608.13	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $4,557.06	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $4,220.04	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $4,445.03	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $4,720.11	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $4,779.46	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $6,362.43	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1044		**Redeemed**	07/12/2010	**Face** $6,053.50, **Rate** 0.25%	
		Paid $6,362.43			
2008 Annual Bill	$0.00	**Paid** $5,034.05	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $4,932.49	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $5,184.30	12/12/2006	**Receipt** #2006-9094411	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $2,138.29	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $1,791.27	12/31/2004	**Receipt** #2004-4018874	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $1,974.15	11/19/2003	**Receipt** #2003-3014859	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $1,880.49	11/26/2002	**Receipt** #2002-0216743	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03871 000 000

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

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Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$561.60**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $561.60	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $554.62	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $566.31	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $562.53	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $577.24	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $569.49	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $582.21	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $535.38	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $545.65	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $538.75	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $538.58	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $537.73	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $549.56	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $545.58	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $671.44	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1327		**Redeemed**	07/12/2010	**Face** $633.51, **Rate** 12.25%	
		Paid $671.44			
2008 Annual Bill	$0.00	**Paid** $491.57	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $493.27	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $570.94	03/08/2007	**Receipt** #2006-9001816	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $577.09	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $576.79	12/31/2004	**Receipt** #2004-4018877	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $584.18	11/19/2003	**Receipt** #2003-3014862	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $592.51	11/26/2002	**Receipt** #2002-0216745	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03873 000 000

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

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Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$1,273.73**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $1,273.73	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $1,255.00	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $1,286.36	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $1,295.16	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $1,334.63	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $1,316.89	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $1,315.56	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $1,402.42	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $1,431.78	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $1,344.51	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $1,346.46	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $1,346.76	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $1,378.81	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $1,371.21	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $1,715.89	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1328		**Redeemed**	07/12/2010	**Face** $1,628.23, **Rate** 6.5%	
		Paid $1,715.89			
2008 Annual Bill	$0.00	**Paid** $1,300.70	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $1,220.08	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $1,372.27	12/12/2006	**Receipt** #2006-9094411	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $1,403.29	11/30/2005	**Receipt** #2005-9051831	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $1,411.33	12/31/2004	**Receipt** #2004-4018882	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $1,282.09	11/19/2003	**Receipt** #2003-3014868	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $1,302.97	11/26/2002	**Receipt** #2002-0216777	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03873 001 000

Owner:
TOWER HILL INSURANCE GROUP LLC

Situs:
15601 NW 167TH BLVD
ALACHUA 32615

Parcel details
Property Appraiser

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Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/13/2023** for **$10,135.91**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $10,135.91	11/13/2023	**Receipt** #23-0017123	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $10,106.40	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $9,739.07	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $9,220.32	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $9,651.64	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $10,691.43	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $10,199.60	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $9,167.06	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $9,448.28	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $9,279.24	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $10,274.14	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $10,325.36	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $17,003.12	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $18,239.08	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $25,882.78	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1329		**Redeemed**	07/12/2010	**Face** $24,644.31, **Rate** 5.75%	
		Paid $25,882.78			
2008 Annual Bill	$0.00	**Paid** $20,547.34	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $17,254.79	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $18,286.71	12/12/2006	**Receipt** #2006-9094411	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $16,458.78	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $15,337.01	12/31/2004	**Receipt** #2004-4018881	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $13,790.07	11/19/2003	**Receipt** #2003-3014148	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $13,792.99	11/26/2002	**Receipt** #2002-0215517	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03873 001 001

Owner:
TOMOKA HILLS FARMS INC

Situs:
15405 NW 173RD ST
ALACHUA 32615

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$980.77**.

Account History

BILL	AMOUNT DUE		STATUS		ACTION
2023 Annual Bill	$0.00	**Paid** $980.77	11/15/2023	**Receipt** #23-0021245	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03055 001 001

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$1,220.61**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $1,220.61	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $823.32	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $804.88	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $611.12	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $627.28	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $619.32	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $633.34	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $589.86	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $601.21	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $593.60	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $593.41	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $592.48	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $605.52	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $601.11	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $737.75	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1041		**Redeemed**	07/12/2010	**Face** $696.67, **Rate** 9%	
		Paid $737.75			
2008 Annual Bill	$0.00	**Paid** $541.59	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $543.49	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $629.05	03/08/2007	**Receipt** #2006-9001817	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $635.83	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $635.51	12/31/2004	**Receipt** #2004-4018873	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $643.64	11/19/2003	**Receipt** #2003-3014852	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $652.80	11/26/2002	**Receipt** #2002-0216739	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03055 001 003

Owner:
TOMOKA HILLS FARM INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$1,264.97**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $1,264.97	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $872.10	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $852.29	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $661.40	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $674.15	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $666.30	11/15/2018	**Receipt** #18-0017014	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $680.91	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $631.73	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $643.57	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $638.00	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $1,257.83	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012					
2012 Annual Bill	$0.00	**Paid** $1,736.78	11/15/2012	**Receipt** #12-0024271	Print (PDF)
Refund		**Processed** $430.22	12/10/2012	**To** DIXIANA, LLC	
		Paid $1,736.78			
2011 Annual Bill	$0.00	**Paid** $1,378.85	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $1,397.30	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $1,849.03	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1042		**Redeemed**	07/12/2010	**Face** $1,755.03, **Rate** 8.25%	
		Paid $1,849.03			
2008 Annual Bill	$0.00	**Paid** $1,440.85	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $1,433.72	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $1,598.20	03/08/2007	**Receipt** #2006-9001819	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $1,535.67	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $1,308.92	12/31/2004	**Receipt** #2004-4018870	Print (PDF)
2003 Annual Bill	$0.00	**Paid** $575.73	11/19/2003	**Receipt** #2003-3014857	Print (PDF)
2002 Annual Bill	$0.00	**Paid** $568.79	02/28/2003	**Receipt** #2002-0262677	Print (PDF)
Total Amount Due	**$0.00**				

Search > Account Summary

Real Estate Account #03055 010 001

Owner:
TOMOKA HILLS FARMS INC

Situs:
UNASSIGNED LOCATION RE

Parcel details
Property Appraiser

Get bills by email

Amount Due

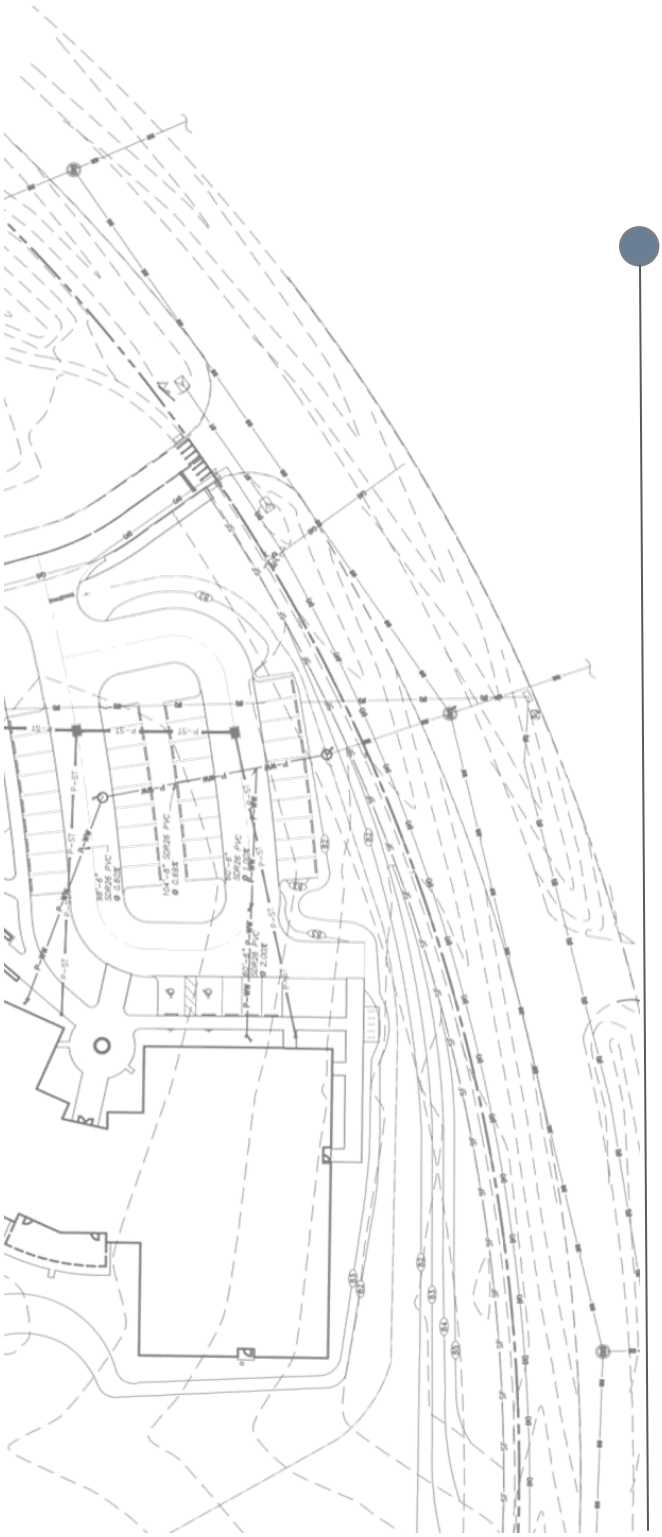
Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$841.41**.

Account History

BILL	AMOUNT DUE	STATUS			ACTION
2023 Annual Bill	$0.00	**Paid** $841.41	11/15/2023	**Receipt** #23-0021245	Print (PDF)
2022 Annual Bill	$0.00	**Paid** $597.00	11/16/2022	**Receipt** #22-0021072	Print (PDF)
2021 Annual Bill	$0.00	**Paid** $584.06	11/10/2021	**Receipt** #21-0016351	Print (PDF)
2020 Annual Bill	$0.00	**Paid** $462.95	11/16/2020	**Receipt** #20-0017113	Print (PDF)
2019 Annual Bill	$0.00	**Paid** $469.65	11/12/2019	**Receipt** #19-0013751	Print (PDF)
2018 Annual Bill	$0.00	**Paid** $464.85	11/14/2018	**Receipt** #18-0013874	Print (PDF)
2017 Annual Bill	$0.00	**Paid** $474.25	11/21/2017	**Receipt** #17-0027705	Print (PDF)
2016 Annual Bill	$0.00	**Paid** $411.42	11/17/2016	**Receipt** #16-0021180	Print (PDF)
2015 Annual Bill	$0.00	**Paid** $423.87	11/24/2015	**Receipt** #15-0030604	Print (PDF)
2014 Annual Bill	$0.00	**Paid** $423.45	11/25/2014	**Receipt** #14-0030489	Print (PDF)
2013 Annual Bill	$0.00	**Paid** $428.51	11/19/2013	**Receipt** #13-0019209	Print (PDF)
2012 Annual Bill	$0.00	**Paid** $430.94	11/15/2012	**Receipt** #12-0024271	Print (PDF)
2011 Annual Bill	$0.00	**Paid** $442.65	11/29/2011	**Receipt** #2011-3015005	Print (PDF)
2010 Annual Bill	$0.00	**Paid** $1,793.22	11/30/2010	**Receipt** #2010-1015619	Print (PDF)
2009					
2009 Annual Bill	$0.00	**Paid** $2,409.30	07/12/2010	**Receipt** #2009-9103466	Print (PDF)
Certificate #1043		**Redeemed**	07/12/2010	**Face** $2,288.62, **Rate** 8.25%	
		Paid $2,409.30			
2008 Annual Bill	$0.00	**Paid** $1,928.07	11/25/2008	**Receipt** #2008-9010881	Print (PDF)
2007 Annual Bill	$0.00	**Paid** $1,924.81	11/30/2007	**Receipt** #2007-9034034	Print (PDF)
2006 Annual Bill	$0.00	**Paid** $2,077.10	12/12/2006	**Receipt** #2006-9094411	Print (PDF)
2005 Annual Bill	$0.00	**Paid** $1,000.71	01/31/2006	**Receipt** #2005-9061218	Print (PDF)
2004 Annual Bill	$0.00	**Paid** $971.24	02/02/2005	**Receipt** #2004-4021134	Print (PDF)
2003					
2003 Annual Bill	$0.00	**Paid** $1,138.40	02/02/2005	**Receipt** #2004-4021134	Print (PDF)
Certificate #702		**Redeemed**	02/02/2005	**Face** $1,078.24, **Rate** 0.25%	
		Paid $1,138.40			
2002					
2002 Annual Bill	$0.00	**Paid** $1,106.09	07/31/2004	**Receipt** #2003-3082866	Print (PDF)
Certificate #834		**Redeemed**	08/02/2004	**Face** $1,047.47, **Rate** 0.25%	
		Paid $1,106.09			
Total Amount Due	**$0.00**				

Application Package
Table of Contents

1. Cover Letter
2. Rezoning Application
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. **Neighborhood Meeting Materials**
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan
11. Environmental Exhibits
12. Golf Course Best Management Practices



Tomoka Hills

Large-scale Comprehensive Plan Amendment And Planned Development Rezoning

Neighborhood Meeting package

Date:
August 21, 2024

Prepared on behalf of:
Tower Hill Insurance Group, LLC and
Tomoka Hills Farms, Inc.

Prepared by:
CHW

PN# 21-0025.09

Mailed Memorandum

NEIGHBORHOOD MEETING PUBLIC NOTICE

Tomoka Hills PD and Site Plan
21-0025.09,.18

To:	Neighbors of the Southwest quadrant of US 441 / I-75 Interchange
From:	Ryan Thompson, AICP, Sr. Project Manager
Date:	6 August 2024
RE:	Neighborhood Meeting Public Notice

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1).

The first application is a Large-scale Comprehensive Plan Amendment (LSCPA) to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre.)

The second application is a Rezoning to change the zoning designations from Commercial Intensive (CI), Community Commercial (CC), Residential Multiple Family-8 (RMF-8), Residential Single-Family-4 (RSF-4), and Agriculture to Planned Development-Commercial (PD-COMM) and PD-Residential (PD-R). This application will bring the zoning in compliance with the proposed Future Land Use designations.

The third application is a Site Plan for a ±197-acre golf course with a ±5,000-square-foot maintenance and storage building, and associated infrastructure. Approval of the golf course is not contingent on the LSCPA and/or Rezoning applications' approval. The golf course is permitted in the existing Agriculture FLU and zoning designations.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

The site is located on US 441's south side, generally on the east side of Progress Park and the west side of Upland Industrial Park.

Meeting Details

Date:	21 August 2024
Time:	6:00 PM
Location:	CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact:	Ryan Thompson, AICP 11801 Research Drive Alachua, FL 32615 (352) 331-1976

This is not a public hearing. The purpose of the neighborhood meeting is to inform the public about the nature of the proposal and seek their comments.

If you are unable to attend the meeting, please contact CHW using the information above, and we will provide materials after the meeting is held. Comments may also be submitted in writing to the address or email above or by phone at the phone number above.

Mailing Labels

Neighborhood Workshop Notice
ACKLEY ROBERT L & MARY J
15817 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

Neighborhood Workshop Notice
ALACHUA COUNTY
PO BOX 2877
GAINESVILLE, FL 32602

Neighborhood Workshop Notice
BLACK NANCY BURGESS
6827 41ST ST NW APT 121
WASHINGTON, DC 20012

Neighborhood Workshop Notice
BRADLEY & WILLIAMS
16919 NW 162ND LN
ALACHUA, FL 32615

Neighborhood Workshop Notice
CITY OF ALACHUA
15100 NW 142ND TER
ALACHUA, FL 32615

Neighborhood Workshop Notice
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

Neighborhood Workshop Notice
CAMPBELL MENZIE G
16903 NW 162ND LN
ALACHUA, FL 32615

Neighborhood Workshop Notice
CORNERSTONE ALACHUA LLC
426 SW COMMERCE DR STE 130
LAKE CITY, FL 32025

Neighborhood Workshop Notice
M & L 441 LLC
1113 OLD POPO POINT
ST JOHNS, FL 32259

Neighborhood Workshop Notice
ROUX JOHN P
PO BOX 1673
ALACHUA, FL 32616

Neighborhood Workshop Notice
SINGH LAKHVIR
PO BOX 2092
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALACHUA HOLDINGS LTD
PO BOX 1990
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALSPAUGH & BROWN TRUSTEE & DIXO
% HIMMERLRICH AND COMPANY
898 SW 21ST ST
BOCA RATON, FL 33486

Neighborhood Workshop Notice
BURGESS & BURGESS
15008 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
CITY OF ALACHUA
PO BOX 9
ALACHUA, FL 32616

Neighborhood Workshop Notice
DELOACH VIRGIL C & HOLLY H
PO BOX 532
FT WHITE, FL 32038

Neighborhood Workshop Notice
FIRST STREET GROUP L C
PO BOX 1990
ALACHUA, FL 32616

Neighborhood Workshop Notice
HARKINS JAMES E JR & RENEE
PO BOX 6307
MARIANNA, FL 32447

Neighborhood Workshop Notice
MAKENNA PARKER HOMES LLC
2714 SW 130TH TER
ARCHER, FL 32618

Neighborhood Workshop Notice
MALBEC II LLC
100 S BISCAYNE BLVD SUITE 900
MIAMI, FL 33131

Neighborhood Workshop Notice
MALLARD MITCHELL E & ESTHER R
14614 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
SHIRES CYNTHIA H
PO BOX 1259
ALACHUA, FL 32616

Neighborhood Workshop Notice
VICKORY WILLIAM A & SUSAN S
15404 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
VICKORY WILLIAM HENRY LIFE ESTATE
15310 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
ALL AMERICAN OIL LLC
380 COMMERCE PARKWAY
ROCKLEDGE, FL 32955

Neighborhood Workshop Notice
CATA LIGHTS CORP
630 VASSAR ST #2506
ORLANDO, FL 32804

Neighborhood Workshop Notice
CAVACEPPI SHARLEEN O TRUSTEE
PO BOX 1325
ALACHUA, FL 32616

Neighborhood Workshop Notice
CHASING CHICKEN 2 INC
501 E TENNESSEE ST A
TALLAHASSEE, FL 32308

Neighborhood Workshop Notice
DWARKADHISH INVESTMENTS INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

Neighborhood Workshop Notice
FDOT RIGHT OF WAY DEPT
MAIL STATION 2020 1109 S MARION AVE
LAKE CITY, FL 32025

Neighborhood Workshop Notice
HOOVER RESTAURANTS LLC
4030 JOHNS CREEK PARKWAY
SUWANEE, GA 30024

Neighborhood Workshop Notice
IMPERIAL AIRPORT
489 CROCKER SPERRY DR
MONTECITO, CA 93108

Neighborhood Workshop Notice
JP & KP LLC
11149 CONISTON WAY
WINDERMERE, FL 34786

Neighborhood Workshop Notice
LE STORE LLC
22211 W NEWBERRY RD
NEWBERRY, FL 32669

Neighborhood Workshop Notice
MCDONALD'S CORP (009/0551)
C/O JUAN PRADO
6625 VAN DYKE RD
LUTZ, FL 33558

Neighborhood Workshop Notice
MOHAN-LERRA FAMILY PARTNERSHIP
16715 NW 129TH TER
ALACHUA, FL 32615

Neighborhood Workshop Notice
NORTH FLORIDA REGIONAL MEDICAL
PO BOX 80610
INDIANAPOLIS, IN 46280

Neighborhood Workshop Notice
SARCAV LLC
8303 AUTUMWIND DR
JACKSONVILLE, FL 32218

Neighborhood Workshop Notice
SARCAV LLC
C/O SILVIO CAVACEPPI
8303 AUTUMNWIND DR
JACKSONVILLE, FL 32218

Neighborhood Workshop Notice
SHREE LAXMI NARAYAN INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

Neighborhood Workshop Notice
TLC PROPERTIES INC
2065 NW 57TH ST
OCALA, FL 34475

Neighborhood Workshop Notice
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Neighborhood Workshop Notice
TOWER HILL INSURANCE GROUP LLC
7201 NW 11TH PL
GAINESVILLE, FL 32605

Neighborhood Workshop Notice
ALACHUA COUNTY
12 SE 1ST ST
GAINESVILLE, FL 32601

Neighborhood Workshop Notice
THOMAS & THOMAS & THOMAS HEIRS
312 MCBRIEN RD APT 423
CHATTANOOGA, TN 37411

Neighborhood Workshop Notice
Roux John P
16260 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Cornerstone Alachua LLC
16286 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Cata Lights Corp
16134 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
JP & KP LLC
15901 NW 158TH LN
Alachua, FL 32615

Neighborhood Workshop Notice
Shree Laxmi Narayan INC
16305 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
Sarcav LLC
16807 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
McDonald's Corp (009/0551)
16018 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Chasing Chicken 2 INC
16088 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Dwarkadhish Investments INC
16100 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Imperial Airport
16130 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Hoover Restaurants LLC
16070 NW US HWY 441 STE 100
Alachua, FL 32615

Neighborhood Workshop Notice
Le Store LLC
16070 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Mohan-Lerra Family Partnership
15981 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
All American Oil LLC
15980 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Shires Cynthia H
14433 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Burgess & Burgess
15010 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Makenna Parker Homes LLC
14706 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Tomoka Hills Farms INC
17103 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
Tower Hill Insurance Group LLC
15403 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
City Manager
Mike DaRoza
PO Box 9
Alachua FL 32615

Neighborhood Workshop Notice
County Manager
Michele L. Lieberman
12 SE 1st Street
Gainesville FL 32601

Neighborhood Workshop Notice
Antoinette Endelicato
5562 NW 93rd Ave
Gainesville FL 32653

Neighborhood Workshop Notice
Assistant Director Planning
Linda Dixion, AICP
PO Box 115050
GAINESVILLE FL 32611

Neighborhood Workshop Notice
Tamara Robins
PO Box 2317
Alachua FL 32616

Neighborhood Workshop Notice
Lynda Coon
7216 NW 126 Ave
Alachua FL 32615

Neighborhood Workshop Notice
Joseph & Phyllis Strickland
14103 NW 156th Place
Alachua FL 32615

Neighborhood Workshop Notice
Jean Calderwood
14095 NW 174th Ave
Alachua FL 32615

Neighborhood Workshop Notice
Lynn Horton
19005 NW 138th Ave
Alachua FL 32615

Newspaper Advertisement

PUBLIC NOTICE

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1). 1. A Large-scale Comprehensive Plan Amendment application to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre.) 2. A Rezoning application to change the zoning designations from Commercial Intensive (CI), Community Commercial (CC), Residential Multiple Family-8 (RMF-8), Residential Single-Family-4 (RSF-4), and Agriculture to Planned Development-Commercial (PD-COMM) and PD-Residential (PD-R). 3. A Site Plan application for a ±197-acre golf course with a ±5,000-square-foot maintenance and storage building, and associated infrastructure.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

This is not a public hearing. The purpose of this meeting is to inform the public about the nature of the proposals and seek their comments.

Time: 6:00 pm on August 21, 2024
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615

Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

CHW
AN NV5 COMPANY

Supreme Court declines to halt Trump sentencing

John Kruzel
REUTERS

WASHINGTON – The U.S. Supreme Court on Monday rejected a bid by the state of Missouri to halt Donald Trump's upcoming sentencing for his conviction in New York on felony charges involving falsifying business records over hush money paid to a porn star and left a related gag order until after the Nov. 5 presidential election.

The decision by the justices came in response to Missouri's lawsuit claiming that the case against Trump infringed on the right of voters under the U.S. Constitution to hear from the Republican presidential nominee as he seeks to regain the White House.

The Supreme Court's order was unsigned. Conservative Justices Clarence Thomas and Samuel Alito indicated they would have taken up Missouri's case but added that they "would not grant other relief."

Trump was found guilty in May of falsifying business records to cover up a $130,000 payment to porn star Stormy Daniels in exchange for her silence before the 2016 U.S. election about a sexual encounter she has said she had with Trump years earlier. Prosecutors have said the payment was designed to help Trump's chances in the 2016 election, when he defeated Democrat Hillary Clinton.

Trump, the Republican candidate in this year's election, denies having had sex with Daniels and has vowed to appeal his conviction after his sentencing, scheduled for September.



Former President Donald Trump has vowed to appeal his conviction after his sentencing, set for September. BRENDAN MCDERMID/REUTERS FILE

Missouri's Republican Attorney General Andrew Bailey filed a July 3 lawsuit against New York state asking the Supreme Court to pause Trump's impending sentencing and the gag order placed on him by New York state Judge Juan Merchan.

Legal disputes between states are filed directly to the Supreme Court.

Bailey argued that the criminal case against Trump violated the right of Missouri residents under the Constitution's First Amendment to "hear from and vote for their preferred presidential candidate."

"Instead of letting presidential candidates campaign on their own merits, radical progressives in New York are trying to rig the 2024 election by waging a direct attack on our democratic process," Bailey said in bringing the case.

Republican attorneys general from Florida, Iowa, Montana and Alaska filed a Supreme Court brief in support of Missouri's lawsuit.

Trump also faces federal and state criminal charges involving his efforts to undo his 2020 election loss to Joe Biden.

The Supreme Court in a July 1 ruling powered by its 6-3 conservative majority granted Trump substantial criminal immunity for actions taken in office. It all but ensured Trump would not face trial in the federal election subversion case before the election.

Trump's lawyers promptly invoked the immunity ruling in a bid to toss the hush money verdict. They said prosecutors improperly relied on social media posts made in 2018 by Trump when he was serving as president that qualified as official communications.

The judge in the case said he would rule on Trump's arguments by Sept. 6. Merchan said that if he upholds the conviction, he would sentence Trump on Sept. 18.

Trump

Continued from Page 1A

USA TODAY, adding: "If the next three months is defined by more examples like this I think he's going to see some of that soft centrist support deteriorate."

For his part, Vance must avoid "losing President Trump's confidence," said Marc Short, who served as chief of staff for former Vice President Mike Pence. "(Trump) forms opinions quickly, too, so I think that's probably a bigger risk."

Dogging both Trump and Vance are their own controversial comments. For Trump, it's remarks about Harris during an event with Black journalists earlier this week that falsely asserted the nation's first female Black vice president was "Indian all the way" and suddenly "became a Black person." For Vance, it's comments he made in a resurfaced 2021 interview about the country being run by "a bunch of childless cat ladies who are miserable at their own lives" and another suggestion from that period that people with children should have more votes than people without kids.

Trump fielded multiple questions about Vance on Wednesday during a tense appearance at the National Association of Black Journalists' convention in Chicago, repeatedly arguing that his running mate is not against childless people while also dismissing the idea that the VP nominee matters much anyway.

"Historically, the choice of a vice president makes no difference," Trump said. "You're voting for the president."

Trump doubles down

Heading into the Republican National Convention in Milwaukee, Dame said he was heartened by what he saw as a more focused and "cleaned up" Trump campaign. The Vermont Republican noted that he was especially impressed by Trump's performance in the June 27 debate in Atlanta that ended up knocking President Joe Biden out of the entire race.

But Dame, who is a member of the Republican National Committee and served on the panel that adopted a new party platform pushed by Trump, said the former president's recent comments about Harris felt like a big regression.

His view is shared across large parts of the GOP, which sees plenty of solid openings to go after the Biden-Harris administration this summer and fall by talking about Democratic policies. "Rather than focusing on those positions, or on the border crisis or on inflation we're debating whether she's Indian American or African American," Short said. "Seems a missed opportunity to me."

In Washington this week, leading Republicans responded to Trump's remarks about the sitting Democratic vice president by saying they want to focus on Harris' record, not her racial identity. "Oh well, you know, he's not serious," Sen. Cynthia Lummis, R-Wyo., told reporters in the U.S. Capitol. "He likes to goad you. You can't take him seriously when he's talking about stuff like this."

"Ah yeah. I saw that. I wish we'd talk more about her failed policies," added Sen. John Cornyn, R-Texas, one of two senators who are gunning to replace Sen. Mitch McConnell as GOP leader later this year. "She owns all of the failed policies of the Biden-Harris administration and has taken the most extreme positions that you can possibly imagine."

While Trump may have been trying to recapture the spotlight with his inflammatory criticism of Harris – he has repeatedly doubled down on social media – it also could backfire, said GOP consultant Alex Conant, who worked on Marco Rubio's 2016 presidential campaign.

"We're talking about Trump for the first time in two weeks," Conant said. "The risk is he's reminding voters of the things they didn't like in 2020, the reason why he's not president now."

Is Vance another Sarah Palin or Dan Quayle?

Vance's allies and his skeptics told USA TODAY they don't expect Trump to ditch his running mate, even while both ends of this debate admit he had a bad rollout. Trump's campaign argues the VP nominee is doing fine and is the victim of overzealous Democrats and the media.

"President Trump is thrilled with the choice he made with Senator Vance to be his running mate, and they are the perfect team to take back the White House," said Trump campaign spokesman Steven Cheung.



Vermont GOP Chairman Paul Dame said that "now that Kamala Harris is going to be the Democrats' (vice presidential) nominee the (JD) Vance pick looks like it was a wasted opportunity." RICHARD BURKHART/SAVANNAH MORNING NEWS FILE

"My opinion is the left and the mainstream media is trying to label him in a way that won't resonate with everyday Americans," added Florida Republican U.S. Rep. Greg Steube, a strong Trump ally who noted he hasn't heard any concerns about Vance from those close to the former president.

Trump named Vance as his VP pick in mid-July, during the opening of the RNC and just two days after surviving an assassination attempt. The decision, announced after months of deliberation, meant Trump had passed over several more seasoned candidates who were seen as more mainstream GOP picks.

Vance, who turned 40 on Friday, is a freshman lawmaker first elected to the Senate in 2022. Among the VP contenders, he is most closely aligned with Trump's brand of populist conservatism and got the biggest push to be picked from some of the more hard-right, ardently MAGA elements of the GOP who see in the senator a champion for their views.

While Vance's selection was viewed as Trump going with his heart and picking someone he had more of a connection with, some Republicans think the president should have gone with someone who had broader appeal. "When he was announced I'm like, this isn't the best choice ...," Dame said. "And I think it's proving out that Vance is not adding people to the ticket."

Specifically, Dame said other VP contenders such as North Dakota Gov. Doug Burgum and Florida U.S. Sen. Marco Rubio could have helped Trump reach "more traditional Republican voters, maybe some more of the Nikki Haley people." Some of Vance's comments that have since come back into the national spotlight reinforce his view that Vance won't help Trump balance the ticket and pick up new voters.

"It looked like a pick made when Trump was confident he was facing Biden and I do think now that Kamala Harris is going to be the Democrats' nominee the Vance pick looks like it was a wasted opportunity," Dame said.

Playing cleanup for a running mate is a situation no presidential candidate wants to be in. Political experts likened Vance's latest stumbles to other offbeat VP picks who struggled as they rocketed into the national spotlight, such as Sarah Palin in 2008 and Dan Quayle in 1988. Now, after months where the Trump campaign had the initiative, Harris is riding a wave of media attention and campaign momentum. Polls show the race tightening, and Republicans are keeping their hopes up that a reset for their VP pick will help turn things around.

A Republican consultant close to the Trump campaign said Democrats unloaded their best opposition research on Vance – which they had months to gather – in the first few days of his rollout, but he weathered it and has been doing better over the last week, pointing to his recent trip to the U.S.-Mexico border.

"Nobody thinks what happened is awesome, there's a lot of room for improvement," the Republican consultant said. "What you look for – is he getting better? And I think yeah, he's getting better."

For his part, Vance on Saturday during a rally in Atlanta said Democrats have criticized him as "weird" and also threw the line back at his opponents.

"We can handle the made up attacks by Democrats and by the media," Trump's running mate said, "because we're used to it by now."

PUBLIC NOTICE

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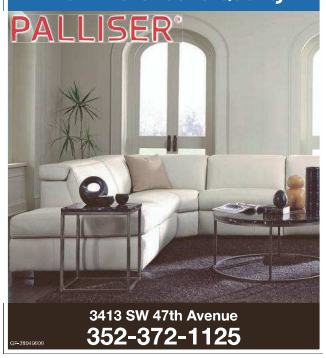
The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

This is not a public hearing. The purpose of this meeting is to inform the public about the nature of the proposals and seek their comments.

Time: 6:00 pm on August 21, 2024
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

CHW AN NV5 COMPANY

VISIT WALKER FURNITURE Established 1940 VISIT
The Difference Is Quality
PALLISER®

3413 SW 47th Avenue
352-372-1125

Workshop Presentation

Tomoka Hills Planned Development

Large-Scale Comprehensive Plan Amendment (LSCPA),

Rezoning to Planned Development, and Site Plan Applications

CHW AN NV5 COMPANY

City of Alachua
Neighborhood Meeting
August 21, 2024

21-0025.09 and :18: Tomoka Hills

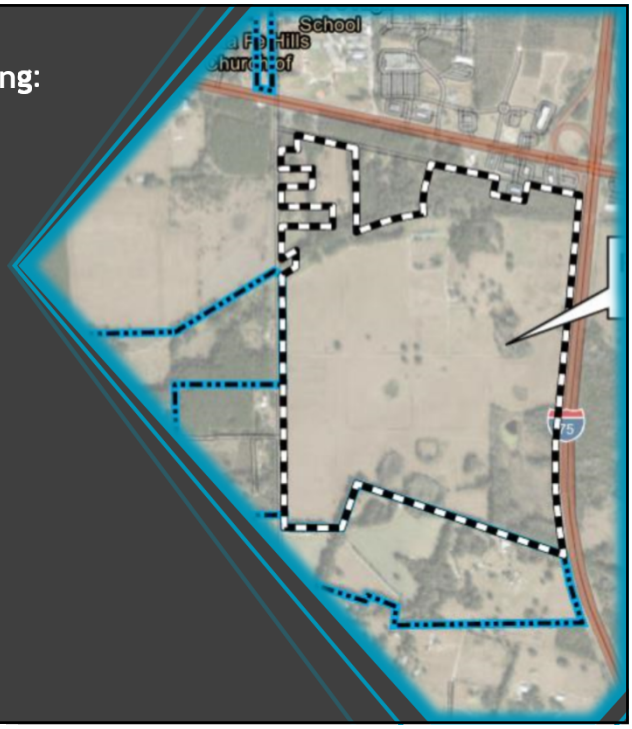
1

The purpose of the neighborhood meeting:

The City of Alachua requires Comprehensive Plan Amendment, Rezoning, and Site Plan applicants to host a neighborhood meeting.

The purpose is to inform neighbors of the proposed action's nature and to get feedback early in the process.

This meeting provides the applicant with an opportunity to identify concerns prior to the application's submission.

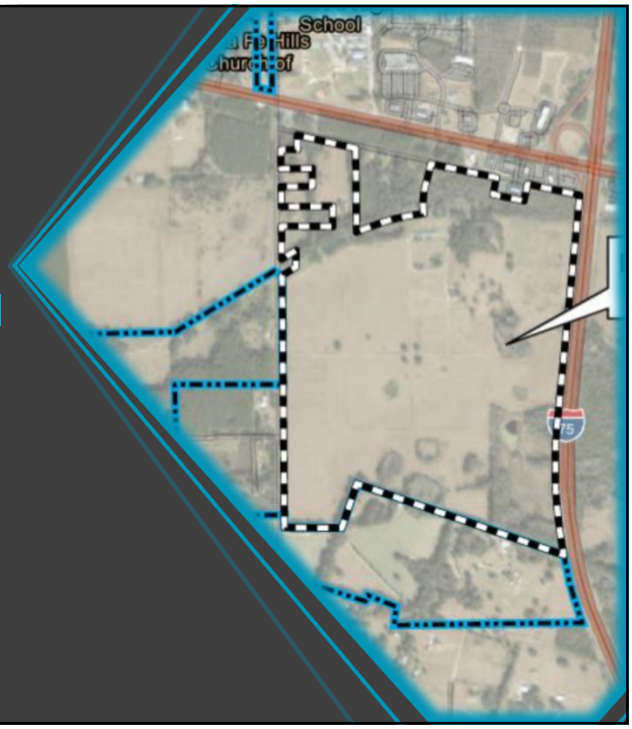


CHW AN NV5 COMPANY

2

REQUEST:

- LsCPA Application
  - *FROM:* Medium Density Residential, Moderate Density Residential, Commercial, Community Commercial & Agriculture
  - *TO:* **Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial**
- Rezoning Application
  - *FROM*: Residential Single Family (RSF -4), Residential Multi-Family (RMF-8), Community Commercial (CC), Commercial, Intensive (CI), & Agriculture (A)
  - *TO*: **Planned Development, Commercial (PD-Comm), Planned Development, Residential (PD-R)**

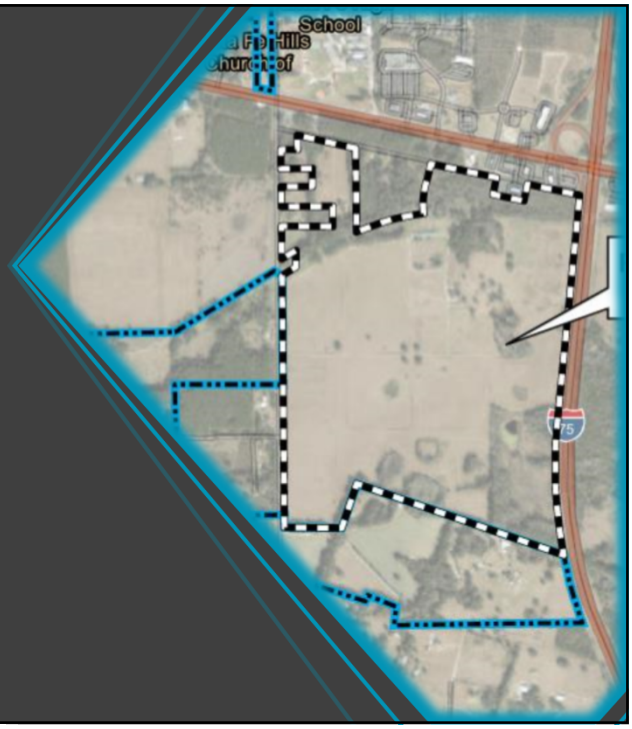


3

REQUEST:

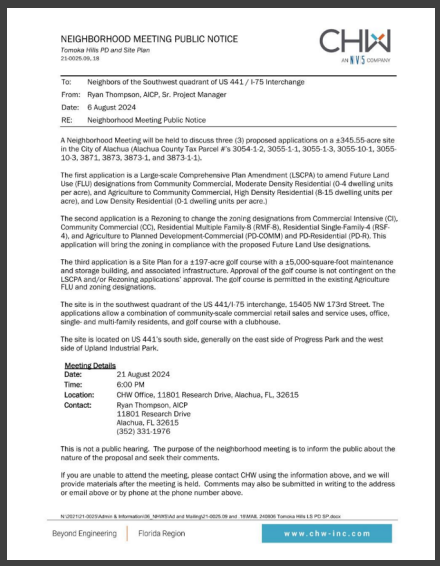
- Site Plan Application
  - Golf course with a maintenance and storage buildings, and associated infrastructure

The Site Plan is not contingent on the LSCPA and rezoning applications' approval. A golf course is permitted in the existing Agriculture Future Land Use (FLU) and Zoning.



4

PUBLIC NOTIFICATION



NEIGHBORHOOD MEETING PUBLIC NOTICE

Tomoka Hills PD and Site Plan
21-0025.09, 18

To: Neighbors of the Southwest quadrant of US 441 / I-75 Interchange
From: Ryan Thompson, AICP, Sr. Project Manager
Date: 6 August 2024
RE: Neighborhood Meeting Public Notice

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1).

The first application is a Large-scale Comprehensive Plan Amendment (LSCPA) to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre.)

The second application is a Rezoning to change the zoning designations from Commercial Intensive (CI), Community Commercial (CC), Residential Multiple Family-8 (RMF-8), Residential Single-Family-4 (RSF-4), and Agriculture to Planned Development-Commercial (PD-COMM) and PD-Residential (PD-R). This application will bring the zoning in compliance with the proposed Future Land Use designations.

The third application is a Site Plan for a ±197-acre golf course with a ±5,000-square-foot maintenance and storage building, and associated infrastructure. Approval of the golf course is not contingent on the LSCPA and/or Rezoning applications' approval. The golf course is permitted in the existing Agriculture FLU and zoning designations.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

The site is located on US 441's south side, generally on the east side of Progress Park and the west side of Upland Industrial Park.

Meeting Details
Date: 21 August 2024
Time: 6:00 PM
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
11801 Research Drive
Alachua, FL 32615
(352) 331-1976

This is not a public hearing. The purpose of the neighborhood meeting is to inform the public about the nature of the proposal and seek their comments.

If you are unable to attend the meeting, please contact CHW using the information above, and we will provide materials after the meeting is held. Comments may also be submitted in writing to the address or email above or by phone at the phone number above.

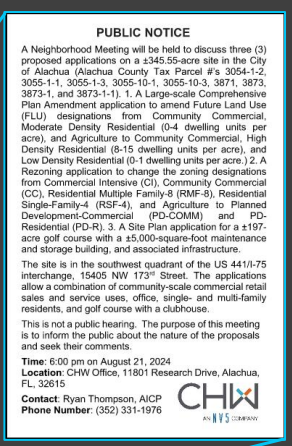
N:\2021\21-0025\Admin & Information\06_NNW\RAI and Mailing\21-0025.09 and 18\MAIL 240806 Tomoka Hills LS PD SP.docx

Beyond Engineering | Florida Region | www.chw-inc.com



Supreme Court declines to halt Trump sentencing

Trump



PUBLIC NOTICE

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The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

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Time: 6:00 pm on August 21, 2024
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

5

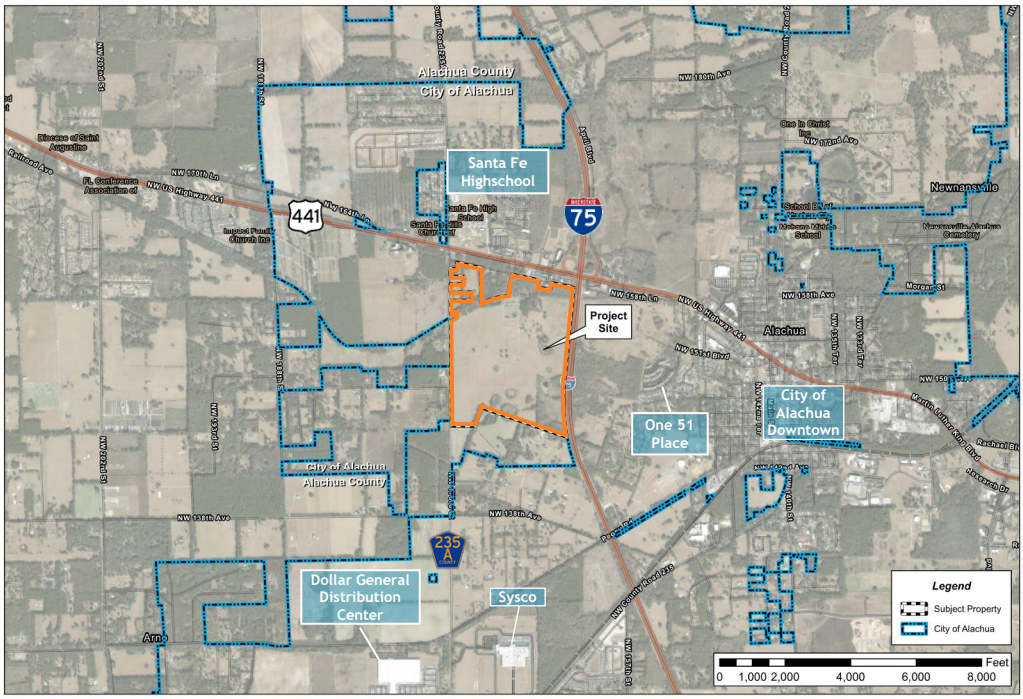
ESTIMATED TIMELINE
LSCPA, REZONING, AND SITE PLAN

Pre-Application Meeting	First Neighborhood Meeting	Submit LSCPA & Rezoning applications	Second Neighborhood Meeting	Submit Site Plan application
July 23, 2024	August 21, 2024	August 29, 2024	September 2024	Sept. 30, 2024

Staff Review	Planning & Zoning Board (LSCPA/Rez)	City Commission (LSCPA/Rez)	Planning & Zoning Board (Site Plan)	City Commission (LSCPA/Rez)
Sept.-Oct. 2024	November 12, 2024 (TENTATIVE)	December 9, 2024 (TENTATIVE)	January 14, 2025 (TENTATIVE)	February 10, 2025 (TENTATIVE)

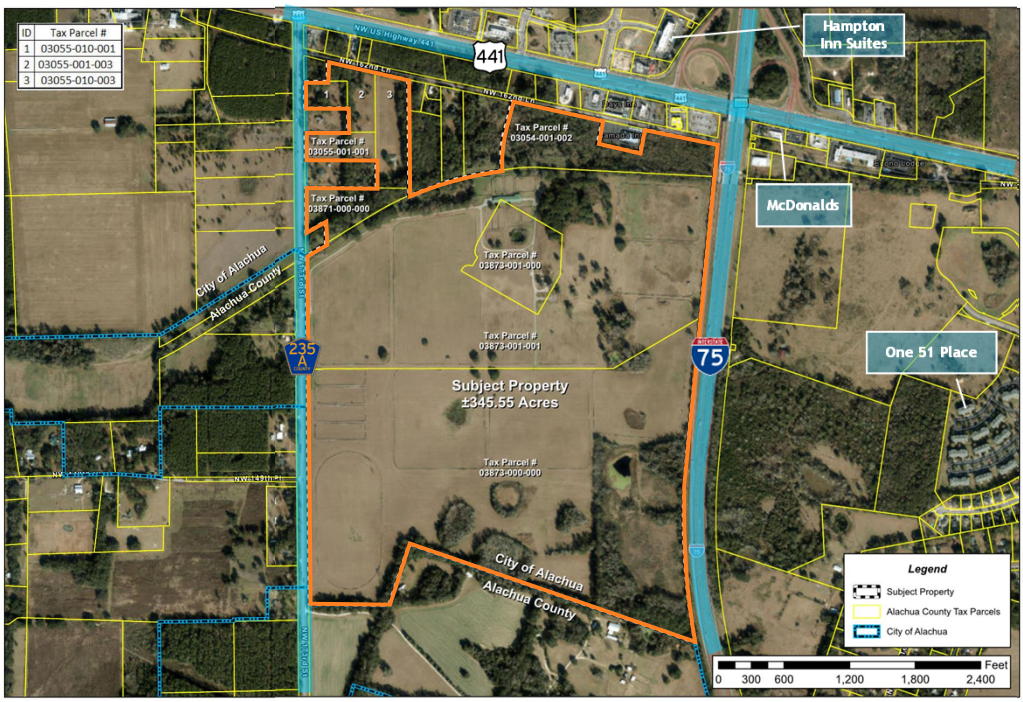
6

Context Map



7

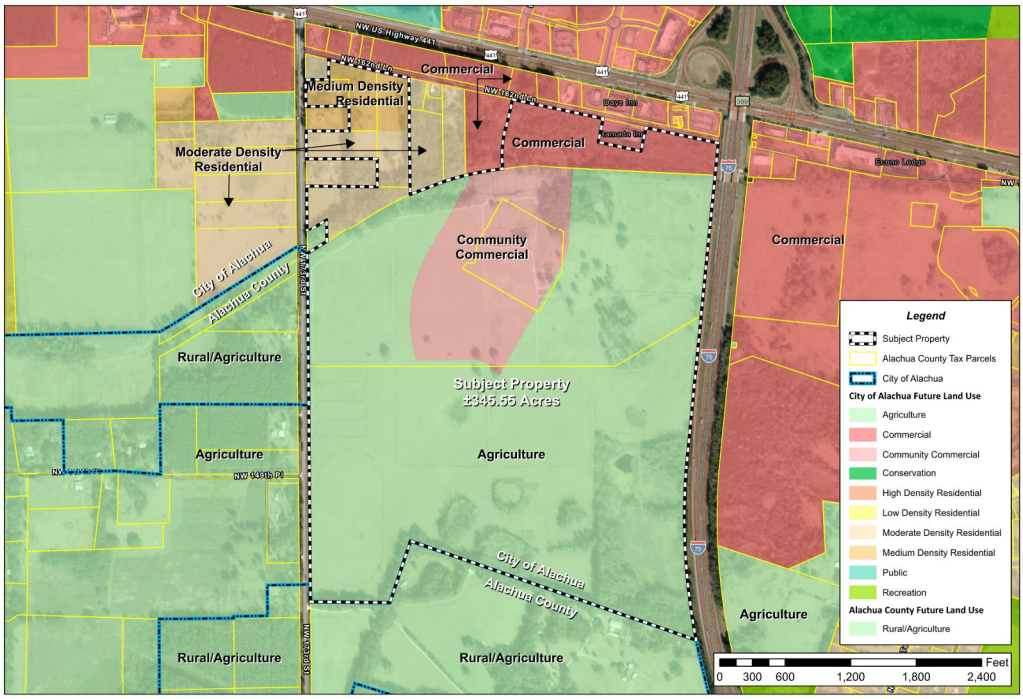
Aerial Map



8

Existing Future Land Use Map

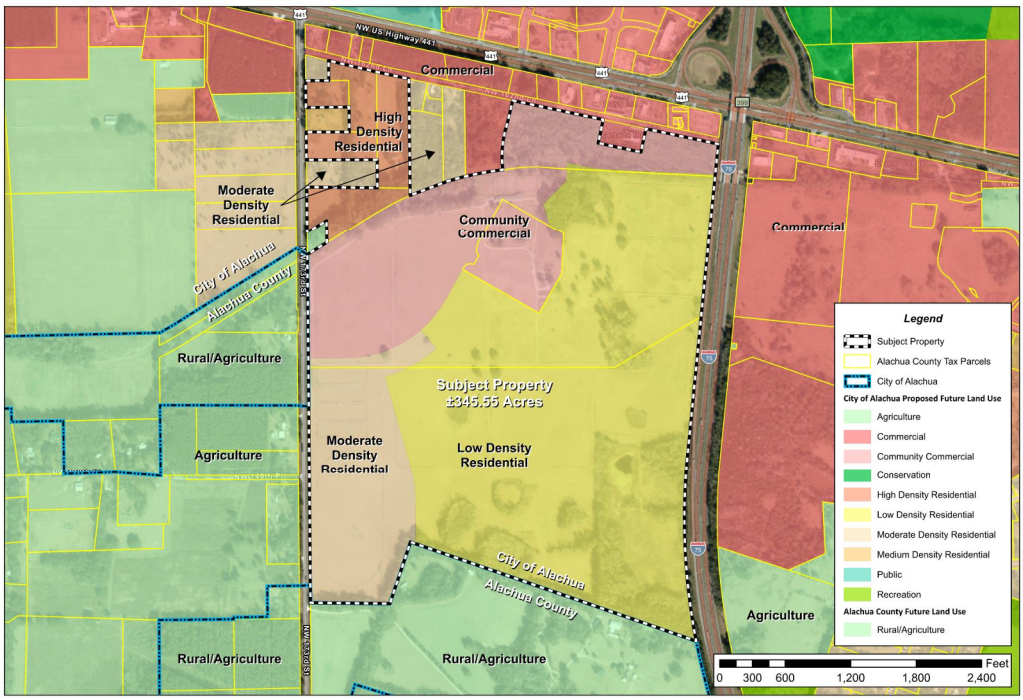
Existing FLU: Medium Density Residential; Moderate Density Residential; Commercial; Community Commercial; & Agriculture



9

Proposed Future Land Use Map

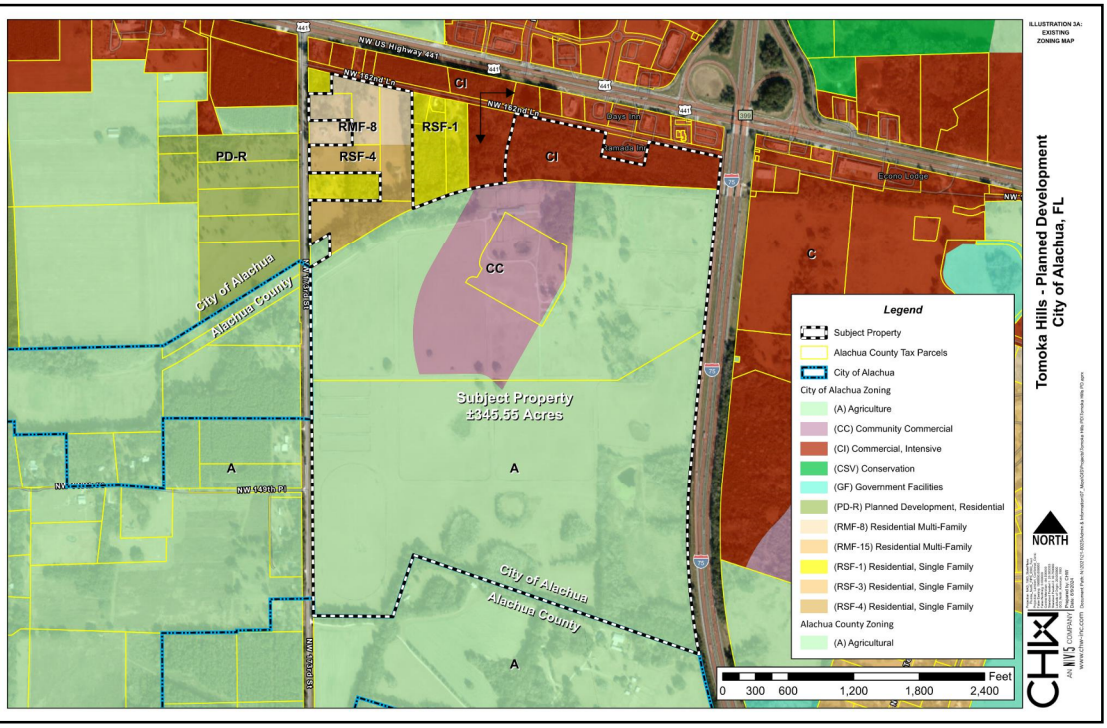
Proposed FLU: High Density Residential; Community Commercial; Moderate Density Residential; & Low Density Residential



10

Existing Zoning Map

Zoning: Residential, Single Family (RSF-4); Residential, Multi-Family (RMF-8); Commercial, Intensive (CI); Community Commercial (CC); & Agriculture (A)

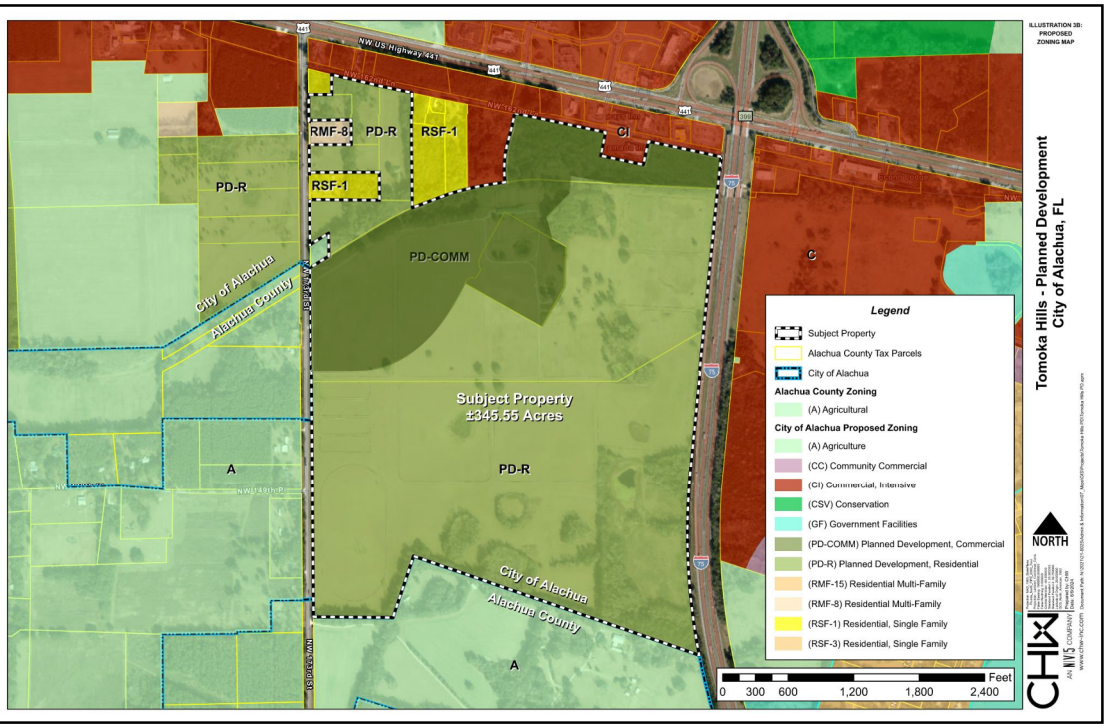


11

Proposed Zoning Map

Proposed Zoning: Planned Development, Commercial (PD-Comm); and Planned Development, Residential (PD-R)

PD-R permits a golf course



12

Concept

Office:
55,000 sf

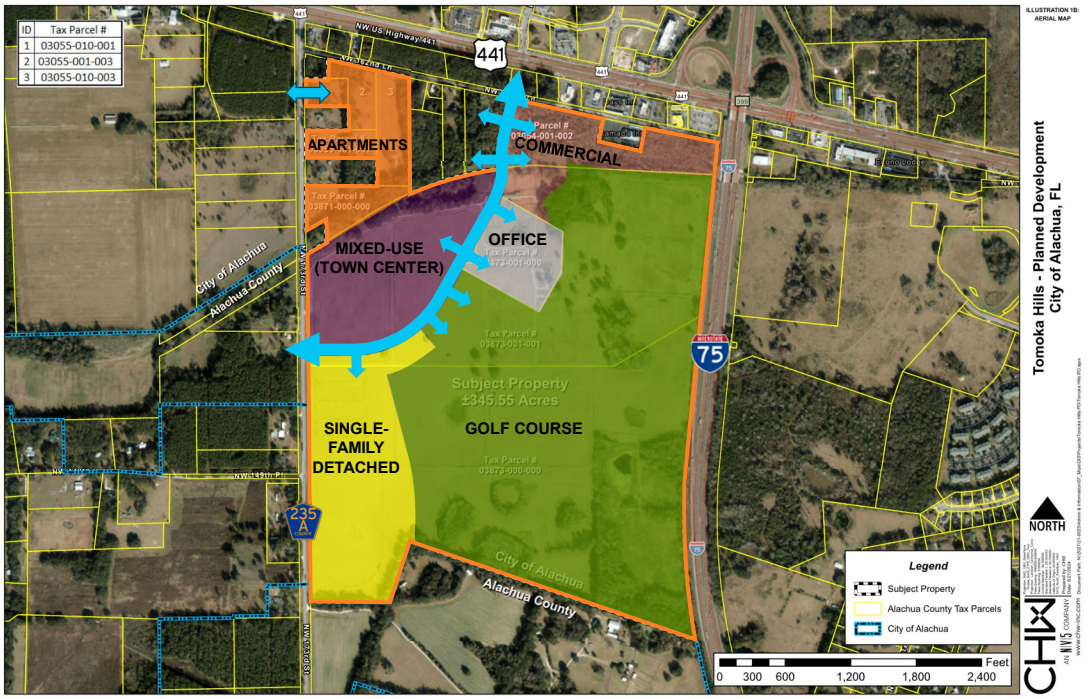
Commercial:
135,000 sf

Mixed-use:
300 units
350,000 sf

Apartments:
350 units

Single-family detached:
100 units

Golf course:
- Single-family detached: 10 units
- Clubhouse: ±35,000 sf
- Maintenance: ±25,000 sf



13

Golf Course



14

Sign-in Sheet

SIGN-IN SHEET

Tomoka Hills PD and Site Plan

21-0025.09 and .18

CHW AN NV5 COMPANY

Event: Neighborhood Meeting

Date/Time: August 21, 2024 @ 6:00 PM

Place: CHW (11801 Research Drive, Alachua, FL 32615)

Re: Large-scale Comprehensive Plan Amendment, Rezoning to Planned Development, and Site Plan

	Print Name	Street Address	Signature
1	Monty Williams	16919 NW 162 Lane	
2	Dayna Miller		
3	Holly DeLoach		
4	Menzie Campbell	menziecampbell@msn.com 16902 NW 162nd Ln.	
5			
6			
7			
8			
9			
10			
11			
12			
13			

Workshop Minutes

NEIGHBORHOOD MEETING MINUTES

Tomoka Hills PD

21-0025.09

Event:	Neighborhood Meeting
Date:	August 21, 2024 @ 6:00 PM
Location:	CHW Office – 11801 Research Drive, Alachua, FL, 32615
RE:	Large-scale Comprehensive Plan Amendment (LSCPA), Rezoning, and Site Plan Applications

CHW (Agent) Attendees: Ryan Thompson, Craig Brashier, Walker Owen
Public Attendees: four (4) (See Sign-In Sheet)

CHW, on behalf of Tomoka Hills Farms, Inc., hosted the required Neighborhood Meeting and presented the following: the meeting's purpose; the applications' requests and intents; the opportunities presented by the applications; the general application review process and estimated project timeline; maps illustrating the site's regulatory and physical characteristics, and a conceptual site layout with proposed uses, densities, and intensities. Questions and comments from public attendees are described below, with agent responses.

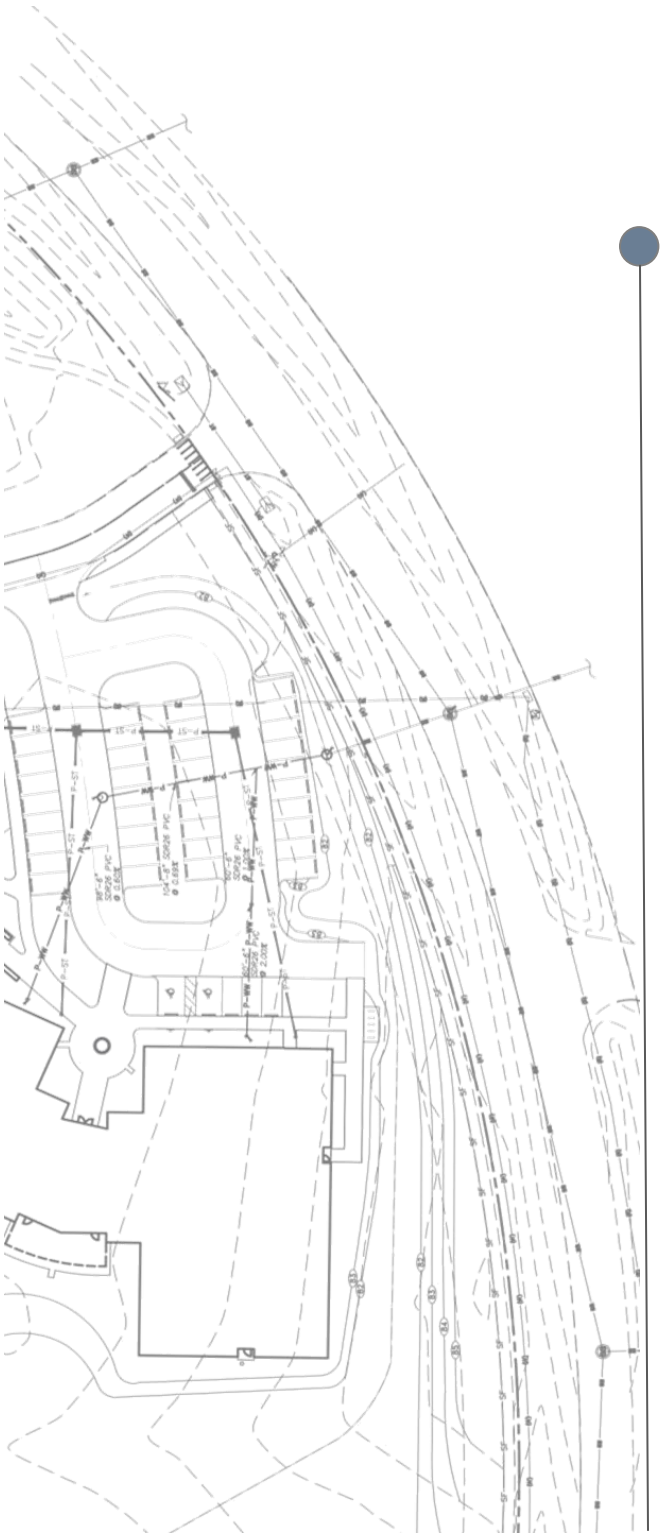
Comment: I own property adjacent to this project (tax parcel 03056-001-000) and I am concerned that the construction you are proposing cause significant negative impacts on my well, which is located within 30 feet of the property boundary. The City should consider converting the few residential properties left on NW 162nd Lane to City potable water and wastewater.
Response: We are including minutes from this meeting with our application. I will note your request to the City Commission.

Comment: I live next door [to him] (tax parcel 03056-000-000) and already must drink bottled water due to the sediment in my well from the current construction [of the office headquarters].

Comment: Apartments are too much for that intersection (US 441/CR 235A). Traffic is already bad on CR 235A.
Response: The project may alleviate some of the congestion at the US 441/CR 235A intersection, since the main roadway within the subject property will connect the two (2) roadways, giving an alternate route for commuters.

Comment: I am not concerned about the apartments or other types of uses you are proposing. My well is my concern. Any construction that is close to my well will cause an issue.

Comment: We have a lot of development occurring within the City and roadway capacity is our biggest challenge. It is a challenge throughout the City, not just here.
Response: The project will be developed over time, not all at once. The additional interconnectivity will help distribute congestion. The Site Plan for the office currently under construction has an approved Traffic Impact Analysis and an Intersection Control Evaluation (ICE) conducted by Florida Department of Transportation (FDOT) for the site's complete build-out. The NW 167th Blvd / US 441 intersection will be modified to account for this site's full build out.



Tomoka Hills

Large-scale Comprehensive Plan Amendment And Planned Development Rezoning

Neighborhood Meeting package

Date:
September 12, 2024

Prepared on behalf of:
Tower Hill Insurance Group, LLC and
Tomoka Hills Farms, Inc.

Prepared by:
CHW

PN# 21-0025.09

Mailed Memorandum

NEIGHBORHOOD MEETING PUBLIC NOTICE

Tomoka Hills PD and Site Plan
21-0025.09,.18

To:	Neighbors of the Southwest quadrant of US 441 / I-75 Interchange
From:	Ryan Thompson, AICP, Sr. Project Manager
Date:	28 August 2024
RE:	Neighborhood Meeting Public Notice

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Meeting Details

Date:	12 September 2024
Time:	6:00 PM
Location:	CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact:	Ryan Thompson, AICP 11801 Research Drive Alachua, FL 32615 (352) 331-1976

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Mailing Labels

Neighborhood Workshop Notice
ACKLEY ROBERT L & MARY J
15817 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

Neighborhood Workshop Notice
ALACHUA COUNTY
PO BOX 2877
GAINESVILLE, FL 32602

Neighborhood Workshop Notice
BLACK NANCY BURGESS
6827 41ST ST NW APT 121
WASHINGTON, DC 20012

Neighborhood Workshop Notice
BRADLEY & WILLIAMS
16919 NW 162ND LN
ALACHUA, FL 32615

Neighborhood Workshop Notice
CITY OF ALACHUA
15100 NW 142ND TER
ALACHUA, FL 32615

Neighborhood Workshop Notice
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

Neighborhood Workshop Notice
CAMPBELL MENZIE G
16903 NW 162ND LN
ALACHUA, FL 32615

Neighborhood Workshop Notice
CORNERSTONE ALACHUA LLC
426 SW COMMERCE DR STE 130
LAKE CITY, FL 32025

Neighborhood Workshop Notice
M & L 441 LLC
1113 OLD POPO POINT
ST JOHNS, FL 32259

Neighborhood Workshop Notice
ROUX JOHN P
PO BOX 1673
ALACHUA, FL 32616

Neighborhood Workshop Notice
SINGH LAKHVIR
PO BOX 2092
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALACHUA HOLDINGS LTD
PO BOX 1990
ALACHUA, FL 32616

Neighborhood Workshop Notice
ALSPAUGH & BROWN TRUSTEE & DIXO
% HIMMERLRICH AND COMPANY
898 SW 21ST ST
BOCA RATON, FL 33486

Neighborhood Workshop Notice
BURGESS & BURGESS
15008 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
CITY OF ALACHUA
PO BOX 9
ALACHUA, FL 32616

Neighborhood Workshop Notice
DELOACH VIRGIL C & HOLLY H
PO BOX 532
FT WHITE, FL 32038

Neighborhood Workshop Notice
FIRST STREET GROUP L C
PO BOX 1990
ALACHUA, FL 32616

Neighborhood Workshop Notice
HARKINS JAMES E JR & RENEE
PO BOX 6307
MARIANNA, FL 32447

Neighborhood Workshop Notice
MAKENNA PARKER HOMES LLC
2714 SW 130TH TER
ARCHER, FL 32618

Neighborhood Workshop Notice
MALBEC II LLC
100 S BISCAYNE BLVD SUITE 900
MIAMI, FL 33131

Neighborhood Workshop Notice
MALLARD MITCHELL E & ESTHER R
14614 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
SHIRES CYNTHIA H
PO BOX 1259
ALACHUA, FL 32616

Neighborhood Workshop Notice
VICKORY WILLIAM A & SUSAN S
15404 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
VICKORY WILLIAM HENRY LIFE ESTATE
15310 NW 173RD ST
ALACHUA, FL 32615

Neighborhood Workshop Notice
ALL AMERICAN OIL LLC
380 COMMERCE PARKWAY
ROCKLEDGE, FL 32955

Neighborhood Workshop Notice
CATA LIGHTS CORP
630 VASSAR ST #2506
ORLANDO, FL 32804

Neighborhood Workshop Notice
CAVACEPPI SHARLEEN O TRUSTEE
PO BOX 1325
ALACHUA, FL 32616

Neighborhood Workshop Notice
CHASING CHICKEN 2 INC
501 E TENNESSEE ST A
TALLAHASSEE, FL 32308

Neighborhood Workshop Notice
DWARKADHISH INVESTMENTS INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

Neighborhood Workshop Notice
FDOT RIGHT OF WAY DEPT
MAIL STATION 2020 1109 S MARION AVE
LAKE CITY, FL 32025

Neighborhood Workshop Notice
HOOVER RESTAURANTS LLC
4030 JOHNS CREEK PARKWAY
SUWANEE, GA 30024

Neighborhood Workshop Notice
IMPERIAL AIRPORT
489 CROCKER SPERRY DR
MONTECITO, CA 93108

Neighborhood Workshop Notice
JP & KP LLC
11149 CONISTON WAY
WINDERMERE, FL 34786

Neighborhood Workshop Notice
LE STORE LLC
22211 W NEWBERRY RD
NEWBERRY, FL 32669

Neighborhood Workshop Notice
MCDONALD'S CORP (009/0551)
C/O JUAN PRADO
6625 VAN DYKE RD
LUTZ, FL 33558

Neighborhood Workshop Notice
MOHAN-LERRA FAMILY PARTNERSHIP
16715 NW 129TH TER
ALACHUA, FL 32615

Neighborhood Workshop Notice
NORTH FLORIDA REGIONAL MEDICAL
PO BOX 80610
INDIANAPOLIS, IN 46280

Neighborhood Workshop Notice
SARCAV LLC
8303 AUTUMWIND DR
JACKSONVILLE, FL 32218

Neighborhood Workshop Notice
SARCAV LLC
C/O SILVIO CAVACEPPI
8303 AUTUMNWIND DR
JACKSONVILLE, FL 32218

Neighborhood Workshop Notice
SHREE LAXMI NARAYAN INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

Neighborhood Workshop Notice
TLC PROPERTIES INC
2065 NW 57TH ST
OCALA, FL 34475

Neighborhood Workshop Notice
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

Neighborhood Workshop Notice
TOWER HILL INSURANCE GROUP LLC
7201 NW 11TH PL
GAINESVILLE, FL 32605

Neighborhood Workshop Notice
ALACHUA COUNTY
12 SE 1ST ST
GAINESVILLE, FL 32601

Neighborhood Workshop Notice
THOMAS & THOMAS & THOMAS HEIRS
312 MCBRIEN RD APT 423
CHATTANOOGA, TN 37411

Neighborhood Workshop Notice
Roux John P
16260 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Cornerstone Alachua LLC
16286 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Cata Lights Corp
16134 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
JP & KP LLC
15901 NW 158TH LN
Alachua, FL 32615

Neighborhood Workshop Notice
Shree Laxmi Narayan INC
16305 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
Sarcav LLC
16807 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
McDonald's Corp (009/0551)
16018 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Chasing Chicken 2 INC
16088 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Dwarkadhish Investments INC
16100 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Imperial Airport
16130 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Hoover Restaurants LLC
16070 NW US HWY 441 STE 100
Alachua, FL 32615

Neighborhood Workshop Notice
Le Store LLC
16070 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Mohan-Lerra Family Partnership
15981 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
All American Oil LLC
15980 NW US HWY 441
Alachua, FL 32615

Neighborhood Workshop Notice
Shires Cynthia H
14433 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Burgess & Burgess
15010 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Makenna Parker Homes LLC
14706 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
Tomoka Hills Farms INC
17103 NW 162ND LN
Alachua, FL 32615

Neighborhood Workshop Notice
Tower Hill Insurance Group LLC
15403 NW 173RD ST
Alachua, FL 32615

Neighborhood Workshop Notice
City Manager
Mike DaRoza
PO Box 9
Alachua FL 32615

Neighborhood Workshop Notice
Assistant Director Planning
Linda Dixion, AICP
PO Box 115050
GAINESVILLE FL 32611

Neighborhood Workshop Notice
Joseph & Phyllis Strickland
14103 NW 156th Place
Alachua FL 32615

Neighborhood Workshop Notice
County Manager
Michele L. Lieberman
12 SE 1st Street
Gainesville FL 32601

Neighborhood Workshop Notice
Tamara Robins
PO Box 2317
Alachua FL 32616

Neighborhood Workshop Notice
Jean Calderwood
14095 NW 174th Ave
Alachua FL 32615

Neighborhood Workshop Notice
Antoinette Endelicato
5562 NW 93rd Ave
Gainesville FL 32653

Neighborhood Workshop Notice
Lynda Coon
7216 NW 126 Ave
Alachua FL 32615

Neighborhood Workshop Notice
Lynn Horton
19005 NW 138th Ave
Alachua FL 32615

Newspaper Advertisement

PUBLIC NOTICE

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Time: 6:00 pm on September 12, 2024
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615

Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

CHW
AN NV5 COMPANY

Scientists to respond to new mpox strain

Experts in Africa say they're 'working blind' as virus rapidly changes

Jennifer Rigby and Julie Steenhuysen
REUTERS



A passenger walks past a banner about mpox on Monday at Soekarno-Hatta International Airport in Tangerang, Indonesia. A new strain of the virus, known as clade Ib, has the world's attention again after the World Health Organization declared a new health emergency. YASUYOSHI CHIBA/AFP VIA GETTY IMAGES

LONDON – Scientists studying the new mpox strain that has spread out of Democratic Republic of Congo say the virus is changing faster than expected, and often in areas where experts lack the funding and equipment to properly track it.

That means there are numerous unknowns about the virus itself, its severity and how it is transmitting, complicating the response, half a dozen scientists in Africa, Europe and the United States told Reuters.

Mpox, formerly known as monkeypox, has been a public health problem in parts of Africa since 1970, but received little global attention until it surged internationally in 2022, prompting the World Health Organization to declare a global health emergency. That declaration ended 10 months later.

A new strain of the virus, known as clade Ib, has the world's attention again after the WHO declared a new health emergency.

The strain is a mutated version of clade I, a form of mpox spread by contact with infected animals that has been endemic in Congo for decades. Mpox typically causes flu-like symptoms and pus-filled lesions and can be deadly.

Congo has had more than 18,000 suspected clade I and clade Ib mpox cases and 615 deaths this year, according to the WHO. There have also been 222 confirmed clade Ib cases in four African countries in the last month, plus a case each in Sweden and Thailand in people with a travel history in Africa.

"I worry that in Africa, we are working blindly," said Dr. Dimie Ogoina, an infectious diseases expert at Niger Delta University Hospital in Nigeria who chairs the WHO's mpox emergency committee. He first raised the alarm about potential sexual transmission of mpox in 2017, now an accepted route of spread for the virus.

"We don't understand our outbreak very well, and if we don't understand our outbreak very well we will have difficulty addressing the problem in terms of transmission dynamics, the severity of the disease, risk factors of the disease," Ogoina said. "And I worry about the fact that the virus seems to be mutating and producing new strains."

He said it took clade IIb in Nigeria five years or more to evolve enough for sustained spread among humans, sparking the 2022 global outbreak. Clade Ib has done the same thing in less than a year.

Mutating 'more rapidly'

Mpox is an orthopoxvirus, from the family that causes smallpox. Population-wide protection from a global smallpox vaccine campaign 50 years ago has waned, as vaccinating stopped when the disease was eradicated.

Genetic sequencing of clade Ib infections, which the WHO estimates emerged mid-September 2023, show they carry a mutation known as APOBEC3, a signature of adaptation in humans.

The virus that causes mpox has typically been fairly stable and slow to mutate, but APOBEC-driven mutations can accelerate viral evolution, said Dr. Miguel Paredes, who is studying the evolution of mpox and other viruses at Fred Hutchison Cancer Center in Seattle.

"All the human-to-human cases of mpox have this APOBEC signature of mutations, which means that it's mutating a little bit more rapidly than we would expect," he said.

Paredes and other scientists said a response was complicated by several mpox outbreaks happening at once.

In the past, mpox was predominantly acquired through human contact with infected animals. That is still driving a rise in Congo in clade I cases – also known as clade Ia – likely due in part to deforestation and increased consumption of bushmeat, scientists said.

The mutated versions, clade Ib and IIb, can now essentially be considered a sexually transmitted disease, said Dr. Salim Abdool Karim, a South African epidemiologist and chair of the Africa CDC's mpox advisory committee. Most of the mutated clade Ib cases are among adults, driven at first by an epidemic among sex workers in Congo.

The virus also can spread through close contact with an infected person, which is likely how clusters of children have been infected with clade Ib, particularly in Burundi and in eastern Congo's displacement camps, where crowded living conditions may be contributing.

Children, pregnant people and people with weakened immune systems or other illnesses may be at greater risk of serious mpox disease and death, say the WHO and mpox scientists.

Clade I has typically caused more severe disease, with fatality rates of 4% to 11%, compared to around 1% for clade II. Ogoina said data from Congo suggests few have died of the new Ib version, but he feared some data is being mixed up.

> **"If we don't understand our outbreak very well we will have difficulty addressing the problem."**
>
> **Dr. Dimie Ogoina**
> Niger Delta University Hospital in Nigeria

More research is urgently needed, but three teams tracking mpox outbreaks in Africa say they cannot even access chemicals needed for diagnostic tests. Clade Ib can also be missed by some diagnostic tests.

Planning a response, including vaccination strategies, without this is difficult, the scientists said.

Karim said around half of cases in eastern Congo, where Ib is prevalent, are only being diagnosed by doctors, with no laboratory confirmation.

Getting samples to labs is difficult because the health care system is already under pressure, he said. And around 750,000 people have been displaced amid fighting between the M23 rebel group and the government.

Many African labs cannot get the supplies they need, said Dr. Emmanuel Nakoune, an mpox expert at the Institut Pasteur in Bangui, Central African Republic, which also has clade Ia cases.

"This is not a luxury," he said, but necessary to track deadly outbreaks.

Dow reaches record close as Wall Street ends higher

Noel Randewich
REUTERS

The S&P 500 ended higher on Tuesday and the Dow Jones notched a record-high close ahead of a much-anticipated quarterly report from Nvidia on Wednesday and economic data expected later in the week that could give clues about the path of interest rate cuts.

Heavyweight tech-related stocks were mixed, with the focus on upcoming results from Nvidia, the chipmaker at the center of Wall Street's rally in AI-related stocks.

Nvidia's shares climbed 1.5% and it was the most-traded company on U.S. stock exchanges, according to LSEG data.

Up 159% in 2024, Nvidia is viewed as the biggest winner so far from AI technology, and its results follow recent concerns about increases in already-hefty spending by Microsoft, Alphabet and other major players in their race to dominate emerging AI technology.

"There's a really, really high bar to clear for not just Nvidia's earnings and guidance, but the story they tell about the state of AI that kind of lifts the tech sector out of its recent funk," said Ross Mayfield, investment strategy analyst at Baird.

Apple shares closed 0.4% higher, while Amazon dipped 1.4%.

The S&P 500 climbed 0.16% to end the session at 5,625.80 points.

The Nasdaq gained 0.16% to 17,754.82 points, while the Dow Jones Industrial Average rose 0.02% to 41,250.50 points, closing for the second day in a row at a record high.

Of the 11 S&P 500 sector indexes, six rose, led by information technology, up 0.63%, followed by a 0.48% gain in financials.

Data on Tuesday showed U.S. consumer confidence rose to a six-month high in August, while consumers also became more anxious about the labor market after the unemployment rate jumped to near a three-year high of 4.3% last month.

Investors will look to July Personal Consumption Expenditure data due on Friday for additional hints at the potential pace of rate cuts.

Traders are now betting on an interest rate cut of either 25 or 50 basis points in September, according to CME Group's Fed Watch tool.

Meanwhile, UBS Global Wealth Management raised the odds of a U.S. recession to 25% from 20%, citing weakness in the labor market.

Paramount Global slid more than 7% after Edgar Bronfman Jr. abandoned his bid for the company, clearing the way for Skydance Media to take control of Shari Redstone's media empire.

Tesla fell 1.9% after Canada said it will impose a 100% tariff on the imports of Chinese electric vehicles. The duties apply to all EVs shipped from China, which would include those made by Tesla.

Super Micro Computer declined 2.6% after short seller Hindenburg Research said it had a short position in the AI server maker.

PUBLIC NOTICE

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The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

This is not a public hearing. The purpose of this meeting is to inform the public about the nature of the proposals and seek their comments.

Time: 6:00 pm on September 12, 2024
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

CHW
an NV5 company

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Workshop Presentation

Tomoka Hills Planned Development

Large-Scale Comprehensive Plan Amendment (LSCPA),

Rezoning to Planned Development, and Site Plan Applications

CHW AN NV5 COMPANY

City of Alachua
Neighborhood Meeting
September 12, 2024

21-0025.09 and :18: Tomoka Hills

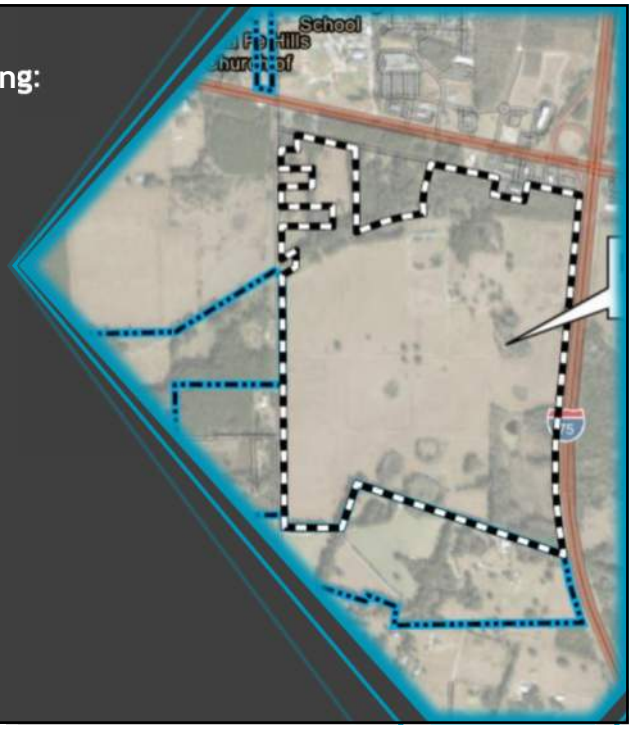
1

The purpose of the neighborhood meeting:

The City of Alachua requires Comprehensive Plan Amendment, Rezoning, and Site Plan applicants to host a neighborhood meeting.

The purpose is to inform neighbors of the proposed action's nature and to get feedback early in the process.

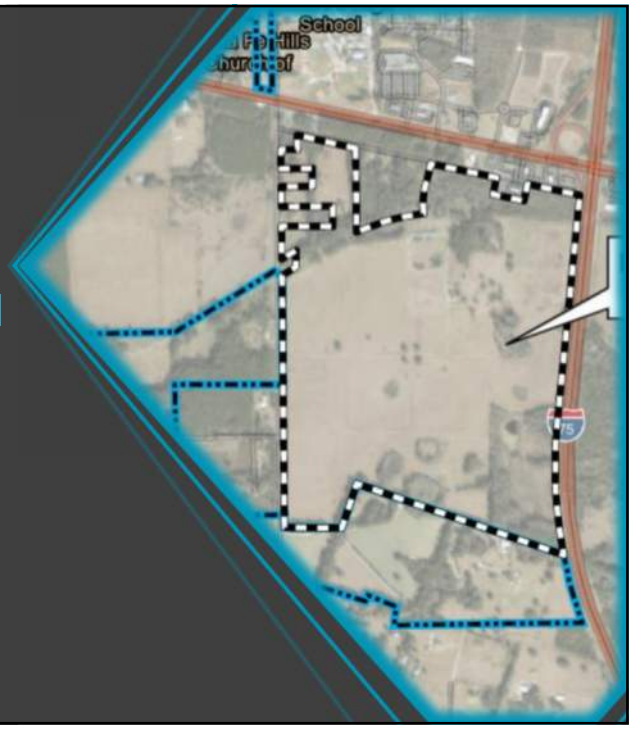
This meeting provides the applicant with an opportunity to identify concerns prior to the application's submission.



2

REQUEST:

- LsCPA Application
  - *FROM:* Medium Density Residential, Moderate Density Residential, Commercial, Community Commercial & Agriculture
  - *TO:* **Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial**
- Rezoning Application
  - *FROM*: Residential Single Family (RSF -4), Residential Multi-Family (RMF-8), Community Commercial (CC), Commercial, Intensive (CI), & Agriculture (A)
  - *TO*: **Planned Development, Commercial (PD-Comm), Planned Development, Residential (PD-R)**

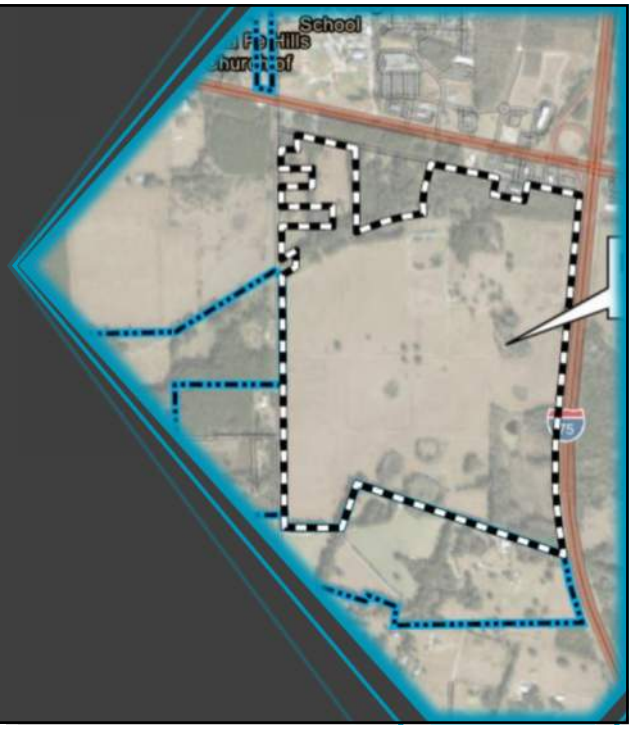


3

REQUEST:

- Site Plan Application
  - Golf course with a maintenance and storage buildings, and associated infrastructure

The Site Plan is not contingent on the LSCPA and rezoning applications' approval. A golf course is permitted in the existing Agriculture Future Land Use (FLU) and Zoning.



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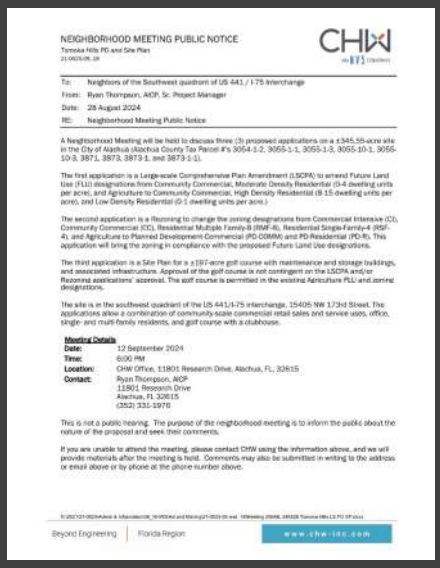
PUBLIC NOTIFICATION



NEIGHBORHOOD MEETING PUBLIC NOTICE

Tomoka Hills PD and Site Plan

To: Neighbors of the Southwest quadrant of US 441 / 175 Interchange

From: Ryan Thompson, AICP, Sr. Project Manager

Date: 28 August 2024

RE: Neighborhood Meeting Public Notice

A Neighborhood Meeting will be held to discuss three (3) proposed applications on a ±345.55-acre site in the City of Alachua (Alachua County Tax Parcel #'s 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, and 3873-1-1).

The first application is a Large-scale Comprehensive Plan Amendment (LSCPA) to amend Future Land Use (FLU) designations from Community Commercial, Moderate Density Residential (0-4 dwelling units per acre), and Agriculture to Community Commercial, High Density Residential (8-15 dwelling units per acre), and Low Density Residential (0-1 dwelling units per acre.)

The second application is a Rezoning to change the zoning designations from Commercial Intensive (CI), Community Commercial (CC), Residential Multiple Family-8 (RMF-8), Residential Single-Family-4 (RSF-4), and Agriculture to Planned Development-Commercial (PD-COMM) and PD-Residential (PD-R). This application will bring the zoning in compliance with the proposed Future Land Use designations.

The third application is a Site Plan for a ±197-acre golf course with maintenance and storage buildings, and associated infrastructure. Approval of the golf course is not contingent on the LSCPA and/or Rezoning applications' approval. The golf course is permitted in the existing Agriculture FLU and zoning designations.

The site is in the southwest quadrant of the US 441/I-75 interchange, 15405 NW 173rd Street. The applications allow a combination of community-scale commercial retail sales and service uses, office, single- and multi-family residents, and golf course with a clubhouse.

Meeting Details

Date: 12 September 2024
Time: 6:00 PM
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
11801 Research Drive
Alachua, FL 32615
(352) 331-1976

This is not a public hearing. The purpose of the neighborhood meeting is to inform the public about the nature of the proposal and seek their comments.

If you are unable to attend the meeting, please contact CHW using the information above, and we will provide materials after the meeting is held. Comments may also be submitted in writing to the address or email above or by phone at the phone number above.

Beyond Engineering | Florida Region www.chw-inc.com



Scientists to respond to new mpox strain

Experts in Africa say they're 'working blind' as virus rapidly changes

BE AWARE MPOX

Dow reaches record close as Wall Street ends higher

Saving starts at signup.

PUBLIC NOTICE

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Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

5

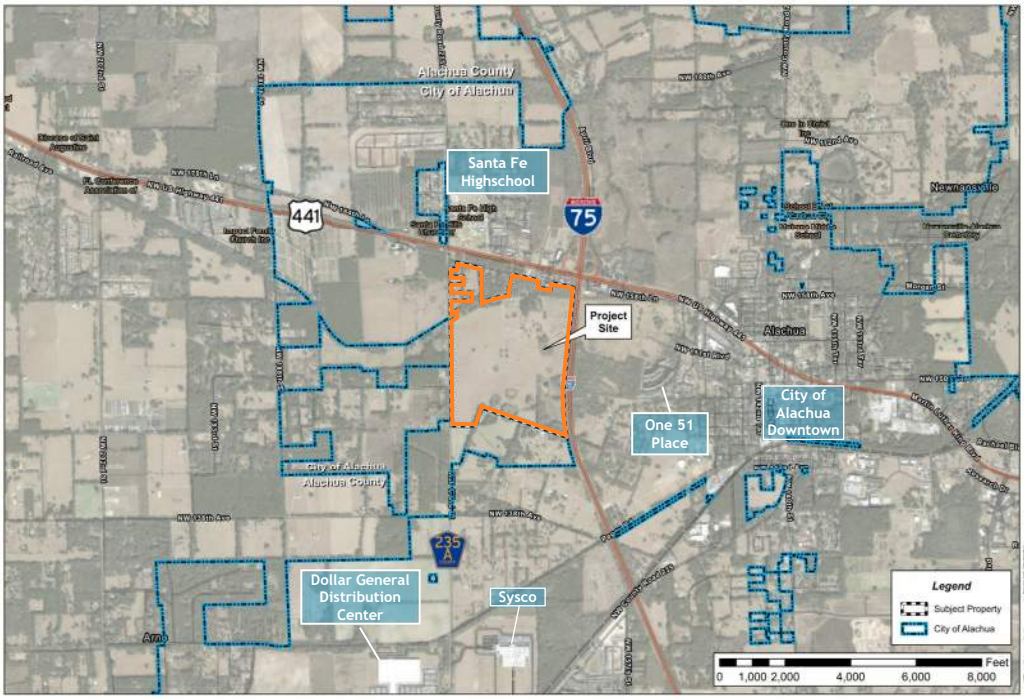
ESTIMATED TIMELINE
LSCPA, REZONING, AND SITE PLAN

Pre-Application Meeting	First Neighborhood Meeting	Submit LSCPA & Rezoning applications	Second Neighborhood Meeting	Submit Site Plan application
July 23, 2024	August 21, 2024	August 29, 2024	September 12, 2024	Sept. 30, 2024

Staff Review	Planning & Zoning Board (LSCPA/Rez)	City Commission (LSCPA/Rez)	Planning & Zoning Board (Site Plan)	City Commission (LSCPA/Rez)
Sept.-Oct. 2024	November 12, 2024 (TENTATIVE)	December 9, 2024 (TENTATIVE)	January 14, 2025 (TENTATIVE)	February 10, 2025 (TENTATIVE)

6

Context Map



7

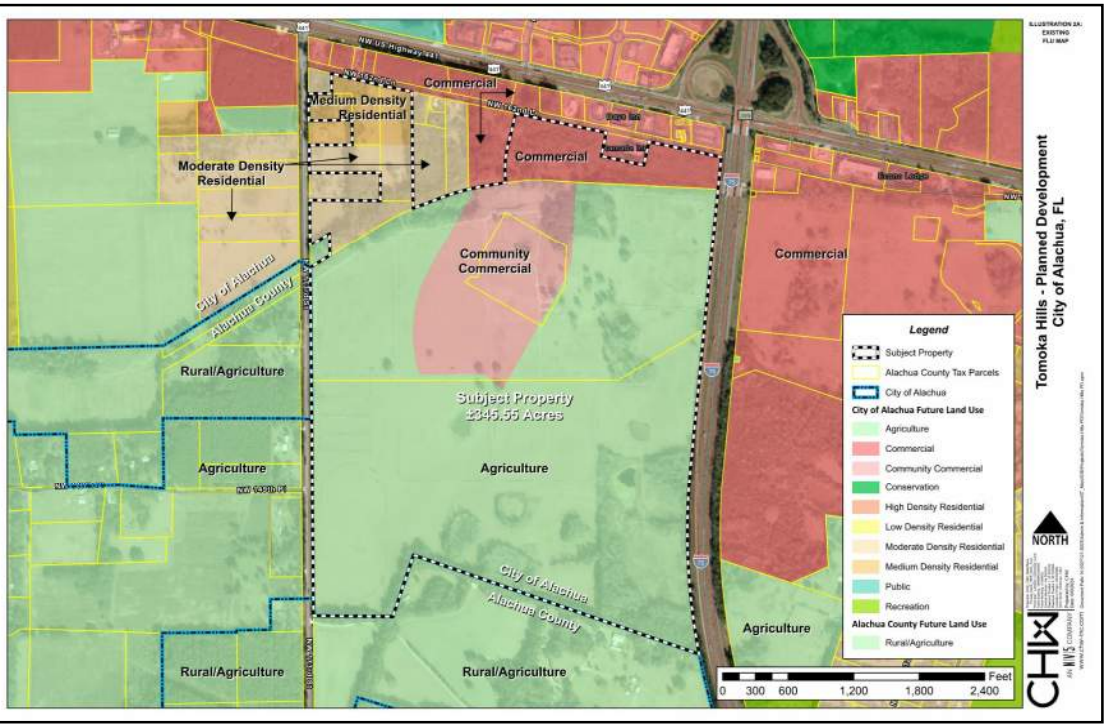
Aerial Map



8

Existing Future Land Use Map

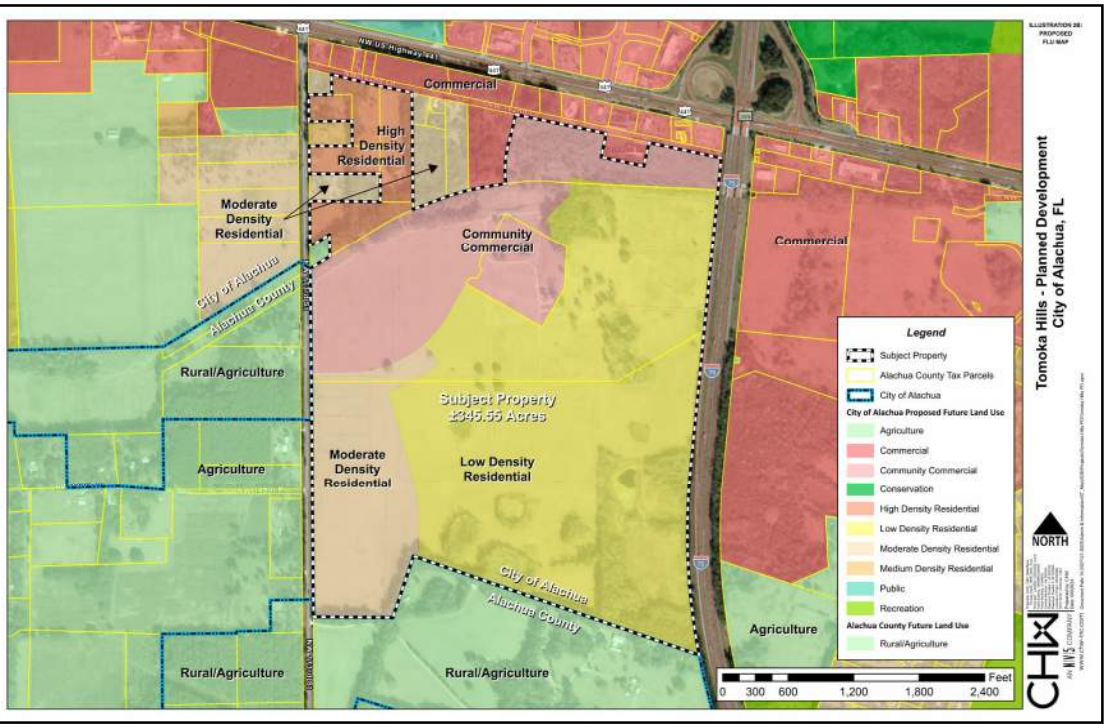
Existing FLU: Medium Density Residential; Moderate Density Residential; Commercial; Community Commercial; & Agriculture



9

Proposed Future Land Use Map

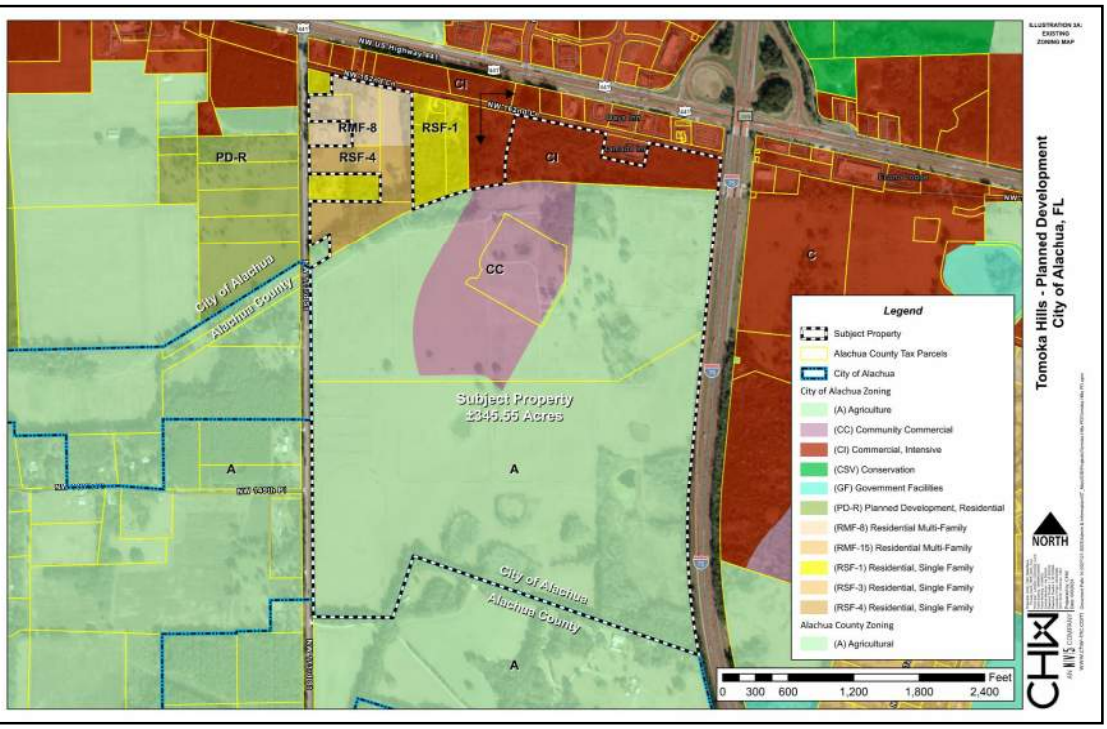
Proposed FLU: High Density Residential; Community Commercial; Moderate Density Residential; & Low Density Residential



10

Existing Zoning Map

Zoning: Residential, Single Family (RSF-4); Residential, Multi-Family (RMF-8); Commercial, Intensive (CI); Community Commercial (CC); & Agriculture (A)

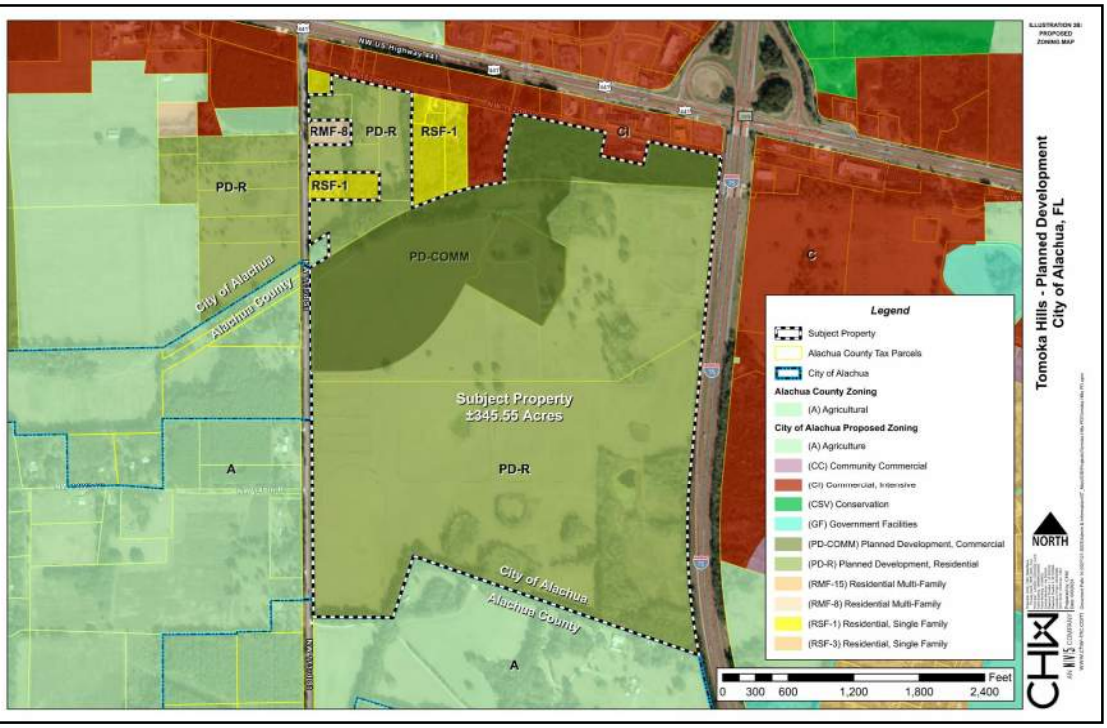


11

Proposed Zoning Map

Proposed Zoning: Planned Development, Commercial (PD-Comm); and Planned Development, Residential (PD-R)

PD-R permits a golf course



12

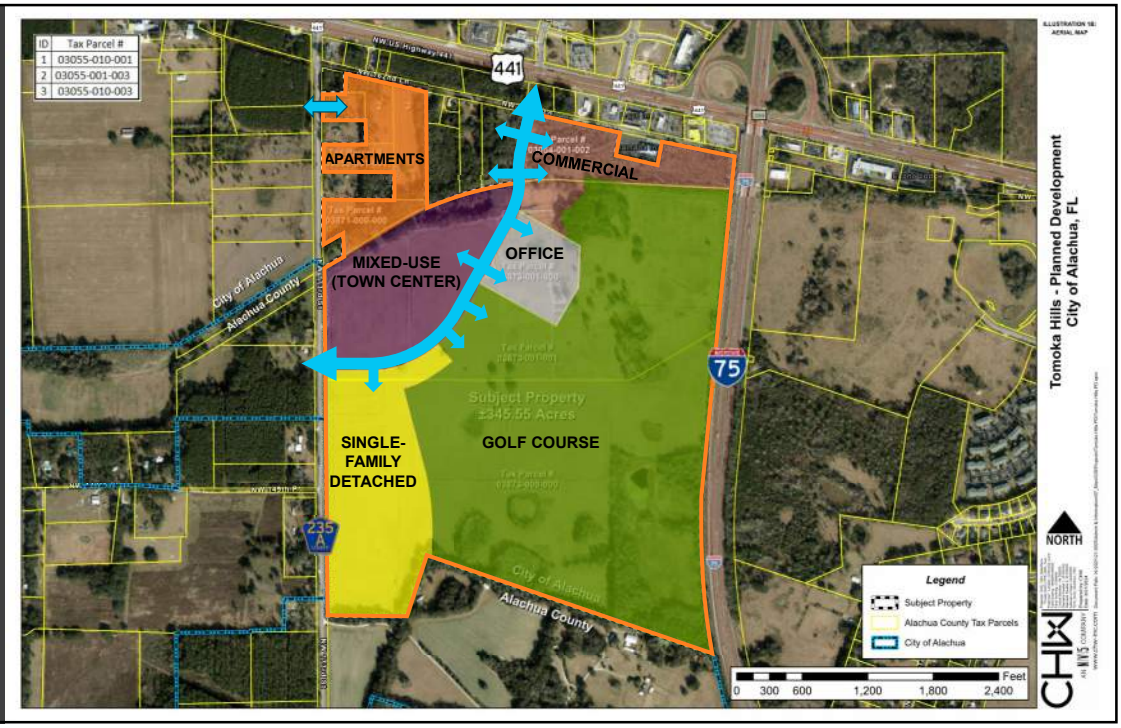
Concept

Office, Commercial, and mixed-use: 300 units and 540,000 sf

Apartments: 350 units

Single-family detached: 100 units

Golf course:
- Single-family detached: 10 units
- Clubhouse, maintenance building(s), and other accessory uses: 200,000 sf



13

Golf Course



14

Sign-in Sheet

SIGN-IN SHEET

Tomoka Hills PD and Site Plan

21-0025.09 and .18

CHW AN NV5 COMPANY

Event: Neighborhood Meeting

Date/Time: September 12, 2024 @ 6:00 PM

Place: CHW (11801 Research Drive, Alachua, FL 32615)

Re: Large-scale Comprehensive Plan Amendment, Rezoning to Planned Development, and Site Plan

	Print Name	Street Address	Signature
1	Bonya Burgess	15201 NW 147th Ave STE 1200-332 Alachua	
2	Victor Brashear	15202 NW 147th Ave STE 1200-332 Alachua	
3	Jonathan Wallace	NW 241 Alachua FL	
4	Virgil & Holly Deloach	P.O. Box 532 Ft White FL	Holly N Deloach
5	Busy Shires	busyshires333@gmail.com	
6		386-853-4437	
7			
8			
9			
10			
11			
12			
13			

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Workshop Minutes

NEIGHBORHOOD MEETING MINUTES

Tomoka Hills PD

21-0025.09

Event:	Neighborhood Meeting
Date:	September 12, 2024 @ 6:00 PM
Location:	CHW Office – 11801 Research Drive, Alachua, FL, 32615
RE:	Large-scale Comprehensive Plan Amendment (LSCPA), Rezoning, and Site Plan Applications

CHW (Agent) Attendees: Ryan Thompson, Walker Owen
Public Attendees: Five (5) (See Sign-In Sheet)

CHW, on behalf of Tomoka Hills Farms, Inc., hosted the required Neighborhood Meeting and presented the following: the meeting's purpose; the applications' requests and intents; the opportunities presented by the applications; the general application review process and estimated project timeline; maps illustrating the site's regulatory and physical characteristics, and a conceptual site layout with proposed uses, densities, and intensities. This was the second of two (2) neighborhood meetings. The first meeting was held on August 21, 2024.

Questions and comments from public attendees are described below, with agent responses.

Question: If the road [connecting US 441 to CR 235A] is going to be private, will it be designed to City standards, open to the public?
Response: Yes, the road will be designed to City standards and open to the public. This additional road could relieve some congestion at the US 441/CR 235A intersection by providing an alternate route.

Comment: There are wetlands on the site and possible open karst features. Development on this site needs to respect those features and make sure there are no negative environmental impacts.
Response: Our own professional ecologist has walked the site with Alachua County Environmental Protection Department (EPD) and Suwannee River Water Management District (SRWMD). Wetlands have been documented and are located entirely within the golf course. [The LSCPA and Rezoning applications included two (2) environmental exhibits: SRWMD Formal Wetland Jurisdictional Determination and Listed Species Survey Memorandum.]

The Tower Hill Insurance building is served by a 100% retention basin located to the north of the site behind the hotels located along US 441. That SMF is sized for the 100-year event to not discharge. Soils were 2 to 4 ft per day so NOT rapidly infiltrating. The basin is sized for a future clubhouse, future retail along the entrance road and a possible expansion of the world HQ in the distant future. The storm water is all piped to the SMF. Any prior surface water discharge from the entire Tomoka Farms site to Mill Creek Sink has been eliminated. The HQ SMF allows any runoff from the course to be naturally infiltrated through native soils at 2-4 Ft/day.

The planned golf course is private for the use of Tower Hill Insurance and its invited guests and is planned on approximately 160 acres of the farm and is designed to fit the land thus requiring minimal grading except at greens and tee boxes. There will be no paved cart paths linking holes on the golf course. Existing wetlands or other surface water features are being saved with buffers, an average of 75'-wide, as required by Alachua County. The wetlands are being preserved to the maximum extent practicable with only a couple instances with noninvasive impacts, such as an elevated boardwalk to cross a narrow stretch of wetland. Non fairways are being left rough with the existing pasture grass. Fairways, greens and Tees make up approximately 15% of the 160 acres and are the extent of the irrigated areas.

Comment: It is inherent that the developer will meet minimum standards. This site has special environmental features and should be held to a higher standard.
Response: The ±345 acres have been master planned with consideration for the site's environmental features at the forefront. The wetlands will meet the County's wetland buffer requirements, which are significantly wider than the Water Management District and all other jurisdictions within Alachua County. Further, the wetlands are completely located within the golf course, essentially serving as ±160-acre buffer.

Comment: The golf course is not a sufficient buffer, since they will be using fertilizer to make it nice for their executives. The water features need to be investigated, could be spring fed.
Response: Best Management Practices (BMPs) for the golf course will be followed to reduce potential impacts from irrigation, fertilizers, and pesticides.

Comment: This site was planted with sweet corn for decades and was sprayed heavily with fertilizers and pesticides six weeks out of the year. A golf course will have much less impact than what's been done historically. Also, I've been on the property throughout my life and have seen every one of those areas dry. I've seen nothing that indicates they are spring fed.

Question: The site directly accesses a segment of US 441 that this anticipated to operate at a LOS F in 2035. What will the segment operate at with your added development?
Response: The Tower Hill Insurance headquarters building Site Plan included a Traffic Impact Analysis and Florida Department of Transportation (FDOT) conducted their own Intersection Control Evaluation (ICE) analysis based on a full buildout of the site. The modifications currently under construction for the US 441 / NW 167th Blvd intersection are based on the ICE analysis.

Question: What did the FDOT ICE include?
Response: The FDOT ICE analysis was for the entire ±345 acres, including the commercial, multi-family, single-family, and mixed-use areas. I do not have the specific number of units and nonresidential square footage on-hand but will follow up with you. The analysis also only considered a connection at US 441, which concentrates a high demand on the US 441/NW 167th Blvd intersection.

[As a follow up to the attendee, CHW sent the FDOT ICE 2044 full build-out details on September 13, 2024, which included the following:

- Phase 1 2024 (Tower Hill Headquarters)
    - 71,000 Square Feet (SF) – General Office Building

- Design Year 2044 (Full Buildout of Tomoka Hills)
    - 72 Dwelling Units (DU) – Single-Family Detached Housing
    - 300 DU – Multifamily Housing (Low-Rise)
    - 130 DU – Hotel
    - 140,000 SF – General Office
    - 235,000 SF – Shopping Center]

Question: I was OK with the Moderate and Medium density residential at the north but now it is high density?
Response: Yes, the client would like the option to construct an apartment complex in that area, if the market demand warrants such. Anything from townhomes to apartments could be permitted in a high density residential area. Now that the entire site is proposed as a Planned Development and a mixed-use area is designated adjacent to the north, High Density Residential is compatible.

Question: The Moderate Density Residential in the south is not compatible with the adjacent agriculture. I have a farm there and single-family homes abutting my property are not acceptable. How many units will that be?
Response: The Moderate Density Residential permits up to four (4) dwelling units per acre. However, the Planned Development – Residential zoning further restricts that to 100 units, which is approximately two (2) dwelling units per acre. Typical subdivisions are four (4) dwelling units per acre. So, these lots would be a little larger than what you typically see in subdivisions today.

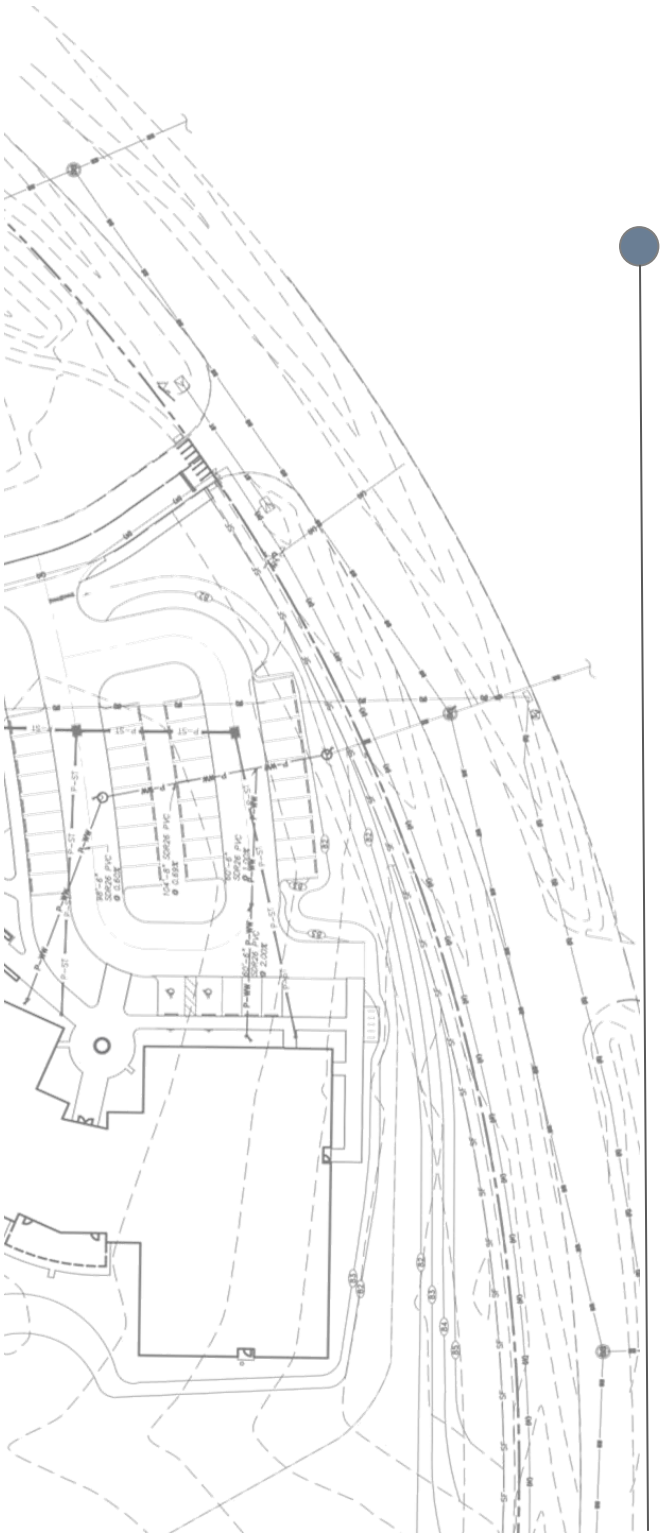
Comment: My farm is going into conservation. I'm already negotiating with the County and they have the funding. I will never sell my property.

Comment: I own the farm across CR 235A from you. I want the right to sell my property. Several others in the area have said they will sell if the right opportunity comes along. This site [the subject property] is adjacent to the interchange. They should be able to develop their property and what they're proposing is reasonable.

The meeting concluded at 7:30 PM.

Application Package
Table of Contents

1. Cover Letter
2. Rezoning Application
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. **Justification Report**
8. Public School Student Generation Form
9. Map Set
10. PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan
11. Environmental Exhibits
12. Golf Course Best Management Practices



Tomoka Hills

Planned Development Rezoning Justification Report

~~August 29, 2024~~

RESUBMITTED November 21, 2024

Prepared for:
City of Alachua Office of Planning and Community Development

Prepared on behalf of:
Tower Hill Insurance Group, LLC and
Tomoka Hills Farms, Inc.

Prepared by:
CHW

PN# 21-0025.09
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Table of Contents

1. Executive Summary 1
2. Statement of Proposed Change 3
3. Impact Analysis 7
4. Consistency with the Comprehensive Plan 11
5. Consistency with the Land Development Regulations 23

List of Tables

Table 1: Surrounding Future Land Use and Zoning Designations 3
Table 2: Projected Trip Generation 8
Table 3: Affected Roadway Segments 9
Table 4: Projected Impacts on Roadways 10
Table 5: Projected Potable Water Impacts 11
Table 6: Projected Sanitary Sewer Impacts 11
Table 7: Projected Solid Waste Impacts 12
Table 8: Projected Public School Demand 12
Table 9a: Recreational Impacts 13
Table 9b: Improved Passive Park Space Analysis 13

List of Figures

Figure 1: Aerial Map 3
Figure 2: Existing Future Land Use Map 4
Figure 3: Proposed Future Land Use Map 4
Figure 4: Existing Zoning Map 5
Figure 5: Proposed Zoning Map 5
Figure 6: Projected Trip Distribution Map 9
Figure 7: Public Facilities Map 28

1. EXECUTIVE SUMMARY

To:	Kathy Winburn, AICP, City of Alachua Planning & Community Dev. Director	
From:	Ryan Thompson, AICP, Sr. Project Manager	
Date:	~~August 29, 2024~~ RESUBMITTED November 21, 2024	
Re:	Tomoka Hills – Planned Development Rezoning Application	21-0025.09

Jurisdiction:	**Intent of Application:**
City of Alachua	A mixed use development with golf course
Description of Location:	
15601 NW 167th Blvd, Alachua, FL 32615	
Parcel Number:	**Acres:**
03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001	±345.58 acres (ac) *(Source: CHW)*
Existing Future Land Use (FLU):	**Proposed Future Land Use (FLU):**
Medium Density Residential (9.70-ac) The Medium Density Residential land use category allows residential development at a density of 4 dwelling units per acre to 8 dwelling units per acre, as well as small-scale neighborhood commercial and mixed use developments. *Moderate Density Residential (13.78-ac)* The Moderate Density Residential land use category allows residential development at a maximum density of 4 dwelling units (du) per acre. This FLU category permits uses such as single-family dwelling units, townhomes, and Residential Planned Developments. *Commercial (18.25-ac)* The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which largescale, regional commercial uses may locate. *Community Commercial (45.29-ac)* The Community Commercial land use category is established to provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas. *Agriculture (258.56-ac)* The City shall establish an Agriculture land use category in order to maintain agriculture operations within the city limits as well as preserve the rural character and small-town charm of Alachua.	*High Density Residential (23.48-ac)* The High Density Residential land use category allows residential development at a density of 8 dwelling units per acre to 15 dwelling units per acre, as well as certain complementary uses, such as a low intensity neighborhood-scale retail and services. *Moderate Density Residential (46.74-ac)* The Moderate Density Residential land use category allows residential development at a maximum density of 4 dwelling units (du) per acre. This FLU category permits uses such as single-family dwelling units, townhomes, and Residential Planned Developments. *Low Density Residential (196.68-ac)* The Low Density Residential land use category allows residential development at a maximum density of 1 dwelling unit per acre. This land use category shall provide for a transition between rural residential / agricultural areas and the urban areas within the City. *Community Commercial (78.68-ac)* The Community Commercial land use category is established to provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas.

Existing Zoning District:	**Proposed Zoning District:**
RSF-4: Residential Single-Family-4 (Up to 4 du/ac) (13.78-ac) The RSF-4 district is established as a district in which the principal use of land is single-family residential development at a moderate density for use in areas served by water and sewer systems. *RMF 8: Residential Multiple-Family-8 (Up to 8 du/ac) (9.70-ac)* The RMF-8 district is established and intended to encourage a mixture of medium-density housing types, including single-family detached, townhouses, two- to four-family, and multiple-family dwellings, in areas served by water and sewer systems. *CC: Community Commercial (45.29-ac)* The CC district is established and intended to provide lands for business uses that provide goods and services to residents of the entire community. *CI: Commercial Intensive (18.25-ac)* The CI District is established and intended to provide lands and facilitate highway-oriented development opportunities within the City, for uses that require high public visibility and an accessible location. *A: Agriculture (1 du/5ac) (258.56-ac)* The A district is intended to provide for areas primarily consisting of agriculture uses and agriculture support uses and also allow low-density single-family residential development.	*PD-R: Planned Development-Residential District (266.90-ac)* The purpose of the PD-R district is to provide a mix of residential uses using innovative and creative design elements, while at the same time providing an efficient use of open space. Commercial uses may be allowed in the PD-R district primarily to serve the needs of the residents in the development. *PD-COMM: Planned Development-Commercial District (78.68-ac)* The purpose and intent of the PD-COMM district is to provide mixed-use retail and office development, with limited moderate and higher density residential uses integrated into the development above street levels and as separate stand-alone uses.
Existing Max Permitted Density/Intensity: Density: • RSF-4: 9.70 ac * 8 du/ac = 78 du • RMF-8: 13.78 ac * 4 du/ac = 55 du • A: 258.56 ac * 1 du/5 ac = 52 du • TOTAL: 184 du Intensity: • CC: 45.29 ac * 0.5 FAR = 986,416 sf • CI: 18.25 ac * 0.5 FAR = 397,485 sf • TOTAL: 1,383,901 sf	**Proposed Max Permitted Density/Intensity:** Density: • TOTAL: 760 du Intensity: • TOTAL: 740,000 sf (Per this PD Rezoning application)
Net Change Approval of this Rezoning application will permit an increase of **576 maximum dwelling units** and a **reduction of 643,901 nonresidential square feet** compared to what is currently allowed by the onsite zoning districts. The uses proposed on the subject property are allowed and consistent with the proposed via the companion Large-scale Comprehensive Plan Amendment (LSCPA) application's FLU categories onsite.	

2. STATEMENT OF PROPOSED CHANGE

This application requests to rezone a ±345.58-acre portion of land in the City of Alachua (tax parcels 3054-1-2, 3055-1-1, 3055-1-3, 3055-10-1, 3055-10-3, 3871, 3873, 3873-1, 3873-1-1) from Single-Family Residential-4 (RSF-4), Multi-Family Residential-8 (RMF-8), Commercial, Intensive (CI), Community Commercial (CC), and Agriculture (A) to PD-Residential (PD-R) and PD-Commercial (PD-COMM). The site is in the southwest quadrant of the US 441/I-75 interchange. **Figure 1** shows the site's location and current conditions.

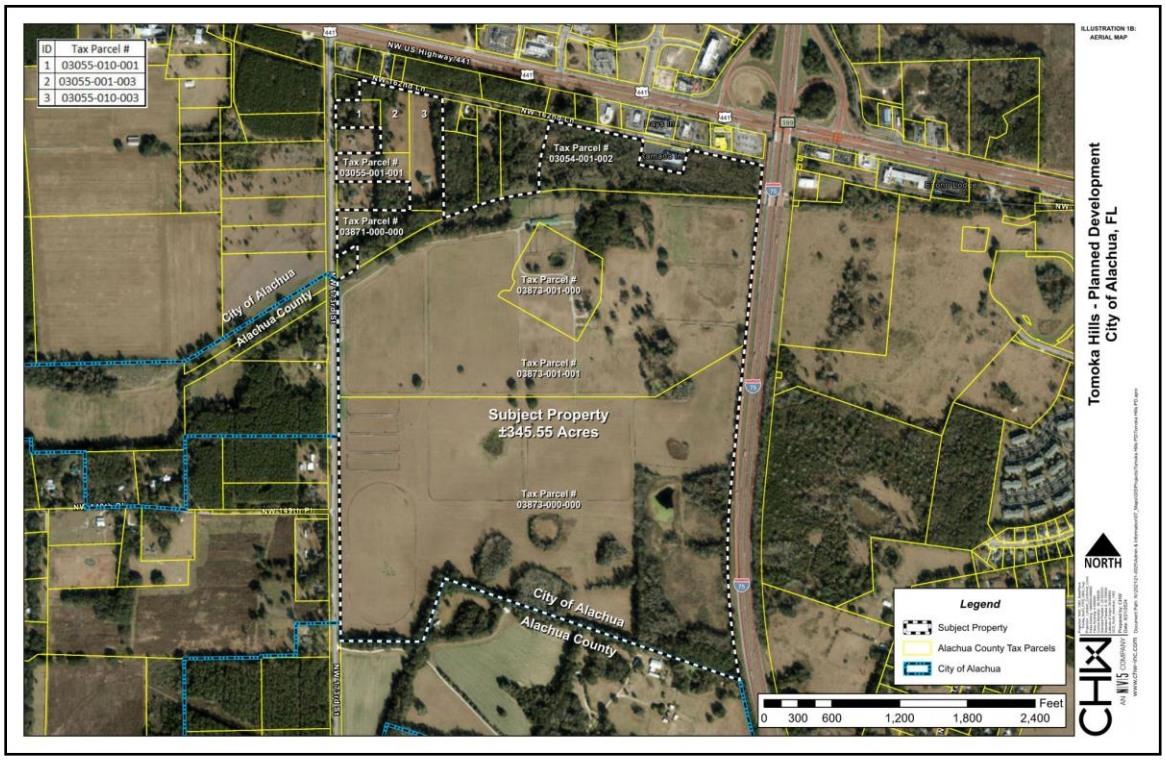

Figure 1: Aerial Map

This Rezoning application permits a mix of residential, commercial, office, and recreational uses. Due to the unique nature of this development program, integrating a diversity of housing types and nonresidential uses in one cohesively planned development, the PD-R and PD-COMM zoning districts are requested. Consistent with this application is a companion Large-scale Comprehensive Plan Amendment (LSCPA) that requests FLU category changes from Medium and Moderate Density Residential, Commercial, Community Commercial, and Agriculture to Low, Moderate, and High Density Residential, and Community Commercial.

Existing FLU and Zoning designations of adjacent parcels are identified in **Table 1** and illustrated in **Figures 2 and 3**. The proposed FLU and Zoning District are illustrated in **Figures 4 and 5**, respectively.

Table 1: Surrounding Future Land Use and Zoning Designations

Direction	Abutting Right-of-Way	Future Land Use Designation	Zoning Designation
North	NW 162nd Lane	Moderate Density Residential / Commercial	RSF-1 / CI
East	I-75	Commercial / Agriculture	I-75 ROW / CI / A
South	-	Rural/Agriculture (County)	A (County)
West	CR 235A	Moderate Density Residential / Agriculture	CR 235A / PD-R / A

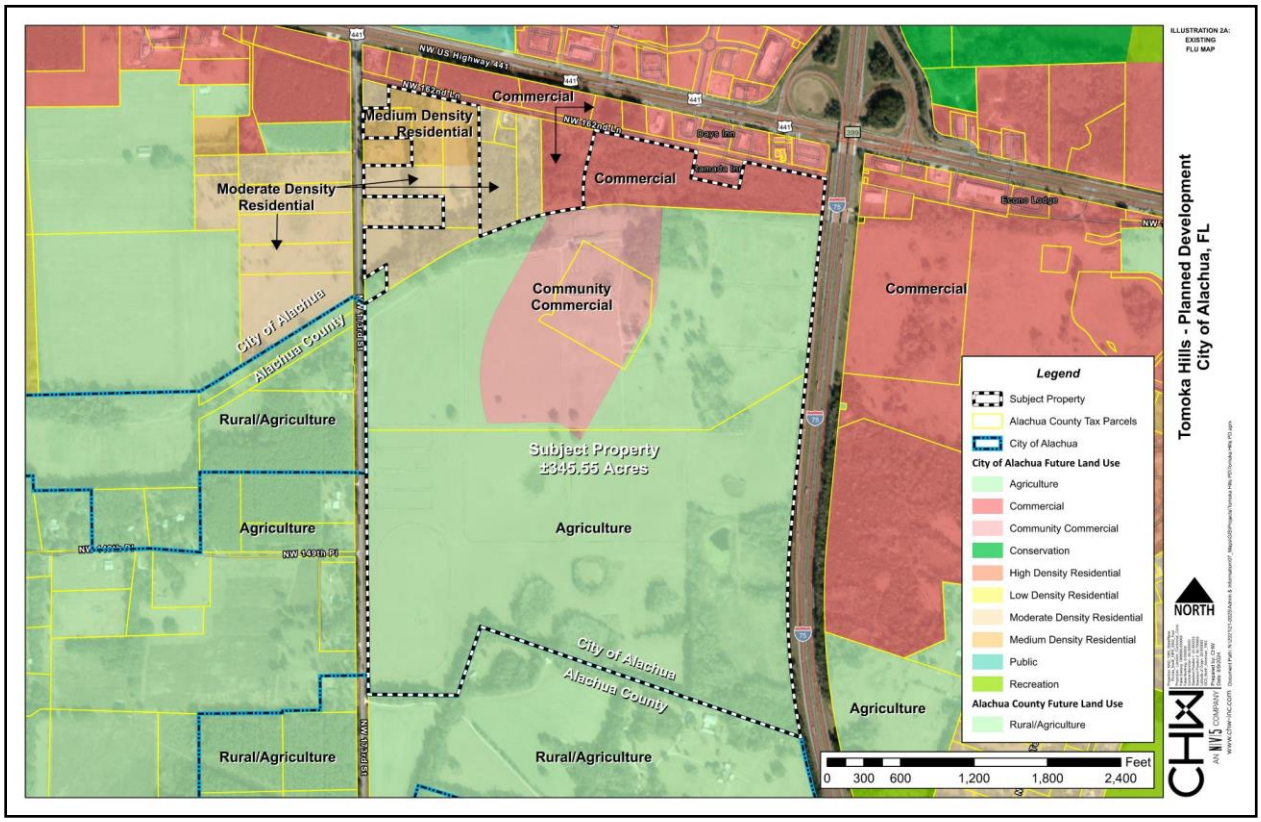

Figure 2: Existing Future Land Use Map

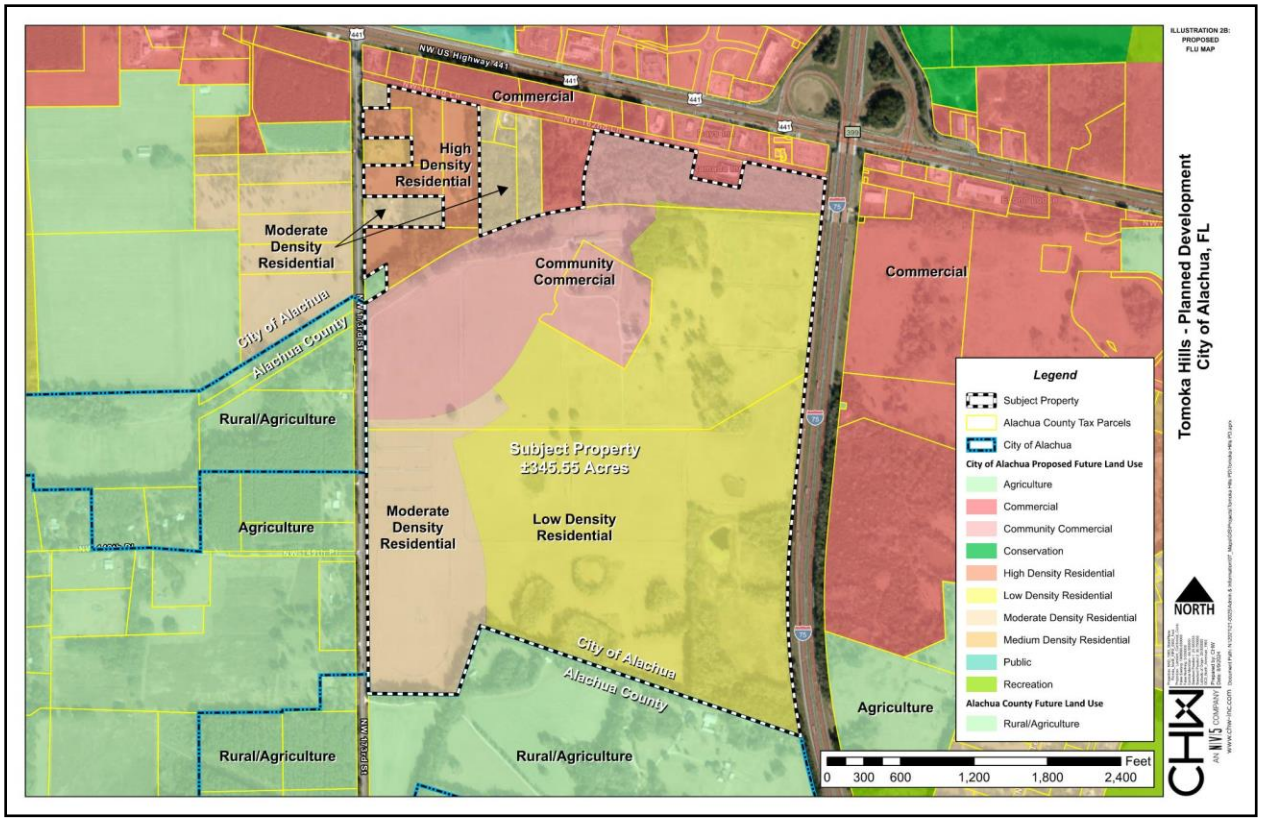

Figure 3: Proposed Future Land Use Map

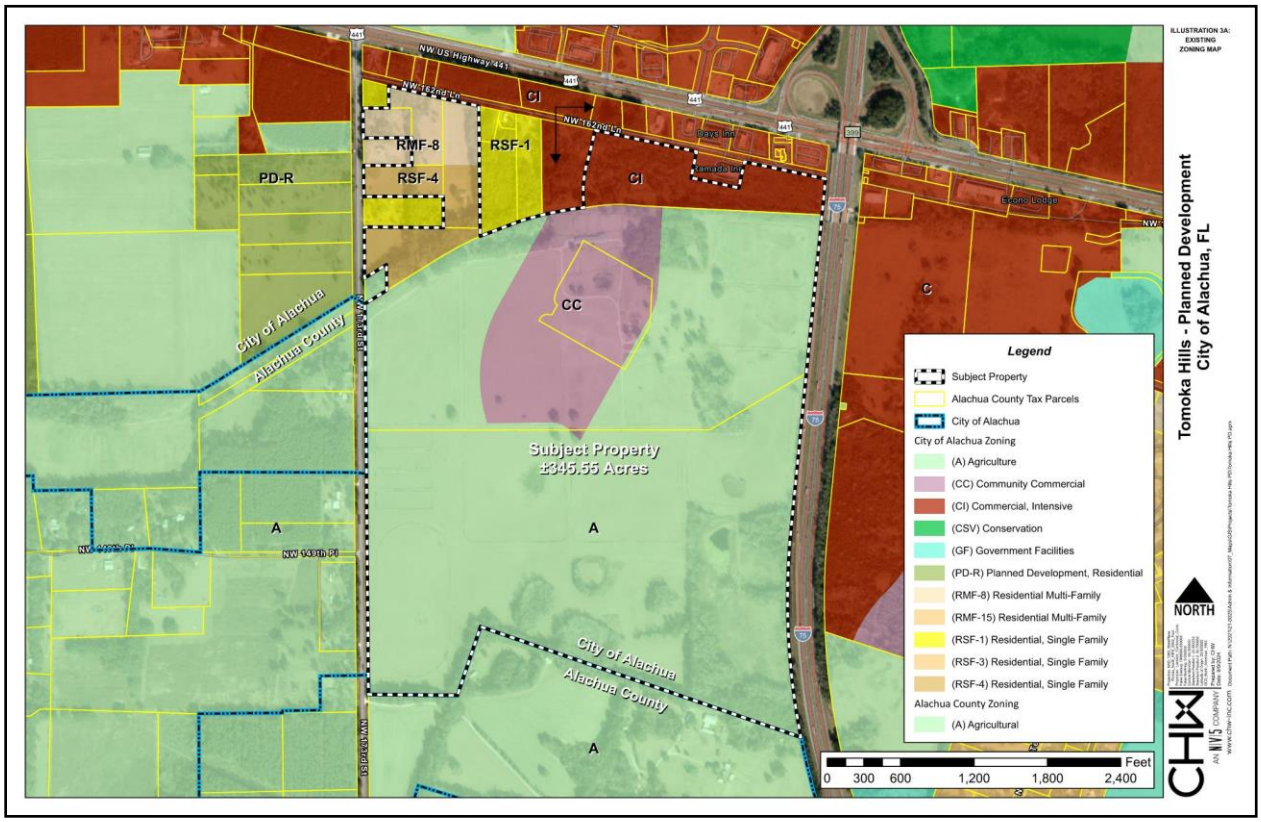

Figure 4: Existing Zoning Map

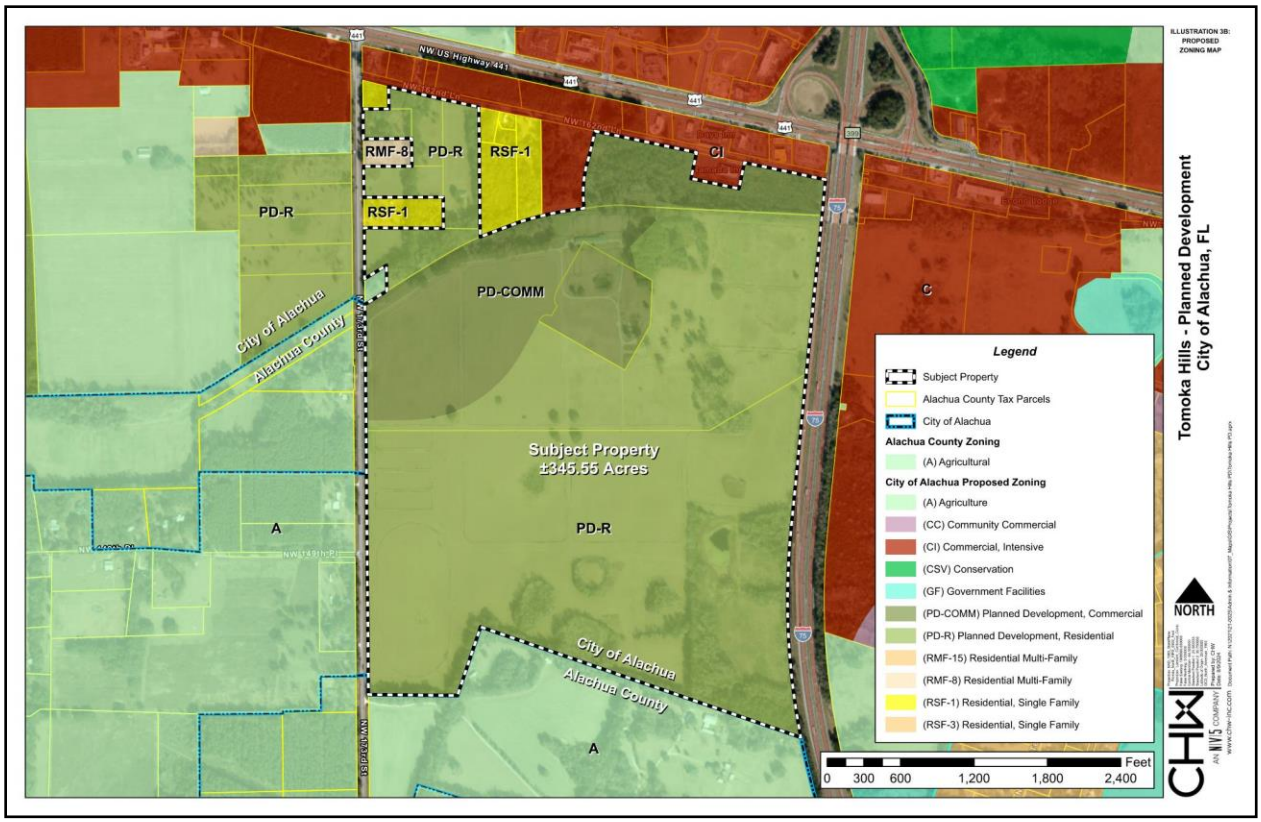

Figure 5: Proposed Zoning Map

The Tomoka Hills PD consists of apartments (up to 15 du/ac) in the northwest corner with access from County Road (CR) 235A; community commercial uses near the US 441 / NW 167th Blvd intersection; town center-type development in the interior that includes a mix of community commercial and apartments and/or upper-story units (up to 8 du/ac); the Tower Hill Insurance headquarters (permitted and currently under construction) located east of the town center; single-family detached residential (up to 2 du/ac) to the south along CR 235A; and a golf course with associated uses on the site's remainder.

The site has been designed to function as a cohesive development with shared infrastructure, including Stormwater Management Facilities (SMF). The proposed uses associated with these applications are compatible both internally and with abutting external uses. To ensure compatibility with adjacent properties, a 15'-wide Type D landscape buffer is proposed where the subject property abuts RSF-1 zoning and a 7.5'-wide Type B landscape buffer where the proposed single-family detached residential abuts Agriculture zoning.

3. IMPACT ANALYSIS

LEVEL OF SERVICE CONCURRENCY

This Rezoning application requests to change the ±345.58-acre site's existing zoning designation from Single-Family Residential-4 (RSF-4), Multi-Family Residential-8 (RMF-8), Commercial, Intensive (CI), Community Commercial (CC), and Agriculture (A) to PD-Residential (PD-R) and PD-Commercial (PD-COMM) at a density and intensity consistent with the companion LSCPA. This impact analysis is based on the proposed PD entitlements:

- 110 single-family detached units,
- 650 multi-family / upper-story units,
- 400,000 sf of shopping center,
- 140,000 sf of office, and
- 200,000 sf of nonresidential, which is anticipated to consist of indoor commercial recreation (clubhouse, gymnasium, etc.) that are ancillary to the golf course and Tower Hill Insurance headquarters.

A Traffic Impact Analysis (TIA) was submitted to and approved by the Florida Department of Transportation (FDOT) and City of Alachua for this Subject Property. The TIA accompanied a Site Plan application for the Tower Hill Insurance headquarters, and included 55,000 square feet of office, a 130-key hotel, and 40,000 square feet of retail. Subsequently, FDOT ran their own Intersection Control Evaluation (ICE) using a 2044 forecast provided by CHW/NV5. Trips were forecasted out to the design year 2044, for the redesign US HWY 441/NW 167th Blvd intersection. This included full buildout of the Tomoka Hills site, consisting of:

Phase 1 2024 (Tower Hill Headquarters)

- 71 KSF – General Office Building

Design Year 2044 (Full Buildout of Tomoka Hills)

- 72 DU – Single-Family Detached Housing
- 300 DU – Multifamily Housing (Low-Rise)
- 130 DU – Hotel
- 140 KSF – General Office
- 235 KSF – Shopping Center

(Note: the entitlements requested by these LSCPA and PD Rezoning applications have been modified after the TIA and ICE analysis.)

FDOT and CHW coordinated the design of a signalized through cut intersection type at the US HWY 441/NW 167th Blvd intersection which is nearing construction. A revised TIA will be submitted at the time a Site Plan either exceeds the entitlements accounted for in the initial TIA, or when a connection to CR 235A is proposed, as the initial TIA did not include a CR 235A connection. A future Site Plan may need to be revised, depending on whether sufficient roadway capacity can be achieved.

Trip generation figures are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Data for subsequent tables are from the City of Alachua September 2024 Development Monitoring Report, as well as data obtained within the City Comprehensive Plan and Florida Administrative Code (FAC).

Table 2: Projected Trip Generation

Land Use	Land Use Area	ITE LU Code	Variable Type	Variable Quantity	Daily	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***

1. The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guests and is therefore considered ancillary to the office.
2. The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily. Therefore, the PM Peak pass-by rate of 19% is used for all scenarios.

Conclusion: Approval of this application potentially results in **18,738 new total daily trips**. This daily trip volume accounts for internal capture of potential trips due to the proposed mix of uses on site, as residents within the development will be able to meet daily needs, work, and recreate within the development without relying on a vehicle. This daily trip volume also accounts for pass-by trips, trips on the road network without consideration for this development but alter their path to visit the onsite development.

Applications for development approval are required to evaluate concurrency compliance for affected roadway segments. Per City of Alachua Land Development Regulations §2.4.14.(H)(2)(b), for developments generating more than 1,000 external Average Daily Trips (ADT) affected roadway segments are those on which the development's potential impacts are 5% or greater of the Maximum Service Volume (MSV) of the roadway, as well as all roadway segments located partially or wholly within one-half mile of the development's ingress/egress or nearest major intersection. Roadway segments with potential impacts 5% or greater of the Maximum Service Volume (MSV) of the roadway, were determined to be **Segments 5, 6, and 7**. The calculations that led to this conclusion are demonstrated in **Table 3**, with affected segments

identified in the far-right column. Additional affected roadway segments due to their proximity to the development's ingress/egress or nearest major intersection are **Segments 1, 2, 16, and 17**.

Table 3: Affected Roadway Segments

Roadway Segment	% of Distribution	Projected Trip Generation[2]	Residual Capacity with Approval	5% of MSV	5% or Greater of MSV (Y/N)
1	10%	1,874	30,861	4,580	N
2	20%	3,748	17,541	4,580	N
3	8%	1,499	19,307	2,150	N
4	8%	1,499	18,502	2,285	N
5	15%	2,811	7,340	1,950	Y
6	48%	8,994	-9,129	1,950	Y
7	30%	5,621	9,515	2,150	Y
8	3%	562	3,660	720	N
9	2%	375	5,085	720	N
10	1%	187	7,687	720	N
11	0%	0	8,940	756	N
12	1%	187	12,999	756	N
13	3%	562	11,253	1,044	N
14	0%	0	11,960	756	N
15	0%	0	10,195	756	N
16	3%	562	10,375	756	N
17	4%	750	5,247	756	N

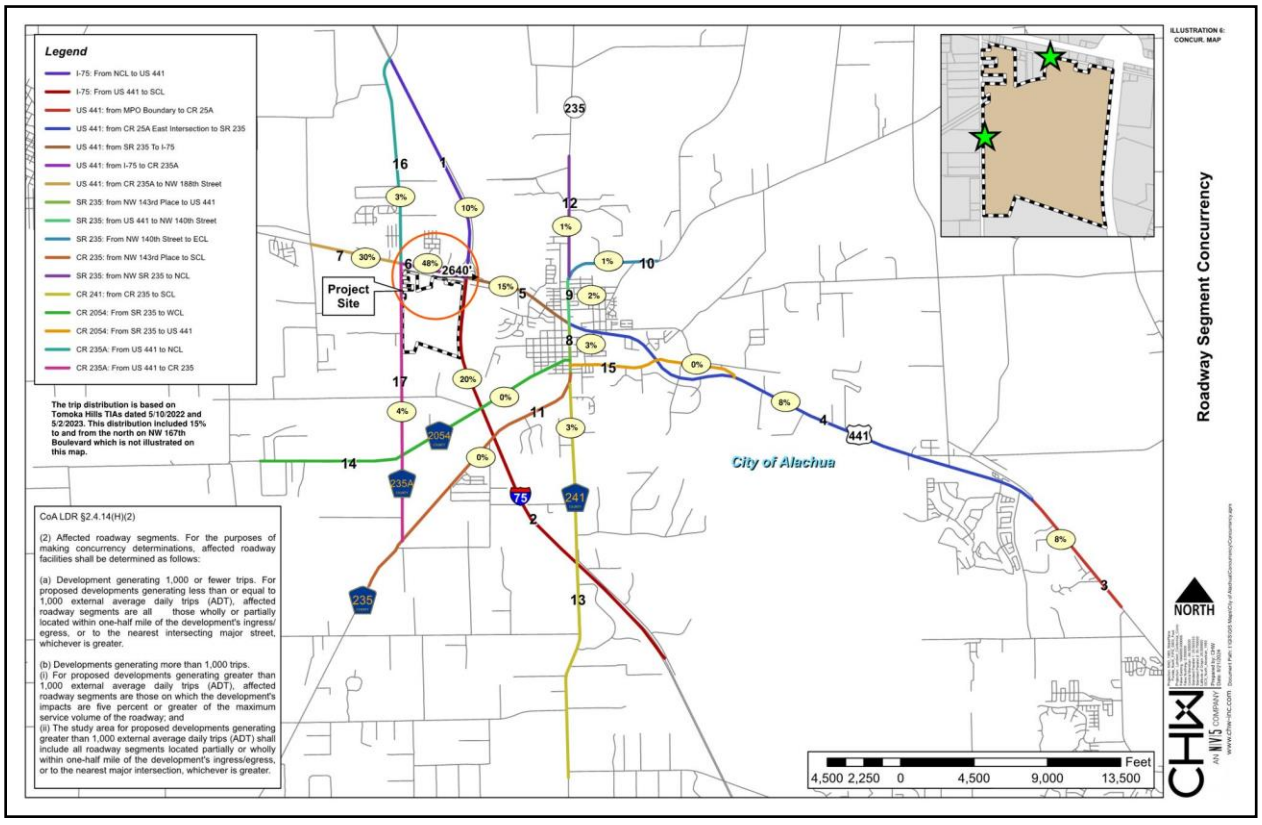

Figure 6: Projected Trip Distribution Map

Table 4: Projected Impacts on Roadways

Roadway Segment	AADT/Peak Hour	Comp Plan MSV[1]	Existing Traffic[1]	Reserved Trips[1]	Available Capacity	Projected Trip Generation[2]	Residual Capacity with Approval
1	AADT	91,600	58,668	197	32,735	1,874	30,861
	Peak Hour	8,250	4,450	20	3,780	171	3,609
2	AADT	91,600	70,070	241	21,289	3,748	17,541
	Peak Hour	8,250	5,282	26	2,942	342	2,600
5	AADT	39,000	25,096	3,753	10,151	2,811	7,340
	Peak Hour	3,510	2,198	328	984	257	727
6	AADT	39,000	33,456	5,679	-135	8,994	-9,129
	Peak Hour	3,510	2,711	515	284	821	-537
7	AADT	43,000	24,491	3,373	15,136	5,621	9,515
	Peak Hour	3,870	2,076	363	1,431	513	918
16	AADT	15,120	1,402	2,781	10,937	562	10,375
	Peak Hour	1,359	133	284	942	51	890
17	AADT	15,120	5,302	3,821	5,997	750	5,247
	Peak Hour	1,359	504	392	463	68	395

1. City of Alachua Development Monitoring Report, September 2024.
2. Roadway segments' estimated projected trip distribution percentages are listed in Table 3.

Conclusion: Based on the preliminary analysis, only one of the seven (7) affected roadway segments does not have sufficient capacity following this application's approval at full buildout, Roadway Segment 6: US 441 from I-75 to CR 235A, which the project site has a direct connection. However, it should be noted this preliminary assessment assumes the entire development would be constructed at one time and under today's current Level of Service (LOS) with no other roadway or transportation system modifications or enhancements contemplated. Development of the Subject Property will occur in phases over the span of multiple years. It is assumed that, over time, facilities will be expanded and modified, and additional capacity will become available when development is constructed.

Further, the Subject Property has an approved TIA and ICE, as described earlier in this section. This TIA and the subsequent ICE analysis determined appropriate roadway and intersection modifications for US 441/NW 167th Blvd, which is located within the affected roadway segment, for full site buildout. This alternative intersection design prohibits selected turning movements to allow more green light time and more capacity for the through traffic on US 441 compared to traditional signalized intersections. These modifications are currently under construction to meet the community's existing demand documented in the TIA and ICE analysis.

In conclusion, this application is not seeking a Certificate of Concurrency Compliance currently, as a final development order will ***not*** be issued because of this application's approval. Also, concurrency is not reserved for Large-scale Comprehensive Plan Amendments, site-specific amendments to the Official Zoning Atlas, or Planned Developments. Any future application for a final development order, including a site plan or final PD plan, that exceeds the densities and/or intensities contemplated in the TIA/ICE analysis or a final development order that connects directly to CR 235A will require an updated TIA to determine appropriate roadway modifications at that time and must

demonstrate sufficient roadway capacity for the development proposed to receive City of Alachua approval.

Potable Water / Sanitary Sewer / Solid Waste

Table 5: Projected Potable Water Impacts

System Category	Gallons Per Day (GPD)
Current Permitted Capacity[1]	2,300,000
Less actual Potable Water Flows[1]	1,548,250
Reserved Capacity[1]	468,945
Residual Capacity[1]	282,805
Percentage of Permitted Design Capacity Utilized[1]	87.70%
Projected Potable Water Demand from Proposed Project[2]	278,000
Residual Capacity after Proposed Project	**4,805**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C. Formulas used:*
    a. *Residential: 760 du x 275 gallons per unit per day*
    b. *Retail: 400,000 sf x 0.1 gallons*
    c. *Office: 140,000 sf x 15 gallons / 100 sf of floor space*
    d. *Clubhouse: 200 gallons / water closet (anticipated 20 bathrooms)*

Conclusion: The project site will be served by existing City of Alachua potable water infrastructure. The potential net impacts from the intended development *will not* negatively impact the City's adopted LOS for potable water.

Per Community Facilities Element Policy 4.1.c the existing demand and reserve capacity of the potable water facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. It should be reiterated that this application is not seeking a Certificate of Concurrency Compliance currently. Nor is concurrency reserved for Planned Developments. Any future application for a site plan or final PD plan must demonstrate sufficient potable water capacity for the development proposed to receive City of Alachua approval.

Table 6: Projected Sanitary Sewer Impacts

System Category	Gallons Per Day (GPD)
Treatment Plant Current Permitted Capacity[1]	1,500,000
Less actual Treatment Plant Flows[1]	764,000
Reserved Capacity[1]	437,084
Residual Capacity[1]	298,916
Percentage of Permitted Design Capacity Utilized[1]	80.07%
Projected Sanitary Sewer Demand from Proposed Project[2]	239,400
Residual Capacity after Proposed Project	**59,516**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C. Formulas used:*
    a. *Residential: 760 du x 250 gallons per unit per day*
    b. *Retail: 400,000 sf x 0.1 gallons*
    c. *Office: 140,000 sf x 15 gallons / 100 sf of floor space*
    d. *Clubhouse: 200 gallons / water closet (anticipated 20 bathrooms)*

Conclusion: The project site will be served by existing City of Alachua wastewater infrastructure. The potential net impacts from the intended development *will not* negatively impact the City's adopted LOS for sanitary sewer.

Per Community Facilities Element Policy 1.1.d the existing demand and reserve capacity of the wastewater facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. It should be reiterated that this application is not seeking a Certificate of Concurrency Compliance currently. Nor is concurrency reserved for Planned Developments. Any future application for a site plan or final PD plan must demonstrate sufficient wastewater capacity for the development proposed to receive City of Alachua approval.

Table 7: Projected Solid Waste Impacts

System Category	LBs Per Day	Tons Per Year
Existing Demand[1]	44,060.00	8,040.95
Reserved Capacity[1]	50,407.82	9,19.43
New River Solid Waste Facility Capacity[1]	50+ years	
Solid Waste Generated By Proposed Project[2]		**3,063.08**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: Sincero and Sincero; Environmental Engineering: A Design Approach. Prentice Hall, New Jersey, 1996. Formula used: (760 du x 2.6 persons per du x .73 per capita; (((12 lbs. / 1,000 sf / day x 740,000 sf) x 365) / 2000))*

Conclusion: Solid waste facility capacity exists to adequately serve the subject property's intended development. Thus, approval of this application will not negatively impact the City's adopted LOS for this system.

Public School and Recreation Impact

The City of Alachua requires all LSCPA and Rezoning applications involving residential developments to include an estimated Public School Generation analysis. This is conducted by completing the City's Public School Student Generation Calculation Form. A completed copy of this form has been included within this application's submittal. The development's estimated impact on the City's Public School System is found in **Table 8**.

Table 8: Projected Public School Demand

Land Use	Units	Elem.		Middle		High	
(ITE)		Rate[1]	Total	Rate[1]	Total	Rate[1]	Total
Proposed							
Single-Family Residential	110	0.12	13	0.06	7	0.09	10
Multi-Family Residential	650	0.06	39	0.03	20	0.03	20
Total	**760**	-	**52**	-	**27**	-	**30**

1. *Source: City of Alachua School Concurrency Form*

Conclusion: Approval of this application *will not* negatively impact the Public School System.

Table 9a: Recreational Impacts

System Category	Acreage
Existing City of Alachua Acreage[1]	135.48
Acreage Required to Serve Existing Population[1]	55.08
Reserved Capacity[1]	13.84
Available Recreation Acerage[1]	66.57
Proposed Recreational Impact[2]	9.88
Residual Recreational Capacity After Proposed Development	**56.69**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan Recreation Element. Formula used: 760 units x 2.6 person per du x (5 acres/1,000 persons)*

Table 9b: Improved Passive Park Space Analysis

System Category	Acreage
Minimum Improved Passive Park Space Required to Serve Existing Population & Reserved Capacity[1]	13.78
Existing Improved Passive Park Space Provided[1]	34.82
Improved Passive Park Space Utilized by Existing Population & Reserved Capacity[1]	39.58%
Proposed Recreational Impact[2]	1.98
Improved Passive Park Space Utilized After Proposed Development	**45.3%**

1. *Source: City of Alachua September 2024 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan Recreation Element. Formula used: 760 units x 2.6 person per du x (5 acres/1,000 persons) x 20%*

Conclusion: The City of Alachua currently possesses considerable excess acreage for local recreation activities. In addition, this proposed development will have recreational facilities onsite including, but not limited to, passive trails and a golf course. Thus, this development is expected to have a minimal impact on the City's current recreational infrastructure.

4. CONSISTENCY WITH THE COMPREHENSIVE PLAN

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

FUTURE LAND USE ELEMENT

Policy 1.2.a: Low Density Residential (0 to 1 dwelling unit per acre): The Low Density Residential land use category allows residential development at a maximum density of 1 dwelling unit per acre. This land use category shall provide for a transition between rural residential / agricultural areas and the urban areas within the City. The following uses are allowed in the Low Density Residential land use category:

1. Single family detached dwelling units;
2. Accessory Dwelling Units;
3. Manufactured or modular homes meeting certain design criteria;
4. Residential Planned Developments; and,
5. Supporting community services such as schools, houses of worship, parks, and community centers.

Policy 1.2.a: Moderate density residential (0 to 4 dwelling units per acre): The moderate density residential land use category allows residential development at a maximum density of 4 dwelling units per acre. The following uses are allowed in the moderate density residential land use category:

1. Single family, conventional dwelling units;
2. Accessory dwelling units;
3. Manufactured or modular homes meeting certain design criteria;
4. Mobile homes only within mobile home parks;
5. Duplexes and quadplexes;
6. Townhomes;
7. Residential Planned Developments; and
8. Supporting community services, such as schools, houses of worship, parks, and community centers.

Policy 1.2.d: High Density Residential (8 to 15 dwelling units per acre): The High Density Residential land use category allows residential development at a density of 8 dwelling units per acre to 15 dwelling units per acre, as well as certain complementary uses, such as a low intensity neighborhood-scale retail and services. The following uses are allowed within the High Density Residential land use category:

1. Single family attached and detached dwelling units;
2. Accessory dwelling units;
3. Apartments and townhomes;
4. Duplexes and quadplexes;
5. Live/work units;
6. Residential Planned Developments;
7. Traditional Neighborhood Planned Developments;
8. Group living;

9. Neighborhood-scale retail and services, where the area dedicated to such uses is less than or equal to 30,000 square feet of floor area and is designed specifically to serve the surrounding neighborhood, including, but not limited to, a convenience stores without gas pumps, dry cleaners, pharmacies, local markets, restaurants, personal services, and professional offices; and
10. Supporting community services.

Portions of the Subject Property are within the Low Density Residential, Moderate Density Residential, and High Density Residential FLU categories. This application requests the PD-R zoning district on these portions. This is an allowed zoning district in both FLU categories. The proposed PD-R permits a mixture of single-family detached, attached, townhouse, two- to four-family dwelling units, and standalone multifamily dwelling units, which aligns with the purpose and intent of both FLU categories.

Policy 1.3.a: Community Commercial: The Community Commercial land use category is established to provide neighborhood and community scale goods and services to adjacent neighborhood and residential areas. The following uses are allowed within the Community Commercial land use category:

1. Neighborhood commercial establishments;
2. Residential/offices and live-work units;
3. Business and professional offices;
4. Personal services;
5. Financial institutions;
6. Retail sales and services that serve the community;
7. Eating establishments;
8. Indoor recreation/entertainment;
9. Single-family and multi-family residential above first floor commercial uses;
10. Bed and breakfasts;
11. Supporting community services such as schools, houses of worship, parks, and community centers; and,
12. Traditional Neighborhood Planned Developments.

Portions of the Subject Property are within the Community Commercial FLU category. This application requests the PD-COMM zoning district on these portions. Uses within the PD-COMM district will include single-family attached, townhouse, two- to four-family dwelling units, standalone multifamily, and upper-story dwelling units, shopping opportunities on the community scale, and office space.

The Community Commercial FLU category is implemented by the PD-COMM zoning district. The definition of the PD-COMM zoning district provided in Land Development Regulations (LDR) §3.6.1.(B)(4) explicitly states that "the purpose and intent of the Planned Development-Commercial (PD-COMM) District is to provide mixed-use retail and office development, with limited moderate and higher density residential uses integrated into the development above street levels *and as separate stand-alone uses*" (emphasis added). Consistent with this LDR allowance, a portion of the proposed PD-COMM area will be developed as stand-alone multi-family residential units. It is of note that none of the Comprehensive Plan policies addressing the City's Commercial Future Land Use Categories explicitly list standalone higher density residential uses, however the PD-COMM zoning district is the appropriate mechanism to allow such a use in a mixed-use master planned development. Thus, only via the PD mechanism can standalone multifamily residential development be achieved in this FLU designation.

Policy 1.3.d: Design and performance standards: The following criteria shall apply when evaluating commercial development proposals:

1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;
2. Buffering from adjacent existing/potential uses;
3. Open space provisions and balance of proportion between gross floor area and site size;
4. Adequacy of pervious surface area in terms of drainage requirements;
5. Placement of signage;
6. Adequacy of site lighting and potential impacts of lighting upon the surrounding area. Lighting should be designed to minimize impacts to preserve the ambiance and quality of the nighttime sky by reducing light trespass and light pollution on adjacent properties by utilizing lighting at appropriate intensities, directions and times to ensure light is not overused or impacting areas where it is not intended;
7. Safety of on-site circulation patterns (patron, employee, and delivery vehicles), including parking layout, drive aisles, and points of conflict;
8. Landscaping, as it relates to the requirements and goals of the Comprehensive Plan and Land Development Regulations;
9. Unique features and resources which may constrain site development such as soils, existing vegetation and historic significance;
10. Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design; and,
11. Commercial uses shall be limited to an intensity of less than or equal to 0.50 floor area ratio for parcels 5 acres or greater, 0.75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio for parcels 1 acre or less.

Development to follow approval of this application will adhere to all prescribed Design and Performance Standards, as prescribed on the PD Master Plan submitted with this application.

Policy 1.3.e: The creation/promotion of strip pattern commercial development shall be discouraged. Infill within established commercial areas is preferred over extension of a strip commercial pattern. Extension of a commercial land use designation may be considered in circumstances where the extension is compatible with the existing land uses surrounding the land or the land use categories of surrounding lands. Extensions of a commercial land use category shall not encroach into a residential area. The following criteria shall be applied to limit the impacts of commercial development upon surrounding areas:

1. Impacts upon traffic circulation should be anticipated and mitigated through the reservation of right-of-way for road widening and marginal access streets when appropriate.
2. Access points for commercial development shall minimize points of conflict by utilizing frontage roads, providing cross access between parcels, or installing shared use ingress and egress access driveways connections to roadways.
3. Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development upon surrounding land uses.

4. A sidewalk or bicycle path shall be required where appropriate, to provide convenient access to the development from surrounding areas and to reduce traffic volumes on the roadways.

The Subject Property is 345.58 acres, much larger than a typical strip pattern commercial development. The size of this property affords the ability to create a master planned community with a mix of various residential types, retail sales and service, office, and recreational uses, which will be permitted with the approval of these applications. The core of this development is designed as a town center, like Tioga Town Center in Alachua County. Onsite residents do not need to rely on a vehicle to meet daily needs or even get to work.

Community commercial uses will be focused to the north, abutting existing commercial uses on US 441. The additional commercial uses at this location will infill an existing strip commercial pattern and enhance the functionality of the existing uses with complimentary uses and an interconnected transportation network.

Policy 2.1.a: Residential Planned Developments (PD): The City shall establish flexible development and use regulations for residential PD's for use within residential land use categories. Those regulations shall be developed to achieve the following:

1. High quality residential development through a mixture of housing types, prices, and densities. The allowed uses within a residential PD are not subject to the permitted uses in the underlying land use category. Single-family homes, zero lot line homes, and townhomes are examples of the allowable housing types within residential PDs.

As shown in the PD Master Plan submitted with this application, residential development on the Subject Property will include a mixture of housing types, including, but not limited to, single-family detached units and multifamily units. These will be offered at varying prices due to the unique nature of each dwelling unit type. Density has been determined on the PD Master Plan per developable area and is consistent with the proposed FLU categories.

2. The opportunity to improve quality of life by placing activities necessary for daily living in close proximity to residences through the allowance of a limited amount of neighborhood commercial uses, and with special design criteria, community commercial uses, within the residential PD at appropriate densities and intensities.

The nonresidential activities being proposed within the PD-R portions of the Subject Property are recreation in nature and accessory to the golf course. The PD-COMM zoning district requests nonresidential uses consistent with those permitted in the Community Commercial FLU category. The PD-R and PD-COMM districts combined will provide the opportunity to improve quality of life by placing nonresidential activities relevant to daily living in close proximity to both the Subject Property and surrounding area.

3. A range of parks and open space, from playgrounds to community gardens to active recreation facilities within the neighborhood.

The PD proposes setting aside 57% of the Subject Property as common area/recreation. This area may include a range of uses, including recreation opportunities and stormwater management facilities.

4. Streets and public spaces that are safe, comfortable, and designed to respect pedestrians, nonvehicular and vehicular modes of transportation.

Onsite transportation facilities will be designed to meet City standards.

5. Conservation of materials, financial resources and energy through efficient design of infrastructure.

The development to follow approval of this rezoning will conserve materials and financial resources as practicable through efficient design of infrastructure. The Subject Property is within a developed area of the City of Alachua. Thus, the costly extension of utilities is not necessary.

Policy 2.1.d: Commercial Planned Development: The City shall establish commercial planned development (PD) zoning district regulations as a development option for planned commercial development within commercial and high density residential land use categories. Those regulations shall be developed to achieve the following:

1. A functional mix of mixed-use retail, commercial, and office development. A limited amount of medium to high density residential development may be integrated with commercial and retail uses.

Commercial development on the Subject Property will include a functional mixture of nonresidential uses, including retail, commercial, and office offerings. A limited amount of standalone multifamily residential development will also be integrated into the PD-COMM area as allowed by LDR §3.6.1.(B)(4).

Policy 2.4.b: Landscaping: Buffering – A buffer consists of horizontal space (land) and vertical elements (plants, berms, fences, walls) that physically separate and visually screen adjacent land uses. The City shall establish buffer yard requirements that are based on the compatibility of the adjacent uses and the desired result of the buffer.

Development of the property will adhere to all buffering standards as prescribed in Section 6.2 of the City's Land Development Regulations. Onsite buffers include a 15'-wide Type D landscape buffer is proposed where the subject property abuts RSF-1 zoning and a 7.5'-wide Type B landscape buffer where the proposed single-family detached residential abuts Agriculture zoning. There shall be no required landscape buffers internal to the PD.

Policy 2.5.a: There shall be a minimum of 10% percent open space required. The City shall establish incentives for the provision of open space beyond minimum requirements.

The proposed conditions of the PD include requiring a minimum of 57% of the Subject Property to be designated as common area/recreation. This area will serve to meet the required open space and may include recreation opportunities and stormwater management facilities. The general location of common area/recreation is demonstrated on the PD Master Plan.

GOAL 5: Development Standards: The City shall include provisions through its comprehensive plan amendment process, development review process and in its land development regulations for development standards that address natural features and availability of facilities and services. These development standards will strive to protect natural resources and public facility resources while allowing for innovative and flexible development patterns.

The proposed PD Master Plan outlines development standards set forth by this PD and is based on the City of Alachua Comprehensive Plan and Land Development Regulations. Section 3 of this report addresses the availability of facilities and resources.

Objective 5.1: Natural features: The City shall coordinate Future Land Use designations with appropriate topography, soils, areas of seasonal flooding, wetlands and habitat during review of proposed amendments to the Future Land Use Map and the development review process. Natural features may be included as amenities within a development project.

The common area/recreation area of this PD contains approximately 12.8 acres of wetland habitat including both Mixed Wetland Hardwoods and Vegetated Non-Forested Wetlands; as well as approximately 3.1 acres of other surface waters including Borrow Area and Ditches. Wetland and other surface water lines have been reviewed and approved by the SRWMD under ERP Formal Wetland Determination ERP-001-245365-2 (Exhibit 1). The site is within the Federal Emergency Management Area (FEMA) flood zone X, which is outside the floodplain. The Subject Property has been designed to address the onsite wetlands to ensure protection of onsite natural features.

Policy 5.1.b: Soils: The City shall ensure soil protection and intervention measures are included in the development review process.

There are currently 17 types of soils located onsite:

Soil Type	Hydro Group
Arredondo Fine Sand, 0-5% Slopes	A
Arredondo-Urban Land Complex, 0-5% Slopes	A
Fort Meade Fine Sand, 0-5% Slopes	A
Millhopper Sand, 0-5% Slopes	A
Lochloosa Fine Sand, 2-5% Slopes	A
Kendrick Sand, 2-5% Slopes	B
Blichton Sand, 0-2% Slopes	C/D
Bivans Sand, 2-5% Slopes	C/D
Norfolk Loamy Fine Sand, 2-5% Slopes	B
Gainesville Sand, 0-5% Slopes	A
Pits And Dumps	N/A
Millhopper Sand, 5-8% Slopes	A
Lochloosa Fine Sand, 5-8% Slopes	B
Kendrick Sand, 5-8% Slopes	B

Blichton Sand, 5-8% Slopes	C/D
Bivans Sand, 5-8% Slopes	C/D
Norfolk Loamy Fine Sand, 5-8% Slopes	B

Onsite soils are conducive to the desired development program. According to the Florida Association of Environmental Soil Scientists, only the Bivans Sand, 2-5% Slopes soil type associated with this property is hydric, a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. This soil type is isolated to the site's southeast corner (±3-acres), which is within the common area/recreation portion of the PD.

Policy 5.1.c: Flood prone areas: The City shall require as part of the development review process the identification of FEMA flood zone areas. Where necessary, base flood elevations and minimum finished floor elevations shall be established. The City shall also require finished floor elevations on subdivision plats, site plans and building permit plans when necessary to determine compliance with flood prone area regulations. The City shall establish standards for a limitation on filling in flood prone areas.

There are no FEMA flood zone areas located on the project site.

Policy 5.1.d: Wetlands: The City shall utilize statewide wetland delineation methodology in accordance with Florida Administrative Code (FAC) and regulations adopted by the FDEP and the Suwannee River Water Management District.

The site has wetlands that have been jurisdictionally delineated. These areas are wholly within the common area/recreation portion of the PD.

Policy 5.1.e: Habitat: The City shall require as part of the development review process, an inventory of listed species for all new developments in areas identified as known habitat for listed species if listed species are known to exist in close proximity to the development. The survey shall include detailed information regarding type, quantity, location, and habitat requirements for any listed species identified. A de minimus threshold for properties required to complete the inventory shall be established in the City's Land Development Regulations.

The Subject Property was surveyed for state and federal listed species identified by the Florida Fish and Wildlife Conservation Commission's (FFWCC) official list of Florida's Endangered Species, Threatened Species, and Special of Special Concern (December 2022). The evaluation included literature review for species records of occurrence as well as survey by qualified ecologists conducted within the bounds of the Subject Property. This assessment found no plant species listed as "threatened" or "endangered" by either the Florida Department of Agriculture (FDA) or the United States Fish and Wildlife Service (USFWS). Three potentially occupied gopher tortoise burrows were the only listed wildlife species identified within the Subject Property (Exhibit 2).

When development plans are submitted, an inventory of listed species will be submitted as required. Any potential future impacts to gopher tortoises will be coordinated with the FFWCC at that time.

Objective 5.2: Availability of facilities and services: The City shall utilize a concurrency management system to ensure that the adopted level of service standards are maintained.

Section 3 of this report demonstrates the impacts this site will have on available facilities and services. As demonstrated, only one facility, Segment 6 of the City's transportation network, may operate below the adopted level of service with the acceptance of this rezoning request. While this demonstrates a theoretical possibility, it is an unlikely.

Per Policies Community Facilities Element 1.1.d and 4.1.c the existing demand and reserve capacity of the water and wastewater facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to increase capacity are committed. It should be reiterated that this application is not seeking a Certificate of Concurrency Compliance currently. Nor is concurrency reserved for Planned Developments. Any future application for a site plan or final PD plan must demonstrate sufficient capacity for all public services for the development proposed to receive City of Alachua approval.

A Traffic Impact Analysis (TIA) was submitted to and approved by the Florida Department of Transportation (FDOT) and City of Alachua for this Subject Property. The TIA accompanied a Site Plan application for the Tower Hill office headquarters, and included 55,000 square feet of office, a 130-key hotel, and 40,000 square feet of retail. Subsequently, FDOT ran their own Intersection Control Evaluation (ICE) using a 2044 forecast provided by CHW/NV5. Trips were forecasted out to the design year 2044, for the redesign US HWY 441/NW 167th Blvd intersection. This included full buildout of the Tomoka Hills site, consisting of:

Phase 1 2024 (Tower Hill Headquarters)

- **71 KSF – General Office Building**

Design Year 2044 (Full Buildout of Tomoka Hills)

- **72 DU – Single-Family Detached Housing**
- **300 DU – Multifamily Housing (Low-Rise)**
- **130 DU – Hotel**
- **140 KSF – General Office**
- **235 KSF – Shopping Center**

(Note: the entitlements requested by these LSCPA and PD Rezoning applications have been modified after the TIA and ICE analysis.)

FDOT and CHW coordinated the design of a signalized through cut intersection type at the US HWY 441/NW 167th Blvd intersection which is nearing construction. A revised TIA will be submitted at the time a future Site Plan either exceeds the entitlements accounted for in the initial TIA, or when a connection to CR 235A is proposed, as the initial TIA did not include a CR 235A connection.

New roadways are planned that have the potential to relieve pressure on Segment 6. At the time of development planning, roadway concurrency will be reexamined as a component of final development order approval. A proposed final development order may need to be revised, depending on whether sufficient roadway capacity can be achieved development is desired.

Policy 5.2.a: All new development shall meet level of service requirements for roadways, potable water and sanitary sewer, stormwater, solid waste, public schools, and improved recreation in accordance with LOS standards adopted in the elements addressing these facilities.

Section 3 demonstrates how the proposed plan for the Subject Property is anticipated to impact City of Alachua LOS standards for roadways, potable water and sanitary sewer, stormwater, solid waste, public schools, and improved recreation facilities. Approval of the LSCPA and Rezoning applications does not reserve system capacity. Reassessment of system impacts will occur with each Preliminary / Final Plat and Site Plan application to ensure sufficient system capacity exists at the time of development.

Policy 5.2.b: The concurrency management system shall specify the period for which certification of level of service compliance shall be valid until actual development pursuant to a final development order or Ch. 163, Florida Statutes, development agreement has commenced.

A certification of level of service compliance shall be issued during development plan review, following the approval of this application.

COMMUNITY FACILITIES ELEMENT

Policy 1.1.d: The City hereby establishes the following level of service standards for sanitary sewer facilities:

c) System capacity: If the existing demand and reserved capacity of the committed use of the City's wastewater facility reaches 85% of the permitted capacity design, no further development orders for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

As demonstrated in Section 3 of this report, the projected sanitary sewer demand from a full buildout of the Subject Property as proposed would increase the City's wastewater facility to beyond 85% of permitted capacity design. This scenario contemplates full buildout of the Subject Property today. In reality, development of the Subject Property will occur in phases over the span of multiple years. It is assumed that, over time, facilities will be expanded, and additional capacity will become available. This expansion is anticipated to preclude the 85% threshold being exceeded.

This application does not request the reservation of system capacity; such a request will come in subsequent engineering applications. It is understood that capacity must be available for development permits to be issued.

Objective 1.5: Soils. The City shall protect soil resources through erosion and sedimentation control, by requiring proper design criteria on specific soils.

There are currently 17 types of soils located onsite:

Soil Type	Hydro Group
Arredondo Fine Sand, 0-5% Slopes	A
Arredondo-Urban Land Complex, 0-5% Slopes	A
Fort Meade Fine Sand, 0-5% Slopes	A
Millhopper Sand, 0-5% Slopes	A
Lochloosa Fine Sand, 2-5% Slopes	A
Kendrick Sand, 2-5% Slopes	B
Blichton Sand, 0-2% Slopes	C/D
Bivans Sand, 2-5% Slopes	C/D
Norfolk Loamy Fine Sand, 2-5% Slopes	B
Gainesville Sand, 0-5% Slopes	A
Pits And Dumps	N/A
Millhopper Sand, 5-8% Slopes	A
Lochloosa Fine Sand, 5-8% Slopes	B
Kendrick Sand, 5-8% Slopes	B
Blichton Sand, 5-8% Slopes	C/D
Bivans Sand, 5-8% Slopes	C/D
Norfolk Loamy Fine Sand, 5-8% Slopes	B

Onsite soils are conducive to the desired development program. According to the Florida Association of Environmental Soil Scientists, only the Bivans Sand, 2-5% Slopes soil type associated with this property is hydric, a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. This soil type is isolated to the site's southeast corner (±3-acres), which is within the common area/recreation portion of the PD.

Objective 1.10: Wetlands. The City shall protect and preserve wetland values and functions from adverse, human caused, physical and hydrologic disturbances.

The site has wetlands that have been jurisdictionally delineated. These areas are wholly within the common area/recreation portion of the PD.

5. CONSISTENCY WITH THE LAND DEVELOPMENT REGULATIONS

The following identifies how this application is consistent with the City of Alachua's LDR. Language from the LDC is provided in normal font, and the consistency statements are provided in **bold** font.

2.4.2. Site specific amendments to Official Zoning Atlas

(E) Standards for site-specific amendments to the Official Zoning Atlas. The advisability of making a site-specific amendment to the Official Zoning Atlas is a matter subject to quasi-judicial review by the City Commission and constitutes the implementation of the general land use policies established in these LDRs and the Comprehensive Plan. In determining whether to approve a proposed site-specific amendment to the Official Zoning Atlas, the City Commission shall find that:

(1) Competent substantial evidence provided. The applicant has provided competent substantial evidence that is made part of the record of the hearing that:

(a) *Consistent with Comprehensive Plan.* The proposed amendment is consistent with and furthers the goals, objectives and policies of the Comprehensive Plan.

As demonstrated in Section 4 of this report, this application's intent is compatible with all pertinent Goals, Objectives, and Policies found within the City of Alachua Comprehensive Plan. In addition, the proposed rezoning to the PD-R and PD-COMM districts is compatible with the site's proposed FLU designations identified in the companion LSCPA application.

(b) *Consistent with ordinances.* The proposed amendment is not in conflict with any portion of these LDRs or any of the City Code of Ordinances.

Section 5 of this report demonstrates how this application is consistent with all relevant sections of the City LDR and Code of Ordinances. Items that are applicable to this proposal have been addressed in the following pages to ensure that the proposed rezoning is consistent with the standards discussed within both City of Alachua documents.

(c) *Logical development pattern.* The proposed amendment would result in a logical and orderly development pattern.

The Subject Property is located on CR 235A and NW 162nd Lane with access to US 441 at NW 167th Blvd. The site is proximate to both residential and nonresidential uses. The proposed PD-R and PD-COMM zoning mix implements a logical site layout, placing community commercial near US 441; town center-type development internal to the site, and high- and moderate-density residential development along CR 235A. This gradient of density and intensity creates a logical, orderly transect on the Subject Property as one moves further from the intensity of US 441.

The PD zoning districts also allow for logical transportation development patterns via the master planning mechanism. The development to follow approval of this request will be master planned with internal connections to facilitate multimodal transportation, as well as connections to abutting major roadways.

Furthermore, the proposed PD-R and PD-COMM zoning districts are aligned with the Subject Property's proposed FLU classifications.

(d) *Premature development.* The proposed amendment will not create premature development in undeveloped or rural areas.

This application does not propose the opportunity for onsite premature development. Instead, this amendment seeks to allow for development along major corridors in an area with existing and planned development nearby.

The site's north boundary has nonresidential uses along US 441. The east boundary is I-75. And the west boundary is CR 235A. This area is rapidly developing with a mixture of both nonresidential and residential uses.

The Subject Property abuts nonresidential uses that front US 441. The PD plans to expand the nonresidential offerings in this immediate area, which allows the site to serve the daily needs of both the City of Alachua and the City of High Springs residents. Additionally, the PD zoning districts ensure internal multimodal connectivity with the town center-type mixed use area planned at its core.

Development of the Subject Property would not constitute premature development, due to its proximity to existing utility infrastructure existing urban-scale development.

(e) *Incompatible with adjacent lands.* The uses permitted by the proposed amendment are not incompatible with existing land uses of adjacent lands and/or the uses permitted by the zone district classifications of adjacent lands.

The Subject Property is located on CR 235A and immediately south of outparcels that front US 441. Adjacent and nearby land uses include single-family residential development, agricultural, and commercial uses. Adjacent and nearby zoning districts allow for a similar use diversity. Properties to the Subject Property's north are designated Commercial, Intensive (CI) zoning with highway-oriented uses and Single-Family Residential-1 (RSF-1) zoning with a few residential structures. The Subject Property's east boundary is I-75. The south boundary is Alachua County Agriculture. And the site's west boundary is CR 235A.

The two zoning districts proposed (PD-R and PD-COMM) will align with the Subject Property's underlying proposed FLU categories and the uses allowed or existing on adjacent and nearby lands. The delineation of the two PD districts will focus commercial and multifamily development near the US 441 corridor, mixed use to the site's interior, and single-family residential development along the south and CR 235A. This delineation will create a gradient of density and intensity, ensuring compatibility across the Subject Property. Further, the PD has a mix of residential options that are not common within the area, leading to more hosing options for citizens. And the mix of residential and nonresidential uses allows residents to meet daily needs without relying on a car. Nonresidential uses will be limited to those permitted in the Community Commercial zoning district, which will enhance compatibility both internally and with adjacent uses.

Additionally, land use areas and buffers are placed strategically on the PD Master Plan to encode compatibility. A 15'-wide Type D landscape buffer is proposed adjacent to these residential properties to the north. The only use proposed adjacent to the County

Agriculture property to the south is moderate density residential (up to 2 du/ac). A 7.5'-wide Type B landscape buffer is located along this common boundary.

(f) *Adverse effect on local character.* The proposed amendment will not adversely affect the character of the general area where it is proposed to be located by creating excessive traffic, density and/or intensities of use, building height and bulk, noise, lights or other physical effects or nuisances.

The proposed amendment will not adversely affect the character of the general area by creating excessive traffic, density and/or intensities of use, building height and bulk, noise, lights or other physical effects or nuisances.

Potential traffic impacts are defined in greater detail in Section 3 of this report, as well as in a Traffic Impact Analysis approved by the City and FDOT. This TIA and the subsequent ICE analysis determined appropriate roadway and intersection modifications for US 441/NW 167th Blvd for full site buildout that are currently under construction. Future site plans that exceed the TIA/ICE analysis use densities and/or intensities or that connect directly to CR 235A will require an updated TIA to determine appropriate roadway modifications at that time.

The densities and intensities of the two proposed PD zoning districts are in accordance with the Subject Property's proposed FLU categories and are compatible with adjacent FLU and zoning designations.

Building height and bulk are defined in the PD standards. These standards are compatible with the proposed FLU categories and the existing development pattern. Additionally, the PD includes buffers on portions of the Subject Property abutting existing residential development and agriculture, further bolstering compatibility.

No nuisances will be caused by the development to follow this request, as the proposed layout of the Subject Property places commercial uses near US 441 and places compatibly scaled residential uses in areas that abut residential property. Further, the type of commercial uses have been limited to those permitted in the Community Commercial zoning district, which does not permit most auto-oriented uses.

(g) *Not deviate from pattern of development.* The uses permitted by the proposed amendment will not deviate from the development pattern (both established and as proposed by surrounding zone districts) of the area where the proposed amendment is located.

The portion of the Subject Property proposed for PD-R abuts existing residential development, land with single-family residential zoning, and agriculture land. The uses permitted in the proposed PD-R district includes a broad spectrum of residential types, as well as complementary residential amenities. Multi-family units will be restricted to the north PD-R portion and the PD-Comm portion. Development within the PD transitions from more intense and dense uses to the north and progressively lower density to the south, which is consistent with the current development pattern.

The PD-COMM portion abuts commercial outparcels on US 441, and abuts Commercial, Intensive (CI) zoning. The nonresidential uses proposed to be allowed in the onsite PD-COMM area align with those permitted in the CC zoning district. Commercial

development on the portion of the Subject Property fronting US 441 will continue an established pattern of placing nonresidential opportunity on this major thoroughfare.

Overall, the uses permitted by the proposed amendments will complement, rather than deviate from, the established and allowed development pattern by facilitating the realization of the site's underlying FLU classifications and yielding a mixed-use development compatible both with its residential neighbors and abutting commercial thoroughfare.

(h) *Encourage sprawl.* The proposed amendment will not encourage urban sprawl, either by resulting in strip or ribbon commercial development, leap-frog development or low-density single dimensional development.

The proposed amendment will not encourage urban sprawl.

The PD mechanism allows for a cohesive, master planned built form across the property, taking into consideration existing area character and the densities and intensities prescribed by the City's Comprehensive Plan. The result will not be strip or ribbon commercial development, but rather, well-planned, cohesive, interconnected, multi-modal mixed-use development.

Rather than leap-frogging over vacant lands, development of the Subject Property will transition from auto-oriented uses along US 441 to community commercial uses to town center / mixed-use development to multi-family to single-family.

Rather than resulting in low-density single dimensional development, the inclusion of both the PD-R and PD-COMM districts within the Subject Property will create a multidimensional, mixed use development form, akin to successful Alachua County developments including Town of Tioga and Celebration Pointe.

(i) *Spot zoning.* The proposed amendment will not result in the creation of an isolated zone district unrelated to adjacent and surrounding zone districts (spot zoning).

Rather than creating a spot zoning, the proposed amendment will create zoning districts highly related to surrounding zoning districts, integrating into the urban development pattern, transitioning from US 441 to the south, and incorporating a cohesive mix of uses to serve the daily needs of residents.

Additionally, the Subject Property is ±345.48 acres and adjacent to major roadways, US 441, I-75, and CR 235A. The size of the property, combined with the immediate connection to major roadways, preclude the risk of a spot zoning.

(j) *Public facilities.* The proposed amendment will not result in development in a location where there are no plans by the City or other governmental entities to provide public facilities to serve the development (roads, potable water, wastewater, parks, stormwater management, and solid wastes), and there are no assurances by the private sector that public facilities are planned and will be available to adequately accommodate development.

The site is located adjacent to City of Alachua potable water and sanitary sewer systems. Development of the Subject Property will connect to these utility systems for

the intended development's potable water and wastewater needs. The Subject Property is in the Duke Energy service area.

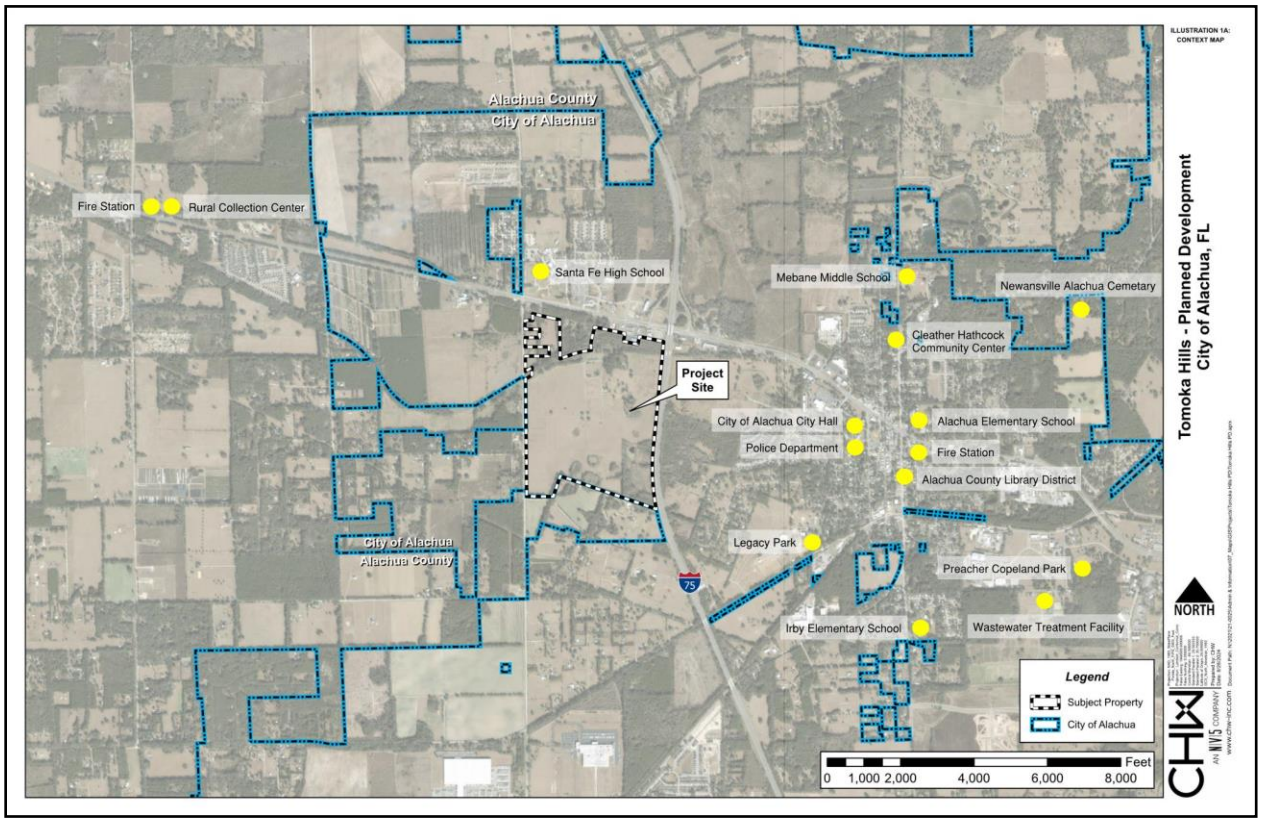

Figure 7: Public Facilities Map

(k) *No adverse effect on the environment.* The proposed amendment would not result in significantly adverse impacts on the natural environment, including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

The proposed amendment will not result in significantly adverse impacts on the natural environment. Onsite wetlands, which have been jurisdictionally delineated, are located within the common area/recreation area and will be incorporated into a golf course. A Best Management Practices (BMP) plan was prepared to ensure any potential environmental impacts from the golf course are addressed. The BMP plan will be submitted with the Golf Course Site Plan application.

Onsite stormwater management facilities will respect the site's natural topography by draining to the lowest portions of the site.

Local noise and light pollution will be minimal, as the proposed residential development is not unlike the noise and light currently being generated from other nearby developments. Any noise or light generated by onsite commercial uses will not be out of place proximate to US 441 with its existing nonresidential uses and the high traffic volumes along US 441 and I-75.

Sec. 3.6. – Planned Development (PD) Districts.
3.6.1 General Provisions

(A) *General Purpose.* The planned development (PD) districts are established for the purpose of encouraging innovative land planning and site design concepts that conform to community quality of life benchmarks and that achieve a high quality of development, environmental sensitivity, energy efficiency, and other City goals by:

(1) *Increasing flexibility.* Reducing or diminishing the uniform design that results from the strict application of zoning and development standards that are designed primarily for individual lots;

The proposed PD zoning is necessary to establish a range of possible housing types, integrate nonresidential and recreational uses, and share infrastructure onsite. The proposed PD zoning is also necessary to accommodate a master-planned, town center built form similar to the Tioga Town Center, and to allow for stand-alone multifamily residential development within the Community Commercial FLU category, which is only possible via the PD. This flexibility in use allocation and diversity is only possible with the PD mechanism.

(2) *Greater freedom to provide access, open space and amenities*. Allowing greater freedom in selecting the means to provide access, open space, and design amenities;

The PD mechanism will allow for greater freedom to provide open space onsite. This PD proposes designating 57% of the Subject Property as common area/recreation. Given the status of adjacent roadways, access will be provided in accordance with pertinent FDOT and County standards. The approved TIA and ICE determined appropriate access management at US 441/NW 167th Blvd.

(3) *Greater freedom to provide mix of uses and housing types*. Allowing greater freedom in providing a mix of land uses in the same development, including a mix of housing types, lot sizes, and densities;

The PD will allow greater freedom to provide a diversity of housing types and densities within one development and integrate residential and nonresidential uses into a single development. Stand-alone multifamily dwelling units will also be provided in a limited portion of the Subject Property that is part of the PD-COMM area consistent with LDR §3.6.1.(B)(4), increasing onsite housing diversity and placing residents proximate to nonresidential opportunities.

(4) *Providing greater opportunity for more efficient land use patterns*. Providing for an efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs;

This application requests both the PD-R and the PD-COMM zoning districts on the Subject Property so that the entire Subject Property can be designed as one mixed-use master planned development. The provision of a mixture of residential and nonresidential uses within the Subject Property efficiently uses the land. The gradient of uses created, with higher-intensity commercial development transitioning to single-family residential development as one moves north to south on the property from US 441, efficiently mixes uses in a manner compatible with the diverse context area. As demonstrated in Table 2 – Projected Trip Generation, a degree of internal trip capture is

anticipated within the site, demonstrating that some of the needs of residents onsite will be efficiently met by the nonresidential uses provided onsite.

(5) *Promoting quality design and environmentally sensitive development through site characteristics.* Promoting quality design and environmentally sensitive development by allowing development to take advantage of special site characteristics, locations, and land uses; and

The proposed PD promotes quality design and environmentally sensitive development through the incorporation of a high percentage of common areas that serves to protect those features. No portion of the project site is within a FEMA flood hazard area.

Development programming that is the basis of this PD request respects onsite features.

(6) *Quality design through density increases.* In specific instances, encouraging quality design and environmentally sensitive development by allowing increases in base densities or floor area ratios when such increases can be justified by superior design or the provision of additional amenities such as public open space.

This rezoning application is companion to a LSCPA that requests an increase in density for the PD-R portions. These increased densities serve to diversify the housing stock within the area and permit over half the site to serve as common area. The LSCPA also requests amending the CI FLU to CC FLU, which prohibits the majority of auto-related uses that are not conducive to residential and the environment.

(B) *Types of PD districts.* There are four types of PD options. They are subject to the development review procedures of Section 2.4.3, Planned development, the general standards of Subsection 3.6.2 of this section, General standards for all PD districts, and the specific standards for the individual PD options in Subsection 3.6.3 of this section, Additional standards for PD districts. The four PD options are described more specifically as follows:

(1) *Planned Development-Residential District (PD-R).* The purpose of the Planned Development-Residential (PD-R) District is to provide a mix of residential uses using innovative and creative design elements, while at the same time providing an efficient use of open space. Commercial uses may be allowed in the PD-R district primarily to serve the needs of the residents in the development.

The intent behind the PD-R portion of this application is to provide a mix of residential use types using innovative and creative design elements. The PD-R will provide for both single-family detached and attached residential development, fashioned in a Traditional Neighborhood Development-type style, akin to other Alachua County developments such as Town of Tioga and Celebration Pointe. Common area will also be provided in an efficient manner, with 57% of the overall Subject Property proposed to be set aside for passive and active recreation. No commercial uses will be allowed in the PD-R portion of the Subject Property.

(4) *Planned Development-Commercial District (PD-COMM).* The purpose and intent of the Planned Development-Commercial (PD-COMM) District is to provide mixed-use retail and office development, with limited moderate and higher density residential uses integrated into the development above street levels and as separate stand-alone uses.

The intent behind the PD-COMM portion of this application is to provide a mixture of retail and office development, in a style compatible with the underlying Community Commercial FLU category. Limited standalone multifamily residential uses are also intended to be integrated into the PD-COMM portion of the Subject Property as separate structures, complementing onsite nonresidential development.

3.6.2. *General Standards for all PD districts.*

(A) *Development parameters.* Prior to the approval of a PD zone district designation, the City Commission shall find the application for the PD zoning district designation and the required PD Master Plan complies with the following standards:

(1) *Master Plan.* The PD Master Plan:

(a) Identifies the general location of land uses within individual development areas or development pods and the mix of land uses;

The submitted PD Master Plan identifies the general location of land uses and their associated densities and intensities.

(b) Calculates the number, type, and mix of land uses, including the total number of residential units, residential densities, and nonresidential intensities within each development area or development pods and the total number, type, and mix of land uses for the entire PD Master Plan;

The PD Master Plan requests a mix of residential and nonresidential uses, including:

- **100 single-family detached units**
- **350 multi-family units**
- **300 multi-family / upper-story units,**
- **400,000 sf of shopping center,**
- **140,000 sf of office,**
- **10 single-family detached units, and**
- **200,000 sf of nonresidential, which is anticipated to consist of indoor commercial recreation (clubhouse, gymnasium, etc.) that are ancillary to the golf course and Tower Hill Insurance headquarters.**

The location of these uses is consistent with the Subject Property's underlying FLU designations.

(c) Identifies the general location of open space;

Open space is permitted in all land use areas within the Subject Property. The PD proposes designating 57% of the Subject Property as common area, which serves to meet most of the open space need. However, additional open space will be located throughout the development.

(d) Identifies the location of environmentally sensitive lands, wildlife habitat, and stream corridors;

Onsite wetlands, which have been jurisdictionally delineated, are located within the common area/recreation area and will be incorporated into a golf course. No significant wildlife habitat or stream corridors have been identified onsite. A Best Management Practices (BMP) plan was prepared to ensure any potential environmental impacts from the golf course are addressed. The BMP plan will be submitted with the Golf Course Site Plan application.

(e) Identifies the on-site transportation circulation system including arterial and collector roads, existing or projected transit corridors, and pedestrian and bicycle pathways;

The PD Master Plan shows proposed primary internal roadways. Neighborhood streets necessary for dwelling unit connectivity will be delineated in the platting process. Pedestrian pathways will serve to break up block faces that exceed 600 linear feet.

(f) Identifies on-site potable water and wastewater facilities; and

There are no onsite potable water or wastewater facilities at present. The site is located adjacent to City of Alachua potable water and wastewater systems along US 441, NW 162nd Lane, and CR 235A. Development of the Subject Property will connect to these utility systems for the intended development's potable water and wastewater needs. The Utility Sheet of the PD Master Plan demonstrates the general location of anticipated onsite facility needs. The final location of public water/wastewater infrastructure, as well as the location and quantity of onsite lift stations are subject to change based on final engineering design.

The Subject Property is in the Duke Energy service area.

(g) Identifies the general location of all public facility sites serving the development, including transportation, potable water, wastewater, parks, fire, police, EMS, stormwater, solid waste and schools.

A public facilities map is included with this application and incorporated as Figure 6 within this report. The site is adjacent to City of Alachua potable water and sanitary sewer systems. Development of the Subject Property will connect to these utility systems for the intended development's needs. Extension of utilities through the site will generally follow the design of the roadways.

(2) *Consistency with the Comprehensive Plan.* The PD zone district designation and the PD Master Plan is consistent with the Comprehensive Plan.

As demonstrated in Section 4 of this report, this application's intent is compatible with all appropriate Goals, Objectives, and Policies found within the City of Alachua Comprehensive Plan. In addition, the proposed amendment requesting PD-R and PD-COMM is compatible with the site's proposed Low Density Residential, Moderate Density Residential, High Density Residential, and Community Commercial FLU categories.

(3) *Compatibility with surrounding residential areas.* Development along the perimeter of a PD district is compatible with adjacent existing or proposed future development. In cases where there are issues of compatibility, the PD Master Plan shall provide for transition areas at the edges of the PD district that provide for appropriate buffering and/or ensure a complimentary character of

uses. Complimentary character shall be identified based on densities/intensities; lot size and dimensions; building height; building mass and scale; hours of operation; exterior lighting; and siting of service areas.

The Subject Property is located on CR 235A and immediately south of outparcels that front US 441. To the north, adjacent land uses are predominantly commercial, auto-related uses or vacant lands with a few single-family residential lots. A small farm abuts the property to the south. The east is bound by I-75 and the west is bound by CR 235A.

The west side of the I-75 interchange has seen significant development investment within the last few years on both sides of US 441 (north and south). The uses along this segment of US 441 consist of a fuel station, several motels, and several drive-thru restaurants. It is anticipated that this development pattern will continue west. Significant development is also occurring on the south side of the US 441 / CR 235A intersection, adding development pressure from the west.

The few remaining single-family detached lots between the subject property and US 441 are almost certain to redevelop consistent with this land use pattern in the next few years. However, this PD acknowledges the existing land uses and associated RSF-1 zoning assigned to these few remaining parcels. The PD will adhere to the City LDR requirements for external compatibility, including landscape buffers, building height restrictions, and building setbacks. Proposed uses within the area adjacent to the few remaining RSF-1 zoned parcels are high density residential and commercial, compatible uses with appropriate landscape buffers, as prescribed by the City LDR.

There are numerous examples of high density residential and commercial uses abutting single-family detached homes, even within the City of Alachua. One 51 Place, possibly the City's only multi-story apartment complex, immediately abuts homes within the Wyndswept Hills subdivision. Also, the common development pattern along US 441 in Alachua is commercial uses along US 441 with residential to the rear and/or side.

Most of the residents that own the RSF-1 zoned parcels that are adjacent to the subject property attended the neighborhood meetings and were not concerned with the proposed uses abutting their property, which included high density residential and town center-scale uses. Compatibility can be maintained by implementing the City's existing LDR dimensional standards.

The only dimensional standard the PD-R's multiple-family uses deviate from the RMF-15 zoning district is a slight increase in maximum lot coverage. All other RMF-15 dimensional standards, including minimum site area, setbacks, and structure height are retained. Applicable landscape standards, including parking lot and buffers along the PD's perimeter will be required consistent with the existing City LDR.

Stormwater Management Facilities (SMF) are also anticipated to along several common boundaries between the PD and abutting RSF-1 zoned properties. These areas are evident in the proposed Utility Plan and account for the entire PD-Comm area and a portion of the PD-R area. The SMF in these locations will serve to further enhance compatibility among the adjacent uses.

(4) *Development phasing plan.* If there are phases of development proposed for the PD, a development phasing plan shall be provided for the PD Master Plan that identifies the general sequence or phases in which the land is proposed to be developed, including how residential and nonresidential development will be

timed, how infrastructure and open space will be provided and timed, and how development will be coordinated with the City's capital improvements program. The phasing plan shall be established at the time of approval of the PD Master Plan. It is permissible for a development phasing plan to include only one phase.

The development will consist of a single phase. Development may be further divided into smaller units according to the Final PD Plan(s) to create a logical and/or functional development or infrastructure pattern. Each unit shall construct necessary utility services and Stormwater Management Facilities to ensure public heath, safety, and welfare.

(5) *Conversion schedule.* The PD Master Plan may include a conversion schedule that identifies the range of conversion that may occur between different types of residential uses and between different types of nonresidential uses (i.e., residential to residential, or nonresidential to nonresidential) within the PD Master Plan. These conversions may occur within development areas and between development areas, as long as they occur within the same scheduled phase of development in the development phasing plan, and are consistent with established ranges of conversion set down in the conversion schedule.

A conversion schedule is not included as part of the PD Master Plan.

(6) *Public facilities.*

(a) The PD Master Plan shall include a transportation component that demonstrates there is or will be adequate capacity concurrent with impacts of development on the City's road system to accommodate the development proposed in the PD Master Plan.

Potential traffic impacts are defined in greater detail in Section 3 of this report, as well as in a Traffic Impact Analysis approved by the City and FDOT. This TIA and the subsequent ICE analysis determined appropriate roadway and intersection modifications for US 441/NW 167th Blvd for full site buildout that are currently under construction. Future site plans that exceed the TIA/ICE analysis use densities and/or intensities or that connect directly to CR 235A will require an updated TIA to determine appropriate roadway modifications at that time.

(b) The PD Master Plan shall include a potable water and wastewater component that demonstrates adequate capacity for potable water and wastewater is available or will be available concurrent with impacts of development at the time development occurs to accommodate the development proposed in the PD Master Plan.

As reflected in Section 3 of this report, maximum development potential will not negatively impact potable water and wastewater LOS. This assessment reflects development occurring at one time when full buildout of the Subject Property will occur in phases over the span of multiple years. It is assumed that, over time, facilities will be expanded, and additional capacity will become available.

Per Community Facilities Element Policies 1.1.d and 4.1.c the existing demand and reserve capacity of the water and wastewater facilities cannot exceed 85% of the permitted design capacity unless additional capacity becomes available or funds to

increase capacity are committed. It should be reiterated that this application is not seeking a Certificate of Concurrency Compliance currently. Nor is concurrency reserved for Planned Developments. Any future application for a site plan or final PD plan must demonstrate sufficient wastewater capacity for the development proposed to receive City of Alachua approval.

(c) The PD Master Plan shall include a parks component that demonstrates that adequate parks and recreation facilities are available or will be available concurrent with impacts of development to accommodate the development proposed in the PD Master Plan.

As shown in Section 3 of this report, the City of Alachua currently possesses considerable excess acreage for local recreation activities. Additionally, the PD proposes designating 57% of the Subject Property as common area, which may include recreational uses.

(d) The PD Master Plan shall include a solid waste component that demonstrates that adequate capacity for solid waste is available or will be available concurrent with impacts of development to accommodate the development proposed in the PD Master Plan.

As calculated in Section 3 of this report, local solid waste capacity exists to adequately facilitate the intended residential development's estimated solid waste demands. Approval of this rezoning application will not negatively impact the City's adopted LOS.

(e) The PD Master Plan shall include a stormwater component that demonstrates that adequate capacity for treatment of stormwater runoff is available or will be available concurrent with impacts of development to accommodate the development proposed in the PD Master Plan.

Onsite stormwater management facilities will be designed and constructed consistent with the City LDR standards to ensure that these systems are aesthetically pleasing, protect natural features, promote multiple uses (such as functional open space), and minimize erosion, sedimentation, and stormwater runoff wherever practicable.

(7) *Planned development agreement.* Concurrent with the approval of the adopting ordinance for the PD zone district designation and the PD Master Plan, a PD agreement shall be established binding the PD to any conditions placed in the adopting ordinance and PD Plan. The PD agreement shall include, but not be limited to:

(a) The PD Master Plan, including any PD standards.

(b) Conditions related to the approval of the PD Master Plan.

(c) Conditions related to the form and design of development in the PD.

(d) Provisions addressing how transportation, potable water, wastewater, stormwater management, park, and other public facilities will be provided to accommodate the development proposed for the PD Master Plan, and if phased, how public facilities will be phased accordingly.

(e) Provisions related to environmental protection and monitoring.

(f) Provisions addressing concurrency compliance requirements.

(g) Any other provisions the City Commission determines is relevant and necessary to implement the terms and conditions of the PD Master Plan and any PD terms and conditions statements.

The applicant shall comply with this section of the LDR by working with City of Alachua Planning & Zoning staff to prepare the terms and conditions of the planned development agreement at the appropriate stage of the development review process.

3.6.3 Additional Standards for PD districts

(A) *PD-R, Planned Development-Residential District*

(1) *Minimum area.* A PD-R district shall be a minimum of ten acres in area. The City Commission may waive the minimum size requirement based on a finding that creative site planning through zoning to a PD-R district is necessary to address a physical development constraint, protect sensitive natural areas, or promote a community goal when more conventional development or subdivision would be difficult or undesirable given the constraints on development.

The project site is ±345.58 acres, which far exceeds the ten-acre minimum identified in 3.6.3(A)(1) of the City LDR.

(2) *Uses.* The uses allowed in the PD-R district are identified in Table 4.1-1, Table of Allowed Uses. Allowed uses are subject to any use regulations applicable to the PD-R district.

The LDR Table of Uses (Table 4.1-1) identifies single-family detached and attached dwelling, townhouse, two- to four-family, live/work, and multiple-family dwellings as permitted uses within the proposed PD-R district. The uses are also consistent with the uses permitted within the site's proposed High and Moderate Density Residential FLU categories. While Table 4.1-1 allows limited nonresidential uses within the PD-R zoning district, this PD proposes to limit development within the PD-R portion of the project site to these residential types, complementary residential amenities. a golf course, and accessory uses.

(3) *Densities/intensities.* The densities for residential development and the intensities for nonresidential development for the PD Master Plan and PD-R district designation shall be established in the PD Master Plan, and shall be consistent with the Comprehensive Plan. Densities and intensities may exceed that allowed in the base zone districts being replaced by the PD-R district.

The PD-R, which is identified as Land Use Areas A, B, and D on the PD Master Plan, is divided into two distinct areas. The north area is intended for multi-family (apartments) at a density of 15 du/ac, which is consistent with the proposed High Density Residential FLU. The south PD-R portion is intended for single-family detached lots at a density of 2 du/ac, which is consistent with the proposed Moderate Density Residential FLU. The south PD-R portion also includes the golf course and accessory uses, including ten (10) single-family detached units. These units are consistent with the proposed Low Density Residential FLU.

(4) *Dimensional standards.* The dimensional standards of the underlying base zone district being replaced by the PD-R district shall be incorporated into the PD Master Plan and apply to each development area of the PD-R district unless they are modified in ways that are consistent with the general intent and goals for development of the PD-R district and the scale and character of development in the City. Dimensional standards shall include the following:

(a) *Minimum dimensional requirements.* The minimum lot area, minimum lot width, minimum setback, maximum lot coverage, and maximum height for development.

Dimensional standards are detailed in the submitted PD Master Plan. Because this site has multiple underlying base zone districts, dimensional standards tables have been established for each use type: Single-family, detached; Single-family, attached (including townhouse and two-to four-family); Multiple-family; and All Other Uses.

By and large, the proposed dimensional standards are consistent with the City LDR with only a few modifications. The residential standards (for single-family, detached; single-family, attached (including townhouse and two-to four-family) and multiple-family) have slightly higher max lot coverage, which primarily account for the significant percentage of site dedicated to the golf course. The proposed single-family attached standards have slightly different minimum lot sizes that yield approximately the same lot size as the LDR but measured differently per unit. The attached product also requires greater minimum front and rear building setbacks and a wider lot width per unit, resulting in more value per lot when combined with the slight increase in max lot coverage.

The site has been master planned with a focus on ensuring the distribution of proposed land uses are both internally and externally compatible. The cohesive site design also increases efficiency in land use allocation and allows for slightly increased developed areas and more natural areas.

(b) *Setbacks from adjoining residential uses.* Minimum setbacks or buffers from adjoining residential development or zone districts.

Minimum setbacks are detailed in the submitted PD Master Plan. In addition, The PD's perimeter is subject to the LDR perimeter landscape buffer requirements per LDR Table 6.2-2, which includes a 15-foot Type D landscape buffer for portions of the Subject Property abutting the RSF-1 zoning, and a 7.5-foot Type B landscape buffer for portions of the Subject Property where proposed single-family detached abuts Alachua County Agriculture zoning.

(5) *Development standards.* Unless otherwise specifically modified by a PD Master Plan, development in a PD-R district shall comply with the applicable standards Article 6, Development Standards, and Article 7, Subdivision Standards. All modifications to a development standard in Article 6 or Article 7 shall be consistent with this section, and shall be included as a part of the PD Master Plan.

Except as noted on the PD Master Plan or in the final PD conditions, the Subject Property shall be designed consistent with applicable development standards in Article 6 and 7 of the City of Alachua LDR.

(a) General development standards. The following Table 3.6-1, Development Standards Applicable in the PD-R District, specifies the development standards applicable to development in the PD-R district, and the procedure for modifying a development standard.

To the maximum extent practicable, the development standards referenced in Table 3.6-1. shall be adhered to throughout the site's design process. If modification to these standards is necessary for optimal site development, then the appropriate procedures for modifications included in Table 3.6-1 will be adhered to.

(b) *Public facilities standards.* The PD Master Plan shall ensure that impacts from the development are addressed for the following public facilities:

(i) *Potable water.* The PD Master Plan shall establish the general location of on-site potable water facilities and how they will connect to the City's potable water system consistent with City laws, and how dedication of land, easements, and/or on-site construction of all potable water facilities/improvements will occur in a manner that complies with City laws.

(ii) *Wastewater.* The PD Master Plan shall establish the general location of on-site wastewater facilities and how they will connect to the City's or other wastewater lines and mains and sewer interceptor lines consistent with City laws, and how dedication of land, easements, and/or on-site construction of all wastewater facilities/improvements will occur in a manner that complies with City laws.

The Utility Plan, PD Rezoning application sheet 2 of 3 illustrates the location of anticipated onsite potable water and wastewater mains and how they are intended to connect to the City of Alachua's respective systems. Onsite potable water and wastewater system design shall be finalized at Final Plat / Site Plan application and may deviate from the Utility Plan to improve system function and efficiency.

(iii) *Streets.* The PD Master Plan District shall establish the design of public streets within the PD-R in ways that comply with all applicable City standards, except that right-of-way, pavement widths, street widths, required materials, turning radii, and other design standards may be modified or reduced by the City Commission where it is found that:

a. The reduction or modification is necessary as a traffic-calming measure;
b. The PD Master Plan provides for separation of vehicular, pedestrian, and bicycle traffic;
c. Access for emergency service vehicles is not substantially impaired;
d. Adequate off-street parking is provided for the uses proposed; and
e. Adequate space for public utilities is provided within the right-of-way.

Onsight transportation facilities will be designed to meet City standards.

(iv) *Stormwater.* The PD Master Plan District shall establish the design of a stormwater management system within the PD-R in ways that comply with all applicable City standards.

Onsite stormwater management facilities will be designed and constructed consistent with the City LDR to ensure that these systems are aesthetically pleasing, protect natural features, promote multiple uses (such as functional open space), and minimize erosion, sedimentation, and stormwater runoff wherever practicable. Preliminary Stormwater Management Facilities (SMF) are delineated on the Utility Plan. The onsite SMF design shall be finalized at Final Plat / Site Plan application and may deviate from the Utility Plan to improve system function and efficiency.

(v) *Other.* The PD Master Plan shall establish the responsibility of the landowner/developer for providing right-of-way and easements and for constructing on-site facilities for all other infrastructure located on the site of the proposed PD-R district, including but not limited to, electrical utility lines, telephone lines, cable TV lines, or the underground conduit for such features. The PD Master Plan shall also establish the responsibility of the landowner/developer to make any other improvements as required by City ordinances, to guarantee construction of all required improvements, and, if requested by the City, to dedicate these improvements to the City in a form that complies with City laws. The PD Master Plan shall also specify the ownership, operation, and maintenance provisions for all on-site facilities not dedicated to the City.

The applicant understands these responsibilities and will provide all necessary right-of-way and easements necessary to facilitate the site's intended development.

(D) *PD-COMM, Planned Development-Commercial District*

(1) Minimum area. A PD-COMM district shall be a minimum of ten acres in area. The City Commission may waive the minimum size requirement based on a finding that creative site planning through zoning to a PD-COMM district is necessary to address a physical development constraint, protect sensitive natural areas, or promote a community goal when more conventional development or subdivision would be difficult or undesirable given the constraints on development.

The project site is ±345.58 acres which far exceeds the ten-acre minimum identified in 3.6.3(D)(1) of the City LDR.

(2) Uses. The uses allowed in the PD-COMM district are identified in Table 4.1-1, Table of Allowed Uses. Allowed uses are subject to any use regulations applicable to the PD-COMM district. A mix of retail and office with moderate and higher density residential uses above street levels is encouraged.

This PD includes a Mixed Use area (Land Use Area C identified on the PD Master Plan), which correlates with the proposed PD-COMM zoning district, requests all uses permitted within the PD-COMM zoning district per LDR Table 4.1-1.

A limited portion of PD-COMM area is also proposed to contain standalone multifamily dwelling units and/or upper-story units. Per LDR §3.6.1(B)(4), multifamily dwelling units as separate, stand-alone uses are allowed in and consistent with the PD-COMM district.

(3) *Densities/intensities.* The densities for residential development and the intensities for nonresidential development for the PD Master Plan and PD-COMM district designation shall be established in the PD Master Plan, and shall be consistent with the Comprehensive Plan. Densities and intensities may exceed that allowed in the previously-existing base zoning district being replaced by the PD designation.

The PD-COMM portion proposes residential units (standalone multi-family and/or upper-story units) at a density of 12 du/ac, which is consistent with the proposed Community Commercial FLU.

Intensity is proposed within the PD-COMM portion at 0.33 FAR, less than the 0.5 FAR permitted in the Community Commercial FLU. The nonresidential proposed in the PD-R portion permits recreational uses accessory to the golf course, including a clubhouse and gymnasium.

(4) *Dimensional standards.* The dimensional standards of the underlying base zone district being replaced by the PD-COMM district shall be incorporated into the PD Master Plan and apply to each development area of the PD-COMM district unless they are modified in ways that are consistent with the general intent and goals for development of the PD-COMM district and the scale and character of development in the City. Dimensional standards shall include the following:

(a) *Minimum dimensional requirements.* The minimum lot area, minimum lot width, minimum and maximum setbacks, maximum lot coverage, maximum height for development, and maximum individual building size.

Dimensional standards are detailed in the submitted PD Master Plan. Because this site has multiple underlying base zone districts, dimensional standards tables have been established for each use type: Single-family, detached; Single-family, attached (including townhouse and two-to four-family); Multiple-family; and All Other Uses.

By and large, the proposed dimensional standards are consistent with the City LDR with only a few modifications. The multiple-family standard has a slightly higher max lot coverage, which primarily account for the significant percentage of site dedicated to the golf course. The commercial (and all other uses) standards are consistent with other commercial zoning districts in the LDR.

The site has been master planned with a focus on ensuring the distribution of proposed land uses are both internally and externally compatible. The cohesive site design also increases efficiency in land use allocation and allows for slightly increased developed areas and more natural areas.

(b) *Setbacks from adjoining residential uses.* Minimum setbacks from adjacent residential development or zone districts.

Minimum setbacks are detailed in the submitted PD Master Plan. In addition, The PD's perimeter is subject to the LDR perimeter landscape buffer requirements per LDR Table 6.2-2, which includes a 15-foot Type D landscape buffer for portions of the Subject Property abutting the RSF-1 zoning. Although, the Utility Plan submitted with this application demonstrates a SMF will be located adjacent to the boundary the proposed PD-COMM has with the RSF-1 zoned parcels.

(5) *Development standards.* Unless otherwise specifically modified by a PD Master Plan, development in a PD-COMM district shall comply with the applicable standards Article 6, Development Standards. All modifications to a development standard in Article 6 shall be consistent with this section, and shall be included as a part of the PD Master Plan.

Unless otherwise noted on the PD Master Plan or in the final PD conditions, the Subject Property shall be designed consistent with applicable development standards discussed in Article 6 and 7 of the City of Alachua LDR.

(a) *General development standards.* The following Table 3.6-3, Development Standards Applicable in the PD-COMM District, specifies the development standards applicable to development in the PD-COMM district, and the procedure for modifying a development standard.

To the maximum extent practicable, the development standards referenced in Table 3.6-3. shall be adhered to throughout the site's design process. If modification to these standards is necessary for optimal site development, then the appropriate procedures for modifications included in Table 3.6-3 will be adhered to.

(b) *Public facilities standards*. The PD Master Plan shall ensure that impacts from the development are addressed for the following public facilities:

(i) *Potable water*. The PD Master Plan shall establish the general location of on-site potable water facilities and how they will connect to the City's potable water system consistent with City laws, and how dedication of land, easements, and/or on-site construction of all potable water facilities/improvements will occur in a manner that complies with City laws.

(ii) *Wastewater*. The PD Master Plan shall establish the general location of on-site wastewater facilities and how they will connect to the City's or other wastewater lines and mains and sewer interceptor lines consistent with City laws, and how dedication of land, easements, and/or on-site construction of all wastewater facilities/improvements will occur in a manner that complies with City laws.

The Utility Plan, PD Rezoning application sheet 2 of 3 illustrates the location of anticipated onsite potable water and wastewater mains and how they are intended to connect to the City of Alachua's respective systems. Onsite potable water and wastewater system design shall be finalized at Final Plat / Site Plan application and may deviate from the Utility Plan to improve system function and efficiency.

(iii) *Streets*. The PD Master Plan District shall establish the design of public streets within the PD-COMM in ways that comply with all applicable City standards, except that right-of-way, pavement widths, street widths, required materials, turning radii, and other design standards may be modified or reduced by the City Commission where it is found that:

a. The reduction or modification is necessary as a traffic-calming measure;
b. The PD Master Plan provides for separation of vehicular, pedestrian, and bicycle traffic;
c. Access for emergency service vehicles is not substantially impaired;
d. Adequate off-street parking is provided for the uses proposed; and
e. Adequate space for public utilities is provided within the right-of-way.

Onsite transportation infrastructure will be designed to meet city standards.

(iv) *Stormwater*. The PD Master Plan District shall establish the design of a stormwater management system within the PD-COMM in ways that comply with all applicable City standards.

Onsite stormwater management facilities will be designed and constructed consistent with the City LDR to ensure that these systems are aesthetically pleasing, protect natural features, promote multiple uses (such as functional open space), and minimize erosion, sedimentation, and stormwater runoff wherever practicable. Preliminary Stormwater Management Facilities (SMF) are delineated on the Utility Plan. The onsite SMF design shall be finalized at Final Plat / Site Plan application and may deviate from the Utility Plan to improve system function and efficiency.

(v) *Other*. The PD Master Plan shall establish the responsibility of the landowner/developer for providing right-of-way and easements and for constructing on-site facilities for all other infrastructure located on the site of the proposed PD-COMM district, including, but not limited to, electrical utility lines, telephone lines, cable TV lines, or the underground conduit for such features. The PD Master Plan shall also establish the responsibility of the landowner/developer to make any other improvements as required by City ordinances, to guarantee construction of all required improvements, and, if requested by the City, to dedicate these improvements to the City in a form that complies with City laws. The PD Master Plan shall also specify the ownership, operation, and maintenance provisions for all on-site facilities not dedicated to the City.

The applicant understands these responsibilities and will provide all necessary right-of-way and easements necessary to facilitate the site's intended development.

Application Package
Table of Contents

1. Cover Letter
2. Rezoning Application
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4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
8. **Public School Student Generation Form**
9. Map Set
10. PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan
11. Environmental Exhibits
12. Golf Course Best Management Practices

City of Alachua

PUBLIC SCHOOL STUDENT GENERATION CALCULATION FORM

PROJECT # | **APPLICATION DATE** 8/29/2024

NAME & DESCRIPTION OF PROJECT Tomoka Hills PD

Mixed use with golf course

PROJECT ADDRESS (Contact 911 Addressing @ 352.338.7361)

15601 NW 167th Blvd, Alachua, FL 32615

Tax Parcel Numbers 03054-001-002, 03055-001-001, 03055-001-003,

03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001

Acreage 345.58

DEVELOPMENT DATA (check all that apply)

- [x] Single Family — Number of Units: 110
- [x] Multi Family — Number of Units: 650
- [ ] Exempt (See exemptions on page 2)

Level of Review

- [ ] Pre-Application Conference
- [x] Preliminary
- [ ] Final
- [ ] Revised
- [ ] Staff Administrative Review

A determination that there is adequate school capacity for a specific project will satisfy requirements for review for school concurrency for the periods of time consistent with the Interlocal Agreement and specified in local government land development regulations; an agreement by the School Board with the developer and local government is required to extend the period for approvals for phased projects beyond the generally applicable time period

EXPLANATION OF STUDENT GENERATION CALCULATION

Student Generation is calculated based on the type of residential development and the type of schools. The number of student stations (by school type - Elementary, Middle and High School) used for calculating the school concurrency impacts is equal to the number of dwelling units by housing type multiplied by the student generation multiplier (for housing type & school type) established by the School Board. Calculations are rounded to the nearest whole number. Student Generation for each school type is calculated individually to assess the impact on the **School Concurrency Service Area (SCSA)** for each school type (Elementary, Middle and High School).

SCHOOL CONCURRENCY SERVICE AREAS (SCSA) FOR PROJECT LOCATION

Based on the project location, please identify the corresponding School Concurrency Service Areas for each school type. Maps of the SCSAs may be viewed on the Alachua County Public Schools website.

SCHOOL CONCURRENCY SERVICE AREAS (SCSA)

Elementary Northwest Alachua | **Middle** Mebane | **High** Santa Fe

SINGLE FAMILY RESIDENTIAL DEVELOPMENT STUDENT GENERATION CALCULATIONS

ELEMENTARY	110	**units X 0.12 Elementary School Multiplier**	23	**Student Stations**
MIDDLE	110	**units X 0.06 Middle School Multiplier**	7	**Student Stations**
HIGH	110	**units X 0.09 High School Multiplier**	10	**Student Stations**

MULTI FAMILY RESIDENTIAL DEVELOPMENT STUDENT GENERATION CALCULATIONS

ELEMENTARY	650	**units X 0.06 Elementary School Multiplier**	39	**Student Stations**
MIDDLE	650	**units X 0.03 Middle School Multiplier**	20	**Student Stations**
HIGH	650	**units X 0.03 High School Multiplier**	20	**Student Stations**

Source: School Board of Alachua County 2015 Student Generation Multiplier Analysis

EXEMPT DEVELOPMENTS (click all that apply)

☐ *Existing legal lots eligible for a building permit*

☐ *Development that includes residential uses that has received final development plan approval prior to the effective date for public school concurrency, or has received development plan approval prior to June 24, 2008, provided the development approval has not expired*

☐ *Amendments to final development orders for residential development approved prior to the effective date for public school concurrency, and which do not increase the number of students generated by the development*

☐ *Age-restricted developments that prohibit permanent occupancy by persons of school age, provided this condition is satisfied in accordance with the standards of the Public School Facilities Element or the ILA*

☐ *Group quarters that do not generate public school students, as described in the ILA*

AUTHORIZED AGENT

Name: Ryan Thompson, AICP
Mailing Address: 11801 Resaerch Drive
Alachua, FL 32615
Phone: 352-331-1976
Email: ryan.thompson@nv5.com

PROPERTY OWNER

Name: Scott P. Rowe
Mailing Address P.O. Box 147018
Gainesville, FL 32614-7018
Phone: Contact agent
Email Contact agent

CERTIFICATION

PROJECT NAME : _____ **PROJECT #:** _____

This application for a determination of the adequacy of public schools to accommodate the public school students generated by the subject development has been reviewed for compliance with the school concurrency management program and in accordance with the ILA. The following determinations have been made:

☐ **Approved** based upon the following findings (see 2021-2022 Capacity Tables)

Elementary SCSA _____ Capacity Required _____

☐ Capacity Available — Available Capacity _____
☐ Capacity Available in 3 yrs — Available Capacity _____
☐ Capacity Available in Adjacent SCSA — Available Capacity _____

Middle SCSA _____ Capacity Required _____

☐ Capacity Available — Available Capacity _____
☐ Capacity Available in 3 yrs — Available Capacity _____
☐ Capacity Available in Adjacent SCSA — Available Capacity _____

High SCSA _____ _____

☐ Capacity Available — Available Capacity _____
☐ Capacity Available in 3 yrs — Available Capacity _____
☐ Capacity Available in Adjacent SCSA — Available Capacity _____

☐ **Denial** for reasons stated _____

_____

Approved by

School Board Staff Certification

_____

Suzanne M. Wynn
Community Planning Director
Alachua County Public Schools
352.955.7400 x 1445

Date: _____

City of Alachua Staff

A complete application for the development project was accepted on

Date: _____

Signed: _____

Printed Name: _____

Page 3

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9. **Map Set**
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11. Environmental Exhibits
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ILLUSTRATION 1A:
CONTEXT MAP

Tomoka Hills - Planned Development
City of Alachua, FL

Alachua County
City of Alachua
City of Alachua
Alachua County
Project Site
Alachua
Newnansville
Arno
NW 180th Ave
NW 172nd Ave
NW 170th Ln
NW 164th Ln
NW 158th Ln
NW 158th Ave
NW 151st Blvd
NW 142nd Ter
NW 140th St
NW 138th Ave
NW 202nd St
NW 193rd St
NW 188th St
NW 183rd St
NW 135th Ter
NW 133rd Ter
NW 157th St
NW 150th Ave
NW US Highway 441
NW County Road 235
April Blvd
Main St
Railroad Ave
Martin Luther King Blvd
Research Dr
Morgan St
Diocese of Saint Augustine
FL Conference Association of
Impact Family Church Inc
Santa Fe High School
Santa Fe Hills Church of
One In Christ Inc
Mebane Middle School
Newnansville-Alachua Cemetery

Legend

- Subject Property
- City of Alachua

0 1,000 2,000 4,000 6,000 8,000 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1,968,500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Standard Parallel 1: 29.583333
Standard Parallel 2: 30.750000
Latitude Of Origin: 29.000000
GCS North American 1983

Prepared by: CHW
Date: 8/9/2024

Document Path: N:\2021\21-00255\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

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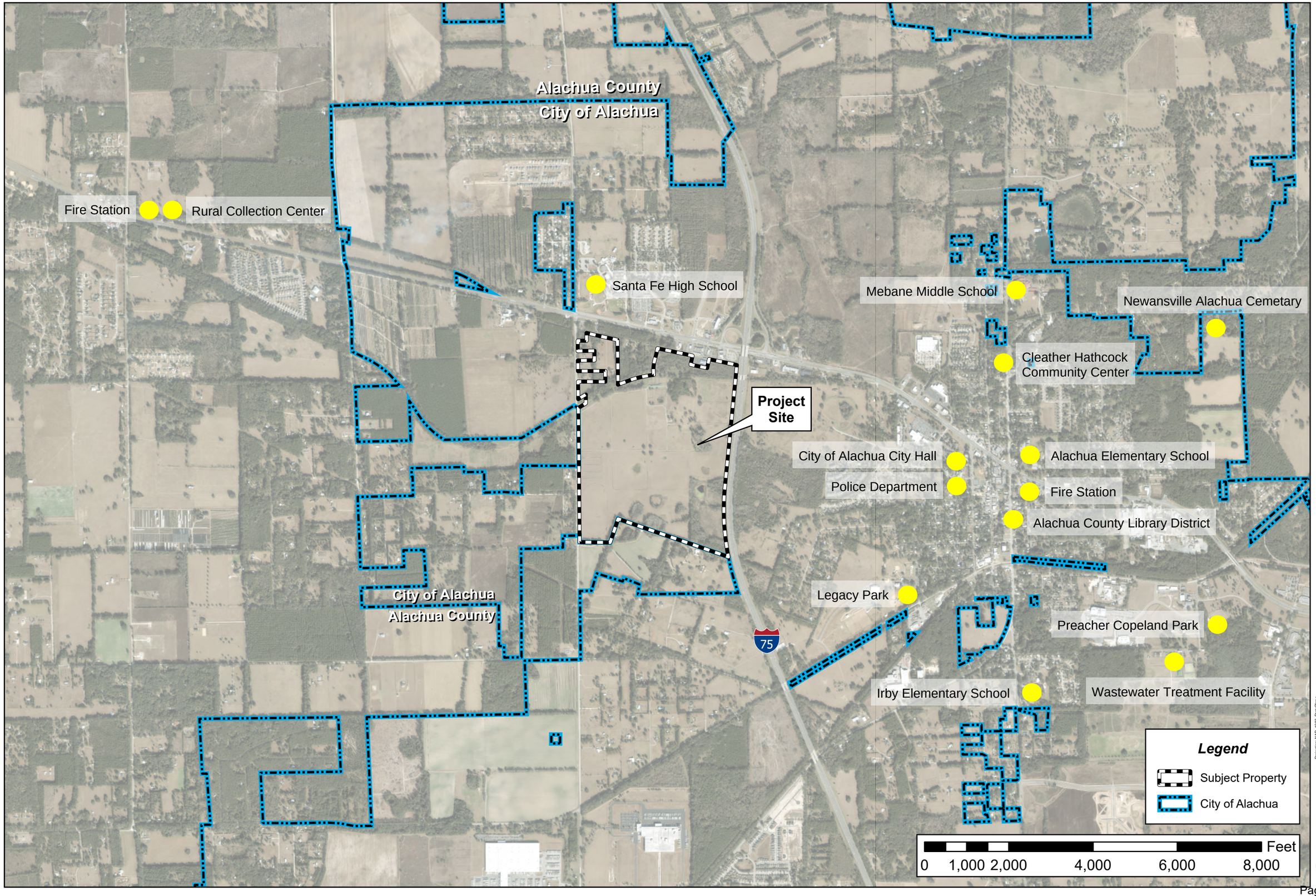
ILLUSTRATION 1A:
CONTEXT MAP

Tomoka Hills - Planned Development
City of Alachua, FL



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Central Meridian: -84.500000
Latitude Of Origin: 29.000000
Standard Parallel 1: 30.750000
Standard Parallel 2: 30.750000
Linear Unit: Foot_US (0.304801)
GCS_North_American_1983

Prepared by: CHW
Date: 8/28/2024

Document Path: N:\2021\21-00256\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

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ILLUSTRATION 1B:
AERIAL MAP

Tomoka Hills - Planned Development
City of Alachua, FL

ID	Tax Parcel #
1	03055-010-001
2	03055-001-003
3	03055-010-003

NW US Highway 441
NW 162nd Ln
Days Inn
Ramada Inn
Econo Lodge
NW
Tax Parcel # 03054-001-002
Tax Parcel # 03055-001-001
Tax Parcel # 03871-000-000
Tax Parcel # 03873-001-000
Tax Parcel # 03873-001-001
Tax Parcel # 03873-000-000
Subject Property
±345.55 Acres
City of Alachua
Alachua County
NW 173rd St
NW 149th Pl
441
399
75

Legend

- Subject Property
- Alachua County Tax Parcels
- City of Alachua

0 300 600 1,200 1,800 2,400 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1968500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Standard Parallel 1: 29.583333
Standard Parallel 2: 30.750000
Latitude Of Origin: 29.000000
GCS_North_American_1983

Prepared by: CHW
Date: 8/21/2024

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ILLUSTRATION 2A:
EXISTING
FLU MAP

Tomoka Hills - Planned Development
City of Alachua, FL

NW US Highway 441
NW 162nd Ln
NW 173rd St
NW 149th Pl
Days Inn
Ramada Inn
Econo Lodge

Commercial
Medium Density Residential
Moderate Density Residential
Community Commercial
Commercial
Commercial
City of Alachua
Alachua County
Rural/Agriculture
Subject Property
±345.55 Acres
Agriculture
Agriculture
City of Alachua
Alachua County
Rural/Agriculture
Rural/Agriculture
Agriculture

Legend

- Subject Property
- Alachua County Tax Parcels
- City of Alachua

City of Alachua Future Land Use

- Agriculture
- Commercial
- Community Commercial
- Conservation
- High Density Residential
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- Public
- Recreation

Alachua County Future Land Use

- Rural/Agriculture

0 300 600 1,200 1,800 2,400 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
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Central Meridian: -84.500000
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Standard Parallel 1: 30.750000
Standard Parallel 2: 29.583333
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Datum: D_North_American_1983

Prepared by: CHW
Date: 8/9/2024

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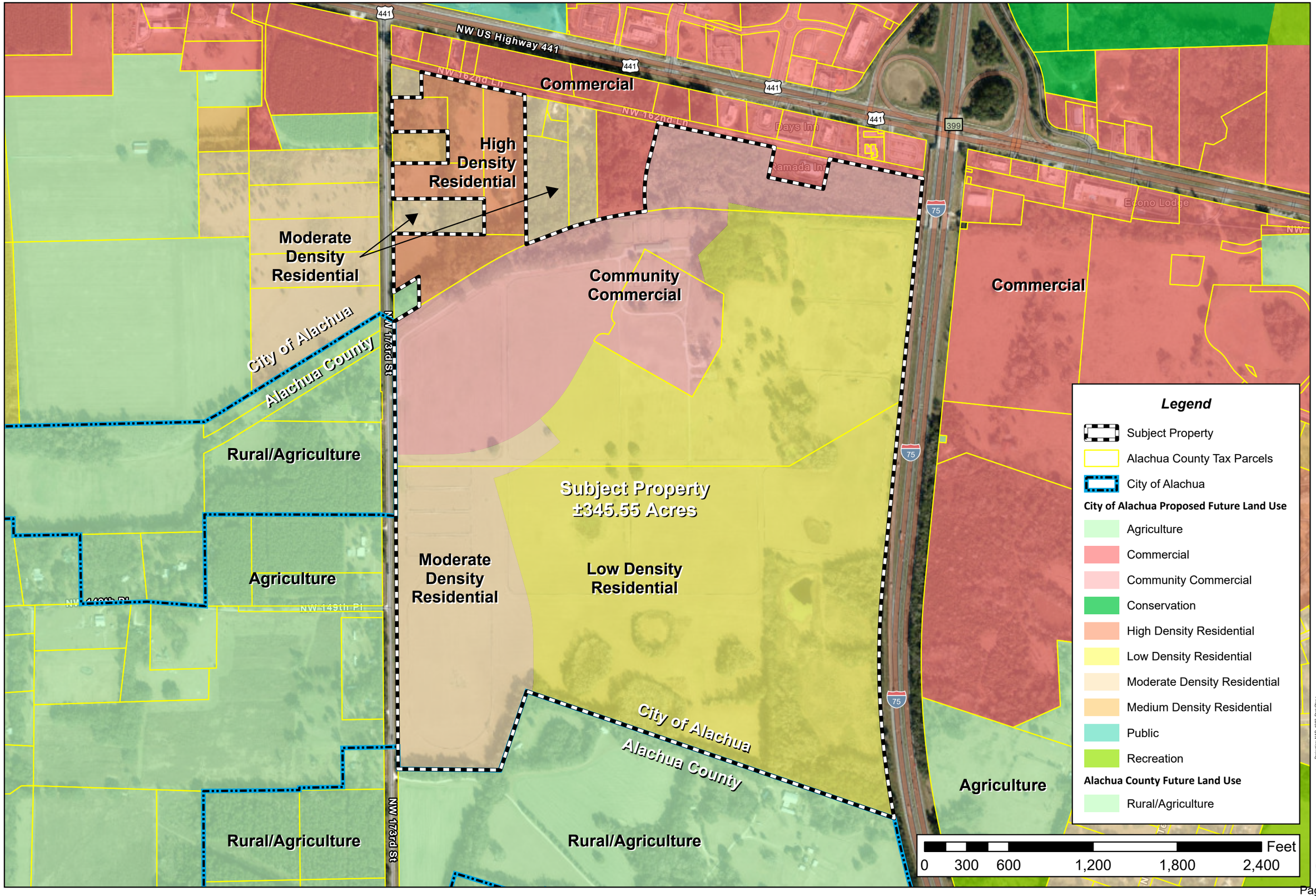
ILLUSTRATION 2B:
PROPOSED
FLU MAP

Tomoka Hills - Planned Development
City of Alachua, FL



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Prepared by: CHW
Date: 8/9/2024
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ILLUSTRATION 3A:
EXISTING
ZONING MAP

Tomoka Hills - Planned Development
City of Alachua, FL

NW US Highway 441
NW 162nd Ln
NW 173rd St
NW 149th Pl
City of Alachua
Alachua County
Days Inn
Ramada Inn
Econo Lodge

CI
RMF-8
RSF-1
RSF-4
PD-R
CC
C
A

Subject Property
±345.55 Acres

Legend

- Subject Property
- Alachua County Tax Parcels
- City of Alachua

City of Alachua Zoning

- (A) Agriculture
- (CC) Community Commercial
- (CI) Commercial, Intensive
- (CSV) Conservation
- (GF) Government Facilities
- (PD-R) Planned Development, Residential
- (RMF-8) Residential Multi-Family
- (RMF-15) Residential Multi-Family
- (RSF-1) Residential, Single Family
- (RSF-3) Residential, Single Family
- (RSF-4) Residential, Single Family

Alachua County Zoning

- (A) Agricultural

0 300 600 1,200 1,800 2,400 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1968500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Latitude Of Origin: 29.000000
Standard Parallel 1: 30.750000
Standard Parallel 2: 29.583333
GCS North American 1983
Datum: North American 1983

Prepared by: CHW
Date: 8/9/2024

Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

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ILLUSTRATION 3B:
PROPOSED
ZONING MAP

Tomoka Hills - Planned Development
City of Alachua, FL

NW US Highway 441

NW 162nd Ln

Days Inn

Econo Lodge

RMF-8

PD-R

RSF-1

CI

C

PD-COMM

Subject Property
±345.55 Acres

City of Alachua

Alachua County

NW 173rd St

NW 149th Pl

A

Legend

- Subject Property
- Alachua County Tax Parcels
- City of Alachua

Alachua County Zoning

- (A) Agricultural

City of Alachua Proposed Zoning

- (A) Agriculture
- (CC) Community Commercial
- (CI) Commercial, Intensive
- (CSV) Conservation
- (GF) Government Facilities
- (PD-COMM) Planned Development, Commercial
- (PD-R) Planned Development, Residential
- (RMF-15) Residential Multi-Family
- (RMF-8) Residential Multi-Family
- (RSF-1) Residential, Single Family
- (RSF-3) Residential, Single Family

0 300 600 1,200 1,800 2,400 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
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False Northing: 0.000000
Central Meridian: -84.500000
Standard Parallel 1: 29.583333
Standard Parallel 2: 30.750000
Latitude Of Origin: 29.000000
Units: Meter
GCS_North_American_1983

Prepared by: CHW
Date: 8/9/2024

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ILLUSTRATION 4:
ENV. MAP

Tomoka Hills - Planned Development
City of Alachua, FL

Subject Property
±345.55 Acres

Flood Zone: X

NW US Highway 441
NW 162nd Ln
NW 143rd Pl
NW 143rd St
Days Inn
Ramada Inn

Legend

- Subject Property
- Alachua County Tax Parcels
- 10-FT Contours
- 2-FT Contours
- Wetlands (Formal JD)
- Other Surface Waters

Flood Hazard Zone

- A

0 300 600 1,200 1,800 2,400 Feet

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1968500.000000
False Northing: 0.000000
Central Meridian: -84.500000
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Standard Parallel 2: 30.750000
Latitude Of Origin: 29.000000
Linear Unit: Foot_US
GCS: North_American_1983

Prepared by: CHW
Date: 8/29/2024

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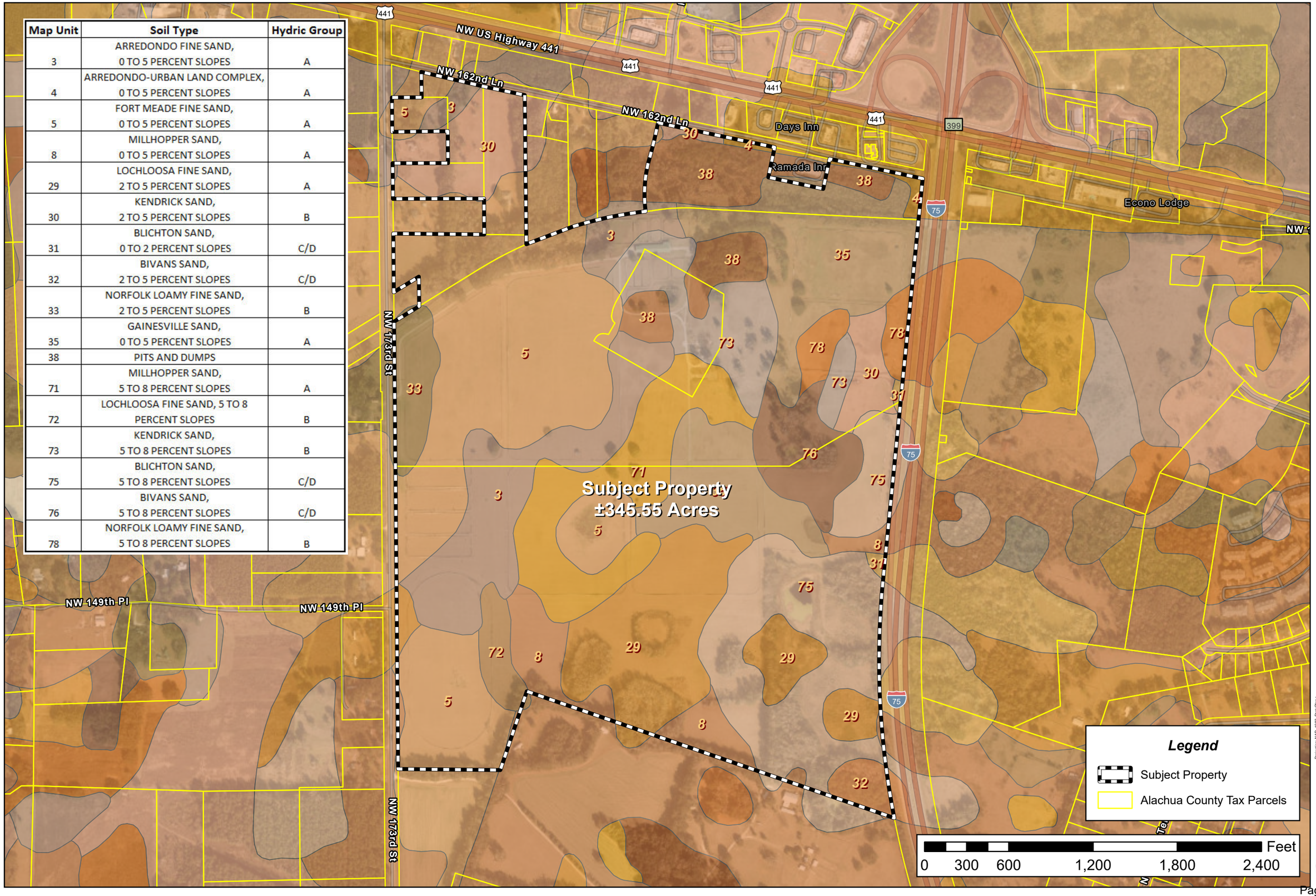
ILLUSTRATION 5:
SOILS MAP

Tomoka Hills - Planned Development
City of Alachua, FL

Map Unit	Soil Type	Hydric Group
3	ARREDONDO FINE SAND, 0 TO 5 PERCENT SLOPES	A
4	ARREDONDO-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPES	A
5	FORT MEADE FINE SAND, 0 TO 5 PERCENT SLOPES	A
8	MILLHOPPER SAND, 0 TO 5 PERCENT SLOPES	A
29	LOCHLOOSA FINE SAND, 2 TO 5 PERCENT SLOPES	A
30	KENDRICK SAND, 2 TO 5 PERCENT SLOPES	B
31	BLICHTON SAND, 0 TO 2 PERCENT SLOPES	C/D
32	BIVANS SAND, 2 TO 5 PERCENT SLOPES	C/D
33	NORFOLK LOAMY FINE SAND, 2 TO 5 PERCENT SLOPES	B
35	GAINESVILLE SAND, 0 TO 5 PERCENT SLOPES	A
38	PITS AND DUMPS	
71	MILLHOPPER SAND, 5 TO 8 PERCENT SLOPES	A
72	LOCHLOOSA FINE SAND, 5 TO 8 PERCENT SLOPES	B
73	KENDRICK SAND, 5 TO 8 PERCENT SLOPES	B
75	BLICHTON SAND, 5 TO 8 PERCENT SLOPES	C/D
76	BIVANS SAND, 5 TO 8 PERCENT SLOPES	C/D
78	NORFOLK LOAMY FINE SAND, 5 TO 8 PERCENT SLOPES	B



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Standard Parallel 2: 29.583333
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GCS_North_American_1983

Prepared by: CHW
Date: 8/9/2024

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ILLUSTRATION 6:
CONCUR. MAP

Roadway Segment Concurrency

Legend

- I-75: From NCL to US 441
- I-75: From US 441 to SCL
- US 441: from MPO Boundary to CR 25A
- US 441: from CR 25A East Intersection to SR 235
- US 441: from SR 235 To I-75
- US 441: from I-75 to CR 235A
- US 441: from CR 235A to NW 188th Street
- SR 235: from NW 143rd Place to US 441
- SR 235: from US 441 to NW 140th Street
- SR 235: From NW 140th Street to ECL
- CR 235: from NW 143rd Place to SCL
- SR 235: from NW SR 235 to NCL
- CR 241: from CR 235 to SCL
- CR 2054: From SR 235 to WCL
- CR 2054: From SR 235 to US 441
- CR 235A: From US 441 to NCL
- CR 235A: From US 441 to CR 235

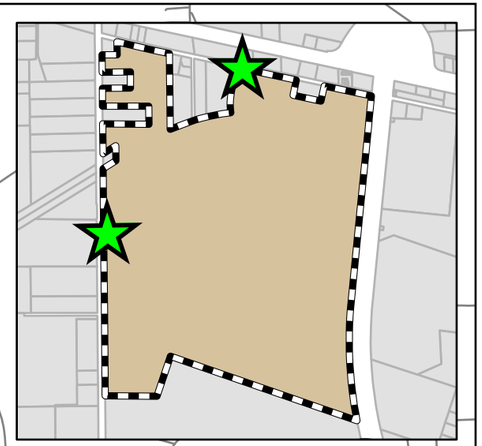
The trip distribution is based on Tomoka Hills TIAs dated 5/10/2022 and 5/2/2023. This distribution included 15% to and from the north on NW 167th Boulevard which is not illustrated on this map.

CoA LDR §2.4.14(H)(2)

(2) Affected roadway segments. For the purposes of making concurrency determinations, affected roadway facilities shall be determined as follows:

(a) Development generating 1,000 or fewer trips. For proposed developments generating less than or equal to 1,000 external average daily trips (ADT), affected roadway segments are all those wholly or partially located within one-half mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater.

(b) Developments generating more than 1,000 trips.
(i) For proposed developments generating greater than 1,000 external average daily trips (ADT), affected roadway segments are those on which the development's impacts are five percent or greater of the maximum service volume of the roadway; and
(ii) The study area for proposed developments generating greater than 1,000 external average daily trips (ADT) shall include all roadway segments located partially or wholly within one-half mile of the development's ingress/egress, or to the nearest major intersection, whichever is greater.



Project Site

City of Alachua

Feet
4,500 2,250 0 4,500 9,000 13,500

NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1968500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Latitude Of Origin: 29.000000
Standard Parallel 1: 30.750000
Standard Parallel 2: 29.583333
Linear Unit: Foot_US
GCS_North_American_1983

Prepared by: CHW
Date: 8/21/2024

Document Path: I:\GIS\GIS Maps\City of Alachua\Concurrency\Concurrency.aprx

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10. **PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan**
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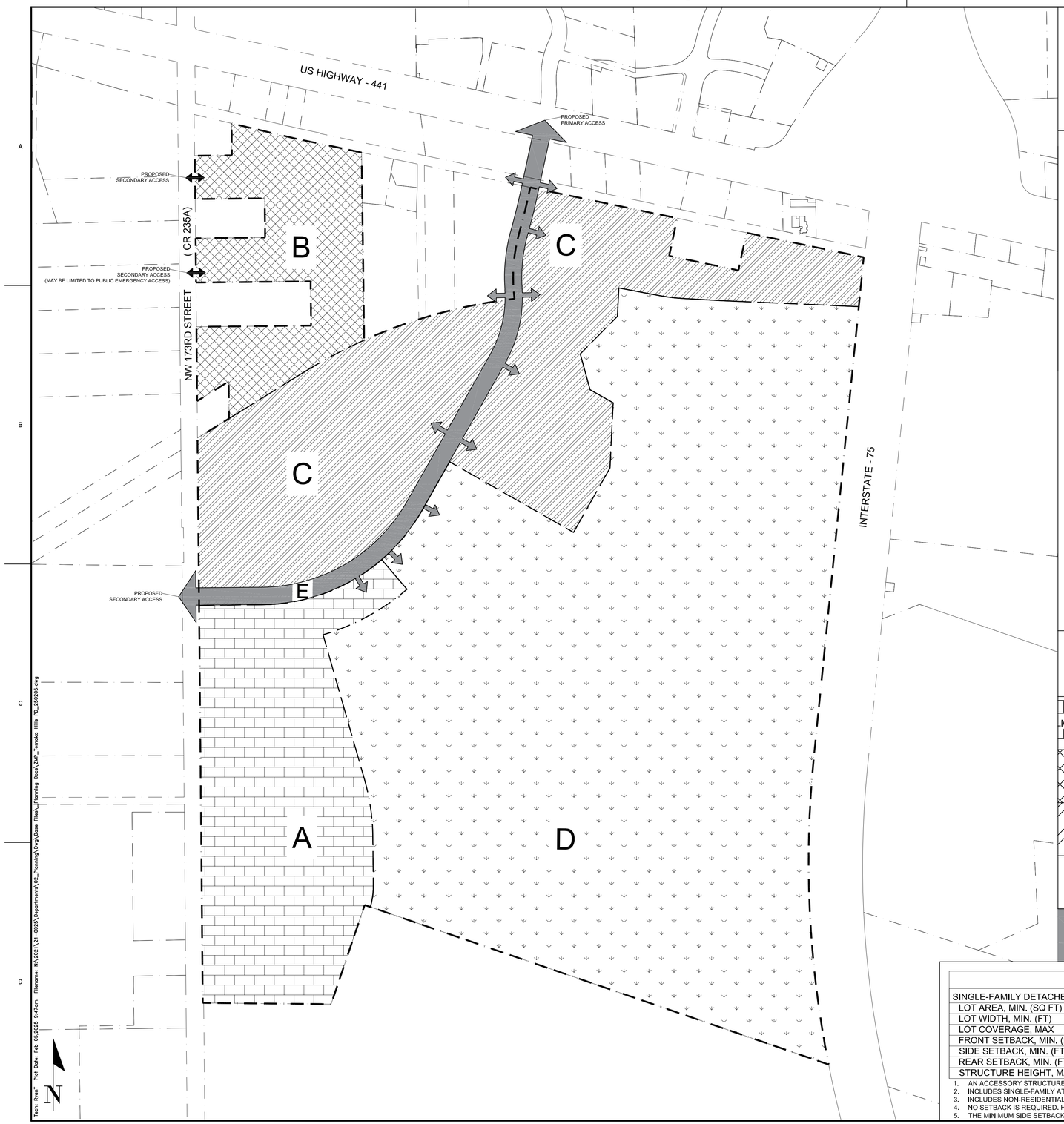
12. Golf Course Best Management Practices



TOMOKA HILLS

PLANNED DEVELOPMENT

MASTER PLAN

GENERAL NOTES

1. **LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THIS PD MASTER PLAN. LAND USE AREA BOUNDARIES MAY BE ADJUSTED INTERNAL TO THE PD, IF THE PERMITTED DENSITY/INTENSITY FOR EACH LAND AREA IS CONSISTENT WITH THE ALLOCATIONS ADOPTED HEREIN. THE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: COMMON OPEN SPACE, COMMUNITY/AMENITY CENTER, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, PUBLIC SAFETY, MAJOR OR MINOR UTILITIES, AND PUBLIC OR PRIVATE INFRASTRUCTURE. PERMITTED USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.
2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF A SINGLE PHASE. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD PLAN(S) TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
5. **BUFFERS.** THERE SHALL BE NO REQUIRED LANDSCAPE BUFFERS INTERNAL TO THE PD, ONLY ALONG SUBJECT PORTIONS OF THE PD BOUNDARY, AN ALTERNATIVE LANDSCAPE PLAN MAY BE SUBMITTED WITH THE FINAL PD PLAN WITH RESPECT TO LDR STANDARDS IN SECTIONS 6.2.2 AND 6.2.3, SUBJECT TO APPROVAL BY THE LDR ADMIN.
6. **ACCESS.** PRIMARY ACCESS POINTS ARE LOCATED AT US 441 / NW 167TH BLVD AND CR 235A. THE HIGH DENSITY RESIDENTIAL AREA SHALL BE SERVED BY TWO DIRECT ACCESS POINTS ON CR 235A. ONE OF THESE ACCESS POINTS MAY BE USED FOR EMERGENCY ACCESS ONLY. THE SPECIFIC LOCATION OF ALL ACCESS POINTS WILL BE DETERMINED AT FINAL PD PLAN.
7. **CIRCULATION.** THE CIRCULATION CONFIGURATION IS IDENTIFIED AS LAND USE AREA E AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS ARE INTENDED TO REMAIN PRIVATE. ROADWAYS SHALL BE REQUIRED TO MEET THE APPLICABLE LDR DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(b)(iii) OR §3.6.3(D)(5)(B)(III), WHICHEVER APPLIES. THE INTERNAL ROADWAYS NOT SHOWN ON THE PD MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND DO NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
8. **LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R AND PD-COMM DISTRICTS, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE, AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
9. **ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
10. **BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 20'-WIDE EASEMENT FOR A PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(b)(iii) OR §3.6.3(D)(5)(B)(III), WHICHEVER APPLIES, TO ENHANCE PEDESTRIAN CIRCULATION. IN NO CASE SHALL A BLOCK FACE EXCEED 1,000' IN LENGTH. TRAFFIC CALMING MEASURES SHALL BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK AND MAY INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, OR OTHER SIMILAR MEASURES APPROVED BY THE CITY IN ITS SOLE DISCRETION. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE AGREEMENT IS MADE BETWEEN THE DEVELOPER AND CITY OF ALACHUA PUBLIC SERVICES.
11. **ARCHITECTURAL STANDARDS.** ARCHITECTURAL VARIABILITY STANDARDS AS SET OUT IN SECTION 4.3.1 (A)(4)(D) ARE APPLICABLE TO SINGLE FAMILY DETACHED DWELLINGS. DESIGN FEATURES AS REQUIRED BY USE-SPECIFIC STANDARDS IN SECTION 4.3.1 (A)(3)(D) ARE APPLICABLE TO SINGLE FAMILY ATTACHED, TOWNHOUSE, AND TWO- TO FOUR-FAMILY DWELLINGS.
12. **ROADWAY STANDARDS.** REGARDLESS OF OWNERSHIP OR MAINTENANCE OF STREETS, ALL SIDEWALKS AND CROSSWALKS WILL MEET FDOT DESIGN MANUAL CHAPTER 222 PEDESTRIAN FACILITIES, UNLESS OTHERWISE STIPULATED IN THE PD-R MASTER PLAN.
13. **ENVIRONMENTAL ASSESSMENT.** AN ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED AT TIME OF FINAL PD-R PLAN/ FINAL PLAT/ SITE PLAN APPROVAL THAT INCLUDES A 100% GOPHER TORTOISE AND BURROWING OWL SURVEY. A CONDITION WILL BE REQUIRED THAT STANDARD MEASURES OF PROTECTION FOR EASTERN INDIGO SNAKES, IF APPLICABLE.
14. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS HAS BEEN SUBMITTED WITH THIS PD.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, COMMUNITY/AMENITY CENTER, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, PUBLIC SAFETY, MAJOR OR MINOR UTILITIES, AND PUBLIC OR PRIVATE INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.6-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, POST OFFICE, COMMUNITY GARDEN, WIRELESS COMMUNICATION TOWER AND/OR ANTENNA, FREESTANDING	RESIDENTIAL: 100 UNITS (2.14 DU/AC)	46.7 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, POST OFFICE, COMMUNITY GARDEN	RESIDENTIAL: 350 UNITS (14.91 DU/AC)	23.5 (6%)
C: MIXED USE	ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), OFFICE, RESTAURANT, INDOOR SEATING ONLY, RESTAURANT, WITH OUTDOOR SEATING, RESTAURANT, WITH DRIVE-THROUGH OR DRIVE-IN SERVICE, SPECIALTY EATING ESTABLISHMENT, MICROBREWERY, PUBLIC GOLF COURSE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL, BAR, NIGHTCLUB, OR COCKTAIL LOUNGE, DRUG STORE OR PHARMACY (STAND ALONE), ENTERTAINMENT ESTABLISHMENT, FINANCIAL INSTITUTION, HOTEL OR MOTEL	RESIDENTIAL: 300 UNITS (3.82 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.16 FAR)	78.7 (23%)
D: COMMON AREA/ RECREATION	BUFFER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC OR PRIVATE GOLF COURSE, AND SINGLE-FAMILY RESIDENTIAL	RESIDENTIAL: 10 UNITS (0.06 DU/AC) NON-RESIDENTIAL: 200,000 SF (0.024 FAR)	196.7 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED[1]:		SINGLE-FAMILY ATTACHED[1,2]:		MULTIPLE-FAMILY[1]:		ALL OTHER USES[3]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[4]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[4]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)[5]	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[4]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
2. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
3. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
4. NO SETBACK IS REQUIRED. HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.
5. THE MINIMUM SIDE SETBACKS FOR SINGLE-FAMILY ATTACHED USES IS FOR EXTERIOR LOTS ONLY. EXTERIOR LOTS ARE LOTS WITH UNITS THAT SHARE A COMMON WALL WITH ONLY ONE ADJACENT UNIT.

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CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
SUBMIT PD APPLICATION – AUGUST 29, 2024
RESUBMITTAL – NOVEMBER 14, 2024
RESUBMITTAL – MAY 15, 2025
RESUBMITTAL – FEBRUARY 5, 2025

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NO.: 21-0025.09

SHEET NO.: 1 of 3

Tech: RyanT Plot Date: Feb 05,2025 9:47am Filename: N:\2021\21-0025\Departments\02a_Planning\Greg\Base Files_Planning Docs\ZMP_Tomoka Hills PD_250205.dwg



TOMOKA HILLS PLANNED DEVELOPMENT

UTILITY PLAN

GENERAL NOTES

1. **POTABLE WATER.** THE ONSITE POTABLE WATER SYSTEM WILL INCLUDE A 12-INCH POTABLE WATER MAIN THAT WILL CONNECT TO AN EXISTING 12-INCH WATER MAIN WITHIN THE US 441 RIGHT-OF-WAY AT NW 167TH BLVD AND FOLLOW THE NW 167TH BLVD EXTENSION THROUGH THE SITE AND CONNECT TO A 12-INCH WATER MAIN IN THE CR 235A RIGHT-OF-WAY. A PORTION OF THIS WATER MAIN HAS ALREADY BEEN PERMITTED WITH THE TOWER HILL INSURANCE HEADQUARTERS AND IS UNDER CONSTRUCTION. THE NORTHWEST SECTION OF THE SITE WILL HAVE A SEPARATE CONNECTION(S) TO THE 8-INCH WATER MAIN IN THE CR 235A RIGHT-OF-WAY. DIRECT CONNECTION IS ANTICIPATED WITHOUT THE NEED FOR JACK AND BORE OF EITHER ROADWAY. AN 8-INCH WATER MAIN WILL SERVE THE MODERATE DENSITY RESIDENTIAL AT THE SOUTHWEST PORTION OF THE SITE.
2. **SANITARY SEWER.** THE ONSITE SEWER GRAVITY MAIN INCLUDE AN 8-INCH GRAVITY MAIN THAT WILL CONNECT TO THE EXISTING 8-INCH GRAVITY MAIN LOCATED IN THE NW 162ND LANE RIGHT-OF-WAY AND WILL FOLLOW THE NW 167TH BLVD EXTENSION, TERMINATING PRIOR TO REACHING THE CR 235A RIGHT-OF-WAY. A PORTION OF THIS GRAVITY MAIN HAS ALREADY BEEN PERMITTED WITH THE TOWER HILL INSURANCE HEADQUARTERS AND IS UNDER CONSTRUCTION. AN ONSITE LIFT STATION WILL AND FORCEMAIN WILL CONNECT THE NORTHWEST SECTION OF THE SITE TO AN EXISTING CITY LIFT STATION ON THE FAR (WEST) SIDE OF CR 235A. A DIRECTIONAL BORE UNDER CR 235A IS EXPECTED.
3. **STORMWATER MANAGEMENT FACILITIES.** STORMWATER MANAGEMENT FACILITIES (SMF) ARE LOCATED THROUGHOUT THE DEVELOPMENT, LOCATED IN THE SITE'S LOW AREAS. THIS PLAN ILLUSTRATES APPROXIMATELY 15% OF THE PROJECT SITE. FINAL SIZE AND LOCATION OF SMFs WILL BE DETERMINED DURING SITE PLAN REVIEW.
4. **PUBLIC FACILITIES IMPACT.** CONCURRENCY RESERVATION WILL BE MADE AT TIME OF FINAL PD APPROVAL. THE IMPACT CALCULATIONS HAVE BEEN PREPARED IN THE ACCOMPANYING JUSTIFICATION REPORTS TO DEMONSTRATE THAT SUFFICIENT CAPACITY EXISTS TO ACCOMMODATE THE PROPOSED PROJECT.

NOTE: ONLY ONE OF SEVERAL FEASIBLE SANITARY SEWER CONVEYANCE OPTIONS IS SHOWN. ENGINEERING DESIGN SHALL CONSIDER ALL AVAILABLE OPTIONS FOR SANITARY SEWER CONNECTION AND WORK WITH CITY OF ALACHUA PUBLIC SERVICES DEPARTMENT TO ENSURE THE MOST SUITABLE AND EFFICIENT DESIGN IS ACHIEVED DURING THE PLATTING/SITE PLAN PROCESS.

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CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
SUBMITTAL – PD REZONING, AUGUST 29, 2024

CLIENT: TOMOKA HILLS

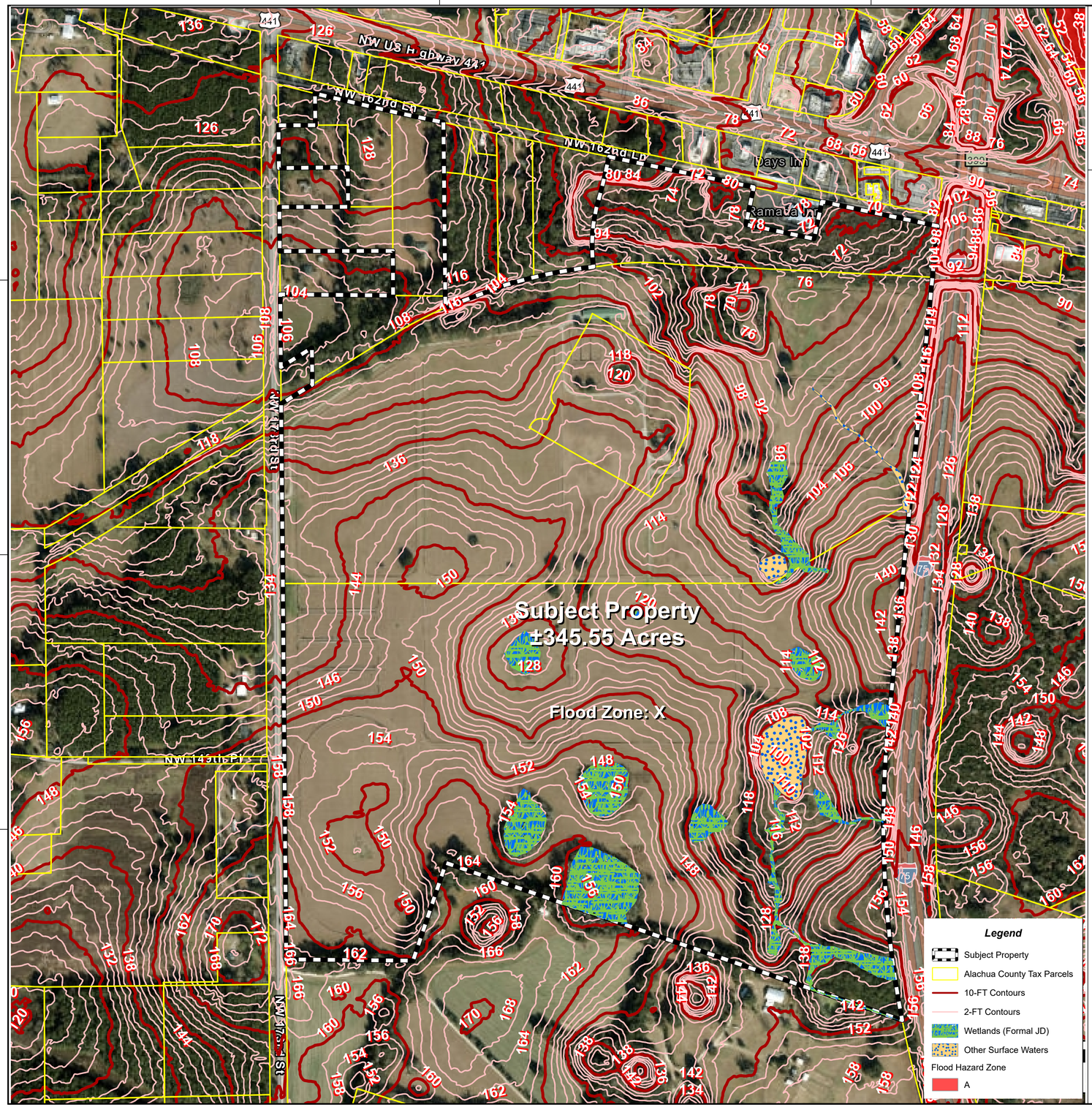
PROJECT: PLANNED DEVELOPMENT

SHEET TITLE: PD UTILITY PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: R. THOMPSON
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 2 of 3

Tech: RyanT Plot Date: Aug 28,2024 7:23pm Filename: N:\2021\21-0025\Department\02_Planning\Civil\Base Files_Planning Docs\01_Tomoka Hills PD_240820.dwg



TOMOKA HILLS PLANNED DEVELOPMENT

EXISTING CONDITIONS PLAN

GENERAL NOTES

1. THE COMMON AREA/RECREATION AREA OF THIS PD CONTAINS APPROXIMATELY 12.8 ACRES OF WETLAND HABITAT INCLUDING BOTH MIXED WETLAND HARDWOODS AND VEGETATED NON-FORESTED WETLANDS; AS WELL AS APPROXIMATELY 3.1 ACRES OF OTHER SURFACE WATERS INCLUDING BORROW AREA AND DITCHES. WETLAND AND OTHER SURFACE WATER LINES HAVE BEEN REVIEWED AND APPROVED BY THE SRWMD UNDER ERP FORMAL WETLAND DETERMINATION ERP-001-245365-2 (ENVIRONMENTAL EXHIBIT 1 IN THE PD REZONING APPLICATION PACKAGE).
2. THE SITE IS WITHIN THE FEDERAL EMERGENCY MANAGEMENT AREA (FEMA) FLOOD ZONE X, WHICH IS OUTSIDE THE FLOODPLAIN. THE SUBJECT PROPERTY HAS BEEN DESIGNED TO ADDRESS THE ONSITE WETLANDS TO ENSURE PROTECTION OF ONSITE NATURAL FEATURES.
3. THE SUBJECT PROPERTY WAS SURVEYED FOR STATE AND FEDERAL LISTED SPECIES IDENTIFIED BY THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION'S (FFWCC) OFFICIAL LIST OF FLORIDA'S ENDANGERED SPECIES, THREATENED SPECIES, AND SPECIAL OF SPECIAL CONCERN (JULY 2024). THE EVALUATION INCLUDED LITERATURE REVIEW FOR SPECIES RECORDS OF OCCURRENCE AS WELL AS SURVEY BY QUALIFIED ECOLOGISTS CONDUCTED WITHIN THE BOUNDS OF THE SUBJECT PROPERTY. THIS ASSESSMENT FOUND NO PLANT SPECIES LISTED AS "THREATENED" OR "ENDANGERED" BY EITHER THE FLORIDA DEPARTMENT OF AGRICULTURE (FDA) OR THE UNITED STATES FISH AND WILDLIFE SERVICE (USFWS). THREE POTENTIALLY OCCUPIED GOPHER TORTOISE BURROWS WERE THE ONLY LISTED WILDLIFE SPECIES IDENTIFIED WITHIN THE SUBJECT PROPERTY (ENVIRONMENTAL EXHIBIT 2 IN THE PD REZONING APPLICATION PACKAGE).

WHEN DEVELOPMENT PLANS ARE SUBMITTED, AN INVENTORY OF LISTED SPECIES WILL BE SUBMITTED AS REQUIRED. ANY POTENTIAL FUTURE IMPACTS TO GOPHER TORTOISES WILL BE COORDINATED WITH THE FFWCC AT THAT TIME.

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CONSTRUCTION/AS REVISIONS:

SUBMITTALS:
SUBMITTAL – PD REZONING, AUGUST 29, 2024
RESUBMITTAL – NOVEMBER 18, 2024

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: PD EXISTING CONDITIONS PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: R. THOMPSON
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 3 of 3

Tech: Ryan Plot Date: Nov 14,2024 5:42pm Filename: H:\2021\21-0025\Department\02_Planning\Dwg\Base Plan_Planning Docs\EC_Tomoka Hills PD_241118.dwg

Application Package
Table of Contents

1. Cover Letter
2. Rezoning Application
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan
11. **Environmental Exhibits**
12. Golf Course Best Management Practices

January 17, 2024

William J Shively
Tomoka Hills Farms, Inc.
7201 NW 11th Place
Gainesville, FL 32605

SUBJECT: Formal Wetland Determination Number: 245365_2
Project: Tomoka Hills

Dear William J Shively:

Enclosed is the Formal Wetland Determination (FWD) authorized by the Suwannee River Water Management District on January 17, 2024. This FWD does not authorize construction on the subject property and does not relieve you from the responsibility of obtaining any necessary permits from any federal, state, or local agencies for your project. Please refer to the attached Notice of Rights to determine any legal rights you may have concerning the District's agency action.

Noticing Your Permit:
For noticing instructions, please refer to the noticing materials in this package regarding closing the point of entry for someone to challenge the issuance of your authorization. Please note that if a timely petition for administrative hearing is filed, your permit will become non-final and any activities that you choose to undertake pursuant to your permit will be at your own risk. If you wish to have certainty that the period for filing a challenge to the District's agency action is closed, you may publish, at your own expense, a notice in a newspaper of general circulation in the project area (Chapter 120, Florida Statutes).

Please be advised that the period within which a person may file a formal objection and request that the permit application be considered by the District's Governing Board does not expire until twenty-one (21) days after the publication of the District's notice of receipt. If a substantial objection is received by the District prior to that date, then this permit will become null and void and the application will be scheduled for consideration at a meeting of the District's Governing Board. Also, please note that a third party may request an administrative hearing on this permit twenty-six (26) days from the date on which an actual decision notice is deposited in the mail, or twenty-one (21) days from publication of a decision notice, pursuant to Sections 120.569 and 120.57, Florida Statutes. It is the permittee's responsibility to publish notice of the District's decision to issue this permit pursuant to rule 40B-1.1010, Florida Administrative Code.

If you have any questions concerning this FWD authorization, please contact District staff at (386) 362-1001.

Sincerely,



Hugh Thomas
Executive Director

Enclosures: Formal Wetland Authorization and Map/Survey of Landward Extent of Wetlands

SUWANNEE RIVER
WATER MANAGEMENT DISTRICT

FORMAL WETLAND DETERMINATION AUTHORIZATION

PERMITTEE:
William J Shively
Tomoka Hills Farms, Inc.
7201 NW 11th Place
Gainesville, FL 32605

Authorization Number: 245365_2
DATE ISSUED: January 17, 2024
DATE EXPIRES: January 17, 2029
COUNTY: Alachua
TRS: S16 T8S R18E

PROJECT: Tomoka Hills

Based on the information provided to the Suwannee River Water Management District (District), the above referenced project has met the conditions of issuance as found subsection 62-330.201, F.A.C. The FWD is hereby authorized for the following:

The formal determination of the landward extent of wetlands and other surface waters as determined by the District and as depicted on the certified surveys submitted to the District on December 22, 2023, for the 292.25-acre property known as Tomoka Hills, located within Alachua County parcel numbers: 03871-000-000, 03055-010-001, 03055-001-003, 03055-001-001, 03055-010-003, 03873-000-000 and 03873-001-001 in Section 16 of Township 8 South and Range 18 East, Alachua County. This formal wetland determination does not authorize construction on the subject property.

This document and the enclosed document(s) showing the landward extent of wetlands for the project serve as the FWD authorized by the District. As required by the FWD, the District must be notified within 30 days of sale or transfer of this property. This FWD may be transferred after the receipt of written notification of transfer of ownership or control of the real property.

This FWD is binding for a period of five (5) years from the issuance date provided physical conditions on the property do not change so as to alter the wetland boundaries during that period. The District's Governing Board may revoke the FWD upon finding that the petitioner has submitted inaccurate information to the District.

You and any other substantially affected persons are entitled to request an administrative hearing or mediation. Please refer to the enclosed notice of rights.

AUTHORIZED BY: Suwannee River Water Management District

By: _____

Hugh Thomas
Executive Director

NOTICE OF RIGHTS

1. A person whose substantial interests are or may be determined has the right to request an administrative hearing by filing a written petition with the Suwannee River Water Management District (District), or may choose to pursue mediation as an alternative remedy under Section 120.569 and 120.573, Florida Statutes, (F.S.), before the deadline for filing a petition. Choosing mediation will not adversely affect the right to a hearing if mediation does not result in a settlement. The procedures for pursuing mediation are set forth in Sections 120.569 and 120.57 F.S. Pursuant to Rule 28-106.111, Florida Administrative Code, (F.A.C.), the petition must be filed at the office of the District Clerk at District Headquarters, 9225 C.R. 49, Live Oak, Florida 32060 within twenty-one (21) days of receipt of written notice of the decision or within twenty-one (21) days of newspaper publication of the notice of District decision (for those persons to whom the District does not mail actual notice). A petition must comply with Chapter 28-106, F.A.C.

2. If the Governing Board takes action which substantially differs from the notice of District decision to grant or deny the pe1mit application, a person whose substantial interests are or may be determined has the right to request an administrative hearing or may choose to pursue mediation as an alternative remedy as described above. Pursuant to Rule 28-106.111, F.A.C., the petition must be filed at the office of the District Clerk at District Headquarters, 9225 C.R. 49, Live Oak, Florida 32060 within twenty-one (21) days of receipt of written notice of the decision or within twenty-one (21) days of newspaper publication of the notice of District decision (for those persons to whom the District does not mail actual notice). Such a petition must comply with Chapter 28-106, F.A.C.

3. A substantially interested person has the right to a formal administrative hearing pursuant to Section 120.569 and 120.57(1), F.S., where there is a dispute between the District and the party regarding an issue of material fact. A petition for formal hearing must comply with the requirements set forth in Rule 28-106.201, F.A.C.

4. A substantially interested person has the right to an informal hearing pursuant to Section 120.569 and 120.57(2), F.S., where no material facts are in dispute. A petition for an informal hearing must comply with the requirements set forth in Rule 28-106.301, F.A.C.

5. A petition for an administrative hearing is deemed filed upon receipt of the petition by the Office of the District Clerk at the District Headquarters in Live Oak, Florida.

6. Failure to file a petition for an administrative hearing within the requisite time frame shall constitute a waiver of the right to an administrative hearing pursuant to Rule 28-106.111, F.A.C.

7. The right to an administrative hearing and the relevant procedures to be followed is governed by Chapter 120, Florida Statutes, and Chapter 28-106, F.A.C.

8. Pursuant to Section 120.68, F.S., a person who is adversely affected by final District action may seek review of the action in the District Court of Appeal by filing a notice of

appeal pursuant to the Florida Rules of Appellate Procedure, within 30 days of the rendering of the final District action.

9. A party to the proceeding before the District who claims that a District order is inconsistent with the provisions and purposes of Chapter 3 73, F. S., may seek review of the order pursuant to Section 373.114, F.S., by the Florida Land and Water Adjudicatory Commission, by filing a request for review with the Commission and serving a copy of the Department of Environmental Protection and any person named in the order within 20 days of adoption of a rule or the rendering of the District order.

10. For appeals to the District Courts of Appeal, a District action is considered rendered after it is signed on behalf of the District, and is filed by the District Clerk.

11. Failure to observe the relevant time frames for filing a petition for judicial review, or for Commission review, will result in waiver of the right to review.

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Notice of Rights has been sent to:

William J Shively
Tomoka Hills Farms, Inc.
7201 NW 11th Place
Gainesville, FL 32605

This January 17, 2024



_____
Deputy Clerk
Suwannee River Water Management District
9225 C.R. 49
Live Oak, Florida 32060
386.362.1001 or 800.226.1066 (Florida only)

cc: File Number: ERP-001-245365-2

NOTICING INFORMATION
Dear Permittee:

Please be advised that the Suwannee River Water Management District (District) has not published a notice in the newspaper advising the public that it has issued a permit for this project.

Newspaper publication, using the District's form, notifies members of the public of their right to challenge the issuance of the permit. If proper notice is given by newspaper publication, then there is a 21-day time limit to file a petition challenging the issuance of the permit.

To close the point of entry for filing a petition, you may publish (at your own expense) a onetime notice of the District's decision in a newspaper of general circulation within the affected area as defined in Section 50.011 of the Florida Statutes. If you do not publish a newspaper notice, the time to challenge the issuance of your permit will not expire.

A copy of the notice and a partial list of newspapers of general circulation are attached for your convenience. However, you are not limited to those listed newspapers. If you choose to close the point of entry and the notice is published, the newspaper will return to you an affidavit as proof of publication. In accordance with 40B-1.1010(4), F.A.C., a copy of the affidavit shall be provided to the District within 14 days of publication. A scanned copy of the affidavit may be forwarded to Tilda Musgrove by email at *tjm@srwmd.org* (preferred method) or send the original affidavit of publication to:

Tilda Musgrove
Resource Management
9225 CR 49
Live Oak, FL 32060

If you have any questions, please contact me at 386.362.1001.
Sincerely,

Tilda Musgrove

Tilda Musgrove
Business Resource Specialist
Resource Management

NOTICE OF AGENCY ACTION TAKEN BY THE
SUWANNEE RIVER WATER MANAGEMENT DISTRICT

Notice is given that the following permit was issued on _____:
(Name and address of applicant)_____
permit#_____. The project is located in _____County, Section _____, Township _____ South, Range _____ East. The permit authorizes a surface water management system on _____ acres for _____ known as _____. The receiving water body is _____.
A person whose substantial interests are or may be affected has the right to request an administrative hearing by filing a written petition with the Suwannee River Water Management District (District). Pursuant to Chapter 28-106 and Rule 40BB-1.1010, Florida Administrative Code (F.A.C.), the petition must be filed (received) either by delivery at the office of the Resource Management Business Resource Specialist at District Headquarters, 9225 CR 49, Live Oak FL 32060 or by e-mail to tjm@srwmd.org, within twenty-one (21) days of newspaper publication of the notice of intended District decision (for those persons to whom the District does not mail or email actual notice). A petition must comply with Sections 120.54(5)(b)4. and 120.569(2)(c), Florida Statutes (F.S.), and Chapter 28106, F.A.C. The District will not accept a petition sent by facsimile (fax). Mediation pursuant to Section 120.573, F.S., is not available.

A petition for an administrative hearing is deemed filed upon receipt of the complete petition by the District Clerk at the District Headquarters in Live Oak, FL during the District's regular business hours. The District's regular business hours are 8 a.m. – 5 p.m., excluding weekends and District holidays. Petitions received by the District Clerk after the District's regular business hours shall be deemed filed as of 8 a.m. on the next regular District business day.

The right to an administrative hearing and the relevant procedures to be followed are governed by Chapter 120, Florida Statutes, Chapter 28-106, Florida Administrative Code, and Rule 40B-1.1010, Florida Administrative Code. Because the administrative hearing process is designed to formulate final agency action, the filing of a petition means the District's final action may be different from the position taken by it in this notice. **Failure to file a petition for an administrative hearing within the requisite time frame shall constitute a waiver of the right to an administrative hearing. (Rule 28-106.111, F.A.C.).**

If you wish to do so, you may request the Notice of Rights for this permit by contacting the Business Resource Specialist in the Division of Resource Management (RM), 9225 CR 49, Live Oak, FL 32060, or by phone at 386.362.1001.

NEWSPAPER ADVERTISING

ALACHUA
Gainesville Sun Legal Advertising
PO Box 14747
Gainesville, FL 32614
352.372.4222

BRADFORD
Bradford County Telegraph, Legal Advertising
P. O. Drawer A
Starke, FL 32901
904-964-6305/ fax 904-964-8628

COLUMBIA
Lake City Reporter
180 E Duval Street
Lake City, FL 32055
386.754.0401

DIXIE
Dixie County Advocate
174 County Road 351
Cross City, FL 32628
352.498.3312

GILCHRIST
Levy County Citizen
17 NE 3rd Street
Chiefland, FL 32626
352.493.4796

HAMILTON
Madison Carrier
PO Drawer 772
Madison, FL 32344
850.973.4141

JEFFERSON
Monticello News
PO Drawer 772
Madison, FL 32344
850.997.3568

LAFAYETTE
Dixie County Advocate
174 County Road 351
Cross City, FL 32628
352.498.3312

LEVY
Levy County Citizen
17 NE 3rd Street
Chiefland, FL 32626
352.493.4796

MADISON
Madison Carrier
PO Drawer 772
Madison, FL 32344
850.973.4141

SUWANNEE
Lake City Reporter
180 E Duval Street
Lake City, FL 32055
386.754.0401

TAYLOR
Taco Times
PO Box 888
Perry, FL 32348
850.584.5513

UNION
Union County Times
125 E Main Street
Lake Butler, FL 32054
386.496.2261

SPECIFIC PURPOSE SURVEY

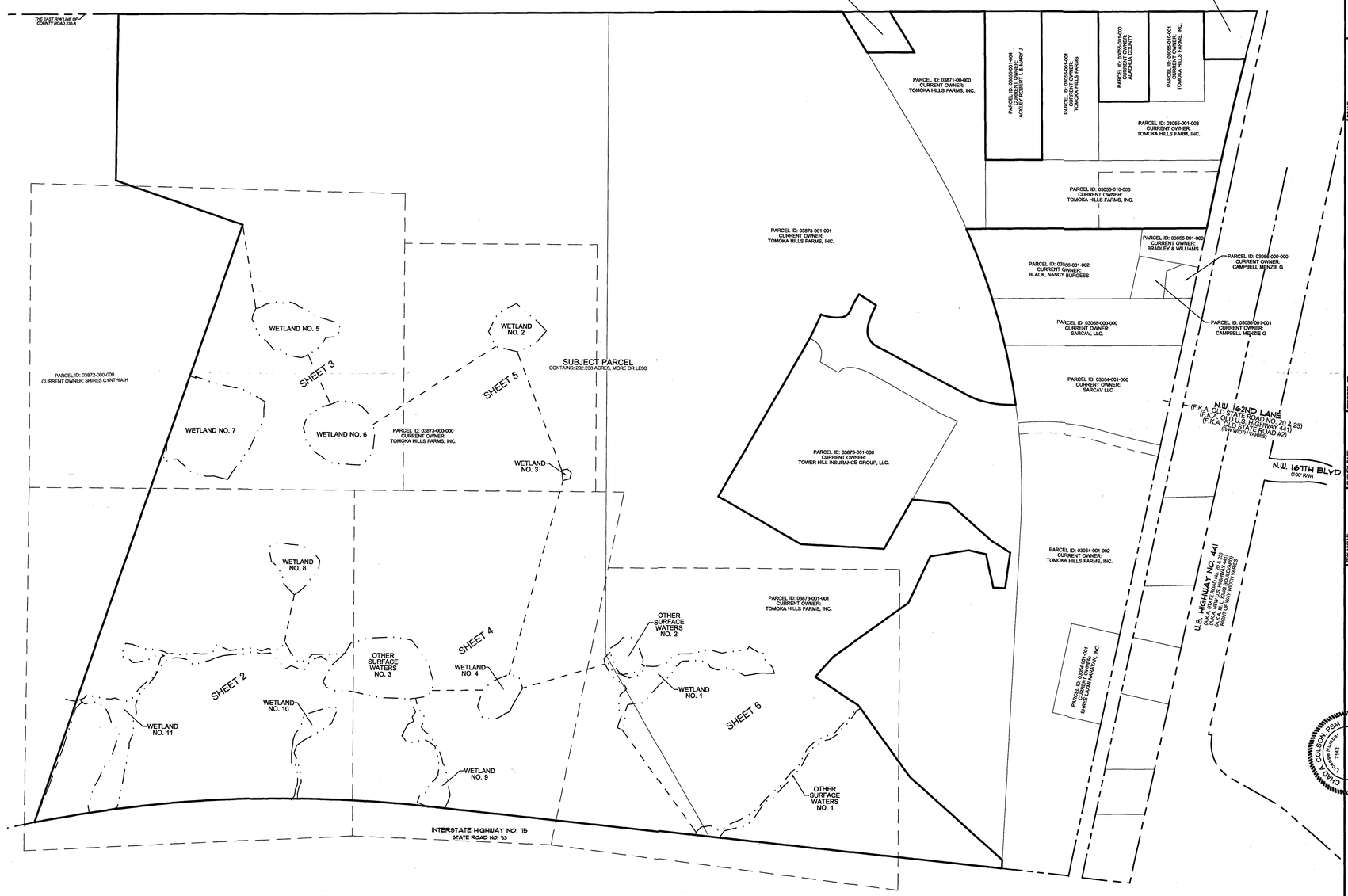
LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1988 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

DESCRIPTION OF PARCEL:

A PARCEL OF LAND SITUATED IN SECTIONS 9 AND 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE SOUTHERLY R/W LINE OF NW 162ND LANE (FORMALLY KNOWN AS OLD STATE ROAD NO. 20 & 25, OLD U.S. HIGHWAY 441 AND OLD STATE ROAD NO. 2, HAVING A RIGHT OF WAY WIDTH THAT VARIES) WITH THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 93 (ALSO KNOWN AS INTERSTATE HIGHWAY NO. 75 AND HAVING A RIGHT OF WAY WIDTH THAT VARIES), THENCE SOUTH 5°38'39" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 295.24 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 5°40'44" WEST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1300.24 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 5879.58 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 2°48'10" EAST, 1729.23 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°54'45", AN ARC LENGTH OF 1735.53 FEET TO THE END OF SAID CURVE; THENCE SOUTH 5°42'30" WEST, A DISTANCE OF 1257.04 FEET; THENCE NORTH 71°00'52" WEST, A DISTANCE OF 2774.12 FEET; THENCE SOUTH 18°40'42" WEST, A DISTANCE OF 592.11 FEET; THENCE NORTH 89°27'59" WEST, A DISTANCE OF 725.92 FEET; THENCE NORTH 0°32'00" WEST, A DISTANCE OF 3194.89 FEET; THENCE NORTH 58°15'37" EAST, A DISTANCE OF 210.05 FEET; THENCE NORTH 0°36'09" WEST, A DISTANCE OF 210.09 FEET; THENCE SOUTH 58°03'05" WEST, A DISTANCE OF 209.99 FEET; THENCE NORTH 0°32'14" WEST, A DISTANCE OF 419.86 FEET; THENCE NORTH 89°23'41" EAST, A DISTANCE OF 648.03 FEET; THENCE NORTH 0°35'52" WEST, A DISTANCE OF 250.14 FEET; THENCE SOUTH 89°23'00" WEST, A DISTANCE OF 647.99 FEET; THENCE NORTH 0°32'18" WEST, A DISTANCE OF 250.90 FEET; THENCE NORTH 89°24'53" EAST, A DISTANCE OF 393.00 FEET; THENCE NORTH 0°35'05" WEST, A DISTANCE OF 221.68 FEET; THENCE SOUTH 89°24'10" WEST, A DISTANCE OF 393.04 FEET; THENCE NORTH 0°34'32" WEST, A DISTANCE OF 245.12 FEET; THENCE NORTH 89°32'27" EAST, A DISTANCE OF 209.89 FEET; THENCE NORTH 0°34'38" WEST, A DISTANCE OF 181.08 FEET; THENCE SOUTH 76°05'03" EAST, A DISTANCE OF 104.77 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 10209.13 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 77°07'26" EAST, 370.53 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 2°04'46", AN ARC LENGTH OF 370.55 FEET TO THE END OF SAID CURVE; THENCE SOUTH 78°14'52" EAST, A DISTANCE OF 278.19 FEET; THENCE SOUTH 0°46'04" EAST, A DISTANCE OF 1062.21 FEET; TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2864.79 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 73°46'05" EAST, 801.86 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°05'24", AN ARC LENGTH OF 804.50 FEET TO THE END OF SAID CURVE; THENCE SOUTH 0°28'04" WEST, A DISTANCE OF 45.18 FEET; TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 394.96 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 13°14'17" WEST, 170.78 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°58'20", AN ARC LENGTH OF 172.14 FEET TO THE END OF SAID CURVE; THENCE SOUTH 27°50'50" WEST, A DISTANCE OF 458.64 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 75.12 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 69°20'01" WEST, 83.89 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 67°41'59", AN ARC LENGTH OF 88.76 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 187.80 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 75°17'01" WEST, 83.67 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 19°31'13", AN ARC LENGTH OF 63.98 FEET TO THE END OF SAID CURVE; THENCE NORTH 65°31'25" WEST, A DISTANCE OF 49.88 FEET; THENCE SOUTH 31°50'30" WEST, A DISTANCE OF 88.41 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 567.12 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 61°43'56" EAST, 80.64 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°09'15", AN ARC LENGTH OF 80.71 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 50.88 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 36°10'51" EAST, 50.31 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 59°15'24", AN ARC LENGTH OF 52.62 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 184.74 FEET AND BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 7°24'14" WEST, 89.12 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 27°54'48", AN ARC LENGTH OF 90.00 FEET TO THE END OF SAID CURVE; THENCE SOUTH 65°05'00" EAST, A DISTANCE OF 115.50 FEET; THENCE SOUTH 60°20'15" EAST, A DISTANCE OF 806.50 FEET; THENCE NORTH 29°28'37" EAST, A DISTANCE OF 418.44 FEET; THENCE NORTH 2°49'53" EAST, A DISTANCE OF 368.87 FEET; THENCE NORTH 60°19'57" WEST, A DISTANCE OF 248.76 FEET; THENCE NORTH 5°04'20" EAST, A DISTANCE OF 163.78 FEET; THENCE NORTH 40°42'14" EAST, A DISTANCE OF 252.30 FEET; THENCE NORTH 31°34'45" EAST, A DISTANCE OF 94.34 FEET; THENCE SOUTH 82°02'02" EAST, A DISTANCE OF 157.20 FEET; THENCE SOUTH 0°52'47" WEST, A DISTANCE OF 52.00 FEET; THENCE SOUTH 77°22'07" WEST, A DISTANCE OF 150.39 FEET; THENCE SOUTH 12°26'11" WEST, A DISTANCE OF 79.36 FEET; THENCE SOUTH 9°22'23" EAST, A DISTANCE OF 171.19 FEET; THENCE SOUTH 65°00'28" EAST, A DISTANCE OF 226.75 FEET; THENCE SOUTH 35°42'44" EAST, A DISTANCE OF 407.88 FEET; THENCE SOUTH 47°58'07" EAST, A DISTANCE OF 116.28 FEET; THENCE NORTH 32°42'53" EAST, A DISTANCE OF 226.50 FEET; THENCE NORTH 53°26'50" EAST, A DISTANCE OF 385.15 FEET; THENCE NORTH 40°59'18" EAST, A DISTANCE OF 544.78 FEET; THENCE SOUTH 87°10'07" EAST, A DISTANCE OF 37.04 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED LANDS CONTAINS: 292.238 ACRES, MORE OR LESS.



LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

GRAPHIC SCALE
0 125 250 500

N

WETLAND / SURFACE WATER ACREAGE TABLE	
DESIGNATION	AREA
WETLAND NO. 1	±1.341 AC
WETLAND NO. 2	±0.783 AC
WETLAND NO. 3	±0.036 AC
WETLAND NO. 4	±0.589 AC
WETLAND NO. 5	±1.409 AC
WETLAND NO. 6	±1.578 AC
WETLAND NO. 7	±3.140 AC
WETLAND NO. 8	±0.731 AC
WETLAND NO. 9	±0.628 AC
WETLAND NO. 10	±0.438 AC
WETLAND NO. 11	±2.115 AC
SURFACE WATER NO. 1	±0.392 AC
SURFACE WATER NO. 2	±0.393 AC
SURFACE WATER NO. 3	±2.279 AC

1800 Research Drive
Alachua, FL 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-5075
CHW Professional Consultants

SCALE: 1" = 250'
VERIFY SCALE BAR IS CORRECT FOR ORIGINAL DRAWING
0 250 500 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025
TECHNICIAN: AWM
DRAWN BY: VM
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

This map prepared by:
CHAD A. COLSON
Professional Surveyor & Mapper
Professional Surveyor & Mapper Pla. License No. 7142

Certificate of Authorization No. LB 5075
NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR ELECTRONIC DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 1 OF 6

Tech: dtodo Plot Date: Dec 21,2023 5:40pm Filename: C:\Vaultfiles\work\Temp\AcPublish_7164\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/96 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1988 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

WETLAND LINE DATA TABLE		
LINE	DIRECTION	LENGTH
L39(M)	N 37°45'19" E	22.35'
L40(M)	N 14°55'48" W	31.01'
L50(M)	N 4°11'40" W	25.07'
L61(M)	N 34°38'07" E	44.37'
L70(M)	N 66°33'22" E	41.64'
L83(M)	N 71°02'59" E	28.98'
L90(M)	N 43°42'17" E	25.62'
L103(M)	N 57°06'09" E	30.86'
L111(M)	S 73°52'26" E	29.30'
L121(M)	S 70°56'06" E	46.19'
L133(M)	S 73°27'49" E	25.09'
L144(M)	S 61°59'52" E	33.85'
L153(M)	S 49°52'15" E	31.57'
L163(M)	S 66°39'44" E	40.47'
L171(M)	S 42°04'57" E	61.24'
L172(M)	S 54°11'17" E	53.07'
L173(M)	S 21°12'26" E	37.03'
L174(M)	S 22°37'44" W	40.94'
L175(M)	S 13°32'34" E	22.10'
L176(M)	S 11°51'47" W	36.56'
L177(M)	S 10°15'39" W	46.45'
L178(M)	S 20°01'30" W	22.46'
L179(M)	S 56°59'41" E	22.40'
L180(M)	S 19°03'03" E	42.43'
L181(M)	S 12°49'06" W	42.60'
L182(M)	N 16°25'39" W	39.24'
L183(M)	N 6°28'32" W	44.41'
L184(M)	N 1°29'53" W	39.09'
L185(M)	N 17°44'11" W	49.17'
L186(M)	N 17°42'55" E	37.19'
L187(M)	N 5°48'26" W	41.02'
L188(M)	N 32°30'54" E	30.70'
L189(M)	N 52°58'41" E	66.09'
L190(M)	N 28°23'52" W	31.06'
L191(M)	N 21°00'27" E	36.79'
L192(M)	N 3°55'32" E	25.75'
L193(M)	N 57°29'09" W	44.97'
L194(M)	N 23°01'54" W	50.38'
L195(M)	N 33°45'53" E	62.79'
L205(M)	N 2°37'30" E	67.45'
L206(M)	N 66°43'54" E	62.76'
L207(M)	S 55°11'45" E	25.62'
L208(M)	N 71°13'04" E	19.74'
L209(M)	S 29°02'28" E	30.02'
L210(M)	N 30°11'59" W	46.89'
L211(M)	N 32°00'14" W	102.60'
L212(M)	N 67°10'09" W	74.96'
L213(M)	S 13°35'58" W	29.46'
L214(M)	S 18°04'26" E	127.23'
L215(M)	S 74°20'24" E	52.72'
L216(M)	S 51°43'54" E	40.90'
L217(M)	S 72°35'57" E	25.09'
L218(M)	N 72°09'27" W	197.84'
L219(M)	N 44°06'20" W	36.99'
L220(M)	S 63°19'12" W	8.30'
L221(M)	N 70°03'07" W	39.07'
L222(M)	S 69°53'38" E	130.65'
L223(M)	S 68°10'03" E	161.14'
L225(M)	S 89°02'30" W	25.23'
L226(M)	N 77°58'00" W	29.94'
L227(M)	N 65°12'43" W	22.44'
L228(M)	S 86°29'04" W	34.92'
L229(M)	S 86°25'26" W	18.52'
L230(M)	S 69°35'06" W	29.73'
L231(M)	S 73°57'32" W	21.04'
L232(M)	S 62°14'21" W	27.82'
L233(M)	N 70°33'04" W	35.12'
L234(M)	N 35°18'41" W	30.64'
L442(M)	S 42°02'52" E	70.91'
L730(M)	N 34°21'01" W	34.42'
L740(M)	N 43°29'33" W	36.53'
L741(M)	N 58°47'40" W	36.10'
L742(M)	N 43°36'16" W	44.83'
L743(M)	N 82°46'01" W	44.91'
L744(M)	S 51°20'05" W	44.70'
L745(M)	S 34°08'55" W	40.38'
L746(M)	S 16°48'59" W	32.16'
L747(M)	S 4°37'20" W	38.83'
L748(M)	S 8°39'34" W	30.78'
L749(M)	S 2°45'26" E	29.66'
L750(M)	S 21°13'19" E	29.94'
L751(M)	S 79°54'34" E	22.67'
L752(M)	N 78°35'52" E	47.06'
L753(M)	N 40°19'48" E	28.91'
L754(M)	N 53°26'42" E	47.74'
L755(M)	N 89°11'09" E	36.45'
L756(M)	N 45°18'15" E	72.18'

WETLAND LINE DATA TABLE		
LINE	DIRECTION	LENGTH
L158(M)	S 68°00'11" E	28.72'
L159(M)	S 73°03'04" E	28.74'
L160(M)	N 17°45'54" E	27.98'
L161(M)	N 37°56'11" E	33.54'
L162(M)	N 9°06'12" W	33.97'
L163(M)	N 6°17'16" W	22.64'
L164(M)	N 32°08'45" W	38.49'
L165(M)	N 15°26'36" W	31.68'
L166(M)	N 18°49'28" E	18.85'
L167(M)	S 22°37'42" E	15.91'
L168(M)	S 72°59'35" E	45.06'
L169(M)	S 71°05'39" E	37.18'
L170(M)	S 35°50'44" E	33.65'
L171(M)	S 42°04'57" E	61.24'
L172(M)	S 54°11'17" E	53.07'
L173(M)	S 21°12'26" E	37.03'
L174(M)	S 22°37'44" W	40.94'
L175(M)	S 13°32'34" E	22.10'
L176(M)	S 11°51'47" W	36.56'
L177(M)	S 10°15'39" W	46.45'
L178(M)	S 20°01'30" W	22.46'
L179(M)	S 56°59'41" E	22.40'
L180(M)	S 19°03'03" E	42.43'
L181(M)	S 12°49'06" W	42.60'
L182(M)	N 16°25'39" W	39.24'
L183(M)	N 6°28'32" W	44.41'
L184(M)	N 1°29'53" W	39.09'
L185(M)	N 17°44'11" W	49.17'
L186(M)	N 17°42'55" E	37.19'
L187(M)	N 5°48'26" W	41.02'
L188(M)	N 32°30'54" E	30.70'
L189(M)	N 52°58'41" E	66.09'
L190(M)	N 28°23'52" W	31.06'
L191(M)	N 21°00'27" E	36.79'
L192(M)	N 3°55'32" E	25.75'
L193(M)	N 57°29'09" W	44.97'
L194(M)	N 23°01'54" W	50.38'
L195(M)	N 33°45'53" E	62.79'
L205(M)	N 2°37'30" E	67.45'
L206(M)	N 66°43'54" E	62.76'
L207(M)	S 55°11'45" E	25.62'
L208(M)	N 71°13'04" E	19.74'
L209(M)	S 29°02'28" E	30.02'
L210(M)	N 30°11'59" W	46.89'
L211(M)	N 32°00'14" W	102.60'
L212(M)	N 67°10'09" W	74.96'
L213(M)	S 13°35'58" W	29.46'
L214(M)	S 18°04'26" E	127.23'
L215(M)	S 74°20'24" E	52.72'
L216(M)	S 51°43'54" E	40.90'
L217(M)	S 72°35'57" E	25.09'
L218(M)	N 72°09'27" W	197.84'
L219(M)	N 44°06'20" W	36.99'
L220(M)	S 63°19'12" W	8.30'
L221(M)	N 70°03'07" W	39.07'
L222(M)	S 69°53'38" E	130.65'
L223(M)	S 68°10'03" E	161.14'
L225(M)	S 89°02'30" W	25.23'
L226(M)	N 77°58'00" W	29.94'
L227(M)	N 65°12'43" W	22.44'
L228(M)	S 86°29'04" W	34.92'
L229(M)	S 86°25'26" W	18.52'
L230(M)	S 69°35'06" W	29.73'
L231(M)	S 73°57'32" W	21.04'
L232(M)	S 62°14'21" W	27.82'
L233(M)	N 70°33'04" W	35.12'
L234(M)	N 35°18'41" W	30.64'
L442(M)	S 42°02'52" E	70.91'
L730(M)	N 34°21'01" W	34.42'
L740(M)	N 43°29'33" W	36.53'
L741(M)	N 58°47'40" W	36.10'
L742(M)	N 43°36'16" W	44.83'
L743(M)	N 82°46'01" W	44.91'
L744(M)	S 51°20'05" W	44.70'
L745(M)	S 34°08'55" W	40.38'
L746(M)	S 16°48'59" W	32.16'
L747(M)	S 4°37'20" W	38.83'
L748(M)	S 8°39'34" W	30.78'
L749(M)	S 2°45'26" E	29.66'
L750(M)	S 21°13'19" E	29.94'
L751(M)	S 79°54'34" E	22.67'
L752(M)	N 78°35'52" E	47.06'
L753(M)	N 40°19'48" E	28.91'
L754(M)	N 53°26'42" E	47.74'
L755(M)	N 89°11'09" E	36.45'
L756(M)	N 45°18'15" E	72.18'

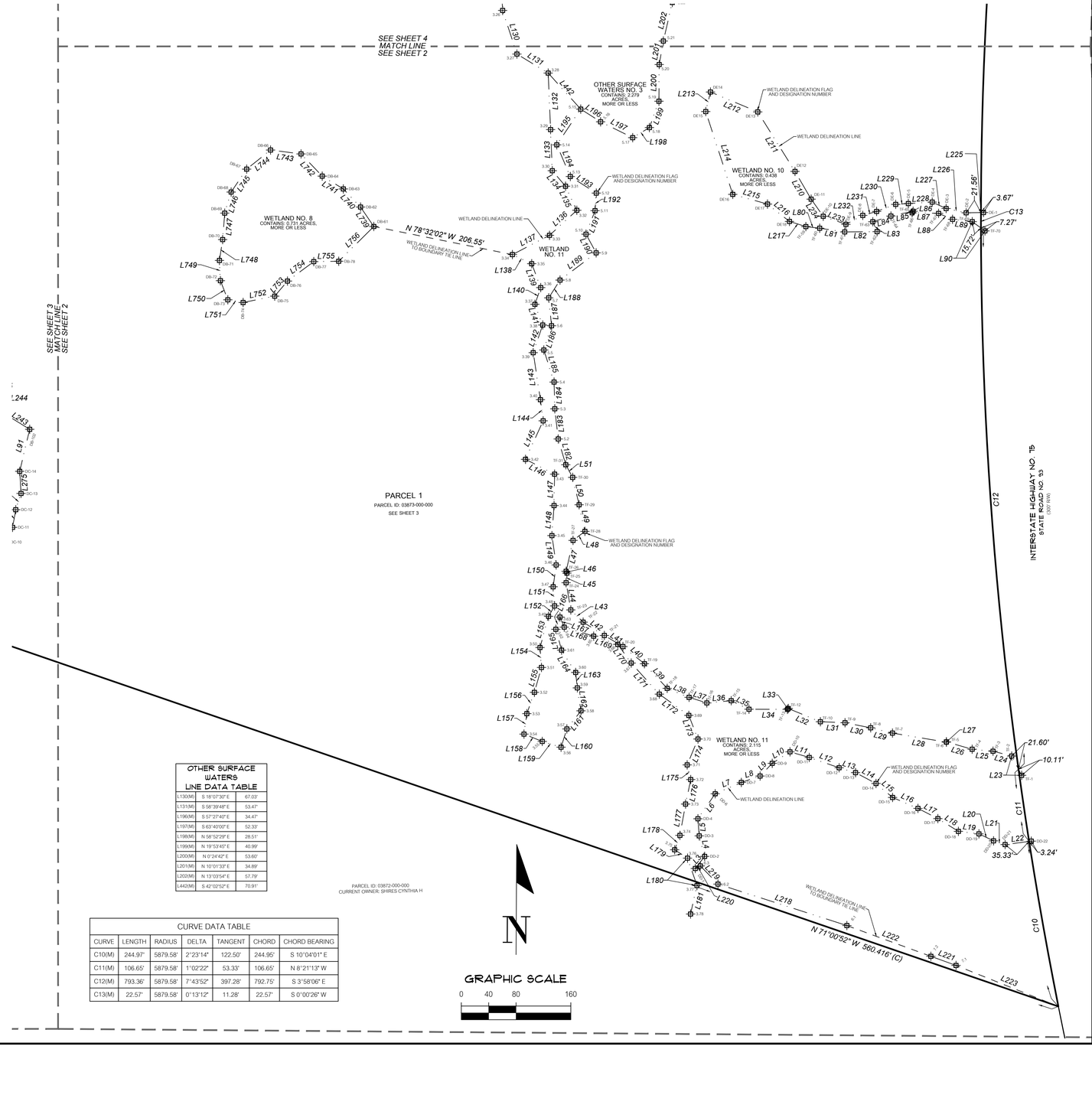
WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
3.29	293423	2597269
3.30	293363	2597272
3.31	293340	2597291
3.32	293305	2597308
3.33	293268	2597268
3.34	293240	2597214
3.35	293227	2597242
3.36	293192	2597255
3.37	293167	2597246
3.38	293137	2597258
3.39	293097	2597244
3.40	293028	2597255
3.41	292997	2597259
3.42	292941	2597233
3.43	292919	2597275
3.44	292873	2597274
3.45	292829	2597271
3.46	292787	2597278
3.47	292755	2597273
3.48	292727	2597275
3.49	292712	2597266
3.50	292666	2597254
3.51	292637	2597256
3.52	292600	2597246
3.53	292569	2597235
3.54	292539	2597231
3.55	292529	2597257
3.56	292520	2597285
3.57	292547	2597293
3.58	292573	2597314
3.59	292607	2597308
3.60	292629	2597306
3.61	292662	2597286
3.62	292693	2597277
3.63	292710	2597283
3.64	292696	2597289
3.65	292683	2597332
3.66	292671	2597368
3.67	292643	2597387
3.68	292598	2597428
3.69	292567	2597471
3.70	292532	2597485
3.71	292494	2597469
3.72	292473	2597474
3.73	292437	2597467
3.74	292391	2597458
3.75	292370	2597451
3.76	292358	2597469
3.77	292318	2597483
3.78	292276	2597474
5.2	292971	2597281
5.3	293015	2597276
5.4	293054	2597275
5.5	293100	2597260
5.6	293136	2597271
5.7	293177	2597267
5.8	293203	2597283
5.9	293243	2597336
5.10	293270	2597321
5.11	293304	2597334
5.12	293330	2597336
5.13	293354	2597298
5.14	293401	2597279
5.15	293453	2597313
6.1	292260	2597702
6.2	292320	2597514
6.3	292347	2597488
7.1	292201	2597862
7.2	292215	2597825
DB-61	292281	2597012
DB-62	293310	2596992
DB-63	293336	2596967
DB-64	293355	2596936
DB-65	293387	2596905
DB-66	293393	2596861
DB-67	293365	2596826
DB-68	293332	2596803
DB-69	293301	2596794
DB-70	293262	2596791
DB-71	293232	2596786
DB-72	293202	2596788
DB-73	293174	2596798
DB-74	293170	2596821
DB-75	293179	2596867
DB-76	293201	2596886
DB-77	293230	2596924
DB-78	293230	2596960
DD-1	292343	2597481
DD-2	292361	2597495
DD-3	292391	2597487
DD-4	292416	2597485
DD-6	292452	2597510
DD-7	292469	2597549
DD-8	292478	2597576
DD-9	292497	2597594
DD-10	292513	2597620

WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
DD-11	292505	2597648
DD-12	292490	2597691
DD-13	292483	2597715
DD-14	292467	2597745
DD-15	292447	2597770
DD-16	292431	2597807
DD-17	292416	2597836
DD-18	292397	2597866
DD-19	292394	2597896
DD-20	292383	2597917
DD-21	292378	2597934
DD-22	292383	2597972
DE-1	293302	2597902
DE-2	293301	2597877
DE-3	293307	2597847
DE-4	293317	2597827
DE-5	293315	2597793
DE-6	293314	2597774
DE-7	293303	2597746
DE-8	293297	2597726
DE-9	293284	2597701
DE-10	293296	2597668
DE-11	293321	2597651
DE-12	293362	2597626
DE-13	293449	2597572
DE-14	293478	2597503
DE-15	293449	2597496
DE-16	293328	2597536
DE-17	293314	2597586
DE-18	293289	2597618
TD-1	293521	2596437
TD-2	293488	2596432
TD-3	293454	2596433
TD-4	293418	2596417
TD-5	293397	2596401
TD-6	293363	2596380
TD-7	293339	2596343
TD-8	293324	2596323
TD-9	293325	2596304
TD-10	293317	2596278
TD-11	293326	2596244
TD-12	293341	2596218
TD-13	293375	2596199
TD-14	293403	2596183
TD-15	293436	2596173
TD-16	293471	2596159
TD-17	293492	2596156
TD-18	293517	2596162
TD-19	293551	2596165
TD-20	293576	2596183
TD-21	293592	2596200
TD-22	293608	2596219
TD-23	293625	2596260
TD-24	293631	2596304
TD-25	293625	2596370
TD-26	293609	2596404
TD-27	293594	2596419
TD-28	293565	2596439
TF-1	292479	2597958
TF-2	292507	2597944
TF-3	292514	2597916
TF-4	292517	2597886
TF-5	292528	2597848
TF-6	292528	2597848
TF-7	2925401	2597769
TF-8	292549	2597738
TF-9	292556	2597700
TF-10	292557	2597664
TF-12	292577	2597617
TF-13	292576	2597616
TF-14	292576	2597560
TF-15	292588	2597534
TF-16	292585	2597498
TF-17	292593	2597472
TF-18	292606	2597440
TF-19	292642	2597407
TF-20	292667	2597376
TF-21	292684	2597348
TF-22	292703	2597317
TF-23	292721	2597299
TF-24	292761	2597293
TF-26	292777	2597293
TF-25	292775	2597294
TF-27	292822	2597303
TF-28	292836	2597320
TF-29	292875	2597312
TF-30	292915	2597302
TF-31	292933	2597292
TF-59	293281	2597643
TF-60	293279	2597663
TF-61	293273	2597700
TF-62	293274	2597747
TF-63	293288	2597741
TF-64	293296	2597767
TF-65	293303	2597800
TF-66	293301	2597798
TF-67	293300	2597837
TF-68	293292	2597857
TF-69	293288	2597886
TF-70	293275	2597905

OTHER SURFACE WATERS LINE DATA TABLE		
L130(M)	S 18°07'30" E	67.03'
L131(M)	S 58°39'48" E	53.47'
L196(M)	S 57°27'40" E	34.47'
L197(M)	S 63°40'00" E	52.33'
L198(M)	N 58°52'29" E	28.51'
L199(M)	N 19°53'45" E	40.99'
L200(M)	N 0°24'42" E	53.60'
L201(M)	N 10°01'32" E	34.99'
L202(M)	N 13°03'54" E	57.79'
L442(M)	S 42°02'52" E	70.91'

OTHER SURFACE WATERS FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
3.26	293597	2597199
3.27	293533	2597220
3.28	293505	2597266
5.16	293434	2597342
5.17	293411	2597389
5.18	293426	2597414
5.19	293464	2597428
5.20	293518	2597428
5.21	293552	2597434

CURVE DATA TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C10(M)	244.97'	5879.58'	2°23'14"	122.50'	244.95'	S 10°04'01" E
C11(M)	106.65'	5879.58'	1°02'22"	53.33'	106.65'	N 8°21'13" W
C12(M)	793.36'	5879.58'	7°43'52"	397.28'	792.75'	S 3°58'06" E
C13(M)	22.57'	5879.58'	0°13'12"	11.28'	22.57'	S 0°00'26" W



CHW
Professional Consultants
1801 Research Drive
Alachua, FL 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-5075

SCALE: 1" = 80'
VERIFY SCALE BAR IS CORRECT FOR PLOTTED SIZE
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.
0 1" 2"

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
DREW CHIEF: MB
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON
SEE SHEET ONE OF SIX
Professional Surveyor & Mapper Fla. License No. 7142

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

SHEET NO.: 2 OF 6

TOMOKA HILLS

Tech: chde Plot Date: Dec 21,2023 5:40pm Filename: C:\Local\Resources\temp\AcPublish_17\A21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1988 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

N

GRAPHIC SCALE
0 40 80 160

WETLAND LINE DATA TABLE		
L91(M)	N 13°22'01" E	63.00'
L243(M)	N 58°11'16" W	42.31'
L244(M)	N 52°54'59" W	28.01'
L245(M)	N 51°21'55" W	29.99'
L246(M)	N 60°29'30" W	39.98'
L247(M)	N 52°45'01" W	30.77'
L248(M)	N 65°41'10" W	38.18'
L249(M)	N 67°26'48" W	38.85'
L250(M)	N 60°25'28" W	35.21'
L251(M)	N 71°25'41" W	41.75'
L252(M)	N 89°59'27" W	31.06'
L253(M)	N 82°43'54" W	33.11'
L254(M)	S 30°04'29" W	37.93'
L255(M)	S 30°35'18" W	26.83'
L256(M)	S 24°58'34" W	4.05'
L257(M)	S 28°21'33" W	40.54'
L258(M)	S 11°30'48" W	86.88'
L259(M)	S 13°16'31" W	52.32'
L260(M)	S 20°28'48" W	38.10'
L261(M)	S 17°42'14" W	43.14'
L262(M)	N 61°12'22" E	9.08'
L263(M)	N 73°43'46" E	12.34'
L264(M)	S 86°50'28" E	26.19'
L265(M)	S 40°58'52" E	15.05'
L266(M)	S 83°22'38" E	12.10'
L267(M)	N 86°01'40" E	27.36'
L268(M)	N 12°15'03" W	23.62'
L269(M)	N 8°47'08" W	33.02'
L270(M)	N 39°37'46" E	35.55'
L271(M)	N 41°38'32" E	44.77'
L272(M)	N 26°38'04" E	24.04'
L273(M)	N 10°16'57" E	26.21'
L274(M)	N 18°03'19" E	24.97'
L275(M)	N 3°26'15" W	32.42'
L276(M)	N 12°40'53" W	16.67'
L277(M)	N 30°22'14" W	31.49'
L278(M)	N 13°16'50" W	29.41'
L279(M)	N 10°35'42" W	33.36'
L280(M)	N 20°50'31" E	19.47'
L281(M)	N 9°38'31" W	27.67'
L282(M)	N 20°20'10" E	31.74'
L283(M)	N 37°30'20" E	21.37'
L284(M)	N 21°05'49" E	33.21'
L285(M)	N 23°37'58" E	29.24'
L286(M)	N 52°31'01" E	22.29'
L287(M)	N 9°19'38" E	15.69'
L288(M)	N 13°48'30" E	22.87'
L289(M)	N 17°20'07" E	42.58'

WETLAND LINE DATA TABLE		
L290(M)	N 41°16'25" E	40.08'
L291(M)	S 61°51'44" E	43.29'
L292(M)	S 6°26'48" E	46.70'
L293(M)	S 59°15'32" E	39.30'
L294(M)	S 38°06'18" E	25.30'
L295(M)	S 36°11'36" E	46.84'
L296(M)	S 24°52'03" E	30.68'
L297(M)	S 8°21'46" W	21.53'
L298(M)	S 10°50'22" W	41.32'
L299(M)	S 37°24'23" W	40.44'
L300(M)	S 14°08'34" E	24.07'
L301(M)	S 45°19'40" W	25.10'
L302(M)	S 50°18'33" W	33.54'
L303(M)	S 36°13'50" W	29.75'
L304(M)	S 52°42'21" W	30.74'
L305(M)	S 76°42'41" W	25.60'
L306(M)	S 60°35'28" W	31.38'
L307(M)	N 80°00'39" W	19.77'
L308(M)	N 66°28'25" W	31.35'
L309(M)	N 21°24'07" W	37.20'
L310(M)	N 8°41'48" W	21.25'
L311(M)	N 12°38'56" E	26.27'
L312(M)	N 6°15'04" E	33.62'
L313(M)	N 35°05'30" E	30.52'
L314(M)	N 46°21'25" E	23.98'
L315(M)	N 49°59'30" E	24.23'
L316(M)	N 67°29'36" E	44.80'
L317(M)	N 81°55'24" E	44.31'
L318(M)	S 84°45'09" E	66.31'
L319(M)	S 64°53'52" E	37.89'
L320(M)	S 44°25'58" E	20.71'
L321(M)	S 34°01'38" E	35.41'
L322(M)	S 2°23'27" W	44.35'
L323(M)	S 7°57'53" W	32.68'
L324(M)	S 0°39'03" E	34.16'
L325(M)	S 22°56'35" W	39.73'
L326(M)	S 37°32'45" W	26.25'
L327(M)	S 32°11'23" W	40.45'
L328(M)	S 57°34'27" W	43.32'
L329(M)	S 52°11'21" W	25.39'
L330(M)	N 86°38'41" W	18.74'
L331(M)	S 74°01'44" W	27.85'
L332(M)	N 74°40'03" W	34.41'
L333(M)	N 61°08'10" W	29.95'
L334(M)	N 29°18'20" W	39.85'
L335(M)	N 29°56'58" W	32.03'
L336(M)	N 16°50'54" W	34.37'
L738(M)	S 18°59'08" W	28.81'

WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
DC-1	292712	2596344
DC-2	292716	2596355
DC-3	292714	2596382
DC-4	292703	2596391
DC-5	292702	2596403
DC-6	292703	2596431
DC-7	292727	2596426
DC-8	292759	2596421
DC-9	292787	2596443
DC-10	292820	2596473
DC-11	292842	2596484
DC-12	292867	2596489
DC-13	292891	2596496
DB-102	292985	2596509
DB-103	293007	2596473
DB-104	293024	2596451
DB-105	293043	2596427
DB-106	293062	2596392
DB-107	293081	2596368
DB-108	293097	2596333
DB-109	293112	2596297
DB-110	293129	2596267
DB-111	293142	2596227
DB-112	293142	2596196
DB-113	293147	2596163
DB-114	293114	2596144
DB-115	293091	2596130
DB-116	293087	2596128
DB-117	293051	2596109
DB-118	292966	2596092
DB-119	292915	2596080
DB-120	292880	2596066
DB-121	292838	2596053
DB-122	292843	2596061
TE-1	293104	2595752
TE-2	293119	2595748
TE-3	293147	2595732
TE-4	293176	2595725
TE-5	293208	2595719
TE-6	293227	2595726
TE-7	293254	2595722
TE-8	293284	2595733
TE-9	293301	2595746
TE-10	293332	2595758
TE-11	293358	2595769
TE-12	293372	2595787
TE-13	293387	2595790
TE-14	293410	2595795
TE-15	293450	2595808
TE-16	293480	2595834
TE-17	293460	2595872
TE-18	293414	2595878
TE-19	293394	2595911
TE-20	293374	2595927
TE-21	293336	2595955
TE-22	293308	2595968
TE-23	293287	2595964
TE-24	293246	2595957
TE-25	293214	2595932
TE-26	293191	2595938
TE-27	293173	2595920
TE-28	293152	2595894
TE-29	293128	2595877
TE-30	293109	2595852
TE-31	293103	2595827
TE-32	293088	2595800
TE-33	293091	2595781
TD-1	293521	2596437
TD-2	293488	2596432
TD-3	293454	2596433
TD-4	293418	2596417
TD-5	293397	2596401
TD-6	293363	2596380
TD-7	293339	2596343
TD-8	293324	2596323
TD-9	293325	2596304
TD-10	293317	2596278
TD-11	293326	2596244
TD-12	293341	2596218
TD-13	293375	2596199
TD-14	293403	2596183
TD-15	293436	2596173
TD-16	293471	2596159
TD-17	293492	2596156
TD-18	293517	2596162
TD-19	293551	2596165
TD-20	293576	2596183
TD-21	293592	2596200
TD-22	293608	2596219
TD-23	293625	2596260
TD-24	293631	2596304
TD-25	293625	2596370
TD-26	293609	2596404
TD-27	293594	2596419
TD-28	293565	2596439

SEE SHEET 5
-MATCH LINE-
SEE SHEET 3

SEE SHEET 2
MATCH LINE
SEE SHEET 4

SEE SHEET 3
MATCH LINE
SEE SHEET 2

N 80°40'12" E 368.08' (C)
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

N 71°00'52" W 701.89'(C)

N 65°17'35" E 239.94'(C)
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

N 71°00'52" W 313.03'(C)

WETLAND NO. 5
CONTAINS: 1.409 ACRES, MORE OR LESS

WETLAND NO. 6
CONTAINS: 1.575 ACRES, MORE OR LESS

WETLAND NO. 7
CONTAINS: 3.140 ACRES, MORE OR LESS

PARCEL 1
PARCEL ID: 03873-000-000
SEE SHEET 3

PARCEL ID: 03872-000-000
CURRENT OWNER: SHIRES CYNTHIA H

WETLAND DELINEATION LINE

WETLAND DELINEATION FLAG AND DESIGNATION NUMBER

WETLAND DELINEATION LINE

WETLAND DELINEATION FLAG AND DESIGNATION NUMBER

WETLAND DELINEATION LINE

WETLAND DELINEATION FLAG AND DESIGNATION NUMBER

5.00'

7.35'

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est. 1988 FLORIDA CA-5075

CHW
Professional Consultants

SCALE: 1" = 80'
VERIFY SCALE BAR IS CORRECT FOR THIS PLOT
0 80 160
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
CREW CHIEF: KWM
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON

SEE SHEET ONE OF SIX

Professional Surveyor & Mapper Fla. License No. 7142

This map prepared by:

Certificate of Authorization No. L.B. 5075
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SHEET NO.: 3 OF 6

TOMOKA HILLS

Tech: sbode Plot Date: Dec 21,2023 5:40pm Filename: C:\AssetResources\Temp\AcPublish_17\041\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1998 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

N

GRAPHIC SCALE
0 40 80 160

OTHER SURFACE WATERS LINE DATA TABLE		
L122(M)	N 10°03'12" W	46.41'
L123(M)	N 42°53'50" W	37.65'
L124(M)	N 86°22'23" W	44.68'
L125(M)	S 74°04'36" W	74.23'
L126(M)	S 55°35'26" W	58.43'
L127(M)	S 53°05'24" W	68.29'
L128(M)	S 11°46'15" W	73.79'
L129(M)	S 3°15'08" E	130.11'
L130(M)	S 18°07'30" E	67.03'
L131(M)	S 58°39'48" E	53.47'
L201(M)	N 10°01'33" E	34.89'
L202(M)	N 13°03'54" E	57.79'
L203(M)	N 9°14'44" E	64.97'
L204(M)	N 1°33'23" E	55.19'
L205(M)	N 2°37'30" E	67.45'
L757(M)	S 6°29'39" E	25.30'

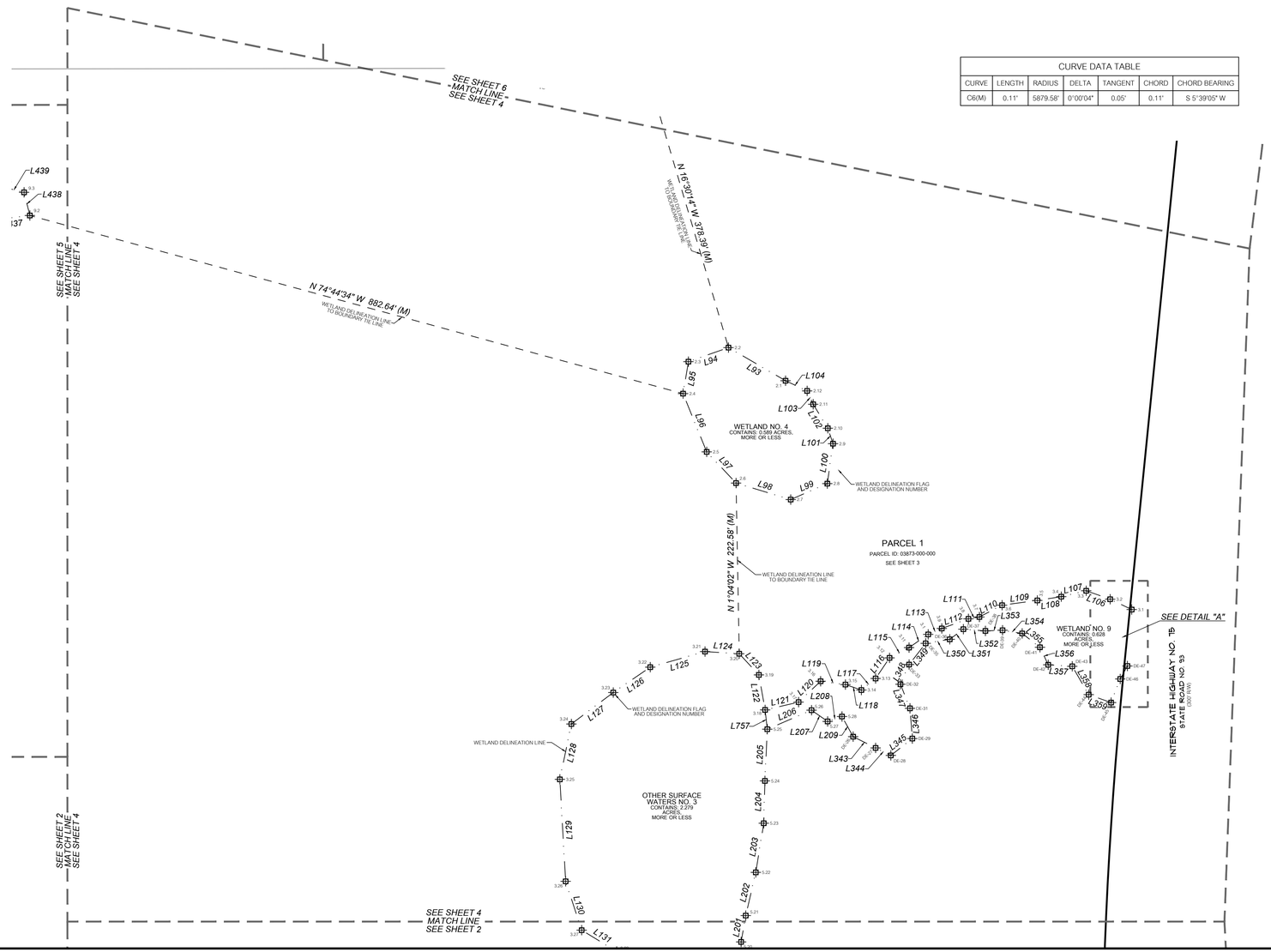
CURVE DATA TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C6(M)	0.11'	5879.58'	0°00'04"	0.05'	0.11'	S 5°39'05" W

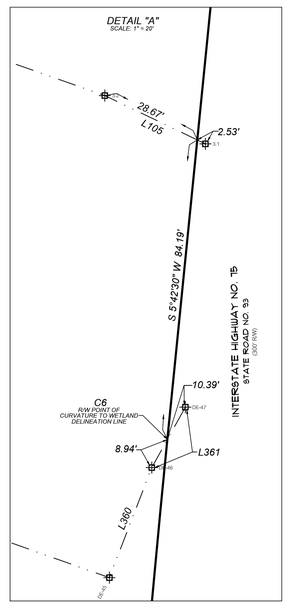
WETLAND LINE DATA TABLE		
L93(M)	N 59°50'28" W	66.01'
L94(M)	S 70°37'45" W	55.37'
L95(M)	S 9°33'44" W	42.28'
L96(M)	S 22°06'12" E	81.91'
L97(M)	S 43°15'23" E	55.85'
L98(M)	S 73°12'08" E	74.45'
L99(M)	N 66°26'03" E	52.04'
L100(M)	N 8°07'23" E	52.55'
L101(M)	N 18°35'53" W	21.26'
L102(M)	N 31°21'23" W	36.65'
L103(M)	N 24°22'00" W	19.06'
L104(M)	N 64°43'59" W	31.13'
L105(M)	N 43°31'21" E	40.90'
L105(M)	N 64°21'34" W	31.19'
L106(M)	N 70°37'16" W	33.10'
L107(M)	S 76°47'31" W	33.42'
L108(M)	S 80°57'44" W	31.61'
L109(M)	S 82°20'28" W	46.34'
L110(M)	S 62°26'45" W	33.24'
L111(M)	S 80°19'03" W	14.56'
L112(M)	S 70°09'54" W	36.94'
L113(M)	S 66°22'54" W	19.38'
L114(M)	S 55°28'22" W	30.27'
L115(M)	S 62°12'09" W	28.72'
L116(M)	S 33°59'32" W	32.45'
L117(M)	S 50°55'00" W	23.88'
L118(M)	N 71°05'53" W	22.01'
L119(M)	N 82°22'10" W	32.63'
L120(M)	S 46°31'04" W	39.56'
L121(M)	S 76°52'24" W	44.85'
L206(M)	N 66°43'54" E	62.76'
L207(M)	S 55°11'45" E	25.62'
L208(M)	N 71°13'04" E	19.74'
L209(M)	S 29°02'28" E	30.02'
L343(M)	S 63°23'17" E	32.70'

WETLAND LINE DATA TABLE		
L344(M)	S 63°41'57" E	22.20'
L345(M)	N 51°46'17" E	35.62'
L346(M)	N 4°28'49" W	39.52'
L347(M)	N 21°34'52" W	33.75'
L348(M)	N 23°42'35" E	26.08'
L349(M)	N 38°00'06" E	35.10'
L350(M)	N 80°27'02" E	31.81'
L351(M)	N 53°26'00" E	22.07'
L352(M)	S 85°31'32" E	28.85'
L353(M)	N 87°45'03" E	22.37'
L354(M)	S 80°50'58" E	25.87'
L355(M)	S 52°06'12" E	29.41'
L356(M)	S 25°17'56" E	25.24'
L357(M)	S 86°16'35" E	31.40'
L358(M)	S 30°08'02" E	42.66'
L359(M)	S 70°29'44" E	31.03'
L360(M)	N 21°03'45" E	32.97'
L361(M)	N 29°03'23" E	19.32'
L362(M)	S 57°14'31" E	87.98'
L363(M)	S 32°20'05" E	20.54'
L364(M)	S 84°30'47" E	26.58'
L365(M)	N 44°18'56" E	21.01'
L366(M)	N 35°26'49" W	34.11'
L367(M)	S 83°50'29" W	12.80'
L368(M)	S 41°04'34" W	29.77'
L437(M)	N 82°49'43" E	45.60'
L438(M)	N 13°54'40" W	31.14'
L439(M)	N 76°08'01" W	27.18'
L442(M)	N 82°21'47" E	61.39'
L415(M)	N 72°46'15" W	49.00'
L416(M)	S 86°36'14" W	42.20'
L417(M)	S 19°49'49" W	36.88'
L418(M)	S 4°37'53" E	47.41'
L419(M)	S 21°06'05" E	51.04'
L757(M)	S 6°29'39" E	25.30'

OTHER SURFACE WATERS FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
3.18	293820	2597459
3.19	293866	2597451
3.20	293894	2597426
3.21	293896	2597381
3.22	293876	2597310
3.23	293843	2597262
3.24	293802	2597207
3.25	293730	2597192
3.26	293597	2597199
3.27	293533	2597220
5.20	293518	2597428
5.21	293552	2597434
5.22	293608	2597447
5.23	293673	2597458
5.24	293728	2597459

WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
2.1	294250	2597486
2.2	294293	2597412
2.3	294274	2597359
2.4	294233	2597352
2.5	294157	2597383
2.6	294116	2597422
2.7	294095	2597493
2.8	294115	2597541
2.9	294167	2597548
2.10	294188	2597541
2.11	294219	2597522
2.12	294236	2597514
3.1	293951	2597937
3.2	293965	2597909
3.3	293976	2597878
3.4	293968	2597845
3.5	293963	2597814
3.6	293957	2597768
3.7	293942	2597739
3.8	293939	2597724
3.9	293927	2597690
3.10	293919	2597672
3.11	293901	2597647
3.12	293888	2597622
3.13	293861	2597603
3.14	293846	2597585
3.15	293853	2597564
3.16	293858	2597532
3.17	293830	2597503
5.26	293820	2597520
5.27	293805	2597541
5.28	293812	2597560
DE-26	293785	2597575
DE-27	293771	2597604
DE-28	293761	2597624
DE-29	293783	2597652
DE-31	293822	2597649
DE-32	293854	2597636
DE-33	293879	2597648
DE-35	293907	2597669
DE-36	293912	2597701
DE-37	293926	2597718
DE-38	293923	2597747
DE-39	293924	2597769
DE-40	293920	2597795
DE-41	293902	2597818
DE-42	293879	2597829
DE-43	293877	2597860
DE-44	293840	2597882
DE-45	293830	2597911
DE-46	293861	2597923
DE-47	293878	2597932





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est. 1988 FLORIDA CA-5075

CHW Professional Consultants

SCALE: 1" = 80'

VERIFY SCALE BAR IS CORRECT FOR THIS SHEET
0 40 80 160
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

TOMOKA HILLS

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
CREW CHIEF: WM
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON
SEE SHEET ONE OF SIX
Professional Surveyor & Mapper Fla. License No. 7142

This map prepared by:
Certificate of Authorization No. L.B. 5075
VALID ONLY WITH THE ORIGINAL SIGNATURE AND ELECTRONIC DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 4 OF 6

Tech: chade Plot Date: Dec 21,2023 5:45pm Filename: C:\AccuResources\Temp\AcPublish_17\4\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA COUNTY DENSIFICATION SURVEY 1998 - RECOVERED TRAVERSE CONTROL POINTS #4602 & 4603.
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

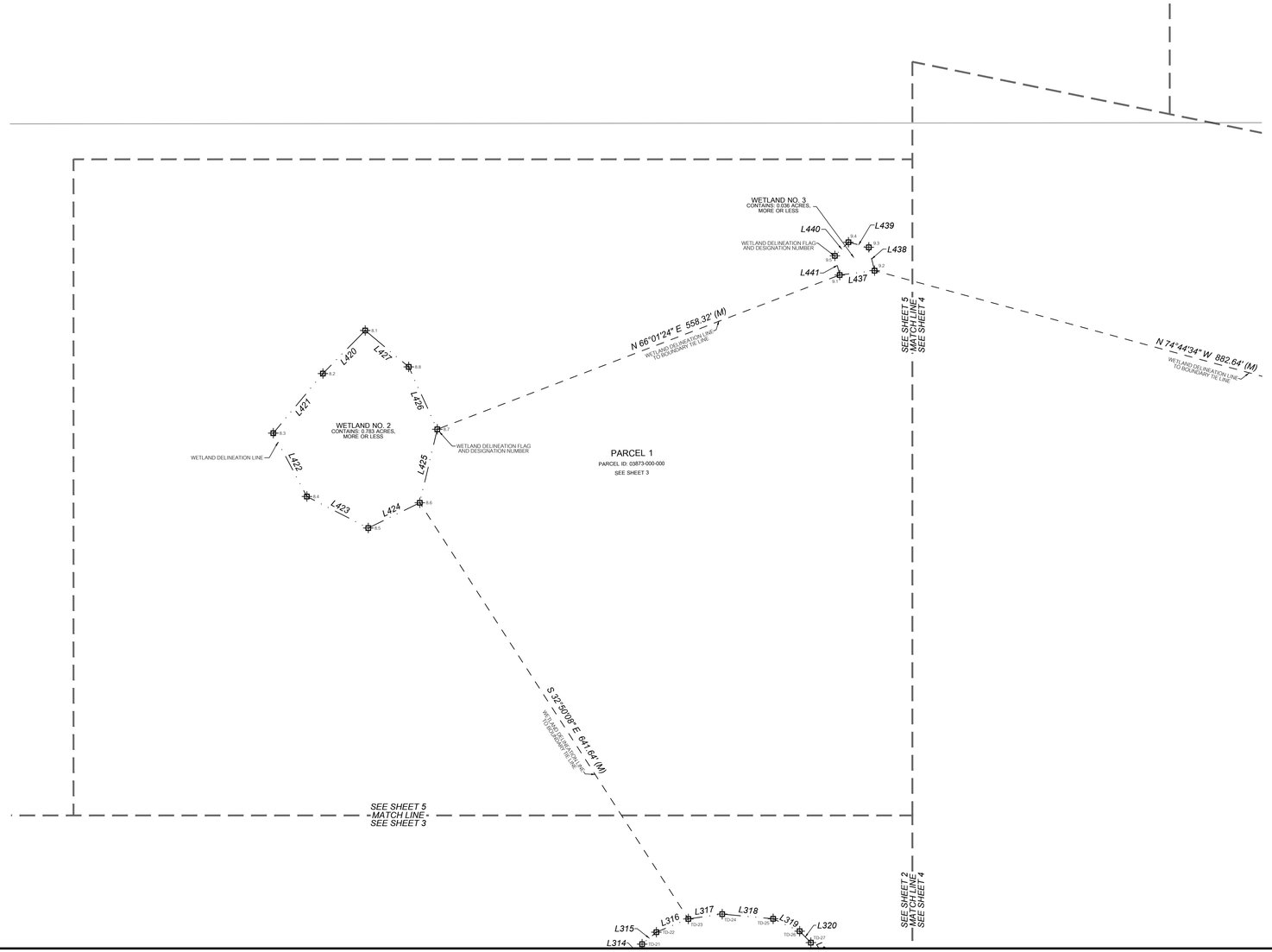
LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

GRAPHIC SCALE
0 40 80 160

WETLAND LINE DATA TABLE

L314(M)	N 46°21'25" E	23.98'
L315(M)	N 49°59'30" E	24.23'
L316(M)	N 67°29'36" E	44.80'
L317(M)	N 81°55'24" E	44.31'
L318(M)	S 84°45'09" E	66.31'
L319(M)	S 64°53'52" E	37.89'
L320(M)	S 44°25'58" E	20.71'
L420(M)	S 44°28'57" W	78.20'
L421(M)	S 39°48'25" W	100.45'
L422(M)	S 27°56'19" E	92.93'
L423(M)	S 62°48'29" E	89.40'
L424(M)	N 63°54'25" E	74.35'
L425(M)	N 13°22'47" E	97.88'
L426(M)	N 24°35'25" W	88.96'
L427(M)	N 50°06'46" W	73.44'
L437(M)	N 82°49'43" E	45.60'
L438(M)	N 13°54'40" W	31.14'
L439(M)	N 76°08'01" W	27.18'
L440(M)	S 44°52'40" W	24.80'
L441(M)	S 13°53'39" E	25.64'



WETLAND FLAG COORDINATES

FLAG NUMBER	NORTHING	EASTING
8.1	294387	2595841
8.2	294332	2595786
8.3	294254	2595722
8.4	294172	2595765
8.5	294131	2595845
8.6	294164	2595912
8.7	294259	2595934
8.8	294340	2595897
9.1	294459	2596456
9.2	294465	2596501
9.3	294495	2596493
9.4	294502	2596467
9.5	294484	2596450
TD-21	293592	2596200
TD-22	293608	2596219
TD-23	293625	2596260
TD-24	293631	2596304
TD-25	293625	2596370
TD-26	293609	2596404
TD-27	293594	2596419

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SCALE: 1" = 80'
VERIFY SCALE BAR IS CORRECT ON PLOTTED MEDIA
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

TOMOKA HILLS

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
CREW CHIEF: MW
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON
SEE SHEET ONE OF SIX
Professional Surveyor & Mapper Fla. License No. 7142

This map prepared by:
Certificate of Authorization No. L.B. 5075
VALID ONLY WITHOUT ORIGINAL SIGNATURE AND SEAL OR ELECTRONIC DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 5 OF 6

Tech: shade Plot Date: Dec 21,2023 5:40pm Filename: C:\LocalResources\Temp\AcPublish_17540\21-0025 SPECIFIC PURPOSE WETLAND SURVEY.dwg

SPECIFIC PURPOSE SURVEY

LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
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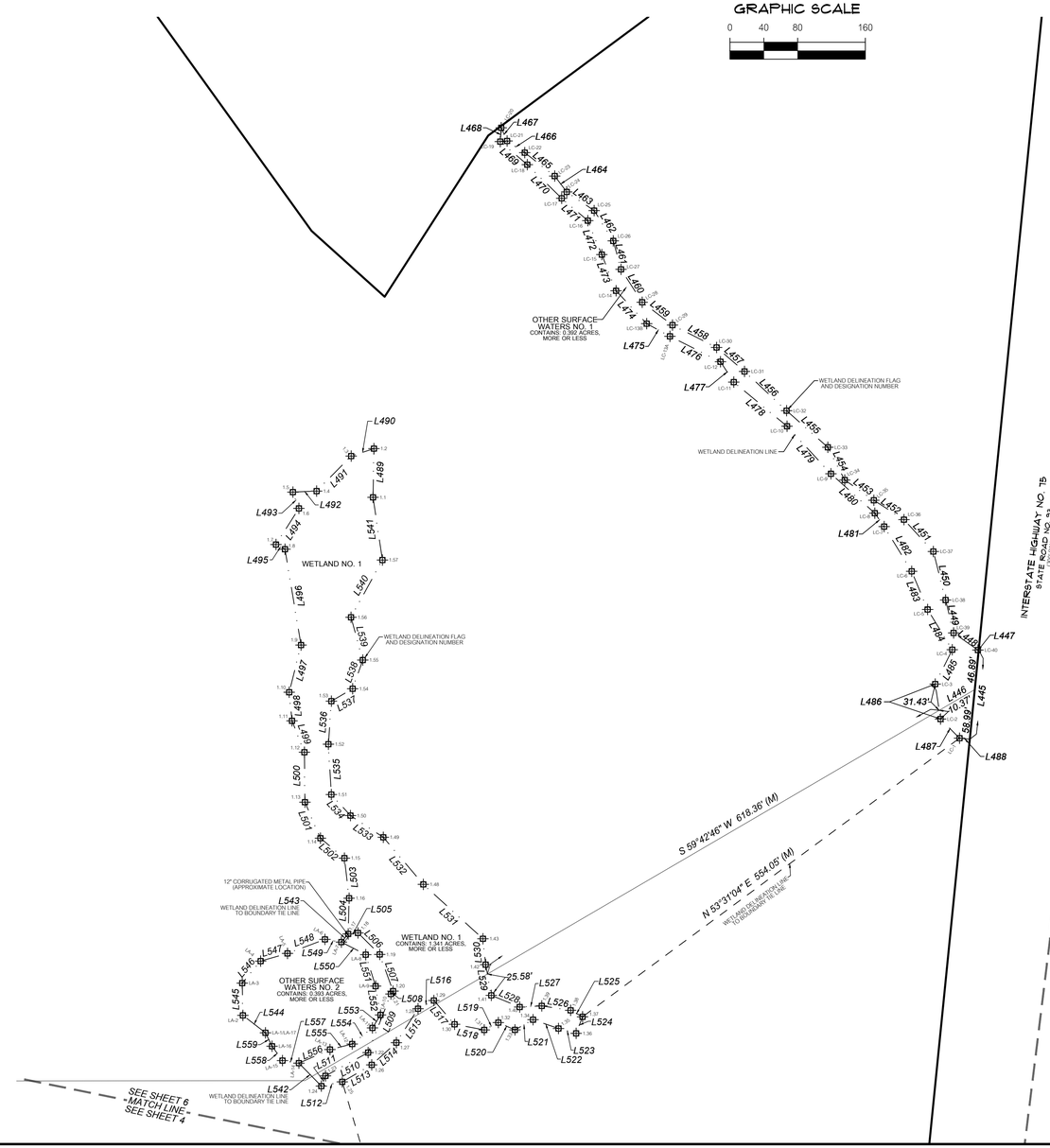
4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

N

GRAPHIC SCALE
0 40 80 160



WETLAND LINE DATA TABLE

LINE	DIRECTION	LENGTH
L489(M)	N 1°03'19" E	57.61'
L490(M)	S 71°56'07" W	28.27'
L491(M)	S 44°36'02" W	58.17'
L492(M)	S 87°36'22" W	28.07'
L493(M)	S 20°06'04" E	20.55'
L494(M)	S 32°17'27" W	50.59'
L495(M)	S 62°25'06" E	11.96'
L496(M)	S 9°31'00" E	114.85'
L497(M)	S 14°04'38" W	57.57'
L498(M)	S 5°36'20" E	33.94'
L499(M)	S 21°33'48" E	39.50'
L500(M)	S 0°33'55" E	59.09'
L501(M)	S 23°17'11" E	46.37'
L502(M)	S 50°13'50" E	36.86'
L503(M)	S 6°40'17" E	47.75'
L504(M)	S 1°25'42" W	42.24'
L505(M)	N 84°04'11" E	11.63'
L506(M)	S 45°18'55" E	36.12'
L507(M)	S 19°56'24" E	46.10'
L508(M)	S 35°39'39" W	4.28'
L509(M)	S 21°15'05" W	74.35'
L510(M)	S 61°22'12" W	57.39'
L511(M)	S 21°51'35" W	13.04'
L512(M)	N 78°30'31" E	25.19'
L513(M)	N 60°00'45" E	40.18'
L514(M)	N 47°58'58" E	39.24'
L515(M)	N 32°31'04" E	47.59'
L516(M)	N 62°33'53" E	21.11'
L517(M)	S 41°01'35" E	37.29'
L518(M)	S 79°14'52" E	35.69'
L519(M)	N 62°39'28" E	18.77'
L520(M)	S 66°25'51" E	21.40'
L521(M)	N 60°39'56" E	34.53'
L522(M)	S 70°51'32" E	31.83'
L523(M)	S 74°37'55" E	21.60'
L524(M)	N 21°18'45" E	21.06'
L525(M)	N 61°41'15" W	16.06'
L526(M)	N 81°15'15" W	34.46'
L527(M)	S 87°05'38" W	26.19'
L528(M)	N 67°37'30" W	36.29'
L529(M)	N 10°20'22" W	36.92'
L530(M)	N 6°03'55" W	30.76'
L531(M)	N 47°36'26" W	95.38'
L532(M)	N 40°20'40" W	73.07'
L533(M)	N 56°32'40" W	46.53'
L534(M)	N 42°14'02" W	33.61'
L535(M)	N 3°23'16" W	59.61'
L536(M)	N 4°01'22" E	51.06'
L537(M)	N 59°40'40" E	29.08'
L538(M)	N 19°29'00" E	35.96'
L539(M)	N 15°22'21" W	52.44'
L540(M)	N 28°41'22" E	77.23'
L541(M)	N 8°30'35" W	74.92'
L542(M)	N 44°22'50" W	38.02'
L543(M)	N 39°54'22" E	12.55'
L560(M)	S 51°01'05" W	25.58'
L561(M)	S 88°27'02" W	36.20'
L562(M)	S 86°41'57" W	24.68'
L563(M)	N 75°57'44" W	18.26'
L564(M)	N 13°14'10" W	40.08'
L565(M)	N 0°47'11" E	48.77'
L566(M)	N 46°31'27" E	19.27'
L567(M)	N 74°58'02" E	26.11'
L568(M)	N 85°53'02" E	31.88'
L569(M)	S 80°36'57" E	26.59'
L570(M)	S 55°05'58" E	22.65'
L571(M)	S 8°27'40" E	16.90'
L572(M)	S 0°35'55" E	24.22'
L573(M)	S 7°18'09" W	23.25'
L574(M)	S 30°22'21" W	17.10'

OTHER SURFACE WATERS LINE DATA TABLE

L445(M)	N 5°41'44" E	105.88'
L446(M)	S 59°42'46" W	48.66'
L447(M)	N 84°19'16" W	0.90'
L448(M)	N 54°51'39" W	35.15'
L449(M)	N 13°39'55" W	40.05'
L450(M)	N 14°08'24" W	59.14'
L451(M)	N 42°38'38" W	51.24'
L452(M)	N 57°13'24" W	42.36'
L453(M)	N 55°12'15" W	41.89'
L454(M)	N 27°18'55" W	43.61'
L455(M)	N 48°23'55" W	65.15'
L456(M)	N 46°59'56" W	68.02'
L457(M)	N 49°20'26" W	43.47'
L458(M)	N 63°05'34" W	58.49'
L459(M)	N 52°55'45" W	44.83'
L460(M)	N 32°45'59" W	46.26'
L461(M)	N 15°14'11" W	34.91'
L462(M)	N 32°16'29" W	42.38'
L463(M)	N 55°40'05" W	39.22'
L464(M)	N 37°09'58" W	23.46'
L465(M)	N 51°58'16" W	45.00'
L466(M)	N 56°31'52" W	24.99'
L467(M)	N 23°52'08" W	17.08'
L468(M)	S 3°54'52" W	16.38'
L469(M)	S 49°27'39" E	41.95'
L470(M)	S 45°37'36" E	56.96'
L471(M)	S 49°23'26" E	40.58'
L472(M)	S 22°26'20" E	43.43'
L473(M)	S 21°31'12" E	45.99'
L474(M)	S 42°59'00" E	53.10'
L475(M)	S 61°24'11" E	31.28'
L476(M)	S 63°15'14" E	66.90'
L477(M)	S 33°06'30" E	28.74'
L478(M)	S 50°20'01" E	81.77'
L479(M)	S 42°41'59" E	76.45'
L480(M)	S 48°03'43" E	69.75'
L481(M)	S 34°55'41" E	19.33'
L482(M)	S 31°36'00" E	62.08'
L483(M)	S 22°35'07" E	48.88'
L484(M)	S 31°31'29" E	55.81'
L485(M)	S 26°23'44" W	45.33'
L486(M)	S 8°34'54" E	41.80'
L487(M)	S 44°43'33" E	31.93'
L488(M)	S 84°17'30" E	12.19'
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L543(M)	N 39°54'22" E	12.55'
L544(M)	N 52°23'44" W	33.66'
L545(M)	N 1°12'43" W	38.15'
L546(M)	N 39°52'04" E	33.97'
L547(M)	N 74°03'12" E	33.02'
L548(M)	N 69°26'23" E	47.26'
L549(M)	S 80°40'51" E	19.69'
L550(M)	S 62°41'19" E	32.38'
L551(M)	S 17°24'18" E	38.97'
L552(M)	S 9°40'13" E	34.56'
L553(M)	S 31°49'49" W	18.08'
L554(M)	S 51°27'00" W	30.60'
L555(M)	S 75°59'57" W	27.05'
L556(M)	S 66°27'12" W	40.10'
L557(M)	N 81°14'15" W	19.59'
L558(M)	N 35°59'10" W	21.00'
L559(M)	N 26°05'04" W	17.70'

WETLAND FLAG COORDINATES

FLAG NUMBER	NORTHING	EASTING
1.1	295345	2597341
1.2	295404	2597342
1.3	295396	2597315
1.4	295354	2597274
1.5	295353	2597246
1.6	295334	2597253
1.7	295291	2597226
1.8	295285	2597237
1.9	295172	2597256
1.10	295116	2597242
1.11	295082	2597245
1.12	295045	2597260
1.13	294986	2597261
1.14	294944	2597279
1.15	294920	2597307
1.16	294873	2597313
1.17	294830	2597312
1.18	294832	2597323
1.19	294806	2597349
1.20	294763	2597365
1.21	294759	2597362
1.22	294690	2597335
1.23	294663	2597285
1.24	294651	2597280
1.25	294656	2597305
1.26	294676	2597340
1.27	294702	2597369
1.28	294742	2597394
1.29	294752	2597413
1.30	294724	2597437
1.31	294717	2597473
1.32	294726	2597489
1.33	294717	2597509
1.34	294729	2597530
1.35	294719	2597560
1.36	294713	2597581
1.37	294732	2597588
1.38	294740	2597574
1.39	294745	2597540
1.40	294744	2597514
1.41	294758	2597480
1.42	294794	2597474
1.43	294825	2597470
1.48	294889	2597400
1.49	294945	2597353
1.50	294970	2597314
1.51	294995	2597291
1.52	295055	2597288
1.53	295106	2597291
1.54	295120	2597317
1.55	295154	2597329
1.56	295205	2597315
1.57	295273	2597352

OTHER SURFACE WATERS FLAG COORDINATES

FLAG NUMBER	NORTHING	EASTING
LA-1/LA-17	294714	2597214
LA-2	294734	2597187
LA-3	294772	2597186
LA-4	294798	2597208
LA-5	294807	2597240
LA-6	294824	2597284
LA-7	294821	2597304
LA-8	294806	2597332
LA-9	294769	2597344
LA-10	294735	2597350
LA-11	294719	2597340
LA-12	294700	2597316
LA-13	294694	2597290
LA-14	294678	2597253
LA-15	294681	2597234
LA-16	294698	2597222
LC-1	295062	2598034
LC-2	295085	2598012
LC-3	295126	2598006
LC-4	295167	2598026
LC-5	295214	2597996
LC-6	295259	2597978
LC-7	295312	2597945
LC-8	295328	2597934
LC-9	295375	2597882
LC-10	295431	2597830
LC-11	295483	2597767
LC-12	295507	2597752
LC-13A	295537	2597692
LC-13B	295552	2597665
LC-14	295591	2597628
LC-15	295634	2597611
LC-16	295674	2597595
LC-17	295700	2597564
LC-18	295740	2597523
LC-19	295767	2597492
LC-20	295784	2597493
LC-21	295768	2597500
LC-22	295754	2597520
LC-23	295727	2597556
LC-24	295708	2597570
LC-25	295686	2597602
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LC-27	295616	2597634
LC-28	295577	2597659
LC-29	295550	2597695
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LC-31	295496	2597780
LC-32	295449	2597830
LC-33	295406	2597879
LC-34	295367	2597899
LC-35	295343	2597933
LC-36	295320	2597969
LC-37	295283	2598003
LC-38	295225	2598018
LC-39	295186	2598027
LC-40	295166	2598056

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Alachua, FL 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-5075
CHW Professional Consultants

SCALE: 1" = 80'

VERIFY SCALE BAR IS CORRECT FOR PLOTTED SIZE
0 80 160
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
DRW CHEF: MEM
ENCODED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

TOMOKA HILLS

This map prepared by:
CHAD A. COLSON
Certificate of Authorization No. LB. 5075
NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND THE ELECTRONIC DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER
SEE SHEET ONE OF SIX
Professional Surveyor & Mapper Fla. License No. 7142

SHEET NO.: 6 OF 6

Tomoka Hills
Listed Species Survey

June 2024

1.0 Introduction

This report documents the results of a listed species survey conducted on May 22nd, 2024, by CHW LLC, an NV5 company for Tomoka Hills Farms. The Project totals approximately 292.24± acres and is located in Sections 9, 16, & 37, Township 8 South, and Range 18 East, Alachua County, Florida (Exhibit 1). The Project's surrounding land uses include low density single family residential and agriculture to the south, commercial land uses to the north, NW 173rd Street as well as commercial and residential homes to the west, and US Interstate 75 to the east. The Project contains forested and unforested uplands and wetlands and other surface waters (Exhibit 2).

2.0 Methods

A literature review involved an examination of available information on listed/designated species in the Project's geographical region. The literature sources reviewed included the FWCC's Florida's Endangered and Threatened Species (2021); Florida Atlas of Breeding Sites for Herons and Their Allies (Runde et al. 1991); Audubon Eagle Watch database of bald eagle (*Haliaeetus leucocephalus*) nest locations; and database information from the United States Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWCC).

A field survey was conducted on May 22nd, 2024, during daylight hours by qualified ecologists walking parallel belt transects across suitable habitat types on the Project site. Transects were oriented east west and spaced to ensure that sufficient visual coverage of ground and flora were obtained. Depictions of transects are depicted on Exhibit 3. At regular intervals the ecologists stopped, remained quiet, and listened for wildlife vocalizations. The survey was conducted with the aid of 8x power binoculars. Weather conditions in the pedestrian transects during the survey had temperatures in the mid-80s, clear skies, and no precipitation.

3.0 Results

The Project is not within any USFWS consultation areas for Threatened and Endangered species.

According to the Audubon Eagle Watch and FWCC databases, the closest bald eagle nest (AL-056) is located approximately 5 miles southeast of the Project (Exhibit 4). This distance is beyond the FWCC and the USFWS recommended 660-foot buffer protection zone for active and alternate bald eagle nests (National Bald Eagle Management Guidelines, USFWS 2007). The bald eagle was delisted under the federal Endangered Species Act in 2007, but it is still protected under the Bald and Golden Eagle Protection Act.

The Florida Atlas of Breeding Sites for Herons and Their Allies (Runde et al. 1991) and the FWCC database were referenced for the locations of breeding colonies for both listed and non-listed wading birds including, but not limited to, snowy egret (*Egretta thula*), roseate spoonbill (*Ajaia ajaja*), little blue heron (*Egretta caerulea*), and tri-colored heron (*Egretta tricolor*). The FWCC information is current through 1999. According to these sources a rookery exists approximately 4.2 miles southeast of the Project, which is beyond the FWCC recommended 250-foot buffer (Exhibit 4).

Three potentially occupied gopher tortoise (Gopherus polyphemus) burrows were documented within the Project boundary during the field survey (Exhibit 3). The gopher tortoise is a state threatened species. Project development may require review for adequacy of protective measures including 25-foot buffering, or relocation onsite or offsite permitting with the FWCC.

4.0 Summary

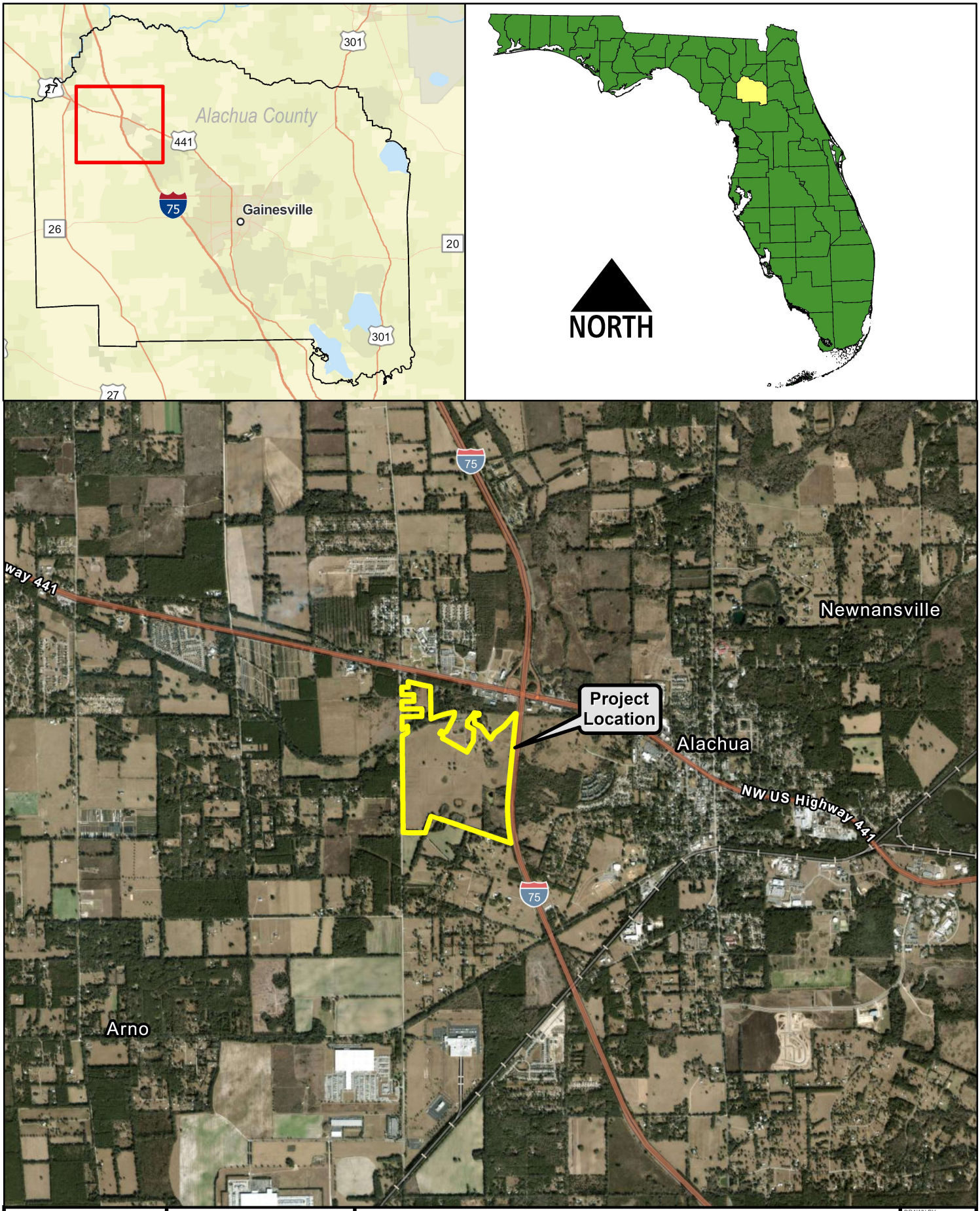
CHW ecologists conducted a literature review and field survey to determine if the Project is being utilized by threatened and endangered species. The Project is not within any USFWS consultation areas. There are no agency documented occurrences of threatened or endangered species on or in the vicinity of the Project site. Three potentially occupied gopher tortoise burrows were located within the Project boundary.

5.0 References

Florida Fish and Wildlife Conservation Commission. 2022. Florida's Endangered and Threatened Species. Official Lists, Bureau of Non-Game Wildlife, Division of Wildlife.

Runde, D.E., J.A. Gore, J.A. Hovis, M.S. Robson, and P.D. Southall. 1991. Florida Atlas of Breeding Sites for Herons and Their Allies, Update 1986 - 1989. Nongame Wildlife Program Technical Report No. 10. Florida Game and Fresh Water Fish Commission, Tallahassee, Florida. E6-5

U.S. Fish and Wildlife Service. 2007. National Bald Eagle Management Guidelines.



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AN NV5 COMPANY
www.chw-inc.com

NORTH
0 0.5 1
Miles

Project Location Map
Tomoka Hills

DRAWN BY: D.B.
DRAWING DATE: 06/10/24
REVIEWED BY: A.W.
EXHIBIT NUMBER: 1

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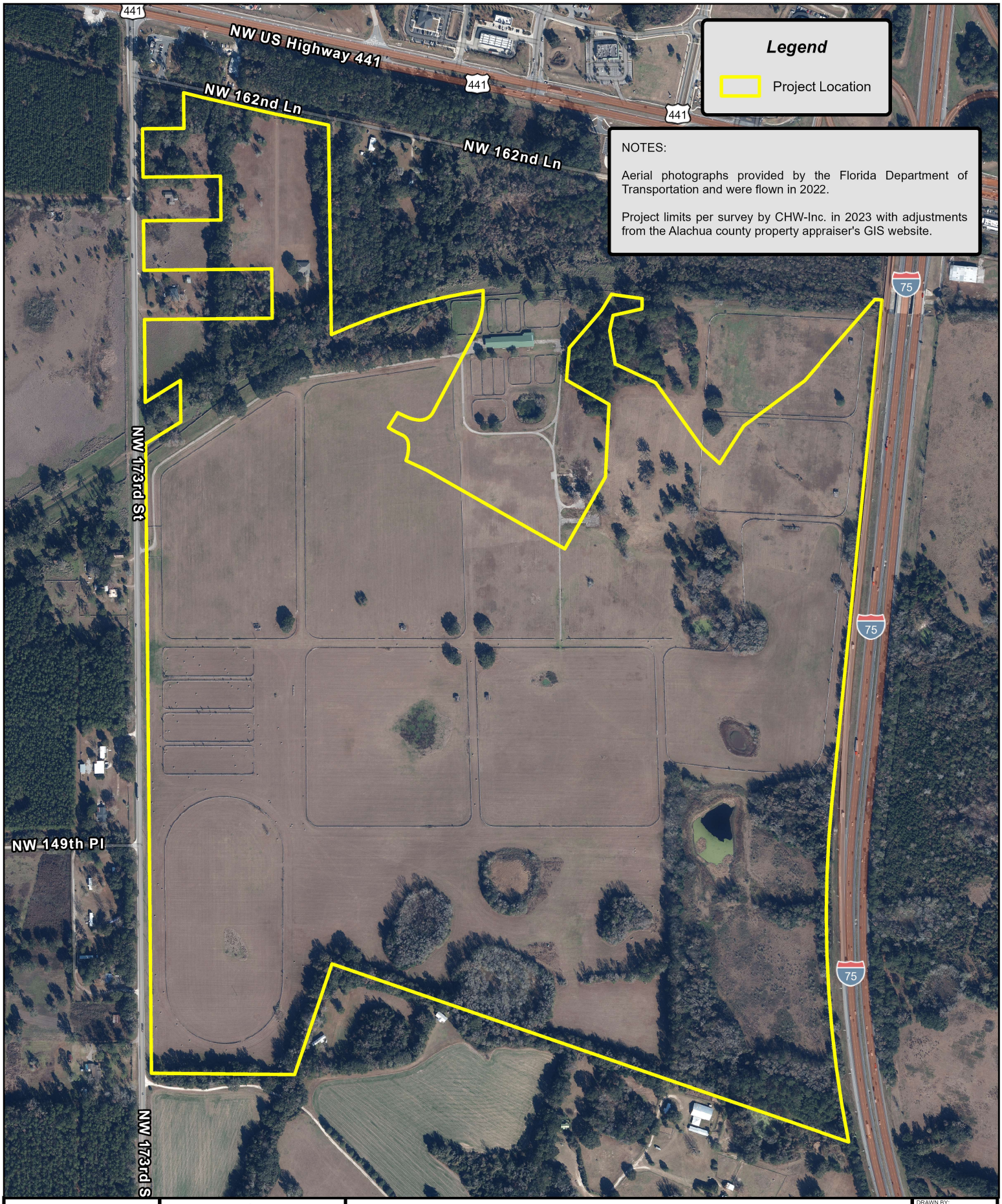

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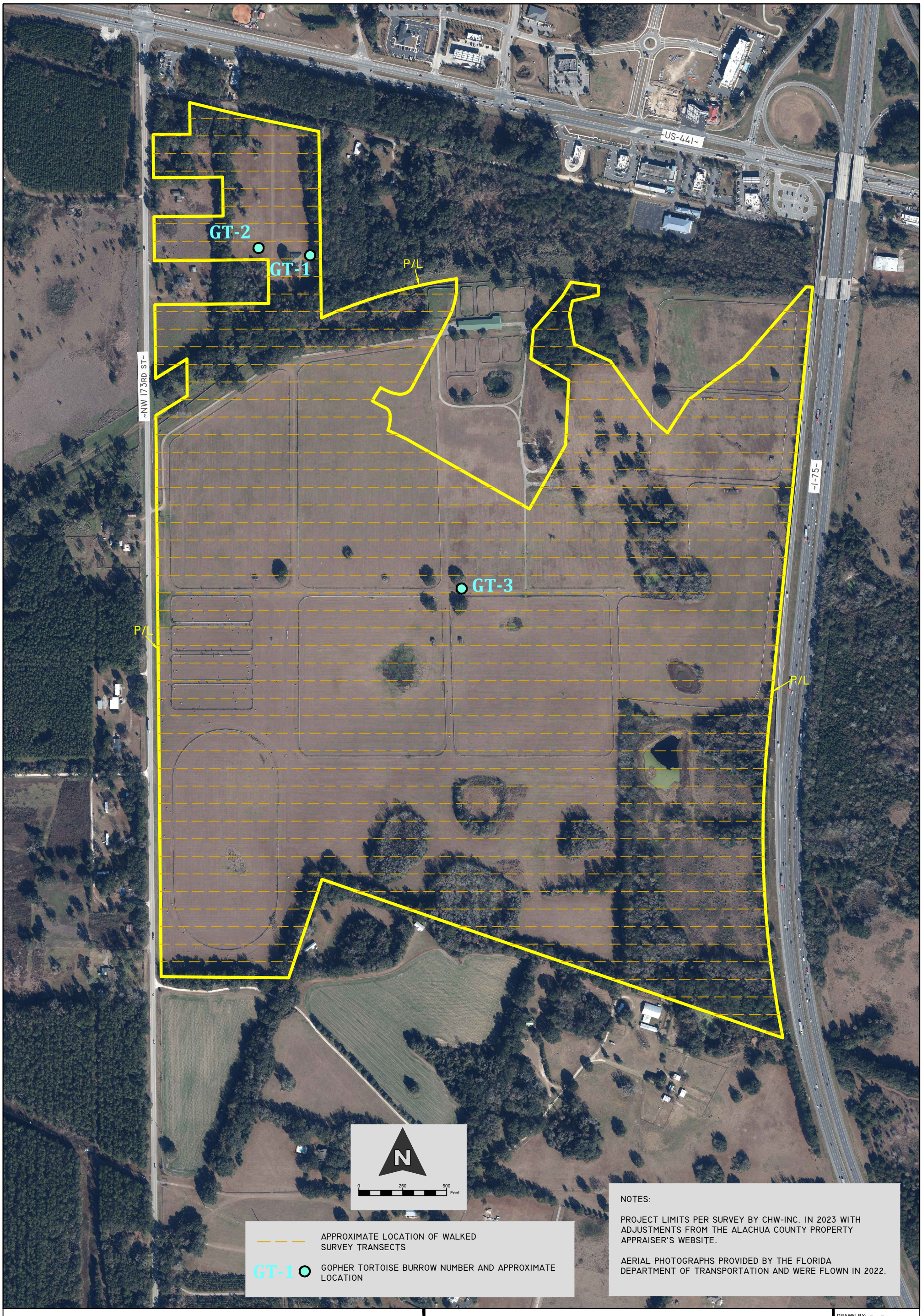
NORTH
0 150 300 600
Feet

Aerial With Boundary
Tomoka Hills

DRAWN BY:	D.B.
DRAWING DATE:	06/10/24
REVIEWED BY:	A.W.
EXHIBIT NUMBER:	2

Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\MXDs\240610 Listed Species Memo\Listed Species Memo.aprx Prepared by: DB Date: 6/10/2024



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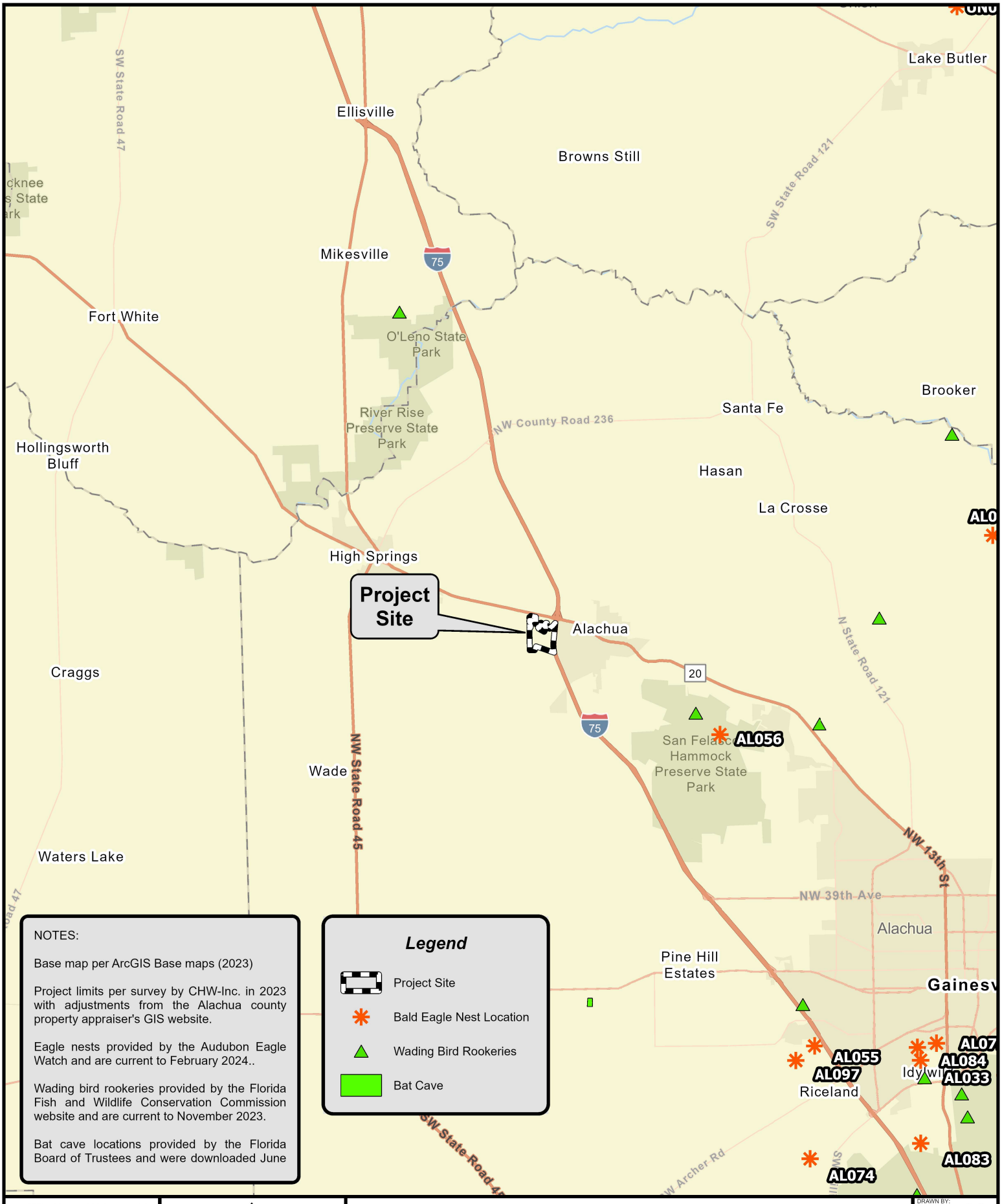
Aerial With Survey Transects and Listed Species Location Map

Tomoka Hills

DRAWN BY: D.B.
DRAWING DATE: 06/10/24
REVISED:
EXHIBIT NUMBER: 3

Tech: donb Plot Date: Jun 10, 2024 3:01pm Filename: N:\2021\21-0025\Admin & Information\07_Maps\GIS\MXDs\240610 Listed Species Memo\Aerial with Survey Transects and Listed Species Locations.dwg



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Application Package
Table of Contents

1. Cover Letter
2. Rezoning Application
3. Property Owner Affidavit
4. Legal Description
5. Deed, Property Appraiser Datasheets, and Tax Records
6. Neighborhood Meeting Materials
7. Justification Report
8. Public School Student Generation Form
9. Map Set
10. PD Plan Set: PD Master Plan, Existing Conditions Plan, and Utilities Plan
11. Environmental Exhibits
12. **Golf Course Best Management Practices**



Best Management Practices

Tomoka Hills Golf Course

BMP Best Management Practices

GCSAA

Best Management Practices Planning Guide & Template

In partnership with

PGA TOUR USGA

Disclaimer: The information contained in this document is provided on an "as is" basis with no guarantees of completeness, accuracy, usefulness or timeliness and is solely at the discretion of and/or the opinion of the author. The opinions expressed in this publication are those of the authors.

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Acknowledgement



Who We Are/ Acknowledgments

Golf Course Superintendents Association of America

The Golf Course Superintendents Association of America (GCSAA) is the professional association for the men and women who manage and maintain the game's most valuable resource — the golf course. Today, GCSAA and its members are recognized by the golf industry as one of the key contributors in elevating the game and business to its current state.

Since 1926, GCSAA has been the top professional association for the men and women who manage golf courses in the United States and worldwide. From its headquarters in Lawrence, Kansas, the association provides education, information and representation to more than 17,000 members in more than 72 countries. GCSAA's mission is to serve its members, advance their profession and enhance the enjoyment, growth and vitality of the game of golf.

GCSAA Foundation

The GCSAA Foundation, formerly the Environmental Institute for Golf, is focused on providing funding to strengthen advocacy, education, and research that advances the work of golf course management professionals. Founded in 1955 as the GCSAA Scholarship & Research Fund for the Golf Course Superintendents Association of America, the Foundation serves as the association's philanthropic organization. The Foundation relies on the support of many individuals and organizations to fund programs to advance stewardship on golf courses in the areas of research, scholarships, education, and advocacy. The results from these activities, conducted by GCSAA, are used to position golf courses as properly managed landscapes that contribute to the greater good of their communities. Supporters of the GCSAA Foundation know they are fostering programs and initiatives that will benefit the game and its environment for years to come.

Acknowledgments

GCSAA and GCSAA Foundation wish to thank the **University of Florida**, Institute of Food and Agricultural Sciences, faculty, Dr. J. Bryan Unruh, Dr. Travis Shaddox, Dr. Jason Kruse, and Mr. Don Rainey, who worked on this project, providing their

knowledge and expertise to help the golf course industry; the **volunteers who served on the task group** to review BMP and provide technical assistance; and the **Florida Department of Environmental Protection** for permission to copy its publication, “Best Management Practices for the Enhancement of Environmental Quality on Florida Golf Courses



Additional Acknowledgement

A Best Management Practices document such as this is a living document that evolves and is modified over time as new knowledge is gained and practices are improved. As such, not only does the list of contributors grow, so to does the likelihood of the unfortunate omission of the names of contributors.

This document is built upon three prior versions dating back to the mid-1990s. The most significant contributor to this early work is Dr. Michael Thomas who devoted much energy and determination to this effort during his tenure at the Florida Department of Environmental Protection. The legacy of his work is contained on each page of this current edition.

Those listed below graciously took the mantle, reviewed and improved upon the earlier work, yielding this current version.

Section 1: Environmental Concepts

- Ralph Dain, Golf Course Superintendents Association of America
- Kyle Sweet, CGCS, The Sanctuary Golf Club
- Dr. Mark Clark, University of Florida

Section 2: Environmental Monitoring

- Ralph Dain, Golf Course Superintendents Association of America
- Kyle Sweet, CGCS, The Sanctuary Golf Club
- Dr. Mark Clark, University of Florida

Section 3: Planning, Design and Construction

- Jan Bel Jan, ASGCA, Jan Bel Jan Golf Course Design
- Ralph Dain, Golf Course Superintendents Association of America

Section 4: Irrigation

- Don Rainey, University of Florida, IFAS Extension
- Dr. Michael Dukes, University of Florida

Section 5: Nutrition and Fertilization

- Dr. Travis Shaddox, University of Kentucky (formerly with the University of Florida)
- Dr. Jason Kruse, University of Florida
- Christy Lyle, ProPlus Products, Inc.

Section 6: Cultural Practices

- Todd Lowe, Bayer Environmental Sciences (formerly with the USGA)
- Andy Jorgensen, CGCS, On Top of the World Communities, LLC
- Dr. Jason Kruse, University of Florida
- Mark Kann, University of Florida

Section 7: Lake and Aquatic Management

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- Dr. Chuck Cichra, University of Florida

Section 8: Turf Pest Management

- Dr. Adam Dale, University of Florida
- Dr. Phil Harmon, University of Florida
- Dr. Billy Crow, University of Florida
- Dr. J. Bryan Unruh, University of Florida

Section 9: Pesticide Management

- Dr. Adam Dale, University of Florida
- Dr. Phil Harmon, University of Florida
- Dr. Fred Fishel, University of Florida
- Dr. J. Bryan Unruh, University of Florida

Section 10: Maintenance Operations

- Todd Lowe, Bayer Environmental Sciences (formerly with the USGA)
- Andy Jorgensen, CGCS, On Top of the World Communities, LLC

Section 11: Pollinator Protection

- Dr. Adam Dale, University of Florida
- Kyle Sweet, CGCS, The Sanctuary Golf Club

Section 12: Energy Conservation

- Tim Hiers, CGCS, White Oak Conservation
- Andy Neiswender, Belleair Country Club
- Andy Jorgensen, CGCS, On Top of the World Communities, LLC

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The Florida Golf Course Superintendents Association Education Task Group including Bryce Koch, CGCS, Andy Jorgensen, CGCS, Parker Ferren, Kyle Sweet, CGCS, Andy Neiswender, Mark Kann, and Dr. J. Bryan Unruh also contributed to this revision.

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Table of Contents

Acknowledgement 3
Additional Acknowledgement.....5
BMP Index 9
Environmental Concepts.....11
Environmental Monitoring 14
Planning, Design and Construction 16
Irrigation.....19
Nutrient Management 21
Integrated Pest Management 23
Integrated Pest Management (IPM).....24
Maintenance Operations.....28
Energy 29
References 33
Sprinkler Layout Attachment 42
Rendered Routing Attachment 43

BMP Index

Environmental Concepts....11
Preface....11
Air Quality....12
Soil and Water Quality....12
The prevention of soil and water contamination is a key component of all aspects of the Tomoka Hills Golf Course property and will be discussed in further detail in each pertinent BMP category in this plan. Wildlife Habitat....12
Water Conservation....13
Environmental Monitoring....14
Preface....14
Quality Assurance/Quality Control....14
Postconstruction Operational Monitoring....15
Planning, Design and Construction....16
Preface....16
The construction phase of Tomoka Hills Golf Course and its ancillary support facilities will pose the greatest risk of ecosystem alteration. Proper planning, design and construction of the golf facilities will be used and maintained with the goal of minimal impact to existing wildlife and their habitat.Environmental Considerations....16
Watershed....17
Drainage....18
Irrigation....19
Water Sources....19
Tomoka Hills Golf Course will require the use of a suitable size well drawing from the underground aquifer. The size of the well is contingent upon permitted daily withdrawal volumes approved by the Suwannee River Water Management District (SRWMD). This volume of water should ensure all turf and landscaping areas can be maintained as healthy plants under the most demanding conditions. An emergency well that can provide enough water to keep all greens watered sufficiently for a period of time shall be considered in the event that there is a main well failure that may require a several weeks to repair. The greens are the most important play areas and have a significantly higher cost per square foot to repair/replace. System Design....19
Application....19
Nutrient Management....21
Preface....21
Regulatory Considerations....21
Testing and Nutrient Management....22
Integrated Pest Management....23
Integrated Pest Management (IPM)....24
Preface....24
Regulation....24
Pesticides and Water Quality....25
Pesticide Handling and Storage....25
Pesticide Spill Management and Emergency Preparedness....26

Maintenance Operations....28
Good Housekeeping....28
Energy....29
Preface....29
Irrigation....29
Buildings....30
Equipment....32
Evaluate All Energy Providers....32

Environmental Concepts

Preface

Tomoka Hills Golf Course will employ a **Director of Agronomy** (**DOA**) who has been certified in **Florida Golf Course Best Management Practices (BMP'S)** to oversee and manage the green spaces of the entire 196.68 acres of **Tomoka Hills Golf Course** property. This certification is recognized by the **Florida Department of Environmental Protection (FDEP)** and the **Florida Department of Agriculture and Consumer Services (FDACS)** and is issued through the University of Florida's **UF/IFAS extension service**. The **DOA** will oversee and assist the golf course project's employees, contractors and sub-contractors from the beginning of construction and on through grow-in and eventual course opening and long-term maintenance and/or renovations ensuring **BMP's** are implemented.

The **DOA** will hire a Golf Course Superintendent **(GCS)** at a point just prior to initial irrigation installation to assist in maintaining **BMP's** implementation practices. A **BMP'S** certified **GCS** will be preferred at hiring, however, if the **GCS** has not obtained **BMP'S** certification he will be required to obtain the certification in a reasonable amount of time. This will ensure that **BMP's** management staff is readily available year-round due to vacation time and/or extended time away from property of one of the individuals.

Steps will be taken to preserve wildlife and native plant habitats within the **Tomoka Hills Golf Course** environment. It is also important to consider how course management practices impact the surrounding natural ecosystems.

These natural systems support, maintain and service renewable functions such as filtering runoff, immobilizing air particulate, carbon sequestration, and temperature moderation. All of which contributes to sustaining good air, soil and water quality conditions for both humans and animals.

The Tomoka Hills Golf Course ecosystem:

- Provides wildlife habitat
- Protects topsoil from water and wind erosion
- Improves community aesthetics
- Absorbs and filters rain water run-off
- Improves air quality
- Discourages pests (e.g. ticks, fire ants and mosquitoes)
- Makes contributions to the community's economy

Air Quality

Tomoka Hills Golf Course will have a positive impact on air quality, compared to other greenspaces. The air-purifying actions of healthy turf and plant life are offset only by impacts such as the limited air pollution of the maintenance machinery, increased traffic, and the energy used to heat and cool the buildings and run the irrigation system.

Tomoka Hills Golf Course will be purchasing the most environmentally friendly maintenance equipment available. Industry proven electric and hybrid equipment will make up a significant percentage of the maintenance fleet to help reduce noise and greenhouse gas emissions.

A full time, well-qualified equipment manager will be employed to ensure that any equipment using a petroleum fueled power source is kept properly tuned and running at peak efficiency to keep harmful emissions at their minimum.

Atmospheric volatilization of nitrogen and other compounds from applications of fertilizers and pesticides will be reduced when required by labeling and sound maintenance practices, typically by light irrigation cycles following applications.

Soil and Water Quality

The prevention of soil and water contamination is a key component of all aspects of the Tomoka Hills Golf Course property and will be discussed in further detail in each pertinent BMP category in this plan.

Wildlife Habitat

Tomoka Hills Golf Course will maintain significant, high-quality habitat for native wildlife. All efforts will be made to not only support and not disturb the wildlife in the non-play and wetland areas but also create new opportunities for native species to populate out-of-play areas via nesting boxes and pollinator friendly landscaping.

The modern golf course can truly become a wildlife sanctuary by implementing features that encourage use of the course by local fauna:

- Maintaining the nonplay areas in varied types of native vegetation
- Leaving dead trees (snags) where they do not pose a hazard
- Using sound Integrated Pest Management (**IPM**, explained under its own category later in this publication) , fertilization, and cultural maintenance practices

Water Conservation

There are many ways to conserve water on a golf course. At **Tomoka Hills Golf Course** only the play and practice areas will be irrigated under normal conditions. Out-of-play landscaped areas will be planted with drought-resistant native or other well-adapted, noninvasive plants that provide an attractive and low-maintenance landscape. These landscaped areas will be irrigated during installment to help ensure a successful establishment period then will be valved off from irrigation once established with a healthy functioning root mass. After establishment, site-appropriate plants normally require little to no irrigation. **Tomoka Hills Golf Course** is also being designed with a concept that minimizes the acreage of irrigated turf while providing ample and fair playing room for golfers of all skill levels.

A well-designed irrigation system that will be maintained at peak efficiency will be installed at **Tomoka Hills Golf Course** to ensure that the water used is not wasted. The system will be operated to provide only the water that is actually needed by the turfgrass plants based on evapotranspiration (ET) rate monitoring, or to meet occasional special needs such as watering in fertilizers to move them into the turf canopy to prevent run-off, or to move pesticides into the turf/soil zones where the target pests reside. This irrigation system will be computer controlled with weather stations, automatic rain- and soil moisture–sensing controls, multiple small, grouped zones and individual head control to water different areas accordingly and with extreme efficiency. This allows specific areas on a course that were missed by a passing storm to be irrigated while suspending irrigation in areas that don’t need additional water. Irrigation cycles are adjusted daily based on visual and physical data.

Environmental Monitoring

Preface

Every golf course should have a plan to monitor the state of the environment and the effects the golf course may be having on the environment. Monitoring is the method used to determine if outside events are changing the water quality entering the golf course, or if the golf course is having a positive, neutral, or negative effect on water quality. It also provides a body of evidence to substantiate these changes should allegations be made that the golf course is responsible for environmental changes. It should be noted that a single sample is rarely meaningful in isolation and that most sampling results should be reviewed as trends over time.

Quality Assurance/Quality Control

The purpose of quality assurance/quality control (QA/QC) is to ensure that chemical, physical, biological, microbiological, and toxicological data are appropriate and reliable, and are collected and analyzed using scientifically sound procedures. To this end, Subsection 62-160.110, Florida Administrative Code (F.A.C.), defines FDEP's minimum field and laboratory quality assurance, methodological, and reporting requirements. This rule applies to all programs, projects, studies, or other activities that are required by FDEP, and that involve the measurement, use, or submission of environmental data or reports to FDEP.

However, even if the data are only for proprietary use and are not reported to any regulatory agency, it is strongly recommended that a certified laboratory is used, and all QA/QC procedures followed. Golf course management must have good data to make good decisions, and if a golf course should ever want to produce data for an agency or in court to defend the facility from unwarranted charges, those data must meet QA/QC standards to be defensible as evidence.

The National Environmental Laboratory Accreditation Conference (NELAC) is a voluntary association of state and federal agencies with input from the private sector. NELAC's purpose is to establish and promote mutually acceptable performance standards for the operation of environmental laboratories. The EPA's National Environmental Laboratory Accreditation Program (NELAP) office provides support to NELAC and evaluates the accrediting authority programs. In Florida, the Florida Department of Health (FDOH) provides NELAP environmental laboratory certification. More information and a list of certified laboratories are available at https://fldeploc.dep.state.fl.us/aams/index.asp. Sample specific standard operating procedures (SOPs) are available at https://floridadep.gov/dear/quality-assurance/content/dep-sops.

As construction commences at **Tomoka Hills Golf Course** the **DOA** shall, in reasonable time, contact the appropriate Alachua county EPA representative to help determine the best methods and locations to be used for initial and continuing soil

and/or water tests for quality control and assurance. The **Tomoka Hills Golf Course Suwannee River Water Management District Wetland Mitigation/Monitoring/Maintenance Plan** shall also be considered for quality control and assurance within the planned tests.

Postconstruction Operational Monitoring

A water quality monitoring plan should be prepared to ensure the ongoing protection of ground water and surface water quality after construction is completed. The same sites should be monitored as during the preconstruction phase, although the monitoring plan will be modified based on site-specific conditions. The plan should include the following:

1. Postconstruction surface water quality sampling should begin with the installation and maintenance of golf course turf and landscaping. Samples should be collected a minimum of three times per year, with one sampling event scheduled during at the beginning of the historical wet season, , a second sampling event scheduled towards the end of the wet season, and a third sampling event scheduled during they typical dry season. Should there be no discharge on the scheduled sample date, samples should be taken during the next discharge event.
2. Postconstruction surface water quality sampling should continue through the first three years of operation and during the wet and dry seasons every third year thereafter, provided that all required water quality monitoring has been completed and the development continues to implement all current management plans. It may also be wise to sample if a future significant change is made in course operation or design that could affect nearby water quality.
3. Sampling parameters should be determined based on golf course operation and any basin-specific parameters of concern.

Planning, Design and Construction

Preface

The construction phase of Tomoka Hills Golf Course and its ancillary support facilities will pose the greatest risk of ecosystem alteration. Proper planning, design and construction of the golf facilities will be used and maintained with the goal of minimal impact to existing wildlife and their habitat.

Environmental Considerations

For almost any site, local environmental issues and conditions will need to be addressed. Therefore, the careful evaluation of design criteria and proper routing/ siting of golf amenities at **Tomoka Hills Golf Course** a will be essential during the planning process. **McCumber Golf and its associates** will be focused on the four key steps listed below.

There are four key steps to designing, building, and operating an environmentally responsible golf course. While the following steps are very general, each is subsequently broken down into more detail as a project proceeds:

1. Consider the property and its surroundings in relationship to the local watershed and ecological community.
2. Identify biologic, agronomic, hydrogeologic, and topographic resources and features including invasive species. Determine areas that merit special protection or restoration.
3. Identify those management practices that will protect environmental resources during the construction phase and later during golf course operation. Create a natural resources management plan.
4. Implement an environmental monitoring program (see Environmental Monitoring chapter). This establishes a baseline for conditions when the project started and provides an early warning of potential problems that may arise, before they become serious or expensive to address. It also may defuse potential controversy later on, if problems should occur, by demonstrating the intended environmental stewardship provided by the golf course.

The design of a course should be based on the information gathered in the first three steps listed above. A good design flows in harmony with the natural landscape. The course should be designed and routed to preserve and enhance wildlife habitat, and the design should be environmentally proactive, with creative design used to enhance ecological sensitivity and biodiversity.

Design and Construction Best Management Practices:

- **Retain a qualified** Director of Agronomy/Golf Course Superintendent certified in the Florida Golf Course Best Management Practices at the beginning of the design and construction process to integrate sustainable maintenance practices in the development, maintenance, and operation of the course.
- **Design the course to minimize** the need to alter or remove existing native landscapes. The routing should identify the areas that provide opportunities for restoration.
- **Design the course to retain** as much natural vegetation as possible. Where appropriate, consider enhancing existing vegetation through the supplemental planting of native vegetation/materials next to long fairways, out-of-play areas, and along water sources supporting fish and other water-dependent species.
- **Design out-of-play areas** to retain or restore existing native vegetation where possible. Nuisance, invasive, and exotic plants should be removed and replaced with native species that are adapted to that particular site.
- **Locate the course** so that critical wildlife habitat is conserved and the development does not adversely affect viable, occupied native wildlife habitat on the site.
- **Identify regional wildlife corridors** and configure the course to maintain and/or enhance native habitat to facilitate the use of these corridors. Any existing or proposed crossings of wildlife corridors associated with golf course operations and maintenance should be minimized, and unavoidable crossings should be designed to accommodate wildlife movement.
- **Use only qualified** contractors who are experienced in the special requirements of golf course construction.
- Develop and implement strategies to effectively control sediment, minimize the loss of topsoil, protect water resources, and reduce disruption to wildlife, plant species, and designed environmental resource areas.
- **Schedule construction** and turf establishment to allow for the most efficient progress of the work, while optimizing environmental conservation and resource management.

Watershed

A watershed is a land area that channels rainfall to creeks, streams, and rivers, and eventually to outflow points such as reservoirs, bays, and the ocean. Florida has 29 major watersheds, also known as a drainage basins, that funnel surface and ground water and drains it into a single stream, lake, ocean, or other reservoir. Golf courses are situated within and are connected to these watersheds. Consequently, this connectivity can present both opportunities and challenges for managing golf courses. Care will be taken at **Tomoka Hills Golf Course** to ensure that pollutants that originate on the golf course remain on the golf course and are not conveyed beyond the area of desired effect/application to areas of unintended impact.

Drainage

This quality BMP plan for drainage will address the containment of runoff, adequate buffer zones, and filtration techniques in the design and construction process to achieve acceptable water quality. Swales and other parts of the system will be properly maintained. Debris and unwanted plant growth can build up and clog the system, so that the required volume of water cannot be moved as designed. This may result in saturated soils, leading to oxygen deprivation in the root zone and upstream flooding.

Drainage Best Management Practices:

- When constructing drainage systems, close attention will be paid to engineering details such as subsoil preparation, slopes, the placement of gravel and backfilling.
- Internal golf course drains will not drain directly into an open waterbody, but instead discharge through pretreatment zones and/or vegetative buffers to help remove nutrients and sediments.
- Drainage will discharge through proper drainage and stormwater management devices, for example, vegetative buffers, swales, etc.
- The drainage system will be routinely inspected to ensure proper function.

Adequate drainage is necessary for growing healthy grass. In Florida, where high rainfall events are common in the summer and fall, installation of an internal drainage system may be necessary. The qualified golf course architects, **McCumber Golf and its associates**, will work in conjunction with a stormwater engineer and the DOA to review soils and site conditions to develop an effective stormwater management system that complies with the requirements of the water management district or other permitting agency.

Irrigation

Water Sources

Tomoka Hills Golf Course will require the use of a suitable size well drawing from the underground aquifer. The size of the well is contingent upon permitted daily withdrawal volumes approved by the Suwannee River Water Management District (SRWMD). This volume of water should ensure all turf and landscaping areas can be maintained as healthy plants under the most demanding conditions. An emergency well that can provide enough water to keep all greens watered sufficiently for a period of time shall be considered in the event that there is a main well failure that may require a several weeks to repair. The greens are the most important play areas and have a significantly higher cost per square foot to repair/replace.

System Design

Tomoka Hills Golf Course has employed a professional irrigation system design team (Aqua Turf International) to provide the overall irrigation plan with the following guidelines.

System total irrigated acres = 78.2 which includes only new golf course irrigated areas (greens, tees, fairways, bermudagrass roughs), see attached **Tomoka Hills Golf Course** color coded design map and sprinkler layout plan

System sprinkler layout designed so no irrigation overlaps or sprays into any of the 3-tier wetlands, their buffers or non-irrigated roughs.

Application

Tomoka Hills Golf Course irrigation run times will be adjusted daily based on visual grounds inspections by the **DOA**, the **GCS**, the assistant superintendent and a qualified irrigation system technician as well as using data collected by on site weather stations and soil moisture probes.

A central irrigation computer will control the automated start times of irrigation heads based on preset parameters set by the management staff. The precipitation rate of every irrigation head is entered into the database to allow the precisely distributed volumes of water. The **typical main cycle will be scheduled to run at night** during off-peak electrical demand periods to lessen the impact to the electrical grid and keep electrical costs down for the club. The system designer will call for a pumping station with enough horsepower and flow capacity to complete a peak water demand cycle within a short enough time window to stay within off-peak energy hours, typically within 3-4 hours for a system of this size. The central computer will automatically adjust the

start time of the individual heads within the window to allow for proper flow and pressure ensuring maximum efficiency.

Daytime irrigation will be used for purposes mentioned in the water conservation component of the Environmental Concepts category.

To further maximize efficiency of daytime watering, when possible, hand spot watering with hoses will be used for small scale watering needs.

The management staff will continuously monitor the system for leaks and malfunctions causing unnecessary use of water.

A main component to quality golf conditions is healthy turf that is firm and not over-watered or saturated. At no time will irrigation be intentionally applied to encourage run-off as this moves nutrients and/or control products off from their intended locations which is economically unsound.

Nutrient Management

Preface

Proper nutrient management plays a key role in the reduction of environmental risk and increases course appeal and playability. Among other benefits, applied nutrients inflate the available pool of nutrients and allow turfgrass to recover from damage, increase its resistance to stress, and increase its playability. However, the increase in available nutrients also increases the potential risk of environmental impact. Nutrients may move beyond the turfgrass via leaching or runoff, which may directly impact the environment. Other organisms also respond to increases in nutrients and, in some cases, these organisms may deleteriously alter the ecosystem. The goal of a proper nutrient management plan should be to apply the minimum necessary nutrients to achieve an acceptable playing surface and apply these nutrients in a manner that maximizes their plant uptake.

Tomoka Hills Golf Course will be installing a state of the art "fertigation" system tied to the irrigation system. A fertigation system is calibrated to deliver very small amounts of nutrients through the irrigation water when it runs. This "spoon feeding" of nutrients is highly efficient in that no more nutrient is applied than what the plants can rapidly absorb through leaf and/or root tissue. This results in a very low chance of leaching and/or run-off of nutrients to unintended surroundings. During the "grow-in" phase of the golf course and at certain times of agronomic beneficial aeration and dethatching, granular fertilizers may be applied due to the need of higher concentrations of nutrients to stimulate faster growth and turf recovery. Under normal maintenance operations the foliar regular spoon feeding will allow the turfgrass plants to remain healthy and aesthetically pleasing without over-stimulating growth.

Regulatory Considerations

Principles

The state of Florida has unique and delicate ecosystems consisting of waterways flowing above and below ground. Florida’s golf courses with healthy turf can serve as natures best water filter for these systems. Florida Golf Course Managers, through the proper use of nutrients, can ensure the positive impact. Planning, practicing and recording applications, following the 4R’s (Right Place, Right Time, Right Source, and Right Rate) and teaching others are key to the successful harmony. Rules and regulations have been put in place around the state regarding fertilizer use and applications. The goal of a Golf Course Manager is to not only be in compliance but to go above and beyond regulations with the Florida Golf Course BMP’s.

It is the personal responsibility of Florida Golf Course Managers to know, understand, and follow state and local laws pertaining to fertilizer and fertilizer applications. Golf course areas of play, the clubhouse, and main entrance may have restrictions and licensing specific to each area. Understand fertilizer. Know the laws. Follow the rules.

Testing and Nutrient Management

The **DOA** will call for initial and periodic soil and leaf tissue testing on **Tomoka Hills Golf Course's** various in-play areas.

The initial testing will be done after the **McCumber Golf's** design team has signed off on the final grading of the soil prior to the planting of those areas. Random samples of soil will be taken from the different play areas and analyzed for nutrient and chemistry composition. This will allow the **DOA** to formulate the initial grow-in fertility program to best suit the needs of the newly planted grasses/plants for rapid turf development to lessen the chance of soil erosion during the grow-in phase. Test results will also indicate nutrients or compounds already in the existing soil that will not need supplementation to reduce unnecessary input costs and prevent "over-fertilization".

On-going soil and leaf tissue testing will be conducted at least twice in a 12 month period on all play areas and at times more frequent if turf or landscape plants are showing signs of weakness or stress.

All long-term fertility decisions will be based on the results of these tests, but on occasion the need for stress recovery may require the multiple applications of quick release nitrogen and/or potassium supplements not associated with long term planning.

All testing samples will be sent to accredited laboratories with a positive history of agronomic testing.

Integrated Pest Management

Integrated Pest Management (IPM)

Preface

IPM is a method of combining proper plant selection, correct cultural practices, the monitoring of pest and environmental conditions, the use of biological controls, and the judicious use of pesticides to manage pest problems. Under Florida law (Chapter 482, F.S.), IPM is defined as the following:

> . . . the selection, integration, and implementation of multiple pest control techniques based on predictable economic, ecological, and sociological consequences, making maximum use of naturally occurring pest controls, such as weather, disease agents, and parasitoids, using various biological, physical, chemical, and habitat modification methods of control, and using artificial controls only as required to keep particular pests from surpassing intolerable population levels predetermined from an accurate assessment of the pest damage potential and the ecological, sociological, and economic cost of other control measures.

Regulation

Tomoka Hills Golf Course's management team will follow Integrated Pest Management (IPM) as a year-round activity on Florida's golf courses. The state's temperate to subtropical/tropical climate—which is marked by high temperatures, abundant moisture, and year-round growing conditions—makes it prone to increased pest activity. To grow healthy turfgrass in Florida, it is important for golf course managers to know what IPM is and how to implement it for each pest group (arthropods, nematodes, diseases, and weeds). They must be well-versed in pest identification, understand pest life cycles and/or conditions that favor pests, and know about all possible methods of controlling pests.

Before any pesticide product is sold or distributed in Florida, it must be registered by the U.S. Environmental Protection Agency (EPA) and Florida Department of Agriculture and Consumers Services (FDACS).

Tomoka Hills Golf Course will employ 4 staff members that are licensed by **FDACS** as commercial pesticide applicators. The **DOA, GCS**, assistant superintendent and a licensed Integrated Pest Management **(IPM)** technician will be state licensed and responsible for all pesticide applications on the golf course property. Pesticide applications will be made with the addition of drift retarding agents when possible to help prevent the product from drifting off the targeted sites.

Tomoka Hills Golf Course will:

- Only apply pesticides that are legally registered at all levels of jurisdiction
- Only apply pesticides that are legally registered for use on the facility (for example, do not apply pesticides labeled for agricultural uses even though they may have the same active ingredient).
- Apply according to manufacturer recommendations as seen on label.

Tomoka Hills Golf Course will comply with restricted use pesticide (RUP) law by keeping proper records for RUP applications that must include:

- Brand or product name,
- EPA registration number,
- Total amount applied,
- Location of application site,
- Size of area treated,
- Crop/variety/target site,
- Month/day/year and start and end times of application,
- Name and license number of applicator (if applicator is not licensed, record his/her name and his/her supervisor's name and license number),
- Method of application, and
- Name of the person authorizing the application, if the licensed applicator does not own or lease the property.

All non-RUP pesticide applications will also be recorded in this fashion without the EPA registration number or name of person authorizing the application.

Pesticides and Water Quality

Because Florida's climate favors the growth of many harmful insects, nematodes, weeds, and plant diseases, golf courses are typically dependent on pesticides for turfgrass management. In Florida, concern about the presence of pesticides in the environment and the threat they pose to surface water and ground water quality is significant.

Tomoka Hills Golf Course will follow careful use of applying pesticides to avoid environmental contamination at all times through the use of **IPM** and following **EPA** registered labels.

Pesticide Handling and Storage

Tamoka Hills Golf Course will construct a chemical and pesticide storage facility which will be detached from other structures for the safe and efficient storage of products. There will be sufficient containment measures installed on the facility to reduce/eliminate the chance of outside contamination. The facility will also have

adequate ventilation to prevent the unintended buildup of potentially toxic fumes inside the structure for human safety.

Tomoka Hills Golf Course will construct a mixing/loading facility or structure that is designed for the safe handling of all products that are to be mixed into application equipment such as small volume spot spray tanks up to large volume self-contained or trailered spray vehicles. The structure will have containment boundaries and/or sufficient EPA recommended filtration to eliminate off-site contamination. The water supply lines for filling the application equipment will have anti-siphon devices or construction techniques to prevent backflow contamination.

All applicators/handlers, being licensed for commercial pesticide application, will follow label directions for the mixing, loading and container disposal of each product including wearing the required personal protective equipment **(PPE)**

Pesticide Spill Management and Emergency Preparedness

Accidents happen. Advance preparation on what to do when an accident occurs is essential to mitigate the human health effects and the impact on the environment. The size and scope of the accident dictates the necessary response.

Tamoka Hills Golf Course management will follow the following 4 guidelines and use the emergency response phone numbers, if necessary, which will be clearly posted at relevant locations at the facility.

1. **CONTROL** actively spilling or leaking materials by setting the container upright, plugging leak(s), or shutting the valve,
2. **CONTAIN** the spilled material using barriers and absorbent material.
3. **COLLECT** spilled material, absorbents, and leaking containers and place them in a secure and properly labeled container, and
4. **STORE** the containers of spilled material until they can be applied as a pesticide or appropriately disposed of.

For emergency (only) information on hazards or actions to take in the event of a spill, call CHEMTREC, at (800) 424–9300. CHEMTREC is a service of the Chemical Manufacturers Association. For information on whether a spilled chemical requires reporting, call the CERCLA/RCRA help line at (800) 424–9346.

Pesticide Spill Management and Emergency Response Best Management Practices

- Develop a golf course facility emergency response plan which includes procedures to control, contain, collect, and store spilled materials.
- Prominently post “Important Telephone Numbers” including CHEMTREC, for emergency information on hazards or actions to take in the event of a spill.
- Ensure an adequately sized spill containment kit is readily available.

- Designate a spokesperson who will speak on behalf of the facility should an emergency occur.
- Host a tour for local emergency response teams (for example, fire fighters, etc.) to show them the facilities and to discuss the emergency response plan. Seek advice on ways to improve the plan.
- Absorbents such as cat litter or sand may be used to clean up small spills and then applied as a topdressing in accordance with the label rates or disposed of as a waste.
- Sweep up solid materials and use as intended.

Maintenance Operations

Good Housekeeping

Good housekeeping within and outside the maintenance facility is critical to protecting Florida’s natural resources. **Tomoka Hills Golf Course's** managers responsible for the operation, training and supervising of employees will audit routinely to measure BMP effectiveness, repair needs, and future improvements.

There are five important areas of concern that requires constant attention: Fueling Areas, Equipment Washing Facilities, Chemical Mixing Centers, Equipment Storage Areas, and Waste Handling Sites. Each area will have a separate BMP checklist to ensure employee safety; to minimize environmental risks and support reliable equipment operation and longevity.

Energy

Preface

According to the GCSAA Golf Course Environmental Profile, Vol. IV (GCSAA 2012), six major energy sources were identified for golf course use: electricity, gasoline, diesel, natural gas, propane and heating oil. In addition, operational uses were segmented to meet irrigation, turf maintenance, buildings, clubhouse operations, swimming pools and various amenity needs. The overall conclusion of the study suggests that golf facility managers must take steps toward identifying options for conservation, efficiency, and cost savings.

To address current needs and future energy reduction opportunities, **Tomoka Hills Golf Course's** managers will evaluate current energy conservation performance practices based on the following categories:

- General energy conservation position statements on policy and planning
- Buildings and amenities statements –buildings, infrastructure and facility amenities such as the clubhouse, swimming pool, restaurant, parking lot, kitchen, offices, maintenance building(s), tennis courts, etc.
- Golf course statements – the golf course and surrounding landscapes, pump station, irrigation system and related agronomic operations (playing surfaces, equipment, turfgrass maintenance etc.)

When incorporating new energy efficient pieces, apply the 93% rule suggested by Dr. Pierce Jones from the University of Florida. The 93% rule= Instead of investing money to be 100% compliant with every possible scenario relating to energy efficiency do 93% which will get you at 99% efficiency. The other 7% is not worth the investment long or short term for the remaining 1%.

The first step is to perform a thorough energy audit on the entire Golf Course Maintenance Operation. Energy audits are typically performed by the energy supplier and are offered at little to no expense. Each of the following areas on the golf course should be evaluated using the following Best Management Practices:

Tomoka Hills Golf Course's managers will monitor each of the following areas implementing the Best Management Practices:

Irrigation

Understand that the irrigation pump system is the largest user of energy. A well-engineered pump station is critical to reducing energy consumption.

- Establish a baseline for performance parameters to optimize irrigation pumps. It may be necessary to bring in an electrical engineer to assist with developing these parameters.
- Consider benchmarking performance against similar-sized facilities.
- Ensure efficient design, selection, operation, and maintenance of irrigation pumps, irrigation controls, and other irrigation components. A poorly maintained system will result in low efficiency leading to longer run times and excessive energy utilized. Additionally, repairing of leaks in a timely manner will reduce pump cycling further limiting energy usage.
- Conduct an irrigation audit to determine system efficiency. Efficiency can often be improved with very little costs.
- Consider reducing pump station pressures to maximize efficiency and reduce vaporization of water due to excessively high pressures.
- Assess irrigation pump efficiency; consider alternative equipment, products, and practices; use energy efficiently to maximize the output of the pump station. Consider switching from pressure valve-controlled systems to variable frequency drives.
- Add low horsepower “jockey” pump to pump station so if irrigation (syringing) is necessary during peak energy demand times the cost to run that smaller pump will be less and the demand charge will be less.
- Install adequate meters, gauges, etc. Inspect meters on a regular basis to identify abnormal watering usage or leaks in the field. Ensure accuracy of all meters by having them checked once every five years, or more frequently as required.
- Identify the lowest cost time to operate the pump station and use that window to irrigate when possible. Install lock out devices on pump stations to avoid peak demand charges or time of use charges.
- Reduce the amount of irrigated turf (without slowing the pace of play) and replace with native plants (right plant, right location, right size, right time of year, right density and maintain until fully established) to increase habitat and reduce water usage. If irrigation usage is not reduced, then the native plant installation will not be worth the effort.
- Maintaining a proper balance of nutrients in the soil. Using moisture controlling amendments, such as wetting agents or incorporating organic materials, may help reduce water and fertilizer use.

Buildings

Establish an energy management plan for the facility based on current energy use baselines to optimize efficiency.

- Continually track and measure energy use at the facility based on energy assessment units, for example, kilowatt hour. Evaluate billing meters.
- Invite your energy supplier to provide an energy audit for your building.
- Monitor temperature/environmental settings (heat loss, etc.)

- Implement schedules/controlled use. For instance, ensure that large energy using items are only powered when needed.
- Consider the materials: use insulation and color selection. A lighter colored building and roof will reduce demand for air conditioners and fans.
- Ensure efficient lighting in both interior and exterior areas. Tubular L.E.D. lights provide more light (brightness) than t-5 or t-8 electronic ballast fluorescent lights. In many cases, the cost of switching to L.E.D. is comparable to the replacement of existing fixtures and bulbs.
- Consider motion sensors, light sensors (photocells), temperature sensors and timers to turn off lights, fans, motors, etc., when not needed.
- Adding timers on washwater recycling system pumps and motors will reduce electrical usage during non-use hours.
- Consider installing air locks on doors to all temperature-controlled rooms where practical, especially in high traffic areas like break rooms. These will reduce energy loss.
- Evaluate needs on soda machines to determine if the benefit outweighs the energy use. Consider installing energy miser devices on soda machines. Energy mizer devices can actually reduce electricity use on soda vending machines by running the compressor or cooler only when the temperature rises to a certain level.
- Consider replacing low efficiency “window unit” type air conditioners with more efficient mini-split units. Sometimes energy suppliers will offer a rebate for this upgrade.
- a/c units should have a seer rating of at least 18 with variable speed air handlers
- a/c units should be serviced by professionals every six months and the air filters changed or cleaned every month.
- The proper use of ceiling fans in rooms with a/c can allow the thermostat to be raised 2-3 degrees higher and maintain the same comfort level.
- Thermostats should be under lock so employees cannot manipulate the temperature controls. Additionally, using a programmable thermostat to adjust temperature controls when the room is not being utilized can further offset energy usage.
- Train staff to buy into the program. Turning off fans and lights, planning your trips out onto the course, etc. can result in significant savings over the long run.
- Utilize sleep mode on computers when not in use, or turn them off at the end of each work day.
- Consider adding a photovoltaic solar energy system to offset, meet or exceed your energy usage. Golf course maintenance facilities are ideal for these systems because they are often hidden from view, provide a roof free of obstructions and often have a roof that is at the ideal pitch for installation. These systems can offer a short return on investment that will continue to pay off for the life of the system.

Equipment

Consider alternative equipment, products, and practices.

- Evaluate golf car equipment/operations and ensure proper selection, operation, charging, and maintenance. Maintain proper tire pressure to improve fuel efficiency. Check battery water in electric carts on a monthly to maximize charge cycles.
- Optimize equipment use data including hours operated, use patterns, etc. Monitoring equipment use and flow patterns on the course can reduce fuel consumption, equipment repair as well as labor cost.
- Ensure proper selection (type, size, etc.), operation, and equipment maintenance. Consider utilizing larger mowers to reduce fuel usage and labor needs.
- Evaluate use of alternative energy/fuels.
- Evaluate cleaning practices (dry vs. wet). Using a broom to clean equipment before washing can reduce water usage and energy to recycle washwater.
- Evaluate alternative transportation. Combine tasks to reduce trips onto the course and the additional labor needed.
- Identify the lowest cost time to operate the charging systems and use that window to re-charge when possible.
- Consider using solar powered pond fountains and aerators to eliminate energy usage.

Evaluate All Energy Providers

Evaluate all energy providers (electricity, natural gas, solar and liquid petroleum fuels) for costs, efficiency/assistance programs, and incentives.

- Work with energy providers and evaluate existing programs, resources, etc.
- Identify incentives and programs from energy providers.
- Identify state/local programs and certification.
- Consider U.S. Green Building Council’s LEED program.
- Consider EPA’s EnergyStar, Portfolio Manager, etc.
- Consider energy management software, services, etc.

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(Note: URLs are as of September 2016)

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LEGEND

VALVE - IN - HEAD SPRINKLERS (Qty: 1,255)

- Part Circle V-I-H Sprinkler, 75' Spacing @ 80psi
- Full Circle V-I-H Sprinkler, 75' Spacing @ 80psi
- Part Circle V-I-H Sprinkler, 65' Spacing @ 80psi
- Full Circle V-I-H Sprinkler, 65' Spacing @ 80psi
- Part Circle V-I-H Sprinkler, 55' Spacing @ 80psi
- Full Circle V-I-H Sprinkler, 55' Spacing @ 80psi
- Part Circle V-I-H Sprinkler, 30' - 50' Spacing @ 80psi
- Full Circle V-I-H Sprinkler, 30' - 50' Spacing @ 80psi
- Indicates Tail Assembly Attached Sprinkler - Decrease in Range 6', Radius 31', Addl. Flow 3.0 gpm @ 80 psi

BLOCK SPRINKLERS

- Part Circle LA Block Sprinkler, 30' Spacing @ 45psi
- Part Circle LA Block Sprinkler, 40' Spacing @ 45psi

VALVES

- 1 1/2" Auto Valve (Block Rotor Zones)
- Quick Coupling Valve

Lake

Practice Range

Short Game Area/Course

Putting Green

Maintenance Zone

AQUA TURF INTERNATIONAL
19940 Mona Road
Suite 2
Tequesta, FL 33469
Phone: (561) 222-2650
Fax: (561) 666-6696
www.aquaturfintl.com

SCALE
1" = 100'

0' 50' 100' 200'
1 inch = 100ft.

NORTH

TOWER HILL GOLF COURSE

CITY, FLORIDA

IRRIGATION SPRINKLER LAYOUT

DATE - 09-09-24	
DESIGN BY - SH	
DRAWN BY -SH	
FILE NAME ATI_DRAFT-7717.dwg	
PROJECT NO. 000-00	
DESCRIPTION:	
REVISION	DATE

SHEET
OV

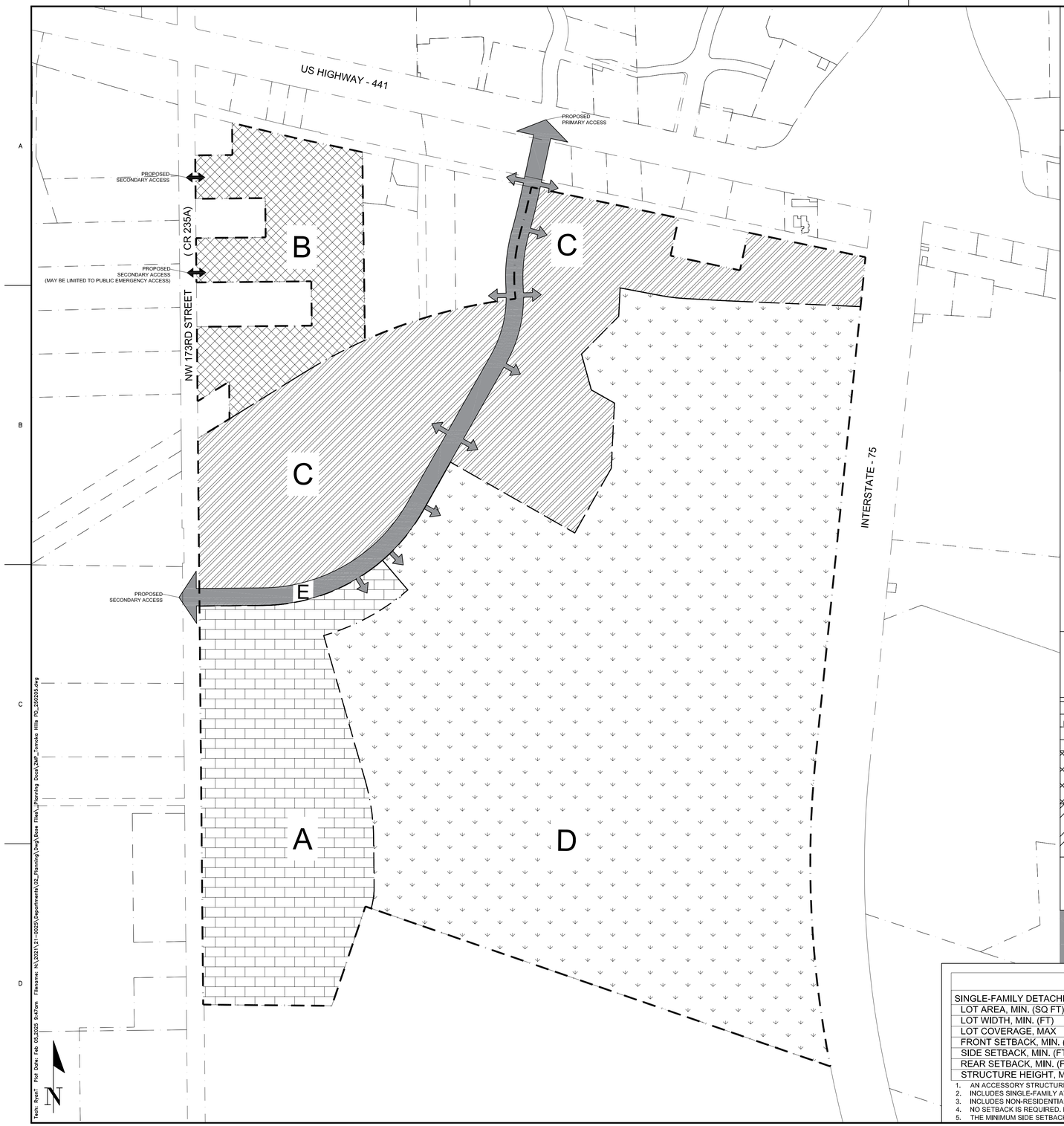
SCALE: 1" = 200'



- GREENS
- TEES
- FAIRWAYS
- BERMUDAGRASS ROUGHS
- UNIRRIGATED ROUGHS
- BUNKERS
- WETLANDS
- UPLAND WETLAND BUFFERS

TOMOKA HILLS GOLF COURSE

ALACHUA, FLORIDA



TOMOKA HILLS

PLANNED DEVELOPMENT

MASTER PLAN

GENERAL NOTES

1. **LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THIS PD MASTER PLAN. LAND USE AREA BOUNDARIES MAY BE ADJUSTED INTERNAL TO THE PD, IF THE PERMITTED DENSITY/INTENSITY FOR EACH LAND AREA IS CONSISTENT WITH THE ALLOCATIONS ADOPTED HEREIN. THE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: COMMON OPEN SPACE, COMMUNITY/AMENITY CENTER, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, PUBLIC SAFETY, MAJOR OR MINOR UTILITIES, AND PUBLIC OR PRIVATE INFRASTRUCTURE. PERMITTED USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.
2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF A SINGLE PHASE. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD PLAN(S) TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
5. **BUFFERS.** THERE SHALL BE NO REQUIRED LANDSCAPE BUFFERS INTERNAL TO THE PD, ONLY ALONG SUBJECT PORTIONS OF THE PD BOUNDARY, AN ALTERNATIVE LANDSCAPE PLAN MAY BE SUBMITTED WITH THE FINAL PD PLAN WITH RESPECT TO LDR STANDARDS IN SECTIONS 6.2.2 AND 6.2.3, SUBJECT TO APPROVAL BY THE LDR ADMIN.
6. **ACCESS.** PRIMARY ACCESS POINTS ARE LOCATED AT US 441 / NW 167TH BLVD AND CR 235A. THE HIGH DENSITY RESIDENTIAL AREA SHALL BE SERVED BY TWO DIRECT ACCESS POINTS ON CR 235A. ONE OF THESE ACCESS POINTS MAY BE USED FOR EMERGENCY ACCESS ONLY. THE SPECIFIC LOCATION OF ALL ACCESS POINTS WILL BE DETERMINED AT FINAL PD PLAN.
7. **CIRCULATION.** THE CIRCULATION CONFIGURATION IS IDENTIFIED AS LAND USE AREA E AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS ARE INTENDED TO REMAIN PRIVATE. ROADWAYS SHALL BE REQUIRED TO MEET THE APPLICABLE LDR DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(b)(iii) OR §3.6.3(D)(5)(B)(III), WHICHEVER APPLIES. THE INTERNAL ROADWAYS NOT SHOWN ON THE PD MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND DO NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
8. **LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R AND PD-COMM DISTRICTS, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE, AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
9. **ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
10. **BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 20'-WIDE EASEMENT FOR A PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(b)(iii) OR §3.6.3(D)(5)(B)(III), WHICHEVER APPLIES, TO ENHANCE PEDESTRIAN CIRCULATION. IN NO CASE SHALL A BLOCK FACE EXCEED 1,000' IN LENGTH. TRAFFIC CALMING MEASURES SHALL BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK AND MAY INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, OR OTHER SIMILAR MEASURES APPROVED BY THE CITY IN ITS SOLE DISCRETION. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE AGREEMENT IS MADE BETWEEN THE DEVELOPER AND CITY OF ALACHUA PUBLIC SERVICES.
11. **ARCHITECTURAL STANDARDS.** ARCHITECTURAL VARIABILITY STANDARDS AS SET OUT IN SECTION 4.3.1 (A)(4)(D) ARE APPLICABLE TO SINGLE FAMILY DETACHED DWELLINGS. DESIGN FEATURES AS REQUIRED BY USE-SPECIFIC STANDARDS IN SECTION 4.3.1 (A)(3)(D) ARE APPLICABLE TO SINGLE FAMILY ATTACHED, TOWNHOUSE, AND TWO- TO FOUR-FAMILY DWELLINGS.
12. **ROADWAY STANDARDS.** REGARDLESS OF OWNERSHIP OR MAINTENANCE OF STREETS, ALL SIDEWALKS AND CROSSWALKS WILL MEET FDOT DESIGN MANUAL CHAPTER 222 PEDESTRIAN FACILITIES, UNLESS OTHERWISE STIPULATED IN THE PD-R MASTER PLAN.
13. **ENVIRONMENTAL ASSESSMENT.** AN ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED AT TIME OF FINAL PD-R PLAN/ FINAL PLAT/ SITE PLAN APPROVAL THAT INCLUDES A 100% GOPHER TORTOISE AND BURROWING OWL SURVEY. A CONDITION WILL BE REQUIRED THAT STANDARD MEASURES OF PROTECTION FOR EASTERN INDIGO SNAKES, IF APPLICABLE.
14. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS HAS BEEN SUBMITTED WITH THIS PD.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, COMMUNITY/AMENITY CENTER, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, PUBLIC SAFETY, MAJOR OR MINOR UTILITIES, AND PUBLIC OR PRIVATE INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.6-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, POST OFFICE, COMMUNITY GARDEN, WIRELESS COMMUNICATION TOWER AND/OR ANTENNA, FREESTANDING	RESIDENTIAL: 100 UNITS (2.14 DU/AC)	46.7 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, POST OFFICE, COMMUNITY GARDEN	RESIDENTIAL: 350 UNITS (14.91 DU/AC)	23.5 (6%)
C: MIXED USE	ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), OFFICE, RESTAURANT, INDOOR SEATING ONLY, RESTAURANT, WITH OUTDOOR SEATING, RESTAURANT, WITH DRIVE-THROUGH OR DRIVE-IN SERVICE, SPECIALTY EATING ESTABLISHMENT, MICROBREWERY, PUBLIC GOLF COURSE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL, BAR, NIGHTCLUB, OR COCKTAIL LOUNGE, DRUG STORE OR PHARMACY (STAND ALONE), ENTERTAINMENT ESTABLISHMENT, FINANCIAL INSTITUTION, HOTEL OR MOTEL	RESIDENTIAL: 300 UNITS (3.82 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.16 FAR)	78.7 (23%)
D: COMMON AREA/ RECREATION	BUFFER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC OR PRIVATE GOLF COURSE, AND SINGLE-FAMILY RESIDENTIAL	RESIDENTIAL: 10 UNITS (0.06 DU/AC) NON-RESIDENTIAL: 200,000 SF (0.024 FAR)	196.7 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED[1]:		SINGLE-FAMILY ATTACHED[1,2]:		MULTIPLE-FAMILY[1]:		ALL OTHER USES[3]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[4]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[4]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)[5]	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[4]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
2. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
3. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
4. NO SETBACK IS REQUIRED. HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.
5. THE MINIMUM SIDE SETBACKS FOR SINGLE-FAMILY ATTACHED USES IS FOR EXTERIOR LOTS ONLY. EXTERIOR LOTS ARE LOTS WITH UNITS THAT SHARE A COMMON WALL WITH ONLY ONE ADJACENT UNIT.

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SUBMIT PD APPLICATION – AUGUST 29, 2024
RESUBMITTAL – NOVEMBER 14, 2024
RESUBMITTAL – JANUARY 15, 2025
RESUBMITTAL – FEBRUARY 5, 2025

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NO.: 21-0025.09

SHEET NO.: 1 of 3

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TOMOKA HILLS PLANNED DEVELOPMENT

UTILITY PLAN

GENERAL NOTES

1. **POTABLE WATER.** THE ONSITE POTABLE WATER SYSTEM WILL INCLUDE A 12-INCH POTABLE WATER MAIN THAT WILL CONNECT TO AN EXISTING 12-INCH WATER MAIN WITHIN THE US 441 RIGHT-OF-WAY AT NW 167TH BLVD AND FOLLOW THE NW 167TH BLVD EXTENSION THROUGH THE SITE AND CONNECT TO A 12-INCH WATER MAIN IN THE CR 235A RIGHT-OF-WAY. A PORTION OF THIS WATER MAIN HAS ALREADY BEEN PERMITTED WITH THE TOWER HILL INSURANCE HEADQUARTERS AND IS UNDER CONSTRUCTION. THE NORTHWEST SECTION OF THE SITE WILL HAVE A SEPARATE CONNECTION(S) TO THE 8-INCH WATER MAIN IN THE CR 235A RIGHT-OF-WAY. DIRECT CONNECTION IS ANTICIPATED WITHOUT THE NEED FOR JACK AND BORE OF EITHER ROADWAY. AN 8-INCH WATER MAIN WILL SERVE THE MODERATE DENSITY RESIDENTIAL AT THE SOUTHWEST PORTION OF THE SITE.
2. **SANITARY SEWER.** THE ONSITE SEWER GRAVITY MAIN INCLUDE AN 8-INCH GRAVITY MAIN THAT WILL CONNECT TO THE EXISTING 8-INCH GRAVITY MAIN LOCATED IN THE NW 162ND LANE RIGHT-OF-WAY AND WILL FOLLOW THE NW 167TH BLVD EXTENSION, TERMINATING PRIOR TO REACHING THE CR 235A RIGHT-OF-WAY. A PORTION OF THIS GRAVITY MAIN HAS ALREADY BEEN PERMITTED WITH THE TOWER HILL INSURANCE HEADQUARTERS AND IS UNDER CONSTRUCTION. AN ONSITE LIFT STATION WILL AND FORCEMAIN WILL CONNECT THE NORTHWEST SECTION OF THE SITE TO AN EXISTING CITY LIFT STATION ON THE FAR (WEST) SIDE OF CR 235A. A DIRECTIONAL BORE UNDER CR 235A IS EXPECTED.
3. **STORMWATER MANAGEMENT FACILITIES.** STORMWATER MANAGEMENT FACILITIES (SMF) ARE LOCATED THROUGHOUT THE DEVELOPMENT, LOCATED IN THE SITE'S LOW AREAS. THIS PLAN ILLUSTRATES APPROXIMATELY 15% OF THE PROJECT SITE. FINAL SIZE AND LOCATION OF SMFs WILL BE DETERMINED DURING SITE PLAN REVIEW.
4. **PUBLIC FACILITIES IMPACT.** CONCURRENCY RESERVATION WILL BE MADE AT TIME OF FINAL PD APPROVAL. THE IMPACT CALCULATIONS HAVE BEEN PREPARED IN THE ACCOMPANYING JUSTIFICATION REPORTS TO DEMONSTRATE THAT SUFFICIENT CAPACITY EXISTS TO ACCOMMODATE THE PROPOSED PROJECT.

NOTE: ONLY ONE OF SEVERAL FEASIBLE SANITARY SEWER CONVEYANCE OPTIONS IS SHOWN. ENGINEERING DESIGN SHALL CONSIDER ALL AVAILABLE OPTIONS FOR SANITARY SEWER CONNECTION AND WORK WITH CITY OF ALACHUA PUBLIC SERVICES DEPARTMENT TO ENSURE THE MOST SUITABLE AND EFFICIENT DESIGN IS ACHIEVED DURING THE PLATTING/SITE PLAN PROCESS.

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SUBMITTAL – PD REZONING, AUGUST 29, 2024

CLIENT: TOMOKA HILLS

PROJECT: PLANNED DEVELOPMENT

SHEET TITLE: PD UTILITY PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: R. THOMPSON
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 2 of 3

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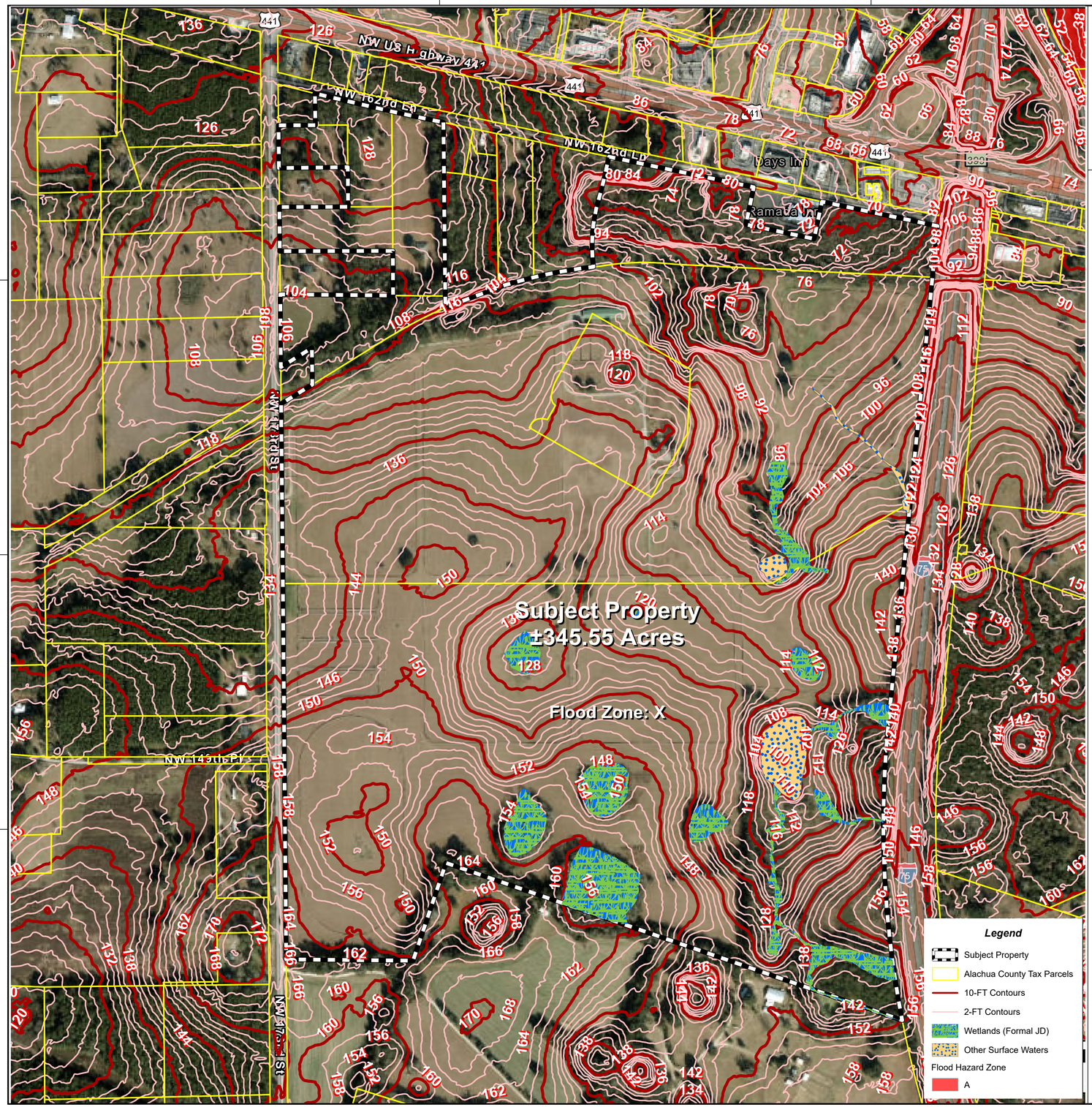

TOMOKA HILLS PLANNED DEVELOPMENT

EXISTING CONDITIONS PLAN

GENERAL NOTES

1. THE COMMON AREA/RECREATION AREA OF THIS PD CONTAINS APPROXIMATELY 12.8 ACRES OF WETLAND HABITAT INCLUDING BOTH MIXED WETLAND HARDWOODS AND VEGETATED NON-FORESTED WETLANDS; AS WELL AS APPROXIMATELY 3.1 ACRES OF OTHER SURFACE WATERS INCLUDING BORROW AREA AND DITCHES. WETLAND AND OTHER SURFACE WATER LINES HAVE BEEN REVIEWED AND APPROVED BY THE SRWMD UNDER ERP FORMAL WETLAND DETERMINATION ERP-001-245365-2 (ENVIRONMENTAL EXHIBIT 1 IN THE PD REZONING APPLICATION PACKAGE).
2. THE SITE IS WITHIN THE FEDERAL EMERGENCY MANAGEMENT AREA (FEMA) FLOOD ZONE X, WHICH IS OUTSIDE THE FLOODPLAIN. THE SUBJECT PROPERTY HAS BEEN DESIGNED TO ADDRESS THE ONSITE WETLANDS TO ENSURE PROTECTION OF ONSITE NATURAL FEATURES.
3. THE SUBJECT PROPERTY WAS SURVEYED FOR STATE AND FEDERAL LISTED SPECIES IDENTIFIED BY THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION'S (FFWCC) OFFICIAL LIST OF FLORIDA'S ENDANGERED SPECIES, THREATENED SPECIES, AND SPECIAL OF SPECIAL CONCERN (JULY 2024). THE EVALUATION INCLUDED LITERATURE REVIEW FOR SPECIES RECORDS OF OCCURRENCE AS WELL AS SURVEY BY QUALIFIED ECOLOGISTS CONDUCTED WITHIN THE BOUNDS OF THE SUBJECT PROPERTY. THIS ASSESSMENT FOUND NO PLANT SPECIES LISTED AS "THREATENED" OR "ENDANGERED" BY EITHER THE FLORIDA DEPARTMENT OF AGRICULTURE (FDA) OR THE UNITED STATES FISH AND WILDLIFE SERVICE (USFWS). THREE POTENTIALLY OCCUPIED GOPHER TORTOISE BURROWS WERE THE ONLY LISTED WILDLIFE SPECIES IDENTIFIED WITHIN THE SUBJECT PROPERTY (ENVIRONMENTAL EXHIBIT 2 IN THE PD REZONING APPLICATION PACKAGE).

WHEN DEVELOPMENT PLANS ARE SUBMITTED, AN INVENTORY OF LISTED SPECIES WILL BE SUBMITTED AS REQUIRED. ANY POTENTIAL FUTURE IMPACTS TO GOPHER TORTOISES WILL BE COORDINATED WITH THE FFWCC AT THAT TIME.

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SUBMITTAL – PD REZONING, AUGUST 29, 2024
RESUBMITTAL – NOVEMBER 18, 2024

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: PD EXISTING CONDITIONS PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: R. THOMPSON
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 3 of 3

Tech: RyanT Plot Date: Nov 14,2024 5:42pm Filename: H:\2021\21-0025\Department\02_Planning\Dwg\Base Plan_Planning Docs\EC_Tomoka Hills PD_241118.dwg

Traffic Impact Analysis Report

Tomoka Hills



Date: 01/09/2025
PN# 21-0025
PM: Matthew Cantrell, PE

Prepared For: City of Alachua and Alachua County

Submitted To: Tomoka Hills Farms, Inc.

Address:
7201 NW 11th Place
Gainesville, FL 32605

CHW
AN NV5 COMPANY

CONTENTS

1. Executive Summary 3

2. Trip Generation 5

3. Data Collection 6

4. Trip Distribution 9

5. Analysis 12

5.1. Turn Lane Warrant Analysis 12

5.3 Traffic Signal Warrant Analysis 14

5.4 Intersection Analysis 15

6. Conclusions and Recommendations 22

List of Figures

- Figure 1: Study Intersections
- Figure 2: Existing (Peak Season) Condition
- Figure 3: 2035 Background Condition
- Figure 4: Project Trips
- Figure 5: 2035 Buildout Condition

List of Tables

- Table 1: Trip Generation
- Table 2: Turn Lane Warrant Analysis and Design Length
  Table 3: AM Intersection Analysis Summary
- Table 4: PM Intersection Analysis Summary

List of Appendices

- Appendix A: Concept Plan
- Appendix B: Methodology Letter
- Appendix C: Trip Generation
- Appendix D: Turning Movement Counts
- Appendix E: Peak Season Factor and Historical Growth Rates
- Appendix F: Buildout Tables
- Appendix G: Trip Distribution and Assignment
- Appendix H: Turn Lane Warrant Analysis
- Appendix I: Signal Warrant Analysis
- Appendix J: HCS and Synchro Reports
- Appendix K: Improvement Concepts

1. EXECUTIVE SUMMARY

CHW, an NV5 Company, has prepared the following Traffic Impact Analysis (TIA) for the proposed Tower Hills mixed use development. The site is approximately 345.55 acres located south of US HWY 441 between NW 173rd St (CR 225A) and I-75. CHW has prepared a traffic impact analysis for the office land uses, with single access to/from US HWY 441 via NW 167th Blvd. This study, along with the engineering site plans have been approved and construction is underway. Additionally, CHW has provided traffic analysis and coordinated with FDOT for the redesign of the US HWY 441/NW 173rd Street intersection. This full access intersection is being modified to a signalized thru-cut intersection where the side street through movements across NW 167th Blvd are prohibited. Side street motorists are allowed to make a left or right and another turn to cross the major street, which operates like a conventional intersection.

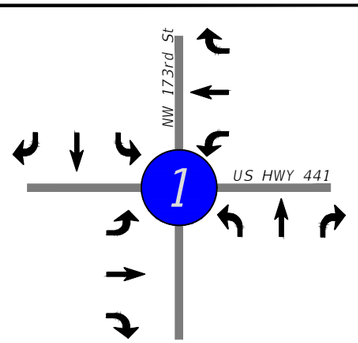
The Tomoka Hills Master Plan includes the following maximum buildout:

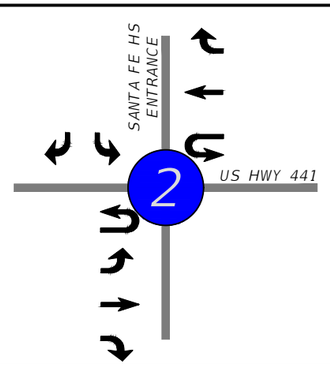
- Single family homes – 110 dwelling units
- 2 X multifamily home developments – 350 dwelling units and 300 dwelling units
- Non-residential development – 540,000 square feet
    - 140,000 SF will be office land use, and the remaining 400,000 square feet will be assumed to be retail for the purpose of this analysis.
- Non-residential recreational development – 200,000 square feet
    - The recreation development will be ancillary to the office land use.

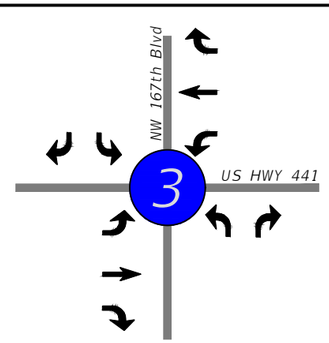
For the purpose of the TIA, a full site buildout year of 2035 will be used to forecast the traffic volumes. Any development phase that occurs after 2035 should require an updated traffic impact analysis. The Tomoka Hill Master Plan is provided in **Appendix A**. The study is in conformance with the methodology letter dated August 16, 2024, see **Appendix B**. **Figure 1** provides the Study Intersections agreed upon in the methodology.

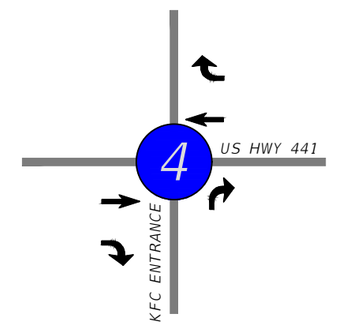
The following connections are proposed with this project, as illustrated in **Appendix A**:

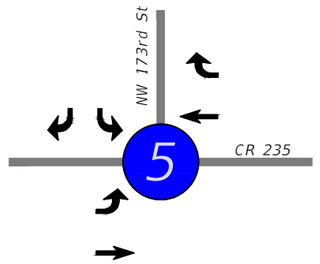
- US HWY 441 at NW 167th Boulevard - This intersection is being modified to a signalized thru-cut intersection undergoing final permit approval with FDOT.
- NW 173rd Street (CR 235A) at the proposed NW 167th Boulevard South intersection (Access A), located approximately 2,770 FT south of NW 162nd Lane
- NW 173rd Street (CR 235A) at access B, located approximately 845 FT south of NW 162nd Lane
- NW 173rd Street (CR 235A) at access C, located approximately 400 FT south of NW 162nd Lane

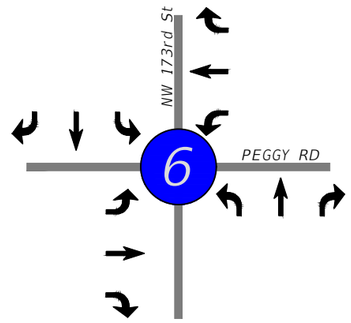


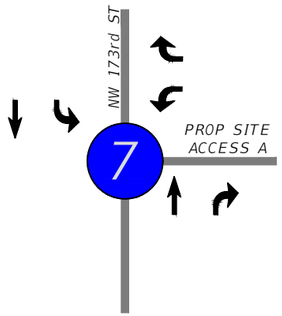


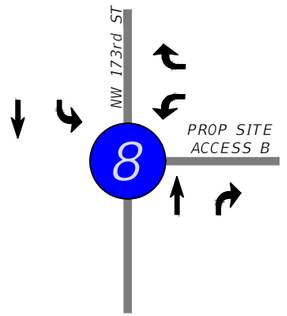


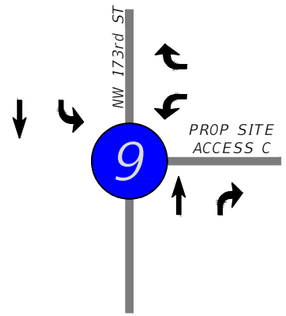


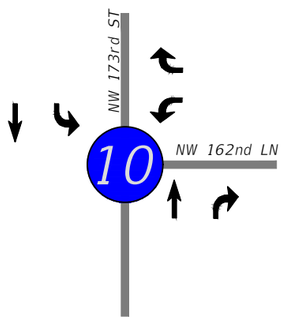


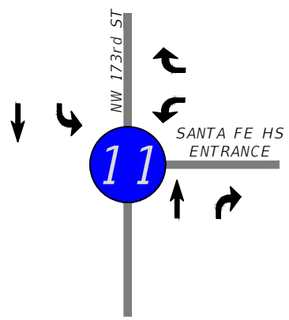




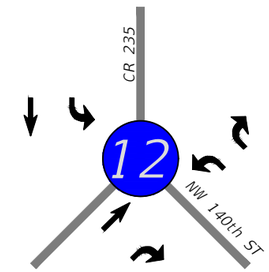


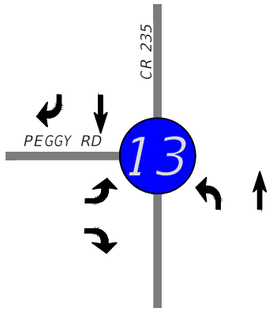












Key:

Figure 1

Tomoka Hills

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2. TRIP GENERATION

The Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition was used to develop the project trip generation provided in Table 1. Both internal capture and pass-by reductions are applied for the full buildout scenario. The supporting documentation is provided in **Appendix C**.

Table 1 | Trip Generation

Tomoka Hills (Full Buildout) -Trip Generation - Used for Analysis											
Land Use	**Land Use Area**	**ITE LU Code**	**Variable Type**	**Variable Quantity**	**Daily**	**AM Peak**			**PM Peak**		
						Total	**In**	**Out**	**Total**	**In**	**Out**
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Single-Family Detached Housing with Internal Capture Reduction					978	79	19	60	88	51	37
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise) (C) with Internal Capture Reduction					1,772	112	27	85	121	70	51
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Multifamily Housing (Low-Rise) (B) with Internal Capture Reduction					2,057	127	31	96	137	80	57
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction [3]					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction [3]					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction [3]					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	50	25	25	272	136	136
Shopping Center Trips with Pass-by Removed					12,527	303	195	108	1,171	589	582
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***826***	***457***	***369***	***1,713***	***808***	***905***

3. DATA COLLECTION

Turning movement counts were collected on April 24th, 2024, at the following intersections:

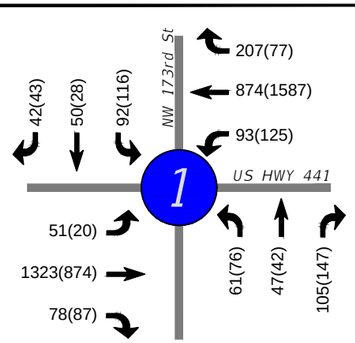
- US HWY 441 at NW 173rd St (CR 235A) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- US HWY 441 at Santa Fe Driveway (7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM)
- US HWY 441 at KFC Driveway located 340 FT east of NW 167th Blvd (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at CR 235 (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at Santa Fe Highschool Driveway (7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM)
- CR 235 at NW 140th St (CR 241) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- CR 235 at Peggy Rd (CR 2054) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)

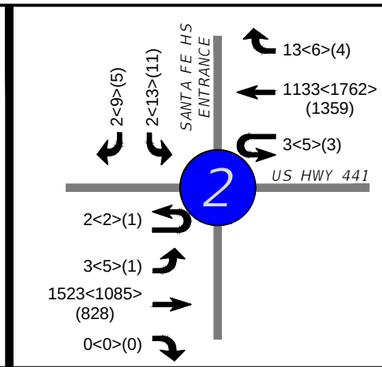
Additional turning movement counts were collected along NW 173rd Street on November 19th, 2024, at the following intersections:

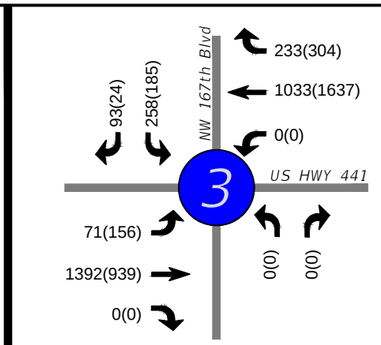
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054) (6:00 AM to 8:00 PM)
- NW 173rd St (CR 235A) at NW 149th Pl (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at NW 162nd Ln (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)

The raw count data is provided in **Appendix D**. The count data was adjusted based on the seasonal adjustment factor to derive the peak season turning movements.

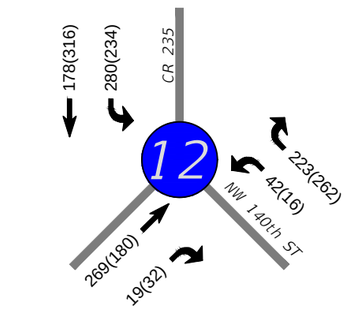
Growth rates were determined based on historical ADT from FDOT Traffic Online to derive the 2035 background volumes. **Appendix E** provides the data used to determine the peak season factor and growth rates used to forecast the background volumes. The background information and volumes are provided in the buildout tables provided in tables provided in **Appendix F. Figure 2** illustrates the existing (peak season) volumes at all Study Intersections and **Figure 3** illustrates the 2035 background volumes at all study intersections.

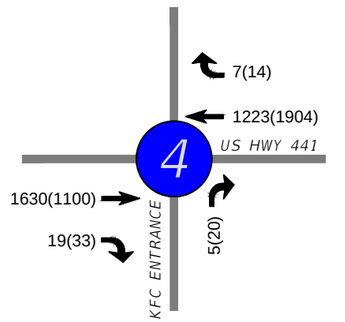


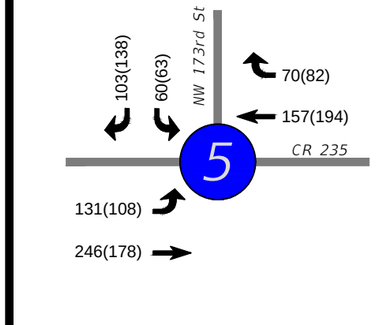


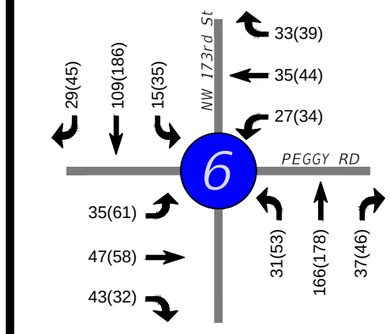


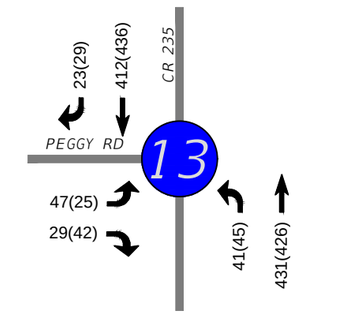


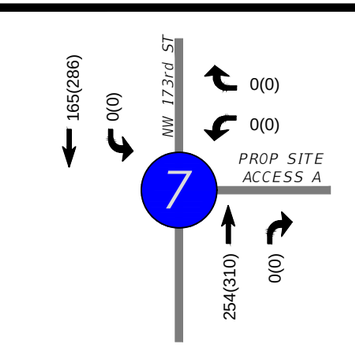


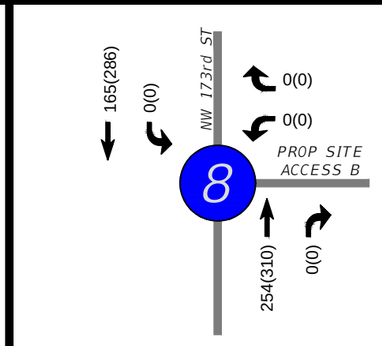


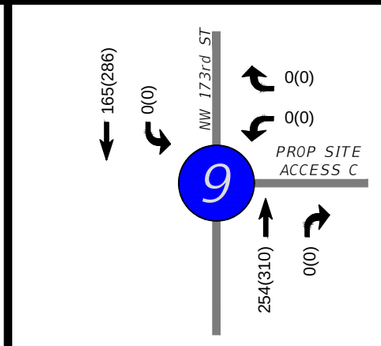


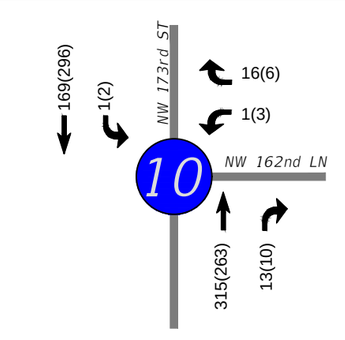


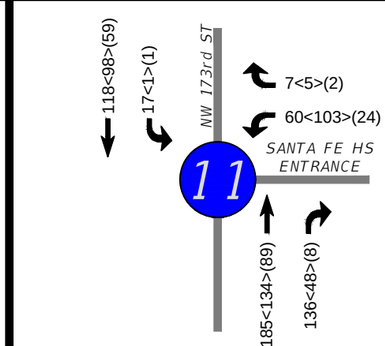












Key:

##(##) - Peak Existing AM(PM)

Figure 2

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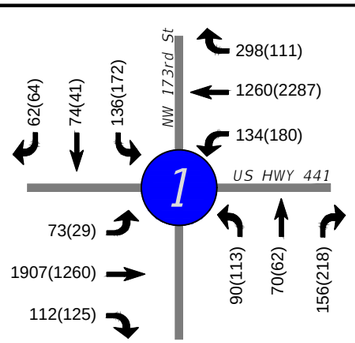

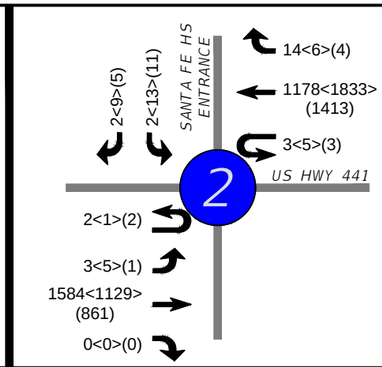

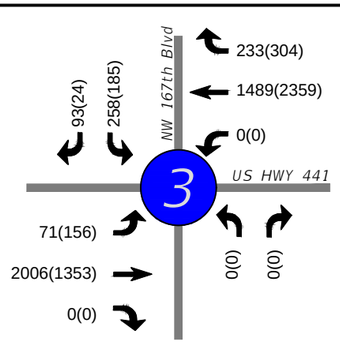



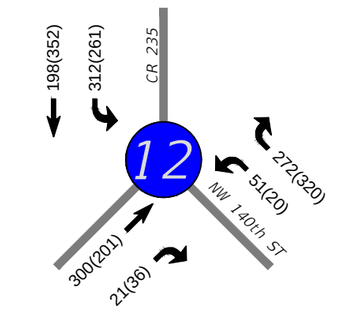

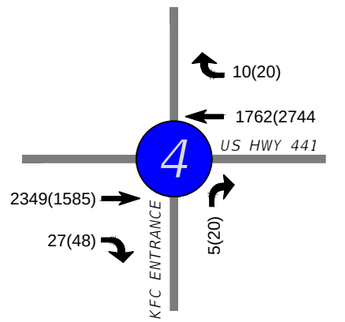

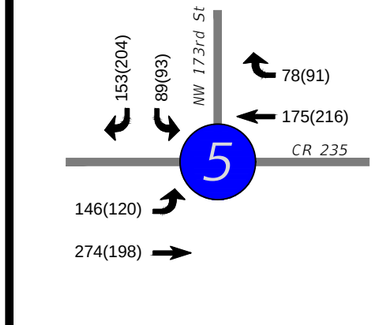

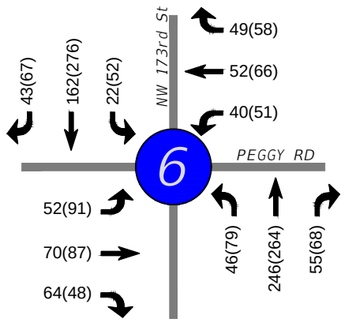

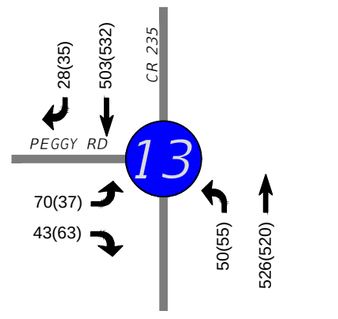

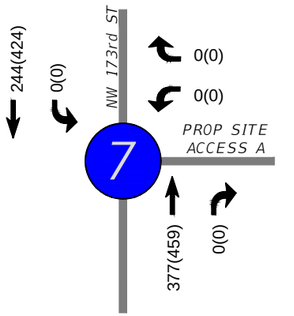

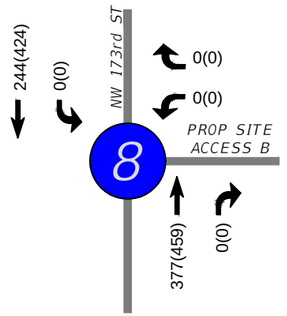

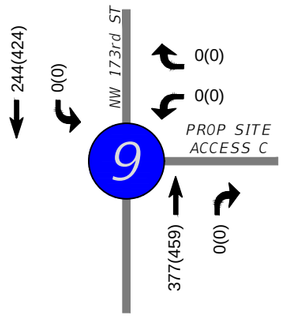

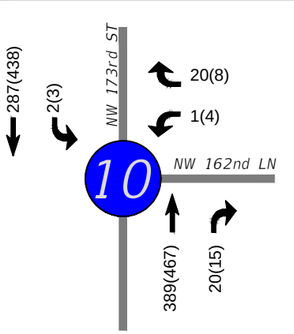

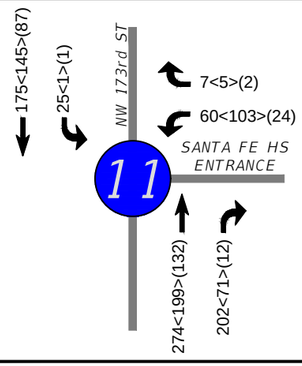

Key:

##(##) - Background AM(PM)

Figure 3

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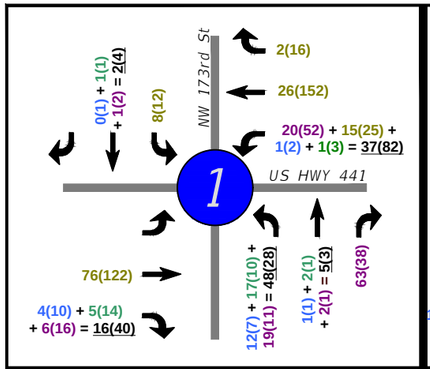
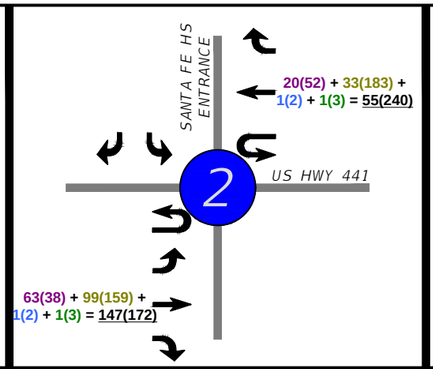
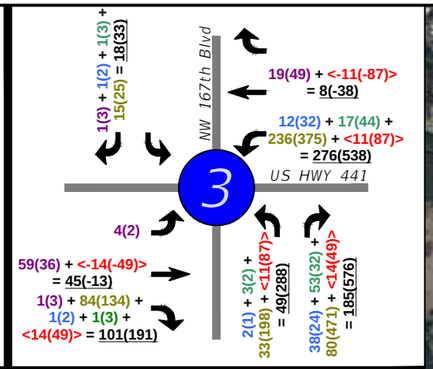
4. TRIP DISTRIBUTION

The project trip distribution was determined by the Gainesville Urbanized Area Transportation Study (GUATS) model. The pass-by trip distribution is based on the prevailing directional distribution along HWY 441. The trip distribution model data, trip distribution assumptions and trip assignments for the 2035 project trips are provided in **Attachment G**. Project trips were applied to the trip distribution percentages and combined with the background trips to derive the 2035 buildout conditions. The project trip assignments at the Study Intersections are provided in **Figure 4**.

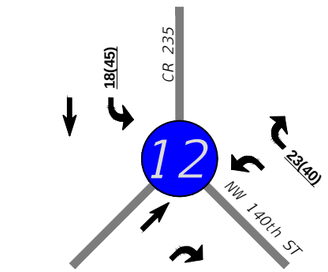
The combined background trips and project trips form the buildout conditions provided in **Appendix F** and illustrated in **Figure 5**.

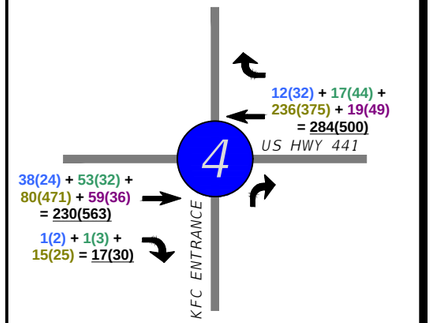


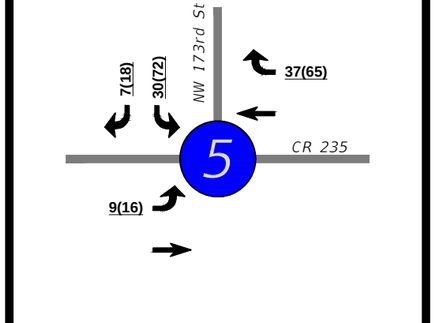


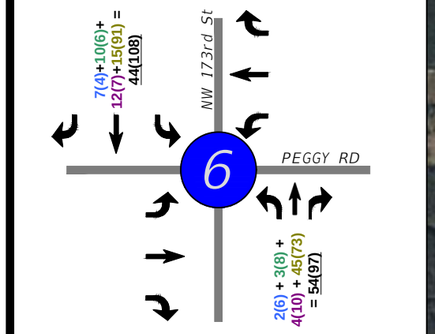


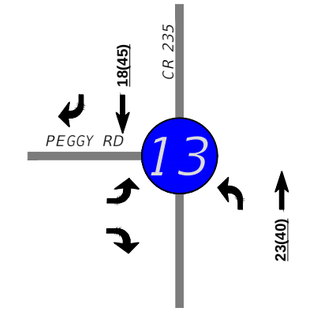


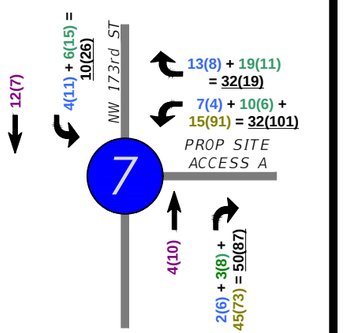


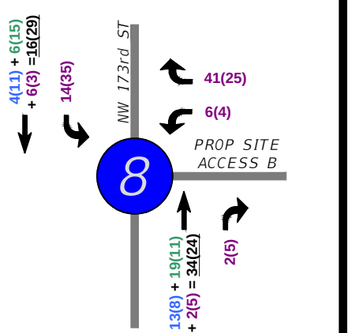


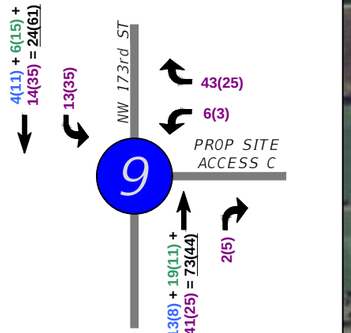


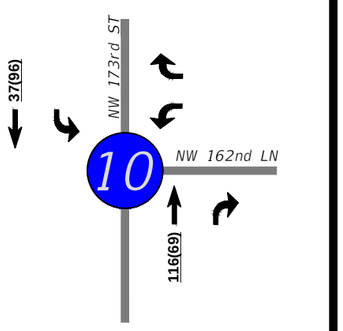


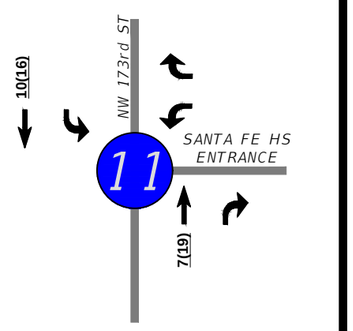












Key:

AM(PM) = Single Family Detached Housing | AM(PM) = Multi Family Housing Zone B | AM(PM) = Multi Family Housing Zone C | AM(PM) = Combined Shopping and Office | <AM(PM)> = Pass-By Trips | AM(PM) = Total Trips

Figure 4

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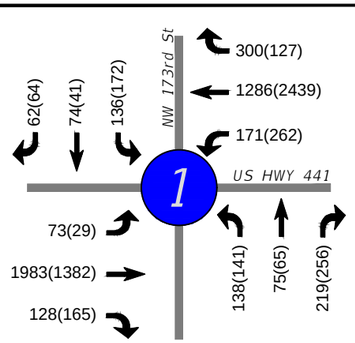

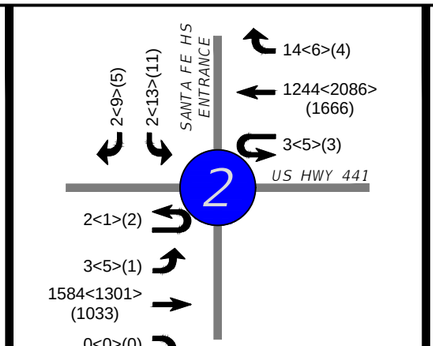

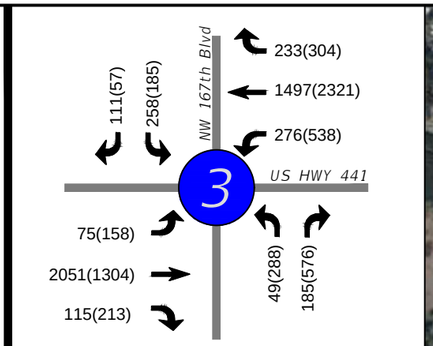



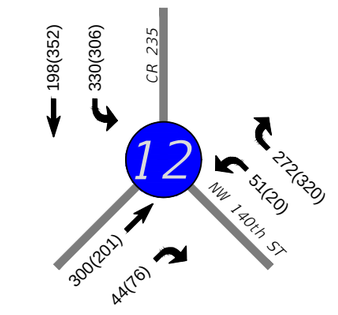

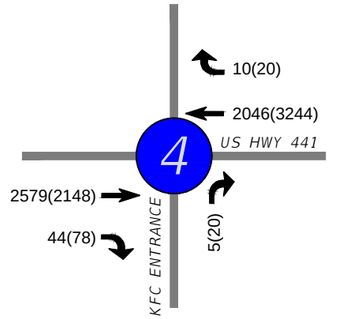

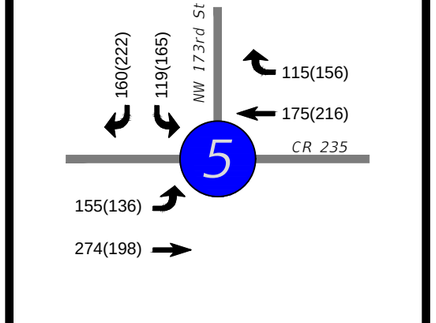

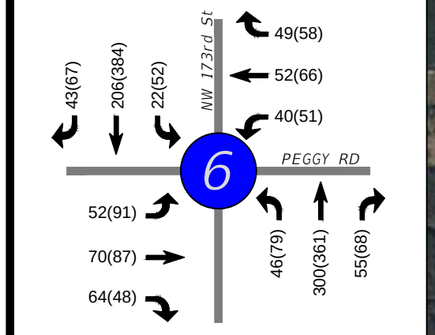

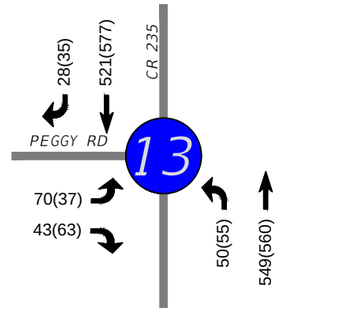

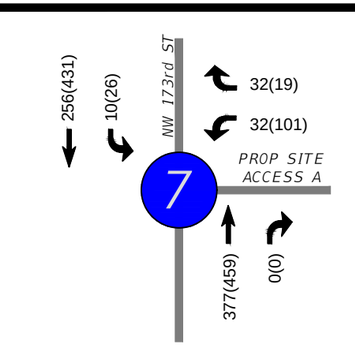

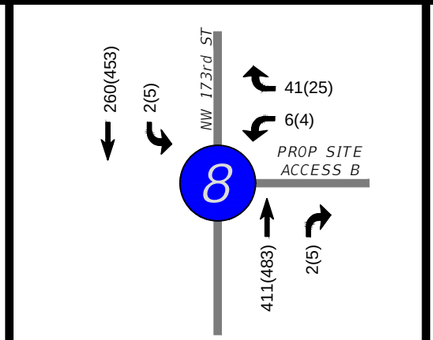

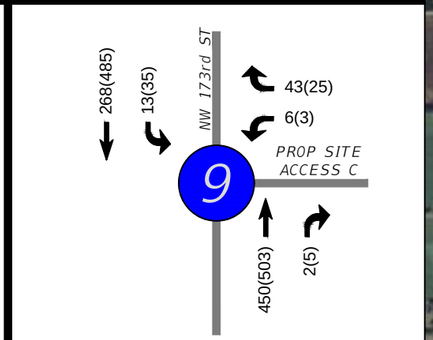

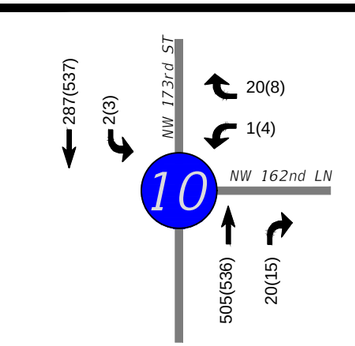

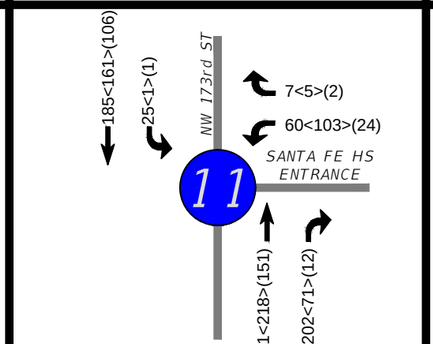

Key:

##(##) - Peak Existing AM(PM)

Figure 5

Tomoka Hills

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SHEET NO.

5. ANALYSIS

The following analysis is divided into five parts: 1) turn lane warrant analyses and design lengths, 2) traffic signal warrant analysis, and 3) intersection analysis.

5.1. Turn Lane Warrant Analysis

Left and right-turn lane warrant analyses were performed at the proposed site access intersections along NW 173rd Street in accordance with NCHRP Report 457, using the AM and PM buildout volumes. The results of the right-turn lane warrant analyses are provided in **Appendix H**.

Based on this analysis, the following turn lanes are warranted:

- NW 173rd Street/Access A (southern most proposed access providing the primary connection to NW 173rd Street)
  - Northbound right-tun lane
  - Southbound left-turn lane

- NW 173rd Street/Access B (proposed access on NW 173rd Street serving the south portion of the multifamily site)
  - Southbound left-turn lane

- NW 173rd Street/Access C (proposed access on NW 173rd Street serving the north portion of the multifamily site)
  - Southbound left-turn lane

In addition to the turn lanes provided above, additional turn lanes and turn lane extensions are recommended for operational purposes. These recommendations are provided in Section 5.3. The following turn lane additions and extension are recommended:

- NW 173rd Street/Peggy Road
  - Northbound left-tun lane
  - Southbound left-turn lane
  - Westbound left-turn lane

- HWY 441/NW 167th Blvd
  - 2nd northbound left-turn lane
  - 2nd westbound left-turn lane

Table 2 provides the turn lane design lengths for all recommended turn lanes based on the FDOT Design Manual criteria.

Table 2: Recommended Turn Lane Lengths				
Intersection	**Turn Lane**	**Deceleration Length (ft)**	**Queue Length (ft)**	**Total Length (ft)**
NW 173rd St @ Peggy Rd	Northbound Left	350	25	375
	Southbound Left	350	25	375
	Westbound Left	350	75	425
NW 173rd St @ Access A	Northbound Right	350	0	350
	Southbound Left	350	25	375
NW 173rd St @ Access B	Southbound Left	350	25	375
NW 173rd St @ Access C	Southbound Left	350	25	375
HWY441 @ NW 167th	Westbound Left	290	350	640 [1]
	Northbound Left	0	225	225

Notes:
1: Maximum constructable turn lane length is 575 feet due to adjacent intersection to the east

The proposed turn lane lengths, provided in **Table 2,** are recommended in the conclusion of the TIA.

5.3 Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed at the US HWY 441/Peggy Road intersection under the 2035 background and buildout conditions. The traffic signal warrant volume forecast documentation and HCS signal warrant analysis report are provided in **Appendix I**. The traffic signal warrants were analyzed using HCS 2024. Based on the results, the traffic signal warrants 1, 2 and 3 are met during both the 2035 background and 2035 buildout condition.

Though this intersection meets warrants based on the traffic volumes, it is recommended instead to provide a northbound left, southbound left, and westbound left turn lane and provide a wide enough median, such that the eastbound and westbound left turning drivers, from the side street, can make a two-stage left turn. This improvement will remove the deficiencies at this intersection, provide an average intersection delay of only 15 seconds, and prevent vehicles on NW 173rd Street from being required to stop, as they would at a signalized intersection. Additionally, the northbound and southbound left turns will provide a safety improvement at this intersection.

5.4 Intersection Analysis

The study intersections were analyzed during the AM and PM peak hours during the following conditions:

- Existing (Peak Season)
- 2035 Background
- 2035 Buildout
- 2035 Buildout with Improvements

The objectives of the analysis were to identify level of service or operational deficiencies and if necessary, model potential improvement to mitigate deficiencies. Resulting indicators for intersection operational performance include level of service (LOS), delay, volume to capacity (v/c) ratio, and the 95th percentile queue length.

The Highway Capacity Software (HCS) 2024 was used to analyze all of the stop-controlled intersections and the Synchro 11 was used to analyze the signal controlled intersections. A summary of the operational performance of the intersections is provided in **Table 3** and **Table 4**. The HCS reports are provided in **Appendix J**.

All operational deficiencies are highlighted in **Tables 3** and **4**. A yellow highlight indicates that a deficiency occurs before project trips are added and therefore, not the responsibility of the project's developer. A red highlight indicates that the deficiency occurs with the addition of project trips, therefore, transportation improvements should be considered to mitigate the deficiency. Deficiencies are defined as:

- v/c greater than 1.0
- 95th percentile queue lengths exceeding storage lengths
- LOS of F for the main street through movements and intersection totals

Table 3: AM Intersection Analysis Summary

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				2035 Background				2035 Build-out				2035 Build-out w/ Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Non-signalized Intersections																		
HWY 441 at Santa Fe High School	EBL	375	B	14.7	0.01	0	C	15.3	0.01	0	C	16.2	0.02	0				
	WBL (U-turn)	N/A	B	13.9	0.01	0	B	14.5	0.01	0	C	15.9	0.01	0				
	SBL	N/A	E	47.2	0.02	25	F	50.7	0.03	25	F	57.4	0.03	25				
	SBR	50	C	15.5	0.01	0	C	16.0	0.01	0	C	16.6	0.01	0				
	Int. Total			0.1				0.2				0.2						
HWY 441 at KFC DW	NBR	N/A	C	17.3	0.02	25	E	35.9	0.04	25	E	44.0	0.02	25				
	Int. Total			0.0				0.0				0.0						
NW 173rd St at CR 235	EBL	N/A	A	8.1	0.11	25	A	8.2	0.13	25	A	8.4	0.14	25				
	SBL/R	N/A	C	16.0	0.36	50	C	21.2	0.55	75	D	30.1	0.70	150				
	Int. Total			5.6				8.6				10.1						
NW 173rd St at Peggy Rd	EBL	300	B	14.5	0.09	25	C	22.9	0.21	25	D	28.3	0.26	25	C	19.8	0.18	25
	EBT	N/A	B	13.5	0.11	25	C	18.3	0.21	25	C	21.0	0.25	25	C	20.7	0.24	25
	EBR	50	A	9.3	0.05	25	A	9.8	0.08	25	B	10.1	0.09	25	B	10.1	0.09	25
	WBL/T/R	N/A	B	13.8	0.20	25	C	22.3	0.42	50	D	28.2	0.50	75				
	WBL	N/A													C	20.1	0.15	25
	WBT/R	N/A													C	17.0	0.26	25
	NBL	N/A	A	7.8	0.02	25	A	8.0	0.04	25	A	8.2	0.04	25	A	8.2	0.04	25
	SBL	N/A	A	8.0	0.01	0	A	8.3	0.02	25	A	8.5	0.02	25	A	8.5	0.02	25
	Int. Total			5.7				7.8				8.3				6.2		
NW 173rd St at Prposed Access A	WBL/R	N/A									B	13.6	0.14	25				
	SBL	N/A									A	8.7	0.01	0				
	Int. Total											1.3						
NW 173rd St at Prposed Access B	WBL/R	N/A									B	12.0	0.09	200				
	SBL	N/A									A	8.7	0.02	0				
	Int. Total											0.9						
NW 173rd St at Prposed Access C	WBL/R	N/A									B	12.4	0.10	200				
	SBL	N/A									A	8.8	0.01	0				
	Int. Total											0.9						
NW 173rd St at NW 162nd Lane	WBL/R	N/A	A	9.8	0.02	25	B	10.8	0.03	25	B	11.8	0.04	25				
	SBL	N/A	A	8.2	0.00	0	A	8.6	0.00	0	A	9.0	0.00	0				
	Int. Total			0.2				0.3				0.3						
CR 235A at Santa Fe High School	WBL	N/A	B	12.9	0.14	25	C	16.9	0.20	25	C	17.3	0.20	25				
	WBR	200	A	9.9	0.01	0	B	11.1	0.01	0	B	11.1	0.01	0				
	SBL	N/A	A	8.6	0.02	25	A	8.8	0.03	25	A	8.8	0.03	25				
	Int. Total			1.2				1.6				1.8						
CR 235 at NW 140th St	WBL	N/A	D	34.5	0.28	25	F	50.6	0.43	50	F	59.6	0.47	75				
	WBR	725	B	12.5	0.34	50	B	14.1	0.43	75	B	14.4	0.44	75				
	SBL	N/A	A	8.9	0.25	25	A	9.2	0.29	25	A	9.5	0.31	50				
	Int. Total			6.4				8.2				8.4						
NW 140th St at Peggy Rd	EBL	N/A	C	19.6	0.24	25	D	32.6	0.48	50	E	35.6	0.51	75				
	NBL	N/A	A	8.5	0.04	25	A	8.9	0.05	25	A	9.0	0.05	25				
	Int. Total			2.2				3.6				3.8						

Table 3: AM Intersection Analysis Summary (continued)

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				2035 Background				2035 Build-out				2035 Build-out w/ Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Signalized Intersections																		
HWY 441 at NW 173rd St	EBL	375	E	79.4	0.47	100	F	82.5	0.57	150	F	82.5	0.57	150	F	81.4	0.56	150
	EBT	N/A	C	29.1	0.73	750	F	112.8	1.16	1500	F	154.9	1.26	1575	F	97.9	1.13	1425
	EBR	250	A	0.2	0.09	0	A	0.5	0.14	25	A	1.3	0.16	25	A	3.0	0.15	50
	WBL	350	E	70.9	0.61	175	E	68.2	0.72	225	E	78.3	0.81	275	F	138.5	1.00	350
	WBT	N/A	D	39.2	0.46	550	D	53.6	0.73	800	D	48.6	0.75	825	C	20.4	0.71	650
	WBR	1000	B	16.2	0.22	150	B	16.1	0.33	200	B	12.7	0.33	175	A	1.8	0.32	50
	NBL	185	D	53.0	0.35	100	E	55.6	0.50	150	E	69.7	0.74	225	F	106.2	0.92	250
	NBT	N/A	E	78.2	0.45	100	E	78.2	0.53	150	E	78.0	0.54	150	F	92.7	0.67	175
	NBR	350	A	5.6	0.44	25	B	16.3	0.60	75	C	23.6	0.73	125	D	45.4	0.87	250
	SBL	400	E	55.3	0.46	150	E	57.4	0.58	200	E	58.0	0.60	225	E	69.0	0.70	225
	SBT/R	N/A	E	65.3	0.59	150	F	94.8	0.86	275	F	108.6	0.93	275	F	126.3	0.99	275
	Int. Total		C	34.9			E	77.1			F	94.2			E	67.0		
HWY 441 at NW 167th Blvd	EBL	275	A	1.7	0.20	25	A	4.9	0.33	25	B	12.2	0.34	25	B	10.1	0.34	25
	EBT	N/A	A	5.7	0.56	300	A	7.7	0.80	950	D	36.0	0.99	950	C	27.7	0.92	950
	EBR	300									A	2.1	0.12	25	A	1.4	0.11	25
	WBL	275	A	4.0	0.02	25	A	4.8	0.05	25	F	102.0	1.00	450	D	46.6	0.70	150
	WBT	N/A	B	11.5	0.46	300	B	15.2	0.66	525	B	11.0	0.62	425	B	11.0	0.62	425
	WBR	300	A	1.4	0.21	50	A	1.4	0.21	50	A	1.0	0.20	25	A	1.0	0.20	25
	NBL	N/A									E	71.5	0.37	100	E	64.7	0.19	50
	NBR	N/A									D	43.4	0.49	225	D	50.6	0.58	225
	SBL	300	F	192.9	1.24	550	F	192.9	1.24	550	F	94.7	0.88	225	F	94.7	0.88	225
	SBR	N/A	B	13.7	0.35	75	B	13.7	0.35	75	C	23.9	0.36	100	C	23.9	0.36	100
	Int. Total		C	23.5			C	21.9			C	32.9			C	26.4		

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

* The results provided for the 441/167th intersection Buildout w/ Improvements are based on 350 KSF Shopping Center Buildout.

Table 4: PM Intersection Analysis Summary

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				2035 Background				2035 Build-out				2035 Build-out w/ Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Non-signalized Intersections																		
HWY 441 at Santa Fe High School (5:00 PM to 6:00 PM)	EBL	375	C	22.6	0.02	0	C	24.1	0.02	25	D	33.4	0.02	25				
	WBL (U-turn)	N/A	A	9.8	0.00	0	A	10.0	0.00	0	B	10.8	0.01	0				
	SBL	N/A	E	46.2	0.12	25	F	50.3	0.13	25	F	77.3	0.19	25				
	SBR	50	C	15.7	0.02	0	C	16.2	0.02	0	C	18.9	0.02	25				
	Int. Total			1.7				2.1				0.4						
HWY 441 at Santa Fe High School (School Let Out Peak)	EBL	375	C	21.7	0.03	25	C	24.2	0.03	25	D	32.0	0.05	25				
	WBL (U-turn)	N/A	B	11.0	0.01	0	B	11.4	0.01	0	B	12.5	0.01	0				
	SBL	N/A	F	90.6	0.25	25	F	919.3	1.37	75	F	194.6	0.45	50				
	SBR	50	C	19.9	0.04	25	C	21.4	0.04	25	D	25.6	0.05	25				
	Int. Total			3.8				5.2				1.0						
HWY 441 at KFC DW	NBR	N/A	B	13.7	0.05	25	C	18.4	0.07	25	D	28.0	0.12	25				
	Int. Total			0.1				0.1				0.1						
NW 173rd St at CR 235	EBL	N/A	A	8.3	0.09	25	A	8.4	0.11	25	A	8.7	0.13	25				
	SBL/R	N/A	B	14.8	0.37	50	C	18.8	0.55	75	E	38.4	0.83	200				
	Int. Total			0.1				0.1				14.9						
NW 173rd St at Peggy Rd	EBL	300	C	21.2	0.22	25	F	88.8	0.74	100	F	298.5	1.28	175	F	76.9	0.69	100
	EBT	N/A	C	17.1	0.17	25	D	32.2	0.41	25	F	53.3	0.56	75	E	48.8	0.53	75
	EBR	50	A	9.7	0.04	25	B	10.5	0.07	25	B	11.5	0.08	25	B	11.5	0.08	25
	WBL/T/R	N/A	C	18.6	0.31	25	F	86.2	0.89	175	F	313.2	1.47	300				
	WBL	N/A													F	90.4	0.58	75
	WBT/R	N/A													D	34.5	0.52	75
	NBL	N/A	A	8.1	0.05	25	A	8.6	0.08	25	A	9.0	0.08	25	A	9.0	0.08	25
	SBL	N/A	A	7.9	0.03	25	A	8.3	0.05	25	A	8.6	0.05	25	A	8.6	0.05	25
	Int. Total			39.5				58.2				63.0				15.5		
NW 173rd St at Prposed Access A	WBL/R	N/A									D	30.8	0.49	75				
	SBL	N/A									A	9.1	0.03	25				
	Int. Total											3.5						
NW 173rd St at Prposed Access B	WBL/R	N/A									B	13.5	0.07	25				
	SBL	N/A									A	8.9	0.04	25				
	Int. Total											0.7						
NW 173rd St at Prposed Access C	WBL/R	N/A									B	13.5	0.07	25				
	SBL	N/A									A	9.0	0.04	25				
	Int. Total											0.7						
NW 173rd St at NW 162nd Lane	WBL/R	N/A	B	11.6	0.02	25	B	14.4	0.03	25	C	16.5	0.04	25				
	SBL	N/A	A	8.3	0.00	0	A	8.8	0.00	0	A	9.1	0.00	0				
	Int. Total			0.1				0.2				0.2						
CR 235A at Santa Fe High School (5:00 PM to 6:00 PM)	WBL	N/A	A	9.5	0.03	25	A	9.9	0.03	25	B	10.2	0.04	25				
	WBR	200	A	8.7	0.00	0	A	9.0	0.00	0	A	9.1	0.00	0				
	SBL	N/A	A	7.6	0.00	25	A	7.7	0.00	0	A	7.7	0.00	0				
	Int. Total			0.5				0.7				0.9						
CR 235A at Santa Fe High School (School Let Out Peak)	WBL	N/A	B	12.3	0.23	25	B	14.9	0.29	25	C	15.9	0.31	25				
	WBR	200	A	9.4	0.01	0	B	10.1	0.01	0	B	10.3	0.01	0				
	SBL	N/A	A	7.8	0.00	0	A	8.1	0.00	0	A	8.1	0.00	0				
	Int. Total			2.0				2.8				3.0						
CR 235 at NW 140th St	WBL	N/A	C	24.3	0.08	25	D	29.8	0.13	25	E	37.2	0.16	25				
	WBR	725	B	11.5	0.34	25	B	12.8	0.43	50	B	13.1	0.44	50				

	SBL	N/A	A	8.3	0.19	25	A	8.5	0.22	25	A	8.9	0.26	25				
	Int. Total			4.2				5.7				6.0						
NW 140th St at Peggy Rd	EBL	N/A	C	18.0	0.21	25	D	27.7	0.41	50	D	32.7	0.46	50				
	NBL	N/A	A	8.7	0.05	25	A	9.1	0.06	25	A	9.3	0.07	25				
	Int. Total			2.2				2.8				3.2						

Table 4: PM Intersection Analysis Summary (continued)

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				2035 Background				2035 Build-out				2035 Build-out w/ Improvements			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Signalized Intersections																		
HWY 441 at NW 173rd St	EBL	375	F	81.2	0.28	75	F	84.2	0.37	75	F	84.2	0.37	75	F	119.6	0.62	100
	EBT	N/A	C	23.1	0.50	425	C	34.5	0.78	750	D	42.5	0.88	875	D	43.3	0.89	875
	EBR	250	A	0.2	0.10	0	A	1.4	0.16	25	A	3.7	0.21	50	A	3.7	0.21	50
	WBL	350	E	67.2	0.71	200	E	65.0	0.82	200	F	86.9	0.94	250	F	105.0	0.99	325
	WBT	N/A	D	43.3	0.74	1000	F	104.1	1.13	1475	F	112.4	1.21	1575	F	93.3	1.16	1750
	WBR	1000	A	6.0	0.08	25	A	6.3	0.12	25	A	0.2	0.13	0	A	0.5	0.13	25
	NBL	185	E	62.6	0.45	150	E	75.3	0.68	200	F	915.0	0.84	250	F	104.5	0.90	275
	NBT	N/A	F	91.9	0.51	100	F	102.3	0.67	150	F	101.9	0.67	175	F	97.8	0.64	150
	NBR	350	C	23.3	0.68	75	D	38.9	0.85	200	E	75.9	1.01	300	E	65.4	0.97	300
	SBL	400	E	70.1	0.64	200	F	94.4	0.89	300	F	103.3	0.94	325	F	116.9	0.99	350
	SBT/R	N/A	E	62.0	0.62	100	F	105.9	0.91	200	F	130.1	1.00	225	F	124.0	0.98	225
	Int. Total		D	38.7			E	74.5			F	83.5			E	76.2		
HWY 441 at NW 167th Blvd	EBL	275	F	103.2	1.01	175	F	216.6	1.31	300	F	210.1	1.36	300	E	74.9	0.99	250
	EBT	N/A	A	4.5	0.48	150	A	4.8	0.70	175	F	106.5	1.12	725	D	52.1	0.96	700
	EBR	300									A	5.1	0.09	25	A	0.5	0.04	0
	WBL	275	A	4.0	0.00	25	A	4.0	0.01	25	F	149.2	1.19	925	E	65.9	0.72	350
	WBT	N/A	B	18.9	0.74	675	E	64.4	1.06	1650	E	77.9	1.09	1675	E	73.3	1.08	1650
	WBR	300	A	1.5	0.28	50	A	3.6	0.29	75	A	4.7	0.30	100	A	4.4	0.30	100
	NBL	N/A									F	161.1	1.16	600	F	80.4	0.75	225
	NBR	N/A									D	54.7	0.89	850	E	78.0	0.97	850
	SBL	300	F	119.1	0.95	400	F	119.1	0.95	400	E	64.1	0.44	175	E	73.6	0.60	175
	SBR	N/A	C	21.7	0.12	50	C	21.7	0.12	50	A	0.3	0.06	0	A	0.3	0.06	0
	Int. Total		C	22.5			D	47.1			F	92.8			E	63.4		

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

* The results provided for the 441/167th intersection Buildout w/ Improvements are based on 350 KSF Shopping Center Buildout.

Based on the results provided in **Tables 3** and **4**, the following deficiencies occur during the buildout scenarios.

US HWY 441/NW 173rd Street Intersection

The northbound left 95th percentile queue length exceeds the storage length during the AM buildout peak hour. A dual northbound left-turn lane is recommended at this intersection with the Briarwood development which is located on the north side of HWY 441, west of NW 173rd Street. This improvement is provided in the developer's agreement during a future phase of development. The future left turn lane will be sufficient to accommodate traffic from the Tomoka Hills development.

The intersection operates with a LOS of F under both the AM and PM buildout conditions. Signal timings were adjusted and results provided under the w/ improvements column. The results demonstrate that the deficiencies can be corrected with signal timing adjustments alone.

US HWY 441/NW 167th Boulevard

Under the buildout condition during the PM peak the following deficiencies caused by the addition of project traffic occur:

- The eastbound through operates with volumes exceeding capacity.
- The westbound left operates with volumes exceeding capacity and a 95th percentile queue length of 925 FT which exceeds capacity.
- The northbound left turn lane operates with volumes exceeding capacity.
- The intersection, as a whole, operates with a LOS of F.

To mitigate these deficiencies the following improvements are recommended:

- Provide a 2nd northbound left-turn lane a minimum of 225 FT in length.
- Provide a 2nd westbound left-turn lane and extend the dual left turn lanes to approximately 575 FT in length.

These improvements are recommended to be included with the phase where half of the site is developed, which is equivalent to 857 PM peak hour trips. The threshold documentation is provided at the end of **Appendix J**.

Even with the improvements provided above, the HWY 441/NW 167th Blvd intersection continues to operate with deficiencies when the Shopping Center develops beyond 350 KSF. Therefore, it is recommended that the development does not exceed 350 KSF of development or a 2nd connection from the development to US HWY 441 is provided to allow an alternative access for the westbound lefts and northbound rights. This does not need to be a direct connection from the development to US HWY 441, for example, a connection to the parallel access fronting KFC and Burger King would be sufficient. The threshold documentation is provided at the end of **Appendix J**.

NW 173rd Street/Peggy Road

Under the buildout condition during the PM peak, the eastbound left and the westbound movements operate with volumes exceeding capacity. The following improvements are recommended to mitigate these deficiencies.

- Install a 425 FT westbound left turn lane.
- Install a 375 FT northbound left turn lane.
- Install a 375 FT southbound left turn lane
- Provide a median wide enough to allow a two-stage left turn movement from the side street (minimum of 16 FT in width)

These recommendations should be provided concurrently with the phase of development where ¼ or 428 trips during the PM peak are generated. This threshold is provided at the end of **Appendix J**.

6. CONCLUSIONS AND RECOMMENDATIONS

The following improvements are recommended to support the project's traffic. The improvements provided below are recommended in future phases of the development. A cumulative trip generation should be provided with each phase of development to demonstrate whether the improvement should be provided with that specific phase. Since the buildout used in the analysis is 2035, an updated TIA should be provided to support any development that occurs beyond 2035.

NW 173rd Street/Peggy Road

- Install a 425 FT westbound left turn lane.
- Install a 375 FT northbound left turn lane.
- Install a 375 FT southbound left turn lane
- Provide a median wide enough to allow a two-stage left turn movement from the side street (minimum of 16 FT in width)

These recommendations should be provided concurrently with the phase of development where ¼ or 428 trips during the PM peak are generated. The threshold documentation is provided at the end of **Appendix J**.

NW 173rd Street/Access A

- Provide a 350 FT northbound right turn lane.
- Provide a 375 FT southbound left turn lane.

These improvements should be provided concurrently with the Access A connection.

NW 173rd Street/Access B

- Provide a 375 FT southbound left turn lane.

This improvement should be provided concurrently with the Access B connection.

NW 173rd Street/Access C

- Provide a 375 FT southbound left turn lane.

This improvement should be provided concurrently with the Access C connection.

HWY 441/NW 167th Blvd

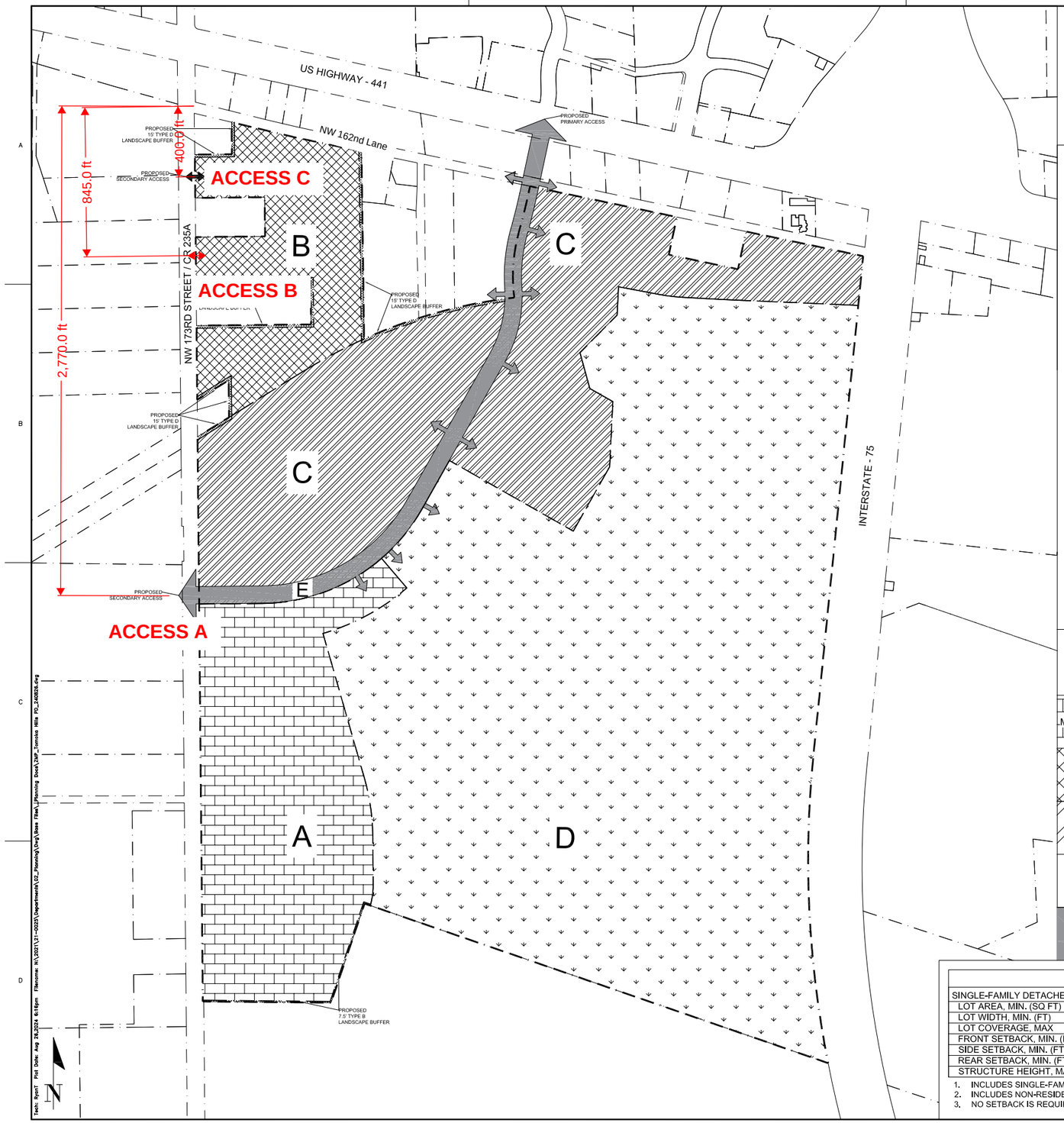
- Provide a 2nd 225 FT northbound left turn lane.
- Provide a 2nd westbound left-turn lane and extend the dual left turn lanes to approximately 575 FT in length.

These improvements are recommended to be included with the phase here half of the site is developed, which is equivalent to 857 PM peak hour trips. The threshold documentation is provided at the end of **Appendix J**.

It is recommended that the development does not exceed 350 KSF of development or a 2nd connection from the development to US HWY 441 is provided to allow an alternative access for the westbound lefts and northbound rights. This does not need to be a direct connection from the development to US HWY 441, for example, a connection to the parallel access fronting KFC and Burger King would be sufficient. The threshold documentation is provided at the end of **Appendix J**.

Appendix A
Concept Plan

Attachment A - Master Plan



TOMOKA HILLS

PLANNED DEVELOPMENT

MASTER PLAN

GENERAL NOTES

1. **LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THE PD-R MASTER PLAN. THE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: RECREATIONAL TRAILS, PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, AND COMMON/OPEN SPACE. PERMITTED USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.
2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF TWO PHASES. PHASE 1 SHALL INCLUDE THE OFFICE, GOLF COURSE, AND ACCESSORY USES. PHASE 2 SHALL INCLUDE THE REMAINING ENTITLEMENTS AND MAY BE DEVELOPED ACCORDING TO MARKET CONDITIONS. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD-R PLAN TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH PHASE OR UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD-R MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD-R MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
5. **CIRCULATION.** THE CIRCULATION CONFIGURATION IS IDENTIFIED AS LAND USE AREA E AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS ARE INTENDED TO REMAIN PRIVATE AND BE CONSISTENT WITH THE TYPICAL SECTION WITHIN THE MASTER PLAN. ROADWAYS SHALL BE REQUIRED TO MEET THE APPLICABLE LDR DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(b)(**ii**). THE INTERNAL ROADWAYS NOT SHOWN ON THE PD-R MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND DO NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
6. **LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R DISTRICT, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE, AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
7. **ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
8. **BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 20'-WIDE EASEMENT FOR A PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(b)(**ii**) TO ENHANCE PEDESTRIAN CIRCULATION. IN NO CASE SHALL A BLOCK FACE EXCEED 1,000' IN LENGTH. TRAFFIC CALMING MEASURES THAT MAY BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR OTHER ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, ETC. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE UNDERSTANDING HAS BEEN REACHED WITH CITY OF ALACHUA PUBLIC SERVICES.
9. **ARCHITECTURAL STANDARDS.** ARCHITECTURAL VARIABILITY STANDARDS AS SET OUT IN SECTION 4.3.1 (A)(4)(D) ARE APPLICABLE TO SINGLE FAMILY DETACHED DWELLINGS, DESIGN FEATURES AS REQUIRED BY USE-SPECIFIC STANDARDS IN SECTION 4.3.1 (A)(3)(D) ARE APPLICABLE TO SINGLE FAMILY ATTACHED, TOWNHOUSE, AND TWO- TO FOUR-FAMILY DWELLINGS.
10. **ROADWAY STANDARDS.** REGARDLESS OF OWNERSHIP OR MAINTENANCE OF STREETS, ALL SIDEWALKS AND CROSSWALKS WILL MEET FDOT DESIGN MANUAL CHAPTER 222 PEDESTRIAN FACILITIES, UNLESS OTHERWISE STIPULATED IN THE PD-R MASTER PLAN.
11. **ENVIRONMENTAL ASSESSMENT.** AN ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED AT TIME OF FINAL PD-R PLAN/ FINAL PLAT/ SITE PLAN APPROVAL THAT INCLUDES A 100% GOPHER TORTOISE AND BURROWING OWL SURVEY. A CONDITION WILL BE REQUIRED THAT STANDARD MEASURES OF PROTECTION FOR EASTERN INDIGO SNAKES, IF APPLICABLE.
12. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS WILL BE REQUIRED AT TIME OF FINAL PD PLAN/ PRELIMINARY PLAT/ SITE PLAN APPROVAL.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, AND INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.55-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 100 UNITS (2 DU/AC)	46.73 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 350 UNITS (15 DU/AC)	22.27 (6%)
C: MIXED USE	GROUP LIVING, SELF-SERVICE STORAGE, AND ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMUNITY/ AMENITY CENTER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), RETAIL SALES AND SERVICES, OFFICE, PARKS AND RECREATIONAL AREAS/TRAILS, RESTAURANTS (WITH AND WITHOUT DRIVE-THRU), MICROBREWERY, PUBLIC OR PRIVATE GOLF COURSE, CLUBHOUSE, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL	RESIDENTIAL: 300 UNITS (12 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.33 FAR)	78.68 (23%)
D: COMMON AREA/ RECREATION	COMMON OPEN SPACE, BUFFER, RECREATIONAL TRAILS, CLUBHOUSE, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC AND/OR PRIVATE PARKS, PUBLIC OR PRIVATE GOLF COURSE, RESOURCE-BASED RECREATION USES, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, INFRASTRUCTURE, AND SINGLE-FAMILY RESIDENTIAL AS AN ACCESSORY TO A GOLF COURSE	RESIDENTIAL: 10 UNITS (0.05 DU/AC) NON-RESIDENTIAL: 200,000 SF	197.87 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED:		SINGLE-FAMILY ATTACHED[1]:		MULTIPLE-FAMILY:		NON-RESIDENTIAL[2]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[3]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[3]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[3]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
2. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
3. NO SETBACK IS REQUIRED, HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.

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Professional Consultants

SCALE: 1" = 300'
VERIFY SCALE BAR IS CORRECT FOR PLOTTED SIZE. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/RECORD REVISIONS:

SUBMITALS: SUBMIT PD APPLICATION – AUGUST 29, 2024

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Appendix B
Methodology Letter

October 15, 2024

Thomas Strom, PE
Transportation Engineering Manager
Alachua County Public Works
5620 NW 120th Lane, Gainesville, FL 32653

Justin Tabor
Principal Planner
City of Alachua
15100 NW 142nd Terrace
Alachua, FL 32616

RE: Traffic Impact Analysis Methodology – Tomoka Hills, in Alachua County, FL

Dear Thomas, Justin,

CHW is preparing a Traffic Impact Analysis (TIA) for the proposed Tomoka Hills development. The site is approximately 345.55 acres located south of US HWY 441 between NW 173rd St(CR 225A) and I-75. CHW has prepared a traffic impact analysis for the office land uses, with a single access to/from US HWY 441 via NW 167th Blvd. This study, along with the engineering site plans have been approved and construction is underway. Additionally, CHW has provided traffic analysis and coordinated with FDOT for the redesign of the US HWY 441/NW 173rd Street intersection. This full access intersection is being modified to a signalized thru-cut intersection where the side street through movements along NW 167th Blvd are prohibited.

This letter provides the methodology to analayze the impacts of the full Tomoka Hills site based on the Tomoka Hills Master Plan. The Tomoka Hills Master Plan includes the following maximum buildout:

- Single family homes – 110 dwelling units
- 2 X multifamily home developments – 350 dwelling units and 300 dwelling units
- Non-residential development – 540,000 square feet
    - 140,000 SF will be office land use and the remaining 400,000 square feet will be assumed to be retail for the purpose of this analysis.
- Non-residential recreational development – 200,000 square feet
    - The recreation development will be ancillary to the office land use.

For the purpose of the TIA, a full site buildout year of 2035 will be used to forecast the traffic volumes. It will be recommended in the TIA that any development phase that occurs after 2035 should require an updated traffic impact analysis. The Tomoka Hill Master Plan is provided in **Attachment A**.

The following connections are proposed with this project, as illustrated in **Attachment A**:

- US HWY 441 at NW 167th Boulevard - This intersection is being modified to a signalized thru-cut intersection undergoing final permit approval with FDOT.

- NW 173rd Street (CR 235A) at the proposed NW 167th Boulevard South intersection, located approximately 2,770 FT south of NW 162nd Lane
- NW 173rd Street (CR 235A) at a proposed full access intersection, located approximately 845 FT south of NW 162nd Lane
- NW 173rd Street (CR 235A) at a proposed full access intersection, located approximately 400 FT south of NW 162nd Lane

Study Area

In April of 2024, CHW coordinated with the City of Alachua and Alachua County and agreed to the following intersection study area. The study area correspondence and study area map are provided in **Attachment B**.

- All proposed site access intersections listed above
- US HWY 441 at NW 173rd St (CR 235A)
- US HWY 441 at Santa Fe Driveway
- US HWY 441 at KFC Driveway located 340 FT east of NW 167th Blvd
- NW 173rd St (CR 235A) at CR 235
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054)
- NW 173rd St (CR 235A) at Santa Fe Highschool Driveway
- CR 235 at NW 140th St (CR 241)
- CR 235 at Peggy Rd (CR 2054)

Trip Generation

The trip generation for the site is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. The estimated trip generation is provided below. The trip generation documentation is provided in **Attachment C**.

Tomoka Hills (Full Buildout) -Trip Generation											
Land Use	**Land Use Area**	**ITE LU Code**	**Variable Type**	**Variable Quantity**	**Daily**	**AM Peak**			**PM Peak**		
						Total	**In**	**Out**	**Total**	**In**	**Out**
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction [3]					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction [3]					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction [3]					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***

(1) The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.

(2) The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios. The pass-by rate used for the analysis will be equal to or less than what is provided in this table because the inbound and outbound pass-by trips will be reduced so that the project trips balance out between intersections.

Data Collection

Turning movement counts will be collected on a Tuesday, Wednesday, or Thursday while the UF and Alachua County Public Schools are in session. All counts will include passenger vehicle, pedestrian, bicycles, and truck traffic. The count locations are illustrated in **Attachment B**:

Turning movement counts will be collected during the AM peak two hours 7:00 AM to 9:00 AM and PM peak two hours 4:00 PM to 6:00 PM at the following intersections:

- US HWY 441 at NW 173rd St (CR 235A)
- US HWY 441 at NW 167th Blvd
- US HWY 441 at KFC Driveway
- NW 173rd St (CR 235A) at CR 235
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054)
- NW 173rd St (CR 235A) at Santa Fe Highschool Driveway
- CR 235 at NW 140th St (CR 241)
- CR 235 at Peggy Rd (CR 2054)

Turning movement counts will be collected during the AM peak two hours 7:00 AM to 9:00 AM and PM peak two hours 3:00 PM to 6:00 PM at the following intersections, to capture school arrival and departure peaks:

- US HWY 441 at Santa Fe Highschool Driveway
- NW 173rd St (CR 235A) at Santa Fe Highschool Driveway

A 14-hour (6:00 AM to 8:00 PM) turning movement count will be collected at the following intersection. This turning movement count will be used to analyze all access intersections along NW 173rd St and provide the counts used for a signal warrant analysis at the NW 173rd St access intersections, if necessary.

- NW 173rd St (CR 235A) at NW 162nd Lane

Background Forecast

A peak season factor and historical growth rates will be derived from FDOT Traffic Online data. The background traffic will be forecasted to the anticipated buildout year of 2035. A minimum 1.0% growth rate will be applied where the calculated historic growth rate is less than 1.0%. A 2.0% growth rate will be applied to roadways where historical ADT is not available.

Trip Distribution

CHW will coordinate with a professional consultant to provided a trip distribution using the Gainesville Urbanized Area Transportation Study (GUATS) model. The project trip assignment will be based on the results from the GUATS model.

Analysis

Turn Lane Warrant Analysis – Left and right-turn lane warrant analyses, where applicable, will be performed at all site access intersections. The turn lane warrant analyses for the proposed site access intersections on NW 173rd St (CR 235A) will be based on guidelines from both the Alachua County Unified Land Development Code and the FDOT Access Management Guidebook, latest edition.

Intersection Analysis - An intersection analysis will be performed at all study intersecitons during the AM and PM peak hours of adjacent street traffic, and during the arrival and departure peak hours at the Santa Fe Highschool access intersections, under the following conditions:

- Existing condition
- Background condition
- 2035 Build-out condition
- 2035 Build-out with improvements condition (if applicable)

The intersection operation analysis will provide the delay, LOS, V/C, and 95th percentile queue length of each intersection movement as well as the intersection, as a whole. The stop-controlled intersection will be analyzed using HCS 2024 and the signalized intersection will be analyzed using Synchro 11. The analysis reports will be provided in the appendices. Any needed roadway modifications based on this analysis will be identified and modeled to demonstrate that the improvement mitigates the deficiency.

Traffic Signal Warrant Analysis – A traffic signal warrant analysis will be performed at the access intersection(s) along NW 173rd St (CR 235A) if the intersection(s) opertate with either of the following deficiencies as a stop-controlled intersection under the buildout condition:

- Volume to capacity exceeding 1.0 for any intersection movement
- A level of service of F for the NW 173rd St (CR 235A) through movements or intersection total

The recommended offsite intersection improvements and signalization improvements, if warranted, will include thresholds based on the phase of development that causes the need for the improvement. For, example a left-turn lane may be warranted at an offsite intersection with the phase providing the 400th dwelling unit or with the phase providing 200 KSF of retail, whichever comes first. Additionally, It will be recommended in the TIA that any development phase that occurs after 2035 should require an updated traffic impact analysis.

Report

A draft report, including the following, at a minimum, will be submitted for review and comment.

- Executive Summary
- Study Area Map
- Trip Generation
- Data Collection
- Background Forecast
- Trip Distribution
- Analysis
    - Left and Right Turn-lane Warrant Analysis
    - Intersection Analysis
    - Traffic Signal Warrant Analysis, if required
- Conclusion and Recommendations
- Appendices with Supporting Documentation

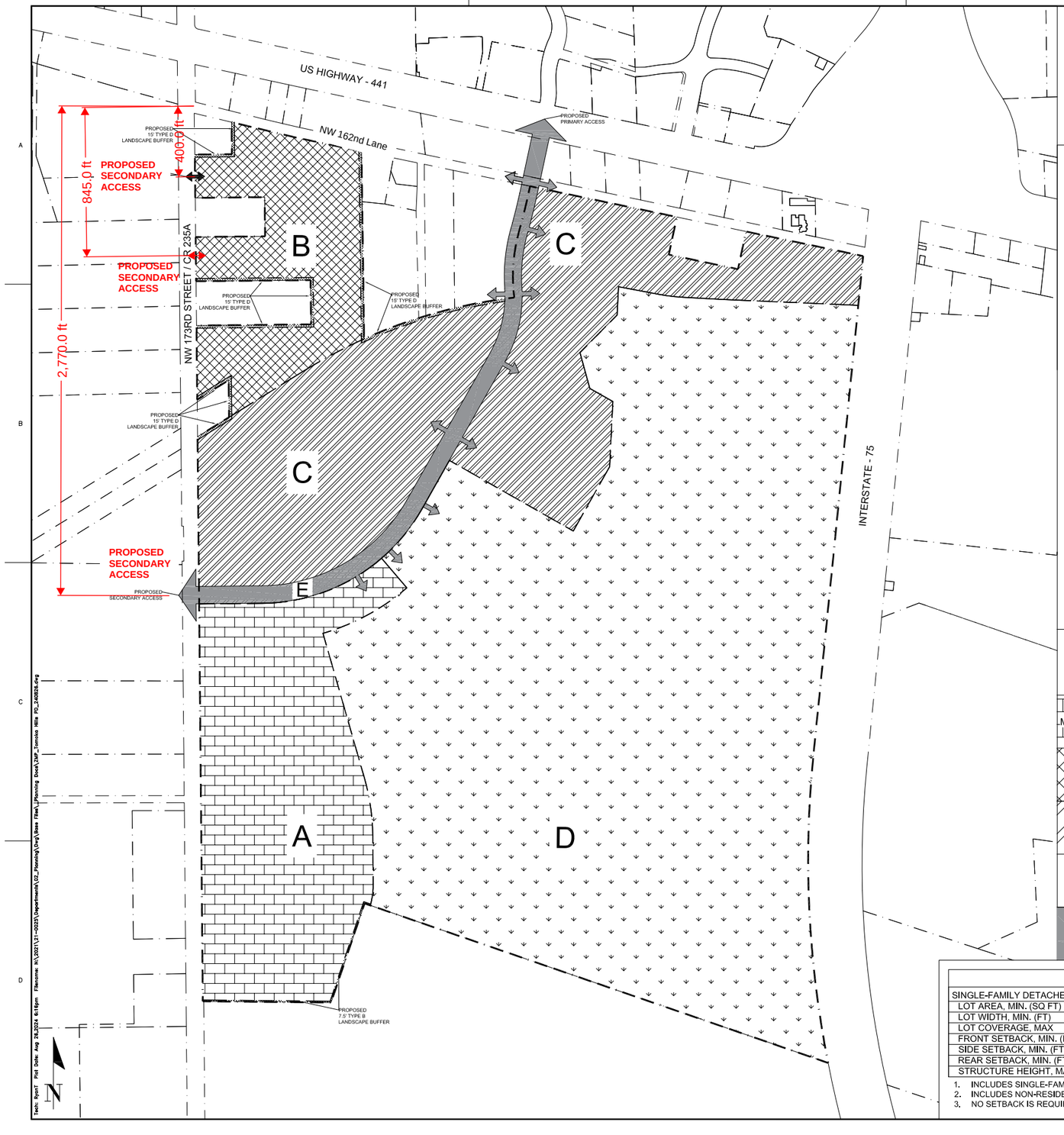
Following any revisions, based on staff comments, we will prepare a final signed and sealed report. Please provide concurrence if you agree with this methodology. Thank you for your review and consideration.

Sincerely,
CHW

Brian Snyder, P.E.
Project Manager

N:\2021\21-0025\Departments\04_Engineering\04_Traffic\1_241010_Updated TIA\Reports\METHODOLOGY\LETTER 241015 Tomoka Hills Methodology Letter.docx

Attachment A - Master Plan



TOMOKA HILLS
PLANNED DEVELOPMENT
MASTER PLAN

GENERAL NOTES

1. **LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THE PD-R MASTER PLAN. THE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: RECREATIONAL TRAILS, PARKS, STORMWATER MANAGEMENT FACILITIES, VEHICULAR CIRCULATION AND PARKING, AND COMMON/OPEN SPACE. PERMITTED USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.
2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF TWO PHASES. PHASE 1 SHALL INCLUDE THE OFFICE, GOLF COURSE, AND ACCESSORY USES. PHASE 2 SHALL INCLUDE THE REMAINING ENTITLEMENTS AND MAY BE DEVELOPED ACCORDING TO MARKET CONDITIONS. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD-R PLAN TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH PHASE OR UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD-R MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD-R MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
5. **CIRCULATION.** THE CIRCULATION CONFIGURATION IS IDENTIFIED AS LAND USE AREA E AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS ARE INTENDED TO REMAIN PRIVATE AND BE CONSISTENT WITH THE TYPICAL SECTION WITHIN THE MASTER PLAN. ROADWAYS SHALL BE REQUIRED TO MEET THE APPLICABLE LDR DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(b)(**ii**). THE INTERNAL ROADWAYS NOT SHOWN ON THE PD-R MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND DO NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
6. **LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R DISTRICT, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE, AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
7. **ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
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9. **ARCHITECTURAL STANDARDS.** ARCHITECTURAL VARIABILITY STANDARDS AS SET OUT IN SECTION 4.3.1 (A)(4)(D) ARE APPLICABLE TO SINGLE FAMILY DETACHED DWELLINGS, DESIGN FEATURES AS REQUIRED BY USE-SPECIFIC STANDARDS IN SECTION 4.3.1 (A)(3)(D) ARE APPLICABLE TO SINGLE FAMILY ATTACHED, TOWNHOUSE, AND TWO- TO FOUR-FAMILY DWELLINGS.
10. **ROADWAY STANDARDS.** REGARDLESS OF OWNERSHIP OR MAINTENANCE OF STREETS, ALL SIDEWALKS AND CROSSWALKS WILL MEET FDOT DESIGN MANUAL CHAPTER 222 PEDESTRIAN FACILITIES, UNLESS OTHERWISE STIPULATED IN THE PD-R MASTER PLAN.
11. **ENVIRONMENTAL ASSESSMENT.** AN ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED AT TIME OF FINAL PD-R PLAN/ FINAL PLAT/ SITE PLAN APPROVAL THAT INCLUDES A 100% GOPHER TORTOISE AND BURROWING OWL SURVEY. A CONDITION WILL BE REQUIRED THAT STANDARD MEASURES OF PROTECTION FOR EASTERN INDIGO SNAKES, IF APPLICABLE.
12. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS WILL BE REQUIRED AT TIME OF FINAL PD PLAN/ PRELIMINARY PLAT/ SITE PLAN APPROVAL.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, AND INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.55-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 100 UNITS (2 DU/AC)	46.73 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 350 UNITS (15 DU/AC)	22.27 (6%)
C: MIXED USE	GROUP LIVING, SELF-SERVICE STORAGE, AND ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMUNITY/ AMENITY CENTER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), RETAIL SALES AND SERVICES, OFFICE, PARKS AND RECREATIONAL AREAS/TRAILS, RESTAURANTS (WITH AND WITHOUT DRIVE-THRU), MICROBREWERY, PUBLIC OR PRIVATE GOLF COURSE, CLUBHOUSE, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL	RESIDENTIAL: 300 UNITS (12 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.33 FAR)	78.68 (23%)
D: COMMON AREA/ RECREATION	COMMON OPEN SPACE, BUFFER, RECREATIONAL TRAILS, CLUBHOUSE, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC AND/OR PRIVATE PARKS, PUBLIC OR PRIVATE GOLF COURSE, RESOURCE-BASED RECREATION USES, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, INFRASTRUCTURE, AND SINGLE-FAMILY RESIDENTIAL AS AN ACCESSORY TO A GOLF COURSE.	RESIDENTIAL: 10 UNITS (0.05 DU/AC) NON-RESIDENTIAL: 200,000 SF	197.87 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED:		SINGLE-FAMILY ATTACHED[1]:		MULTIPLE-FAMILY:		NON-RESIDENTIAL[2]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[3]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[3]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[3]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
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3. NO SETBACK IS REQUIRED. HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.

11801 Research Drive
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(352) 331-1976
www.chw-inc.com
est. 1980 FLORIDA CA-5075

SCALE: 1" = 300'
VERIFY SCALE BAR IS ACCURATE FOR PLOTTED SIZE. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.
0 1"

CONSTRUCTION/BID REVISIONS:

SUBMITTALS: SUBMIT PD APPLICATION – AUGUST 29, 2024

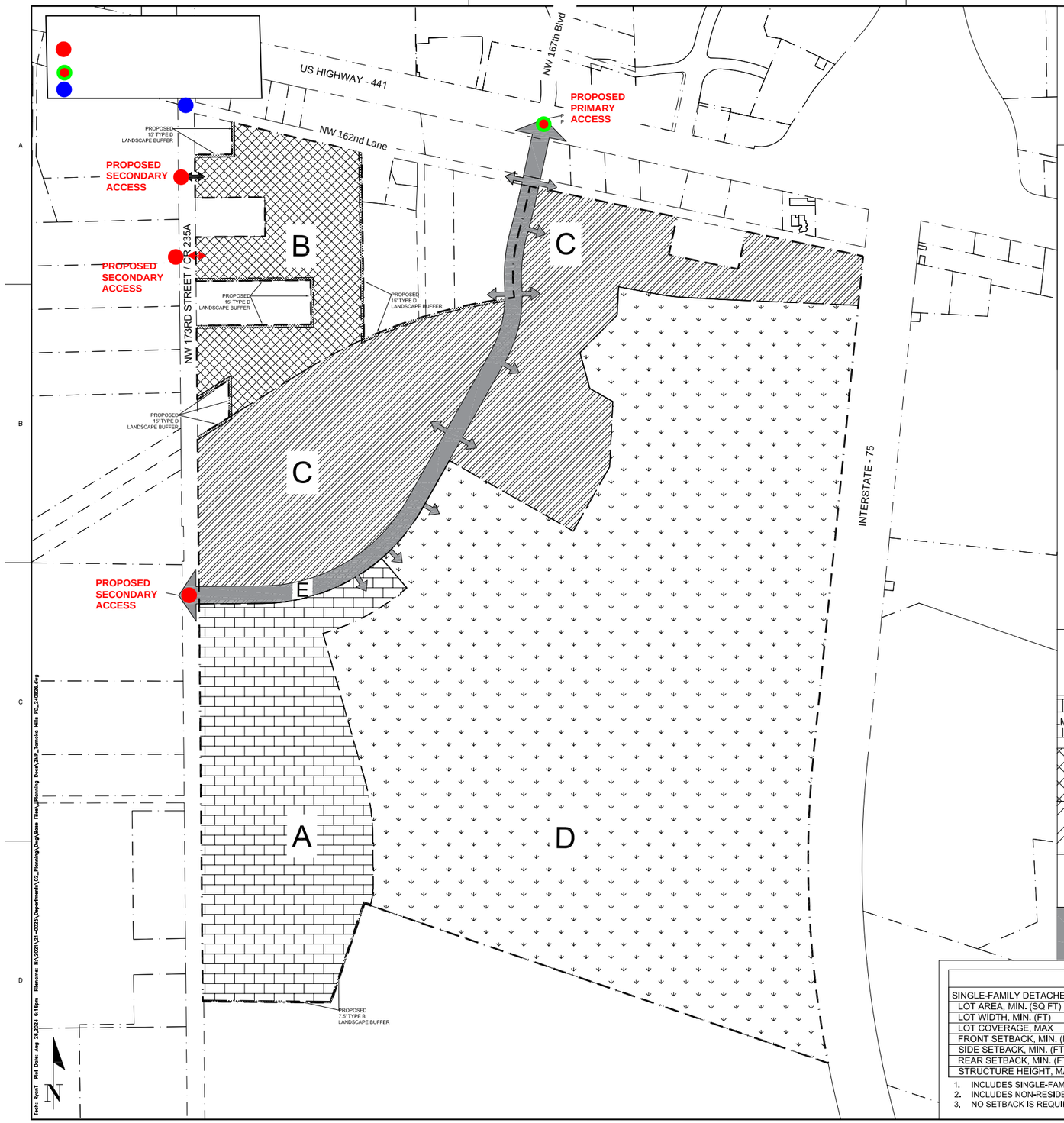
CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Tech: RyanT Plot Date: Aug 29,2024 8:16pm Filename: N:\2021\21-0025\Department\02_Planning\Proj\Base Files_Planning Dock\ZAP_Tomoka Hills PD_240824.dwg

Attachment B - Study Area



TOMOKA HILLS

PLANNED DEVELOPMENT

MASTER PLAN

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LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[3]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[3]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[3]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
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11801 Research Drive
Alachua, Florida 32615
(386) 462-3626
www.chw-inc.com
est. 1980 FLORIDA CA-15075
CHW Professional Consultants

SCALE: 1" = 300'
VERIFY SCALE BAR IS ACCURATE BEFORE SCALING DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

SUBMITALS: SUBMIT PD APPLICATION – AUGUST 29, 2024

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Tomoka Hills TIA Study Area

Figure 2 of 2

Offsite Intersections



Brian Snyder

From: Brian Snyder <brians@chw-inc.com>
Sent: Tuesday, April 23, 2024 9:24 AM
To: Thomas Strom
Cc: James Flegert; Shanghong Ding; Justin Tabor
Subject: RE: Tomoka Hill TIA

Thomas,

Thank you.

IMPORTANT: Note that my email address has changed to brian.snyder@nv5.com, please update your contact information accordingly.

Brian Snyder | Title | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | P: (386) 518-5154 | C: (352) 339-2938

CHW AN NV5 COMPANY

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

From: Thomas Strom <tstrom@alachuacounty.us>
Sent: Tuesday, April 23, 2024 8:16 AM
To: Brian Snyder <brians@chw-inc.com>
Cc: James Flegert <jflegert@alachuacounty.us>; Shanghong Ding <sding@alachuacounty.us>; Justin Tabor <ju_tabor@cityofalachua.org>
Subject: RE: Tomoka Hill TIA

Brian,

The following intersections related to county-maintained roads should be considered in the analysis. Please include the following intersections in the study.

a. CR 235A at CR 235
b. CR 235A at Santa Fe West Driveway (Sante Fe High School Entrance)
c. CR 235 At CR 241
d. CR 235 at CR 2054/Peggy Rd

From: Brian Snyder <brians@chw-inc.com>
Sent: Tuesday, April 16, 2024 3:17 PM
To: Thomas Strom <tstrom@alachuacounty.us>; Justin Tabor <ju_tabor@cityofalachua.org>
Cc: James Flegert <jflegert@alachuacounty.us>
Subject: RE: Tomoka Hill TIA

Thomas,

The intersections shown in the attachment are the intersections that will be significantly impacted by this development, and therefore included in the TIA study area. I propose collecting turning movement counts during

the AM and PM peak two hours at the 5 intersections indicated with the red circles. Please let me know if you concur with this study area and we will have the counts scheduled, or whether you need more information. We are trying to have these counts collected this UF school semester so the TIA can be completed during the summer.

Thank you,

Brian Snyder, PE | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | O: (386) 518-5154 | C: (352) 339-2938

CHW AN NV5 COMPANY

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

From: Thomas Strom <tstrom@alachuacounty.us>
Sent: Tuesday, April 16, 2024 1:10 PM
To: Brian Snyder <brians@chw-inc.com>; Justin Tabor <ju_tabor@cityofalachua.org>
Cc: James Flegert <jflegert@alachuacounty.us>
Subject: RE: Tomoka Hill TIA

Brian,

Alachua County requires counts to be done while both UF and AC Schools are in session.

Thomas Strom, PE
Transportation Engineering Manager
Public Works
5620 NW 120th Lane • Gainesville • FL • 32653
352-548-1223 (office) • 352-231-3932 (mobile) • 352-337-6243 (fax)

Alachua County, Florida
WHERE NATURE AND CULTURE MEET
COUNTY NEWS

PLEASE NOTE: Florida has a very broad public records law (F.S.119).
All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.

From: Brian Snyder <brians@chw-inc.com>
Sent: Tuesday, April 16, 2024 9:39 AM
To: Thomas Strom <tstrom@alachuacounty.us>; Justin Tabor <ju_tabor@cityofalachua.org>
Subject: RE: Tomoka Hill TIA

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thomas,

We got confirmation from the City that they would allow counts after the UF semester. Is the County also okay with this?

Thank you,

Brian Snyder, PE | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | O: (386) 518-5154 | C: (352) 339-2938

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

From: Brian Snyder
Sent: Wednesday, April 10, 2024 11:59 AM
To: Thomas Strom <tstrom@alachuacounty.us>; Justin Tabor <ju_tabor@cityofalachua.org>
Subject: Tomoka Hill TIA

Thomas, Justin,

Our office is in the planning stages of the attached Tomoka Hills development.

This development was coordinated with Jim Knight with FDOT to analyze the main site access on US HWY 441 aligned with the Publix Shopping Center. This T-intersection is being converted to a signalized thru cut, where through movements are prohibited at this intersection.

With multiple access points being proposed on NW 173rd St/CR 235A, we will be preparing a TIA for County and City of Alachua review.

Since we are approaching the end of the UF Spring Semester, 4/24 is the last full day for students, I wanted to confirm that we can collect turning movement counts outside of the UF semester but still during the Alachua County School semester. My opinion is that this should be acceptable given the distance from UF and the fact that we will apply a peak season factor for all analyses.

I would appreciate if you could please let me know at your earliest convenience.

Thank you,

Brian Snyder, PE | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | O: (386) 518-5154 | C: (352) 339-2938

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

Attachment C - Trip Generation

Tomoka Hills (Full Buildout) -Trip Generation											
Land Use	Land Use Area	ITE LU Code	Variable Type	Variable Quantity	Daily	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction [3]					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction [3]					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction [3]					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***

(1) The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.

(2) The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios. The pass-by rate used for the analysis will be equal to or less than what is provided in this table because the inbound and outbound pass-by trips will be reduced so that the project trips balance out.

Daily Internal Capture Rate Calculations

	Estimated Daily IC (Avg) [3]	AM IC Rate	PM IC Rate
Res.	0.112918321	0.0304878	0.195349
Office	0.096956169	0.08482143	0.109091
Shopping Center	0.051712359	0.04594595	0.057479

Single-Family Detached Housing
(210)

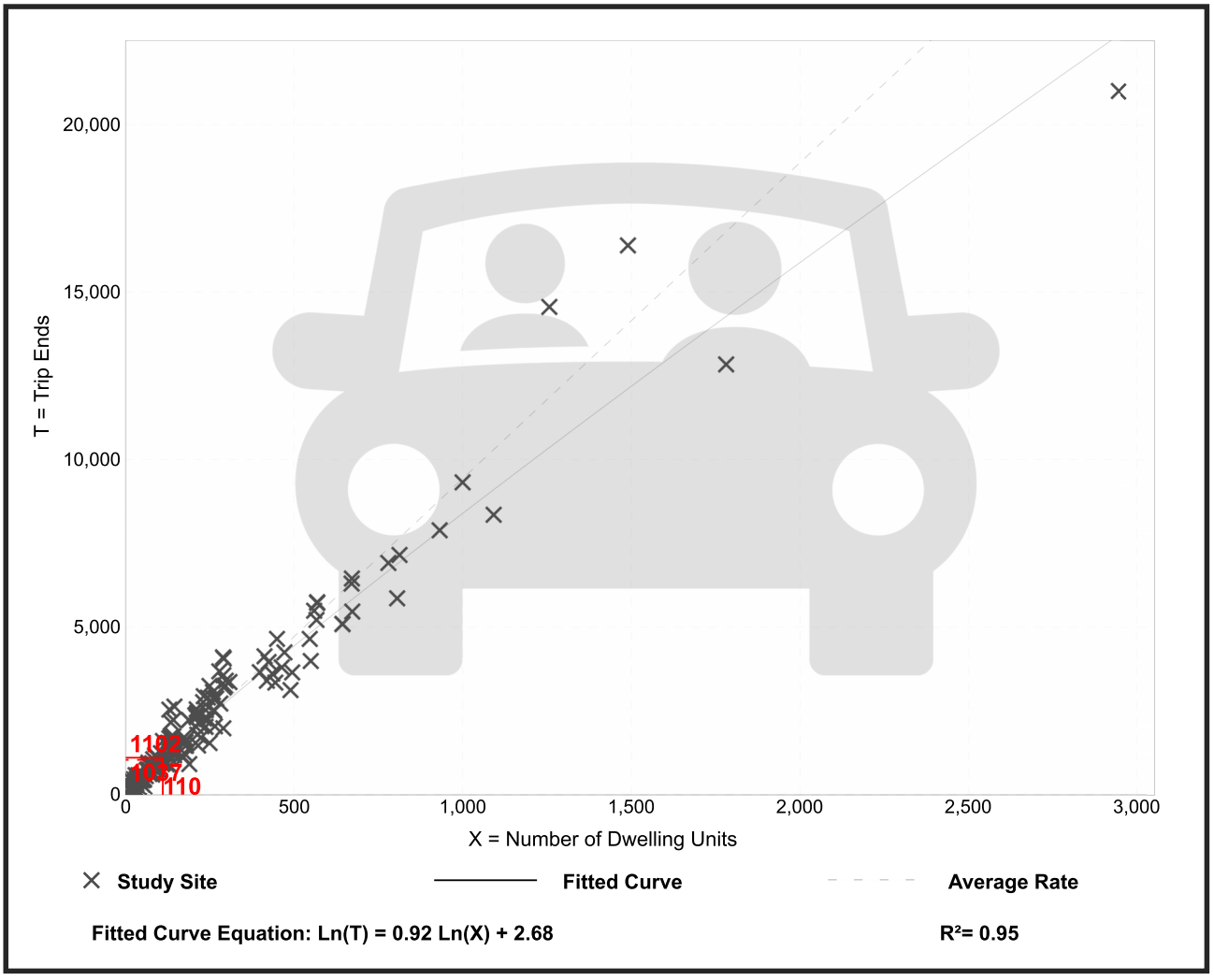
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

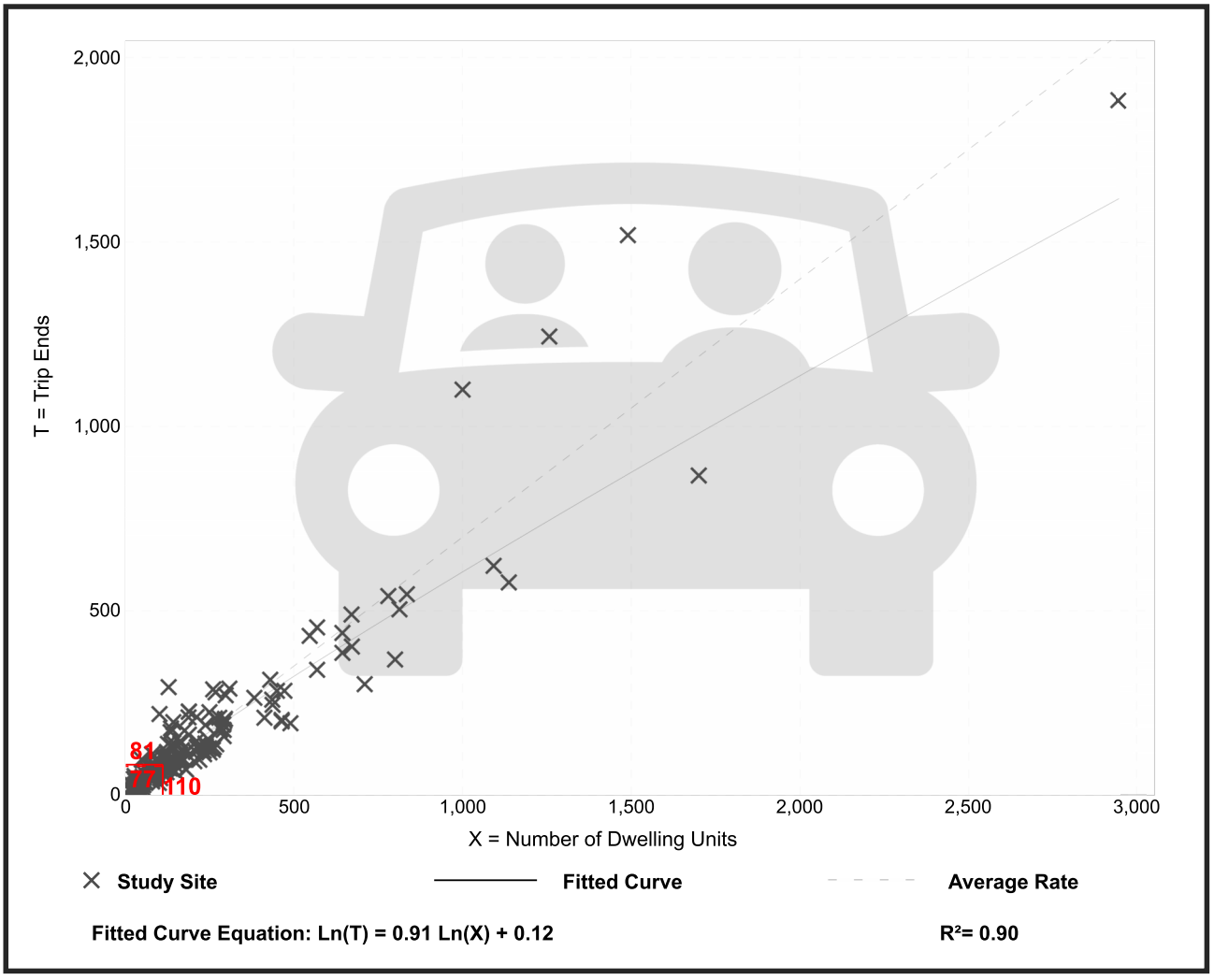
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



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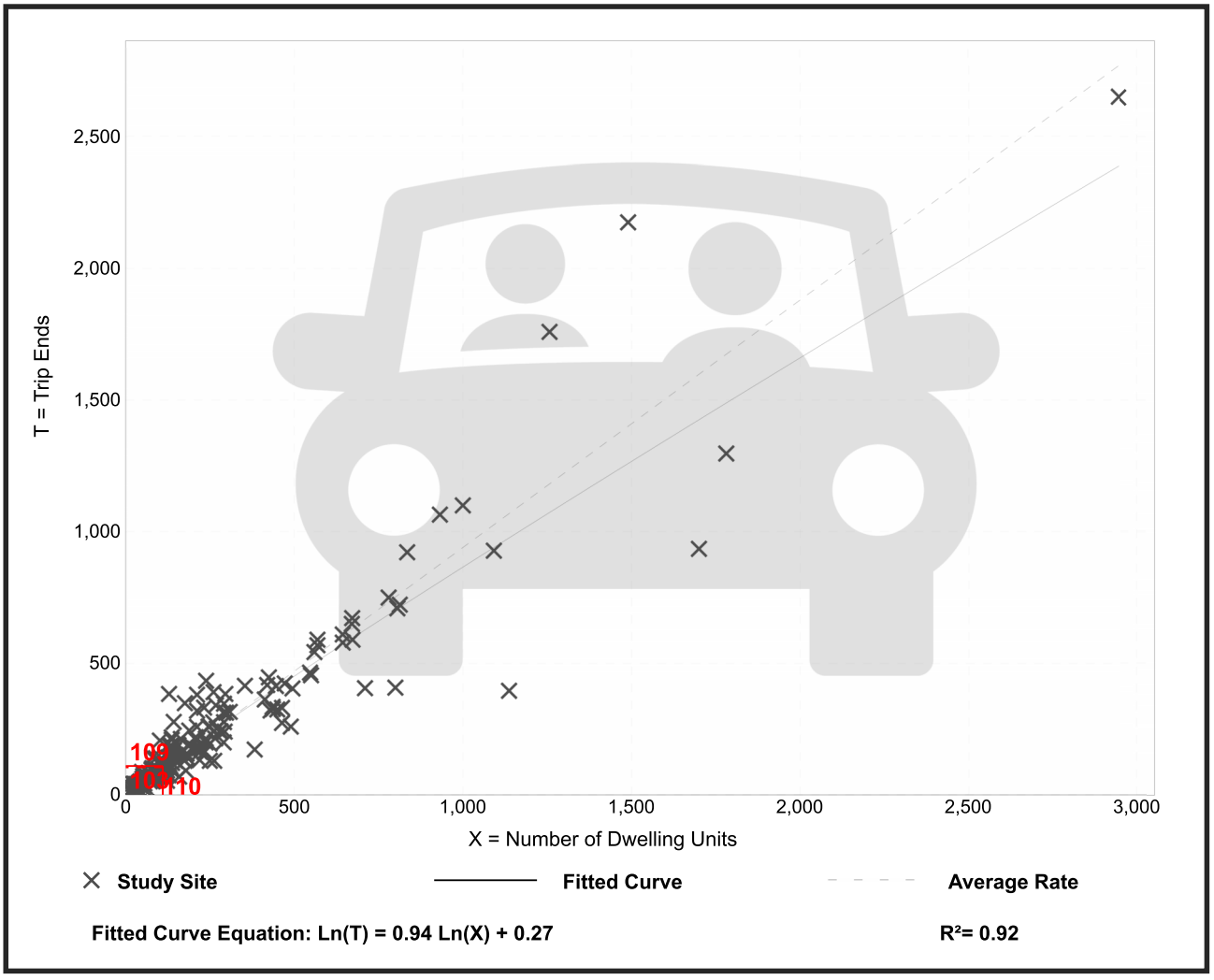
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

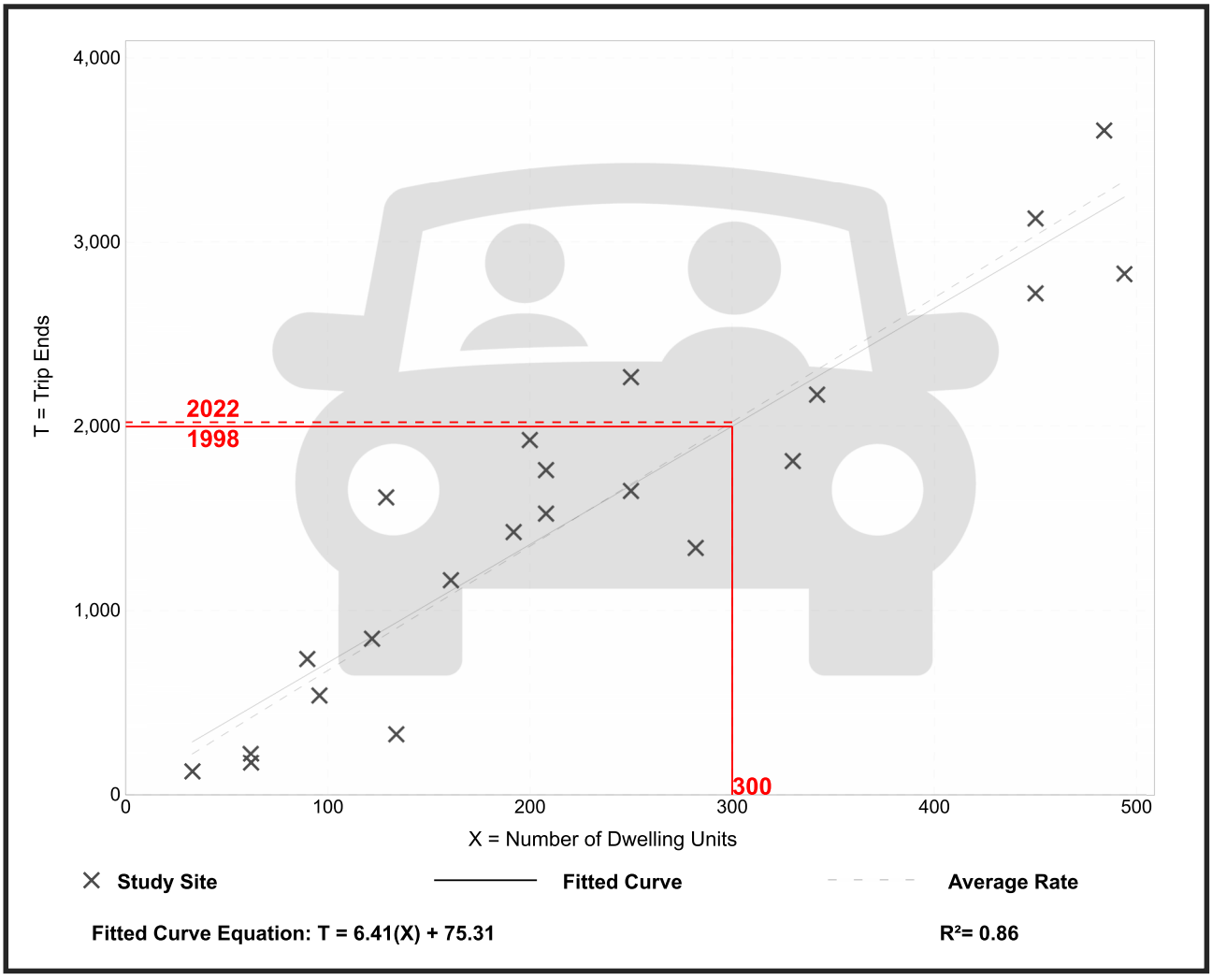
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



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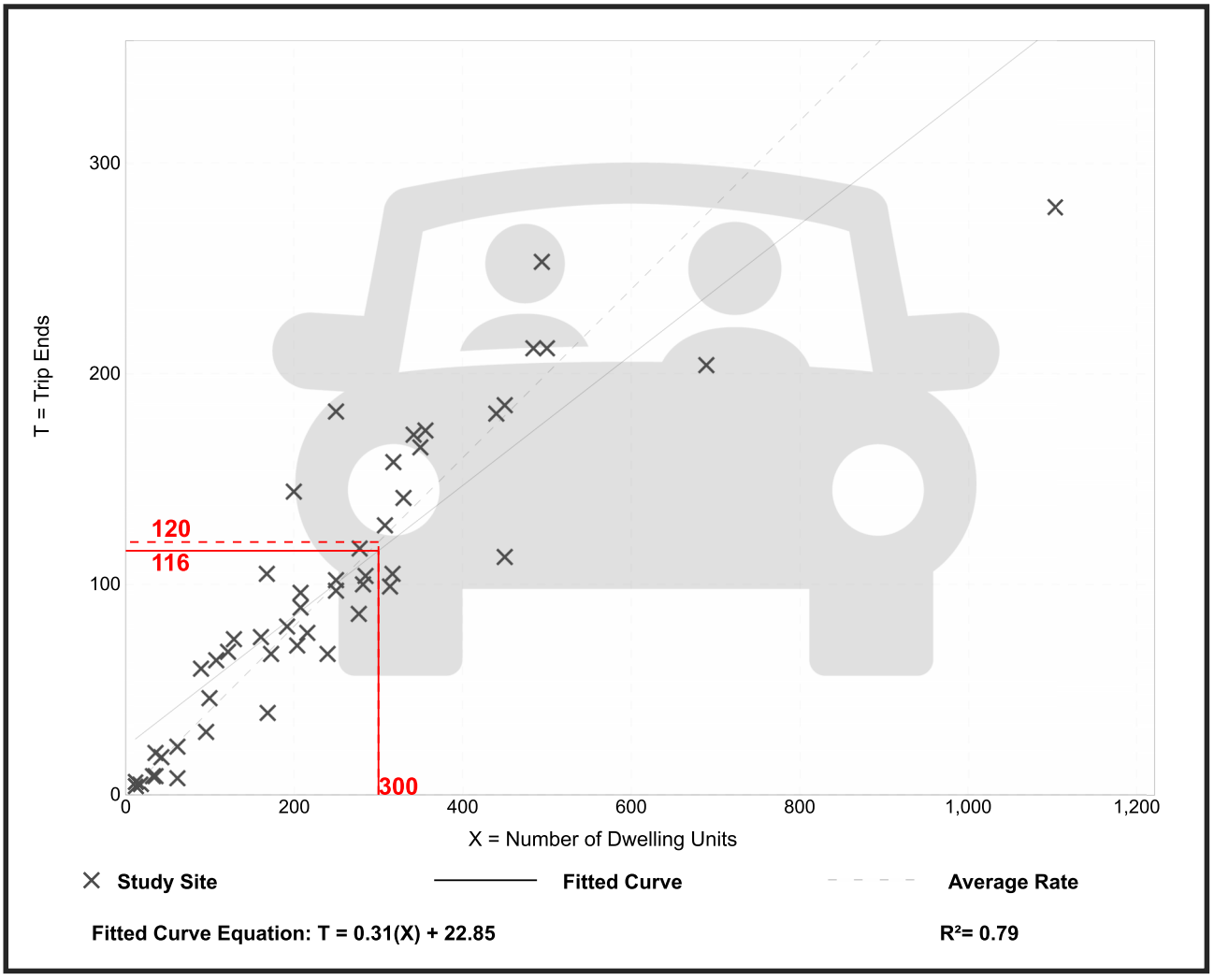
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



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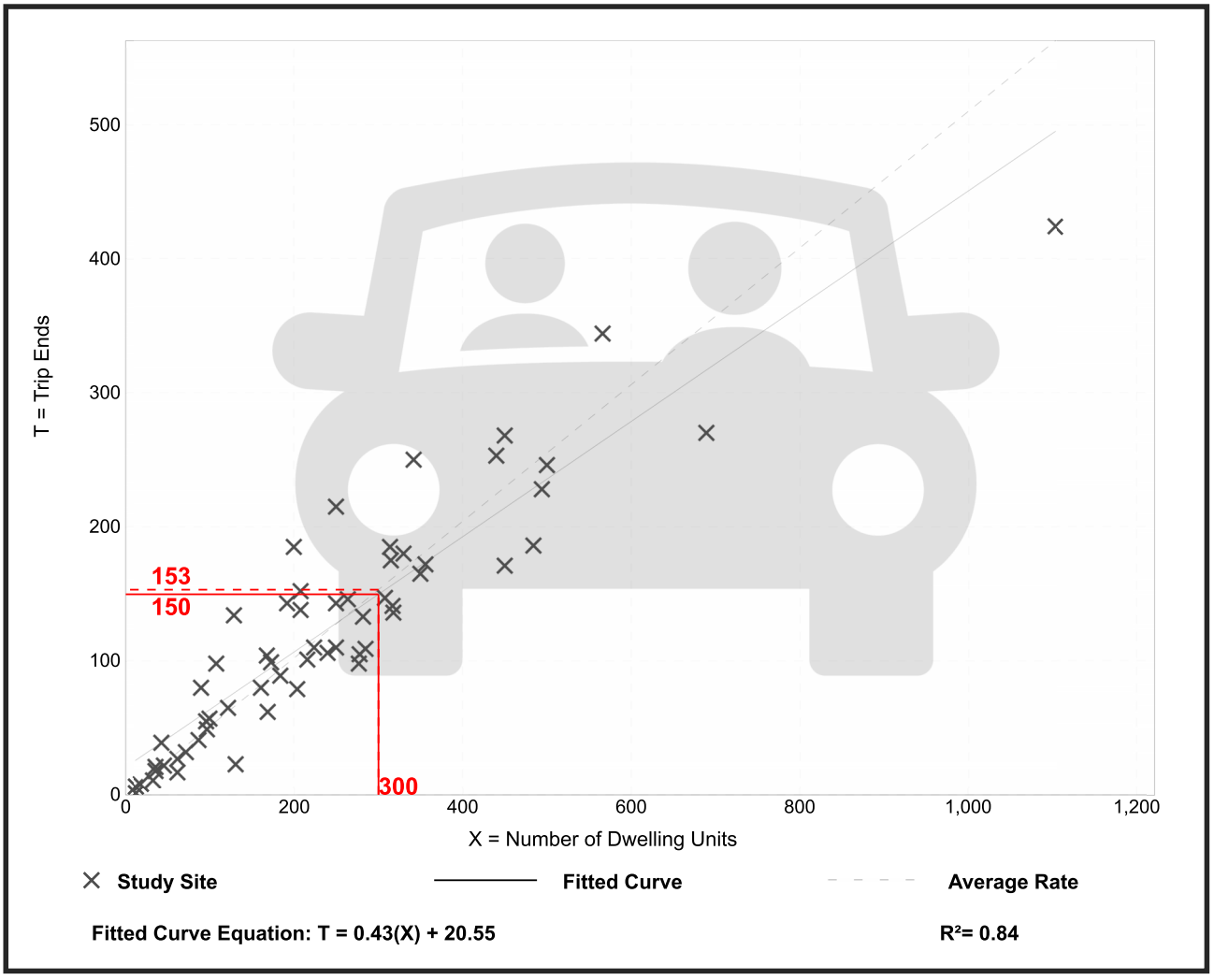
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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General Office Building
(710)

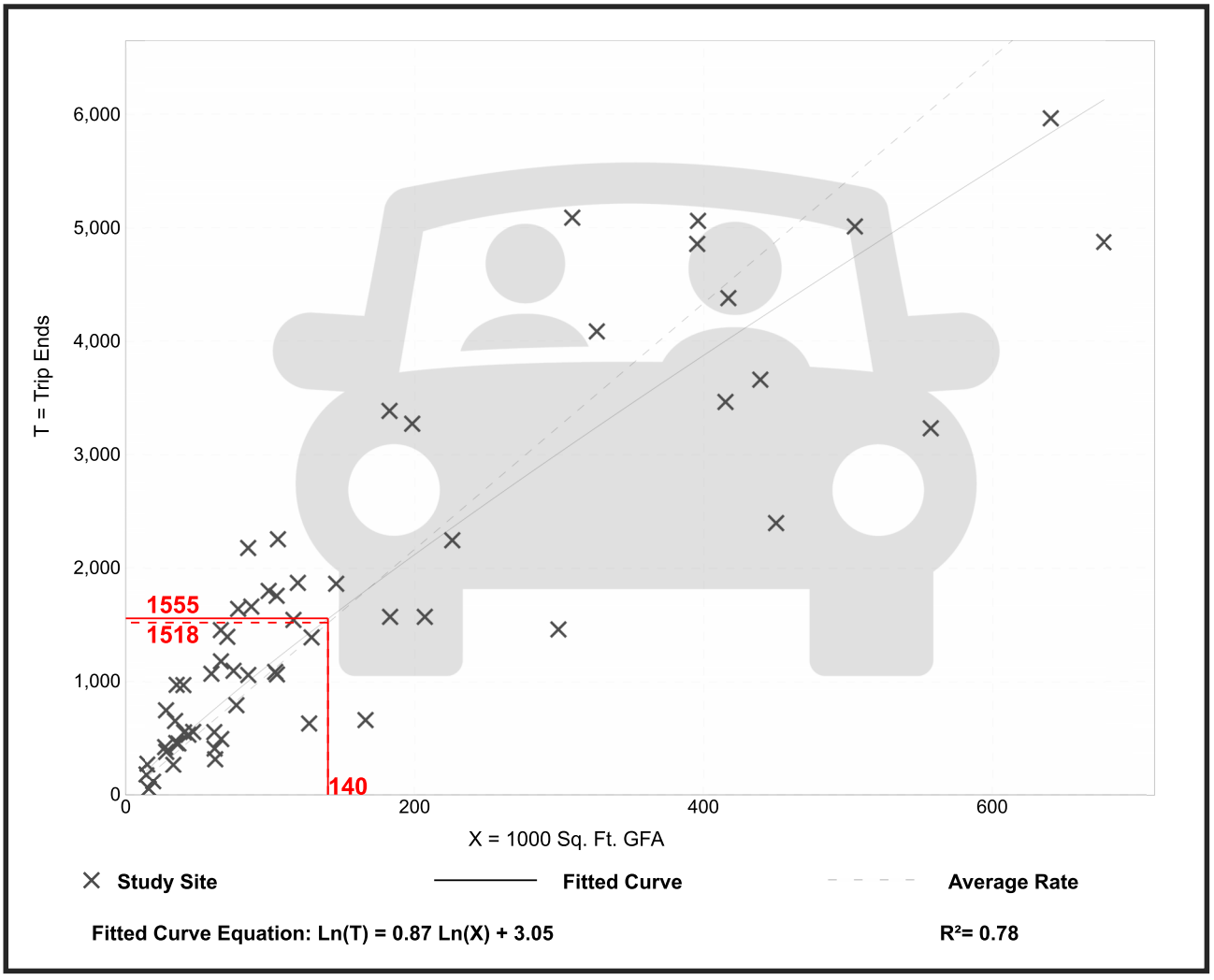
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



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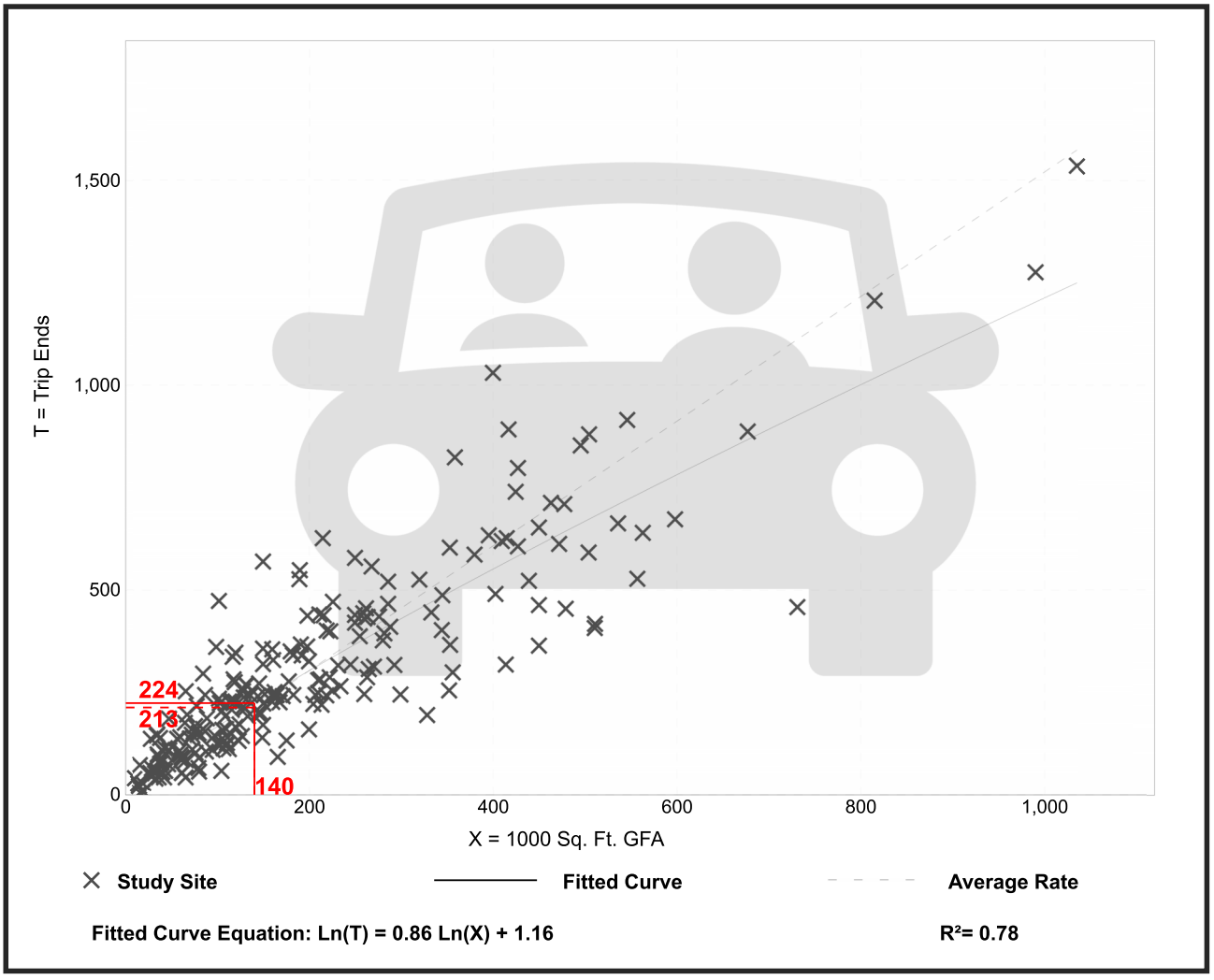
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



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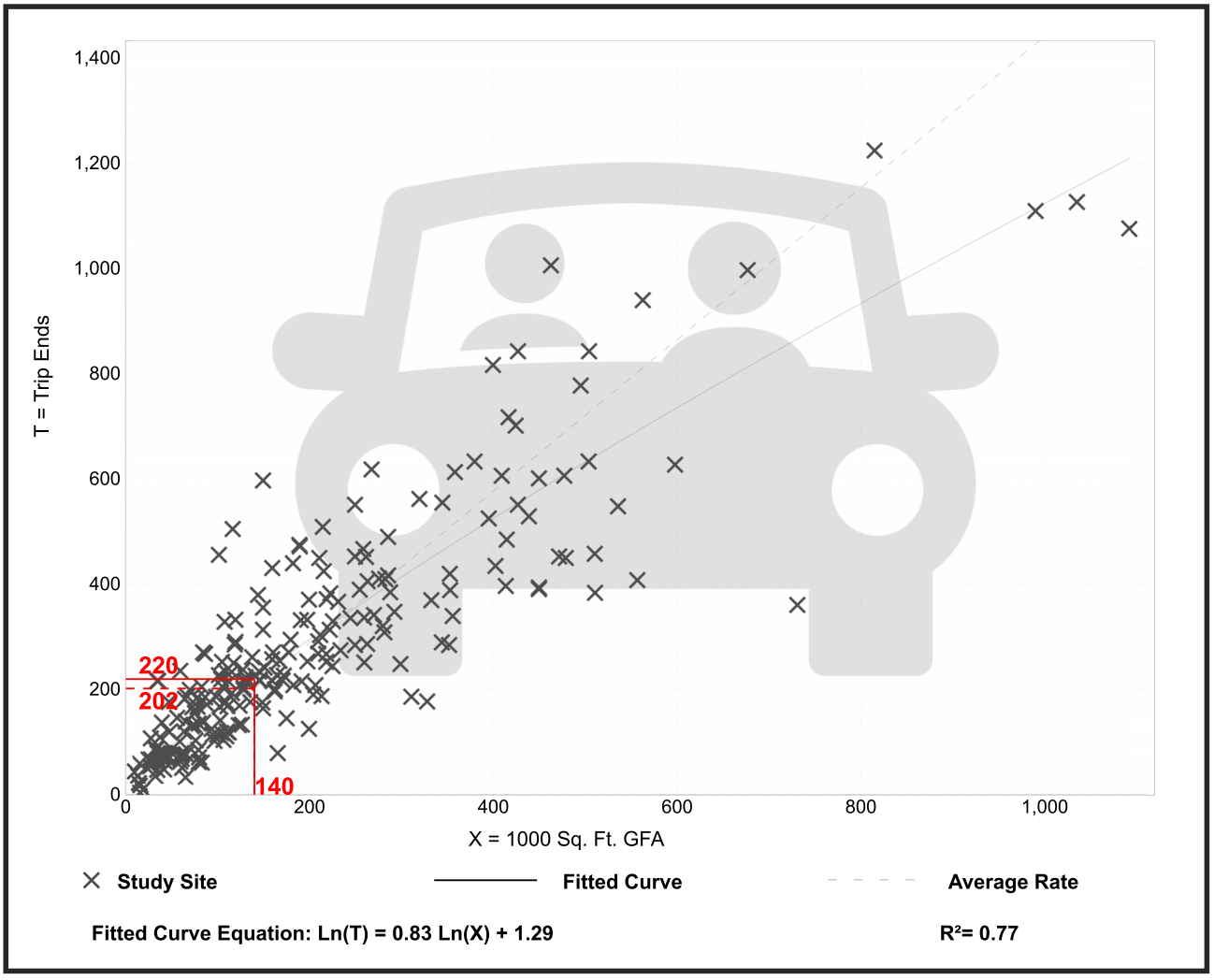
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



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Shopping Center (>150k)
(820)

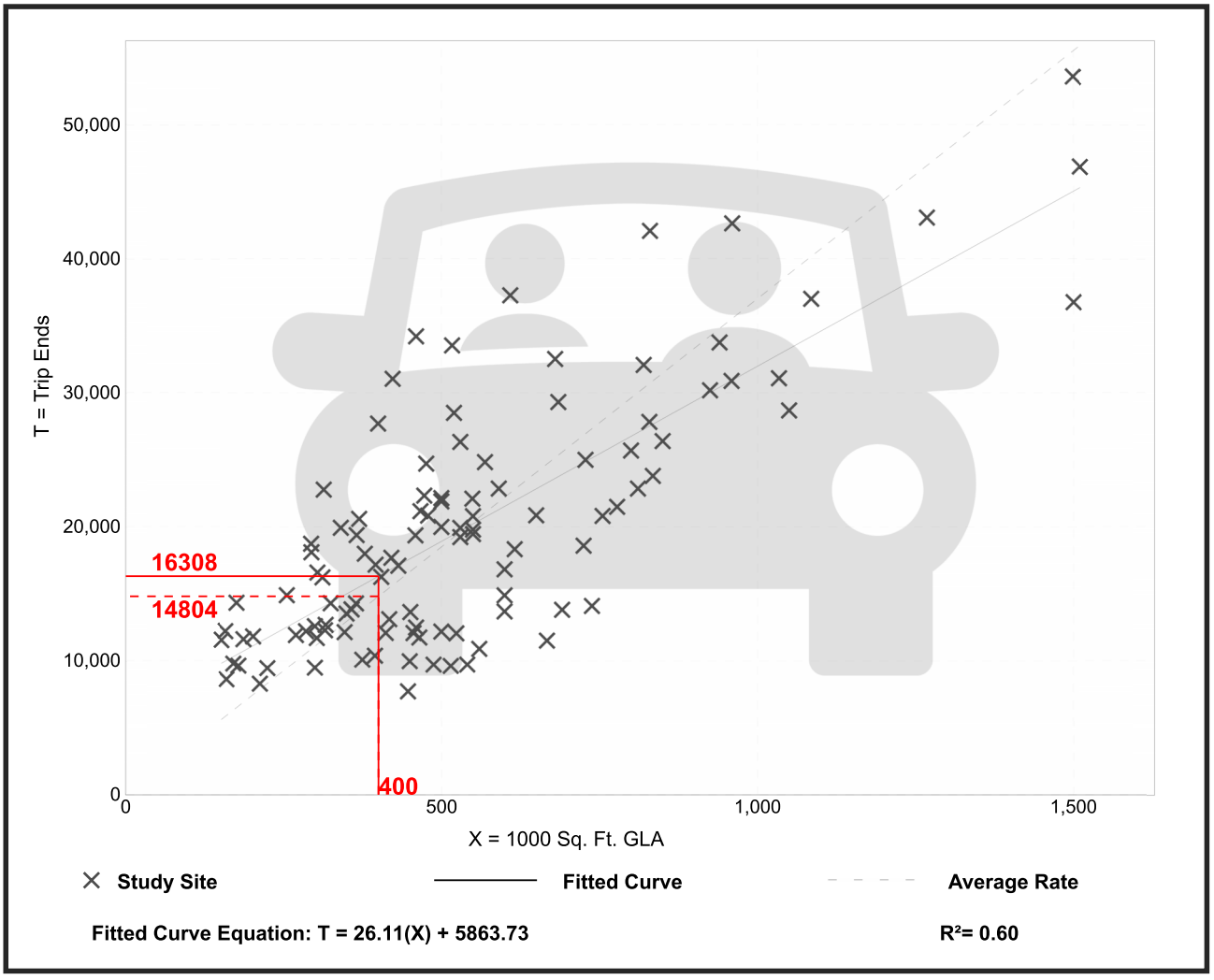
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

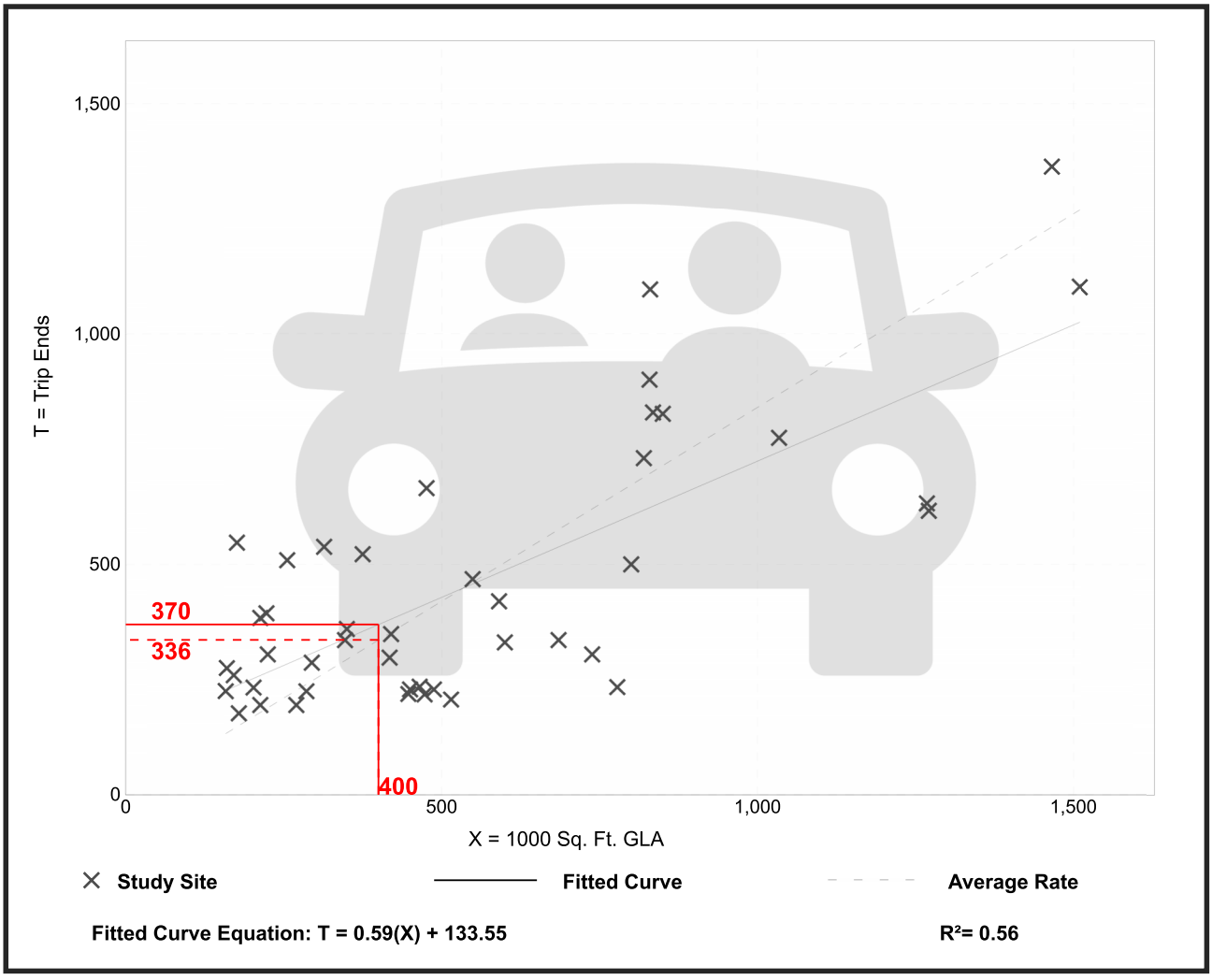
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



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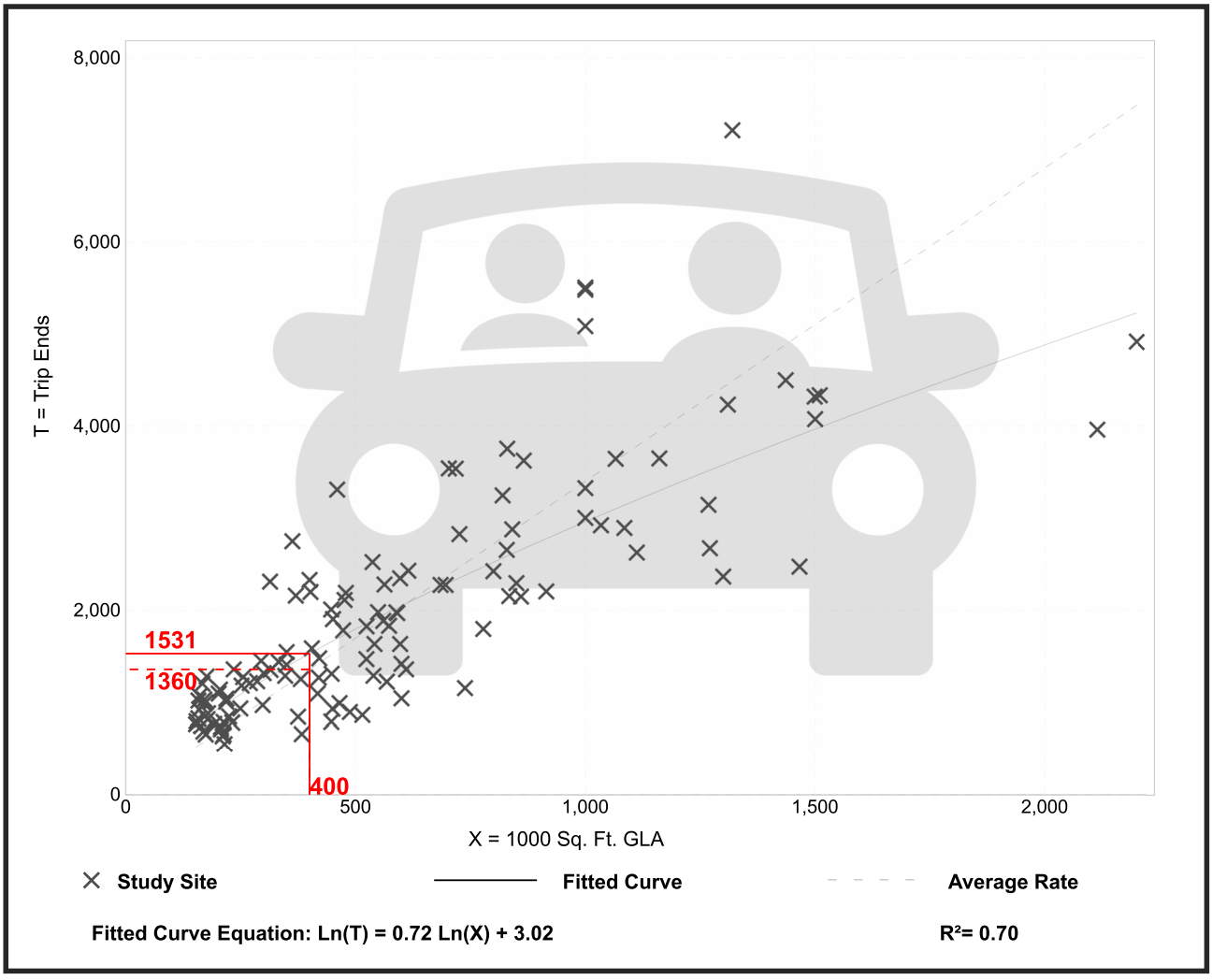
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Project Name:	Tomoka Hills
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.06	197	209	1.06	27	29
Retail	1.17	229	268	1.16	141	164
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	79	89	1.09	249	271
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	18	0	0	0
Retail	48		21	0	23	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	3	54	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		86	0	0	0	0
Retail	8		0	0	2	0
Restaurant	29	21		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	46	0	0		0
Hotel	6	11	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	13	196	209	185	0	0
Retail	11	257	268	220	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	87	89	77	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	8	21	29	20	0	0
Retail	10	154	164	133	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	263	271	241	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Tomoka Hills
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	37	37	1.00	183	183
Retail	1.21	735	889	1.18	796	939
Restaurant	1.41	0	0	1.39	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	272	313	1.21	158	191
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	7	0	1	0
Retail	19		272	38	81	47
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	8	8	40	0		6
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	0	0	13	0
Retail	11		0	0	144	0
Restaurant	11	445		0	50	0
Cinema/Entertainment	2	36	0		13	0
Residential	21	9	0	0		0
Hotel	0	18	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	19	18	37	18	0	0
Retail	12	877	889	725	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	82	231	313	201	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	178	183	178	0	0
Retail	92	847	939	718	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	175	191	145	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Brian Snyder

From: Thomas Strom <tstrom@alachuacounty.us>
Sent: Thursday, October 31, 2024 8:09 AM
To: Brian Snyder
Cc: Nicholle Brockish; Shanghong Ding; James Flegert; Lalit Lalwani; Alison Moss; Justin Tabor
Subject: RE: Tomoka Hills TIA Methodology
Attachments: LETTER 241015 Tomoka Hills Methodology Letter.pdf

Brian,

Please see the comments below regarding the methodology.

Methodology:

1. The cover letter is confusing regarding the location of the 'thru-cut' intersection design: "CHW has provided traffic analysis and coordinated with FDOT for the redesign of the US HWY 441/NW 173rd Street intersection. This full access intersection is being modified to a signalized thru-cut intersection where the side street through movements along NW 167th Blvd are prohibited."
    a. Is the thru-cut planned for US HWY 441/NW 173rd Street intersection or the US HWY 441/ NW 167th Blvd? It would appear to be the latter based on subsequent information. Please correct.
2. Please do not propose intersection treatments on CR 235A/NW 173rd St (e.g., 'full access' for secondary access points, 845' and 400' south of 162nd Ln; Page 2 of Methodology) prior to analysis.
3. Please include the intersection of NW 173rd St at NW 162 Lane into the intersection study.
4. Please provide traffic signal warrant analysis for the intersection of NW 173rd St and CR 2054/ Peggy Rd.

Proposed Improvements:

5. Will the 'primary access' point at 441 and NW 167th Blvd include access for non-motorists?
6. What bike/ped improvements will be provided on 441 and NW 173rd St as a part of this development?

Also, please note that 10/31 is my last day at Alachua County. Please include James Flegert and Lalit Lalwani on future correspondence regarding the methodology and comments responses.

Sincerely,

Thomas Strom, PE
Transportation Engineering Manager
Public Works
5620 NW 120th Lane • Gainesville • FL • 32653
352-548-1223 (office) • 352-231-3932 (mobile) • 352-337-6243 (fax)

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From: Brian Snyder <Brian.Snyder@nv5.com>
Sent: Thursday, October 17, 2024 3:39 PM
To: Justin Tabor <ju_tabor@cityofalachua.org>; Thomas Strom <tstrom@alachuacounty.us>
Cc: Nicholle Brockish <Nicholle.Brockish@nv5.com>
Subject: RE: Tomoka Hills TIA Methodology

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Justin,

We coordinated with you and the County regarding the study area back in April and the counts were collected at that time. Are you requiring these additional intersections to be analyzed and counted?

We will correct the missing footnote 3.

I had planned to collect this count for the purpose of signal warrants along 173rd St, if warranted. However, since there has been recent development on the west side of 173rd Street (I forgot), we will instead collect this count further south, near the main site access on 173rd St.

Will update the methodology and get it back to you after Tom provides comments/approval.

Thank you,

IMPORTANT: Note that my email address has changed to brian.snyder@nv5.com, please update your contact information accordingly.

Brian Snyder | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | P: (386) 518-5154 | C: (352) 339-2938

Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

From: Justin Tabor <ju_tabor@cityofalachua.org>
Sent: Thursday, October 17, 2024 10:42 AM
To: Brian Snyder <Brian.Snyder@nv5.com>; Thomas Strom <tstrom@alachuacounty.us>
Cc: Nicholle Brockish <Nicholle.Brockish@nv5.com>
Subject: Re: Tomoka Hills TIA Methodology

Brian,

Please see the City's comments regarding the methodology. If you would like to schedule a time to discuss, please let me know.

- City reserves the right to require updates to the TIA prior to 2035 based upon review and findings of the TIA and associated Rezoning application.
- Please include the following intersections within the study area:
  - US 441 at I-75 SB off-ramp;
  - US 441 at I75 NB on-ramp and off-ramp;
  - US 441 at SR 235/241.
- Trip Generation Table on page 3 is missing footnote 3.
- Unclear why a 14-hour turning movement count is proposed for NW 173rd St and NW 162nd Lane. Traffic on NW 162nd Lane is limited and will not be reflective of potential turning movements at project intersections.

City of ALACHUA
the good life community

JUSTIN TABOR
Principal Planner
386.418.6123
jtabor@cityofalachua.org
www.cityofalachua.org

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From: Brian Snyder <Brian.Snyder@nv5.com>
Sent: Tuesday, October 15, 2024 9:54 AM
To: Justin Tabor; Thomas Strom
Cc: Nicholle Brockish
Subject: Tomoka Hills TIA Methodology

Justin, Tom,

Please see the attached Tomoka Hills TIA methodology for your review.

Please let me know if this email submittal is acceptable or if there is another way that we need to submit this document.

We collected counts at all intersections except the intersection of NW 173rd St/NW 162nd Lane in April of this year and plan to collect counts at this intersection in the next couple of weeks.

I'll plan to meet with you all soon to discuss any questions you have.

Thank you,

IMPORTANT: Note that my email address has changed to brian.snyder@nv5.com*, please update your contact information accordingly.*

Brian Snyder | Project Manager | **CHW, an NV5 company**
11801 Research Drive, Alachua, FL 32615 | P: (386) 518-5154 | C: (352) 339-2938



Beyond Engineering | **Florida Region**
Electronic Communications Disclaimer

Appendix C
Trip Generation

Tomoka Hills (Full Buildout) -Trip Generation												
Land Use	Land Use Area	ITE LU Code	Variable Type	Variable Quantity	Daily	AM Peak			PM Peak			
						Total	In	Out	Total	In	Out	
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40	
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55	
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63	
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**	
Total Residential with Internal Capture Reduction [3]					4,807	318	77	241	346	201	145	
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183	
Office with Internal Capture Reduction [3]					1,404	205	185	20	196	18	178	
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796	
Shopping Center (Retail) with Internal Capture Reduction [3]					15,465	353	220	133	1,443	725	718	
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136	
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***	
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***	
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***	

(1) The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.

(2) The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios. The pass-by rate used for the analysis will be equal to or less than what is provided in this table because the inbound and outbound pass-by trips will be reduced so that the project trips balance out.

Daily Internal Capture Rate Calculations

	Estimated Daily IC (Avg) [3]	AM IC Rate	PM IC Rate
Res.	0.112918321	0.0304878	0.195349
Office	0.096956169	0.08482143	0.109091
Shopping Center	0.051712359	0.04594595	0.057479

Single-Family Detached Housing
(210)

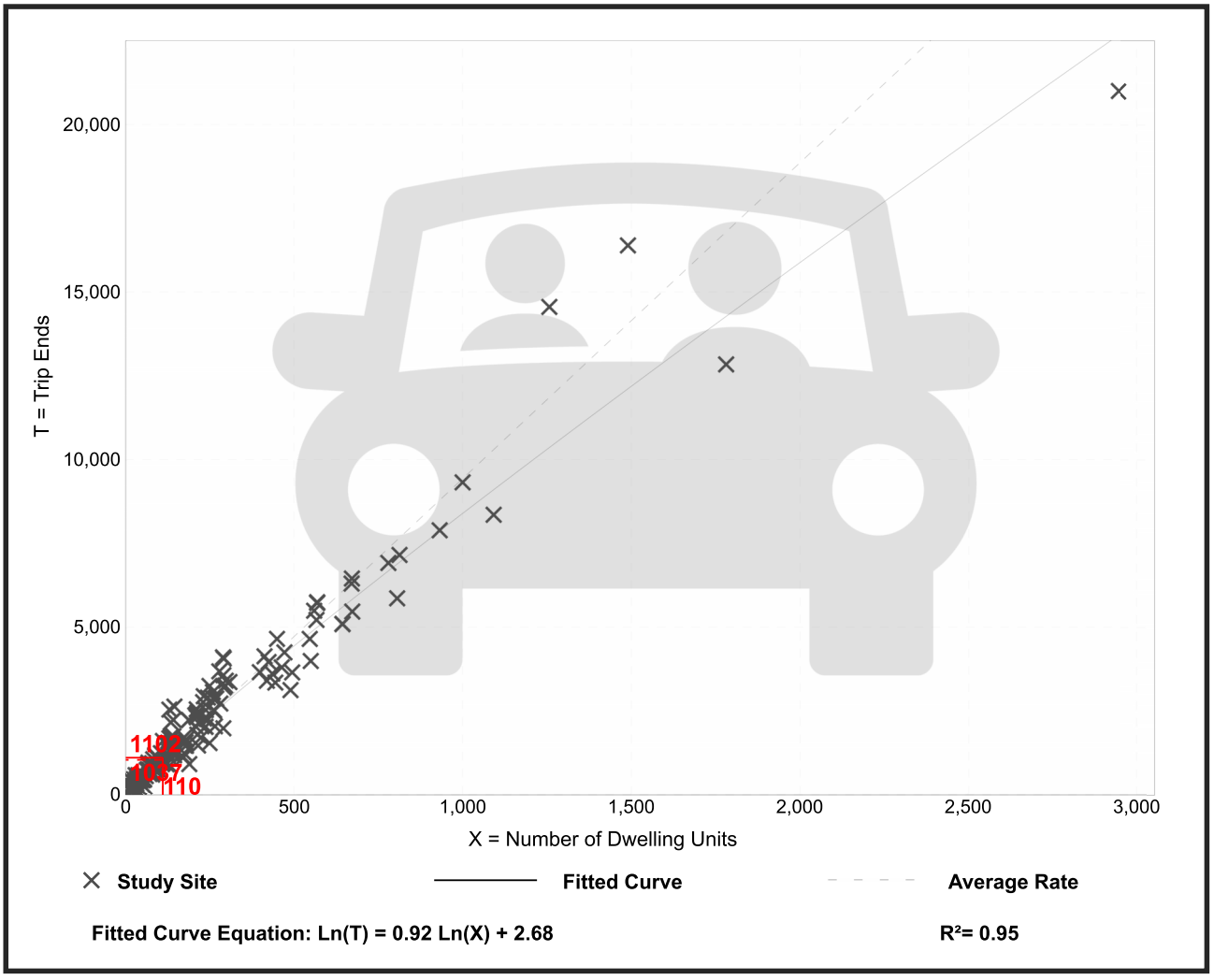
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



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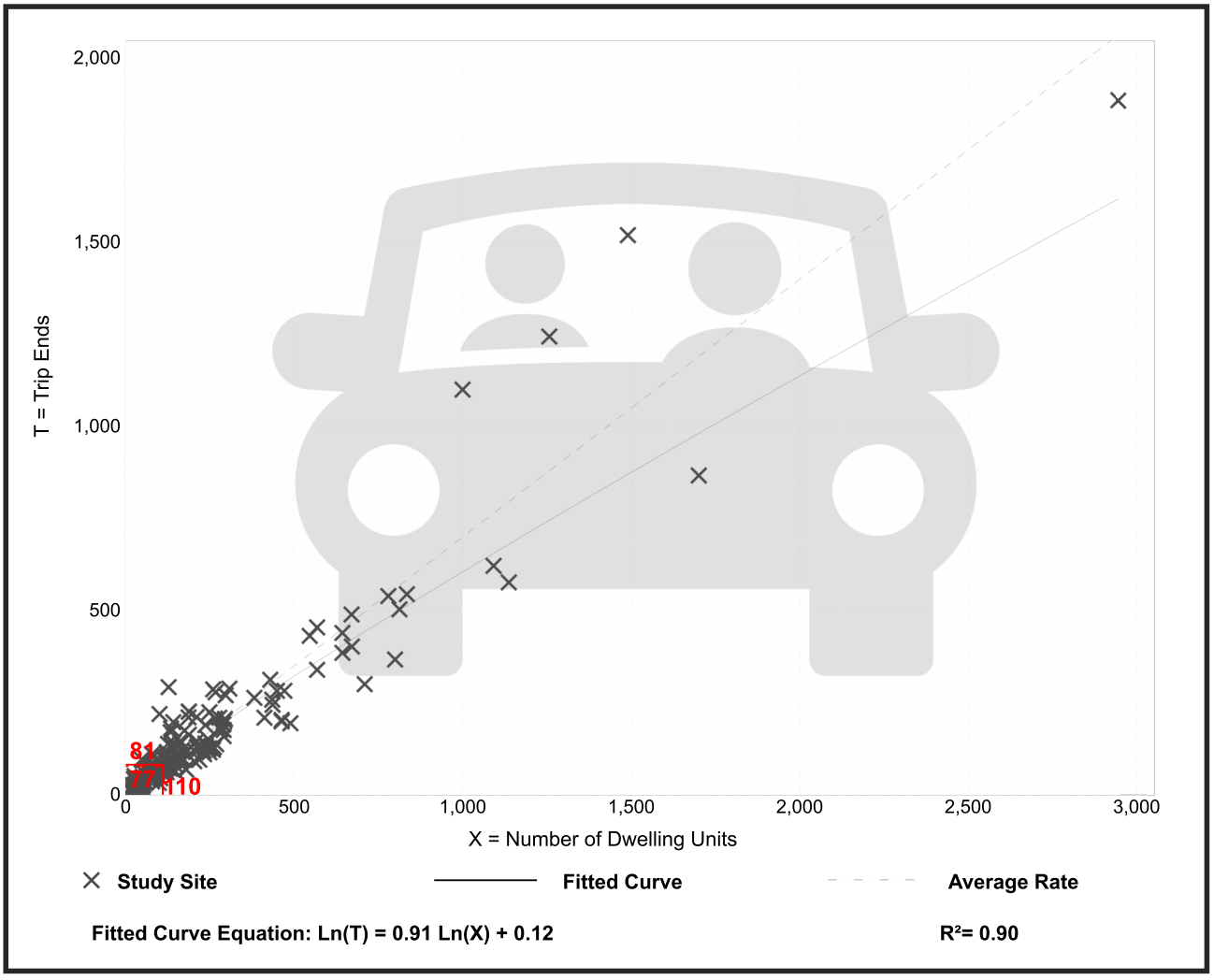
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



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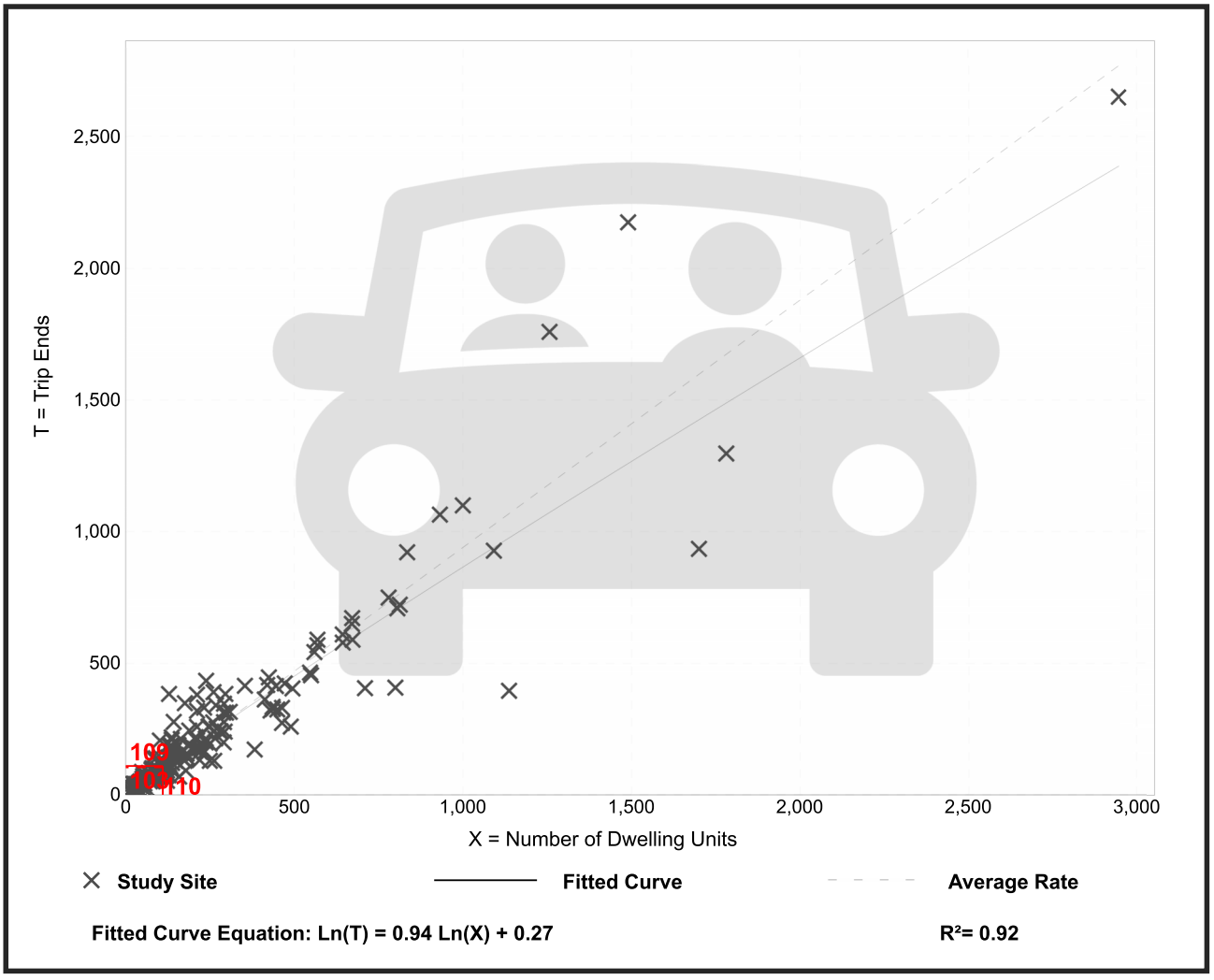
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

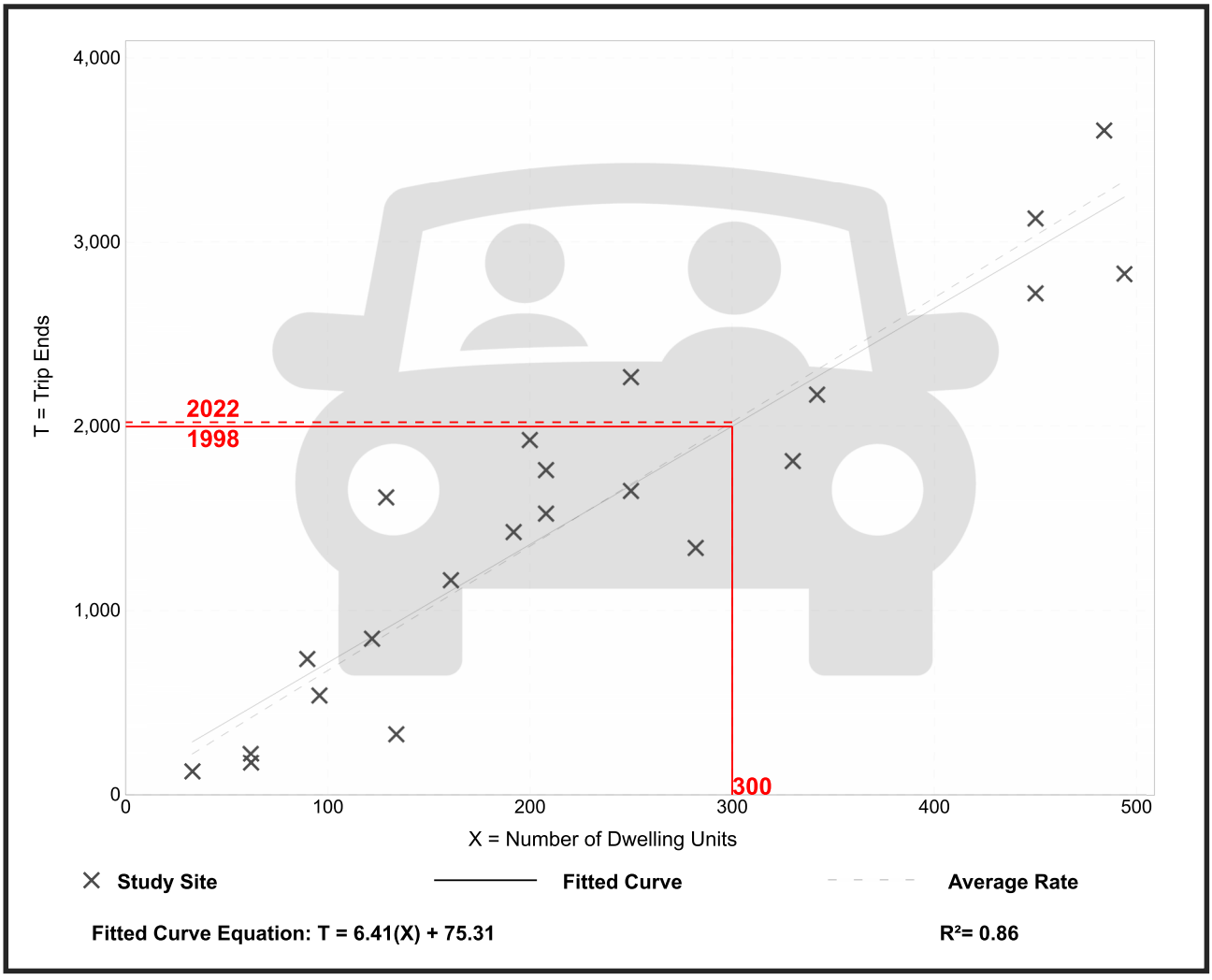
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



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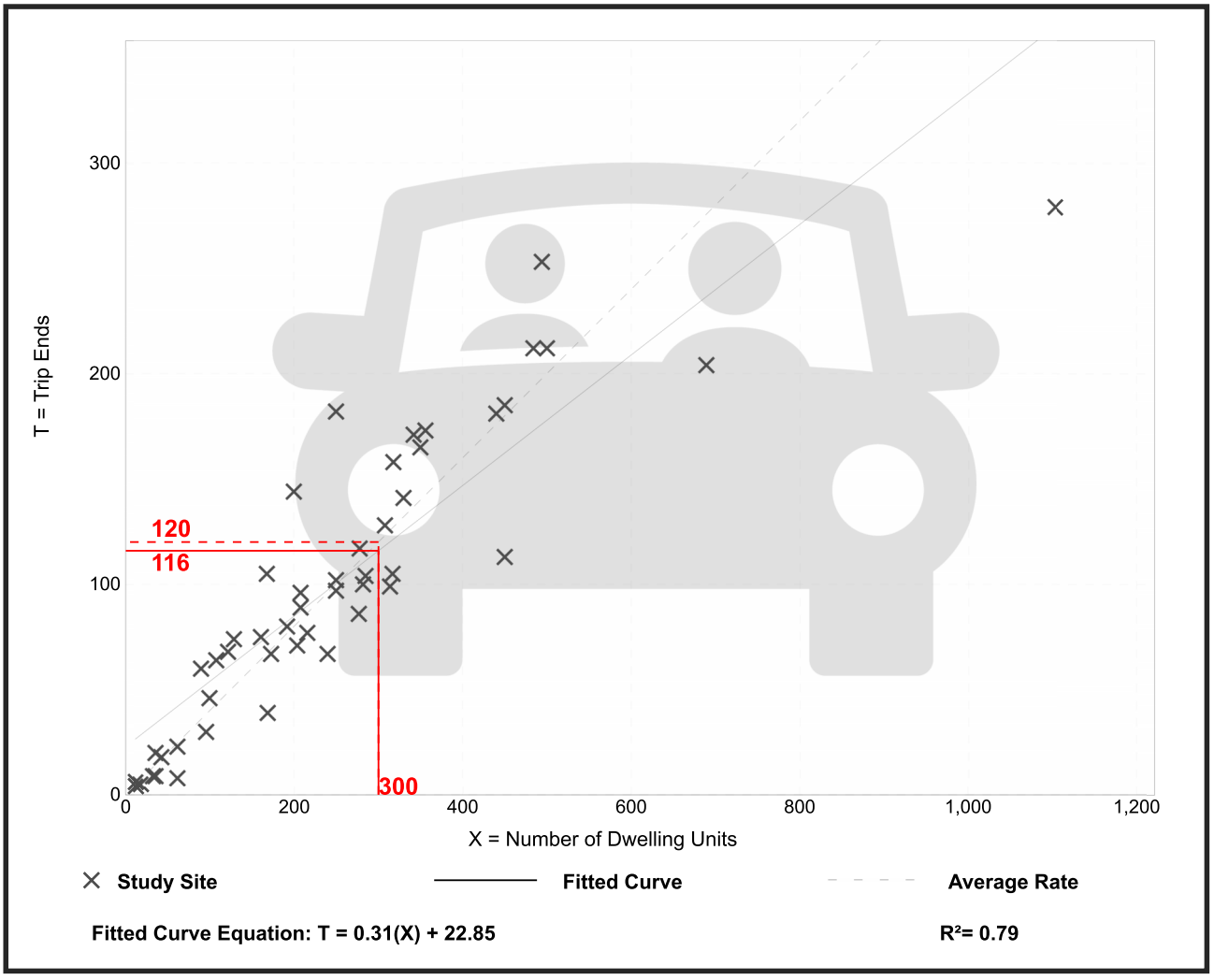
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	49
Avg. Num. of Dwelling Units:	249
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



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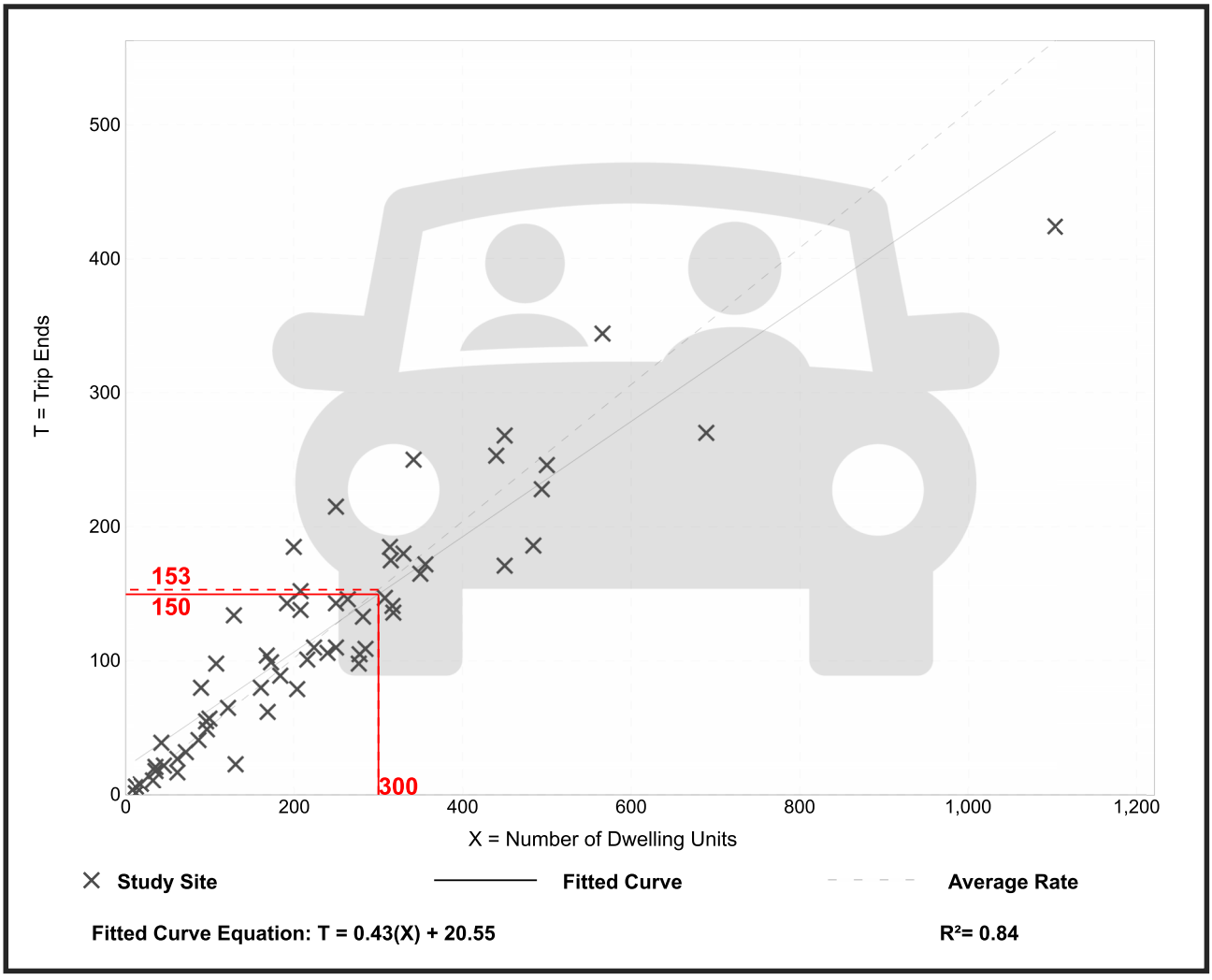
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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General Office Building
(710)

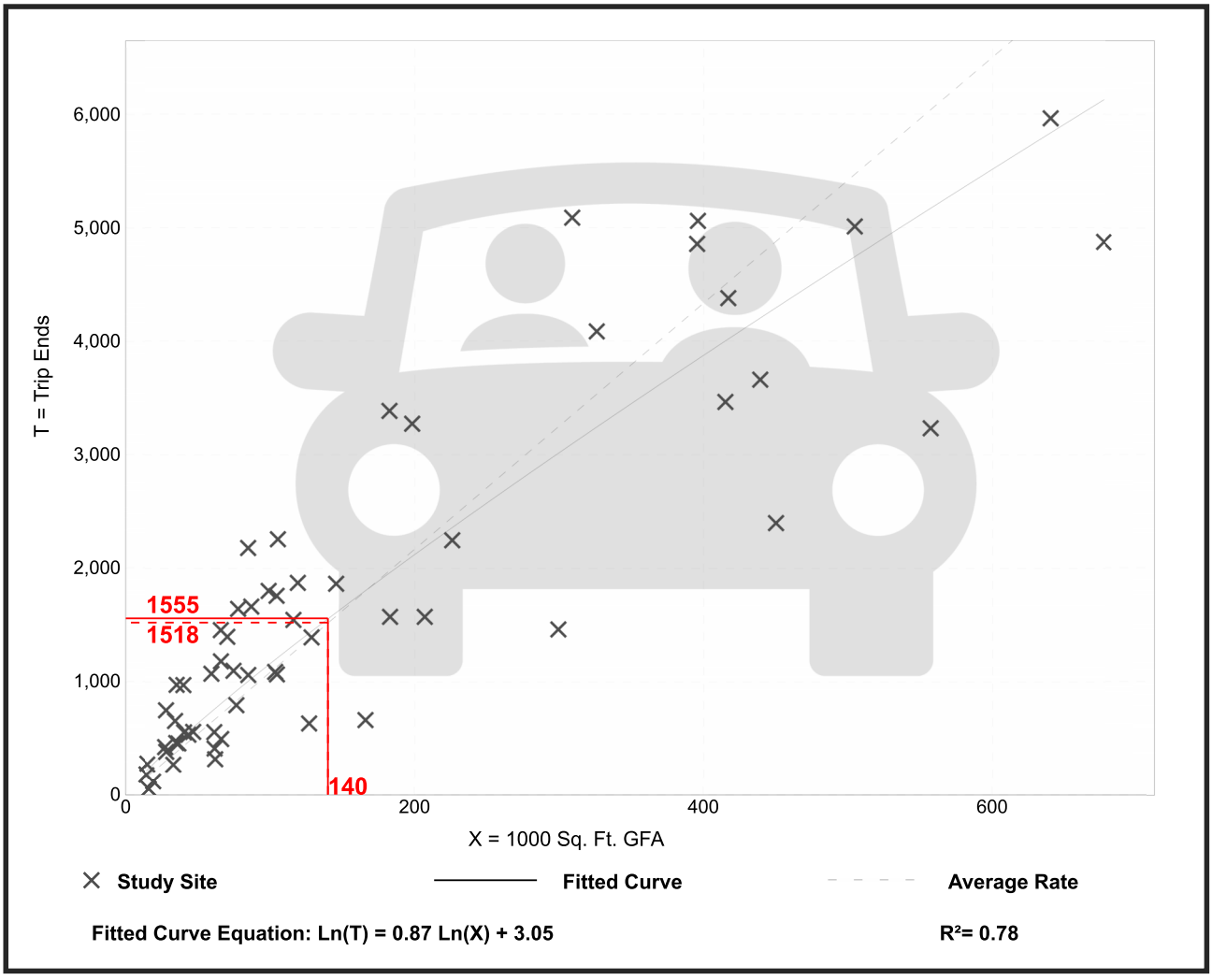
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



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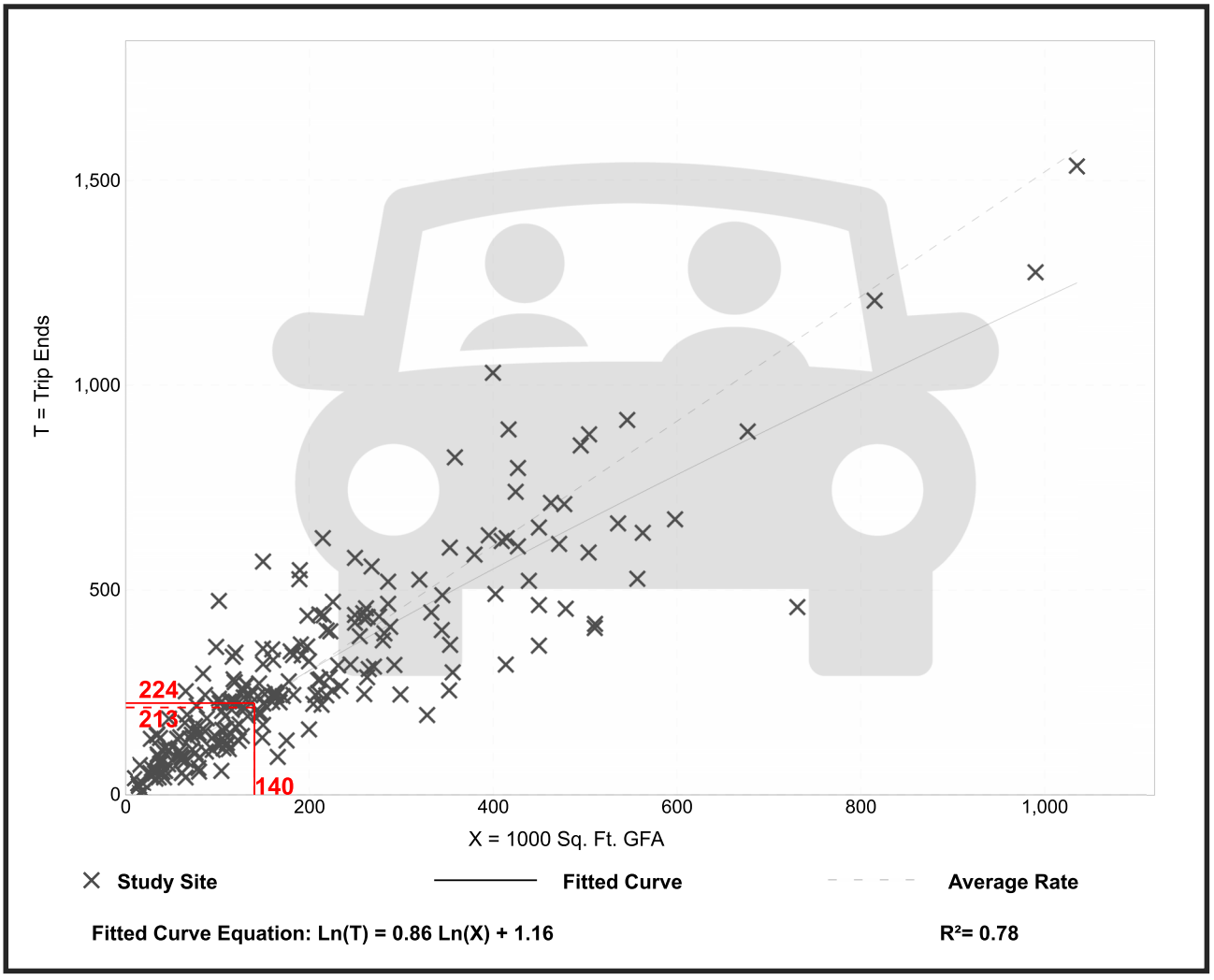
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



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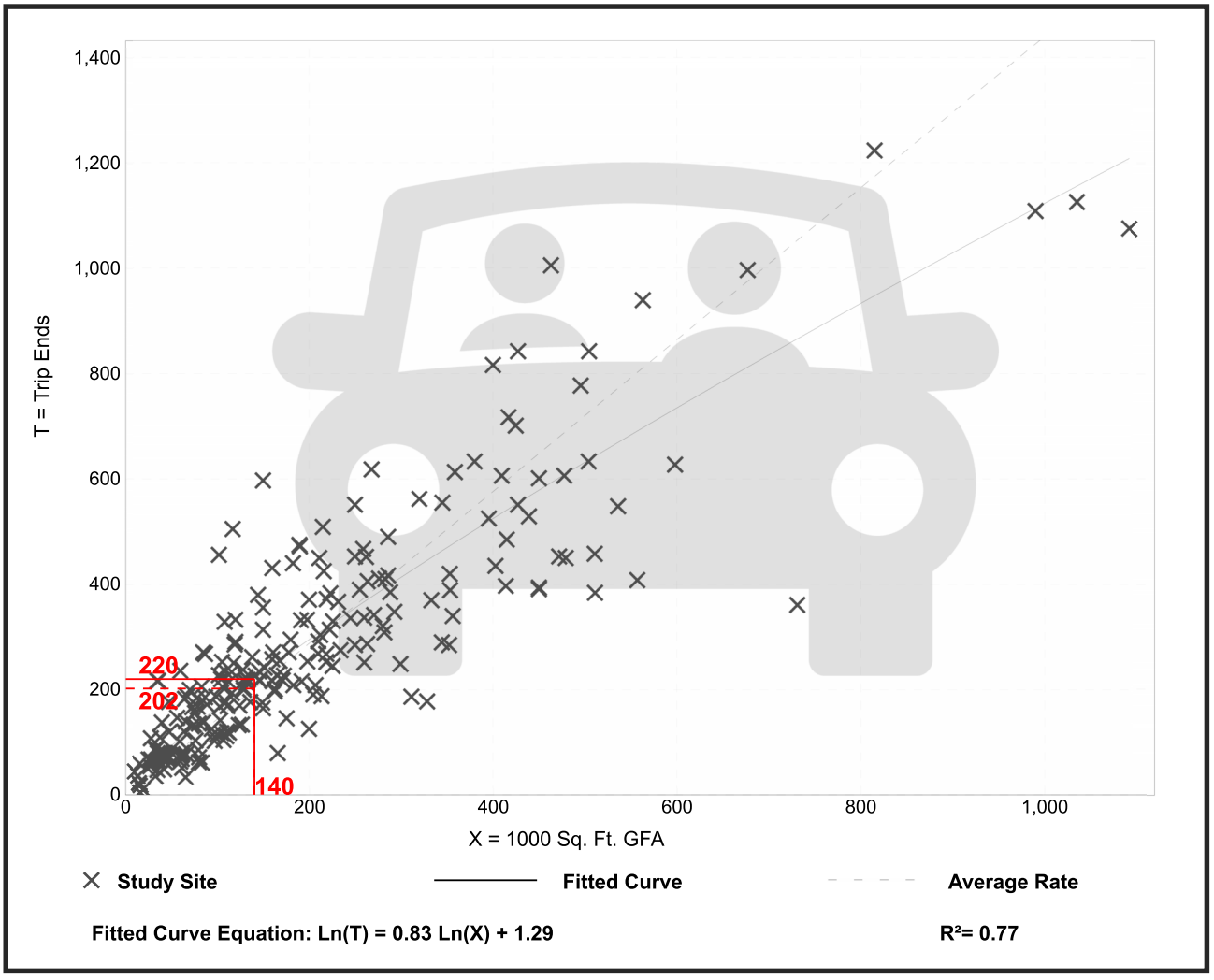
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



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Shopping Center (>150k)
(820)

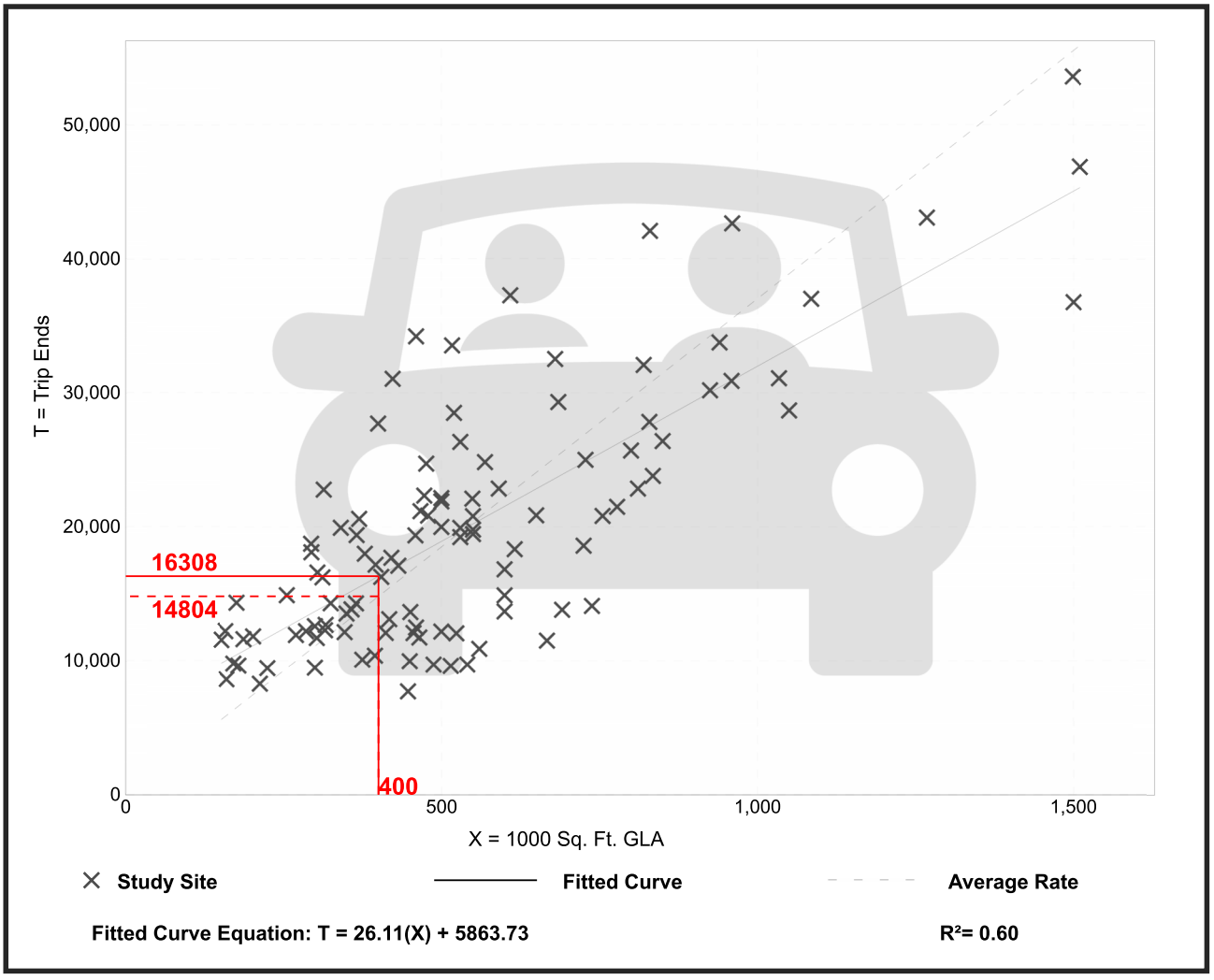
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



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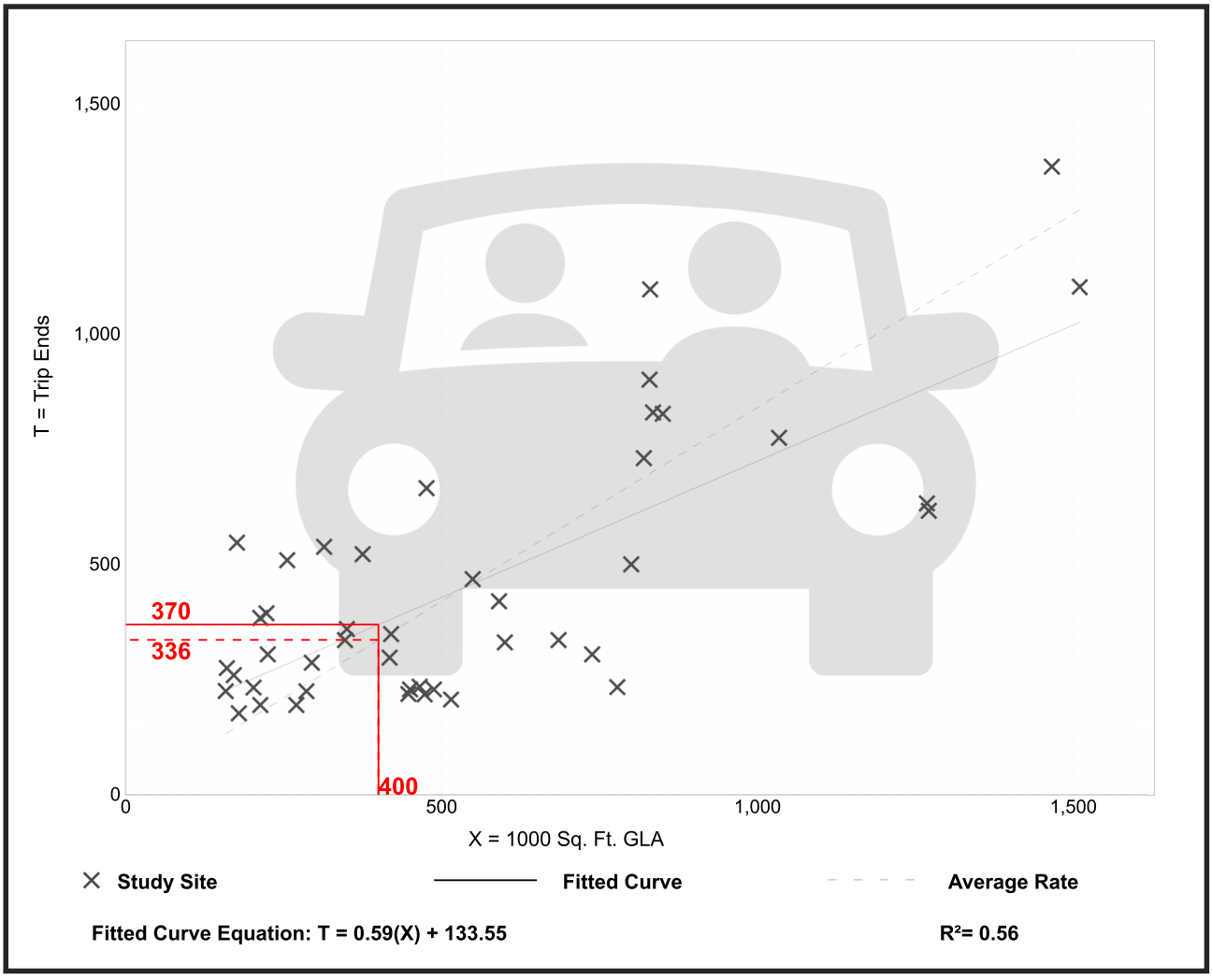
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



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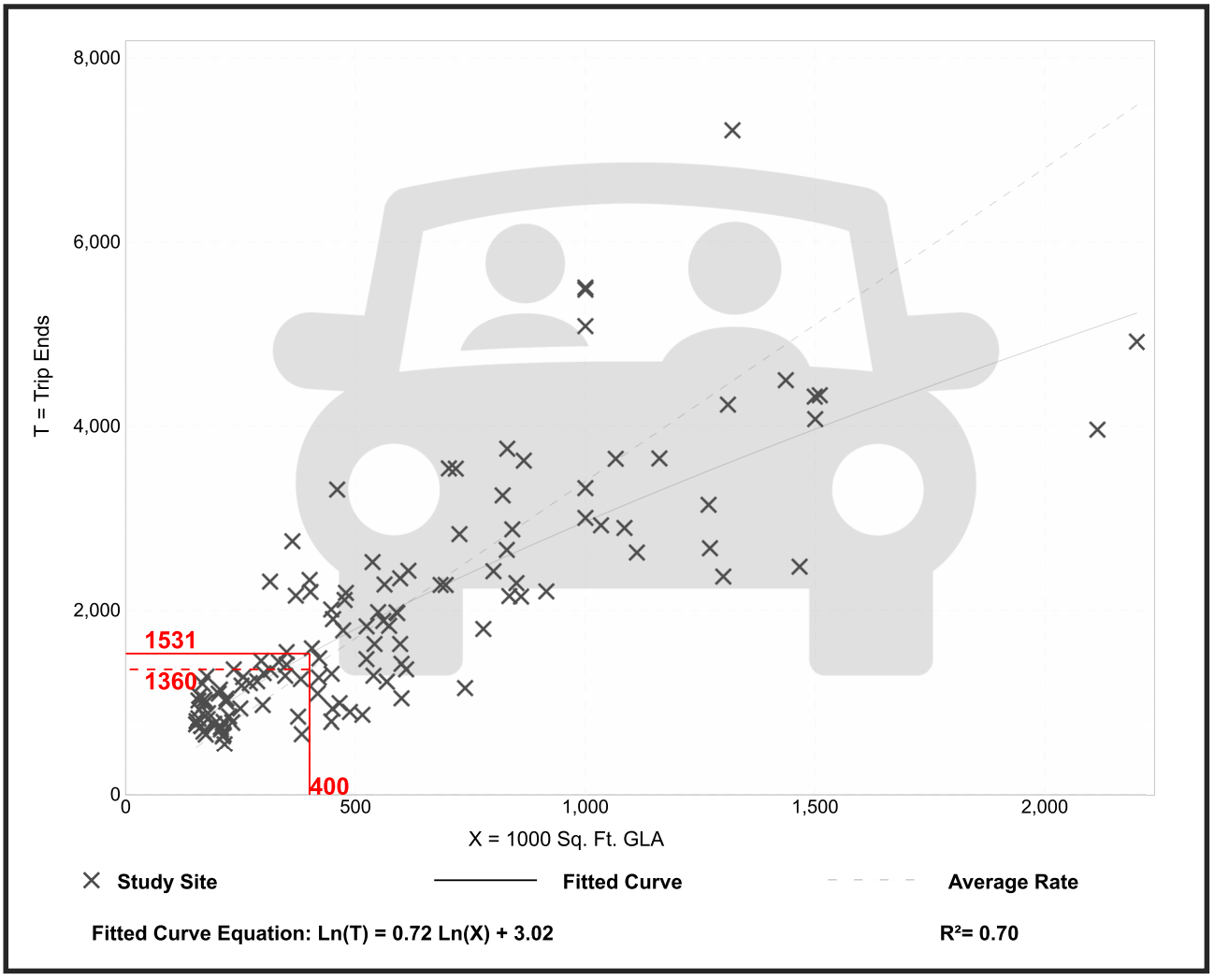
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



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Project Name:	Tomoka Hills
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.06	197	209	1.06	27	29
Retail	1.17	229	268	1.16	141	164
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	79	89	1.09	249	271
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	18	0	0	0
Retail	48		21	0	23	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	3	54	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		86	0	0	0	0
Retail	8		0	0	2	0
Restaurant	29	21		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	46	0	0		0
Hotel	6	11	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	13	196	209	185	0	0
Retail	11	257	268	220	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	87	89	77	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	8	21	29	20	0	0
Retail	10	154	164	133	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	263	271	241	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Tomoka Hills
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	37	37	1.00	183	183
Retail	1.21	735	889	1.18	796	939
Restaurant	1.41	0	0	1.39	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	272	313	1.21	158	191
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	7	0	1	0
Retail	19		272	38	81	47
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	8	8	40	0		6
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	0	0	13	0
Retail	11		0	0	144	0
Restaurant	11	445		0	50	0
Cinema/Entertainment	2	36	0		13	0
Residential	21	9	0	0		0
Hotel	0	18	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	19	18	37	18	0	0
Retail	12	877	889	725	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	82	231	313	201	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	178	183	178	0	0
Retail	92	847	939	718	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	175	191	145	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Appendix D
Turning Movement Counts

DE TRAFFIC

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(386) 341-4186

NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	0	15	24	0	22	19	41	0	0	0	0	25	54	0	79	144
07:15 AM	7	0	22	29	0	33	19	52	0	0	0	0	30	71	0	101	182
07:30 AM	17	0	29	46	0	38	19	57	0	0	0	0	35	73	0	108	211
07:45 AM	18	0	23	41	0	48	13	61	0	0	0	0	30	59	0	89	191
Total	51	0	89	140	0	141	70	211	0	0	0	0	120	257	0	377	728
08:00 AM	18	0	29	47	0	38	19	57	0	0	0	0	36	43	0	79	183
08:15 AM	21	0	30	51	0	34	18	52	0	0	0	0	37	34	0	71	174
08:30 AM	25	0	27	52	0	28	20	48	0	0	0	0	36	39	0	75	175
08:45 AM	20	0	21	41	0	31	17	48	0	0	0	0	29	30	0	59	148
Total	84	0	107	191	0	131	74	205	0	0	0	0	138	146	0	284	680
04:00 PM	19	0	23	42	0	40	19	59	0	0	0	0	20	37	0	57	158
04:15 PM	19	0	31	50	0	45	21	66	0	0	0	0	22	44	0	66	182
04:30 PM	20	0	28	48	0	56	21	77	0	0	0	0	18	62	0	80	205
04:45 PM	18	0	40	58	0	44	21	65	0	0	0	0	28	46	0	74	197
Total	76	0	122	198	0	185	82	267	0	0	0	0	88	189	0	277	742
05:00 PM	13	0	33	46	0	39	20	59	0	0	0	0	34	35	0	69	174
05:15 PM	12	0	37	49	0	55	20	75	0	0	0	0	28	35	0	63	187
05:30 PM	11	0	29	40	0	47	19	66	0	0	0	0	26	41	0	67	173
05:45 PM	9	0	26	35	0	38	15	53	0	0	0	0	23	37	0	60	148
Total	45	0	125	170	0	179	74	253	0	0	0	0	111	148	0	259	682
Grand Total	256	0	443	699	0	636	300	936	0	0	0	0	457	740	0	1197	2832
Apprch %	36.6	0	63.4		0	67.9	32.1		0	0	0		38.2	61.8	0		
Total %	9	0	15.6	24.7	0	22.5	10.6	33.1	0	0	0	0	16.1	26.1	0	42.3	
Automobiles	240	0	384	624	0	561	265	826	0	0	0	0	401	697	0	1098	2548
% Automobiles	93.8	0	86.7	89.3	0	88.2	88.3	88.2	0	0	0	0	87.7	94.2	0	91.7	90
Commercial	16	0	59	75	0	75	35	110	0	0	0	0	56	43	0	99	284
% Commercial	6.2	0	13.3	10.7	0	11.8	11.7	11.8	0	0	0	0	12.3	5.8	0	8.3	10

DE TRAFFIC

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NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 2

	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	0	22	29	0	33	19	52	0	0	0	0	30	71	0	101	182
07:30 AM	17	0	29	46	0	38	19	57	0	0	0	0	35	73	0	108	211
07:45 AM	18	0	23	41	0	48	13	61	0	0	0	0	30	59	0	89	191
08:00 AM	18	0	29	47	0	38	19	57	0	0	0	0	36	43	0	79	183
Total Volume	60	0	103	163	0	157	70	227	0	0	0	0	131	246	0	377	767
% App. Total	36.8	0	63.2		0	69.2	30.8		0	0	0		34.7	65.3	0		
PHF	.833	.000	.888	.867	.000	.818	.921	.930	.000	.000	.000	.000	.910	.842	.000	.873	.909
Automobiles	56	0	86	142	0	137	66	203	0	0	0	0	124	238	0	362	707
% Automobiles	93.3	0	83.5	87.1	0	87.3	94.3	89.4	0	0	0	0	94.7	96.7	0	96.0	92.2
Commercial	4	0	17	21	0	20	4	24	0	0	0	0	7	8	0	15	60
% Commercial	6.7	0	16.5	12.9	0	12.7	5.7	10.6	0	0	0	0	5.3	3.3	0	4.0	7.8

DE TRAFFIC

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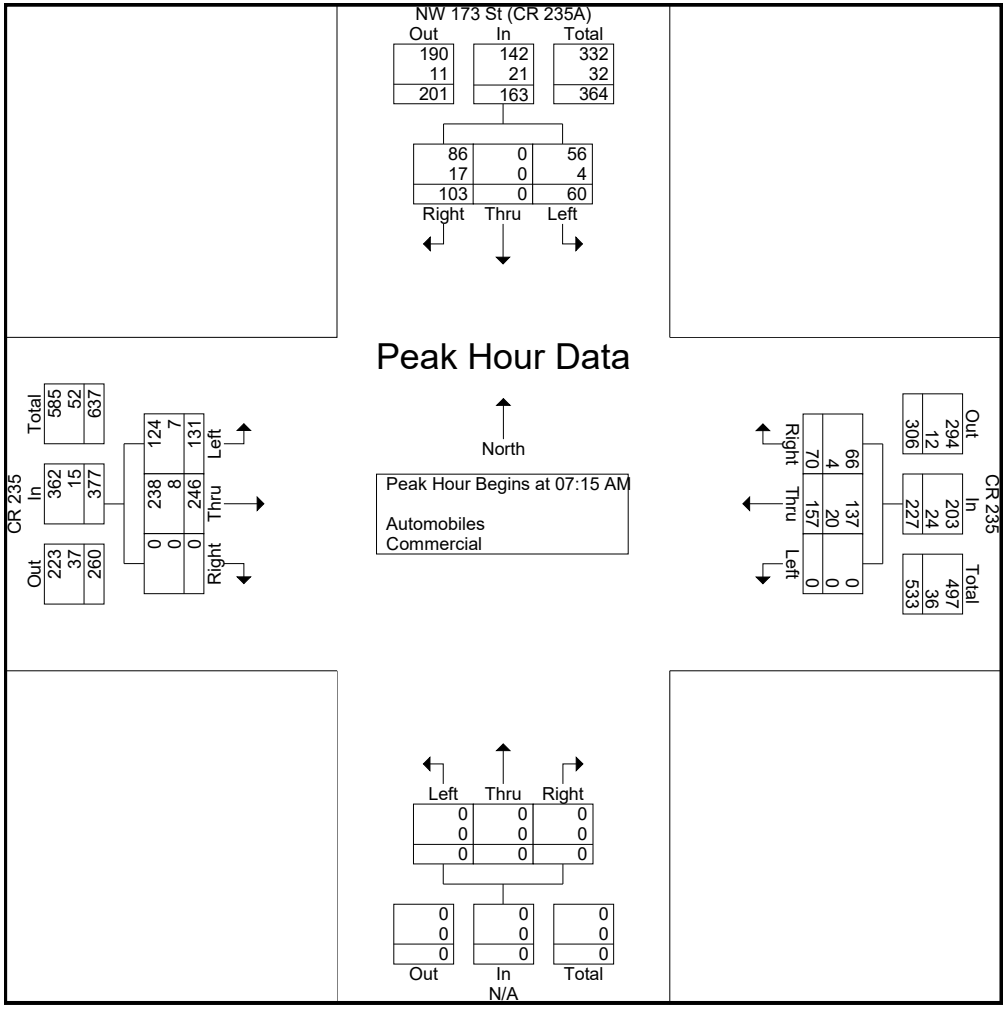
NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 3



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NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 4

	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	20	0	28	48	0	56	21	77	0	0	0	0	18	62	0	80	205
04:45 PM	18	0	40	58	0	44	21	65	0	0	0	0	28	46	0	74	197
05:00 PM	13	0	33	46	0	39	20	59	0	0	0	0	34	35	0	69	174
05:15 PM	12	0	37	49	0	55	20	75	0	0	0	0	28	35	0	63	187
Total Volume	63	0	138	201	0	194	82	276	0	0	0	0	108	178	0	286	763
% App. Total	31.3	0	68.7		0	70.3	29.7		0	0	0		37.8	62.2	0		
PHF	.788	.000	.863	.866	.000	.866	.976	.896	.000	.000	.000	.000	.794	.718	.000	.894	.930
Automobiles	59	0	121	180	0	178	67	245	0	0	0	0	89	163	0	252	677
% Automobiles	93.7	0	87.7	89.6	0	91.8	81.7	88.8	0	0	0	0	82.4	91.6	0	88.1	88.7
Commercial	4	0	17	21	0	16	15	31	0	0	0	0	19	15	0	34	86
% Commercial	6.3	0	12.3	10.4	0	8.2	18.3	11.2	0	0	0	0	17.6	8.4	0	11.9	11.3

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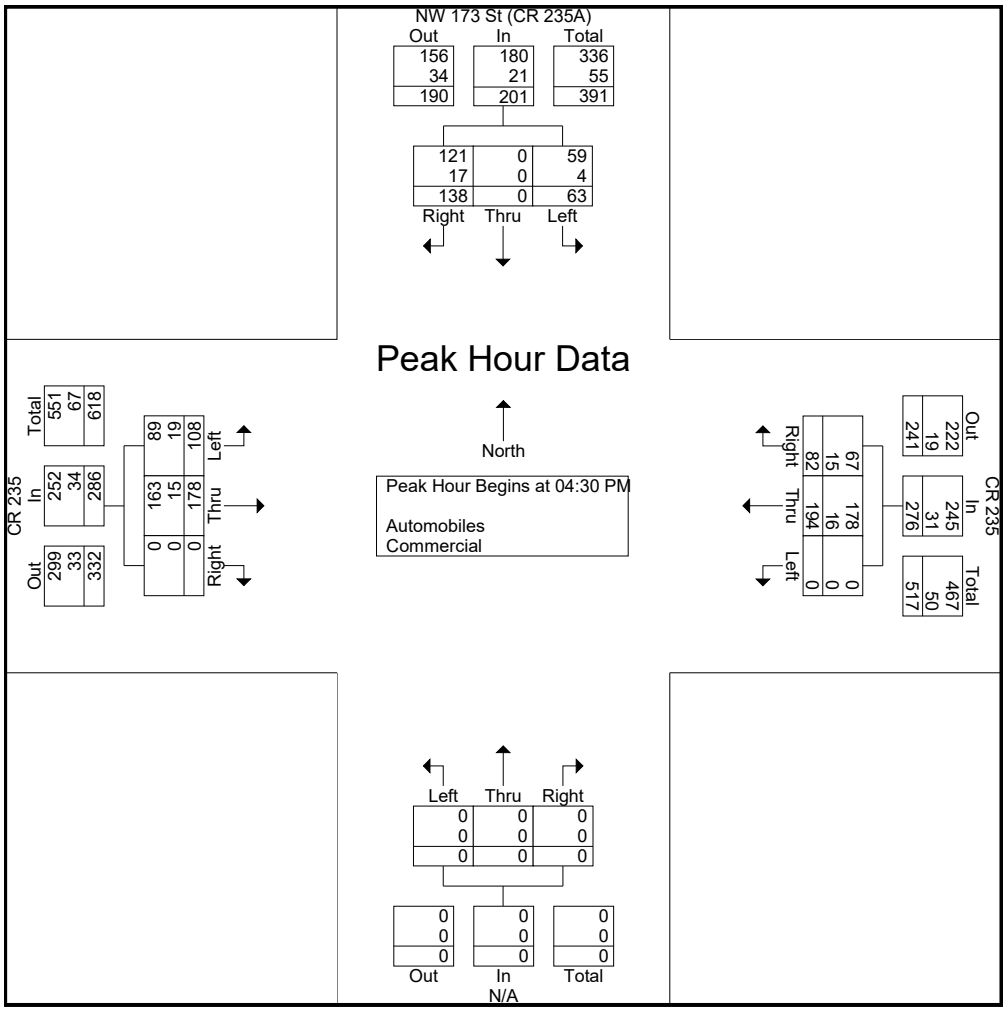
NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 5



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NW 173 St (CR 235A) at CR 235
Alachua County, Fl

File Name : 01 cr 235a at cr 235
Site Code : 00000001
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	NW 173 St (CR 235A) Southbound					CR 235 Westbound					N/A Northbound					CR 235 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

DE TRAFFIC

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CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	37	9	52	3	7	7	17	4	37	6	47	2	9	9	20	136
07:15 AM	6	57	7	70	5	7	5	17	6	43	4	53	8	8	9	25	165
07:30 AM	10	55	5	70	5	5	8	18	9	51	8	68	4	9	9	22	178
07:45 AM	10	48	5	63	7	6	6	19	6	64	7	77	10	9	7	26	185
Total	32	197	26	255	20	25	26	71	25	195	25	245	24	35	34	93	664
08:00 AM	11	47	8	66	6	7	7	20	5	59	9	73	5	12	8	25	184
08:15 AM	10	49	7	66	6	7	7	20	10	61	5	76	6	9	5	20	182
08:30 AM	14	52	5	71	5	4	6	15	5	55	8	68	4	5	5	14	168
08:45 AM	12	46	6	64	8	7	6	21	7	61	7	75	9	6	8	23	183
Total	47	194	26	267	25	25	26	76	27	236	29	292	24	32	26	82	717
04:00 PM	9	45	9	63	8	8	8	24	11	37	6	54	7	9	5	21	162
04:15 PM	5	53	9	67	5	6	5	16	8	48	5	61	9	9	10	28	172
04:30 PM	10	62	4	76	6	8	11	25	9	49	5	63	4	13	7	24	188
04:45 PM	5	75	6	86	6	5	8	19	11	69	6	86	10	10	6	26	217
Total	29	235	28	292	25	27	32	84	39	203	22	264	30	41	28	99	739
05:00 PM	5	52	6	63	9	8	8	25	9	61	7	77	5	13	10	28	193
05:15 PM	8	60	8	76	7	5	10	22	15	62	6	83	8	10	10	28	209
05:30 PM	5	55	5	65	10	8	10	28	10	49	6	65	9	10	8	27	185
05:45 PM	10	45	6	61	7	4	9	20	9	44	6	59	9	6	8	23	163
Total	28	212	25	265	33	25	37	95	43	216	25	284	31	39	36	106	750
Grand Total	136	838	105	1079	103	102	121	326	134	850	101	1085	109	147	124	380	2870
Apprch %	12.6	77.7	9.7		31.6	31.3	37.1		12.4	78.3	9.3		28.7	38.7	32.6		
Total %	4.7	29.2	3.7	37.6	3.6	3.6	4.2	11.4	4.7	29.6	3.5	37.8	3.8	5.1	4.3	13.2	
Automobiles	112	658	92	862	83	82	94	259	113	627	77	817	95	131	106	332	2270
% Automobiles	82.4	78.5	87.6	79.9	80.6	80.4	77.7	79.4	84.3	73.8	76.2	75.3	87.2	89.1	85.5	87.4	79.1
Commercial	24	180	13	217	20	20	27	67	21	223	24	268	14	16	18	48	600
% Commercial	17.6	21.5	12.4	20.1	19.4	19.6	22.3	20.6	15.7	26.2	23.8	24.7	12.8	10.9	14.5	12.6	20.9

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CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 2

	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	55	5	70	5	5	8	18	9	51	8	68	4	9	9	22	178
07:45 AM	10	48	5	63	7	6	6	19	6	64	7	77	10	9	7	26	185
08:00 AM	11	47	8	66	6	7	7	20	5	59	9	73	5	12	8	25	184
08:15 AM	10	49	7	66	6	7	7	20	10	61	5	76	6	9	5	20	182
Total Volume	41	199	25	265	24	25	28	77	30	235	29	294	25	39	29	93	729
% App. Total	15.5	75.1	9.4		31.2	32.5	36.4		10.2	79.9	9.9		26.9	41.9	31.2		
PHF	.932	.905	.781	.946	.857	.893	.875	.963	.750	.918	.806	.955	.625	.813	.806	.894	.985
Automobiles	36	134	20	190	19	20	22	61	23	181	19	223	22	32	25	79	553
% Automobiles	87.8	67.3	80.0	71.7	79.2	80.0	78.6	79.2	76.7	77.0	65.5	75.9	88.0	82.1	86.2	84.9	75.9
Commercial	5	65	5	75	5	5	6	16	7	54	10	71	3	7	4	14	176
% Commercial	12.2	32.7	20.0	28.3	20.8	20.0	21.4	20.8	23.3	23.0	34.5	24.1	12.0	17.9	13.8	15.1	24.1

DE TRAFFIC

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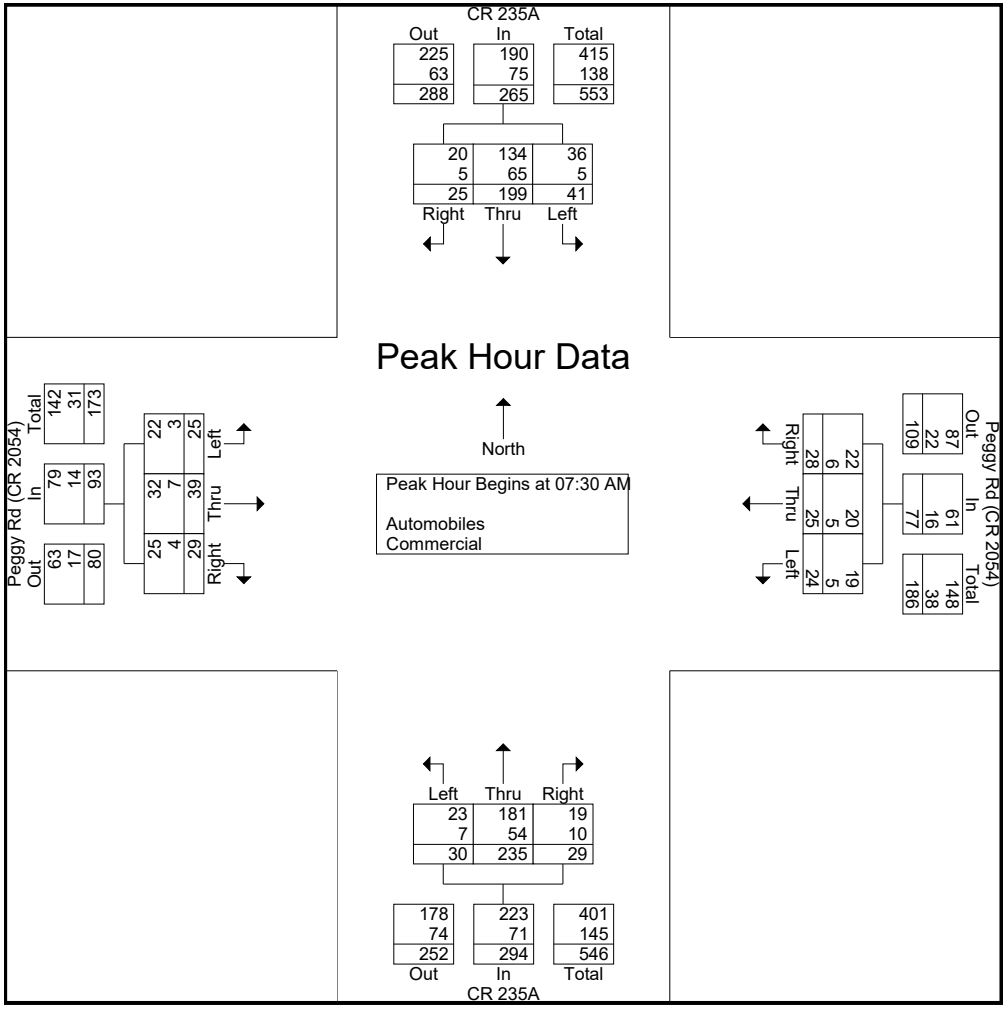
CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 3



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CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 4

	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	62	4	76	6	8	11	25	9	49	5	63	4	13	7	24	188
04:45 PM	5	75	6	86	6	5	8	19	11	69	6	86	10	10	6	26	217
05:00 PM	5	52	6	63	9	8	8	25	9	61	7	77	5	13	10	28	193
05:15 PM	8	60	8	76	7	5	10	22	15	62	6	83	8	10	10	28	209
Total Volume	28	249	24	301	28	26	37	91	44	241	24	309	27	46	33	106	807
% App. Total	9.3	82.7	8		30.8	28.6	40.7		14.2	78	7.8		25.5	43.4	31.1		
PHF	.700	.830	.750	.875	.778	.813	.841	.910	.733	.873	.857	.898	.675	.885	.825	.946	.930
Automobiles	22	214	22	258	24	22	27	73	39	171	20	230	24	43	27	94	655
% Automobiles	78.6	85.9	91.7	85.7	85.7	84.6	73.0	80.2	88.6	71.0	83.3	74.4	88.9	93.5	81.8	88.7	81.2
Commercial	6	35	2	43	4	4	10	18	5	70	4	79	3	3	6	12	152
% Commercial	21.4	14.1	8.3	14.3	14.3	15.4	27.0	19.8	11.4	29.0	16.7	25.6	11.1	6.5	18.2	11.3	18.8

DE TRAFFIC

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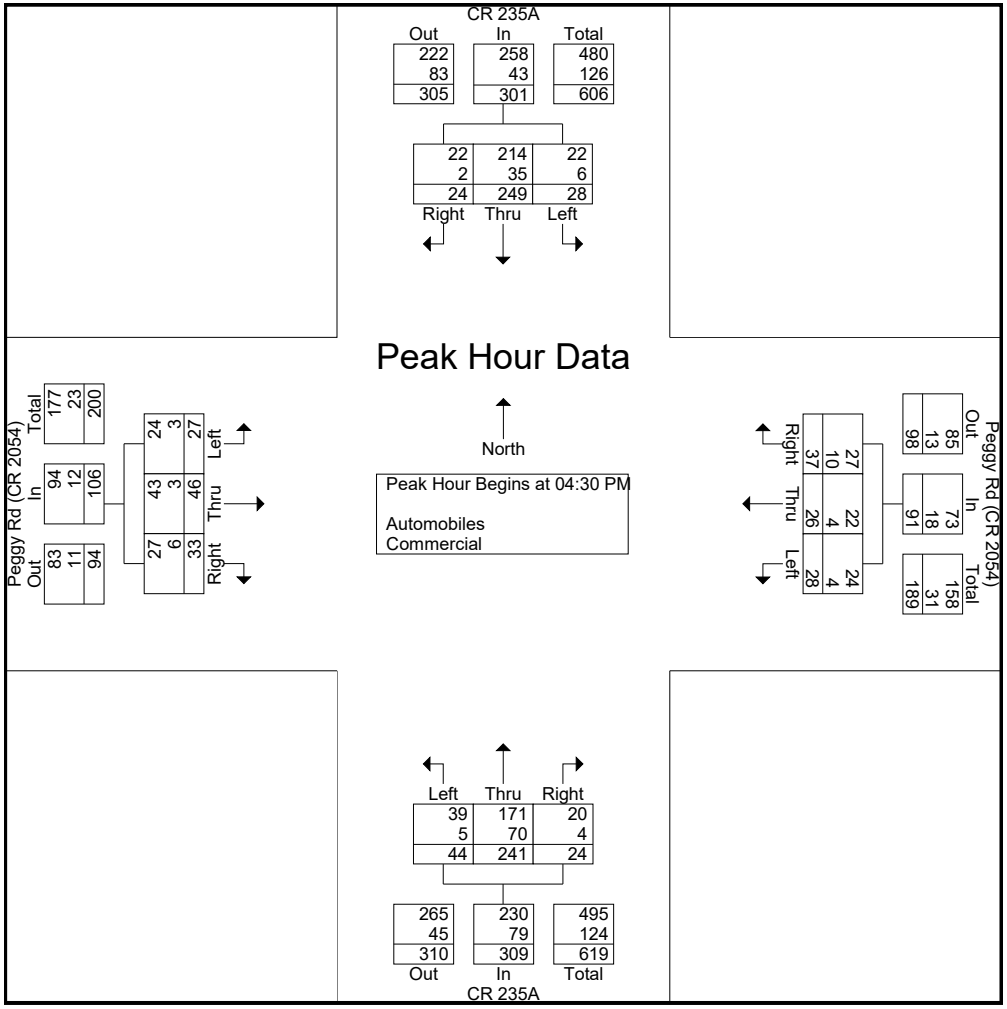
CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 5



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CR 235A at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 02 CR 235A at CR 2054
Site Code : 00000002
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	CR 235A Southbound					Peggy Rd (CR 2054) Westbound					CR 235A Northbound					Peggy Rd (CR 2054) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

DE TRAFFIC

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CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	31	0	55	9	0	34	43	0	77	2	79	0	0	0	0	177
07:15 AM	34	37	0	71	11	0	63	74	0	65	7	72	0	0	0	0	217
07:30 AM	52	45	0	97	15	0	43	58	0	75	5	80	0	0	0	0	235
07:45 AM	69	54	0	123	10	0	54	64	0	66	4	70	0	0	0	0	257
Total	179	167	0	346	45	0	194	239	0	283	18	301	0	0	0	0	886
08:00 AM	75	44	0	119	9	0	72	81	0	76	6	82	0	0	0	0	282
08:15 AM	84	35	0	119	8	0	54	62	0	52	4	56	0	0	0	0	237
08:30 AM	77	45	0	122	7	0	43	50	0	56	6	62	0	0	0	0	234
08:45 AM	65	36	0	101	9	0	36	45	0	46	3	49	0	0	0	0	195
Total	301	160	0	461	33	0	205	238	0	230	19	249	0	0	0	0	948
04:00 PM	51	64	0	115	1	0	44	45	0	44	15	59	0	0	0	0	219
04:15 PM	66	90	0	156	8	0	63	71	0	42	10	52	0	0	0	0	279
04:30 PM	61	79	0	140	4	0	66	70	0	55	3	58	0	0	0	0	268
04:45 PM	56	83	0	139	3	0	89	92	0	39	4	43	0	0	0	0	274
Total	234	316	0	550	16	0	262	278	0	180	32	212	0	0	0	0	1040
05:00 PM	66	58	0	124	1	0	53	54	0	35	3	38	0	0	0	0	216
05:15 PM	61	50	0	111	5	0	39	44	0	37	10	47	0	0	0	0	202
05:30 PM	45	55	0	100	3	0	52	55	0	34	2	36	0	0	0	0	191
05:45 PM	36	49	0	85	1	0	41	42	0	34	6	40	0	0	0	0	167
Total	208	212	0	420	10	0	185	195	0	140	21	161	0	0	0	0	776
Grand Total	922	855	0	1777	104	0	846	950	0	833	90	923	0	0	0	0	3650
Apprch %	51.9	48.1	0		10.9	0	89.1		0	90.2	9.8		0	0	0		
Total %	25.3	23.4	0	48.7	2.8	0	23.2	26	0	22.8	2.5	25.3	0	0	0	0	
Automobiles	908	807	0	1715	103	0	830	933	0	775	88	863	0	0	0	0	3511
% Automobiles	98.5	94.4	0	96.5	99	0	98.1	98.2	0	93	97.8	93.5	0	0	0	0	96.2
Commercial	14	48	0	62	1	0	16	17	0	58	2	60	0	0	0	0	139
% Commercial	1.5	5.6	0	3.5	1	0	1.9	1.8	0	7	2.2	6.5	0	0	0	0	3.8

DE TRAFFIC

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CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 2

	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	52	45	0	97	15	0	43	58	0	75	5	80	0	0	0	0	235
07:45 AM	69	54	0	123	10	0	54	64	0	66	4	70	0	0	0	0	257
08:00 AM	75	44	0	119	9	0	72	81	0	76	6	82	0	0	0	0	282
08:15 AM	84	35	0	119	8	0	54	62	0	52	4	56	0	0	0	0	237
Total Volume	280	178	0	458	42	0	223	265	0	269	19	288	0	0	0	0	1011
% App. Total	61.1	38.9	0		15.8	0	84.2		0	93.4	6.6		0	0	0		
PHF	.833	.824	.000	.931	.700	.000	.774	.818	.000	.885	.792	.878	.000	.000	.000	.000	.896
Automobiles	276	169	0	445	41	0	217	258	0	254	18	272	0	0	0	0	975
% Automobiles	98.6	94.9	0	97.2	97.6	0	97.3	97.4	0	94.4	94.7	94.4	0	0	0	0	96.4
Commercial	4	9	0	13	1	0	6	7	0	15	1	16	0	0	0	0	36
% Commercial	1.4	5.1	0	2.8	2.4	0	2.7	2.6	0	5.6	5.3	5.6	0	0	0	0	3.6

DE TRAFFIC

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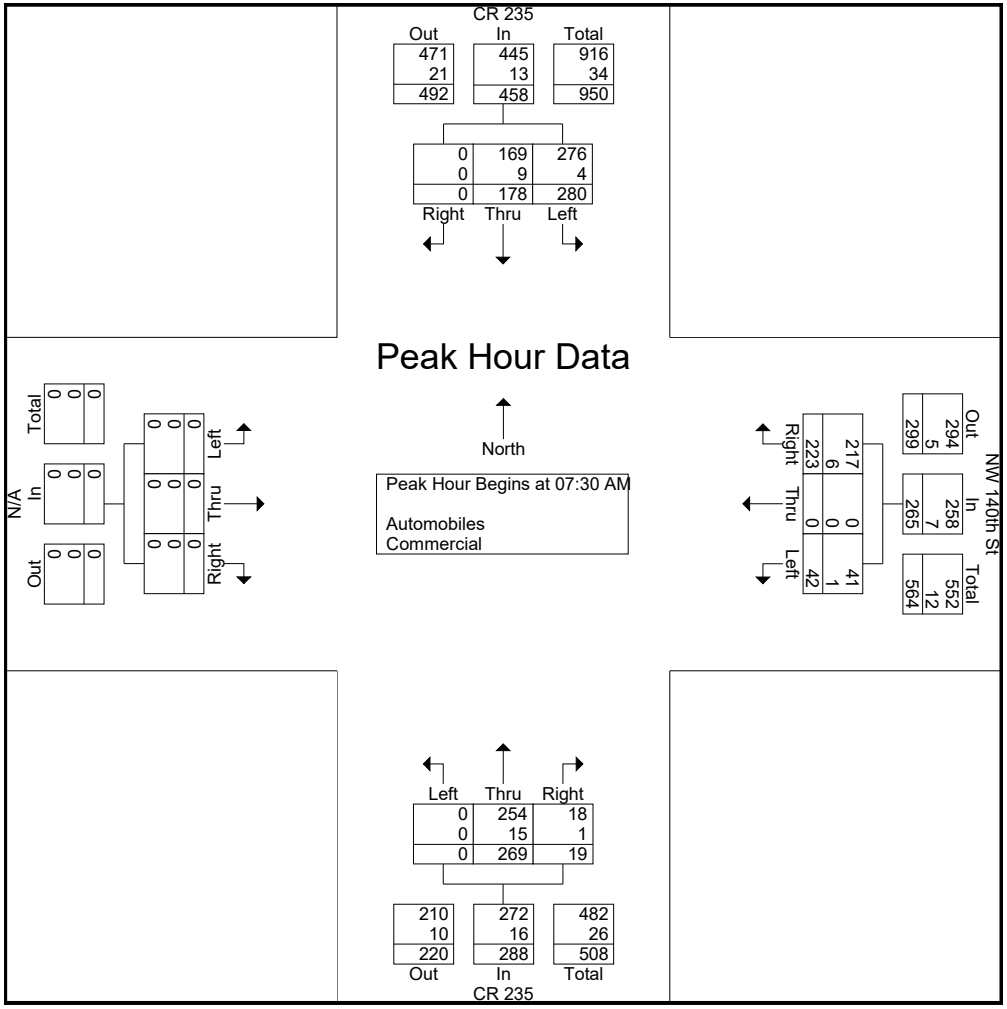
CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 3



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CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 4

	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	51	64	0	115	1	0	44	45	0	44	15	59	0	0	0	0	219
04:15 PM	66	90	0	156	8	0	63	71	0	42	10	52	0	0	0	0	279
04:30 PM	61	79	0	140	4	0	66	70	0	55	3	58	0	0	0	0	268
04:45 PM	56	83	0	139	3	0	89	92	0	39	4	43	0	0	0	0	274
Total Volume	234	316	0	550	16	0	262	278	0	180	32	212	0	0	0	0	1040
% App. Total	42.5	57.5	0		5.8	0	94.2		0	84.9	15.1		0	0	0		
PHF	.886	.878	.000	.881	.500	.000	.736	.755	.000	.818	.533	.898	.000	.000	.000	.000	.932
Automobiles	228	302	0	530	16	0	259	275	0	165	32	197	0	0	0	0	1002
% Automobiles	97.4	95.6	0	96.4	100	0	98.9	98.9	0	91.7	100	92.9	0	0	0	0	96.3
Commercial	6	14	0	20	0	0	3	3	0	15	0	15	0	0	0	0	38
% Commercial	2.6	4.4	0	3.6	0	0	1.1	1.1	0	8.3	0	7.1	0	0	0	0	3.7

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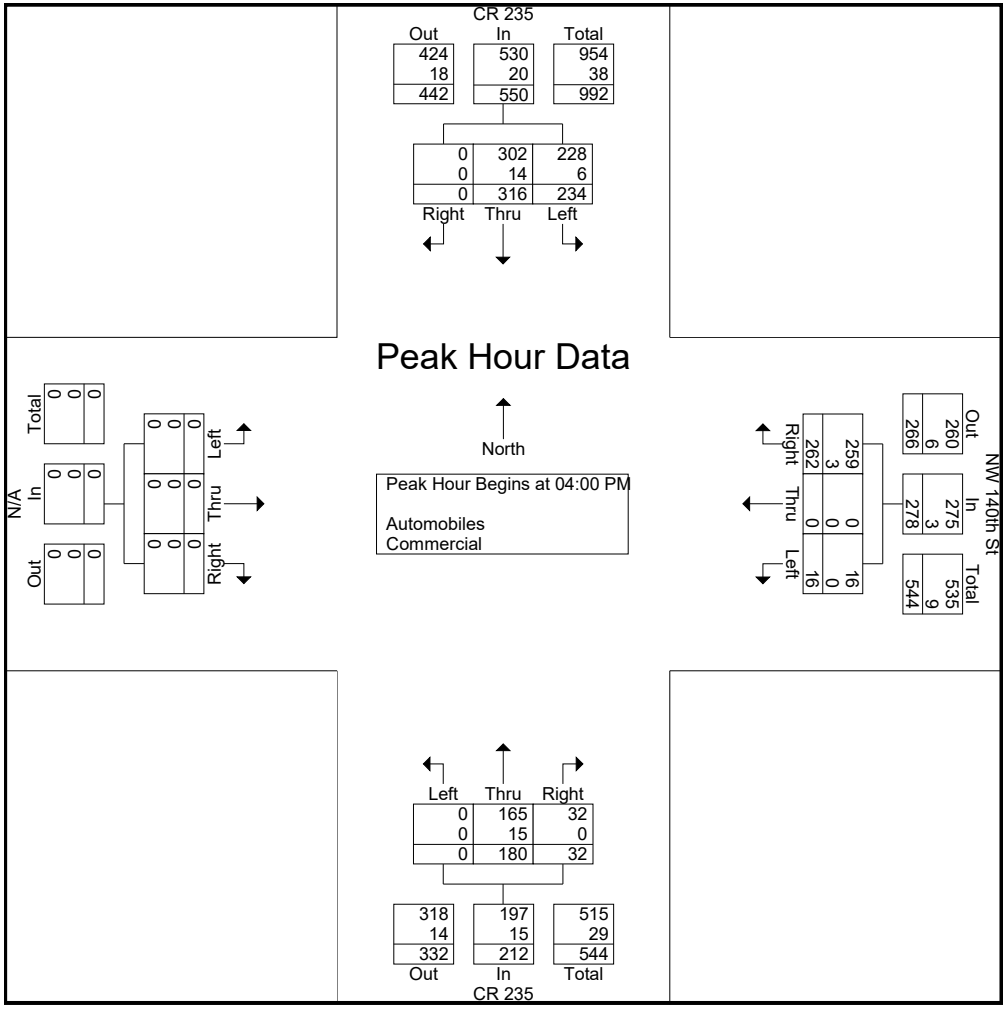
CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 5



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CR 235 at NW 140th St
Alachua County, Fl

File Name : 03 235 at 140
Site Code : 00000003
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	CR 235 Southbound					NW 140th St Westbound					CR 235 Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

DE TRAFFIC

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NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	80	4	84	0	0	0	0	9	82	0	91	7	0	8	15	190
07:15 AM	0	107	6	113	0	0	0	0	8	103	0	111	9	0	7	16	240
07:30 AM	0	99	6	105	0	0	0	0	10	107	0	117	12	0	6	18	240
07:45 AM	0	89	6	95	0	0	0	0	9	125	0	134	14	0	6	20	249
Total	0	375	22	397	0	0	0	0	36	417	0	453	42	0	27	69	919
08:00 AM	0	117	5	122	0	0	0	0	14	96	0	110	12	0	10	22	254
08:15 AM	0	104	7	111	0	0	0	0	16	87	0	103	6	0	11	17	231
08:30 AM	0	97	4	101	0	0	0	0	17	88	0	105	6	0	11	17	223
08:45 AM	0	93	7	100	0	0	0	0	13	89	0	102	7	0	9	16	218
Total	0	411	23	434	0	0	0	0	60	360	0	420	31	0	41	72	926
04:00 PM	0	103	7	110	0	0	0	0	7	102	0	109	8	0	9	17	236
04:15 PM	0	112	4	116	0	0	0	0	10	105	0	115	8	0	11	19	250
04:30 PM	0	104	8	112	0	0	0	0	13	101	0	114	5	0	8	13	239
04:45 PM	0	127	7	134	0	0	0	0	11	113	0	124	7	0	12	19	277
Total	0	446	26	472	0	0	0	0	41	421	0	462	28	0	40	68	1002
05:00 PM	0	93	10	103	0	0	0	0	11	107	0	118	5	0	11	16	237
05:15 PM	0	100	8	108	0	0	0	0	7	94	0	101	7	0	11	18	227
05:30 PM	0	85	9	94	0	0	0	0	9	78	0	87	5	0	8	13	194
05:45 PM	0	92	10	102	0	0	0	0	8	63	0	71	6	0	10	16	189
Total	0	370	37	407	0	0	0	0	35	342	0	377	23	0	40	63	847
Grand Total	0	1602	108	1710	0	0	0	0	172	1540	0	1712	124	0	148	272	3694
Apprch %	0	93.7	6.3		0	0	0		10	90	0		45.6	0	54.4		
Total %	0	43.4	2.9	46.3	0	0	0	0	4.7	41.7	0	46.3	3.4	0	4	7.4	
Automobiles	0	1425	95	1520	0	0	0	0	160	1392	0	1552	109	0	117	226	3298
% Automobiles	0	89	88	88.9	0	0	0	0	93	90.4	0	90.7	87.9	0	79.1	83.1	89.3
Commercial	0	177	13	190	0	0	0	0	12	148	0	160	15	0	31	46	396
% Commercial	0	11	12	11.1	0	0	0	0	7	9.6	0	9.3	12.1	0	20.9	16.9	10.7

DE TRAFFIC

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NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 2

	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	107	6	113	0	0	0	0	8	103	0	111	9	0	7	16	240
07:30 AM	0	99	6	105	0	0	0	0	10	107	0	117	12	0	6	18	240
07:45 AM	0	89	6	95	0	0	0	0	9	125	0	134	14	0	6	20	249
08:00 AM	0	117	5	122	0	0	0	0	14	96	0	110	12	0	10	22	254
Total Volume	0	412	23	435	0	0	0	0	41	431	0	472	47	0	29	76	983
% App. Total	0	94.7	5.3		0	0	0		8.7	91.3	0		61.8	0	38.2		
PHF	.000	.880	.958	.891	.000	.000	.000	.000	.732	.862	.000	.881	.839	.000	.725	.864	.968
Automobiles	0	357	19	376	0	0	0	0	36	384	0	420	42	0	23	65	861
% Automobiles	0	86.7	82.6	86.4	0	0	0	0	87.8	89.1	0	89.0	89.4	0	79.3	85.5	87.6
Commercial	0	55	4	59	0	0	0	0	5	47	0	52	5	0	6	11	122
% Commercial	0	13.3	17.4	13.6	0	0	0	0	12.2	10.9	0	11.0	10.6	0	20.7	14.5	12.4

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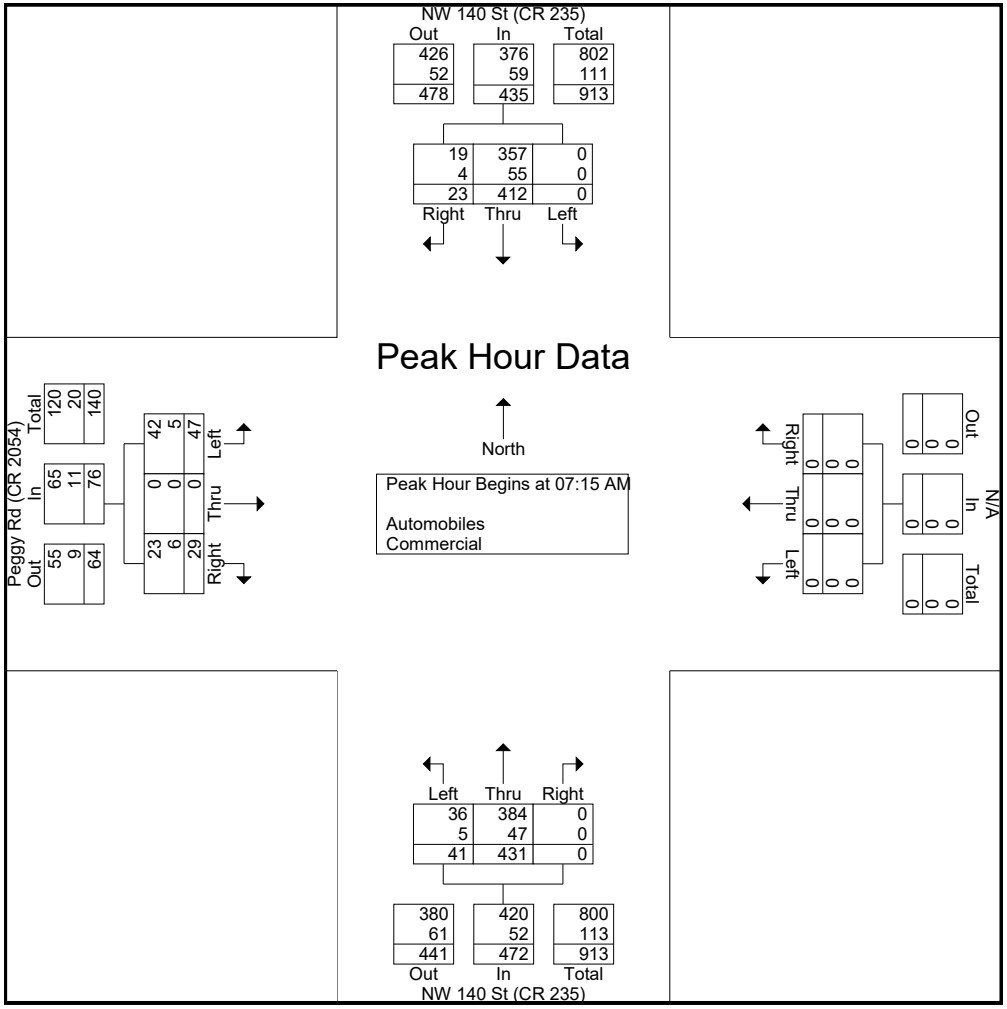
NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 3



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NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 4

	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	112	4	116	0	0	0	0	10	105	0	115	8	0	11	19	250
04:30 PM	0	104	8	112	0	0	0	0	13	101	0	114	5	0	8	13	239
04:45 PM	0	127	7	134	0	0	0	0	11	113	0	124	7	0	12	19	277
05:00 PM	0	93	10	103	0	0	0	0	11	107	0	118	5	0	11	16	237
Total Volume	0	436	29	465	0	0	0	0	45	426	0	471	25	0	42	67	1003
% App. Total	0	93.8	6.2		0	0	0		9.6	90.4	0		37.3	0	62.7		
PHF	.000	.858	.725	.868	.000	.000	.000	.000	.865	.942	.000	.950	.781	.000	.875	.882	.905
Automobiles	0	389	27	416	0	0	0	0	42	399	0	441	22	0	35	57	914
% Automobiles	0	89.2	93.1	89.5	0	0	0	0	93.3	93.7	0	93.6	88.0	0	83.3	85.1	91.1
Commercial	0	47	2	49	0	0	0	0	3	27	0	30	3	0	7	10	89
% Commercial	0	10.8	6.9	10.5	0	0	0	0	6.7	6.3	0	6.4	12.0	0	16.7	14.9	8.9

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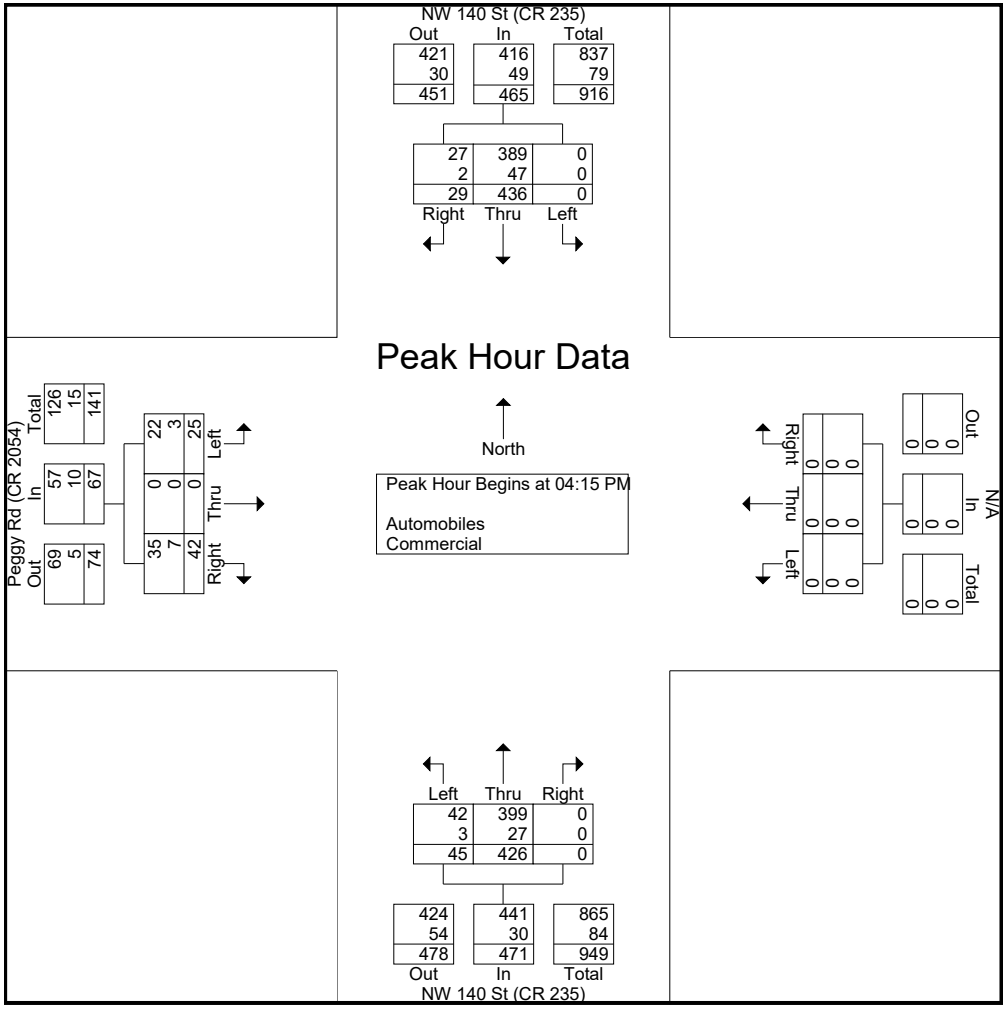
NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 5



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NW 140th St (CR 235) at Peggy Rd (CR 2054)
Alachua County, Fl

File Name : 04 NW 140 at CR 2054
Site Code : 00000004
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	NW 140 St (CR 235) Southbound					N/A Westbound					NW 140 St (CR 235) Northbound					Peggy Rd (CR 2054) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
Grand Total	0	0	0	7	7	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	14
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0	

DE TRAFFIC

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(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173rd St (CR 235A) Southbound				US 441 Westbound				NW 173rd St (CR 235A) Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	8	3	25	18	164	16	198	9	7	24	40	7	276	18	301	564
07:15 AM	18	12	7	37	19	189	22	230	8	4	21	33	4	286	19	309	609
07:30 AM	31	11	12	54	19	204	45	268	8	15	27	50	11	301	19	331	703
07:45 AM	24	16	12	52	26	227	59	312	15	9	25	49	16	318	21	355	768
Total	87	47	34	168	82	784	142	1008	40	35	97	172	38	1181	77	1296	2644
08:00 AM	21	9	9	39	23	229	55	307	19	13	23	55	7	346	20	373	774
08:15 AM	16	14	9	39	25	214	48	287	19	10	30	59	17	358	18	393	778
08:30 AM	15	6	9	30	20	207	18	245	18	7	28	53	10	342	21	373	701
08:45 AM	14	6	10	30	21	202	12	235	14	14	27	55	10	257	20	287	607
Total	66	35	37	138	89	852	133	1074	70	44	108	222	44	1303	79	1426	2860
03:00 PM	14	6	5	25	18	330	23	371	13	8	24	45	16	209	15	240	681
03:15 PM	15	5	6	26	19	285	22	326	16	9	21	46	6	226	18	250	648
03:30 PM	22	5	10	37	19	314	25	358	15	9	23	47	11	184	18	213	655
03:45 PM	28	4	8	40	19	352	31	402	11	7	20	38	9	210	15	234	714
Total	79	20	29	128	75	1281	101	1457	55	33	88	176	42	829	66	937	2698
04:00 PM	42	6	11	59	23	361	27	411	18	10	28	56	16	231	24	271	797
04:15 PM	40	9	11	60	35	426	19	480	18	13	34	65	8	214	19	241	846
04:30 PM	20	4	11	35	37	412	20	469	19	10	43	72	15	243	21	279	855
04:45 PM	14	9	10	33	30	388	11	429	21	9	37	67	11	186	23	220	749
Total	116	28	43	187	125	1587	77	1789	76	42	142	260	50	874	87	1011	3247
05:00 PM	13	7	6	26	42	317	19	378	18	10	31	59	8	207	27	242	705
05:15 PM	12	6	5	23	31	291	13	335	18	5	37	60	3	166	23	192	610
05:30 PM	9	3	5	17	38	305	11	354	18	3	31	52	4	176	13	193	616
05:45 PM	7	5	4	16	33	240	11	284	20	2	36	58	5	164	17	186	544
Total	41	21	20	82	144	1153	54	1351	74	20	135	229	20	713	80	813	2475
Grand Total	389	151	163	703	515	5657	507	6679	315	174	570	1059	194	4900	389	5483	13924
Apprch %	55.3	21.5	23.2		7.7	84.7	7.6		29.7	16.4	53.8		3.5	89.4	7.1		
Total %	2.8	1.1	1.2	5	3.7	40.6	3.6	48	2.3	1.2	4.1	7.6	1.4	35.2	2.8	39.4	
Automobiles	367	136	142	645	478	5436	456	6370	302	152	444	898	169	4694	339	5202	13115
% Automobiles	94.3	90.1	87.1	91.7	92.8	96.1	89.9	95.4	95.9	87.4	77.9	84.8	87.1	95.8	87.1	94.9	94.2
Commercial	22	15	21	58	37	221	51	309	13	22	126	161	25	206	50	281	809
% Commercial	5.7	9.9	12.9	8.3	7.2	3.9	10.1	4.6	4.1	12.6	22.1	15.2	12.9	4.2	12.9	5.1	5.8

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

1

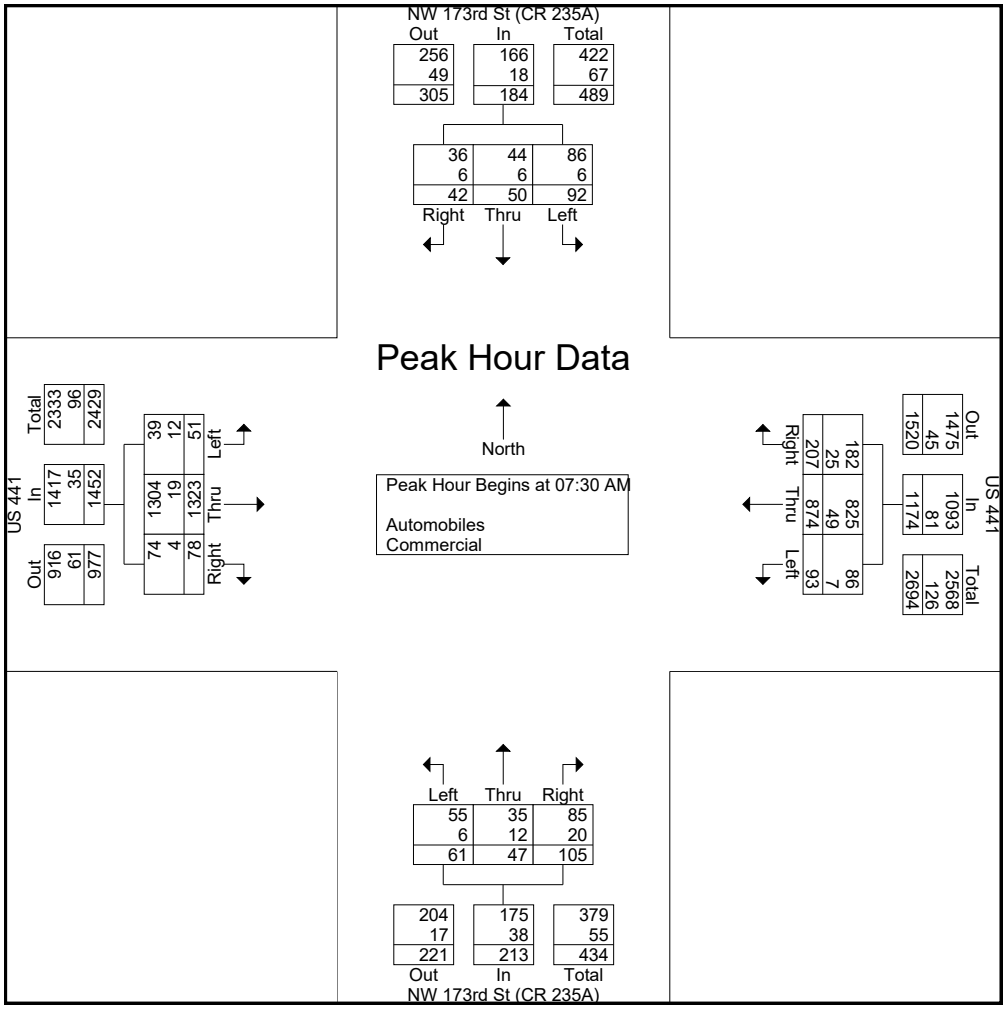
File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 2

	NW 173rd St (CR 235A) Southbound				US 441 Westbound				NW 173rd St (CR 235A) Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	31	11	12	54	19	204	45	268	8	15	27	50	11	301	19	331	703
07:45 AM	24	16	12	52	26	227	59	312	15	9	25	49	16	318	21	355	768
08:00 AM	21	9	9	39	23	229	55	307	19	13	23	55	7	346	20	373	774
08:15 AM	16	14	9	39	25	214	48	287	19	10	30	59	17	358	18	393	778
Total Volume	92	50	42	184	93	874	207	1174	61	47	105	213	51	1323	78	1452	3023
% App. Total	50	27.2	22.8		7.9	74.4	17.6		28.6	22.1	49.3		3.5	91.1	5.4		
PHF	.742	.781	.875	.852	.894	.954	.877	.941	.803	.783	.875	.903	.750	.924	.929	.924	.971
Automobiles	86	44	36	166	86	825	182	1093	55	35	85	175	39	1304	74	1417	2851
% Automobiles	93.5	88.0	85.7	90.2	92.5	94.4	87.9	93.1	90.2	74.5	81.0	82.2	76.5	98.6	94.9	97.6	94.3
Commercial	6	6	6	18	7	49	25	81	6	12	20	38	12	19	4	35	172
% Commercial	6.5	12.0	14.3	9.8	7.5	5.6	12.1	6.9	9.8	25.5	19.0	17.8	23.5	1.4	5.1	2.4	5.7

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 3



DE TRAFFIC

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(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

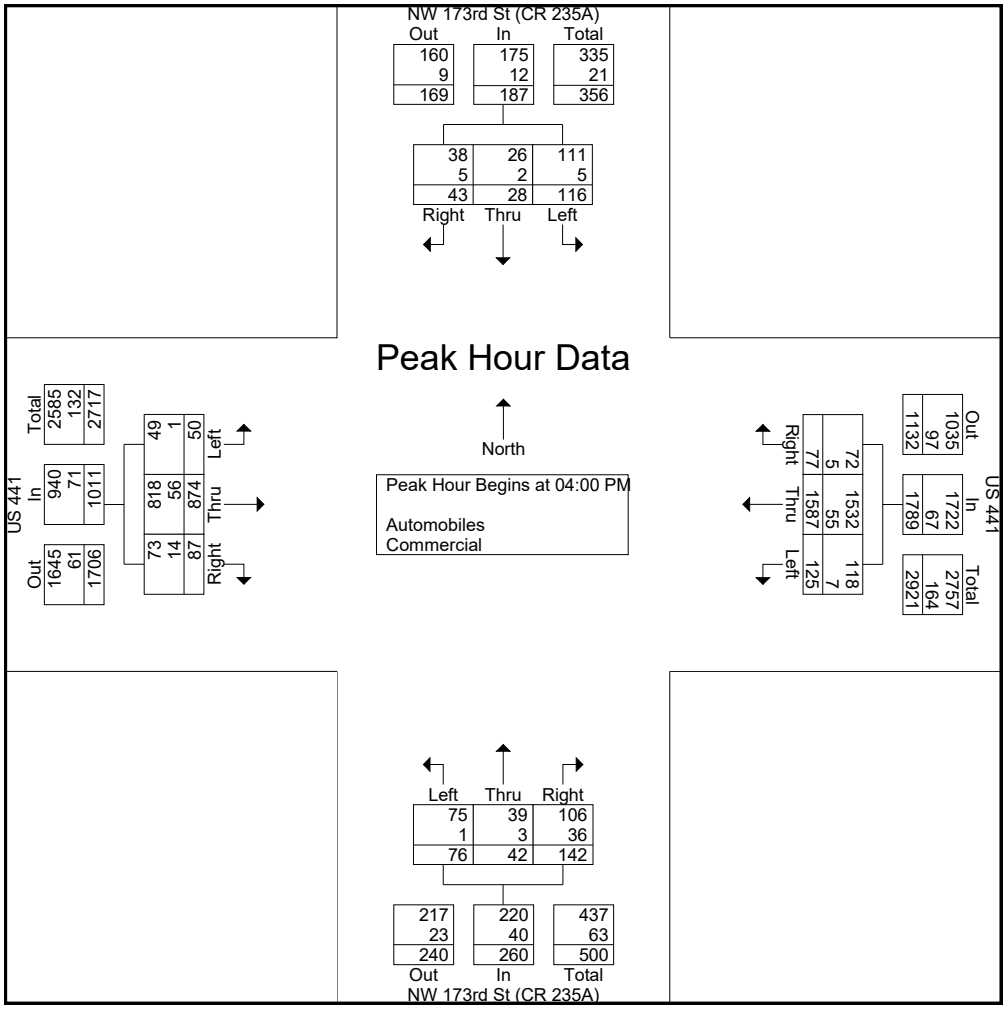
File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 4

	NW 173rd St (CR 235A) Southbound				US 441 Westbound				NW 173rd St (CR 235A) Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	42	6	11	59	23	361	27	411	18	10	28	56	16	231	24	271	797
04:15 PM	40	9	11	60	35	426	19	480	18	13	34	65	8	214	19	241	846
04:30 PM	20	4	11	35	37	412	20	469	19	10	43	72	15	243	21	279	855
04:45 PM	14	9	10	33	30	388	11	429	21	9	37	67	11	186	23	220	749
Total Volume	116	28	43	187	125	1587	77	1789	76	42	142	260	50	874	87	1011	3247
% App. Total	62	15	23		7	88.7	4.3		29.2	16.2	54.6		4.9	86.4	8.6		
PHF	.690	.778	.977	.779	.845	.931	.713	.932	.905	.808	.826	.903	.781	.899	.906	.906	.949
Automobiles	111	26	38	175	118	1532	72	1722	75	39	106	220	49	818	73	940	3057
% Automobiles	95.7	92.9	88.4	93.6	94.4	96.5	93.5	96.3	98.7	92.9	74.6	84.6	98.0	93.6	83.9	93.0	94.1
Commercial	5	2	5	12	7	55	5	67	1	3	36	40	1	56	14	71	190
% Commercial	4.3	7.1	11.6	6.4	5.6	3.5	6.5	3.7	1.3	7.1	25.4	15.4	2.0	6.4	16.1	7.0	5.9

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd St/CR 235A at US 441
Alachua County, Fl

File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd St/CR 235A at US 441
Alachua County, Fl

File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	NW 173rd St (CR 235A) Southbound					US 441 Westbound					NW 173rd St (CR 235A) Northbound					US 441 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	

DE TRAFFIC

detraffic.com
(386) 341-4186

CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	25	0	26	4	0	0	4	0	16	9	25	0	0	0	0	55
07:15 AM	3	33	0	36	6	0	1	7	0	16	10	26	0	0	0	0	69
07:30 AM	4	36	0	40	11	0	1	12	0	43	16	59	0	0	0	0	111
07:45 AM	3	27	0	30	24	0	1	25	0	63	42	105	0	0	0	0	160
Total	11	121	0	132	45	0	3	48	0	138	77	215	0	0	0	0	395
08:00 AM	1	34	0	35	19	0	2	21	0	43	34	77	0	0	0	0	133
08:15 AM	9	21	0	30	6	0	3	9	0	36	44	80	0	0	0	0	119
08:30 AM	4	22	0	26	4	0	1	5	0	26	10	36	0	0	0	0	67
08:45 AM	2	18	0	20	5	0	1	6	0	23	6	29	0	0	0	0	55
Total	16	95	0	111	34	0	7	41	0	128	94	222	0	0	0	0	374
03:00 PM	0	18	0	18	14	0	2	16	0	28	11	39	0	0	0	0	73
03:15 PM	1	15	0	16	8	0	1	9	0	28	7	35	0	0	0	0	60
03:30 PM	0	16	0	16	9	0	1	10	0	33	14	47	0	0	0	0	73
03:45 PM	0	30	0	30	12	0	0	12	0	35	16	51	0	0	0	0	93
Total	1	79	0	80	43	0	4	47	0	124	48	172	0	0	0	0	299
04:00 PM	0	27	0	27	55	0	3	58	0	33	19	52	0	0	0	0	137
04:15 PM	0	22	0	22	27	0	1	28	0	31	4	35	0	0	0	0	85
04:30 PM	1	19	0	20	9	0	1	10	0	35	9	44	0	0	0	0	74
04:45 PM	0	20	0	20	4	0	3	7	0	28	3	31	0	0	0	0	58
Total	1	88	0	89	95	0	8	103	0	127	35	162	0	0	0	0	354
PM 05:00 PM	0	17	0	17	10	0	0	10	0	32	4	36	0	0	0	0	63
05:15 PM	0	13	0	13	6	0	0	6	0	20	1	21	0	0	0	0	40
05:30 PM	1	19	0	20	6	0	2	8	0	20	1	21	0	0	0	0	49
05:45 PM	0	10	0	10	2	0	0	2	0	17	2	19	0	0	0	0	31
Total	1	59	0	60	24	0	2	26	0	89	8	97	0	0	0	0	183
Grand Total	30	442	0	472	241	0	24	265	0	606	262	868	0	0	0	0	1605
Apprch %	6.4	93.6	0		90.9	0	9.1		0	69.8	30.2		0	0	0		
Total %	1.9	27.5	0	29.4	15	0	1.5	16.5	0	37.8	16.3	54.1	0	0	0	0	
Automobiles	30	426	0	456	241	0	22	263	0	581	260	841	0	0	0	0	1560
% Automobiles	100	96.4	0	96.6	100	0	91.7	99.2	0	95.9	99.2	96.9	0	0	0	0	97.2
Commercial	0	16	0	16	0	0	2	2	0	25	2	27	0	0	0	0	45
% Commercial	0	3.6	0	3.4	0	0	8.3	0.8	0	4.1	0.8	3.1	0	0	0	0	2.8

DE TRAFFIC

detraffic.com
(386) 341-4186
CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 2

	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	36	0	40	11	0	1	12	0	43	16	59	0	0	0	0	111
07:45 AM	3	27	0	30	24	0	1	25	0	63	42	105	0	0	0	0	160
08:00 AM	1	34	0	35	19	0	2	21	0	43	34	77	0	0	0	0	133
08:15 AM	9	21	0	30	6	0	3	9	0	36	44	80	0	0	0	0	119
Total Volume	17	118	0	135	60	0	7	67	0	185	136	321	0	0	0	0	523
% App. Total	12.6	87.4	0		89.6	0	10.4		0	57.6	42.4		0	0	0		
PHF	.472	.819	.000	.844	.625	.000	.583	.670	.000	.734	.773	.764	.000	.000	.000	.000	.817
Automobiles	17	114	0	131	60	0	6	66	0	179	135	314	0	0	0	0	511
% Automobiles	100	96.6	0	97.0	100	0	85.7	98.5	0	96.8	99.3	97.8	0	0	0	0	97.7
Commercial	0	4	0	4	0	0	1	1	0	6	1	7	0	0	0	0	12
% Commercial	0	3.4	0	3.0	0	0	14.3	1.5	0	3.2	0.7	2.2	0	0	0	0	2.3

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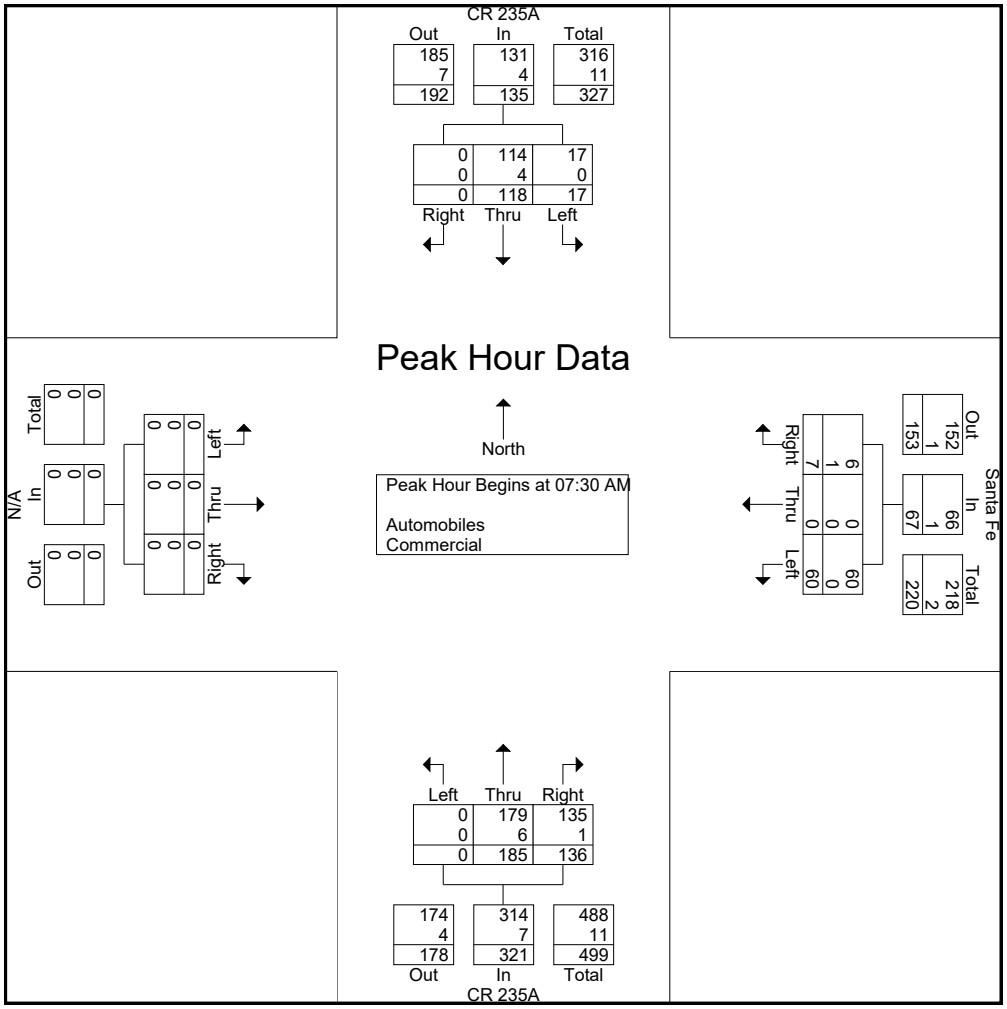
(386) 341-4186

CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 3



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(386) 341-4186
CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 4

	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	30	0	30	12	0	0	12	0	35	16	51	0	0	0	0	93
04:00 PM	0	27	0	27	55	0	3	58	0	33	19	52	0	0	0	0	137
04:15 PM	0	22	0	22	27	0	1	28	0	31	4	35	0	0	0	0	85
04:30 PM	1	19	0	20	9	0	1	10	0	35	9	44	0	0	0	0	74
Total Volume	1	98	0	99	103	0	5	108	0	134	48	182	0	0	0	0	389
% App. Total	1	99	0		95.4	0	4.6		0	73.6	26.4		0	0	0		
PHF	.250	.817	.000	.825	.468	.000	.417	.466	.000	.957	.632	.875	.000	.000	.000	.000	.710
Automobiles	1	96	0	97	103	0	5	108	0	129	48	177	0	0	0	0	382
% Automobiles	100	98.0	0	98.0	100	0	100	100	0	96.3	100	97.3	0	0	0	0	98.2
Commercial	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
% Commercial	0	2.0	0	2.0	0	0	0	0	0	3.7	0	2.7	0	0	0	0	1.8

DE TRAFFIC

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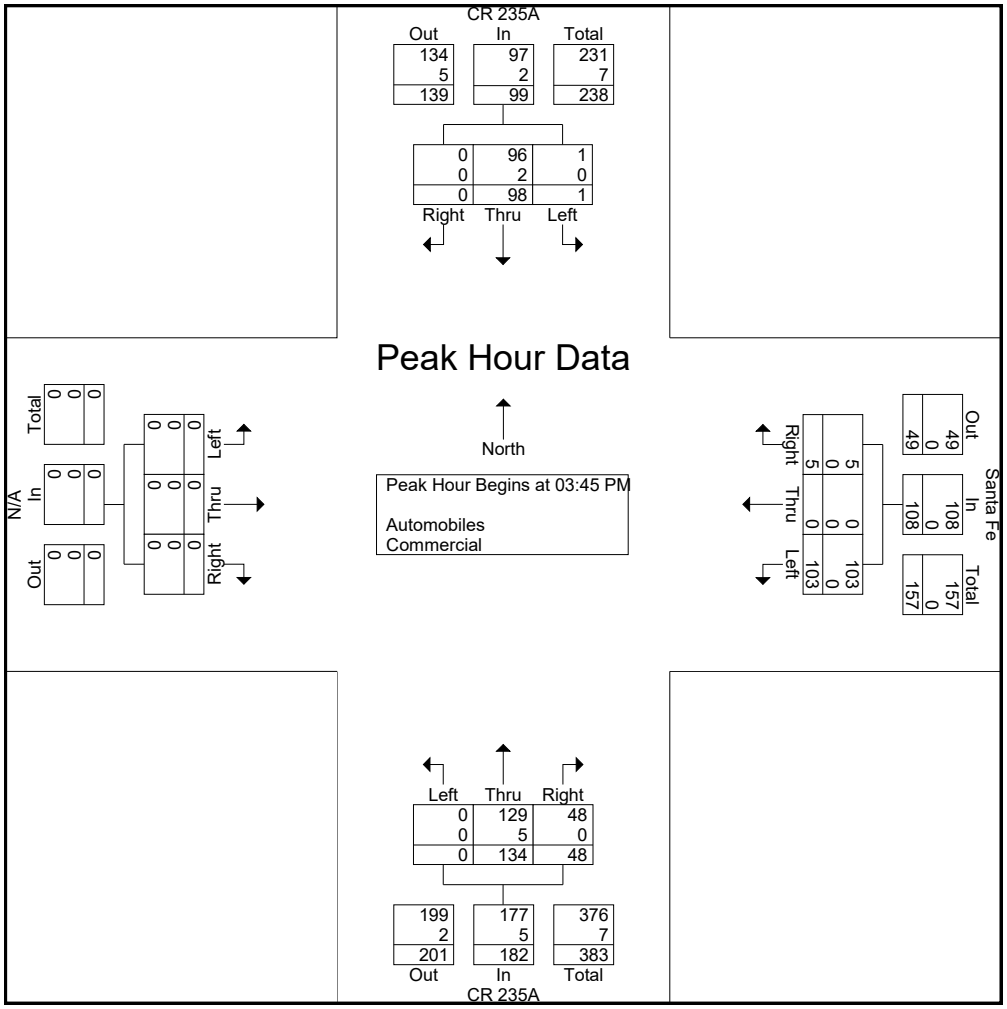
(386) 341-4186

CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 5



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CR 235A at Santa Fe High School
Alachua County, Fl

File Name : 06 CR 235 at Santa Fe
Site Code : 00000006
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	CR 235A Southbound					Santa Fe Westbound					CR 235A Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4
Total	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
08:15 AM	2	0	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
08:30 AM	3	0	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	0	0	0	6	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	13
03:15 PM	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
03:30 PM	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
Total	2	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	6
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	9	0	0	0	9	0	0	3	0	3	0	3	9	0	12	0	0	0	0	0	24
Apprch %	100	0	0	0		0	0	100	0		0	25	75	0		0	0	0	0		
Total %	37.5	0	0	0	37.5	0	0	12.5	0	12.5	0	12.5	37.5	0	50	0	0	0	0	0	

DE TRAFFIC

detraffic.com
(386) 341-4186

Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	192	1	193	0	0	0	0	0	0	306	0	306	499
07:15 AM	0	0	0	0	1	231	1	233	0	0	0	0	0	1	323	0	324	557
07:30 AM	1	0	1	2	2	268	2	272	0	0	0	0	0	2	348	0	350	624
07:45 AM	0	0	0	0	0	306	5	311	0	0	0	0	0	0	359	0	359	670
Total	1	0	1	2	3	997	9	1009	0	0	0	0	0	3	1336	0	1339	2350
08:00 AM	2	0	0	2	1	292	2	295	0	0	0	0	1	1	397	0	399	696
08:15 AM	0	0	1	1	2	280	4	286	0	0	0	0	0	0	402	0	402	689
08:30 AM	0	0	1	1	0	255	2	257	0	0	0	0	1	2	365	0	368	626
08:45 AM	0	0	0	0	1	230	3	234	0	0	0	0	0	0	302	0	302	536
Total	2	0	2	4	4	1057	11	1072	0	0	0	0	2	3	1466	0	1471	2547
03:00 PM	7	0	3	10	0	397	5	402	0	0	0	0	3	2	223	0	228	640
03:15 PM	5	0	0	5	3	323	2	328	0	0	0	0	0	2	235	0	237	570
03:30 PM	2	0	2	4	2	363	4	369	0	0	0	0	0	0	216	0	216	589
03:45 PM	4	0	3	7	0	408	3	411	0	0	0	0	0	3	243	0	246	664
Total	18	0	8	26	5	1491	14	1510	0	0	0	0	3	7	917	0	927	2463
04:00 PM	4	0	2	6	2	418	1	421	0	0	0	0	0	0	277	0	277	704
04:15 PM	4	0	3	7	0	471	2	473	0	0	0	0	1	2	270	0	273	753
04:30 PM	1	0	1	2	3	465	0	468	0	0	0	0	0	0	295	0	295	765
04:45 PM	1	0	2	3	0	433	1	434	0	0	0	0	2	1	207	0	210	647
Total	10	0	8	18	5	1787	4	1796	0	0	0	0	3	3	1049	0	1055	2869
PM 05:00 PM	3	0	1	4	0	388	2	390	0	0	0	0	0	1	259	0	260	654
05:15 PM	0	0	1	1	3	322	1	326	0	0	0	0	0	0	183	0	183	510
05:30 PM	0	0	0	0	0	365	0	365	0	0	0	0	0	0	204	0	204	569
05:45 PM	8	0	3	11	0	284	1	285	0	0	0	0	2	0	182	0	184	480
Total	11	0	5	16	3	1359	4	1366	0	0	0	0	2	1	828	0	831	2213
Grand Total	42	0	24	66	20	6691	42	6753	0	0	0	0	10	17	5596	0	5623	12442
Apprch %	63.6	0	36.4		0.3	99.1	0.6		0	0	0		0.2	0.3	99.5	0		
Total %	0.3	0	0.2	0.5	0.2	53.8	0.3	54.3	0	0	0	0	0.1	0.1	45	0	45.2	
Automobiles	40	0	20	60	20	6419	31	6470	0	0	0	0	10	16	5408	0	5434	11964
% Automobiles	95.2	0	83.3	90.9	100	95.9	73.8	95.8	0	0	0	0	100	94.1	96.6	0	96.6	96.2
Commercial	2	0	4	6	0	272	11	283	0	0	0	0	0	1	188	0	189	478
% Commercial	4.8	0	16.7	9.1	0	4.1	26.2	4.2	0	0	0	0	0	5.9	3.4	0	3.4	3.8

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Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 2

	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	0	0	0	0	0	306	5	311	0	0	0	0	0	0	359	0	359	670
08:00 AM	2	0	0	2	1	292	2	295	0	0	0	0	1	1	397	0	399	696
08:15 AM	0	0	1	1	2	280	4	286	0	0	0	0	0	0	402	0	402	689
08:30 AM	0	0	1	1	0	255	2	257	0	0	0	0	1	2	365	0	368	626
Total Volume	2	0	2	4	3	1133	13	1149	0	0	0	0	2	3	1523	0	1528	2681
% App. Total	50	0	50		0.3	98.6	1.1		0	0	0		0.1	0.2	99.7	0		
PHF	.250	.000	.500	.500	.375	.926	.650	.924	.000	.000	.000	.000	.500	.375	.947	.000	.950	.963
Automobiles	1	0	1	2	3	1069	6	1078	0	0	0	0	2	3	1488	0	1493	2573
% Automobiles	50.0	0	50.0	50.0	100	94.4	46.2	93.8	0	0	0	0	100	100	97.7	0	97.7	96.0
Commercial	1	0	1	2	0	64	7	71	0	0	0	0	0	0	35	0	35	108
% Commercial	50.0	0	50.0	50.0	0	5.6	53.8	6.2	0	0	0	0	0	0	2.3	0	2.3	4.0

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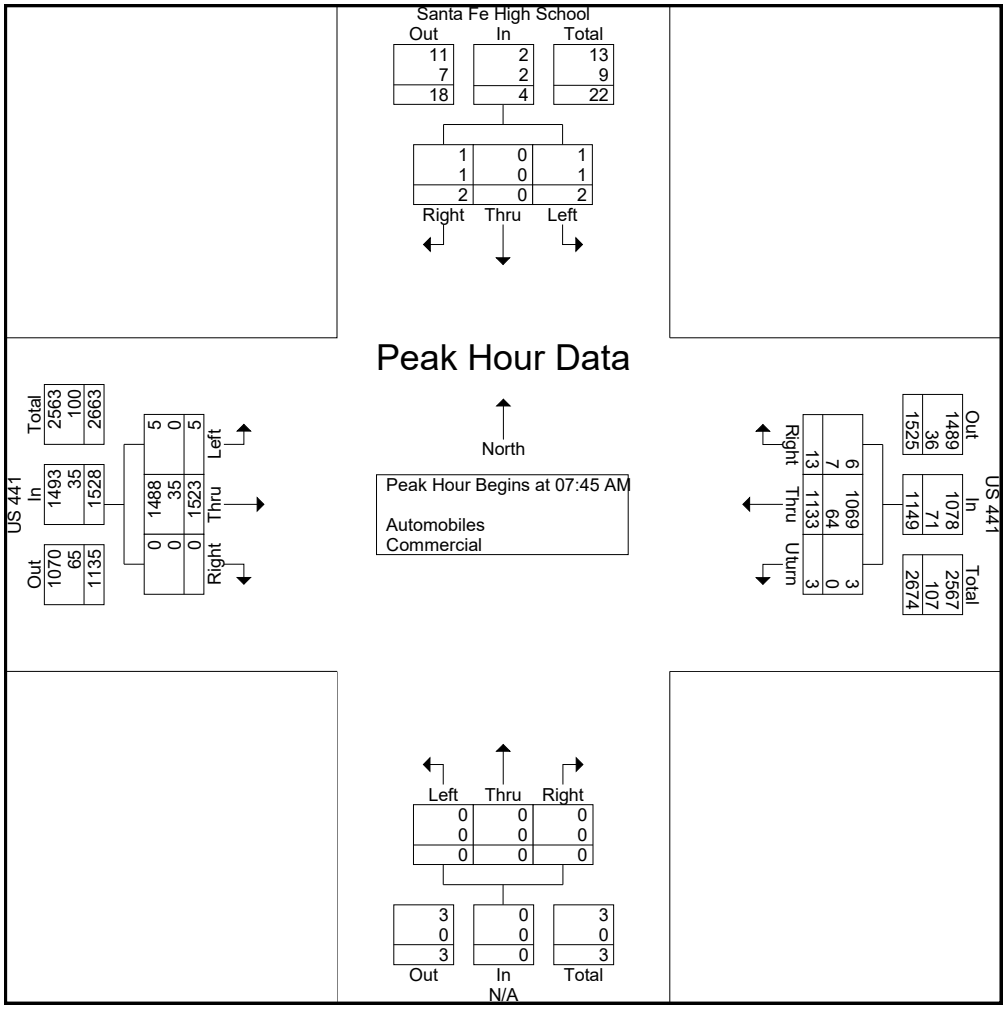
Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 3



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Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 4

	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 03:45 PM																		
03:45 PM	4	0	3	7	0	408	3	411	0	0	0	0	0	3	243	0	246	664
04:00 PM	4	0	2	6	2	418	1	421	0	0	0	0	0	0	277	0	277	704
04:15 PM	4	0	3	7	0	471	2	473	0	0	0	0	1	2	270	0	273	753
04:30 PM	1	0	1	2	3	465	0	468	0	0	0	0	0	0	295	0	295	765
Total Volume	13	0	9	22	5	1762	6	1773	0	0	0	0	1	5	1085	0	1091	2886
% App. Total	59.1	0	40.9		0.3	99.4	0.3		0	0	0		0.1	0.5	99.5	0		
PHF	.813	.000	.750	.786	.417	.935	.500	.937	.000	.000	.000	.000	.250	.417	.919	.000	.925	.943
Automobiles	12	0	7	19	5	1708	4	1717	0	0	0	0	1	4	1045	0	1050	2786
% Automobiles	92.3	0	77.8	86.4	100	96.9	66.7	96.8	0	0	0	0	100	80.0	96.3	0	96.2	96.5
Commercial	1	0	2	3	0	54	2	56	0	0	0	0	0	1	40	0	41	100
% Commercial	7.7	0	22.2	13.6	0	3.1	33.3	3.2	0	0	0	0	0	20.0	3.7	0	3.8	3.5

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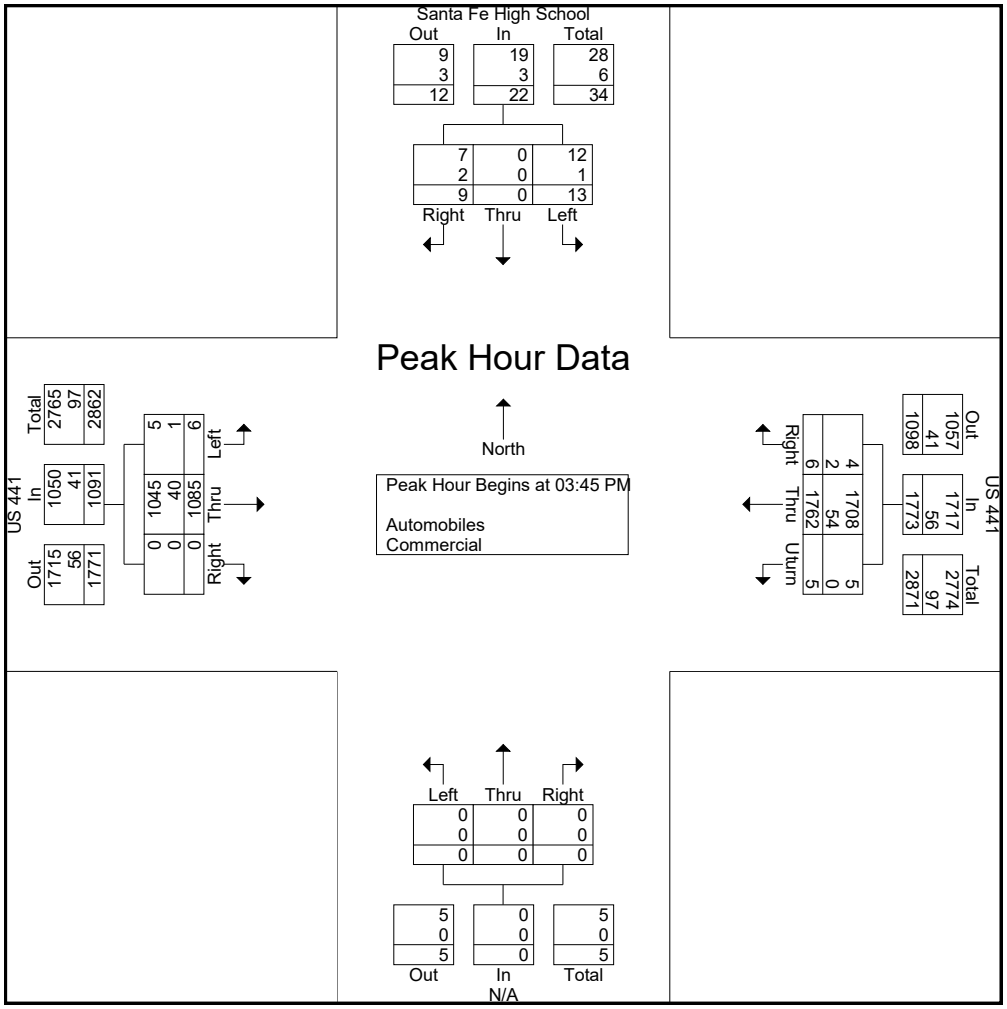
Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 5



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Santa Fe High School at US 441
Alachua County, Fl

File Name : 07 Santa Fe at US 441
Site Code : 00000007
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	Santa Fe High School Southbound					US 441 Westbound					N/A Northbound					US 441 Eastbound						
Start Time	Left	Thru	Right	Peds	App. Total	Uturn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Uturn	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	4
03:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	5
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0	100		
Total %	0	0	0	60	60	0	0	0	20	20	0	0	0	0	0	0	0	0	0	20	20	

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NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	34	0	11	45	0	159	24	183	0	0	0	0	9	284	0	293	521
07:15 AM	52	0	19	71	2	205	34	241	0	0	0	0	11	305	0	316	628
07:30 AM	64	0	24	88	0	239	42	281	0	0	0	0	17	333	0	350	719
07:45 AM	76	0	26	102	2	271	54	327	0	0	0	0	19	328	0	347	776
Total	226	0	80	306	4	874	154	1032	0	0	0	0	56	1250	0	1306	2644
08:00 AM	61	0	24	85	0	266	64	330	0	0	0	0	19	359	0	378	793
08:15 AM	57	0	19	76	2	257	73	332	0	0	0	0	16	372	0	388	796
08:30 AM	36	0	16	52	1	229	55	285	0	0	0	0	14	341	0	355	692
08:45 AM	42	0	15	57	0	209	44	253	0	0	0	0	11	264	0	275	585
Total	196	0	74	270	3	961	236	1200	0	0	0	0	60	1336	0	1396	2866
04:00 PM	49	0	9	58	0	382	76	458	0	0	0	0	33	249	0	282	798
04:15 PM	41	0	5	46	1	422	61	484	0	0	0	0	41	248	0	289	819
04:30 PM	51	0	6	57	0	427	94	521	0	0	0	0	39	253	0	292	870
04:45 PM	44	0	4	48	0	406	73	479	0	0	0	0	43	189	0	232	759
Total	185	0	24	209	1	1637	304	1942	0	0	0	0	156	939	0	1095	3246
05:00 PM	53	0	8	61	0	356	83	439	0	0	0	0	53	209	0	262	762
05:15 PM	44	0	8	52	1	286	79	366	0	0	0	0	38	163	0	201	619
05:30 PM	43	0	8	51	1	316	64	381	0	0	0	0	43	189	0	232	664
05:45 PM	36	0	9	45	0	255	59	314	0	0	0	0	36	164	0	200	559
Total	176	0	33	209	2	1213	285	1500	0	0	0	0	170	725	0	895	2604
Grand Total	783	0	211	994	10	4685	979	5674	0	0	0	0	442	4250	0	4692	11360
Apprch %	78.8	0	21.2		0.2	82.6	17.3		0	0	0		9.4	90.6	0		
Total %	6.9	0	1.9	8.8	0.1	41.2	8.6	49.9	0	0	0	0	3.9	37.4	0	41.3	
Automobiles	774	0	209	983	10	4477	957	5444	0	0	0	0	433	4112	0	4545	10972
% Automobiles	98.9	0	99.1	98.9	100	95.6	97.8	95.9	0	0	0	0	98	96.8	0	96.9	96.6
Commercial	9	0	2	11	0	208	22	230	0	0	0	0	9	138	0	147	388
% Commercial	1.1	0	0.9	1.1	0	4.4	2.2	4.1	0	0	0	0	2	3.2	0	3.1	3.4

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NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 2

	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	64	0	24	88	0	239	42	281	0	0	0	0	17	333	0	350	719
07:45 AM	76	0	26	102	2	271	54	327	0	0	0	0	19	328	0	347	776
08:00 AM	61	0	24	85	0	266	64	330	0	0	0	0	19	359	0	378	793
08:15 AM	57	0	19	76	2	257	73	332	0	0	0	0	16	372	0	388	796
Total Volume	258	0	93	351	4	1033	233	1270	0	0	0	0	71	1392	0	1463	3084
% App. Total	73.5	0	26.5		0.3	81.3	18.3		0	0	0		4.9	95.1	0		
PHF	.849	.000	.894	.860	.500	.953	.798	.956	.000	.000	.000	.000	.934	.935	.000	.943	.969
Automobiles	256	0	93	349	4	970	229	1203	0	0	0	0	67	1358	0	1425	2977
% Automobiles	99.2	0	100	99.4	100	93.9	98.3	94.7	0	0	0	0	94.4	97.6	0	97.4	96.5
Commercial	2	0	0	2	0	63	4	67	0	0	0	0	4	34	0	38	107
% Commercial	0.8	0	0	0.6	0	6.1	1.7	5.3	0	0	0	0	5.6	2.4	0	2.6	3.5

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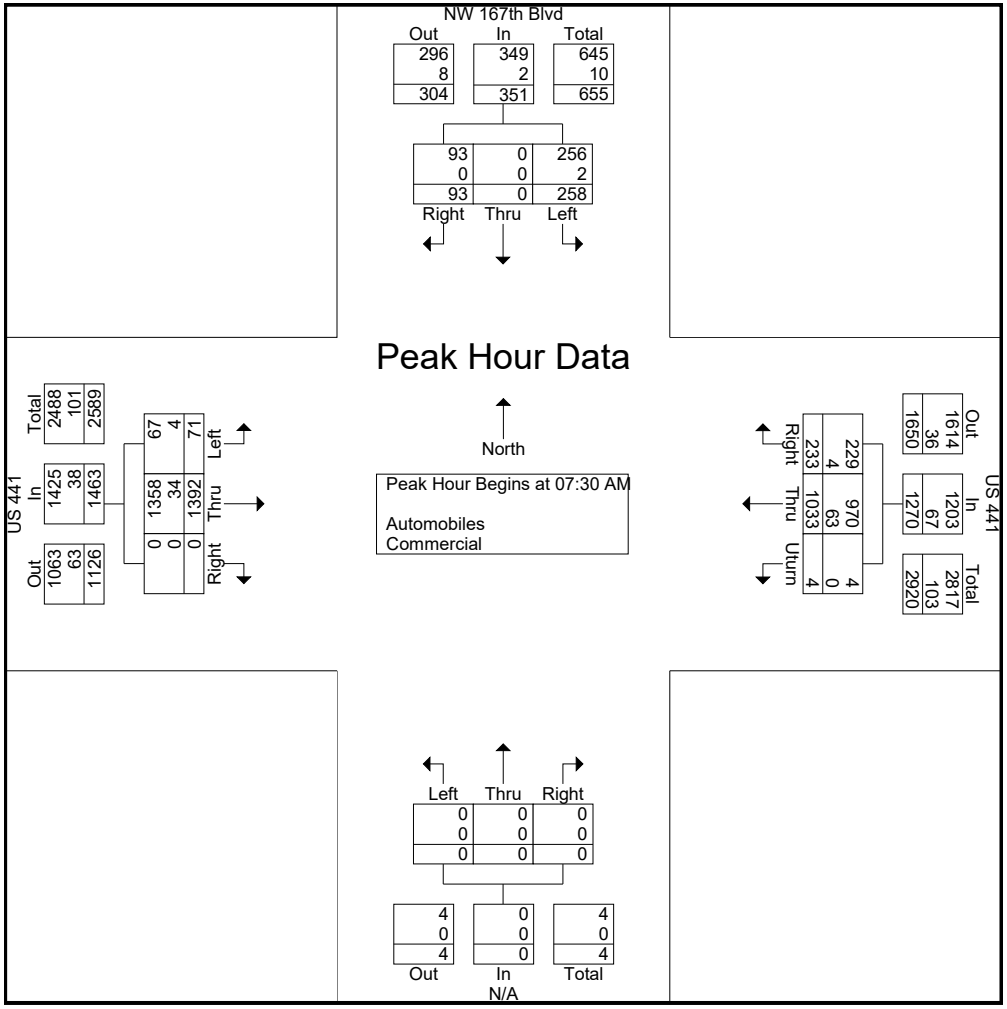
NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 3



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NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 4

	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	49	0	9	58	0	382	76	458	0	0	0	0	33	249	0	282	798
04:15 PM	41	0	5	46	1	422	61	484	0	0	0	0	41	248	0	289	819
04:30 PM	51	0	6	57	0	427	94	521	0	0	0	0	39	253	0	292	870
04:45 PM	44	0	4	48	0	406	73	479	0	0	0	0	43	189	0	232	759
Total Volume	185	0	24	209	1	1637	304	1942	0	0	0	0	156	939	0	1095	3246
% App. Total	88.5	0	11.5		0.1	84.3	15.7		0	0	0		14.2	85.8	0		
PHF	.907	.000	.667	.901	.250	.958	.809	.932	.000	.000	.000	.000	.907	.928	.000	.938	.933
Automobiles	181	0	24	205	1	1584	297	1882	0	0	0	0	155	905	0	1060	3147
% Automobiles	97.8	0	100	98.1	100	96.8	97.7	96.9	0	0	0	0	99.4	96.4	0	96.8	97.0
Commercial	4	0	0	4	0	53	7	60	0	0	0	0	1	34	0	35	99
% Commercial	2.2	0	0	1.9	0	3.2	2.3	3.1	0	0	0	0	0.6	3.6	0	3.2	3.0

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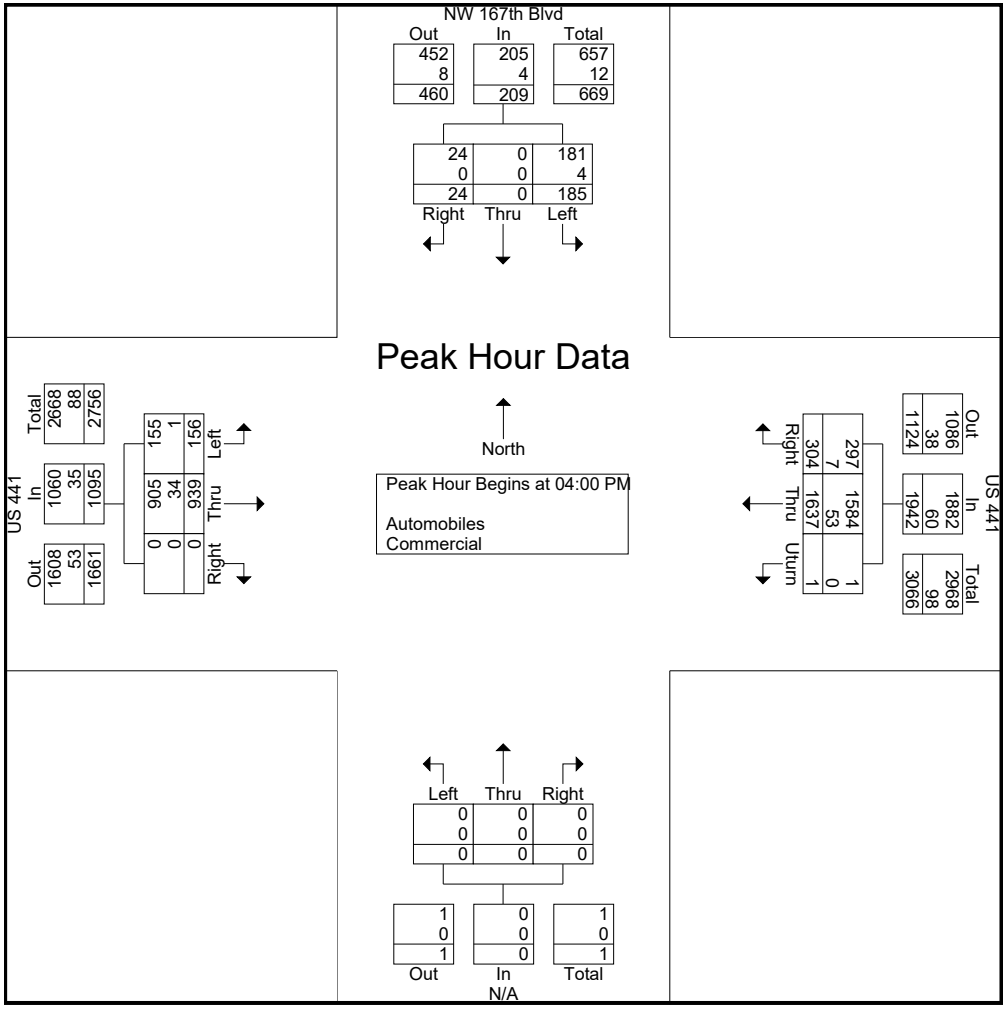
NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 5



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NW 167th Blvd at US 441
Alachua County, Fl

File Name : 08 167th at 441
Site Code : 00000008
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	NW 167th Blvd Southbound					US 441 Westbound					N/A Northbound					US 441 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Uturn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	75	75	0	0	0	0	0	0	0	0	25	25	

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KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	192	0	192	0	0	0	0	0	308	1	309	501
07:15 AM	0	0	0	0	0	231	2	233	0	0	2	2	0	352	6	358	593
07:30 AM	0	0	0	0	0	268	1	269	0	0	1	1	0	393	4	397	667
07:45 AM	0	0	0	0	0	316	3	319	0	0	1	1	0	402	5	407	727
Total	0	0	0	0	0	1007	6	1013	0	0	4	4	0	1455	16	1471	2488
08:00 AM	0	0	0	0	0	325	1	326	0	0	0	0	0	412	4	416	742
08:15 AM	0	0	0	0	0	314	2	316	0	0	3	3	0	423	6	429	748
08:30 AM	0	0	0	0	0	272	3	275	0	0	3	3	0	366	3	369	647
08:45 AM	0	0	0	0	0	250	4	254	0	0	3	3	0	284	4	288	545
Total	0	0	0	0	0	1161	10	1171	0	0	9	9	0	1485	17	1502	2682
04:00 PM	0	0	0	0	0	439	3	442	0	0	5	5	0	289	9	298	745
04:15 PM	0	0	0	0	0	470	4	474	0	0	4	4	0	281	8	289	767
04:30 PM	0	0	0	0	0	504	5	509	0	0	6	6	0	291	7	298	813
04:45 PM	0	0	0	0	0	491	2	493	0	0	5	5	0	239	9	248	746
Total	0	0	0	0	0	1904	14	1918	0	0	20	20	0	1100	33	1133	3071
05:00 PM	0	0	0	0	0	429	3	432	0	0	8	8	0	253	8	261	701
05:15 PM	0	0	0	0	0	376	6	382	0	0	9	9	0	214	7	221	612
05:30 PM	0	0	0	0	0	395	4	399	0	0	0	0	0	207	5	212	611
05:45 PM	0	0	0	0	0	311	4	315	0	0	0	0	0	194	6	200	515
Total	0	0	0	0	0	1511	17	1528	0	0	17	17	0	868	26	894	2439
Grand Total	0	0	0	0	0	5583	47	5630	0	0	50	50	0	4908	92	5000	10680
Apprch %	0	0	0		0	99.2	0.8		0	0	100		0	98.2	1.8		
Total %	0	0	0	0	0	52.3	0.4	52.7	0	0	0.5	0.5	0	46	0.9	46.8	
Automobiles	0	0	0	0	0	5335	47	5382	0	0	45	45	0	4738	92	4830	10257
% Automobiles	0	0	0	0	0	95.6	100	95.6	0	0	90	90	0	96.5	100	96.6	96
Commercial	0	0	0	0	0	248	0	248	0	0	5	5	0	170	0	170	423
% Commercial	0	0	0	0	0	4.4	0	4.4	0	0	10	10	0	3.5	0	3.4	4

DE TRAFFIC

detraffic.com
(386) 341-4186
KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 2

	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	268	1	269	0	0	1	1	0	393	4	397	667
07:45 AM	0	0	0	0	0	316	3	319	0	0	1	1	0	402	5	407	727
08:00 AM	0	0	0	0	0	325	1	326	0	0	0	0	0	412	4	416	742
08:15 AM	0	0	0	0	0	314	2	316	0	0	3	3	0	423	6	429	748
Total Volume	0	0	0	0	0	1223	7	1230	0	0	5	5	0	1630	19	1649	2884
% App. Total	0	0	0		0	99.4	0.6		0	0	100		0	98.8	1.2		
PHF	.000	.000	.000	.000	.000	.941	.583	.943	.000	.000	.417	.417	.000	.963	.792	.961	.964
Automobiles	0	0	0	0	0	1156	7	1163	0	0	3	3	0	1575	19	1594	2760
% Automobiles	0	0	0	0	0	94.5	100	94.6	0	0	60.0	60.0	0	96.6	100	96.7	95.7
Commercial	0	0	0	0	0	67	0	67	0	0	2	2	0	55	0	55	124
% Commercial	0	0	0	0	0	5.5	0	5.4	0	0	40.0	40.0	0	3.4	0	3.3	4.3

DE TRAFFIC

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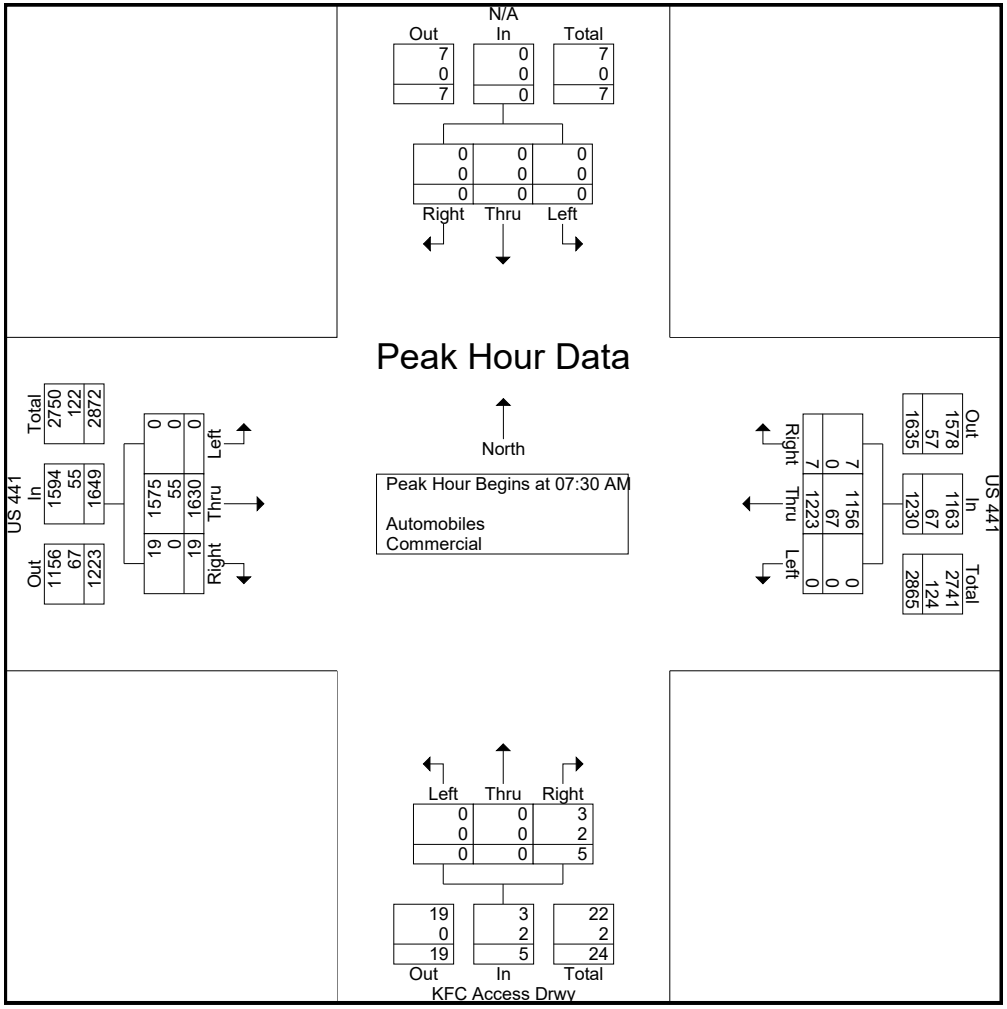
(386) 341-4186

KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 3



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KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 4

	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	439	3	442	0	0	5	5	0	289	9	298	745
04:15 PM	0	0	0	0	0	470	4	474	0	0	4	4	0	281	8	289	767
04:30 PM	0	0	0	0	0	504	5	509	0	0	6	6	0	291	7	298	813
04:45 PM	0	0	0	0	0	491	2	493	0	0	5	5	0	239	9	248	746
Total Volume	0	0	0	0	0	1904	14	1918	0	0	20	20	0	1100	33	1133	3071
% App. Total	0	0	0		0	99.3	0.7		0	0	100		0	97.1	2.9		
PHF	.000	.000	.000	.000	.000	.944	.700	.942	.000	.000	.833	.833	.000	.945	.917	.951	.944
Automobiles	0	0	0	0	0	1832	14	1846	0	0	19	19	0	1060	33	1093	2958
% Automobiles	0	0	0	0	0	96.2	100	96.2	0	0	95.0	95.0	0	96.4	100	96.5	96.3
Commercial	0	0	0	0	0	72	0	72	0	0	1	1	0	40	0	40	113
% Commercial	0	0	0	0	0	3.8	0	3.8	0	0	5.0	5.0	0	3.6	0	3.5	3.7

DE TRAFFIC

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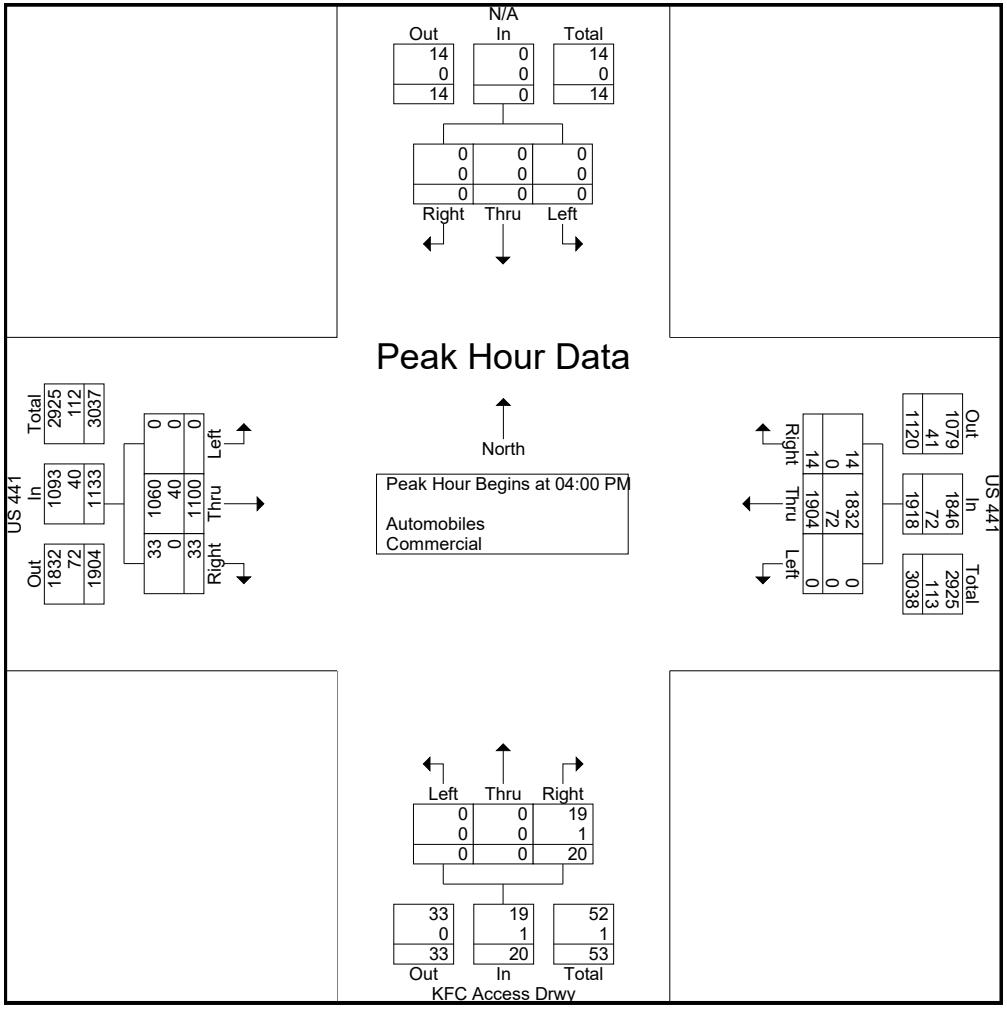
KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 5



DE TRAFFIC

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KFC Access Drwy at US 441
Alachua County, Fl

File Name : 09 KFC at 441
Site Code : 00000009
Start Date : 4/24/2024
Page No : 6

Groups Printed- Peds

	N/A Southbound					US 441 Westbound					KFC Access Drwy Northbound					US 441 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	66.7	66.7	



NB Approach



SB Approach



WB Approach

detraffic	NW 173th (CR 235A) at CR 235	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	CR 235A at CR 2054	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

de traffic	NW 140th St at CR 235	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 3
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

detraffic	CR 235/NW 140th St at Peggy Rd	Alachua County
detraffic.com		Project Number: CHW24-05 / Sheet Number: 4
9239 Outlook Rock Trl. Windermere Fl. 34786		



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	NW 173rd St / (CR 235A) at US 441	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 5
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

detraffic	CR 235A at Santa Fe Drwy	Alachua County	
	detraffic.com	Project Number: CHW24-05	Sheet Number: 6
	9239 Outlook Rock Trl. Windermere Fl. 34786		



SB Approach



EB Approach



WB Approach

detraffic	Santa Fe Drwy at US 441	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 7
	9239 Outlook Rock Trl. Windermere Fl. 34786	



SB Approach



EB Approach



WB Approach

detraffic	NW 167th Blvd at US 441	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 8
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



EB Approach



WB Approach

detraffic	KFC Drwy Access at US 441	Alachua County
	detraffic.com	Project Number: CHW24-05 / Sheet Number: 9
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	3	18	4	25	4	2	7	13	4	16	5	25	7	4	9	20	83
06:15 AM	4	22	3	29	6	7	6	19	2	19	3	24	6	4	11	21	93
06:30 AM	4	22	4	30	3	4	10	17	3	15	3	21	6	4	9	19	87
06:45 AM	3	25	7	35	3	7	9	19	3	27	4	34	9	4	8	21	109
Total	14	87	18	119	16	20	32	68	12	77	15	104	28	16	37	81	372
07:00 AM	4	24	7	35	7	7	10	24	4	21	7	32	6	7	13	26	117
07:15 AM	5	21	7	33	5	6	9	20	6	36	6	48	7	11	9	27	128
07:30 AM	8	26	8	42	8	9	10	27	6	41	7	54	5	10	11	26	149
07:45 AM	5	23	15	43	7	8	8	23	5	35	6	46	8	8	10	26	138
Total	22	94	37	153	27	30	37	94	21	133	26	180	26	36	43	105	532
08:00 AM	4	25	4	33	8	9	9	26	7	41	11	59	10	12	11	33	151
08:15 AM	3	32	6	41	6	9	10	25	8	40	10	58	10	12	13	35	159
08:30 AM	3	29	4	36	6	9	6	21	11	50	10	71	7	15	9	31	159
08:45 AM	4	23	4	31	7	9	4	20	8	38	9	55	5	10	11	26	132
Total	14	109	18	141	27	36	29	92	34	169	40	243	32	49	44	125	601
09:00 AM	7	22	4	33	7	8	5	20	6	29	7	42	7	11	7	25	120
09:15 AM	2	23	5	30	6	5	2	13	6	28	6	40	6	13	6	25	108
09:30 AM	7	25	9	41	9	11	6	26	6	32	9	47	5	14	11	30	144
09:45 AM	6	29	4	39	4	6	7	17	6	20	4	30	4	17	5	26	112
Total	22	99	22	143	26	30	20	76	24	109	26	159	22	55	29	106	484
10:00 AM	4	19	7	30	7	7	6	20	6	26	10	42	6	19	8	33	125
10:15 AM	8	20	9	37	7	6	8	21	6	21	5	32	6	13	6	25	115
10:30 AM	3	20	9	32	6	9	5	20	6	24	6	36	6	10	4	20	108
10:45 AM	2	13	4	19	9	6	10	25	5	27	6	38	6	16	10	32	114
Total	17	72	29	118	29	28	29	86	23	98	27	148	24	58	28	110	462
11:00 AM	6	17	8	31	4	8	9	21	10	28	10	48	7	22	5	34	134
11:15 AM	7	17	8	32	6	7	7	20	4	23	7	34	11	17	6	34	120
11:30 AM	4	19	10	33	4	9	7	20	8	28	11	47	8	11	6	25	125

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 2

Groups Printed- Automobiles - Commercial

	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:45 AM	3	33	5	41	6	6	5	17	5	24	8	37	10	12	5	27	122
Total	20	86	31	137	20	30	28	78	27	103	36	166	36	62	22	120	501
12:00 PM	2	23	10	35	5	7	7	19	6	28	11	45	10	9	5	24	123
12:15 PM	6	29	9	44	7	7	9	23	3	29	10	42	12	11	6	29	138
12:30 PM	8	24	8	40	5	9	8	22	6	28	7	41	6	8	5	19	122
12:45 PM	5	22	9	36	9	11	8	28	7	19	7	33	8	6	6	20	117
Total	21	98	36	155	26	34	32	92	22	104	35	161	36	34	22	92	500
01:00 PM	5	22	7	34	4	6	6	16	5	31	5	41	10	9	5	24	115
01:15 PM	10	23	11	44	8	11	9	28	7	29	6	42	10	7	8	25	139
01:30 PM	6	30	8	44	4	5	8	17	5	30	5	40	1	11	5	17	118
01:45 PM	6	26	10	42	8	10	8	26	7	30	10	47	11	11	8	30	145
Total	27	101	36	164	24	32	31	87	24	120	26	170	32	38	26	96	517
02:00 PM	6	31	8	45	5	11	8	24	4	31	4	39	9	12	4	25	133
02:15 PM	5	27	6	38	5	3	15	23	9	20	7	36	13	7	9	29	126
02:30 PM	6	33	8	47	5	9	9	23	6	30	7	43	10	10	4	24	137
02:45 PM	6	30	4	40	6	6	9	21	6	30	9	45	17	10	7	34	140
Total	23	121	26	170	21	29	41	91	25	111	27	163	49	39	24	112	536
03:00 PM	5	31	9	45	5	10	16	31	5	56	10	71	15	9	4	28	175
03:15 PM	5	47	6	58	8	8	7	23	5	46	8	59	5	10	6	21	161
03:30 PM	7	50	7	64	6	9	4	19	6	36	10	52	10	11	4	25	160
03:45 PM	6	45	9	60	9	10	6	25	7	29	10	46	10	11	7	28	159
Total	23	173	31	227	28	37	33	98	23	167	38	228	40	41	21	102	655
04:00 PM	10	32	10	52	11	11	11	33	10	32	10	52	11	8	8	27	164
04:15 PM	5	42	11	58	10	8	14	32	11	36	10	57	9	14	4	27	174
04:30 PM	9	40	11	60	9	8	9	26	12	58	11	81	25	13	5	43	210
04:45 PM	7	50	11	68	9	11	8	28	13	57	12	82	11	11	10	32	210
Total	31	164	43	238	39	38	42	119	46	183	43	272	56	46	27	129	758
05:00 PM	10	58	9	77	9	13	12	34	15	32	9	56	14	15	7	36	203
05:15 PM	9	38	14	61	7	12	10	29	13	31	14	58	11	19	10	40	188

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 3

Groups Printed- Automobiles - Commercial

	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:30 PM	9	35	10	54	10	13	15	38	17	31	9	57	9	15	10	34	183
05:45 PM	8	32	8	48	10	11	10	31	13	31	8	52	10	11	8	29	160
Total	36	163	41	240	36	49	47	132	58	125	40	223	44	60	35	139	734
06:00 PM	6	28	6	40	7	8	8	23	10	21	10	41	11	13	5	29	133
06:15 PM	5	28	4	37	4	7	5	16	13	25	9	47	8	13	8	29	129
06:30 PM	5	27	10	42	9	9	7	25	19	22	10	51	11	10	4	25	143
06:45 PM	6	26	7	39	7	6	8	21	9	19	5	33	5	13	8	26	119
Total	22	109	27	158	27	30	28	85	51	87	34	172	35	49	25	109	524
07:00 PM	6	23	7	36	11	7	7	25	11	17	6	34	10	16	6	32	127
07:15 PM	3	19	9	31	9	7	5	21	9	22	9	40	8	11	5	24	116
07:30 PM	4	20	7	31	7	9	10	26	9	15	4	28	11	10	8	29	114
07:45 PM	6	20	6	32	7	9	9	25	9	19	8	36	8	10	10	28	121
Total	19	82	29	130	34	32	31	97	38	73	27	138	37	47	29	113	478
Grand Total	311	1558	424	2293	380	455	460	1295	428	1659	440	2527	497	630	412	1539	7654
Apprch %	13.6	67.9	18.5		29.3	35.1	35.5		16.9	65.7	17.4		32.3	40.9	26.8		
Total %	4.1	20.4	5.5	30	5	5.9	6	16.9	5.6	21.7	5.7	33	6.5	8.2	5.4	20.1	
Automobiles	261	1224	372	1857	322	364	406	1092	357	1384	367	2108	411	493	355	1259	6316
% Automobiles	83.9	78.6	87.7	81	84.7	80	88.3	84.3	83.4	83.4	83.4	83.4	82.7	78.3	86.2	81.8	82.5
Commercial	50	334	52	436	58	91	54	203	71	275	73	419	86	137	57	280	1338
% Commercial	16.1	21.4	12.3	19	15.3	20	11.7	15.7	16.6	16.6	16.6	16.6	17.3	21.7	13.8	18.2	17.5

DE TRAFFIC

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(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 4

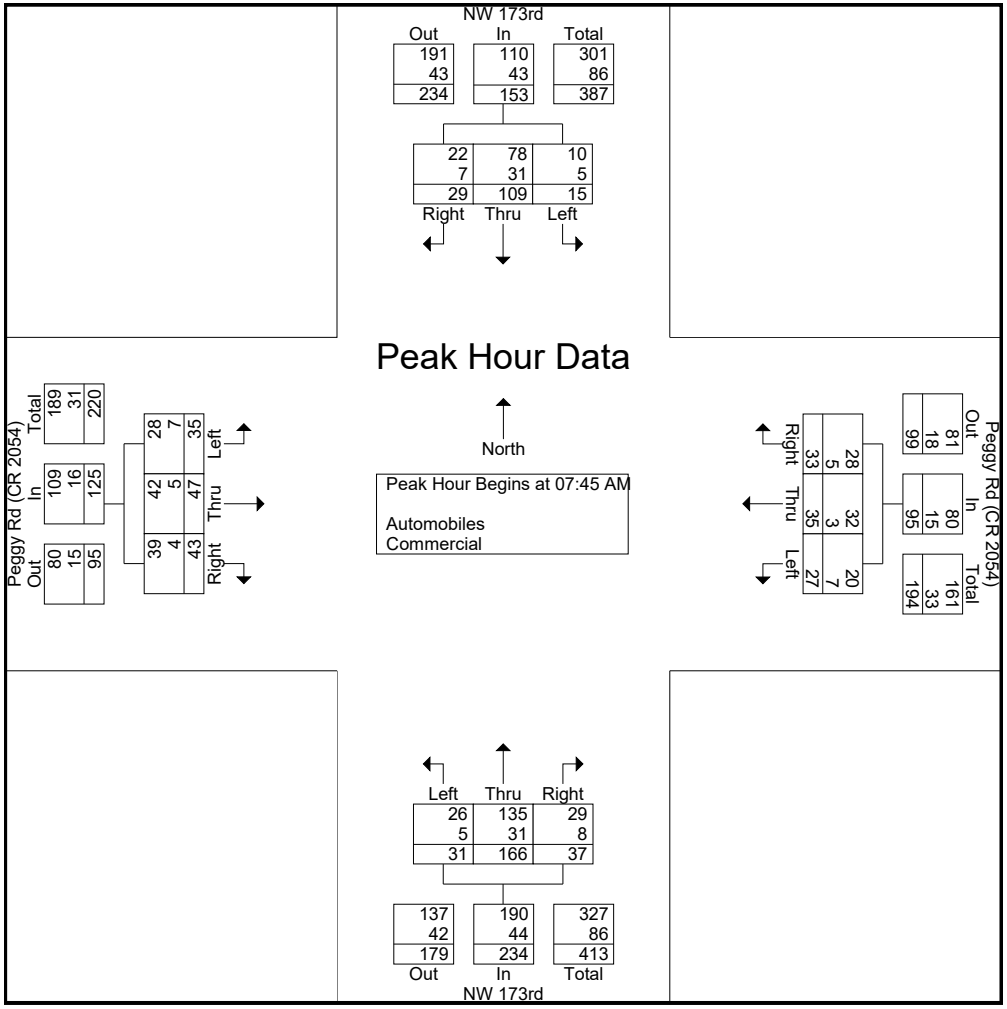
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	23	15	43	7	8	8	23	5	35	6	46	8	8	10	26	138
08:00 AM	4	25	4	33	8	9	9	26	7	41	11	59	10	12	11	33	151
08:15 AM	3	32	6	41	6	9	10	25	8	40	10	58	10	12	13	35	159
08:30 AM	3	29	4	36	6	9	6	21	11	50	10	71	7	15	9	31	159
Total Volume	15	109	29	153	27	35	33	95	31	166	37	234	35	47	43	125	607
% App. Total	9.8	71.2	19		28.4	36.8	34.7		13.2	70.9	15.8		28	37.6	34.4		
PHF	.750	.852	.483	.890	.844	.972	.825	.913	.705	.830	.841	.824	.875	.783	.827	.893	.954
Automobiles	10	78	22	110	20	32	28	80	26	135	29	190	28	42	39	109	489
% Automobiles	66.7	71.6	75.9	71.9	74.1	91.4	84.8	84.2	83.9	81.3	78.4	81.2	80.0	89.4	90.7	87.2	80.6
Commercial	5	31	7	43	7	3	5	15	5	31	8	44	7	5	4	16	118
% Commercial	33.3	28.4	24.1	28.1	25.9	8.6	15.2	15.8	16.1	18.7	21.6	18.8	20.0	10.6	9.3	12.8	19.4

DE TRAFFIC

detraffic.com
(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 5



DE TRAFFIC

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(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 6

	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	5	22	7	34	4	6	6	16	5	31	5	41	10	9	5	24	115
01:15 PM	10	23	11	44	8	11	9	28	7	29	6	42	10	7	8	25	139
01:30 PM	6	30	8	44	4	5	8	17	5	30	5	40	1	11	5	17	118
01:45 PM	6	26	10	42	8	10	8	26	7	30	10	47	11	11	8	30	145
Total Volume	27	101	36	164	24	32	31	87	24	120	26	170	32	38	26	96	517
% App. Total	16.5	61.6	22		27.6	36.8	35.6		14.1	70.6	15.3		33.3	39.6	27.1		
PHF	.675	.842	.818	.932	.750	.727	.861	.777	.857	.968	.650	.904	.727	.864	.813	.800	.891
Automobiles	22	89	31	142	22	22	29	73	20	98	22	140	25	29	22	76	431
% Automobiles	81.5	88.1	86.1	86.6	91.7	68.8	93.5	83.9	83.3	81.7	84.6	82.4	78.1	76.3	84.6	79.2	83.4
Commercial	5	12	5	22	2	10	2	14	4	22	4	30	7	9	4	20	86
% Commercial	18.5	11.9	13.9	13.4	8.3	31.3	6.5	16.1	16.7	18.3	15.4	17.6	21.9	23.7	15.4	20.8	16.6

DE TRAFFIC

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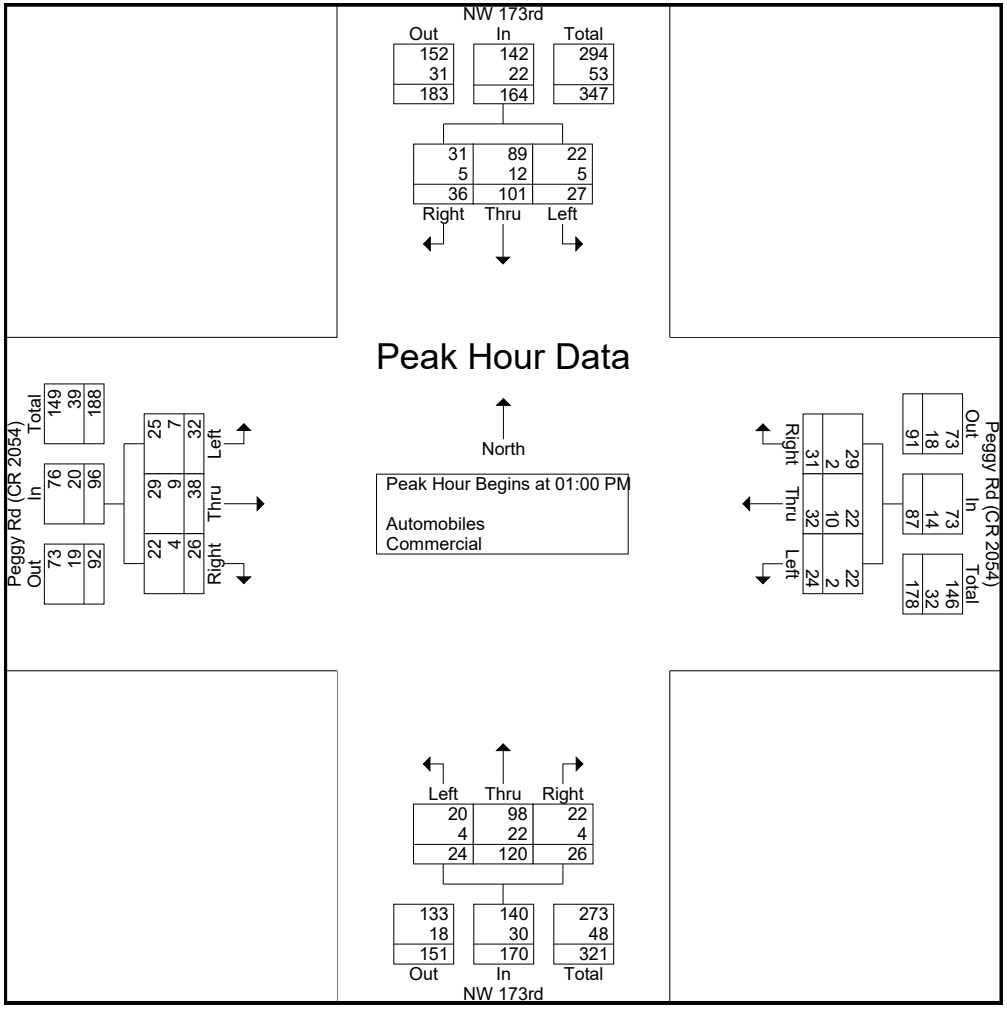
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 7



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NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 8

	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	40	11	60	9	8	9	26	12	58	11	81	25	13	5	43	210
04:45 PM	7	50	11	68	9	11	8	28	13	57	12	82	11	11	10	32	210
05:00 PM	10	58	9	77	9	13	12	34	15	32	9	56	14	15	7	36	203
05:15 PM	9	38	14	61	7	12	10	29	13	31	14	58	11	19	10	40	188
Total Volume	35	186	45	266	34	44	39	117	53	178	46	277	61	58	32	151	811
% App. Total	13.2	69.9	16.9		29.1	37.6	33.3		19.1	64.3	16.6		40.4	38.4	21.2		
PHF	.875	.802	.804	.864	.944	.846	.813	.860	.883	.767	.821	.845	.610	.763	.800	.878	.965
Automobiles	33	150	43	226	31	38	36	105	42	158	39	239	54	47	29	130	700
% Automobiles	94.3	80.6	95.6	85.0	91.2	86.4	92.3	89.7	79.2	88.8	84.8	86.3	88.5	81.0	90.6	86.1	86.3
Commercial	2	36	2	40	3	6	3	12	11	20	7	38	7	11	3	21	111
% Commercial	5.7	19.4	4.4	15.0	8.8	13.6	7.7	10.3	20.8	11.2	15.2	13.7	11.5	19.0	9.4	13.9	13.7

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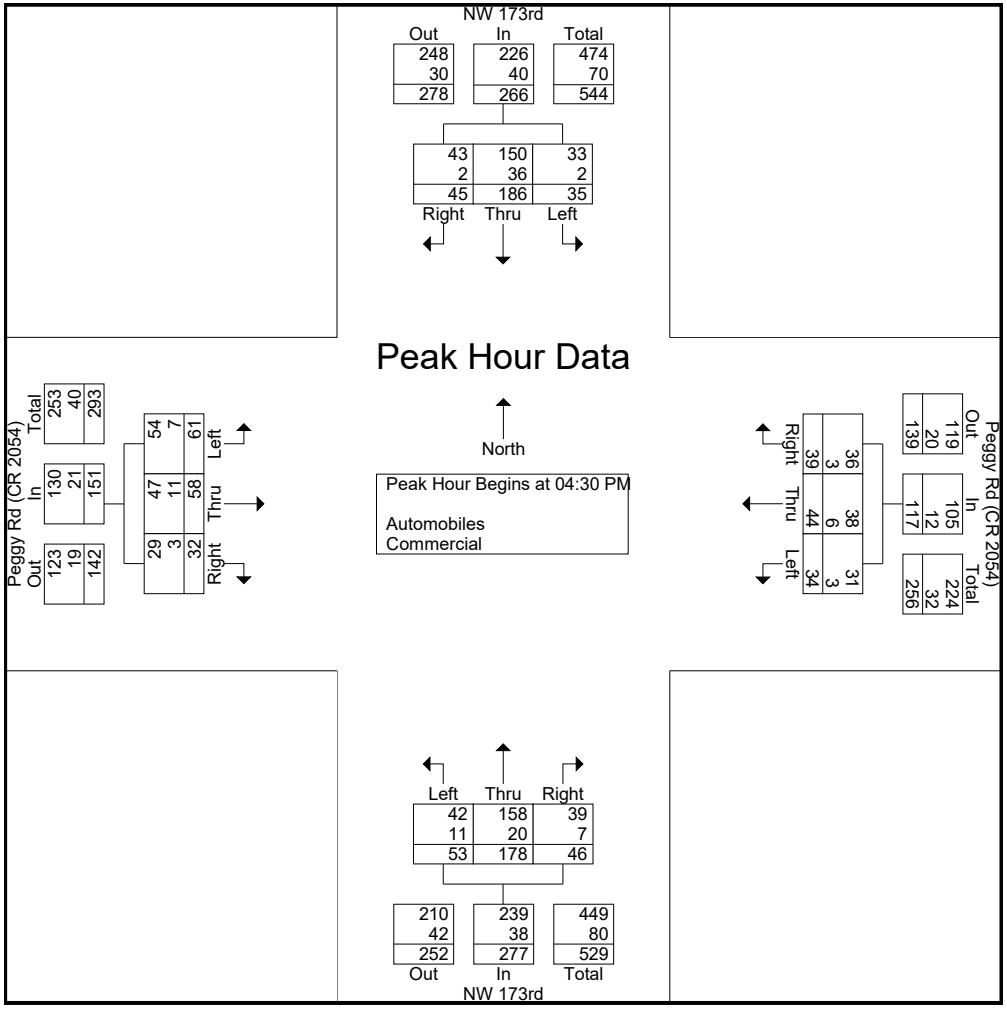
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 9



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(386) 341-4186
NW 173rd at Peggy Rd
Alachua County, FL

FOR SIGNAL WARRANT

File Name : 01 CR 235A at CR 2054
Site Code : 00000001
Start Date : 11/19/2024
Page No : 10

Groups Printed- Peds

	NW 173rd Southbound					Peggy Rd (CR 2054) Westbound					NW 173rd Northbound					Peggy Rd (CR 2054) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	36	0	36	0	0	0	0	0	38	0	38	0	0	0	0	74
07:15 AM	0	39	1	40	0	0	0	0	0	55	0	55	0	0	1	1	96
07:30 AM	0	44	0	44	0	0	0	0	0	56	0	56	1	0	0	1	101
07:45 AM	0	46	2	48	0	0	0	0	0	54	0	54	2	0	1	3	105
Total	0	165	3	168	0	0	0	0	0	203	0	203	3	0	2	5	376
08:00 AM	0	35	0	35	0	0	0	0	1	63	0	64	0	0	0	0	99
08:15 AM	0	45	1	46	0	0	0	0	1	65	0	66	1	0	0	1	113
08:30 AM	0	34	1	35	0	0	0	0	2	65	0	67	1	0	1	2	104
08:45 AM	0	36	0	36	0	0	0	0	1	51	0	52	0	0	0	0	88
Total	0	150	2	152	0	0	0	0	5	244	0	249	2	0	1	3	404
04:00 PM	0	52	0	52	0	0	0	0	0	51	0	51	0	0	0	0	103
04:15 PM	0	60	1	61	0	0	0	0	1	64	0	65	0	0	2	2	128
04:30 PM	0	64	0	64	0	0	0	0	0	97	0	97	0	0	0	0	161
04:45 PM	0	71	1	72	0	0	0	0	0	81	0	81	1	0	1	2	155
Total	0	247	2	249	0	0	0	0	1	293	0	294	1	0	3	4	547
05:00 PM	0	83	1	84	0	0	0	0	0	59	0	59	0	0	0	0	143
05:15 PM	0	62	0	62	0	0	0	0	2	55	0	57	1	0	0	1	120
05:30 PM	0	56	1	57	0	0	0	0	1	60	0	61	0	0	1	1	119
05:45 PM	0	50	0	50	0	0	0	0	0	55	0	55	0	0	0	0	105
Total	0	251	2	253	0	0	0	0	3	229	0	232	1	0	1	2	487
Grand Total	0	813	9	822	0	0	0	0	9	969	0	978	7	0	7	14	1814
Apprch %	0	98.9	1.1		0	0	0		0.9	99.1	0		50	0	50		
Total %	0	44.8	0.5	45.3	0	0	0	0	0.5	53.4	0	53.9	0.4	0	0.4	0.8	
Automobiles	0	640	9	649	0	0	0	0	9	799	0	808	7	0	7	14	1471
% Automobiles	0	78.7	100	79	0	0	0	0	100	82.5	0	82.6	100	0	100	100	81.1
Commercial	0	173	0	173	0	0	0	0	0	170	0	170	0	0	0	0	343
% Commercial	0	21.3	0	21	0	0	0	0	0	17.5	0	17.4	0	0	0	0	18.9

DE TRAFFIC

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NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 2

	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	46	2	48	0	0	0	0	0	54	0	54	2	0	1	3	105
08:00 AM	0	35	0	35	0	0	0	0	1	63	0	64	0	0	0	0	99
08:15 AM	0	45	1	46	0	0	0	0	1	65	0	66	1	0	0	1	113
08:30 AM	0	34	1	35	0	0	0	0	2	65	0	67	1	0	1	2	104
Total Volume	0	160	4	164	0	0	0	0	4	247	0	251	4	0	2	6	421
% App. Total	0	97.6	2.4		0	0	0		1.6	98.4	0		66.7	0	33.3		
PHF	.000	.870	.500	.854	.000	.000	.000	.000	.500	.950	.000	.937	.500	.000	.500	.500	.931
Automobiles	0	114	4	118	0	0	0	0	4	199	0	203	4	0	2	6	327
% Automobiles	0	71.3	100	72.0	0	0	0	0	100	80.6	0	80.9	100	0	100	100	77.7
Commercial	0	46	0	46	0	0	0	0	0	48	0	48	0	0	0	0	94
% Commercial	0	28.8	0	28.0	0	0	0	0	0	19.4	0	19.1	0	0	0	0	22.3

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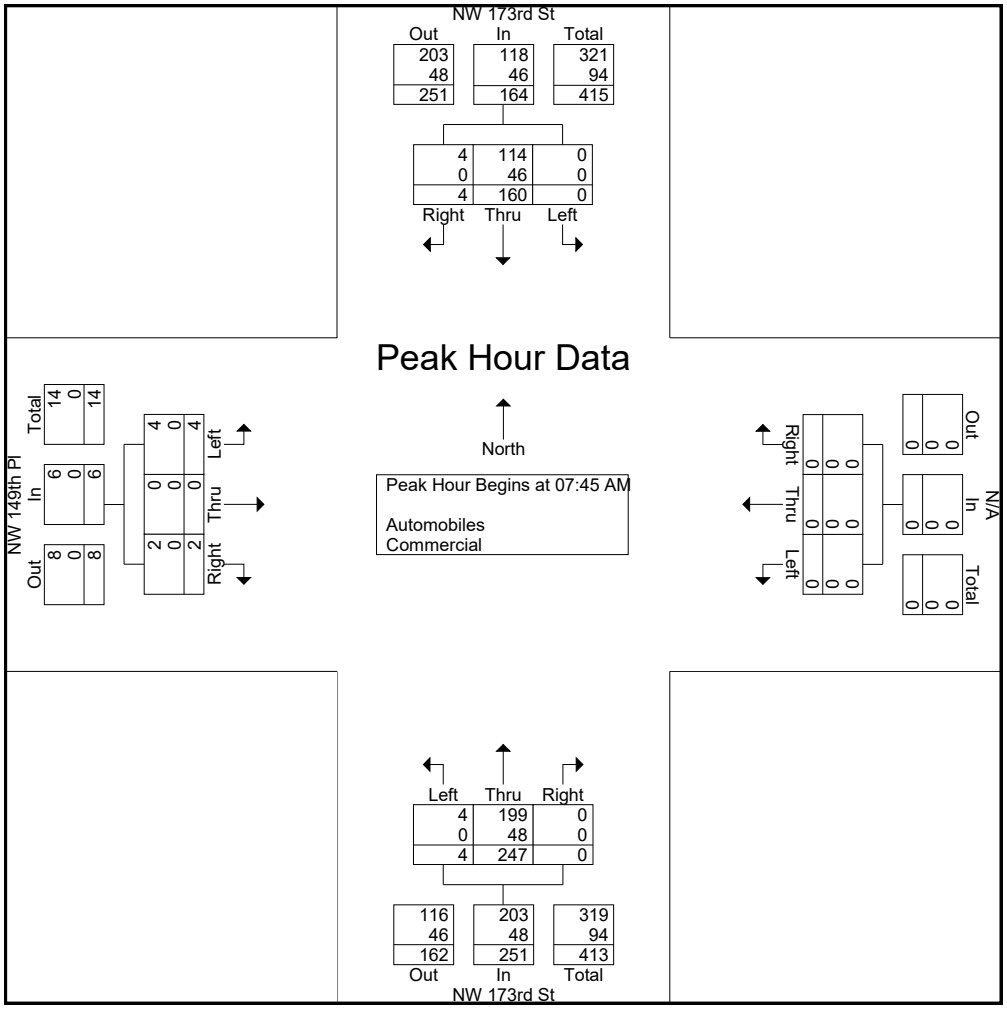
NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 3



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NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 4

	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	60	1	61	0	0	0	0	1	64	0	65	0	0	2	2	128
04:30 PM	0	64	0	64	0	0	0	0	0	97	0	97	0	0	0	0	161
04:45 PM	0	71	1	72	0	0	0	0	0	81	0	81	1	0	1	2	155
05:00 PM	0	83	1	84	0	0	0	0	0	59	0	59	0	0	0	0	143
Total Volume	0	278	3	281	0	0	0	0	1	301	0	302	1	0	3	4	587
% App. Total	0	98.9	1.1		0	0	0		0.3	99.7	0		25	0	75		
PHF	.000	.837	.750	.836	.000	.000	.000	.000	.250	.776	.000	.778	.250	.000	.375	.500	.911
Automobiles	0	231	3	234	0	0	0	0	1	263	0	264	1	0	3	4	502
% Automobiles	0	83.1	100	83.3	0	0	0	0	100	87.4	0	87.4	100	0	100	100	85.5
Commercial	0	47	0	47	0	0	0	0	0	38	0	38	0	0	0	0	85
% Commercial	0	16.9	0	16.7	0	0	0	0	0	12.6	0	12.6	0	0	0	0	14.5

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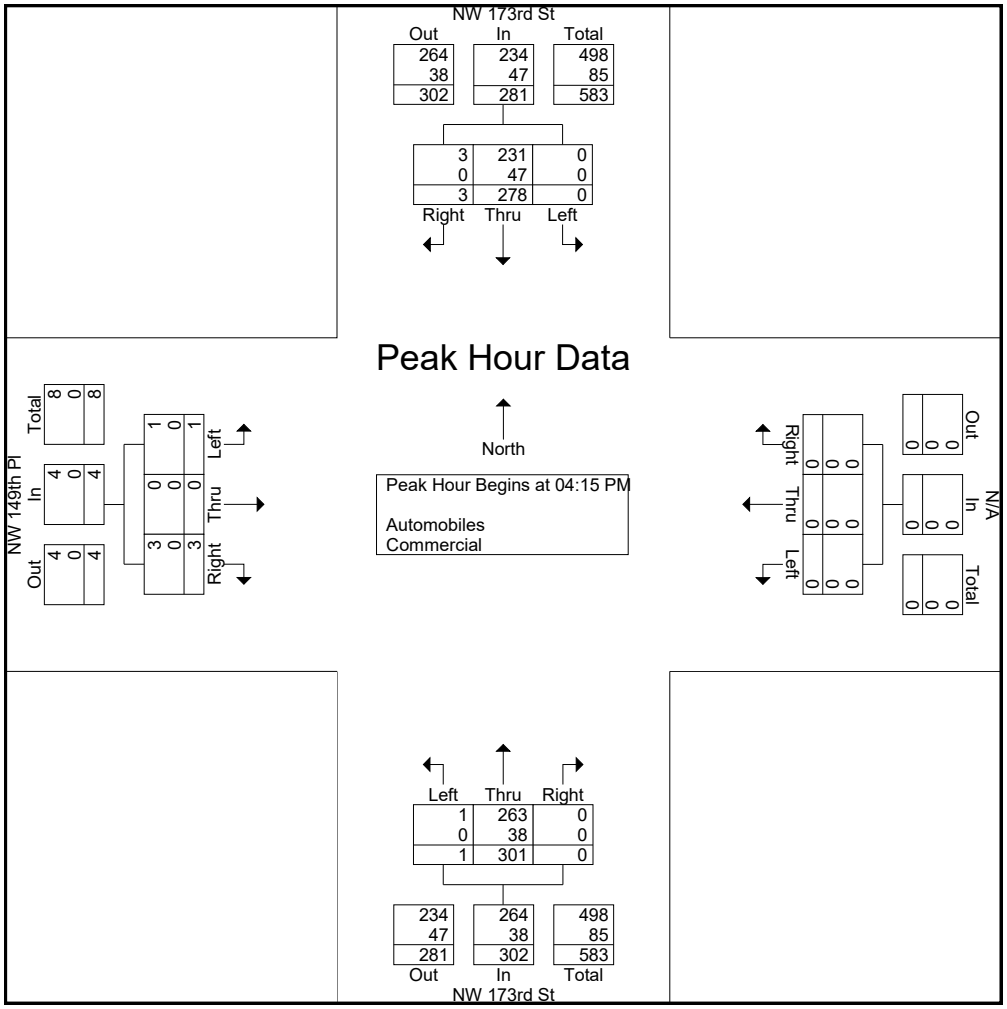
NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 5



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NW 173rd at NW 149th Pl
Alachua County, FL

File Name : 02 173 at NW 149
Site Code : 00000002
Start Date : 11/19/2024
Page No : 6

Groups Printed- Peds

	NW 173rd St Southbound					N/A Westbound					NW 173rd St Northbound					NW 149th Pl Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	34	0	34	0	0	3	3	0	40	0	40	0	0	0	0	77
07:15 AM	0	33	0	33	1	0	4	5	0	57	1	58	0	0	0	0	96
07:30 AM	0	45	0	45	0	0	6	6	0	60	2	62	0	0	0	0	113
07:45 AM	0	41	0	41	0	0	4	4	0	62	4	66	0	0	0	0	111
Total	0	153	0	153	1	0	17	18	0	219	7	226	0	0	0	0	397
08:00 AM	1	38	0	39	0	0	3	3	0	67	3	70	0	0	0	0	112
08:15 AM	0	40	0	40	1	0	3	4	0	66	4	70	0	0	0	0	114
08:30 AM	1	34	0	35	0	0	4	4	0	53	4	57	0	0	0	0	96
08:45 AM	0	34	0	34	0	0	1	1	0	59	2	61	0	0	0	0	96
Total	2	146	0	148	1	0	11	12	0	245	13	258	0	0	0	0	418
04:00 PM	0	55	0	55	1	0	0	1	0	56	1	57	0	0	0	0	113
04:15 PM	1	57	0	58	0	0	0	0	0	66	3	69	0	0	0	0	127
04:30 PM	0	67	0	67	0	0	2	2	0	103	4	107	0	0	0	0	176
04:45 PM	0	70	0	70	1	0	1	2	0	85	2	87	0	0	0	0	159
Total	1	249	0	250	2	0	3	5	0	310	10	320	0	0	0	0	575
05:00 PM	2	85	0	87	2	0	0	2	0	61	1	62	0	0	0	0	151
05:15 PM	0	65	0	65	0	0	3	3	0	57	3	60	0	0	0	0	128
05:30 PM	1	51	0	52	1	0	1	2	0	58	2	60	0	0	0	0	114
05:45 PM	0	55	0	55	0	0	2	2	0	56	3	59	0	0	0	0	116
Total	3	256	0	259	3	0	6	9	0	232	9	241	0	0	0	0	509
Grand Total	6	804	0	810	7	0	37	44	0	1006	39	1045	0	0	0	0	1899
Apprch %	0.7	99.3	0		15.9	0	84.1		0	96.3	3.7		0	0	0		
Total %	0.3	42.3	0	42.7	0.4	0	1.9	2.3	0	53	2.1	55	0	0	0	0	
Automobiles	6	622	0	628	7	0	37	44	0	814	36	850	0	0	0	0	1522
% Automobiles	100	77.4	0	77.5	100	0	100	100	0	80.9	92.3	81.3	0	0	0	0	80.1
Commercial	0	182	0	182	0	0	0	0	0	192	3	195	0	0	0	0	377
% Commercial	0	22.6	0	22.5	0	0	0	0	0	19.1	7.7	18.7	0	0	0	0	19.9

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NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 2

	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	45	0	45	0	0	6	6	0	60	2	62	0	0	0	0	113
07:45 AM	0	41	0	41	0	0	4	4	0	62	4	66	0	0	0	0	111
08:00 AM	1	38	0	39	0	0	3	3	0	67	3	70	0	0	0	0	112
08:15 AM	0	40	0	40	1	0	3	4	0	66	4	70	0	0	0	0	114
Total Volume	1	164	0	165	1	0	16	17	0	255	13	268	0	0	0	0	450
% App. Total	0.6	99.4	0		5.9	0	94.1		0	95.1	4.9		0	0	0		
PHF	.250	.911	.000	.917	.250	.000	.667	.708	.000	.951	.813	.957	.000	.000	.000	.000	.987
Automobiles	1	115	0	116	1	0	16	17	0	198	11	209	0	0	0	0	342
% Automobiles	100	70.1	0	70.3	100	0	100	100	0	77.6	84.6	78.0	0	0	0	0	76.0
Commercial	0	49	0	49	0	0	0	0	0	57	2	59	0	0	0	0	108
% Commercial	0	29.9	0	29.7	0	0	0	0	0	22.4	15.4	22.0	0	0	0	0	24.0

DE TRAFFIC

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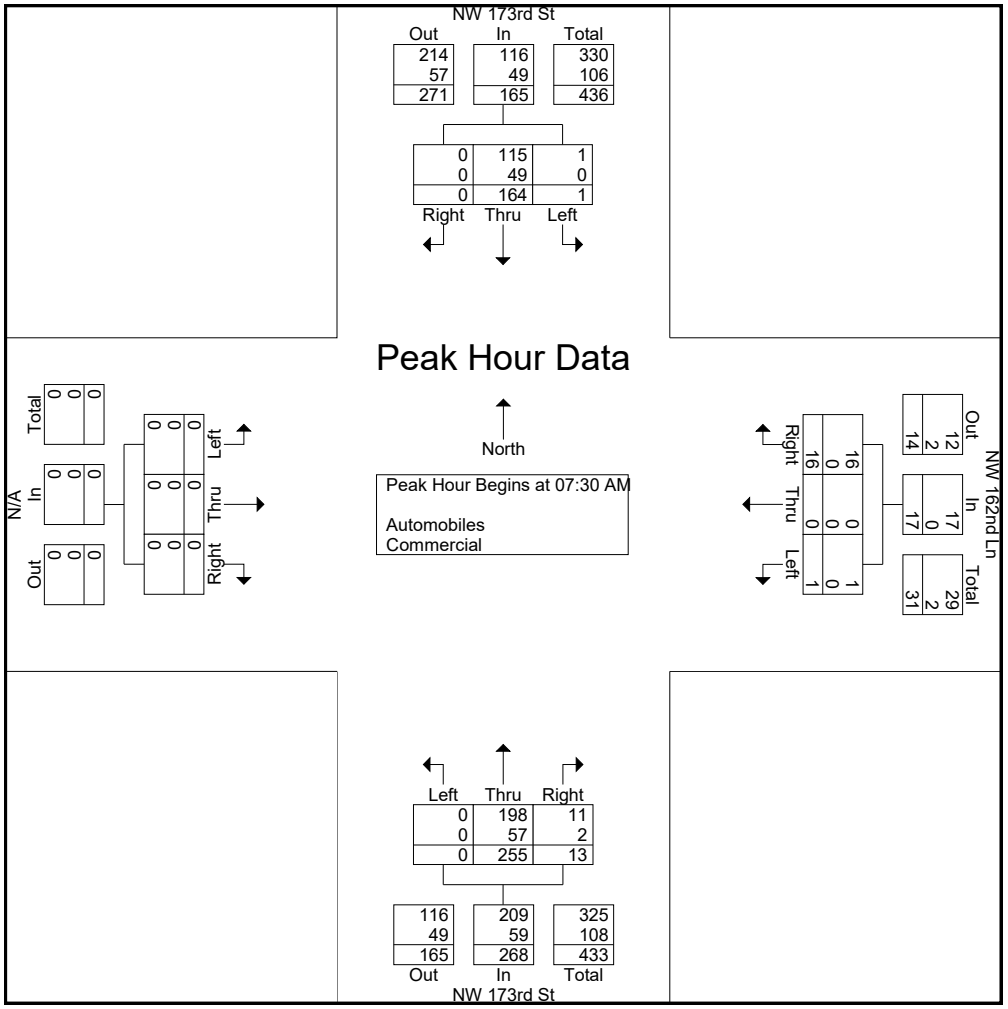
NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 3



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NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 4

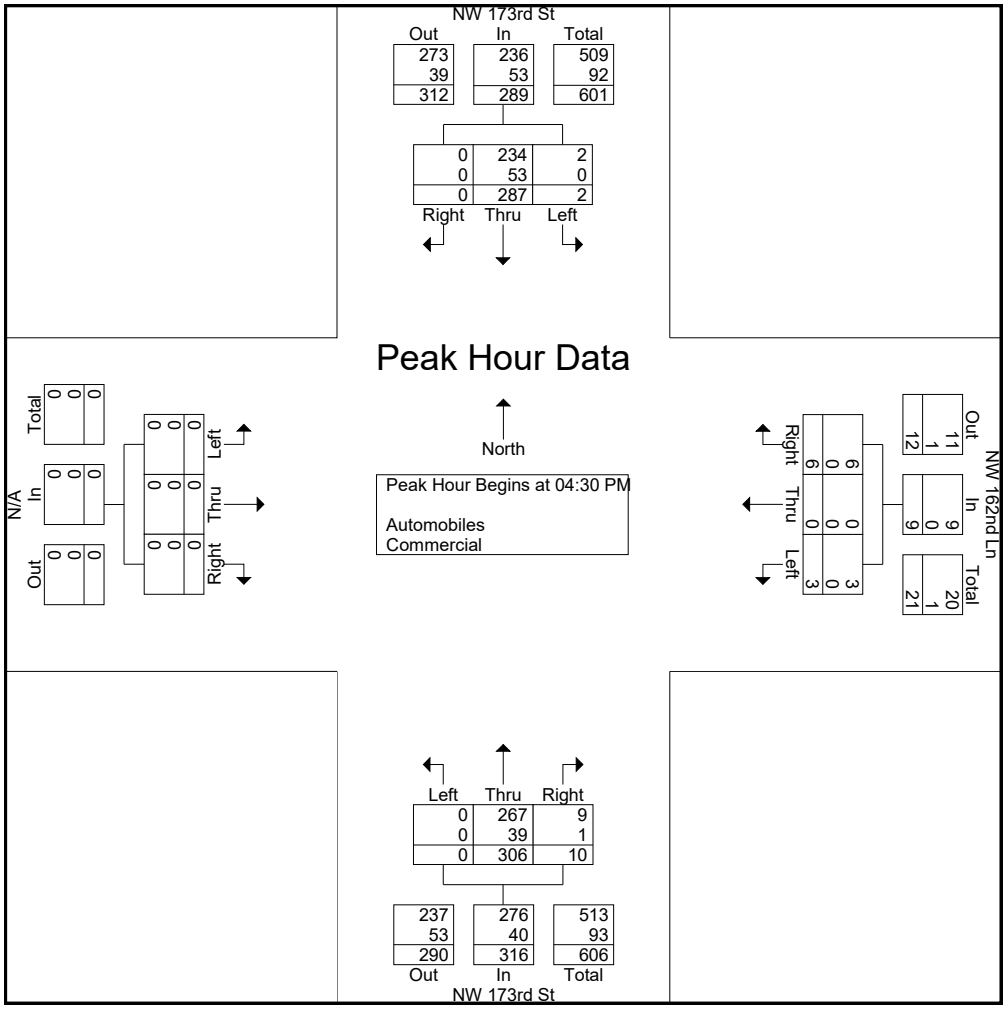
	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	67	0	67	0	0	2	2	0	103	4	107	0	0	0	0	176
04:45 PM	0	70	0	70	1	0	1	2	0	85	2	87	0	0	0	0	159
05:00 PM	2	85	0	87	2	0	0	2	0	61	1	62	0	0	0	0	151
05:15 PM	0	65	0	65	0	0	3	3	0	57	3	60	0	0	0	0	128
Total Volume	2	287	0	289	3	0	6	9	0	306	10	316	0	0	0	0	614
% App. Total	0.7	99.3	0		33.3	0	66.7		0	96.8	3.2		0	0	0		
PHF	.250	.844	.000	.830	.375	.000	.500	.750	.000	.743	.625	.738	.000	.000	.000	.000	.872
Automobiles	2	234	0	236	3	0	6	9	0	267	9	276	0	0	0	0	521
% Automobiles	100	81.5	0	81.7	100	0	100	100	0	87.3	90.0	87.3	0	0	0	0	84.9
Commercial	0	53	0	53	0	0	0	0	0	39	1	40	0	0	0	0	93
% Commercial	0	18.5	0	18.3	0	0	0	0	0	12.7	10.0	12.7	0	0	0	0	15.1

DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186

NW 173rd at NW 162nd Ln
Alachua County, FL

File Name : 03 173 at NW 162
Site Code : 00000003
Start Date : 11/19/2024
Page No : 6

Groups Printed- Peds

	NW 173rd St Southbound					NW 162nd Ln Westbound					NW 173rd St Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



NB Approach



SB Approach



EB Approach



WB Approach

detraffic	NW 173rd St at Peggy Rd	Alachua County
	detraffic.com	Project Number: CHW24-16 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



EB Approach

detraffic	NW 173rd St at NW 149th Pl	Alachua County
	detraffic.com	Project Number: CHW24-16 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	



NB Approach



SB Approach



WB Approach

detraffic	NW 173rd St at NW 162nd Ln	Alachua County
	detraffic.com	Project Number: CHW24-16 / Sheet Number: 3
	9239 Outlook Rock Trl. Windermere Fl. 34786	

Appendix E
Peak Season Factor and Historical Growth Rates

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 2600 ALACHUA COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF	
1	01/01/2023 - 01/07/2023	1.05	1.07	
2	01/08/2023 - 01/14/2023	1.04	1.06	
3	01/15/2023 - 01/21/2023	1.04	1.06	
4	01/22/2023 - 01/28/2023	1.02	1.04	
5	01/29/2023 - 02/04/2023	1.01	1.03	
6	02/05/2023 - 02/11/2023	0.99	1.01	
* 7	02/12/2023 - 02/18/2023	0.98	1.00	
* 8	02/19/2023 - 02/25/2023	0.98	1.00	
* 9	02/26/2023 - 03/04/2023	0.98	1.00	
*10	03/05/2023 - 03/11/2023	0.98	1.00	
*11	03/12/2023 - 03/18/2023	0.98	1.00	
*12	03/19/2023 - 03/25/2023	0.98	1.00	
*13	03/26/2023 - 04/01/2023	0.97	0.99	
*14	04/02/2023 - 04/08/2023	0.97	0.99	
*15	04/09/2023 - 04/15/2023	0.97	0.99	
*16	04/16/2023 - 04/22/2023	0.97	0.99	
*17	04/23/2023 - 04/29/2023	0.98	1.00	COUNT DATA FROM APRIL
*18	04/30/2023 - 05/06/2023	0.98	1.00	
*19	05/07/2023 - 05/13/2023	0.98	1.00	
20	05/14/2023 - 05/20/2023	0.99	1.01	
21	05/21/2023 - 05/27/2023	0.99	1.01	
22	05/28/2023 - 06/03/2023	1.00	1.02	
23	06/04/2023 - 06/10/2023	1.00	1.02	
24	06/11/2023 - 06/17/2023	1.01	1.03	
25	06/18/2023 - 06/24/2023	1.02	1.04	
26	06/25/2023 - 07/01/2023	1.04	1.06	
27	07/02/2023 - 07/08/2023	1.05	1.07	
28	07/09/2023 - 07/15/2023	1.07	1.09	
29	07/16/2023 - 07/22/2023	1.06	1.08	
30	07/23/2023 - 07/29/2023	1.05	1.07	
31	07/30/2023 - 08/05/2023	1.05	1.07	
32	08/06/2023 - 08/12/2023	1.04	1.06	
33	08/13/2023 - 08/19/2023	1.03	1.05	
34	08/20/2023 - 08/26/2023	1.02	1.04	
35	08/27/2023 - 09/02/2023	1.01	1.03	
36	09/03/2023 - 09/09/2023	1.00	1.02	
37	09/10/2023 - 09/16/2023	1.00	1.02	
38	09/17/2023 - 09/23/2023	0.99	1.01	
39	09/24/2023 - 09/30/2023	0.98	1.00	
40	10/01/2023 - 10/07/2023	0.97	0.99	
41	10/08/2023 - 10/14/2023	0.97	0.99	
42	10/15/2023 - 10/21/2023	0.96	0.98	
43	10/22/2023 - 10/28/2023	0.97	0.99	
44	10/29/2023 - 11/04/2023	0.98	1.00	
45	11/05/2023 - 11/11/2023	0.99	1.01	
46	11/12/2023 - 11/18/2023	1.00	1.02	
47	11/19/2023 - 11/25/2023	1.01	1.03	COUNTS ALONG NW 173RD
48	11/26/2023 - 12/02/2023	1.03	1.05	
49	12/03/2023 - 12/09/2023	1.04	1.06	
50	12/10/2023 - 12/16/2023	1.05	1.07	
51	12/17/2023 - 12/23/2023	1.05	1.07	
52	12/24/2023 - 12/30/2023	1.04	1.06	
53	12/31/2023 - 12/31/2023	1.04	1.06	

* PEAK SEASON

09-MAR-2024 18:41:39 830UPD 2_2600_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0461 - SR 20 .2 MI. NW OF SR 93

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	34000 C	N 17000	S 17000	9.50	58.20	5.10
2022	34000 C	N 17000	S 17000	9.50	57.90	6.10
2021	28000 F	N 14000	S 14000	9.50	57.80	6.00
2020	28000 C	N 14000	S 14000	9.50	58.00	5.60
2019	30000 C	N 15000	S 15000	9.50	58.00	5.60
2018	28000 C	N 14000	S 14000	9.50	57.90	4.90
2017	29500 C	N 14500	S 15000	9.50	53.80	4.60
2016	26000 C	N 13000	S 13000	9.50	53.60	4.90
2015	24500 C	N 12500	S 12000	9.50	57.00	5.20
2014	23500 C	N 11500	S 12000	9.50	57.40	5.40
2013	23000 C	N 11500	S 11500	9.50	57.80	5.00
2012	21000 C	N 10500	S 10500	9.50	58.40	4.90
2011	21500 C	N 10500	S 11000	9.50	58.80	5.50
2010	21000 C	N 10500	S 10500	10.13	59.87	5.10
2009	24000 C	N 12000	S 12000	10.04	57.81	6.20
2008	22500 C	N 11000	S 11500	10.17	57.73	7.30

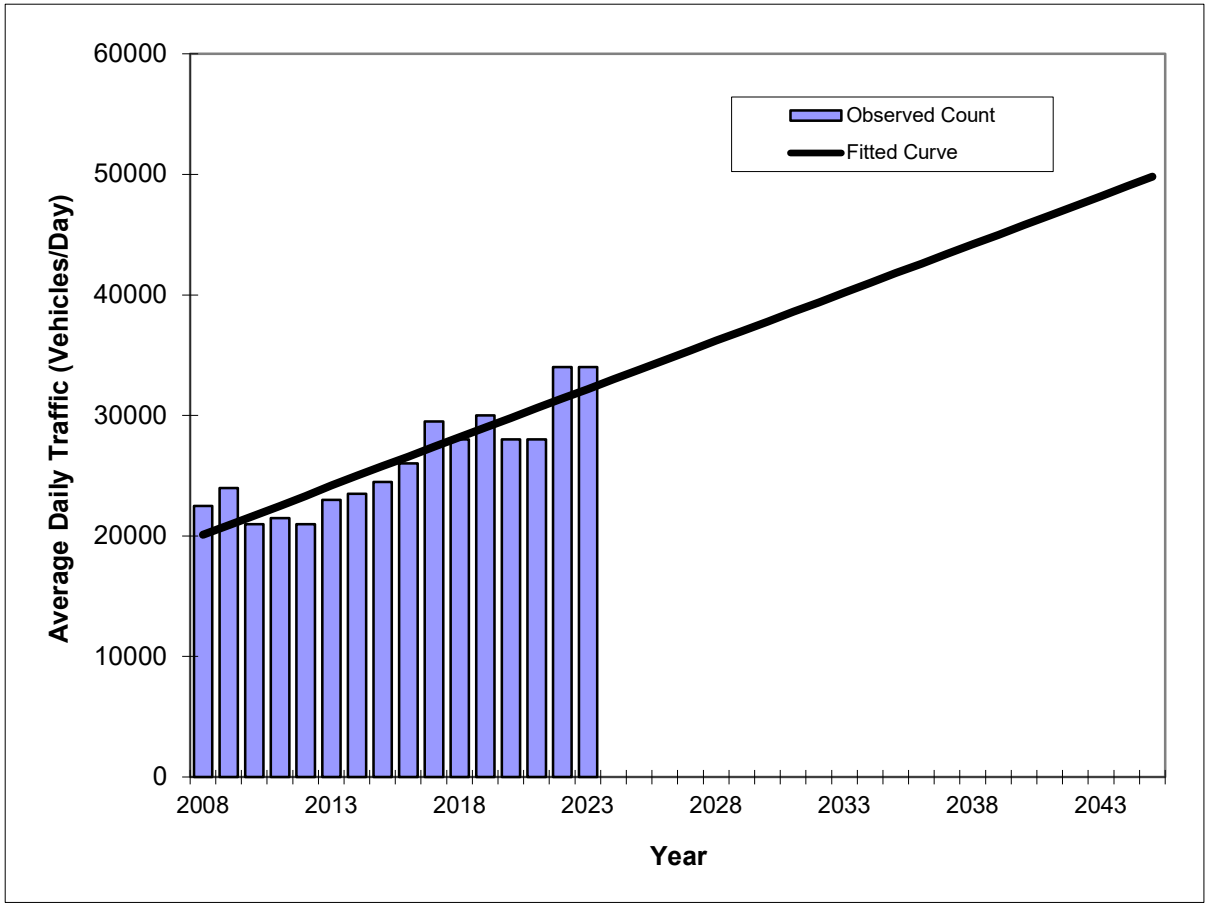
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

US 441 --

FIN#	0461
Location	1

County:	Alachua (26)
Station #:	0461
Highway:	US 441



Year	Traffic (ADT/AADT) Count*	Trend**
2008	22500	20100
2009	24000	20900
2010	21000	21700
2011	21500	22500
2012	21000	23300
2013	23000	24200
2014	23500	25000
2015	24500	25800
2016	26000	26600
2017	29500	27400
2018	28000	28200
2019	30000	29000
2020	28000	29800
2021	28000	30600
2022	34000	31400
2023	34000	32200
2034 Opening Year Trend		
2034	N/A	41000
2044 Mid-Year Trend		
2044	N/A	49000
2045 Design Year Trend		
2045	N/A	49800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	802
Trend R-squared:	80.48%
Trend Annual Historic Growth Rate:	4.01%
Trend Growth Rate (2023 to Design Year):	2.48%
Printed:	25-Nov-24
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 5023 - SR 235 350' S. OF SR 20(ALACHUA)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10600 C	N 5300	S 5300	9.50	58.20	14.60
2022	10400 C	N 5200	S 5200	9.50	57.90	12.40
2021	10000 C	N 5000	S 5000	9.50	57.80	13.70
2020	9400 C	N 4700	S 4700	9.50	58.00	14.20
2019	10100 C	N 4800	S 5300	9.50	58.00	13.30
2018	9600 C	N 4600	S 5000	9.50	57.90	11.70
2017	10800 C	N 5400	S 5400	9.50	53.80	12.10
2016	10300 C	N 5000	S 5300	9.50	53.60	11.10
2015	10000 C	N 4900	S 5100	9.50	57.00	9.10
2014	9300 C	N 4600	S 4700	9.50	57.40	9.30
2013	9500 C	N 4700	S 4800	9.50	57.80	8.60
2012	9500 C	N 4700	S 4800	9.50	58.40	9.10
2011	8900 C	N 4400	S 4500	9.50	58.80	8.10
2010	8100 C	N 4100	S 4000	10.13	59.87	9.80
2009	9200 C	N 4600	S 4600	10.04	57.81	7.20
2008	9800 C	N 5000	S 4800	10.17	57.73	12.10

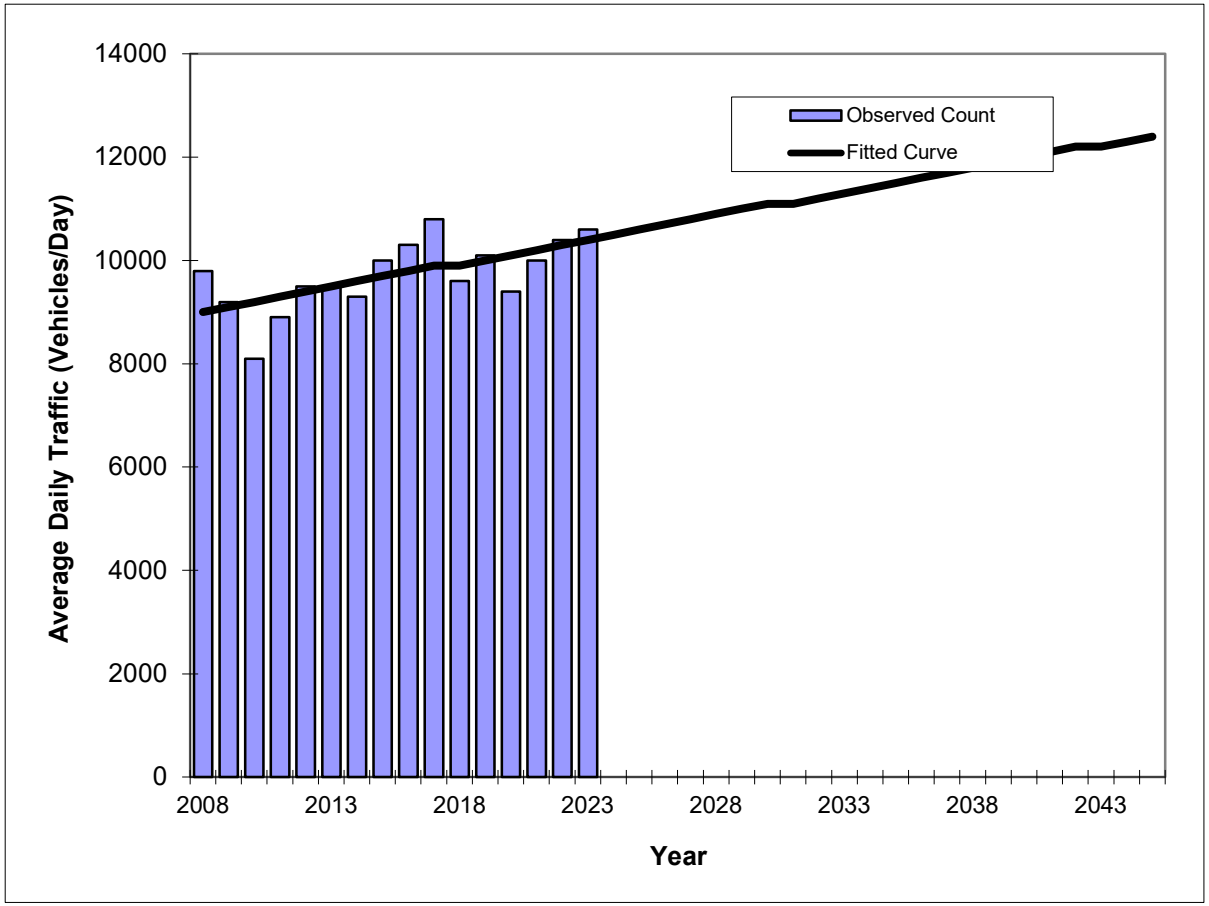
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CR 235 --

FIN#	5023
Location	1

County:	Alachua (26)
Station #:	5023
Highway:	CR 235



Year	Traffic (ADT/AADT) Count*	Trend**
2008	9800	9000
2009	9200	9100
2010	8100	9200
2011	8900	9300
2012	9500	9400
2013	9500	9500
2014	9300	9600
2015	10000	9700
2016	10300	9800
2017	10800	9900
2018	9600	9900
2019	10100	10000
2020	9400	10100
2021	10000	10200
2022	10400	10300
2023	10600	10400
2034 Opening Year Trend		
2034	N/A	11400
2044 Mid-Year Trend		
2044	N/A	12300
2045 Design Year Trend		
2045	N/A	12400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	92
Trend R-squared:	41.01%
Trend Annual Historic Growth Rate:	1.04%
Trend Growth Rate (2023 to Design Year):	0.87%
Printed:	25-Nov-24
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0435 - CR 235A .2 MI. S. OF SR 25/US 441

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5500 C	N 2800	S 2700	9.50	58.20	23.10
2022	5500 C	N 2800	S 2700	9.50	57.90	23.70
2021	5400 C	N 2800	S 2600	9.50	57.80	22.20
2020	5000 C	N 2600	S 2400	9.50	58.00	24.20
2019	4800 C	N 2500	S 2300	9.50	58.00	22.60
2018	4700 C	N 2400	S 2300	9.50	57.90	19.20
2017	4600 C	N 2300	S 2300	9.50	53.80	23.40
2016	4200 C	N 2100	S 2100	9.50	53.60	23.70
2015	3400 C	N 1700	S 1700	9.50	57.00	27.00
2014	3600 C	N 1800	S 1800	9.50	57.40	26.50
2013	3300 C	N 1700	S 1600	9.50	57.80	24.50
2012	3300 C	N 1700	S 1600	9.50	58.40	24.40
2011	3500 C	N 1800	S 1700	9.50	58.80	26.10
2010	3800 C	N 1900	S 1900	10.13	59.87	23.80
2009	4000 C	N 2000	S 2000	10.04	57.81	23.70
2008	4000 C	N 2000	S 2000	10.17	57.73	23.00

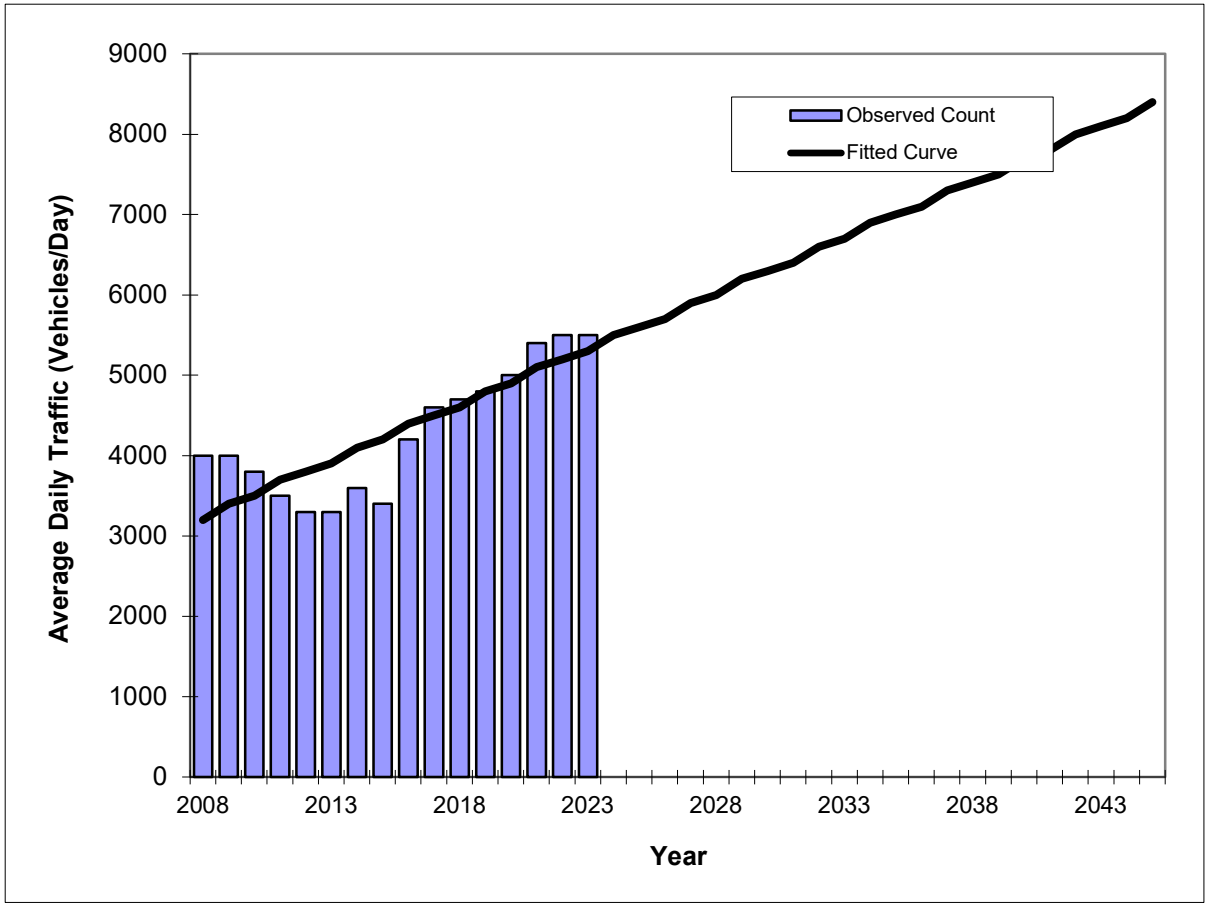
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CR 235A --

FIN#	0435
Location	1

County:	Alachua (26)
Station #:	0435
Highway:	CR 235A



Year	Traffic (ADT/AADT) Count*	Trend**
2008	4000	3200
2009	4000	3400
2010	3800	3500
2011	3500	3700
2012	3300	3800
2013	3300	3900
2014	3600	4100
2015	3400	4200
2016	4200	4400
2017	4600	4500
2018	4700	4600
2019	4800	4800
2020	5000	4900
2021	5400	5100
2022	5500	5200
2023	5500	5300
2034 Opening Year Trend		
2034	N/A	6900
2044 Mid-Year Trend		
2044	N/A	8200
2045 Design Year Trend		
2045	N/A	8400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	139
Trend R-squared:	69.28%
Trend Annual Historic Growth Rate:	4.38%
Trend Growth Rate (2023 to Design Year):	2.66%
Printed:	25-Nov-24
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9109 - NW CR 2054 .1 MI. W. OF SR 235 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2000 V	0	0	9.50	58.20	2.90
2022	1900 R	0	0	9.50	57.90	2.90
2021	1900 T	0	0	9.50	57.80	3.00
2020	1900 S	0	0	9.50	58.00	2.90
2019	2000 F	0	0	9.50	58.00	2.60
2018	2000 C	E 0	W 0	9.50	57.90	2.70
2017	1500 R	E 750	W 750	9.50	53.80	2.60
2016	1400 T	E 700	W 700	9.50	53.60	2.80
2015	1300 S	E 650	W 650	9.50	57.00	2.60
2014	1300 F	E 650	W 650	9.50	57.40	2.40
2013	1300 C	E 650	W 650	9.50	57.80	2.60
2012	1500 F	0	0	9.50	58.40	2.50
2011	1500 C	E 0	W 0	9.50	58.80	2.80

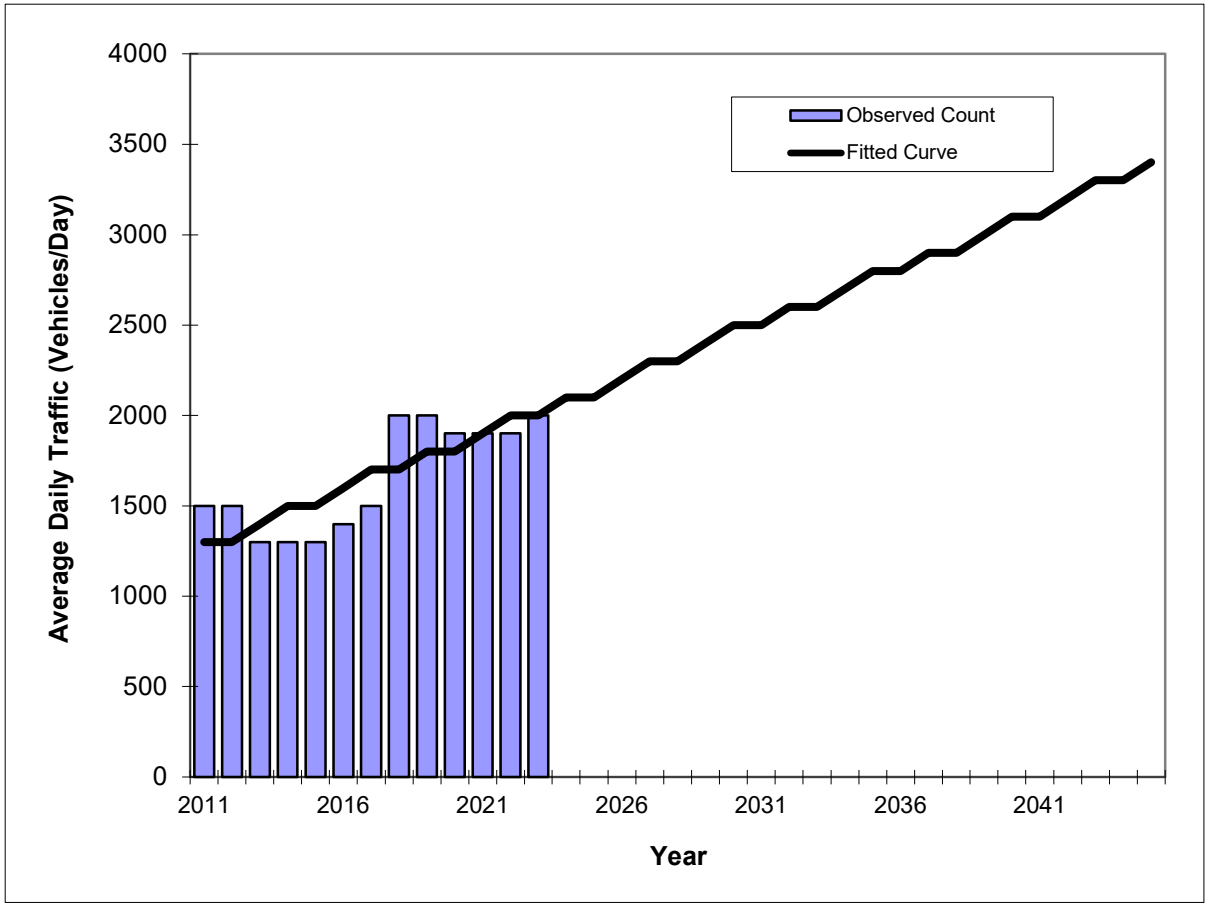
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CR 2054 --

FIN#	9109
Location	1

County:	Alachua (26)
Station #:	9109
Highway:	CR 2054



Year	Traffic (ADT/AADT) Count*	Trend**
2011	1500	1300
2012	1500	1300
2013	1300	1400
2014	1300	1500
2015	1300	1500
2016	1400	1600
2017	1500	1700
2018	2000	1700
2019	2000	1800
2020	1900	1800
2021	1900	1900
2022	1900	2000
2023	2000	2000
2034 Opening Year Trend		
2034	N/A	2700
2044 Mid-Year Trend		
2044	N/A	3300
2045 Design Year Trend		
2045	N/A	3400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	62
Trend R-squared:	65.50%
Trend Annual Historic Growth Rate:	4.49%
Trend Growth Rate (2023 to Design Year):	3.18%
Printed:	25-Nov-24
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0435 - CR 235A .2 MI. S. OF SR 25/US 441

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5500 C	N 2800	S 2700	9.50	58.20	23.10
2022	5500 C	N 2800	S 2700	9.50	57.90	23.70
2021	5400 C	N 2800	S 2600	9.50	57.80	22.20
2020	5000 C	N 2600	S 2400	9.50	58.00	24.20
2019	4800 C	N 2500	S 2300	9.50	58.00	22.60
2018	4700 C	N 2400	S 2300	9.50	57.90	19.20
2017	4600 C	N 2300	S 2300	9.50	53.80	23.40
2016	4200 C	N 2100	S 2100	9.50	53.60	23.70
2015	3400 C	N 1700	S 1700	9.50	57.00	27.00
2014	3600 C	N 1800	S 1800	9.50	57.40	26.50
2013	3300 C	N 1700	S 1600	9.50	57.80	24.50
2012	3300 C	N 1700	S 1600	9.50	58.40	24.40
2011	3500 C	N 1800	S 1700	9.50	58.80	26.10
2010	3800 C	N 1900	S 1900	10.13	59.87	23.80
2009	4000 C	N 2000	S 2000	10.04	57.81	23.70
2008	4000 C	N 2000	S 2000	10.17	57.73	23.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix F
Buildout Tables

NW 173rd St(CR 235A) @ US HWY 441

NW 173rd St (CR 235A) at US HWY 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 173rd St (CR 235A)	4.38%	4.38%	1.482
US HWY 441	4.01%	4.01%	1.441

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at US HWY 441												
Scenario	US HWY 441			US HWY 441			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	51	1323	78	93	874	207	61	47	105	92	50	42
Peak Season Volume (Existing)	51	1323	78	93	874	207	61	47	105	92	50	42
Background Volumes 2035	73	1907	112	134	1260	298	90	70	156	136	74	62
Project Trips	0	76	16	37	26	2	48	5	63	8	2	0
Buildout Trips	73	1983	128	171	1286	300	138	75	219	144	76	62
Peak Hour Factor (Int total = 0.97)	0.92			0.94			0.90			0.85		
Truck %	2%			7%			18%			10%		
Pedestrian Volumes	0			0			0			1		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at US HWY 441												
Scenario	US HWY 441			US HWY 441			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	20	874	87	125	1587	77	76	42	147	116	28	43
Peak Season Volume (Existing)	20	874	87	125	1587	77	76	42	147	116	28	43
Background Volumes 2035	29	1260	125	180	2287	111	113	62	218	172	41	64
Project Trips	0	122	40	82	152	16	28	3	38	12	4	0
Buildout Trips	29	1382	165	262	2439	127	141	65	256	184	45	64
Peak Hour Factor (Int total = 0.95)	0.91			0.93			0.90			0.78		
Truck %	7%			4%			15%			6%		
Pedestrian Volumes	0			1			0			1		

Santa Fe High School @ US HWY 441

Santa Fe High School at US HWY 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
US HWY 441	4.01%	4.01%	1.040
Santa Fe High School	0.00%	0.00%	1.000

AM Peak Hour Buildout Traffic Volumes - Santa Fe High School at US HWY 441										
Scenario	US HWY 441				US HWY 441			Santa Fe High School		
	Eastbound				Westbound			Southbound		
	U-Turn	Left	Thru	Right	U-turn	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	2	3	1523	0	3	1133	13	2		2
Peak Season Volume (Existing)	2	3	1523	0	3	1133	13	2		2
Background Volumes 2035	2	3	1584	0	3	1178	14	2		2
Project Trips	0	0	147	0	0	66	0	0		0
Buildout Trips	2	3	1731	0	3	1244	14	2		2
Peak Hour Factor (Int total = 0.96)	0.95				0.92			0.50		
Truck %	2%				6%			50%		
Pedestrian Volumes	1				1			2		

School Let Out Peak Hour Buildout Traffic Volumes - Santa Fe High School at US HWY 441										
Scenario	US HWY 441				US HWY 441			Santa Fe High School		
	Eastbound				Westbound			Southbound		
	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	1	5	1085	0	5	1762	6	13		9
Peak Season Volume (Existing)	1	5	1085	0	5	1762	6	13		9
Background Volumes 2035	1	5	1129	0	5	1833	6	13		9
Project Trips	0	0	172	0	0	253	0	0		0
Buildout Trips	1	5	1301	0	5	2086	6	13		9
Peak Hour Factor (Int total = 0.94)	0.93				0.94			0.79		
Truck %	4%				3%			14%		
Pedestrian Volumes	0				0			1		

Count @ 3:45 PM

PM Peak Hour Buildout Traffic Volumes - Santa Fe High School at US HWY 441 (5:00 PM to 6:00 PM)										
Scenario	US HWY 441				US HWY 441			Santa Fe High School		
	Eastbound				Westbound			Southbound		
	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	2	1	828	0	3	1359	4	11		5
Peak Season Volume (Existing)	2	1	828	0	3	1359	4	11		5
Background Volumes 2035	2	1	861	0	3	1413	4	11		5
Project Trips	0	0	172	0	0	253	0	0		0
Buildout Trips	2	1	1033	0	3	1666	4	11		5
Peak Hour Factor (Int total = 0.94)	0.93				0.94			0.79		
Truck %	4%				4%			14%		
Pedestrian Volumes	0				0			0		

NW 167th Blvd @ US HWY 441

NW 167th Blvd at US HWY 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 167th Blvd	0.00%	0.00%	1.000
US HWY 441	4.01%	4.01%	1.441

AM Peak Hour Buildout Traffic Volumes - NW 167th Blvd at US HWY 441

Scenario	US HWY 441			US HWY 441				NW 167th Blvd			NW 167th Blvd		
	Eastbound			Westbound				Northbound			Southbound		
	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	71	1392		4		1033	233				258		93
Peak Season Volume (Existing)	71	1392		4		1033	233				258		93
Background Volumes 2035	71	2006		6		1489	233				258		93
Project Trips	4	45	115	0	276	8	0	49		185	0		18
Buildout Trips	75	2051	115	6	276	1497	233	49		185	258		111
Peak Hour Factor (Int total = 0.97)	0.94			0.96				0.92			0.92		
Truck %	3%			5%				3%			3%		
Pedestrian Volumes	1			1				0			0		

PM Peak Hour Buildout Traffic Volumes - NW 167th Blvd at US HWY 441

Scenario	US HWY 441			US HWY 441				NW 167th Blvd			NW 167th Blvd		
	Eastbound			Westbound				Northbound			Southbound		
	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	156	939		1		1637	304				185		24
Peak Season Volume (Existing)	156	939		1		1637	304				185		24
Background Volumes 2035	156	1353		1		2359	304				185		24
Project Trips	2	-49	213	0	538	-38	0	288		576	0		33
Buildout Trips	158	1304	213	1	538	2321	304	288		576	185		57
Peak Hour Factor (Int total = 0.93)	0.71			0.93				0.92			0.92		
Truck %	3%			3%				3%			3%		
Pedestrian Volumes	0			1				0			0		

KFC Access Driveway @ US HWY 441

KFC Access Driveway at US HWY 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
KFC Access Driveway	0.00%	0.00%	1.000
US HWY 441	4.01%	4.01%	1.441

AM Peak Hour Buildout Traffic Volumes - KFC Access Driveway at US HWY 441									
Scenario	US HWY 441			US HWY 441			KFC Access		
	Eastbound			Westbound			Northbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts		1630	19		1223	7			5
Peak Season Volume (Existing)		1630	19		1223	7			5
Background Volumes 2035		2349	27		1762	10			5
Project Trips		230	17		284	0			0
Buildout Trips		2579	44		2046	10			5
Peak Hour Factor (Int total = 0.96)	0.96			0.94			0.42		
Truck %	3%			5%			40%		
Pedestrian Volumes	2			1			0		

PM Peak Hour Buildout Traffic Volumes - KFC Access Driveway at US HWY 441									
Scenario	US HWY 441			US HWY 441			KFC Access		
	Eastbound			Westbound			Northbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts		1100	33		1904	14			20
Peak Season Volume (Existing)		1100	33		1904	14			20
Background Volumes 2035		1585	48		2744	20			20
Project Trips		563	30		500	0			0
Buildout Trips		2148	78		3244	20			20
Peak Hour Factor (Int total = 0.94)	0.95			0.94			0.83		
Truck %	4%			4%			5%		
Pedestrian Volumes	0			0			0		

NW 173rd St(CR 235A) @ CR 235

NW 173rd St (CR 235A) at CR 235 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 173rd St (CR 235A)	4.38%	4.38%	1.482
CR 235	1.04%	1.04%	1.114

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at CR 235									
Scenario	CR 235			CR 235			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	131	246			157	70	60		103
Peak Season Volume (Existing)	131	246			157	70	60		103
Background Volumes 2035	146	274			175	78	89		153
Project Trips	9	0			0	37	30		7
Buildout Trips	155	274			175	115	119		160
Peak Hour Factor (Int total = 0.91)	0.87			0.93			0.87		
Truck %	4%			11%			13%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at CR 235									
Scenario	CR 235			CR 235			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	108	178			194	82	63		138
Peak Season Volume (Existing)	108	178			194	82	63		138
Background Volumes 2035	120	198			216	91	93		204
Project Trips	16	0			0	65	72		18
Buildout Trips	136	198			216	156	165		222
Peak Hour Factor (Int total = 0.95)	0.89			0.90			0.87		
Truck %	12%			11%			10%		
Pedestrian Volumes	0			0			0		

NW 173rd St(CR 235A) @ Peggy Rd(CR 2054)

NW 173rd St (CR 235A) at Peggy Rd(CR 2054) - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 173rd St (CR 235A)	4.38%	4.38%	1.482
Peggy Rd(CR 2054)	4.49%	4.49%	1.494

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Peggy Rd(CR 2054)												
Scenario	Peggy Rd(CR 2054)			Peggy Rd(CR 2054)			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	35	47	43	27	35	33	31	166	37	15	109	29
Peak Season Volume (Existing)	35	47	43	27	35	33	31	166	37	15	109	29
Background Volumes 2035	52	70	64	40	52	49	46	246	55	22	162	43
Project Trips	0	0	0	0	0	0	0	54	0	0	44	0
Buildout Trips	52	70	64	40	52	49	46	300	55	22	206	43
Peak Hour Factor (Int total = 0.95)	0.89			0.96			0.96			0.95		
Truck %	15%			21%			24%			28%		
Pedestrian Volumes	0			0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Peggy Rd(CR 2054)												
Scenario	Peggy Rd(CR 2054)			Peggy Rd(CR 2054)			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	61	58	32	34	44	39	53	178	46	35	186	45
Peak Season Volume (Existing)	61	58	32	34	44	39	53	178	46	35	186	45
Background Volumes 2035	91	87	48	51	66	58	79	264	68	52	276	67
Project Trips	0	0	0	0	0	0	0	97	0	0	108	0
Buildout Trips	91	87	48	51	66	58	79	361	68	52	384	67
Peak Hour Factor (Int total = 0.97)	0.95			0.91			0.90			0.88		
Truck %	11%			20%			26%			14%		
Pedestrian Volumes	0			0			0			0		

NW 173rd St(CR 235A) @ NW 149th Pl

NW 173rd St (CR 235A) at NW 149th Pl- Growth Rate Data			
Peak Season Factor			1.03
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 173rd St (CR 235A)	4.38%	4.38%	1.482
NW 149th Pl	0.00%	0.00%	1.000

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at NW 149th Pl									
Scenario	NW 149th Pl			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	4		2	4	247			160	4
Peak Season Volume (Existing)	4		2	4	254			165	4
Background Volume 2035	4		2	6	377			244	6
Peak Hour Factor (Int total = 0.93)	0.50			0.94			0.85		
Truck %	0%			19%			28%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at NW 149th Pl									
Scenario	NW 149th Pl			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Eastbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	1		3	1	301			278	3
Peak Season Volume (Existing)	1		3	1	310			286	3
Background Volume 2035	1		3	2	459			424	5
Peak Hour Factor (Int total = 0.91)	0.50			0.78			0.84		
Truck %	0%			13%			17%		
Pedestrian Volumes	0			0			0		

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access A									
Scenario	Access A			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					247			160	
Peak Season Volume (Existing)					254			165	
Background Volume 2035					377			244	
Project Trips	32		32		4	50	10	12	
Buildout Trips	32		32		381	50	10	256	
Peak Hour Factor (Int total = 0.93)	0.92			0.94			0.85		
Truck %	3%			19%			28%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access A									
Scenario	Access A			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					301			278	
Peak Season Volume (Existing)					310			286	
Background Volume 2035					459			424	
Project Trips	101		19		10	87	26	7	
Buildout Trips	101		19		469	87	26	431	
Peak Hour Factor (Int total = 0.91)	0.92			0.78			0.84		
Truck %	3%			13%			17%		
Pedestrian Volumes	0			0			0		

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access B									
Scenario	Access B			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					247			160	
Peak Season Volume (Existing)					254			165	
Background Volume 2035					377			244	
Project Trips	6		41		34	2	14	16	
Buildout Trips	6		41		411	2	14	260	
Peak Hour Factor (Int total = 0.93)	0.92			0.94			0.85		
Truck %	3%			19%			28%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access B									
Scenario	Access B			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					301			278	
Peak Season Volume (Existing)					310			286	
Background Volume 2035					459			424	
Project Trips	4		25		24	5	35	29	
Buildout Trips	4		25		483	5	35	453	
Peak Hour Factor (Int total = 0.91)	0.92			0.78			0.84		
Truck %	3%			13%			17%		
Pedestrian Volumes	0			0			0		

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access C									
Scenario	Access C			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					247			160	
Peak Season Volume (Existing)					254			165	
Background Volume 2035					377			244	
Project Trips	6		43		73	2	13	24	
Buildout Trips	6		43		450	2	13	268	
Peak Hour Factor (Int total = 0.93)	0.92			0.94			0.85		
Truck %	3%			19%			28%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Access C									
Scenario	Access C			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts					301			278	
Peak Season Volume (Existing)					310			286	
Background Volume 2035					459			424	
Project Trips	3		25		44	5	35	61	
Buildout Trips	3		25		503	5	35	485	
Peak Hour Factor (Int total = 0.91)	0.92			0.78			0.84		
Truck %	3%			13%			17%		
Pedestrian Volumes	0			0			0		

NW 173rd St(CR 235A) @ NW 162nd Ln

NW 173rd St (CR 235A) at NW 162nd Ln - Growth Rate Data			
Peak Season Factor			1.03
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 162nd Ln	N/A	2.00%	1.220
NW 173rd St (CR 235A)	4.38%	4.38%	1.482

AM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at NW 162nd Ln									
Scenario	NW 162nd Ln			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	1		16		255	13	1	164	
Peak Season Volume (Existing)	1		16		263	13	1	169	
Background Volume 2035	1		20		389	20	2	250	
Project Trips	0		0		116	0	0	37	
Buildout Trips	1		20		505	20	2	287	
Peak Hour Factor (Int total = 0.99)	0.71			0.96			0.92		
Truck %	0%			22%			30%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at NW 162nd Ln									
Scenario	NW 162nd Ln			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	3		6		306	10	2	287	
Peak Season Volume (Existing)	3		6		315	10	2	296	
Background Volume 2035	4		8		467	15	3	438	
Project Trips	0		0		69	0	0	96	
Buildout Trips	4		8		536	15	3	534	
Peak Hour Factor (Int total = 0.87)	0.75			0.74			0.83		
Truck %	0%			13%			18%		
Pedestrian Volumes	0			0			0		

CR 235A @ Santa Fe High School

CR 235A at Santa Fe High School - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
CR 235A	4.38%	4.38%	1.482
Santa Fe High School	0.00%	0.00%	1.000

AM Peak Hour Buildout Traffic Volumes - CR 235A at Santa Fe High School									
Scenario	Santa Fe High School			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	60		7		185	136	17	118	
Peak Season Volume (Existing)	60		7		185	136	17	118	
Background Volumes 2035	60		7		274	202	25	175	
Project Trips	0		0		7	0	0	10	
Buildout Trips	60		7		281	202	25	185	
Peak Hour Factor (Int total = 0.82)	0.67			0.76			0.84		
Truck %	2%			2%			3%		
Pedestrian Volumes	0			7			6		

PM Peak Hour Buildout Traffic Volumes - CR 235A at Santa Fe High School									
Scenario	Santa Fe High School			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	103		5		134	48	1	98	
Peak Season Volume (Existing)	103		5		134	48	1	98	
Background Volumes 2035	103		5		199	71	1	145	
Project Trips	0		0		19	0	0	16	
Buildout Trips	103		5		218	71	1	161	
Peak Hour Factor (Int total = 0.71)	0.47			0.88			0.83		
Truck %	0%			3%			2%		
Pedestrian Volumes	2			2			2		

Counts at 3:45 PM

PM Peak Hour Buildout Traffic Volumes - CR 235A at Santa Fe High School (5:00 PM to 6:00 PM)									
Scenario	Santa Fe High School			NW 173rd St (CR 235A)			NW 173rd St (CR 235A)		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	24		2		89	8	1	59	
Peak Season Volume (Existing)	24		2		89	8	1	59	
Background Volumes 2035	24		2		132	12	1	87	
Project Trips	0		0		19	0	0	16	
Buildout Trips	24		2		151	12	1	103	
Peak Hour Factor (Int total = 0.95)	0.75			0.74			0.83		
Truck %	0%			13%			18%		
Pedestrian Volumes	1			0			0		

CR 235 @ NW 140th St

CR 235 at NW 140th St - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
CR 235	1.04%	1.04%	1.114
NW 140th St	N/A	2.00%	1.220

AM Peak Hour Buildout Traffic Volumes - CR 235 at NW 140th St									
Scenario	NW 140th St			CR 235			CR 235		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	42		223		269	19	280	178	
Peak Season Volume (Existing)	42		223		269	19	280	178	
Background Volume 2035	51		272		300	21	312	198	
Project Trips	0		0		0	23	18	0	
Buildout Trips	51		272		300	44	330	198	
Peak Hour Factor (Int total = 0.90)	0.82			0.88			0.93		
Truck %	3%			6%			3%		
Pedestrian Volumes	0			0			0		

PM Peak Hour Buildout Traffic Volumes - CR 235 at NW 140th St									
Scenario	NW 140th St			CR 235			CR 235		
	Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	16		262		180	32	234	316	
Peak Season Volume (Existing)	16		262		180	32	234	316	
Background Volume 2035	20		320		201	36	261	352	
Project Trips	0		0		0	40	45	0	
Buildout Trips	20		320		201	76	306	352	
Peak Hour Factor (Int total = 0.93)	0.76			0.90			0.88		
Truck %	1%			7%			4%		
Pedestrian Volumes	0			0			0		

NW 140th St(CR 235) @ Peggy Rd(CR 2054)

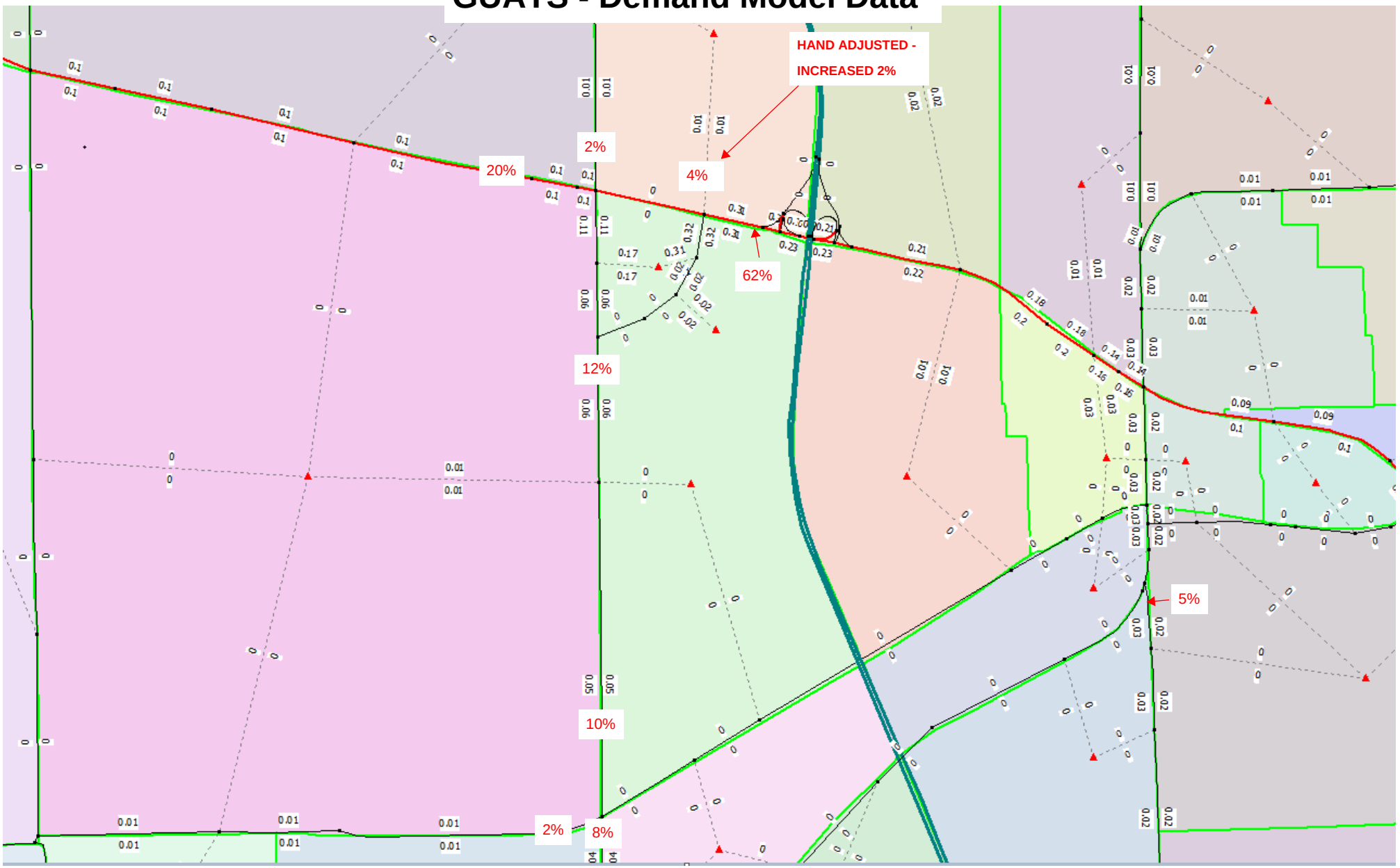
NW 140th St(CR 235) at Peggy Rd(CR 2054) - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 140th St(CR 235)	N/A	2.00%	1.220
Peggy Rd(CR 2054)	4.49%	4.49%	1.494

AM Peak Hour Buildout Traffic Volumes - NW 140th St(CR 235) at Peggy Rd(CR 2054)									
Scenario	Peggy Rd(CR 2054)			NW 140th St (CR 235)			NW 140th St (CR 235)		
	Eastbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	47		29	41	431			412	23
Peak Season Volume (Existing)	47		29	41	431			412	23
Background Volumes 2035	70		43	50	526			503	28
Project Trips	0		0	0	23			18	0
Buildout Trips	70		43	50	549			521	28
Peak Hour Factor (Int total = 0.97)	0.87			0.88			0.89		
Truck %	15%			11%			14%		
Pedestrian Volumes	0			1			4		

PM Peak Hour Buildout Traffic Volumes - NW 140th St(CR 235) at Peggy Rd(CR 2054)									
Scenario	Peggy Rd(CR 2054)			NW 140th St (CR 235)			NW 140th St (CR 235)		
	Eastbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	25		42	45	426			436	29
Peak Season Volume (Existing)	25		42	45	426			436	29
Background Volumes 2035	37		63	55	520			532	35
Project Trips	0		0	0	40			45	0
Buildout Trips	37		63	55	560			577	35
Peak Hour Factor (Int total = 0.91)	0.88			0.95			0.87		
Truck %	15%			6%			11%		
Pedestrian Volumes	0			3			0		

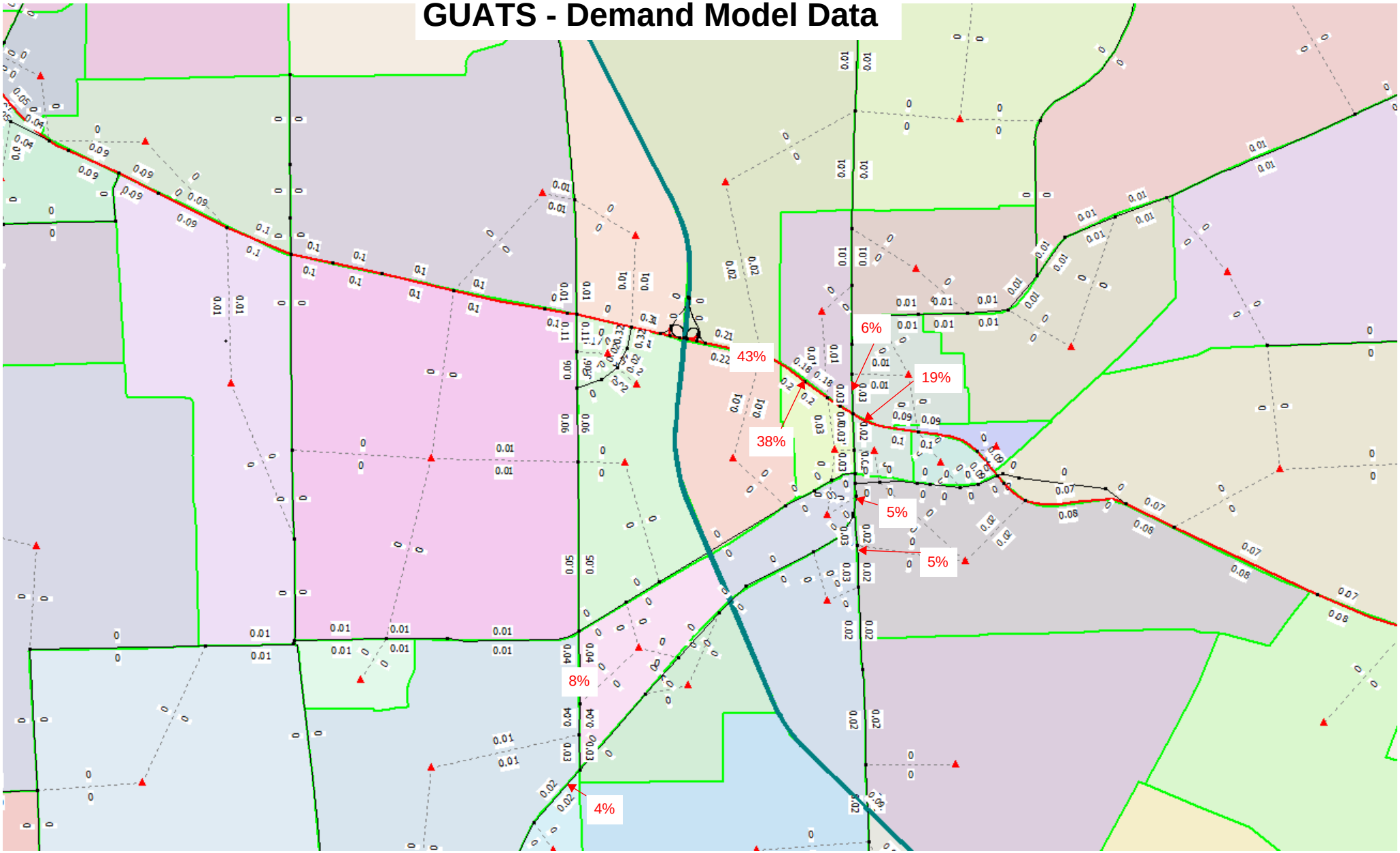
Appendix G
Trip Distribution and Assignment

GUATS - Demand Model Data

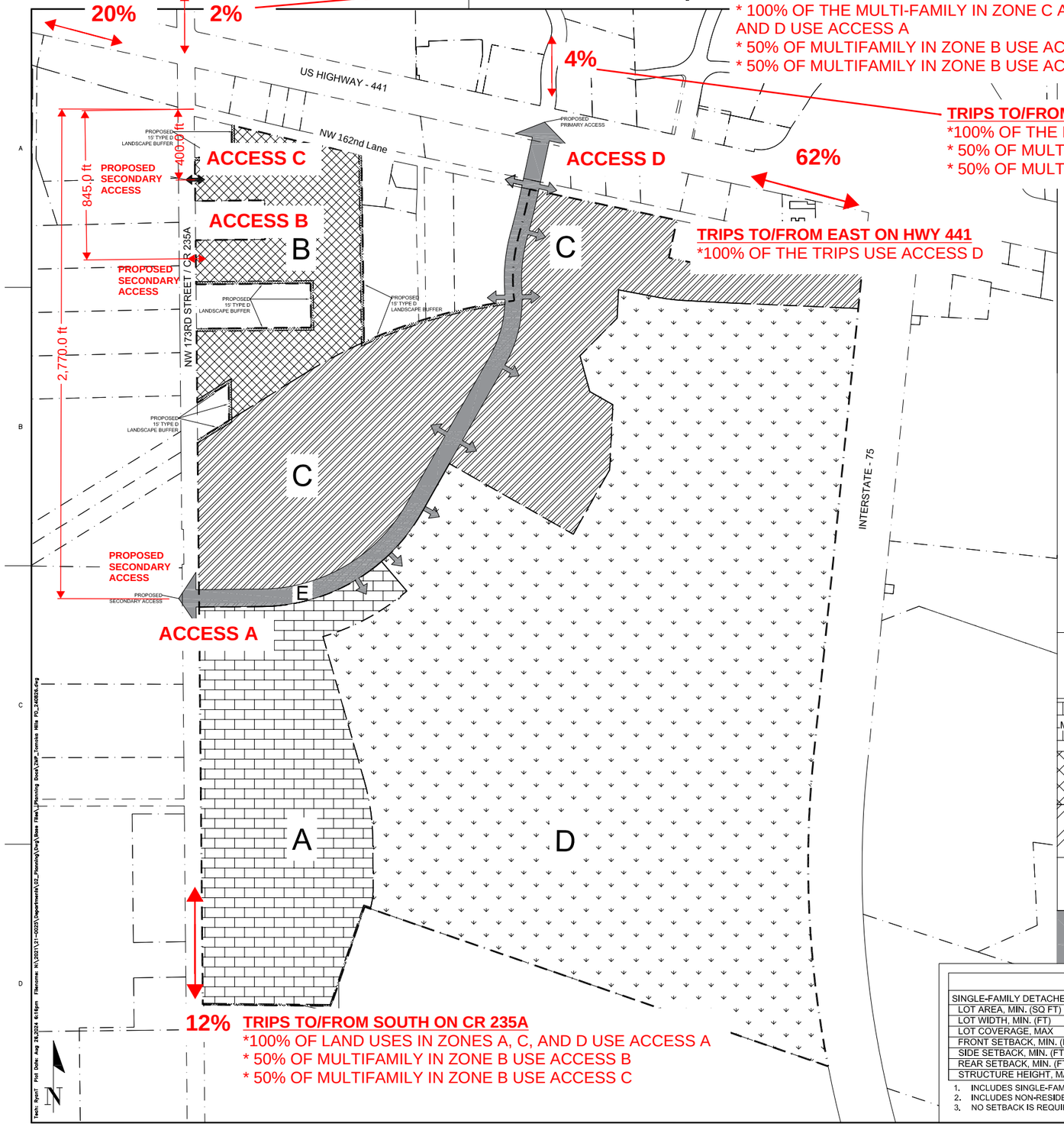


Text in red provides the calculated trip distribution and any hand adjustments made to the distribution.

GUATS - Demand Model Data



Text in red provides the calculated trip distribution and any hand adjustments made to the distribution.



TOMOKA HILLS
PLANNED DEVELOPMENT

HE FOLLOWING USES ARE ALLOWED IN ANY LAND USE AREA: AND PARKING, AND COMMON/OPEN SPACE. PERMITTED

USES IN EACH LAND USE AREA ARE LISTED IN THE TABLE BELOW.

2. **PHASING.** THE DEVELOPMENT SHALL CONSIST OF TWO PHASES. PHASE 1 SHALL INCLUDE THE OFFICE, GOLF COURSE, AND ACCESSORY USES. PHASE 2 SHALL INCLUDE THE REMAINING ENTITLEMENTS AND MAY BE DEVELOPED ACCORDING TO MARKET CONDITIONS. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD-R PLAN TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS. EACH PHASE OR UNIT SHALL CONSTRUCT NECESSARY UTILITY SERVICES AND STORMWATER MANAGEMENT FACILITIES TO ENSURE PUBLIC HEALTH, SAFETY, AND WELFARE.
3. **LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL, AT A MINIMUM, MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPABLE AREA AND DEFINED ON THE PD-R MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
4. **OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRs AND THE PD-R MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, OTHER RECREATION ACTIVITIES, AND STORMWATER MANAGEMENT FACILITIES.
5. **CIRCULATION.** THE CIRCULATION CONFIGURATION IS IDENTIFIED AS LAND USE AREA E AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS ARE INTENDED TO REMAIN PRIVATE AND BE CONSISTENT WITH THE TYPICAL SECTION WITHIN THE MASTER PLAN. ROADWAYS SHALL BE REQUIRED TO MEET THE APPLICABLE LDR DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(b)(**ii**). THE INTERNAL ROADWAYS NOT SHOWN ON THE PD-R MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND DO NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
6. **LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R DISTRICT, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE, AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
7. **ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
8. **BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 20'-WIDE EASEMENT FOR A PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(b)(**ii**) TO ENHANCE PEDESTRIAN CIRCULATION. IN NO CASE SHALL A BLOCK FACE EXCEED 1,000' IN LENGTH. TRAFFIC CALMING MEASURES THAT MAY BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR OTHER ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, ETC. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE UNDERSTANDING HAS BEEN REACHED WITH CITY OF ALACHUA PUBLIC SERVICES.
9. **ARCHITECTURAL STANDARDS.** ARCHITECTURAL VARIABILITY STANDARDS AS SET OUT IN SECTION 4.3.1 (A)(4)(D) ARE APPLICABLE TO SINGLE FAMILY DETACHED DWELLINGS, DESIGN FEATURES AS REQUIRED BY USE-SPECIFIC STANDARDS IN SECTION 4.3.1 (A)(3)(D) ARE APPLICABLE TO SINGLE FAMILY ATTACHED, TOWNHOUSE, AND TWO- TO FOUR-FAMILY DWELLINGS.
10. **ROADWAY STANDARDS.** REGARDLESS OF OWNERSHIP OR MAINTENANCE OF STREETS, ALL SIDEWALKS AND CROSSWALKS WILL MEET FDOT DESIGN MANUAL CHAPTER 222 PEDESTRIAN FACILITIES, UNLESS OTHERWISE STIPULATED IN THE PD-R MASTER PLAN.
11. **ENVIRONMENTAL ASSESSMENT.** AN ENVIRONMENTAL ASSESSMENT WILL BE REQUIRED AT TIME OF FINAL PD-R PLAN/ FINAL PLAT/ SITE PLAN APPROVAL THAT INCLUDES A 100% GOPHER TORTOISE AND BURROWING OWL SURVEY. A CONDITION WILL BE REQUIRED THAT STANDARD MEASURES OF PROTECTION FOR EASTERN INDIGO SNAKES, IF APPLICABLE.
12. **TRAFFIC IMPACT ANALYSIS.** A TRAFFIC IMPACT ANALYSIS WILL BE REQUIRED AT TIME OF FINAL PD PLAN/ PRELIMINARY PLAT/ SITE PLAN APPROVAL.

LAND USE AREA	ALLOWABLE USES (COMMON OPEN SPACE, RECREATIONAL TRAILS, PUBLIC OR PRIVATE PARKS, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, AND INFRASTRUCTURE MAY EXIST IN ANY LAND USE AREA.)	PERMITTED DENSITY/ INTENSITY	AREA (ACRES/ % OF THE 345.55-ACRE SITE)
A: MODERATE DENSITY RESIDENTIAL	SINGLE FAMILY DETACHED AND ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 100 UNITS (2 DU/AC)	46.73 (14%)
B: HIGH DENSITY RESIDENTIAL	SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY DWELLINGS, COMMUNITY/AMENITY CENTER, PARKS AND RECREATIONAL AREAS, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, SELF-SERVICE STORAGE	RESIDENTIAL: 350 UNITS (15 DU/AC)	22.27 (6%)
C: MIXED USE	GROUP LIVING, SELF-SERVICE STORAGE, AND ALL ALLOWED USES WITHIN THE PD-COMM ZONING DISTRICT, INCLUDING BUT NOT LIMITED TO: LIVE/WORK DWELLINGS, SINGLE FAMILY ATTACHED DWELLINGS, TOWNHOUSE, TWO- TO FOUR-FAMILY, MULTIPLE-FAMILY (INCLUDING AS STANDALONE), UPPER STORY DWELLINGS, COMMUNITY/ AMENITY CENTER, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), RETAIL SALES AND SERVICES, OFFICE, PARKS AND RECREATIONAL AREAS/TRAILS, RESTAURANTS (WITH AND WITHOUT DRIVE-THRU), MICROBREWERY, PUBLIC OR PRIVATE GOLF COURSE, CLUBHOUSE, PUBLIC UTILITIES, COMMUNICATIONS INFRASTRUCTURE, POST OFFICE, ASSISTED LIVING FACILITY, ADULT / CHILD CARE CENTER, SCHOOL	RESIDENTIAL: 300 UNITS (12 DU/AC) NON-RESIDENTIAL: 540,000 SF (0.33 FAR)	78.68 (23%)
D: COMMON AREA/ RECREATION	COMMON OPEN SPACE, BUFFER, RECREATIONAL TRAILS, CLUBHOUSE, COMMERCIAL RECREATION (INDOOR AND/OR OUTDOOR), PUBLIC AND/OR PRIVATE PARKS, PUBLIC OR PRIVATE GOLF COURSE, RESOURCE-BASED RECREATION USES, STORMWATER MANAGEMENT FACILITIES, PUBLIC SAFETY, INFRASTRUCTURE, AND SINGLE-FAMILY RESIDENTIAL AS AN ACCESSORY TO A GOLF COURSE	RESIDENTIAL: 10 UNITS (0.05 DU/AC) NON-RESIDENTIAL: 200,000 SF	197.87 (57%)
E: ROADWAY	PUBLIC UTILITIES, COMMUNICATION INFRASTRUCTURE, CIRCULATION, AND MASS TRANSIT/DOWNTOWN TROLLEY	NOT APPLICABLE	N/A

DIMENSIONAL STANDARDS

SINGLE-FAMILY DETACHED:		SINGLE-FAMILY ATTACHED[1]:		MULTIPLE-FAMILY:		NON-RESIDENTIAL[2]:	
LOT AREA, MIN. (SQ FT)	7,500	LOT AREA, MIN. (SQ FT)	2,500	SITE AREA, MIN. (SQ FT)	16,335	LOT AREA, MIN. (SQ FT)	NONE
LOT WIDTH, MIN. (FT)	50	LOT WIDTH, MIN. (FT)	25	SITE WIDTH, MIN. (FT)	80	LOT COVERAGE, MAX	NONE
LOT COVERAGE, MAX	60%	LOT COVERAGE, MAX	65%	LOT COVERAGE, MAX	65%	FRONT SETBACK, MIN. (FT)[3]	NONE
FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	20	FRONT SETBACK, MIN. (FT)	30	SIDE SETBACK, MIN. (FT)[3]	NONE
SIDE SETBACK, MIN. (FT)	7.5	SIDE SETBACK, MIN. (FT)	5	SIDE SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)[3]	NONE
REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	15	REAR SETBACK, MIN. (FT)	20	STRUCTURE HEIGHT, MAX (FT)	65
STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65	STRUCTURE HEIGHT, MAX (FT)	65		

1. INCLUDES SINGLE-FAMILY ATTACHED DWELLINGS, TOWNHOUSE, AND TWO- TO FOUR-FAMILY.
2. INCLUDES NON-RESIDENTIAL, VERTICALLY MIXED-USE, AND ALL OTHER PERMITTED USES NOT DEFINED IN THE DIMENSIONAL STANDARDS TABLE.
3. NO SETBACK IS REQUIRED. HOWEVER, WHERE A SETBACK IS PROVIDED, THE MINIMUM SETBACK SHALL BE NO LESS THAN 10'.

11801 Research Drive
Alachua, Florida 32615
(386) 462-3615
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CHW
Professional Consultants
est. 1980 FLORIDA CA-15075

SCALE: 1" = 300'
VERIFY SCALE BAR IS ACCURATE BEFORE SCALING DRAWING. IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.
0 1"

CONSTRUCTION/BID REVISIONS:

SUBMITTALS: SUBMIT PD APPLICATION – AUGUST 29, 2024

CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

TECHNICIAN: R. THOMPSON
DESIGNER: C. BRASHIER
QUALITY CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Tech: RyanT Plot Date: Aug 29,2024 6:16pm Filename: N:\2021\21-0025\Department\02_Planning\Dwg\Base Files_Planning Book\ZAP_Tomoka Hills PD_240826.dwg

Project Trip Assignment

Tomoka Hills (Full Buildout) -Trip Generation												
Land Use	Land Use Area	ITE LU Code	Variable Type	Variable Quantity	Daily	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction[3]					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction[3]					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction[3]					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	67	42	25	274	138	136
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***809***	***440***	***369***	***1,711***	***806***	***905***

(1) The 200 KSF of non-residential and the proposed golf course in area D will serve the office staff and guest and is therefore considered ancillary to the office.

(2) The ITE Trip Generation Manual 11th Edition does not provide Shopping Center pass-by rates for AM and Daily, therefore, the PM Peak pass-by rate of 19% is used for all scenarios. The pass-by rate used for the analysis will be equal to or less than what is provided in this table because the inbound and outbound pass-by trips will be reduced so that the project trips balance out.

Daily Internal Capture Rate Calculations

	Estimated Daily IC (Avg)[3]	AM IC Rate	PM IC Rate
Res.	0.112918321	0.030487805	0.195349
Office	0.096956169	0.084821429	0.109091
Shopping Cent	0.051712359	0.045945946	0.057479

Pass-by Trip Calculations

Assumptions:
All pass-by trips are along HWY 441
Eastbound inbound trips = eastbound outbound trips
Pass-by Trip Distribution is based on the prevailing traffic flow

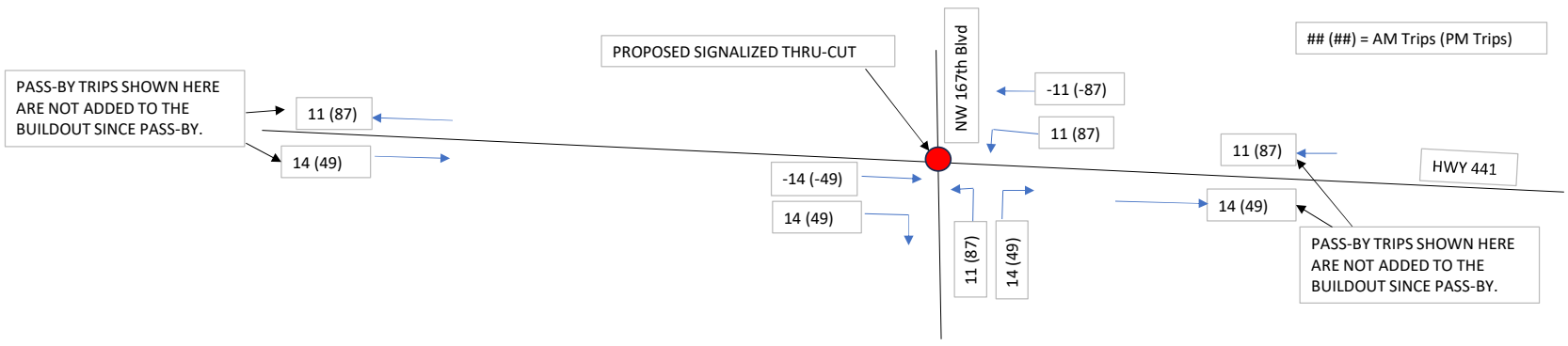
	Prevailing Traffic Flow (from TMC at 441/167th Blvd)			
	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
Prevailing Traffic Volumes	1463	1270	1095	1942
Directional Distribution	0.54	0.46	0.36	0.64

	AM			PM		
	Total	Inbound	Outbound	Total	Inbound	Outbound
	Pass-by Trips Per ITE Trip Gen Manual Calcs					
	67	42	25	274	138	136
	* The highlighted lower volume dictates the pass-by trips used for analysis.					
AM Eastbound (54%)	28	14	14			
AM Westtbound (46%)	22	11	11			
PM Eastbound (36%)				98	49	49
PM Westtbound (64%)				174	87	87

Check Against 10% of Adjacent street Traffic

	Prevailing Traffic Flow (from TMC at 441/167th Blvd)			
	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
	1463	1270	1095	1942
Applied 10%	146	127	110	194
Is calculated pass-by trips less than 10%	Yes	Yes	Yes	Yes

Illustrated Pass-by Trips



Tomoka Hills (Full Buildout) -Trip Generation - Used for Analysis												
Land Use	Land Use Area	ITE LU Code	Variable Type	Variable Quantity	Daily	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Single-Family Detached Housing	A and D	210	DU	110	1,102	81	20	61	109	69	40
Single-Family Detached Housing with Internal Capture Reduction					978	79	19	60	88	51	37
Multifamily Housing (Low-Rise)	C	220	DU	300	1,998	116	28	88	150	95	55
Multifamily Housing (Low-Rise) (C) with Internal Capture Reduction					1,772	112	27	85	121	70	51
Multifamily Housing (Low-Rise)	B	220	DU	350	2,319	131	31	100	171	108	63
Multifamily Housing (Low-Rise) (B) with Internal Capture Reduction					2,057	127	31	96	137	80	57
Total Gross Residential					**5,419**	**328**	**79**	**249**	**430**	**272**	**158**
Total Residential with Internal Capture Reduction[3]					4,807	318	77	241	346	201	145
General Office Building[1]	C	710	KSF	140.000	1,555	224	197	27	220	37	183
Office with Internal Capture Reduction[3]					1,404	205	185	20	196	18	178
Shopping Center (>150K)	C	820	KSF	400.000	16,308	370	229	141	1,531	735	796
Shopping Center (Retail) with Internal Capture Reduction[3]					15,465	353	220	133	1,443	725	718
Shopping Center Pass-by 19%[2]					2,938	50	25	25	272	136	136
Shopping Center Trips with Pass-by Removed					12,527	303	195	108	1,171	589	582
Gross New Trips					***23,282***	***922***	***505***	***417***	***2,181***	***1,044***	***1,137***
Gross New Trips with Internal Capture Reduction					***21,676***	***876***	***482***	***394***	***1,985***	***944***	***1,041***
Net New Trips (pass-by applied)					***18,738***	***826***	***457***	***369***	***1,713***	***808***	***905***
					4,807	318	77	241	346	201	145

Internal Capture Applied to Individual Residential Land Uses

Single-Family Detached Housing					0.203358553	0.24695122			0.253488			
Multifamily Housing (Low-Rise) (C)					0.368702713	0.353658537			0.348837			
Multifamily Housing (Low-Rise) (B)					0.427938734	0.399390244			0.397674			
Total					1	1			1			

Non-pass by Trips (with Internal Capture Reduction)

			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Single-Family Detached Housing								
Trips to/from South on CR 235A	100% Use Access A	12%	9	2	7	10	6	4
Trips to/from West on HWY 441	100% Use Access A	20%	16	4	12	17	10	7
Trips to/from North on CR 235A	100% Use Access A	2%	1	0	1	2	1	1
Trips to/from East on HWY 441	100% Use Access D	62%	50	12	38	56	32	24
Trips to/from North on 167th Blvd	100% Use Access D	4%	3	1	2	3	2	1
			79	19	60	88	51	37
Multifamily Housing - Zone C								
Trips to/from South on CR 235A	100% Use Access A	12%	13	3	10	14	8	6
Trips to/from West on HWY 441	100% Use Access A	20%	22	5	17	24	14	10
Trips to/from North on CR 235A	100% Use Access A	2%	3	1	2	2	1	1
Trips to/from East on HWY 441	100% Use Access D	62%	70	17	53	76	44	32
Trips to/from North on 167th Blvd	100% Use Access D	4%	4	1	3	5	3	2
			112	27	85	121	70	51
Multifamily Housing - Zone B								
Trips to/from South on CR 235A	Total	12%	**16**	**4**	**12**	**17**	**10**	**7**
50% Use Access B			*8*	*2*	*6*	*9*	*5*	*4*
50% Use Access C			*8*	*2*	*6*	*8*	*5*	*3*
Trips to/from West on HWY 441	Total	20%	**25**	**6**	**19**	**27**	**16**	**11**
50% Use Access B			*12*	*3*	*9*	*13*	*8*	*5*
50% Use Access C			*13*	*3*	*10*	*14*	*8*	*6*
Trips to/from North on CR 235A	Total	2%	**3**	**1**	**2**	**3**	**2**	**1**
50% Use Access B			*2*	*1*	*1*	*2*	*1*	*1*

Project Trip Assignment

50% Use Access C			*1*	*0*	*1*	*1*	*1*	*0*
Trips to/from East on HWY 441	Total	62%	**78**	**19**	**59**	**85**	**49**	**36**
50% Use Access B			*38*	*9*	*29*	*42*	*24*	*18*
50% Use Access C			*40*	*10*	*30*	*43*	*25*	*18*
Trips to/from North on 167th Blvd	Total	4%	**5**	**1**	**4**	**5**	**3**	**2**
50% Use Access B			*3*	*1*	*2*	*3*	*2*	*1*
50% Use Access C			*2*	*0*	*2*	*2*	*1*	*1*
			127	31	96	137	80	57
General Office Building								
Trips to/from South on CR 235A	100% Use Access A	12%	24	22	2	23	2	21
Trips to/from West on HWY 441	100% Use Access D	20%	41	37	4	40	4	36
Trips to/from North on CR 235A	100% Use Access D	2%	4	4	0	4	0	4
Trips to/from East on HWY 441	100% Use Access D	62%	128	115	13	121	11	110
Trips to/from North on 167th Blvd	100% Use Access D	4%	8	7	1	8	1	7
			205	185	20	196	18	178
Shopping Center								
Trips to/from South on CR 235A	100% Use Access A	12%	36	23	13	141	71	70
Trips to/from West on HWY 441	100% Use Access D	20%	61	39	22	234	118	116
Trips to/from North on CR 235A	100% Use Access D	2%	6	4	2	24	12	12
Trips to/from East on HWY 441	100% Use Access D	62%	188	121	67	725	364	361
Trips to/from North on 167th Blvd	100% Use Access D	4%	12	8	4	47	24	23
			303	195	108	1171	589	582
Combined Shopping and Office								
Trips to/from South on CR 235A	100% Use Access A	12%	60	45	15	164	73	91
Trips to/from West on HWY 441	100% Use Access D	20%	102	76	26	274	122	152
Trips to/from North on CR 235A	100% Use Access D	2%	10	8	2	28	12	16
Trips to/from East on HWY 441	100% Use Access D	62%	316	236	80	846	375	471
Trips to/from North on 167th Blvd	100% Use Access D	4%	20	15	5	55	25	30
			508	380	128	1367	607	760
		Access A		60	64		113	120
		Access B		16	47		40	29
		Access C		15	49		40	28
		Access D or KFC		366	209		615	728
		Total		457	369		808	905
	Trips to/from South on CR 235A			54	44		97	108
	Trips to/from West on HWY 441			91	74		162	180
	Trips to/from North on CR 235A			10	7		16	19
	Trips to/from East on HWY 441			284	230		500	563
	Trips to/from North on 167th Blvd			18	14		33	35
	Total			457	369		808	905

Offsite Intersection Trip Distribution

CR 235/CR235A							
Trips to/from west on CR 235	2%	16	9	7	34	16	18
Trips to/from east on CR 235	8%	67	37	30	137	65	72
CR 235/NW 140th St							
Trips to/from south on NW 140th St	5%	41	23	18	85	40	45
Trips to/from west on CR 235	0%	0	0	0	0	0	0
NW 140th St/Peggy Rd							
Trips to/from south on NW 140th St	5%	41	23	18	85	40	45
Trips to/from west on Peggy Rd	0%	0	0	0	0	0	0

Appendix H
Turn Lane Warrant Analysis

Turn Lane Warrant Analysis Graphs

NW 173rd Street at Access A

AM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

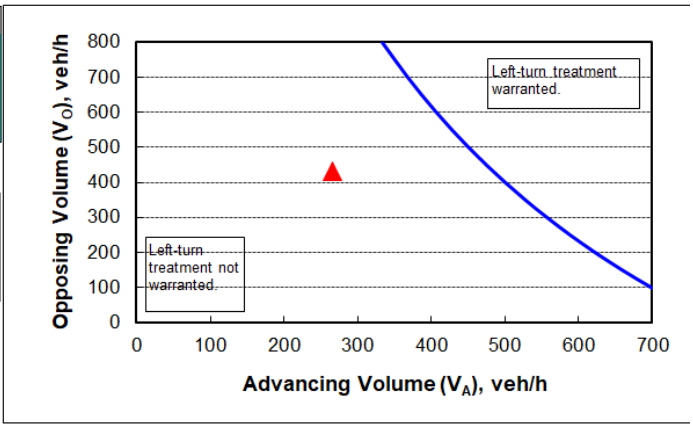
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	266
Opposing volume (V_O), veh/h:	431

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	484
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

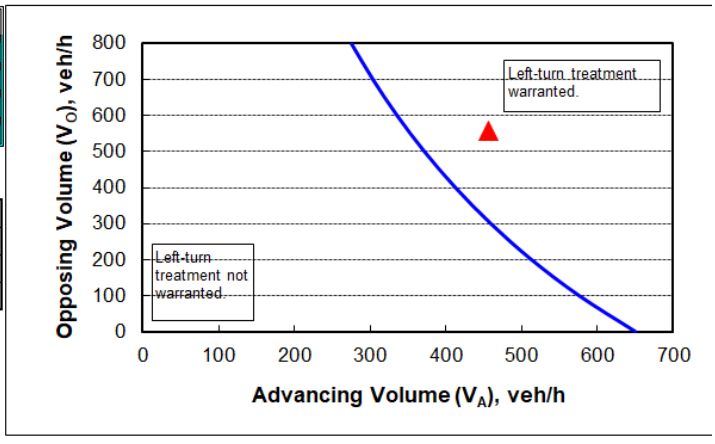
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	457
Opposing volume (V_O), veh/h:	556

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	351
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NW 173rd Street at Access A

AM Buildout - Northbound Right Turn Lane

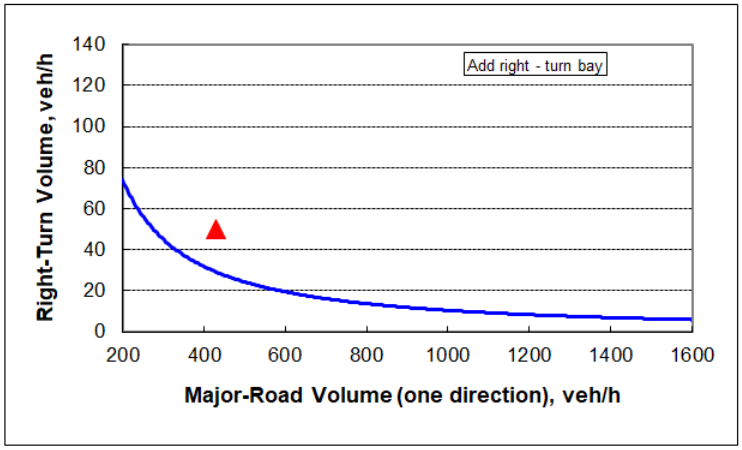
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	431
Right-turn volume, veh/h:	50

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	29
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



PM Buildout - Northbound Right Turn Lane

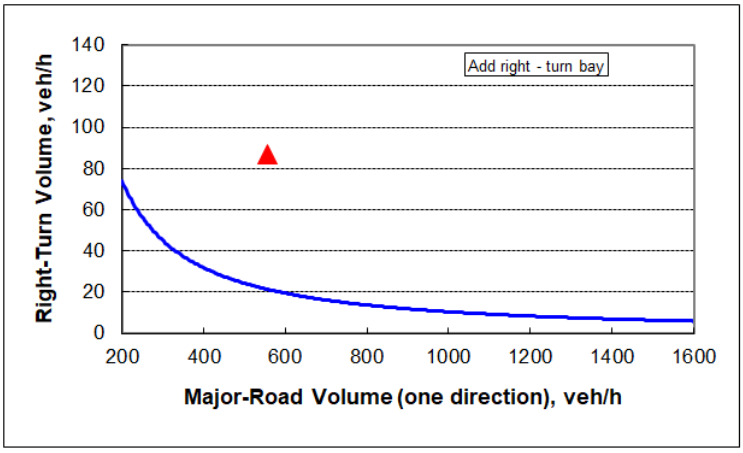
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	556
Right-turn volume, veh/h:	87

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	21
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



NW 173rd Street at Access B

AM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

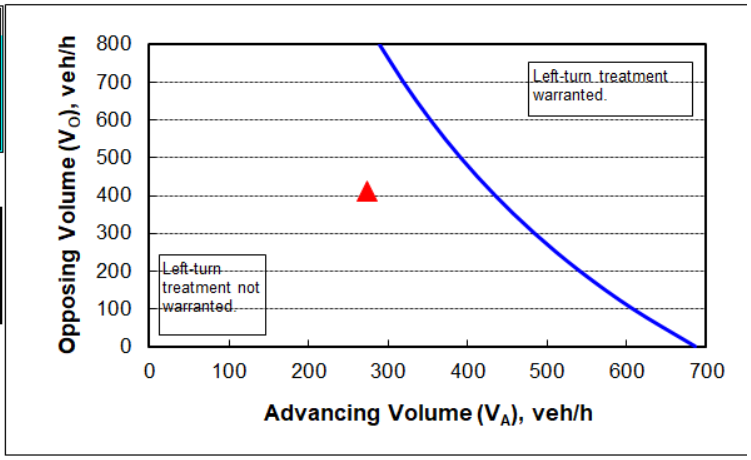
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	274
Opposing volume (V_O), veh/h:	413

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	428
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

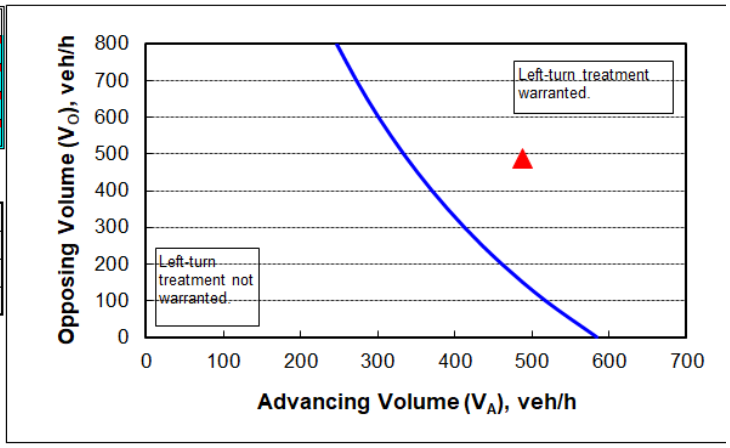
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	488
Opposing volume (V_O), veh/h:	488

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	337
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NW 173rd Street at Access B

AM Buildout - Northbound Right Turn Lane

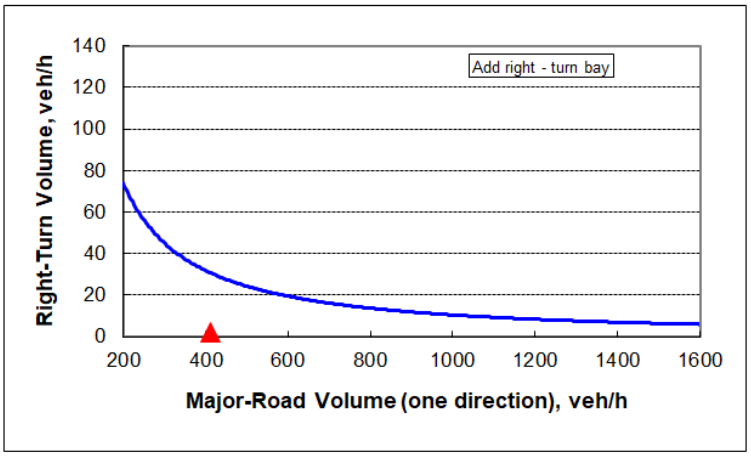
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	413
Right-turn volume, veh/h:	2

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	31
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



PM Buildout - Northbound Right Turn Lane

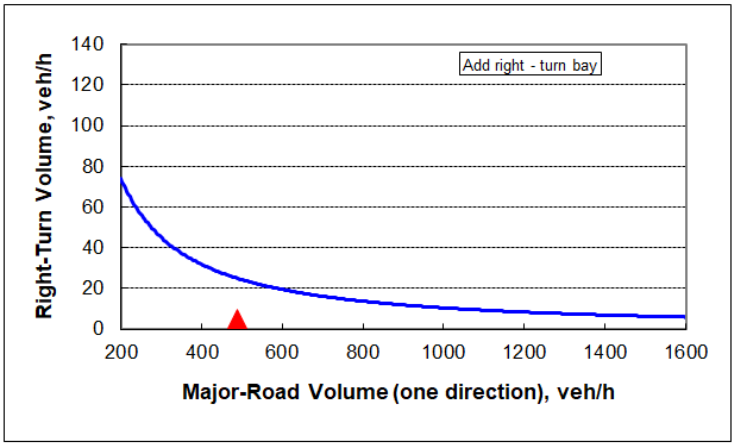
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	488
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	25
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NW 173rd Street at Access C

AM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

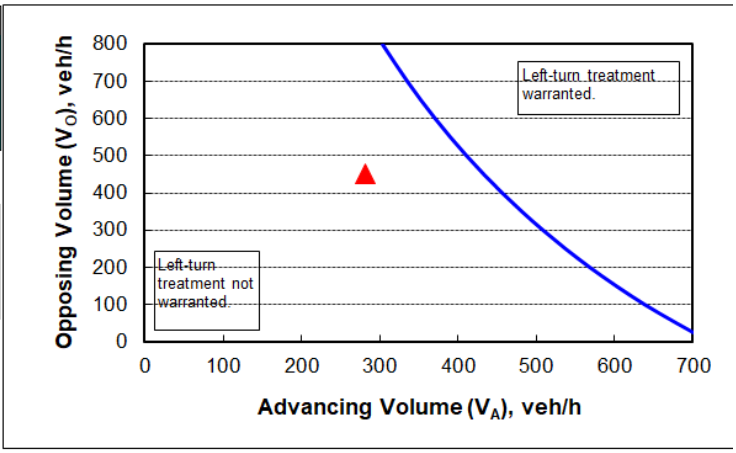
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	281
Opposing volume (V_O), veh/h:	452

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	432
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PM Buildout - Southbound Left Turn Lane

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

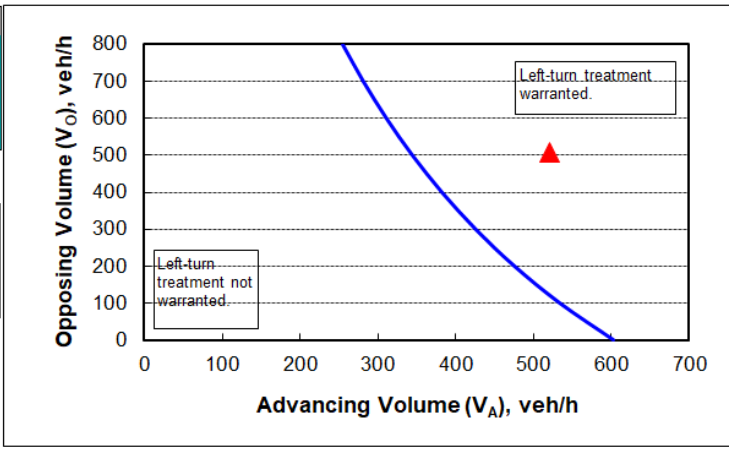
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	50
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	520
Opposing volume (V_O), veh/h:	508

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	341
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NW 173rd Street at Access C

AM Buildout - Northbound Right Turn Lane

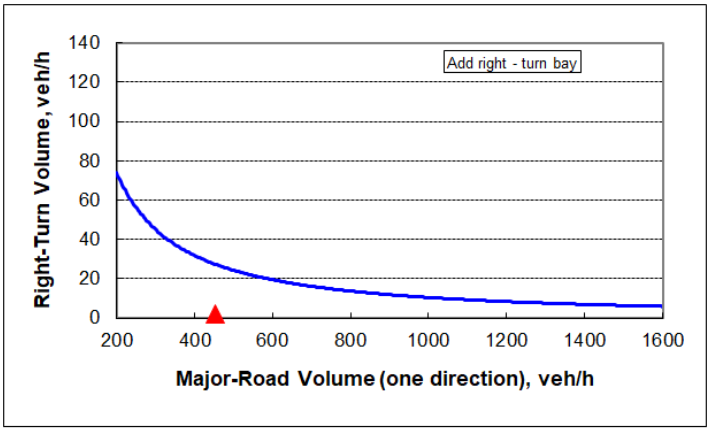
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	452
Right-turn volume, veh/h:	2

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	28
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



PM Buildout - Northbound Right Turn Lane

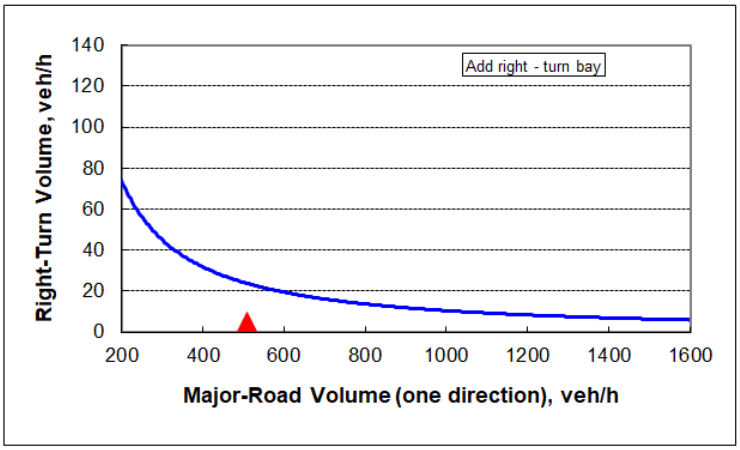
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	508
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	24
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Appendix I
Signal Warrant Analysis

Traffic Signal Warrant Volumes

Growth Rate Data					
Peak Season Factor*		1.03			
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**			**2035 Growth Factor**
NW 173rd St (CR 235A)	4.38%	4.38%			1.482
Peggy Rd(CR 2054)	4.49%	4.49%			1.494

Observed

	Peggy Road Eastbound				Peggy Road Westbound				NW 173rd St Northbound				NW 173rd St Southbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	28	16	37		16	20	32		12	77	15		14	87	18	
7:00:00 AM	26	36	43		27	30	37		21	133	26		22	94	37	
8:00:00 AM	32	49	44		27	36	29		34	169	40		14	109	18	
9:00:00 AM	22	55	29		26	30	20		24	109	26		22	99	22	
10:00:00 AM	24	58	28		29	28	29		23	98	27		17	72	29	
11:00:00 AM	36	62	22		20	30	28		27	103	36		20	86	31	
12:00:00 PM	36	34	22		26	34	32		22	104	35		21	98	36	
1:00:00 PM	32	38	26		24	32	31		24	120	26		27	101	36	
2:00:00 PM	49	39	24		21	29	41		25	111	27		23	121	26	
3:00:00 PM	40	41	21		28	37	33		23	167	38		23	173	31	
4:00:00 PM	56	46	27		39	38	42		46	183	43		31	164	43	
5:00:00 PM	44	60	35		36	49	47		58	125	40		36	163	41	
6:00:00 PM	35	49	25		27	30	28		51	87	34		22	109	27	
7:00:00 PM	37	47	29		34	32	31		38	73	27		19	82	29	

EXISTING (Peak Season)

	Peggy Road Eastbound				Peggy Road Westbound				NW 173rd St Northbound				NW 173rd St Southbound			
e	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	29	16	38		16	21	33		12	79	15		14	90	19	
7:00:00 AM	27	37	44		28	31	38		22	137	27		23	97	38	
8:00:00 AM	33	50	45		28	37	30		35	174	41		14	112	19	
9:00:00 AM	23	57	30		27	31	21		25	112	27		23	102	23	
10:00:00 AM	25	60	29		30	29	30		24	101	28		18	74	30	
11:00:00 AM	37	64	23		21	31	29		28	106	37		21	89	32	
12:00:00 PM	37	35	23		27	35	33		23	107	36		22	101	37	
1:00:00 PM	33	39	27		25	33	32		25	124	27		28	104	37	
2:00:00 PM	50	40	25		22	30	42		26	114	28		24	125	27	
3:00:00 PM	41	42	22		29	38	34		24	172	39		24	178	32	
4:00:00 PM	58	47	28		40	39	43		47	188	44		32	169	44	
5:00:00 PM	45	62	36		37	50	48		60	129	41		37	168	42	
6:00:00 PM	36	50	26		28	31	29		53	90	35		23	112	28	
7:00:00 PM	38	48	30		35	33	32		39	75	28		20	84	30	

2035 Background

	Peggy Road Eastbound				Peggy Road Westbound				NW 173rd St Northbound				NW 173rd St Southbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	43	24	57		24	31	49		18	117	22		21	133	28	
7:00:00 AM	40	55	66		42	46	57		33	203	40		34	144	56	
8:00:00 AM	49	75	67		42	55	45		52	258	61		21	166	28	
9:00:00 AM	34	85	45		40	46	31		37	166	40		34	151	34	
10:00:00 AM	37	90	43		45	43	45		36	150	41		27	110	44	
11:00:00 AM	55	96	34		31	46	43		41	157	55		31	132	47	
12:00:00 PM	55	52	34		40	52	49		34	159	53		33	150	55	
1:00:00 PM	49	58	40		37	49	48		37	184	40		41	154	55	
2:00:00 PM	75	60	37		33	45	63		39	169	41		36	185	40	
3:00:00 PM	61	63	33		43	57	51		36	255	58		36	264	47	
4:00:00 PM	87	70	42		60	58	64		70	279	65		47	250	65	
5:00:00 PM	67	93	54		55	75	72		89	191	61		55	249	62	
6:00:00 PM	54	75	39		42	46	43		79	133	52		34	166	41	
7:00:00 PM	57	72	45		52	49	48		58	111	41		30	124	44	

Project Trips

Residential daily project trips (4,807 X 12% to/from south on NW 173rd St)							
	Land Use Code	210					
	Land Use	Single-Family Detached Housing					
	Setting	General Urban/Suburban					
577	Time Period	Weekday					
Inbound	# Data Sites	7					
289		% of 24-Hour Vehicle Trips			Tomoka Hills Res. Total		
Outbound	Time	Total	Entering	Exiting	Total	Entering	Exiting
288	12:00 - 1:00 AM	0.3%	0.5%	0.2%	1	1	0
	1:00 - 2:00 AM	0.2%	0.2%	0.1%	1	1	0
	2:00 - 3:00 AM	0.2%	0.3%	0.1%	1	1	0
	3:00 - 4:00 AM	0.2%	0.2%	0.2%	1	1	0
	4:00 - 5:00 AM	0.6%	0.3%	0.8%	3	1	2
	5:00 - 6:00 AM	1.2%	0.5%	2.0%	7	1	6
	6:00 - 7:00 AM	3.7%	1.6%	5.8%	21	4	17
	7:00 - 8:00 AM	6.5%	3.1%	10.0%	38	9	29
	8:00 - 9:00 AM	6.2%	3.8%	8.5%	36	11	25
	9:00 - 10:00 AM	4.6%	3.3%	5.8%	27	10	17
	10:00 - 11:00 AM	4.9%	4.2%	5.6%	28	12	16
	11:00 - 12:00 PM	5.3%	5.4%	5.1%	31	16	15
	12:00 - 1:00 PM	5.7%	5.7%	5.7%	33	17	16
	1:00 - 2:00 PM	6.1%	6.1%	6.0%	35	18	17
	2:00 - 3:00 PM	6.6%	7.1%	6.1%	39	21	18
	3:00 - 4:00 PM	7.5%	8.7%	6.2%	43	25	18
	4:00 - 5:00 PM	8.9%	10.5%	7.4%	51	30	21
	5:00 - 6:00 PM	8.7%	10.0%	7.3%	50	29	21
	6:00 - 7:00 PM	7.2%	8.5%	5.9%	42	25	17
	7:00 - 8:00 PM	5.1%	6.1%	4.2%	30	18	12
	8:00 - 9:00 PM	4.6%	6.1%	3.1%	27	18	9
	9:00 - 10:00 PM	3.3%	4.4%	2.3%	20	13	7
	10:00 - 11:00 PM	1.6%	2.1%	1.0%	9	6	3
	11:00 - 12:00 AM	1.0%	1.3%	0.6%	3	1	2
					577	289	288

Retail daily project trips with internal capture and pass-by applied (12,527 X 12%)							
	Land Use Code	820					
	Land Use	Shopping Center (>150k)					
	Setting	General Urban/Suburban					
1,503	Time Period	Weekday					
Inbound	# Data Sites	24					
752		% of 24-Hour Vehicle Trips			Tomoka Hills Retail Total		
Outbound	Time	Total	Entering	Exiting	Total	Entering	Exiting
751	12:00 - 1:00 AM	0.1%	0.1%	0.1%	1	0	1
	1:00 - 2:00 AM	0.1%	0.1%	0.1%	0	0	0
	2:00 - 3:00 AM	0.1%	0.1%	0.1%	0	0	0
	3:00 - 4:00 AM	0.1%	0.1%	0.1%	0	0	0
	4:00 - 5:00 AM	0.1%	0.1%	0.1%	1	0	1
	5:00 - 6:00 AM	0.4%	0.4%	0.5%	6	3	3
	6:00 - 7:00 AM	0.6%	0.8%	0.5%	9	6	3
	7:00 - 8:00 AM	1.5%	1.9%	1.2%	23	14	9
	8:00 - 9:00 AM	2.3%	2.8%	1.8%	34	21	13
	9:00 - 10:00 AM	3.9%	4.8%	3.0%	59	36	23
	10:00 - 11:00 AM	5.9%	6.8%	5.0%	89	51	38
	11:00 - 12:00 PM	7.5%	8.2%	7.0%	113	61	52
	12:00 - 1:00 PM	8.9%	9.3%	8.5%	133	70	63
	1:00 - 2:00 PM	8.5%	8.4%	8.6%	127	63	64
	2:00 - 3:00 PM	7.9%	7.5%	8.2%	119	57	62
	3:00 - 4:00 PM	7.9%	7.8%	8.1%	120	59	61
	4:00 - 5:00 PM	8.3%	8.3%	8.3%	125	62	63
	5:00 - 6:00 PM	8.5%	8.4%	8.5%	127	63	64
	6:00 - 7:00 PM	7.4%	7.4%	7.5%	112	56	56
	7:00 - 8:00 PM	6.5%	6.3%	6.6%	97	47	50
	8:00 - 9:00 PM	5.1%	4.1%	6.1%	76	31	45
	9:00 - 10:00 PM	3.1%	1.8%	4.4%	47	14	33
	10:00 - 11:00 PM	3.6%	3.2%	4.0%	54	24	30
	11:00 - 12:00 AM	1.8%	1.6%	2.1%	31	14	17
					1503	752	751

Project Trips

General Office project trips with internal capture and pass-by applied (1,404 X 12%)	Land Use Code	710								
	Land Use	General Office Building								
	Setting	General Urban/Suburban								
168	Time Period	Weekday								
Inbound	# Data Sites	11								
84		% of 24-Hour Vehicle Trips			Tomoka Hills Office Total			Tomoka Hills Total - Peggy Rd		
Outbound	Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
84	12:00 - 1:00 AM	0.1%	0.2%	0.1%	0	0	0	2	1	1
	1:00 - 2:00 AM	0.0%	0.0%	0.1%	0	0	0	1	1	0
	2:00 - 3:00 AM	0.0%	0.0%	0.0%	0	0	0	1	1	0
	3:00 - 4:00 AM	0.1%	0.0%	0.1%	0	0	0	1	1	0
	4:00 - 5:00 AM	0.2%	0.2%	0.2%	0	0	0	4	1	3
	5:00 - 6:00 AM	0.3%	0.4%	0.1%	0	0	0	13	4	9
	6:00 - 7:00 AM	2.6%	4.8%	0.5%	4	4	0	34	14	20
	7:00 - 8:00 AM	7.8%	13.6%	2.0%	13	11	2	74	34	40
	8:00 - 9:00 AM	8.9%	14.3%	3.4%	15	12	3	85	44	41
	9:00 - 10:00 AM	5.3%	6.3%	4.4%	9	5	4	95	51	44
	10:00 - 11:00 AM	5.7%	5.5%	6.0%	10	5	5	127	68	59
	11:00 - 12:00 PM	8.1%	6.0%	10.3%	14	5	9	158	82	76
	12:00 - 1:00 PM	10.2%	10.2%	10.1%	18	9	9	184	96	88
	1:00 - 2:00 PM	7.8%	9.0%	6.6%	14	8	6	176	89	87
	2:00 - 3:00 PM	7.4%	8.3%	6.5%	12	7	5	170	85	85
	3:00 - 4:00 PM	7.8%	7.3%	8.4%	13	6	7	176	90	86
	4:00 - 5:00 PM	10.3%	5.4%	15.2%	18	5	13	194	97	97
	5:00 - 6:00 PM	9.9%	4.0%	15.8%	16	3	13	193	95	98
	6:00 - 7:00 PM	2.1%	1.7%	2.6%	3	1	2	157	82	75
	7:00 - 8:00 PM	1.6%	0.9%	2.3%	3	1	2	130	66	64
	8:00 - 9:00 PM	1.0%	0.7%	1.3%	2	1	1	105	50	55
	9:00 - 10:00 PM	1.1%	0.5%	1.6%	1	0	1	68	27	41
	10:00 - 11:00 PM	1.2%	0.3%	2.1%	2	0	2	65	30	35
	11:00 - 12:00 AM	0.3%	0.4%	0.2%	1	1	0	35	16	19
					168	84	84			

2035 Buildout

	Peggy Road Eastbound				Peggy Road Westbound				NW 173rd St Northbound				NW 173rd St Southbound			
me	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	43	24	57		24	31	49		18	131	22		21	153	28	
7:00:00 AM	40	55	66		42	46	57		33	237	40		34	184	56	
8:00:00 AM	49	75	67		42	55	45		52	302	61		21	207	28	
9:00:00 AM	34	85	45		40	46	31		37	217	40		34	195	34	
10:00:00 AM	37	90	43		45	43	45		36	218	41		27	169	44	
11:00:00 AM	55	96	34		31	46	43		41	239	55		31	208	47	
12:00:00 PM	55	52	34		40	52	49		34	255	53		33	238	55	
1:00:00 PM	49	58	40		37	49	48		37	273	40		41	241	55	
2:00:00 PM	75	60	37		33	45	63		39	254	41		36	270	40	
3:00:00 PM	61	63	33		43	57	51		36	345	58		36	350	47	
4:00:00 PM	87	70	42		60	58	64		70	376	65		47	347	65	
5:00:00 PM	67	93	54		55	75	72		89	286	61		55	347	62	
6:00:00 PM	54	75	39		42	46	43		79	215	52		34	241	41	
7:00:00 PM	57	72	45		52	49	48		58	177	41		30	188	44	

HCS Warrants Report

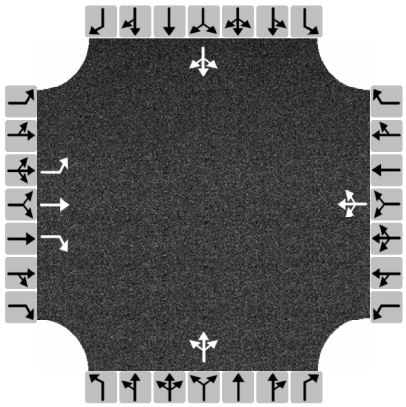
Project Information

Analyst	Cobi Wood	Date	12/5/2024
Agency	CHW, an NV5 Company	Analysis Year	2035
Jurisdiction	CIty of Alachua	Time Period Analyzed	Background
Project Description	Tomoka Tower Hill		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	50	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	1	0	1	0	0	1	0	0	1	0
Lane Usage	L	T	R		LTR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	55	72	44	42	52	50	48	192	50	35	176	47
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	510	161	826	0	0	Yes	Yes	No	Yes	No	No	No	No	No
08 - 09	586	191	919	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
09 - 10	462	164	743	0	0	Yes	Yes	No	Yes	No	No	No	No	No
10 - 11	408	170	711	0	0	Yes	Yes	No	No	No	No	No	No	No
11 - 12	463	185	768	0	0	Yes	Yes	No	Yes	Yes	No	No	No	No
12 - 13	484	141	766	0	0	Yes	Yes	No	Yes	No	No	No	No	No
13 - 14	511	147	792	0	0	Yes	Yes	No	Yes	No	No	No	No	No
14 - 15	510	172	823	0	0	Yes	Yes	No	Yes	Yes	No	No	No	No
15 - 16	696	157	1004	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
16 - 17	776	199	1157	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
17 - 18	707	214	1123	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
18 - 19	505	168	804	0	0	Yes	Yes	No	Yes	Yes	No	No	No	No
Total	6618	2069	10436	0	0	12	12	4	11	7	0	2	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	✔
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	✓
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 2: Four-Hour Vehicular Volume	✔
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	✓
Warrant 3: Peak Hour	✔
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	✓
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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HCS Warrants Report

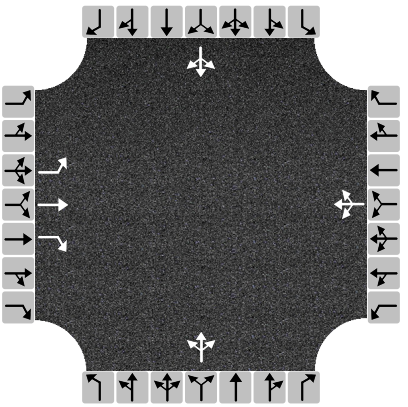
Project Information

Analyst	Cobi Wood	Date	12/5/2024
Agency	CHW, an NV5 Company	Analysis Year	2035
Jurisdiction	CIty of Alachua	Time Period Analyzed	Buildout
Project Description	Tomoka Tower Hill		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	50	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	1	0	1	0	0	1	0	0	1	0
Lane Usage	L	T	R		LTR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	55	72	44	42	51	50	48	268	50	35	249	47
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	584	161	890	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
08 - 09	671	191	1004	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
09 - 10	557	164	838	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
10 - 11	535	170	838	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
11 - 12	621	185	926	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
12 - 13	668	141	950	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
13 - 14	687	147	968	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
14 - 15	680	172	993	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
15 - 16	872	157	1180	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
16 - 17	970	199	1351	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
17 - 18	900	214	1316	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
18 - 19	662	168	961	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Total	8407	2069	12215	0	0	12	12	12	12	12	0	3	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	✔
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	✓
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	✓
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 2: Four-Hour Vehicular Volume	✔
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	✓
Warrant 3: Peak Hour	✔
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	✓
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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Appendix J
HCS and Synchro

AM Existing

HCS Two-Way Stop-Control Report

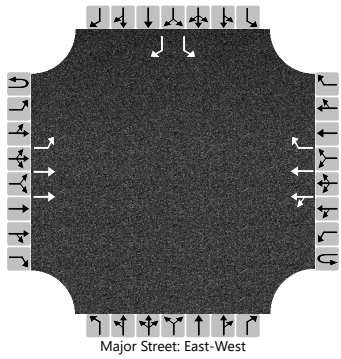
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1523			3	1133	13						2		2
Percent Heavy Vehicles (%)	2	2				3								50		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.16								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.23								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				3								2		2
Capacity, c (veh/h)		377				405								87		345
v/c Ratio		0.01				0.01								0.02		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		14.7				13.9	0.1							47.2		15.5
Level of Service (LOS)		B				B	A							E		C
Approach Delay (s/veh)	0.0				0.2								31.3			
Approach LOS	A				A								D			

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HCS Two-Way Stop-Control Report

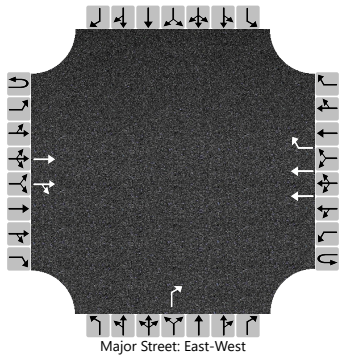
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			1630	19			1223	7				5				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized						No				No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												5				
Capacity, c (veh/h)												298				
v/c Ratio												0.02				
95% Queue Length, Q_{95} (veh)												0.1				
Control Delay (s/veh)												17.3				
Level of Service (LOS)												C				
Approach Delay (s/veh)										17.3						
Approach LOS										C						

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HCS Two-Way Stop-Control Report

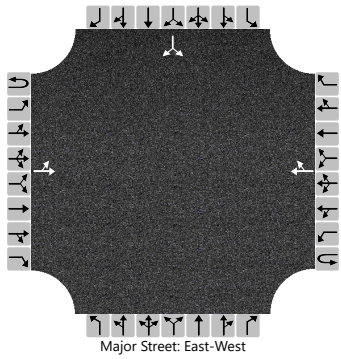
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		131	246				157	70						60		103
Percent Heavy Vehicles (%)		4												13		13
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.14												6.53		6.33
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.24												3.62		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		144													179	
Capacity, c (veh/h)		1305													504	
v/c Ratio		0.11													0.36	
95% Queue Length, Q_{95} (veh)		0.4													1.6	
Control Delay (s/veh)		8.1	1.1												16.0	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		3.5												16.0		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

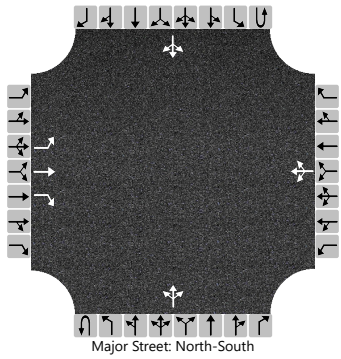
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		35	47	43		27	35	33		31	166	37		15	109	29
Percent Heavy Vehicles (%)		15	15	15		21	21	21		24				28		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.31	6.71	6.41		4.34				4.38		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.69	4.19	3.49		2.42				2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37	49	45			100			33				16		
Capacity, c (veh/h)		417	471	886			511			1313				1216		
v/c Ratio		0.09	0.11	0.05			0.20			0.02				0.01		
95% Queue Length, Q_{95} (veh)		0.3	0.3	0.2			0.7			0.1				0.0		
Control Delay (s/veh)		14.5	13.5	9.3			13.8			7.8	0.2	0.2		8.0	0.1	0.1
Level of Service (LOS)		B	B	A			B			A	A	A		A	A	A
Approach Delay (s/veh)		12.3				13.8				1.2				0.9		
Approach LOS		B				B				A				A		

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HCS Two-Way Stop-Control Report

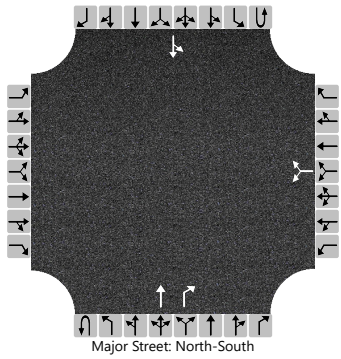
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						1		16			263	13		1	169	
Percent Heavy Vehicles (%)						0		0						30		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.40		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							17							1		
Capacity, c (veh/h)							762							1139		
v/c Ratio							0.02							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							9.8							8.2	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.8								0.1		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

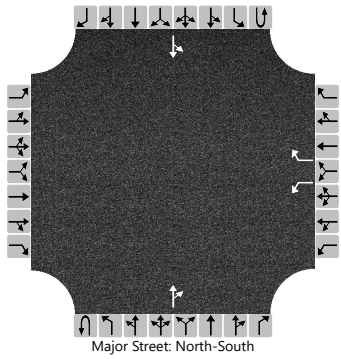
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						60		7			185	136		17	118	
Percent Heavy Vehicles (%)						0		0						30		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.40		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						73		9						21		
Capacity, c (veh/h)						527		736						1030		
v/c Ratio						0.14		0.01						0.02		
95% Queue Length, Q_{95} (veh)						0.5		0.0						0.1		
Control Delay (s/veh)						12.9		9.9						8.6	0.2	
Level of Service (LOS)						B		A						A	A	
Approach Delay (s/veh)						12.6								1.2		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

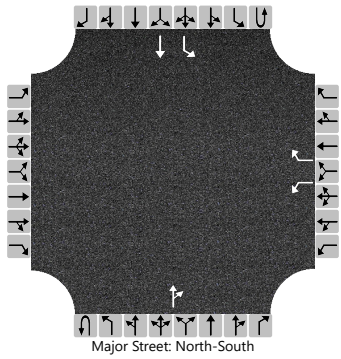
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						51		272			300	44		330	198	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57		302						367		
Capacity, c (veh/h)						120		684						1171		
v/c Ratio						0.47		0.44						0.31		
95% Queue Length, Q_{95} (veh)						2.1		2.3						1.3		
Control Delay (s/veh)						59.6		14.4						9.5		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)						21.5								5.9		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

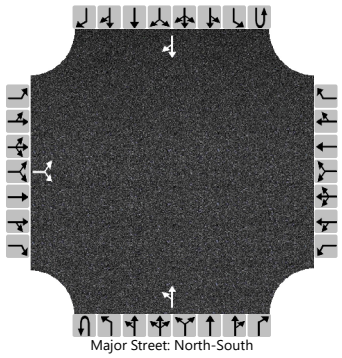
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		47		29						41	431				412	23
Percent Heavy Vehicles (%)		15		15						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.21						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.30						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			78							42						
Capacity, c (veh/h)			324							1066						
v/c Ratio			0.24							0.04						
95% Queue Length, Q_{95} (veh)			0.9							0.1						
95% Queue Length, Q_{95} (ft)			25.1							2.7						
Control Delay (s/veh)			19.6							8.5	0.4					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		19.6								1.1						
Approach LOS		C								A						

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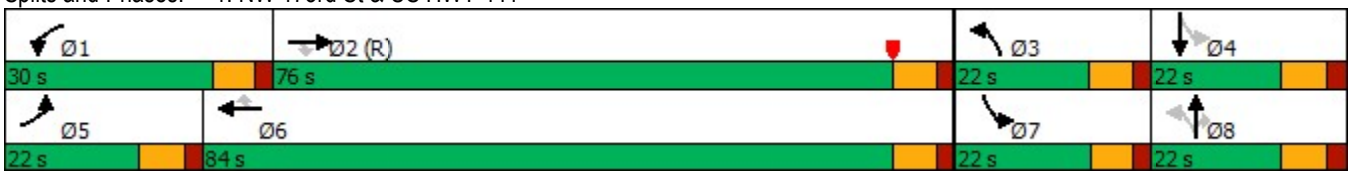
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	1323	78	93	874	207	61	47	105	92	50	42
Future Volume (vph)	51	1323	78	93	874	207	61	47	105	92	50	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1687	3374	1509	1530	1610	1369	1641	1610	0
Flt Permitted	0.950			0.950			0.687			0.573		
Satd. Flow (perm)	1770	3539	1583	1687	3374	1509	1106	1610	1369	990	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			220			181		22	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	18%	18%	18%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	55	1438	85	99	930	220	68	52	117	108	59	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	1438	85	99	930	220	68	52	117	108	108	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	22.0	76.0	76.0	30.0	84.0	84.0	22.0	22.0	22.0	22.0	22.0	
Total Split (%)	14.7%	50.7%	50.7%	20.0%	56.0%	56.0%	14.7%	14.7%	14.7%	14.7%	14.7%	
Maximum Green (s)	15.0	69.0	69.0	23.2	77.0	77.0	14.9	14.4	14.4	15.2	14.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

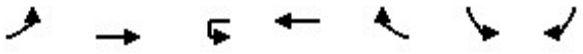
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	10.0	83.7	83.7	14.4	90.4	90.4	22.1	10.7	10.7	27.3	15.4	
Actuated g/C Ratio	0.07	0.56	0.56	0.10	0.60	0.60	0.15	0.07	0.07	0.18	0.10	
v/c Ratio	0.47	0.73	0.09	0.61	0.46	0.22	0.35	0.45	0.44	0.46	0.59	
Control Delay	79.4	29.1	0.2	70.9	39.2	16.2	53.0	78.2	5.6	55.3	65.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	79.4	29.1	0.2	70.9	39.2	16.2	53.0	78.2	5.6	55.3	65.3	
LOS	E	C	A	E	D	B	D	E	A	E	E	
Approach Delay		29.3			37.6			35.1			60.3	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	53	540	0	95	442	57	55	50	0	90	83	
Queue Length 95th (ft)	100	735	0	154	545	141	98	95	3	134	140	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	177	1973	964	260	2034	997	234	154	295	252	194	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.73	0.09	0.38	0.46	0.22	0.29	0.34	0.40	0.43	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 69 (46%), Referenced to phase 2:EBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: NW 173rd St & US HWY 441



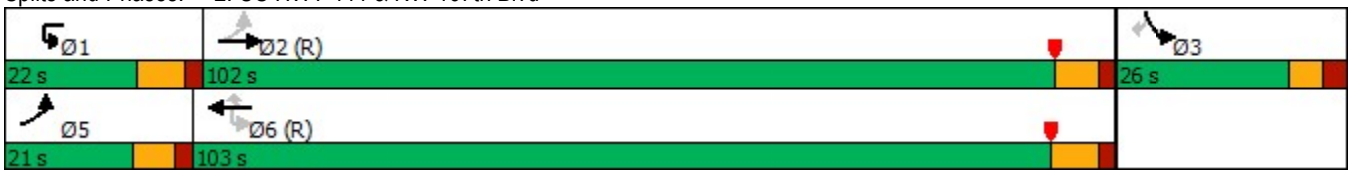
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	71	1392	4	1033	233	258	93
Future Volume (vph)	71	1392	4	1033	233	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		300	300	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor							
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	3505	1719	3438	1538	1752	1568
Flt Permitted	0.218		0.144			0.950	
Satd. Flow (perm)	402	3505	261	3438	1538	1752	1568
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					243		101
Link Speed (mph)		45		45		30	
Link Distance (ft)		2064		568		371	
Travel Time (s)		31.3		8.6		8.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.94	0.96	0.96	0.96	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	76	1481	4	1076	243	280	101
Shared Lane Traffic (%)							
Lane Group Flow (vph)	76	1481	4	1076	243	280	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		3	
Permitted Phases	2		6		6	3	3
Detector Phase	5	2	1	6	6	3	3
Switch Phase							
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	10.8	24.8	11.2	25.2	25.2	10.7	10.7
Total Split (s)	21.0	102.0	22.0	103.0	103.0	26.0	26.0
Total Split (%)	14.0%	68.0%	14.7%	68.7%	68.7%	17.3%	17.3%
Maximum Green (s)	14.2	95.2	14.8	95.8	95.8	19.3	19.3
Yellow Time (s)	4.8	4.8	5.2	5.2	5.2	3.8	3.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.2	7.2	7.2	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct Green (s)	116.2	114.6	108.6	103.1	103.1	19.3	19.3
Actuated g/C Ratio	0.77	0.76	0.72	0.69	0.69	0.13	0.13
v/c Ratio	0.20	0.55	0.02	0.46	0.21	1.24	0.35
Control Delay	1.7	5.7	4.0	11.5	1.4	192.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.7	5.7	4.0	11.5	1.4	192.9	13.7
LOS	A	A	A	B	A	F	B
Approach Delay		5.5		9.6		145.4	
Approach LOS		A		A		F	
Queue Length 50th (ft)	1	10	1	234	0	~339	0
Queue Length 95th (ft)	m2	285	3	285	28	#530	57
Internal Link Dist (ft)		1984		488		291	
Turn Bay Length (ft)	275		275		300	300	
Base Capacity (vph)	441	2677	347	2362	1132	225	289
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.55	0.01	0.46	0.21	1.24	0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 139 (93%), Referenced to phase 2:EBTL and 6:WBTU, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: US HWY 441 & NW 167th Blvd



PM Existing

HCS Two-Way Stop-Control Report

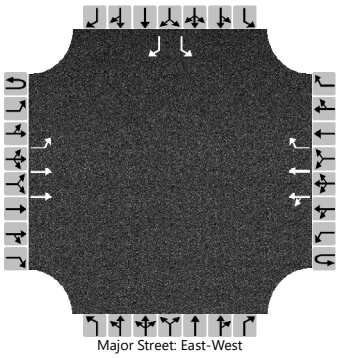
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	1	828			3	1359	4						11		5
Percent Heavy Vehicles (%)	4	4				4								14		14
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.48	4.18				4.18								7.78		7.18
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.54	2.24				2.24								3.64		3.44

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				3								12		5
Capacity, c (veh/h)		208				751								99		342
v/c Ratio		0.02				0.00								0.12		0.02
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.4		0.0
95% Queue Length, Q_{95} (ft)		0.0				0.0								11.1		0.0
Control Delay (s/veh)		22.6				9.8	0.1							46.2		15.7
Level of Service (LOS)		C				A	A							E		C
Approach Delay (s/veh)		0.1				0.1								36.6		
Approach LOS		A				A								E		

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HCS Two-Way Stop-Control Report

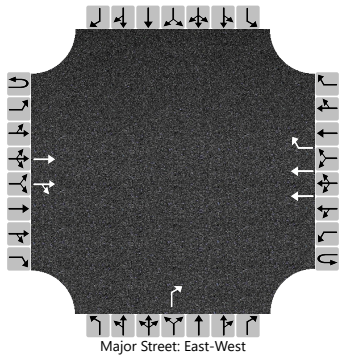
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			1100	33			1904	14				20				
Percent Heavy Vehicles (%)												5				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized							No			No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.00				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												21				
Capacity, c (veh/h)												435				
v/c Ratio												0.05				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												13.7				
Level of Service (LOS)												B				
Approach Delay (s/veh)										13.7						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

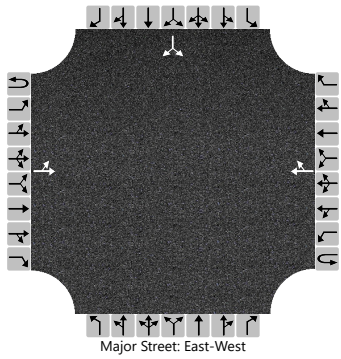
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		108	178				194	82						63		138
Percent Heavy Vehicles (%)		12												10		10
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.22												6.50		6.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.31												3.59		3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		114													212	
Capacity, c (veh/h)		1216													577	
v/c Ratio		0.09													0.37	
95% Queue Length, Q_{95} (veh)		0.3													1.7	
Control Delay (s/veh)		8.3	0.9												14.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		3.7												14.8		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

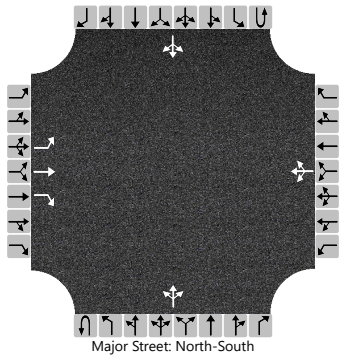
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		61	58	32		34	44	39		53	178	46		35	186	45
Percent Heavy Vehicles (%)		11	11	11		20	20	20		26				14		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.21	6.61	6.31		7.30	6.70	6.40		4.36				4.24		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.60	4.10	3.40		3.68	4.18	3.48		2.43				2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		63	60	33			121			55				36		
Capacity, c (veh/h)		284	356	803			384			1200				1269		
v/c Ratio		0.22	0.17	0.04			0.31			0.05				0.03		
95% Queue Length, Q_{95} (veh)		0.8	0.6	0.1			1.3			0.1				0.1		
Control Delay (s/veh)		21.2	17.1	9.7			18.6			8.1	0.4	0.4		7.9	0.3	0.3
Level of Service (LOS)		C	C	A			C			A	A	A		A	A	A
Approach Delay (s/veh)		17.2				18.6				1.9				1.3		
Approach LOS		C				C				A				A		

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HCS Two-Way Stop-Control Report

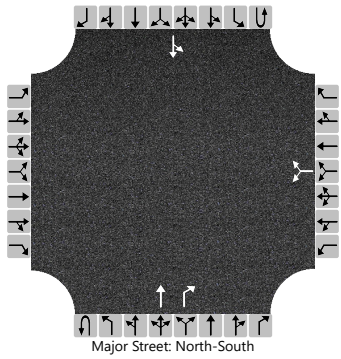
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						3		6			315	10		2	296	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							10							2		
Capacity, c (veh/h)							557							1102		
v/c Ratio							0.02							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							11.6							8.3	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.6								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

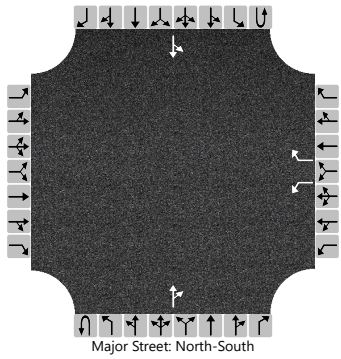
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						24		2			89	8		1	59	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25		2						1		
Capacity, c (veh/h)						833		964						1396		
v/c Ratio						0.03		0.00						0.00		
95% Queue Length, Q_{95} (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						9.5		8.7						7.6	0.0	
Level of Service (LOS)						A		A						A	A	
Approach Delay (s/veh)						9.4								0.1		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

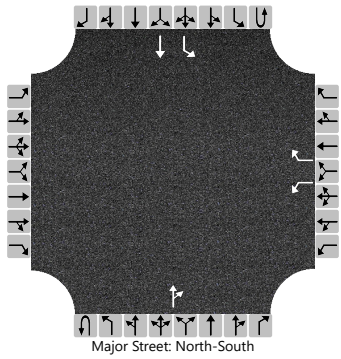
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						16		262			180	32		234	316	
Percent Heavy Vehicles (%)						1		1						4		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17		282						252		
Capacity, c (veh/h)						204		832						1329		
v/c Ratio						0.08		0.34						0.19		
95% Queue Length, Q_{95} (veh)						0.3		1.5						0.7		
Control Delay (s/veh)						24.3		11.5						8.3		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						12.3								3.5		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

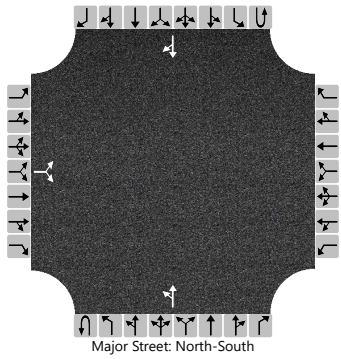
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		25		42						45	426				436	29
Percent Heavy Vehicles (%)		15		15						6						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			74							49						
Capacity, c (veh/h)			351							1034						
v/c Ratio			0.21							0.05						
95% Queue Length, Q_{95} (veh)			0.8							0.2						
Control Delay (s/veh)			18.0							8.7	0.6					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		18.0								1.3						
Approach LOS		C								A						

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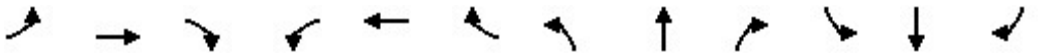
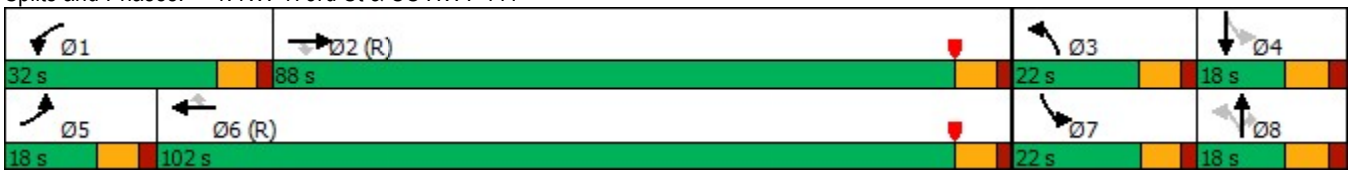


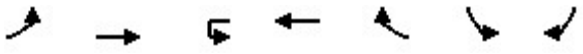
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1260	125	180	2287	111	113	62	218	172	41	64
Future Volume (vph)	29	1260	125	180	2287	111	113	62	218	172	41	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3374	1509	1736	3471	1553	1570	1652	1404	1703	1629	0
Flt Permitted	0.950			0.950			0.447			0.642		
Satd. Flow (perm)	1687	3374	1509	1736	3471	1553	739	1652	1404	1151	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			128			211		37	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	15%	15%	15%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1385	137	194	2459	119	126	69	242	221	53	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1385	137	194	2459	119	126	69	242	221	135	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.6	25.0	25.0	16.8	25.0	25.0	11.1	12.0	12.0	10.8	12.0	
Total Split (s)	18.0	88.0	88.0	32.0	102.0	102.0	22.0	18.0	18.0	22.0	18.0	
Total Split (%)	11.3%	55.0%	55.0%	20.0%	63.8%	63.8%	13.8%	11.3%	11.3%	13.8%	11.3%	
Maximum Green (s)	11.0	81.0	81.0	25.2	95.0	95.0	14.9	10.4	10.4	15.2	10.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.3	84.7	84.7	21.8	100.5	100.5	24.4	10.1	10.1	27.2	11.2	
Actuated g/C Ratio	0.05	0.53	0.53	0.14	0.63	0.63	0.15	0.06	0.06	0.17	0.07	
v/c Ratio	0.37	0.78	0.16	0.82	1.13	0.12	0.68	0.67	0.85	0.89	0.91	
Control Delay	84.2	34.5	1.4	65.0	104.1	6.3	75.3	102.3	38.9	94.4	105.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	84.2	34.5	1.4	65.0	104.1	6.3	75.3	102.3	38.9	94.4	105.9	
LOS	F	C	A	E	F	A	E	F	D	F	F	
Approach Delay		32.6			97.2			59.4			98.8	
Approach LOS		C			F			E			F	
Queue Length 50th (ft)	33	610	0	189	~1587	17	115	72	32	213	105	
Queue Length 95th (ft)	70	727	16	m180	m#1474	m17	185	#146	#178	#287	#192	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	115	1786	880	273	2180	1023	194	107	288	247	148	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.28	0.78	0.16	0.71	1.13	0.12	0.65	0.64	0.84	0.89	0.91	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 27 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 74.5		Intersection LOS: E	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: NW 173rd St & US HWY 441





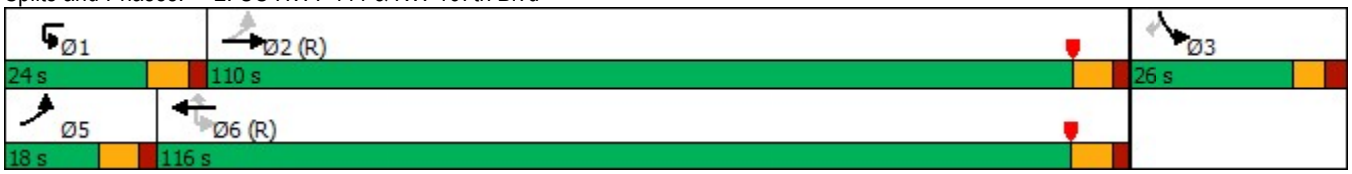
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	156	1353	1	2359	304	185	24
Future Volume (vph)	156	1353	1	2359	304	185	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		300	300	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor							
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	3505	1752	3505	1568	1752	1568
Flt Permitted	0.034		0.077			0.950	
Satd. Flow (perm)	63	3505	142	3505	1568	1752	1568
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					224		26
Link Speed (mph)		45		45		30	
Link Distance (ft)		2064		568		371	
Travel Time (s)		31.3		8.6		8.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.71	0.71	0.93	0.93	0.93	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	220	1906	1	2537	327	201	26
Shared Lane Traffic (%)							
Lane Group Flow (vph)	220	1906	1	2537	327	201	26
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		3	
Permitted Phases	2		6		6	3	3
Detector Phase	5	2	1	6	6	3	3
Switch Phase							
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	10.8	16.8	11.2	17.2	17.2	10.7	10.7
Total Split (s)	18.0	110.0	24.0	116.0	116.0	26.0	26.0
Total Split (%)	11.3%	68.8%	15.0%	72.5%	72.5%	16.3%	16.3%
Maximum Green (s)	11.2	103.2	16.8	108.8	108.8	19.3	19.3
Yellow Time (s)	4.8	4.8	5.2	5.2	5.2	3.8	3.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.2	7.2	7.2	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct Green (s)	126.9	124.6	114.3	108.8	108.8	19.3	19.3
Actuated g/C Ratio	0.79	0.78	0.71	0.68	0.68	0.12	0.12
v/c Ratio	1.31	0.70	0.01	1.06	0.29	0.95	0.12
Control Delay	216.6	4.8	4.0	64.4	3.6	119.1	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	216.6	4.8	4.0	64.4	3.6	119.1	21.7
LOS	F	A	A	E	A	F	C
Approach Delay		26.7		57.4		108.0	
Approach LOS		C		E		F	
Queue Length 50th (ft)	~241	51	0	~1534	35	212	0
Queue Length 95th (ft)	#286	174	2	#1648	72	#380	32
Internal Link Dist (ft)		1984		488		291	
Turn Bay Length (ft)	275		275		300	300	
Base Capacity (vph)	168	2730	280	2383	1137	211	212
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	0.70	0.00	1.06	0.29	0.95	0.12

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 96 (60%), Referenced to phase 2:EBTL and 6:WBTU, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 47.1 Intersection LOS: D
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: US HWY 441 & NW 167th Blvd



AM Background

HCS Two-Way Stop-Control Report

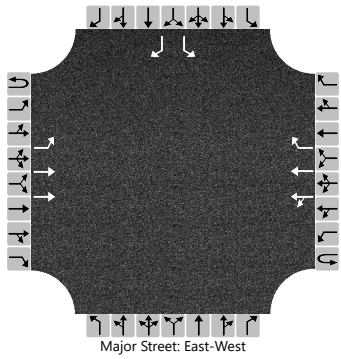
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	2035 AM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1584			3	1178	14						2		2
Percent Heavy Vehicles (%)	2	2				3								50		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.16								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.23								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				3								2		2
Capacity, c (veh/h)		355				383								81		331
v/c Ratio		0.01				0.01								0.03		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		15.3				14.5	0.2							50.7		16.0
Level of Service (LOS)		C				B	A							F		C
Approach Delay (s/veh)		0.0				0.2								33.3		
Approach LOS		A				A								D		

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HCS Two-Way Stop-Control Report

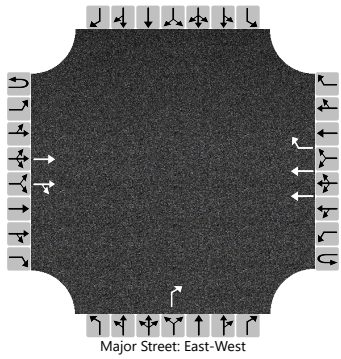
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			2349	27			1762	10				5				
Percent Heavy Vehicles (%)												40				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized						No				No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.70				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.70				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												5				
Capacity, c (veh/h)												122				
v/c Ratio												0.04				
95% Queue Length, Q_{95} (veh)												0.1				
Control Delay (s/veh)												35.9				
Level of Service (LOS)												E				
Approach Delay (s/veh)										35.9						
Approach LOS										E						

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HCS Two-Way Stop-Control Report

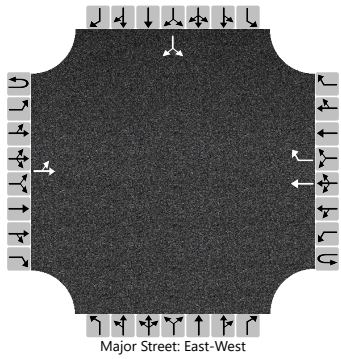
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		146	274				175	78						89		153
Percent Heavy Vehicles (%)		4												13		13
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.14												6.53		6.33
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.24												3.62		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		160													266	
Capacity, c (veh/h)		1273													483	
v/c Ratio		0.13													0.55	
95% Queue Length, Q_{95} (veh)		0.4													3.3	
Control Delay (s/veh)		8.2	1.2												21.2	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		3.7												21.2		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

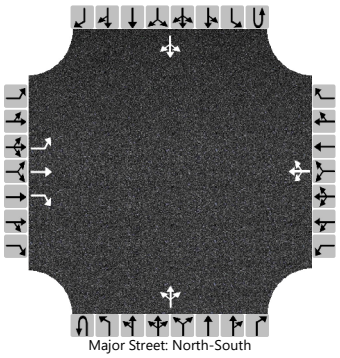
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		52	70	64		40	52	49		46	246	55		22	162	43
Percent Heavy Vehicles (%)		15	15	15		21	21	21		24				28		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.31	6.71	6.41		4.34				4.38		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.69	4.19	3.49		2.42				2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		55	74	67			148			48				23		
Capacity, c (veh/h)		256	344	816			354			1234				1110		
v/c Ratio		0.21	0.21	0.08			0.42			0.04				0.02		
95% Queue Length, Q_{95} (veh)		0.8	0.8	0.3			2.0			0.1				0.1		
95% Queue Length, Q_{95} (ft)		22.3	22.4	8.4			58.3									
Control Delay (s/veh)		22.9	18.3	9.8			22.3			8.0	0.4	0.4		8.3	0.2	0.2
Level of Service (LOS)		C	C	A			C			A	A	A		A	A	A
Approach Delay (s/veh)	16.7				22.3				1.4				1.0			
Approach LOS	C				C				A				A			

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HCS Two-Way Stop-Control Report

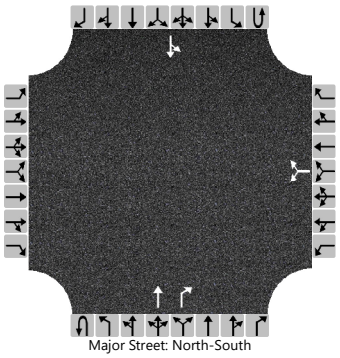
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						1		20			389	20		2	250	
Percent Heavy Vehicles (%)						0		0						30		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.40		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							21							2		
Capacity, c (veh/h)							645							1010		
v/c Ratio							0.03							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							10.8							8.6	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.8								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

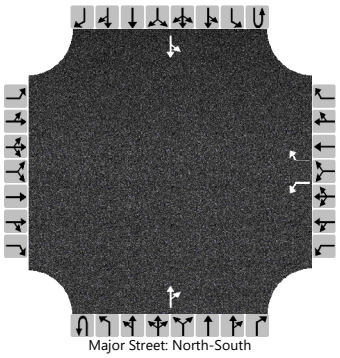
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						60		7			274	202		25	175	
Percent Heavy Vehicles (%)						2		2						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						73		9						30		
Capacity, c (veh/h)						375		603						989		
v/c Ratio						0.20		0.01						0.03		
95% Queue Length, Q_{95} (veh)						0.7		0.0						0.1		
95% Queue Length, Q_{95} (ft)						17.8		0.0						2.6		
Control Delay (s/veh)						16.9		11.1						8.8	0.3	
Level of Service (LOS)						C		B						A	A	
Approach Delay (s/veh)						16.3								1.4		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

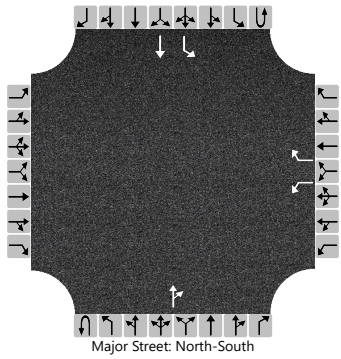
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						51		272			300	21		312	198	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57		302						347		
Capacity, c (veh/h)						133		696						1196		
v/c Ratio						0.43		0.43						0.29		
95% Queue Length, Q_{95} (veh)						1.9		2.2						1.2		
Control Delay (s/veh)						50.6		14.1						9.2		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)						19.9								5.6		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

General Information

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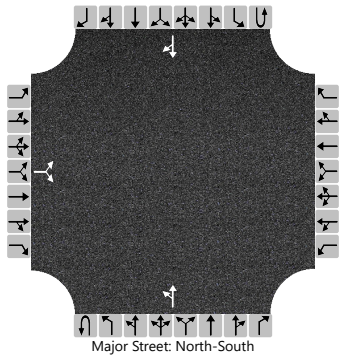
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		70		43						50	526				503	28
Percent Heavy Vehicles (%)		15		15						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.21						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.30						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			116							52						
Capacity, c (veh/h)			244							978						
v/c Ratio			0.48							0.05						
95% Queue Length, Q_{95} (veh)			2.4							0.2						
Control Delay (s/veh)			32.6							8.9	0.7					
Level of Service (LOS)			D							A	A					
Approach Delay (s/veh)		32.6								1.4						
Approach LOS		D								A						

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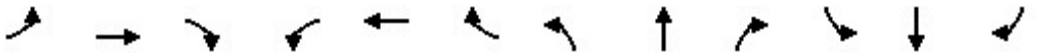


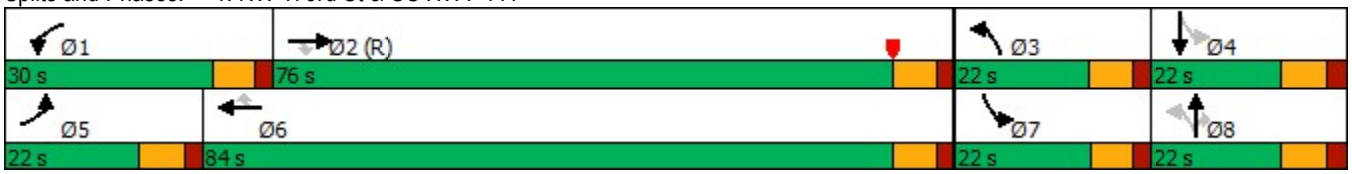
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1907	112	134	1260	298	90	70	156	136	74	62
Future Volume (vph)	73	1907	112	134	1260	298	90	70	156	136	74	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1687	3374	1509	1530	1610	1369	1641	1610	0
Flt Permitted	0.950			0.950			0.465			0.637		
Satd. Flow (perm)	1770	3539	1583	1687	3374	1509	749	1610	1369	1100	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			317			181		22	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	18%	18%	18%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	79	2073	122	143	1340	317	100	78	173	160	87	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	2073	122	143	1340	317	100	78	173	160	160	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	22.0	76.0	76.0	30.0	84.0	84.0	22.0	22.0	22.0	22.0	22.0	
Total Split (%)	14.7%	50.7%	50.7%	20.0%	56.0%	56.0%	14.7%	14.7%	14.7%	14.7%	14.7%	
Maximum Green (s)	15.0	69.0	69.0	23.2	77.0	77.0	14.9	14.4	14.4	15.2	14.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.7	75.8	75.8	17.7	81.7	81.7	26.9	13.8	13.8	30.6	15.4	
Actuated g/C Ratio	0.08	0.51	0.51	0.12	0.54	0.54	0.18	0.09	0.09	0.20	0.10	
v/c Ratio	0.57	1.16	0.14	0.72	0.73	0.33	0.50	0.53	0.60	0.58	0.86	
Control Delay	82.5	112.8	0.5	68.2	53.6	16.1	55.6	78.2	16.3	57.4	94.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.5	112.8	0.5	68.2	53.6	16.1	55.6	78.2	16.3	57.4	94.8	
LOS	F	F	A	E	D	B	E	E	B	E	F	
Approach Delay		105.7			48.2			41.2			76.1	
Approach LOS		F			D			D			E	
Queue Length 50th (ft)	76	~1278	0	137	697	91	80	74	0	132	135	
Queue Length 95th (ft)	132	#1475	3	207	790	199	136	132	68	192	#256	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	177	1788	891	260	1836	965	223	155	295	284	185	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.45	1.16	0.14	0.55	0.73	0.33	0.45	0.50	0.59	0.56	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 69 (46%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 77.1 Intersection LOS: E
Intersection Capacity Utilization 97.5% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 173rd St & US HWY 441



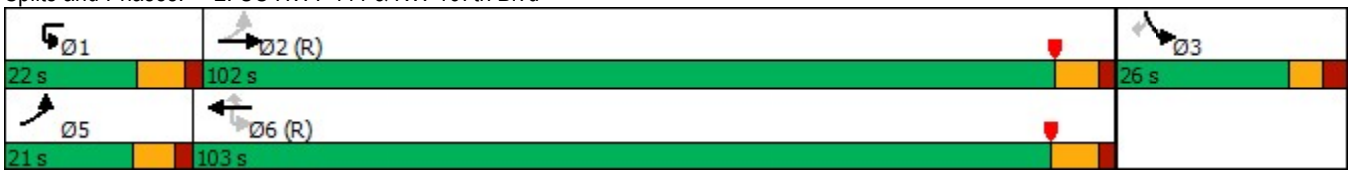
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	71	2006	6	1489	233	258	93
Future Volume (vph)	71	2006	6	1489	233	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		300	300	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor							
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	3505	1719	3438	1538	1752	1568
Flt Permitted	0.109		0.041			0.950	
Satd. Flow (perm)	201	3505	74	3438	1538	1752	1568
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					243		101
Link Speed (mph)		45		45		30	
Link Distance (ft)		2064		568		371	
Travel Time (s)		31.3		8.6		8.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.94	0.96	0.96	0.96	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	76	2134	6	1551	243	280	101
Shared Lane Traffic (%)							
Lane Group Flow (vph)	76	2134	6	1551	243	280	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		3	
Permitted Phases	2		6		6	3	3
Detector Phase	5	2	1	6	6	3	3
Switch Phase							
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	10.8	24.8	11.2	25.2	25.2	10.7	10.7
Total Split (s)	21.0	102.0	22.0	103.0	103.0	26.0	26.0
Total Split (%)	14.0%	68.0%	14.7%	68.7%	68.7%	17.3%	17.3%
Maximum Green (s)	14.2	95.2	14.8	95.8	95.8	19.3	19.3
Yellow Time (s)	4.8	4.8	5.2	5.2	5.2	3.8	3.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.2	7.2	7.2	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct Green (s)	116.2	114.6	108.7	103.1	103.1	19.3	19.3
Actuated g/C Ratio	0.77	0.76	0.72	0.69	0.69	0.13	0.13
v/c Ratio	0.33	0.80	0.05	0.66	0.21	1.24	0.35
Control Delay	4.9	7.7	4.8	15.2	1.4	192.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	7.7	4.8	15.2	1.4	192.9	13.7
LOS	A	A	A	B	A	F	B
Approach Delay		7.6		13.3		145.4	
Approach LOS		A		B		F	
Queue Length 50th (ft)	1	100	1	422	0	~339	0
Queue Length 95th (ft)	m1	m940	4	506	28	#530	57
Internal Link Dist (ft)		1984		488		291	
Turn Bay Length (ft)	275		275		300	300	
Base Capacity (vph)	303	2677	219	2362	1132	225	289
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.80	0.03	0.66	0.21	1.24	0.35

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:EBTL and 6:WBTU, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 84.5% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US HWY 441 & NW 167th Blvd



PM Background

HCS Two-Way Stop-Control Report

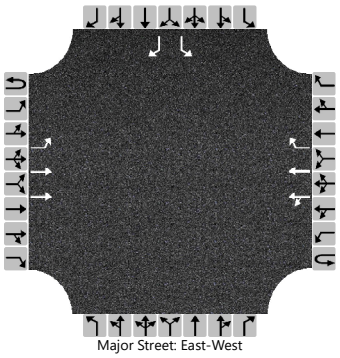
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2024
Time Analyzed	PM Peak Existing
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	1	861			3	1413	4						11		5
Percent Heavy Vehicles (%)	4	4				4								14		14
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.48	4.18				4.18								7.78		7.18
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.54	2.24				2.24								3.64		3.44

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				3								12		5
Capacity, c (veh/h)		192				728								91		327
v/c Ratio		0.02				0.00								0.13		0.02
95% Queue Length, Q_{95} (veh)		0.1				0.0								0.4		0.0
95% Queue Length, Q_{95} (ft)		2.6				0.0								11.1		0.0
Control Delay (s/veh)		24.1				10.0	0.1							50.3		16.2
Level of Service (LOS)		C				A	A							F		C
Approach Delay (s/veh)	0.1				0.1								39.6			
Approach LOS	A				A								E			

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HCS Two-Way Stop-Control Report

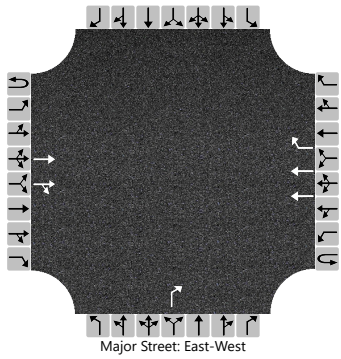
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			1585	48			2744	20				20				
Percent Heavy Vehicles (%)												5				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized							No			No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.00				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												21				
Capacity, c (veh/h)												289				
v/c Ratio												0.07				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												18.4				
Level of Service (LOS)												C				
Approach Delay (s/veh)										18.4						
Approach LOS										C						

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HCS Two-Way Stop-Control Report

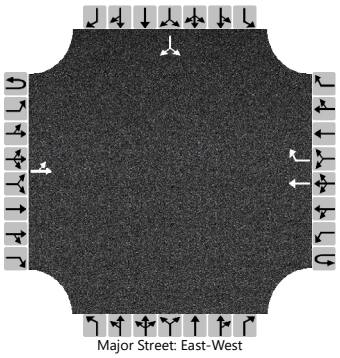
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		120	198				216	91						93		204
Percent Heavy Vehicles (%)		12												10		10
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.22												6.50		6.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.31												3.59		3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		126													313	
Capacity, c (veh/h)		1182													569	
v/c Ratio		0.11													0.55	
95% Queue Length, Q_{95} (veh)		0.4													3.3	
95% Queue Length, Q_{95} (ft)		10.9													89.1	
Control Delay (s/veh)		8.4	1.0												18.8	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		3.8												18.8		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

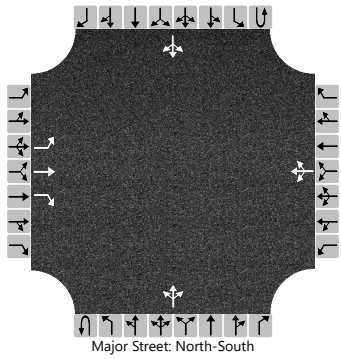
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		91	87	48		51	66	58		79	264	68		52	276	67
Percent Heavy Vehicles (%)		11	11	11		20	20	20		26				14		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.21	6.61	6.31		7.30	6.70	6.40		4.36				4.24		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.60	4.10	3.40		3.68	4.18	3.48		2.43				2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		94	90	49			180			81				54		
Capacity, c (veh/h)		126	220	701			202			1084				1153		
v/c Ratio		0.74	0.41	0.07			0.89			0.08				0.05		
95% Queue Length, Q_{95} (veh)		4.2	1.9	0.2			7.0			0.2				0.1		
Control Delay (s/veh)		88.8	32.2	10.5			86.2			8.6	0.8	0.8		8.3	0.5	0.5
Level of Service (LOS)		F	D	B			F			A	A	A		A	A	A
Approach Delay (s/veh)	50.4				86.2				2.3				1.5			
Approach LOS	F				F				A				A			

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HCS Two-Way Stop-Control Report

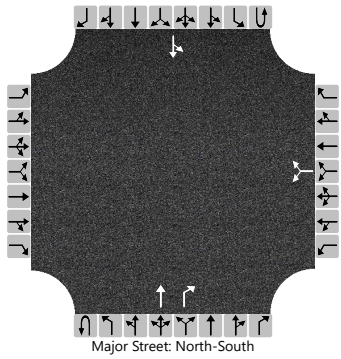
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						4		8			467	15		3	438	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							14							3		
Capacity, c (veh/h)							395							941		
v/c Ratio							0.03							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							14.4							8.8	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						14.4								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

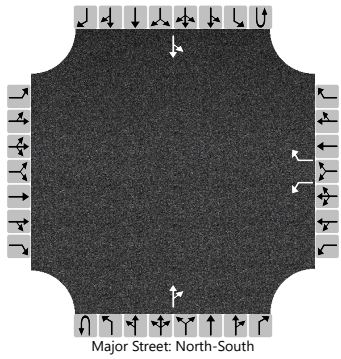
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						24		2			132	12		1	87	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25		2						1		
Capacity, c (veh/h)						753		907						1337		
v/c Ratio						0.03		0.00						0.00		
95% Queue Length, Q_{95} (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						9.9		9.0						7.7	0.0	
Level of Service (LOS)						A		A						A	A	
Approach Delay (s/veh)						9.9								0.1		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

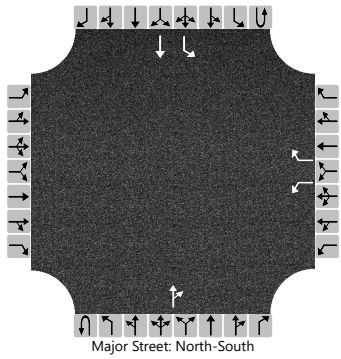
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						20		320			201	36		261	352	
Percent Heavy Vehicles (%)						1		1						4		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22		344						281		
Capacity, c (veh/h)						167		806						1299		
v/c Ratio						0.13		0.43						0.22		
95% Queue Length, Q_{95} (veh)						0.4		2.2						0.8		
Control Delay (s/veh)						29.8		12.8						8.5		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						13.8								3.6		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

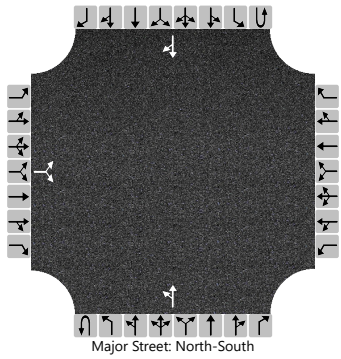
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		37		63						55	520				532	35
Percent Heavy Vehicles (%)		15		15						6						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			110							60						
Capacity, c (veh/h)			266							939						
v/c Ratio			0.41							0.06						
95% Queue Length, Q_{95} (veh)			1.9							0.2						
Control Delay (s/veh)			27.7							9.1	0.9					
Level of Service (LOS)			D							A	A					
Approach Delay (s/veh)		27.7								1.6						
Approach LOS		D								A						

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AM Buildout

HCS Two-Way Stop-Control Report

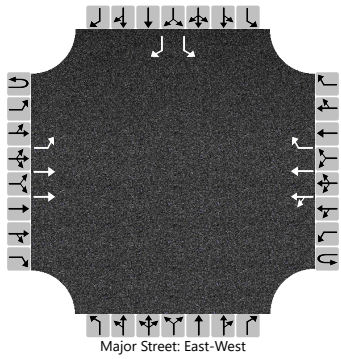
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	3	1731			3	1244	14						2		2
Percent Heavy Vehicles (%)	2	2				3								50		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.44	4.14				4.16								8.50		7.90
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.52	2.22				2.23								4.00		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				3								2		2
Capacity, c (veh/h)		326				334								71		312
v/c Ratio		0.02				0.01								0.03		0.01
95% Queue Length, Q_{95} (veh)		0.0				0.0								0.1		0.0
Control Delay (s/veh)		16.2				15.9	0.2							57.4		16.6
Level of Service (LOS)		C				C	A							F		C
Approach Delay (s/veh)	0.0				0.2								37.0			
Approach LOS	A				A								E			

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HCS Two-Way Stop-Control Report

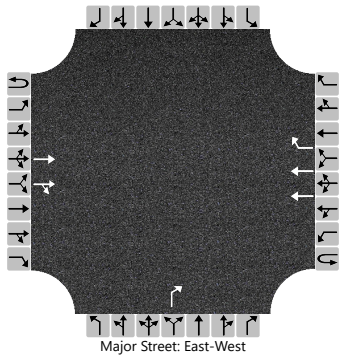
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			2579	44			2046	10				5				
Percent Heavy Vehicles (%)												40				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized							No			No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.70				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.70				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												5				
Capacity, c (veh/h)												97				
v/c Ratio												0.05				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												44.0				
Level of Service (LOS)												E				
Approach Delay (s/veh)										44.0						
Approach LOS										E						

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HCS Two-Way Stop-Control Report

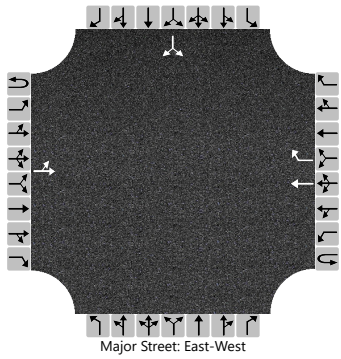
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		155	274				175	115						119		160
Percent Heavy Vehicles (%)		4												13		13
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.14												6.53		6.33
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.24												3.62		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		170													307	
Capacity, c (veh/h)		1230													439	
v/c Ratio		0.14													0.70	
95% Queue Length, Q_{95} (veh)		0.5													5.3	
Control Delay (s/veh)		8.4	1.4												30.1	
Level of Service (LOS)		A	A												D	
Approach Delay (s/veh)		3.9												30.1		
Approach LOS		A												D		

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HCS Two-Way Stop-Control Report

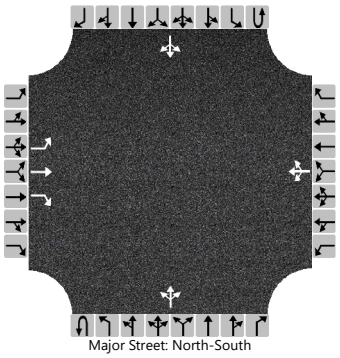
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		52	70	64		40	52	49		46	300	55		22	206	43
Percent Heavy Vehicles (%)		15	15	15		21	21	21		24				28		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.31	6.71	6.41		4.34				4.38		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.69	4.19	3.49		2.42				2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		55	74	67			148			48				23		
Capacity, c (veh/h)		209	298	768			300			1185				1055		
v/c Ratio		0.26	0.25	0.09			0.50			0.04				0.02		
95% Queue Length, Q_{95} (veh)		1.0	1.0	0.3			2.6			0.1				0.1		
95% Queue Length, Q_{95} (ft)		27.9	28.0	8.4			75.8									
Control Delay (s/veh)		28.3	21.0	10.1			28.2			8.2	0.4	0.4		8.5	0.2	0.2
Level of Service (LOS)		D	C	B			D			A	A	A		A	A	A
Approach Delay (s/veh)	19.3				28.2				1.3				0.9			
Approach LOS	C				D				A				A			

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HCS Two-Way Stop-Control Report

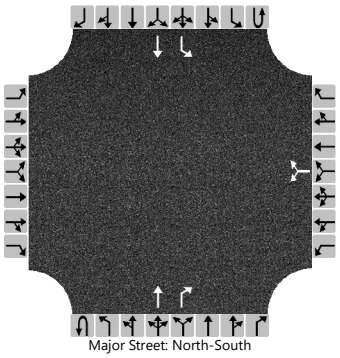
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access A
Jurisdiction	City of Alachua
East/West Street	Proposed Access A
North/South Street	NW 173rd St
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						32		32			381	50		10	256	
Percent Heavy Vehicles (%)						3		3						28		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.38		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							69							11		
Capacity, c (veh/h)							489							974		
v/c Ratio							0.14							0.01		
95% Queue Length, Q_{95} (veh)							0.5							0.0		
95% Queue Length, Q_{95} (ft)							12.8							0.0		
Control Delay (s/veh)							13.6							8.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						13.6								0.3		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

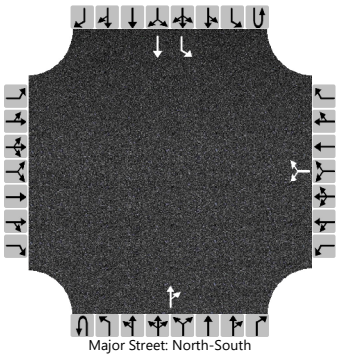
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access B
Jurisdiction	City of Alachua
East/West Street	Proposed Access B
North/South Street	NW 173rd St
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						6		41			411	2		14	260	
Percent Heavy Vehicles (%)						3		3						28		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.38		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							51							15		
Capacity, c (veh/h)							565							991		
v/c Ratio							0.09							0.02		
95% Queue Length, Q_{95} (veh)							0.3							0.0		
95% Queue Length, Q_{95} (ft)							7.7							0.0		
Control Delay (s/veh)							12.0							8.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					12.0								0.4			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

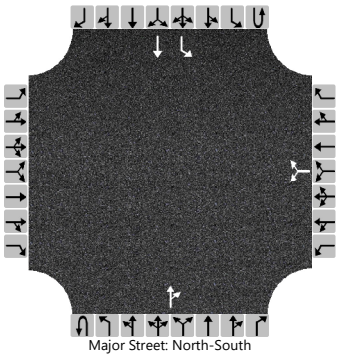
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access C
Jurisdiction	City of Alachua
East/West Street	Proposed Access C
North/South Street	NW 173rd St
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						6		43			450	2		13	268	
Percent Heavy Vehicles (%)						3		3						28		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.38		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							53							14		
Capacity, c (veh/h)							536							955		
v/c Ratio							0.10							0.01		
95% Queue Length, Q_{95} (veh)							0.3							0.0		
95% Queue Length, Q_{95} (ft)							7.7							0.0		
Control Delay (s/veh)							12.4							8.8		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						12.4								0.4		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

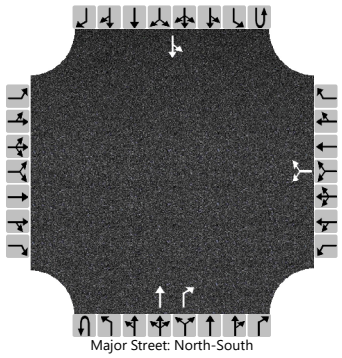
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						1		20			505	20		2	287	
Percent Heavy Vehicles (%)						0		0						30		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.40		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							21							2		
Capacity, c (veh/h)							552							909		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							11.8							9.0	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.8								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

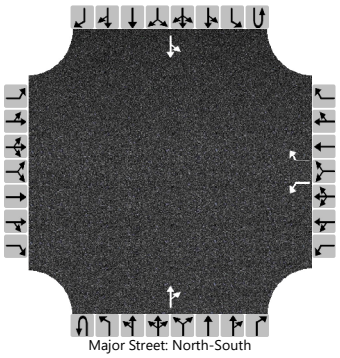
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						60		7			281	202		25	185	
Percent Heavy Vehicles (%)						2		2						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						73		9						30		
Capacity, c (veh/h)						364		597						981		
v/c Ratio						0.20		0.01						0.03		
95% Queue Length, Q_{95} (veh)						0.7		0.0						0.1		
95% Queue Length, Q_{95} (ft)						17.8		0.0						2.6		
Control Delay (s/veh)						17.3		11.1						8.8	0.3	
Level of Service (LOS)						C		B						A	A	
Approach Delay (s/veh)						16.7								1.3		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

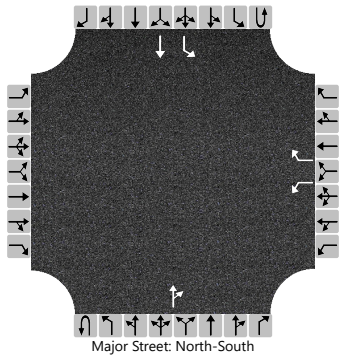
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						51		295			300	21		330	198	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57		328						367		
Capacity, c (veh/h)						123		696						1196		
v/c Ratio						0.46		0.47						0.31		
95% Queue Length, Q_{95} (veh)						2.1		2.5						1.3		
Control Delay (s/veh)						57.1		14.7						9.3		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)						20.9								5.8		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

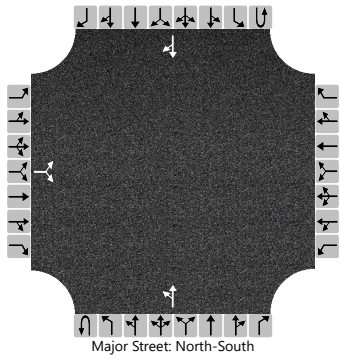
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	AM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		70		43						50	549				521	28
Percent Heavy Vehicles (%)		15		15						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.21						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.30						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			116							52						
Capacity, c (veh/h)			230							963						
v/c Ratio			0.51							0.05						
95% Queue Length, Q_{95} (veh)			2.6							0.2						
Control Delay (s/veh)			35.6							9.0	0.7					
Level of Service (LOS)			E							A	A					
Approach Delay (s/veh)		35.6								1.4						
Approach LOS		E								A						

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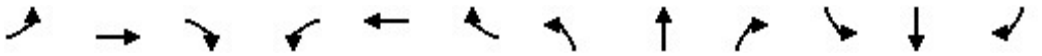
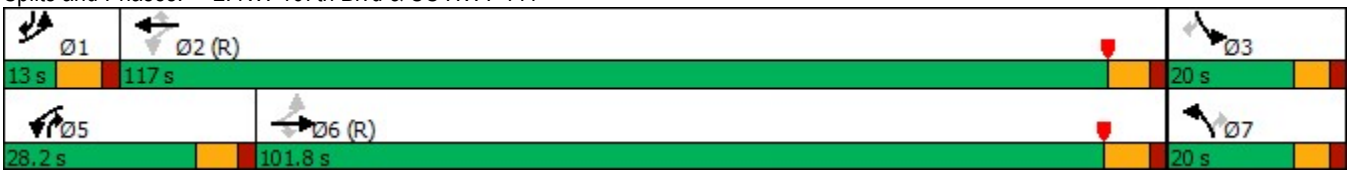


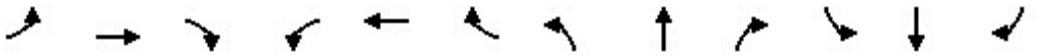
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Future Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1719	3438	1538	1752	0	1568	3400	0	1568
Flt Permitted	0.144			0.039			0.950			0.950		
Satd. Flow (perm)	266	3505	1568	71	3438	1538	1752	0	1568	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			243			31			80
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	2182	122	294	1559	243	53	0	201	280	0	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	2182	122	294	1559	243	53	0	201	280	0	121
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6	2		2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	13.0	101.8	101.8	28.2	117.0	117.0	20.0		28.2	20.0		13.0
Total Split (%)	8.7%	67.9%	67.9%	18.8%	78.0%	78.0%	13.3%		18.8%	13.3%		8.7%
Maximum Green (s)	5.8	94.6	94.6	21.4	110.2	110.2	14.0		21.4	14.0		5.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	100.4	94.6	94.6	123.2	110.2	110.2	12.4		37.4	14.0		25.8
Actuated g/C Ratio	0.67	0.63	0.63	0.82	0.73	0.73	0.08		0.25	0.09		0.17
v/c Ratio	0.34	0.99	0.12	1.00	0.62	0.20	0.37		0.49	0.88		0.36
Control Delay	12.2	36.0	2.1	102.0	11.0	1.0	71.5		43.4	94.7		23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	12.2	36.0	2.1	102.0	11.0	1.0	71.5		43.4	94.7		23.9
LOS	B	D	A	F	B	A	E		D	F		C
Approach Delay		33.5			22.6			49.3			73.4	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	19	1190	16	~242	353	0	49		138	142		35
Queue Length 95th (ft)	m17	m936	m11	#444	410	22	97		219	#225		98
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	235	2210	1034	293	2525	1194	163		414	317		335
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.34	0.99	0.12	1.00	0.62	0.20	0.33		0.49	0.88		0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 97.3%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: NW 167th Blvd & US HWY 441





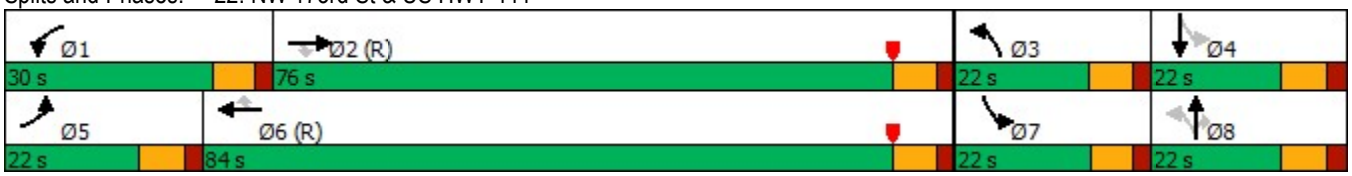
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Future Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1687	3374	1509	1530	1610	1369	1641	1610	0
Flt Permitted	0.950			0.950			0.388			0.703		
Satd. Flow (perm)	1770	3539	1583	1687	3374	1509	625	1610	1369	1214	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			319			224		22	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	18%	18%	18%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	79	2155	139	182	1368	319	153	83	243	169	89	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	2155	139	182	1368	319	153	83	243	169	162	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	22.0	76.0	76.0	30.0	84.0	84.0	22.0	22.0	22.0	22.0	22.0	
Total Split (%)	14.7%	50.7%	50.7%	20.0%	56.0%	56.0%	14.7%	14.7%	14.7%	14.7%	14.7%	
Maximum Green (s)	15.0	69.0	69.0	23.2	77.0	77.0	14.9	14.4	14.4	15.2	14.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

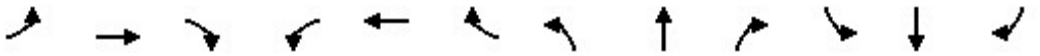
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.7	72.7	72.7	20.1	80.9	80.9	29.3	14.5	14.5	29.8	14.4	
Actuated g/C Ratio	0.08	0.48	0.48	0.13	0.54	0.54	0.20	0.10	0.10	0.20	0.10	
v/c Ratio	0.57	1.26	0.16	0.81	0.75	0.33	0.74	0.54	0.73	0.60	0.93	
Control Delay	82.5	154.9	1.3	78.3	48.6	12.7	69.7	78.0	23.6	58.0	108.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.5	154.9	1.3	78.3	48.6	12.7	69.7	78.0	23.6	58.0	108.6	
LOS	F	F	A	E	D	B	E	E	C	E	F	
Approach Delay		143.5			45.4			47.8			82.8	
Approach LOS		F			D			D			F	
Queue Length 50th (ft)	76	~1410	0	174	728	72	126	79	17	140	139	
Queue Length 95th (ft)	132	#1561	14	#263	810	154	#216	138	116	201	#260	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	177	1714	862	260	1819	960	214	155	334	289	174	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.45	1.26	0.16	0.70	0.75	0.33	0.71	0.54	0.73	0.58	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 69 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 94.2 Intersection LOS: F
Intersection Capacity Utilization 103.5% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NW 173rd St & US HWY 441





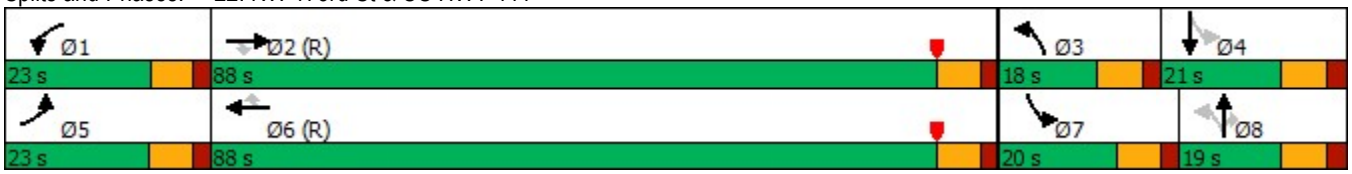
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Future Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1687	3374	1509	1530	1610	1369	1641	1610	0
Flt Permitted	0.950			0.950			0.423			0.609		
Satd. Flow (perm)	1770	3539	1583	1687	3374	1509	681	1610	1369	1052	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			319			190		22	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	18%	18%	18%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	79	2155	139	182	1368	319	153	83	243	169	89	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	2155	139	182	1368	319	153	83	243	169	162	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	23.0	88.0	88.0	23.0	88.0	88.0	18.0	19.0	19.0	20.0	21.0	
Total Split (%)	15.3%	58.7%	58.7%	15.3%	58.7%	58.7%	12.0%	12.7%	12.7%	13.3%	14.0%	
Maximum Green (s)	16.0	81.0	81.0	16.2	81.0	81.0	10.9	11.4	11.4	13.2	13.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

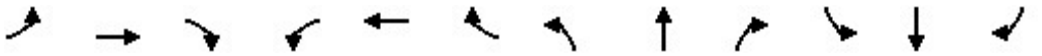
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.9	81.0	81.0	16.2	85.1	85.1	23.0	11.6	11.6	27.2	13.4	
Actuated g/C Ratio	0.08	0.54	0.54	0.11	0.57	0.57	0.15	0.08	0.08	0.18	0.09	
v/c Ratio	0.56	1.13	0.15	1.00	0.71	0.32	0.92	0.67	0.87	0.70	0.99	
Control Delay	81.4	97.9	3.0	138.5	20.4	1.8	106.2	92.7	45.4	69.0	126.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	81.4	97.9	3.0	138.5	20.4	1.8	106.2	92.7	45.4	69.0	126.3	
LOS	F	F	A	F	C	A	F	F	D	E	F	
Approach Delay		91.8			28.7			73.0			97.0	
Approach LOS		F			C			E			F	
Queue Length 50th (ft)	76	~1280	1	~171	513	20	132	81	51	146	140	
Queue Length 95th (ft)	131	#1410	34	#345	641	42	#239	#160	#208	211	#271	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	188	1911	917	182	1914	994	166	124	280	243	163	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.42	1.13	0.15	1.00	0.71	0.32	0.92	0.67	0.87	0.70	0.99	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 67.0 Intersection LOS: E
Intersection Capacity Utilization 103.5% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NW 173rd St & US HWY 441



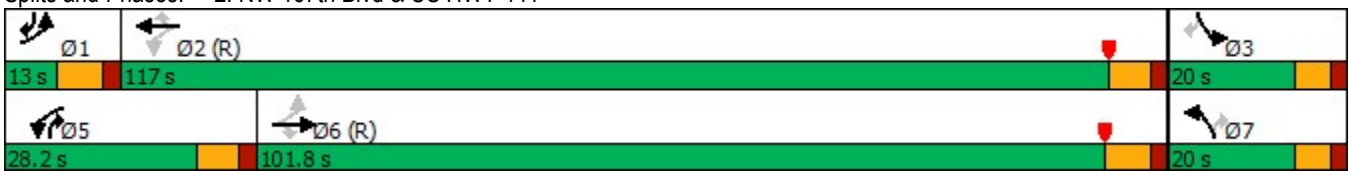


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Future Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3335	3438	1538	3400	0	1568	3400	0	1568
Flt Permitted	0.134			0.037			0.950			0.950		
Satd. Flow (perm)	247	3505	1568	130	3438	1538	3400	0	1568	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			243			31			80
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	2182	122	294	1559	243	53	0	201	280	0	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	2182	122	294	1559	243	53	0	201	280	0	121
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6	2		2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	13.0	101.8	101.8	28.2	117.0	117.0	20.0		28.2	20.0		13.0
Total Split (%)	8.7%	67.9%	67.9%	18.8%	78.0%	78.0%	13.3%		18.8%	13.3%		8.7%
Maximum Green (s)	5.8	94.6	94.6	21.4	110.2	110.2	14.0		21.4	14.0		5.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	107.0	101.2	101.2	123.0	110.2	110.2	12.4		30.8	14.0		25.8
Actuated g/C Ratio	0.71	0.67	0.67	0.82	0.73	0.73	0.08		0.21	0.09		0.17
v/c Ratio	0.34	0.92	0.11	0.70	0.62	0.20	0.19		0.58	0.88		0.36
Control Delay	10.1	27.7	1.4	46.6	11.0	1.0	64.7		50.6	94.7		23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	10.1	27.7	1.4	46.6	11.0	1.0	64.7		50.6	94.7		23.9
LOS	B	C	A	D	B	A	E		D	F		C
Approach Delay		25.8			14.8			53.5			73.4	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	10	1180	10	94	353	0	25		148	142		35
Queue Length 95th (ft)	m14	m940	m10	142	410	22	48		224	#225		98
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	234	2364	1098	564	2525	1194	317		414	317		335
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.34	0.92	0.11	0.52	0.62	0.20	0.17		0.49	0.88		0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: NW 167th Blvd & US HWY 441



PM Buildout

HCS Two-Way Stop-Control Report

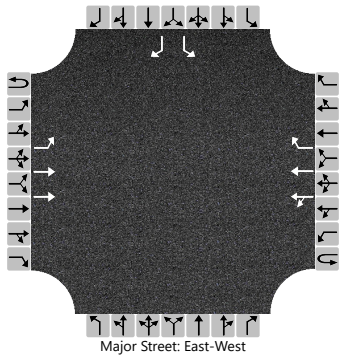
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	Santa Fe High School @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	Santa Fe High School
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T			LT	T	R						L		R
Volume (veh/h)	2	1	1033			3	1666	4						11		5
Percent Heavy Vehicles (%)	4	4				3								14		14
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1								7.5		6.9
Critical Headway (sec)	6.48	4.18				4.16								7.78		7.18
Base Follow-Up Headway (sec)	2.5	2.2				2.2								3.5		3.3
Follow-Up Headway (sec)	2.54	2.24				2.23								3.64		3.44

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				3								12		5
Capacity, c (veh/h)		130				625								61		264
v/c Ratio		0.02				0.01								0.19		0.02
95% Queue Length, Q_{95} (veh)		0.1				0.0								0.6		0.1
Control Delay (s/veh)		33.4				10.8	0.1							77.3		18.9
Level of Service (LOS)		D				B	A							F		C
Approach Delay (s/veh)	0.1				0.1								59.0			
Approach LOS	A				A								F			

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HCS Two-Way Stop-Control Report

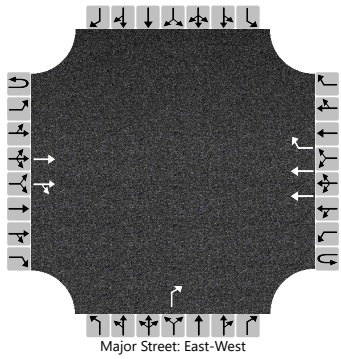
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	KFC @ US HWY 441
Jurisdiction	City of Alachua
East/West Street	US HWY 441
North/South Street	KFC Entrance
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	1		0	0	0
Configuration			T	TR			T	R				R				
Volume (veh/h)			2148	78			3244	20				20				
Percent Heavy Vehicles (%)												5				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized							No			No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.00				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												21				
Capacity, c (veh/h)												177				
v/c Ratio												0.12				
95% Queue Length, Q_{95} (veh)												0.4				
Control Delay (s/veh)												28.0				
Level of Service (LOS)												D				
Approach Delay (s/veh)										28.0						
Approach LOS										D						

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HCS Two-Way Stop-Control Report

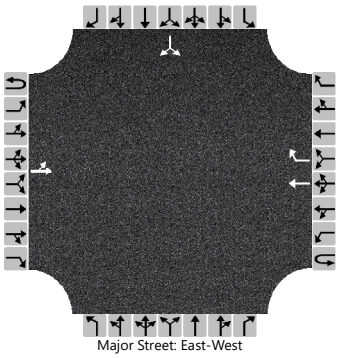
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	East-West
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 173rd St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		136	198				216	156						165		222
Percent Heavy Vehicles (%)		12												10		10
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.22												6.50		6.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.31												3.59		3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		143													407	
Capacity, c (veh/h)		1115													493	
v/c Ratio		0.13													0.83	
95% Queue Length, Q_{95} (veh)		0.4													8.1	
95% Queue Length, Q_{95} (ft)		10.9													218.7	
Control Delay (s/veh)		8.7	1.3												38.4	
Level of Service (LOS)		A	A												E	
Approach Delay (s/veh)		4.3												38.4		
Approach LOS		A												E		

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HCS Two-Way Stop-Control Report

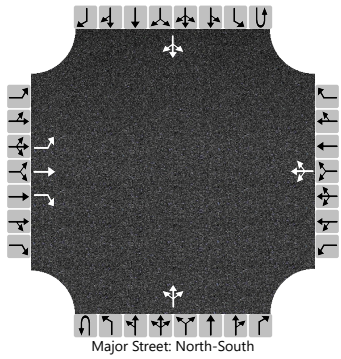
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		91	87	48		51	66	58		79	361	68		52	384	67
Percent Heavy Vehicles (%)		11	11	11		20	20	20		26				14		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.21	6.61	6.31		7.30	6.70	6.40		4.36				4.24		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.60	4.10	3.40		3.68	4.18	3.48		2.43				2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		94	90	49			180			81				54		
Capacity, c (veh/h)		73	159	606			123			982				1057		
v/c Ratio		1.28	0.56	0.08			1.47			0.08				0.05		
95% Queue Length, Q_{95} (veh)		7.4	2.9	0.3			12.6			0.3				0.2		
Control Delay (s/veh)		298.5	53.3	11.5			313.2			9.0	1.0	1.0		8.6	0.6	0.6
Level of Service (LOS)		F	F	B			F			A	A	A		A	A	A
Approach Delay (s/veh)	143.1				313.2				2.2				1.4			
Approach LOS	F				F				A				A			

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HCS Two-Way Stop-Control Report

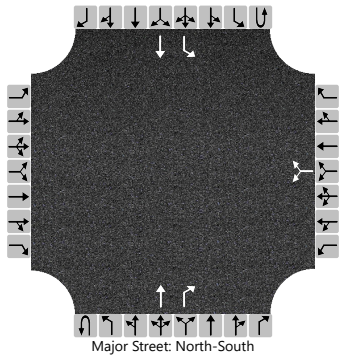
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access A
Jurisdiction	City of Alachua
East/West Street	Proposed Access A
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						101		19			469	87		26	431	
Percent Heavy Vehicles (%)						3		3						17		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.35		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							132							29		
Capacity, c (veh/h)							268							899		
v/c Ratio							0.49							0.03		
95% Queue Length, Q_{95} (veh)							2.5							0.1		
Control Delay (s/veh)							30.8							9.1		
Level of Service (LOS)							D							A		
Approach Delay (s/veh)						30.8								0.5		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

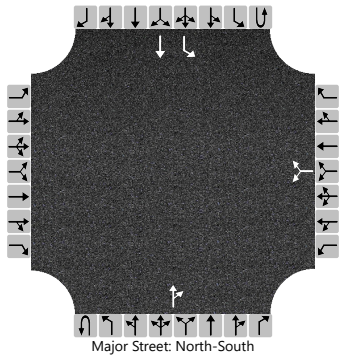
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access B
Jurisdiction	City of Alachua
East/West Street	Proposed Access B
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						4		25			483	5		35	453	
Percent Heavy Vehicles (%)						3		3						17		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.35		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							32							38		
Capacity, c (veh/h)							454							960		
v/c Ratio							0.07							0.04		
95% Queue Length, Q_{95} (veh)							0.2							0.1		
Control Delay (s/veh)							13.5							8.9		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						13.5								0.6		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

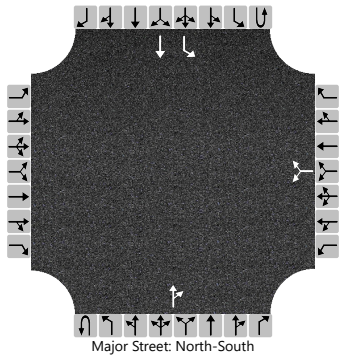
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ Proposed Access C
Jurisdiction	City of Alachua
East/West Street	Proposed Access C
North/South Street	NW 173rd St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						3		25			503	5		35	485	
Percent Heavy Vehicles (%)						3		3						17		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.35		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							31							38		
Capacity, c (veh/h)							452							942		
v/c Ratio							0.07							0.04		
95% Queue Length, Q_{95} (veh)							0.2							0.1		
Control Delay (s/veh)							13.5							9.0		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					13.5								0.6			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

General Information

Analyst	Cobi Wood
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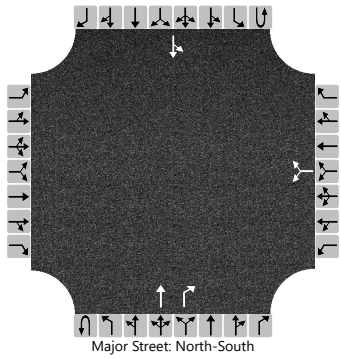
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ NW 162nd Lane
Jurisdiction	City of Alachua
East/West Street	NW 162nd Lane
North/South Street	NW 173rd St
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						4		8			536	15		3	534	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized											No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							14							3		
Capacity, c (veh/h)							327							877		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							16.5							9.1	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						16.5								0.1		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

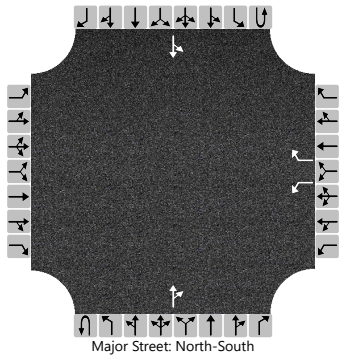
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235A @ Santa Fe High School
Jurisdiction	City of Alachua
East/West Street	Santa Fe High Schools
North/South Street	CR 235A
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration						L		R				TR		LT		
Volume (veh/h)						24		2			151	12		1	103	
Percent Heavy Vehicles (%)						0		0						18		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.28		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.36		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25		2						1		
Capacity, c (veh/h)						718		884						1314		
v/c Ratio						0.04		0.00						0.00		
95% Queue Length, Q_{95} (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						10.2		9.1						7.7	0.0	
Level of Service (LOS)						B		A						A	A	
Approach Delay (s/veh)						10.1								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

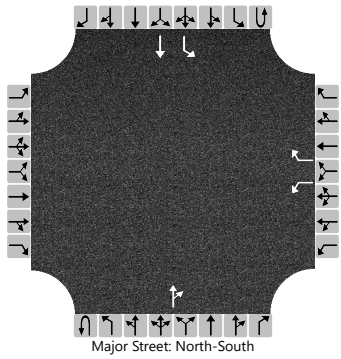
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	CR 235 @ NW 140th St
Jurisdiction	City of Alachua
East/West Street	CR 235
North/South Street	NW 140th
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						20		320			201	76		306	352	
Percent Heavy Vehicles (%)						1		1						4		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22		344						329		
Capacity, c (veh/h)						133		784						1252		
v/c Ratio						0.16		0.44						0.26		
95% Queue Length, Q_{95} (veh)						0.6		2.3						1.1		
Control Delay (s/veh)						37.2		13.1						8.9		
Level of Service (LOS)						E		B						A		
Approach Delay (s/veh)						14.5								4.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

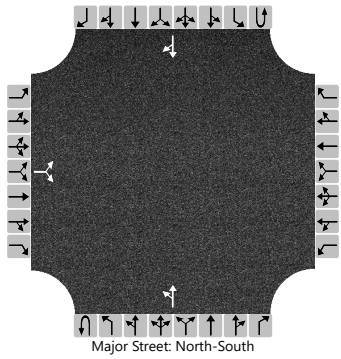
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 140th St @ Peggy Rd
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 140th St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		37		63						55	560				577	35
Percent Heavy Vehicles (%)		15		15						6						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.55		6.35						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.44						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			110							60						
Capacity, c (veh/h)			237							900						
v/c Ratio			0.46							0.07						
95% Queue Length, Q_{95} (veh)			2.3							0.2						
Control Delay (s/veh)			32.7							9.3	0.9					
Level of Service (LOS)			D							A	A					
Approach Delay (s/veh)		32.7								1.7						
Approach LOS		D								A						

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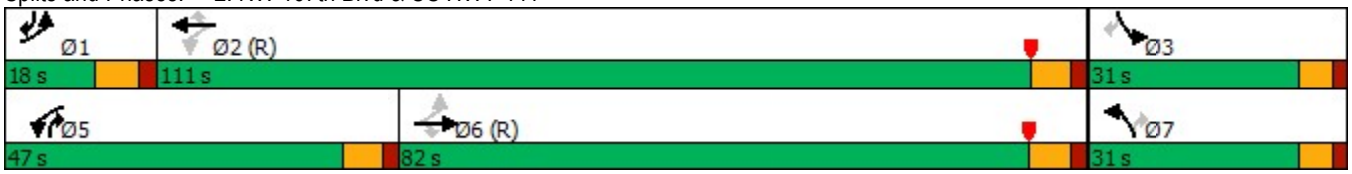
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	213	539	2321	304	288	0	576	185	0	57
Future Volume (vph)	158	1304	213	539	2321	304	288	0	576	185	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1770	0	1583	3400	0	1568
Flt Permitted	0.053			0.049			0.950			0.950		
Satd. Flow (perm)	98	3505	1568	90	3505	1568	1770	0	1583	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			170			209			29			75
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	223	1837	300	580	2496	327	320	0	640	201	0	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1837	300	580	2496	327	320	0	640	201	0	62
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6	2		2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	18.0	82.0	82.0	47.0	111.0	111.0	31.0		47.0	31.0		18.0
Total Split (%)	11.3%	51.3%	51.3%	29.4%	69.4%	69.4%	19.4%		29.4%	19.4%		11.3%
Maximum Green (s)	10.8	74.8	74.8	40.2	104.2	104.2	25.0		40.2	25.0		10.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

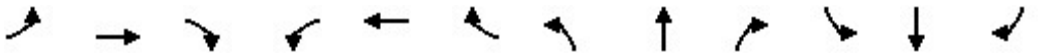
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	85.6	74.8	74.8	122.2	104.2	104.2	25.0		71.2	25.0		41.8
Actuated g/C Ratio	0.54	0.47	0.47	0.76	0.65	0.65	0.16		0.44	0.16		0.26
v/c Ratio	1.36	1.12	0.36	1.19	1.09	0.30	1.16		0.89	0.38		0.13
Control Delay	214.8	107.3	22.8	149.2	77.9	4.7	161.1		54.7	62.9		6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	214.8	107.3	22.8	149.2	77.9	4.7	161.1		54.7	62.9		6.6
LOS	F	F	C	F	E	A	F		D	E		A
Approach Delay		106.7			83.0			90.1			49.6	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	~256	~1148	115	~681	~1545	44	~394		588	98		0
Queue Length 95th (ft)	m#290	706	m127	#925	#1660	88	#598		#834	141		29
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	164	1638	823	486	2282	1094	276		720	531		465
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	1.36	1.12	0.36	1.19	1.09	0.30	1.16		0.89	0.38		0.13

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 90.7 Intersection LOS: F
Intersection Capacity Utilization 105.5% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NW 167th Blvd & US HWY 441



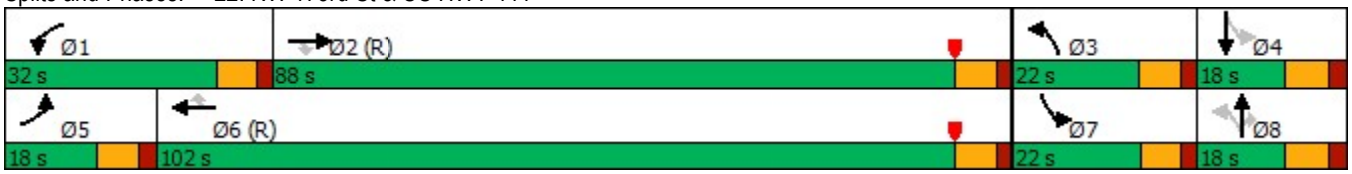


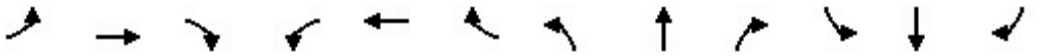
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Future Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3374	1509	1736	3471	1553	1570	1652	1404	1703	1635	0
Flt Permitted	0.950			0.950			0.385			0.697		
Satd. Flow (perm)	1687	3374	1509	1736	3471	1553	636	1652	1404	1249	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			137			204		34	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	15%	15%	15%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1519	181	282	2623	137	157	72	284	236	58	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1519	181	282	2623	137	157	72	284	236	140	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	16.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	18.0	88.0	88.0	32.0	102.0	102.0	22.0	18.0	18.0	22.0	18.0	
Total Split (%)	11.3%	55.0%	55.0%	20.0%	63.8%	63.8%	13.8%	11.3%	11.3%	13.8%	11.3%	
Maximum Green (s)	11.0	81.0	81.0	25.2	95.0	95.0	14.9	10.4	10.4	15.2	10.4	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.3	81.0	81.0	25.2	100.2	100.2	25.6	10.4	10.4	26.6	10.6	
Actuated g/C Ratio	0.05	0.51	0.51	0.16	0.63	0.63	0.16	0.06	0.06	0.17	0.07	
v/c Ratio	0.37	0.89	0.21	1.03	1.21	0.13	0.84	0.67	1.01	0.94	1.00	
Control Delay	84.2	43.3	3.7	101.8	112.6	0.2	91.5	101.9	75.9	103.3	130.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	84.2	43.3	3.7	101.8	112.6	0.2	91.5	101.9	75.9	103.3	130.1	
LOS	F	D	A	F	F	A	F	F	E	F	F	
Approach Delay		39.9			106.6			84.3			113.2	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	33	736	4	~312	~1781	1	147	75	~92	230	~119	
Queue Length 95th (ft)	70	853	45	m275	m#1570	m0	#245	#152	#296	#315	#209	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	115	1708	849	273	2172	1023	189	107	282	251	140	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.28	0.89	0.21	1.03	1.21	0.13	0.83	0.67	1.01	0.94	1.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 27 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 84.6		Intersection LOS: F	
Intersection Capacity Utilization 105.6%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 22: NW 173rd St & US HWY 441





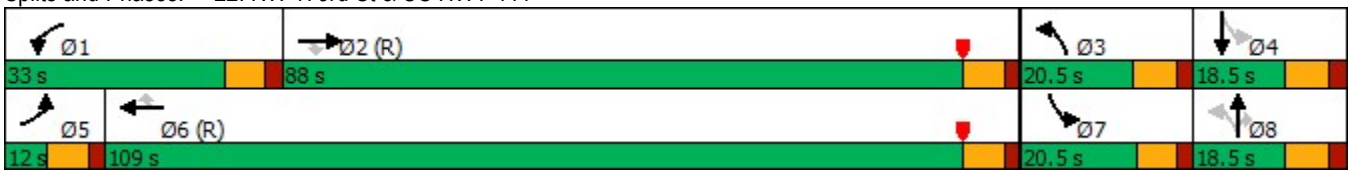
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Future Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	375		250	350		1000	185		250	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3374	1509	1736	3471	1553	1570	1652	1404	1703	1635	0
Flt Permitted	0.950			0.950			0.367			0.710		
Satd. Flow (perm)	1687	3374	1509	1736	3471	1553	606	1652	1404	1273	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			137			211		34	
Link Speed (mph)		45			45			50			45	
Link Distance (ft)		601			2064			588			534	
Travel Time (s)		9.1			31.3			8.0			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	15%	15%	15%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1519	181	282	2623	137	157	72	284	236	58	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1519	181	282	2623	137	157	72	284	236	140	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	18.0	18.0	10.0	18.0	18.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	25.0	25.0	17.8	25.0	25.0	11.1	11.6	11.6	10.8	11.6	
Total Split (s)	12.0	88.0	88.0	33.0	109.0	109.0	20.5	18.5	18.5	20.5	18.5	
Total Split (%)	7.5%	55.0%	55.0%	20.6%	68.1%	68.1%	12.8%	11.6%	11.6%	12.8%	11.6%	
Maximum Green (s)	5.0	81.0	81.0	26.2	102.0	102.0	13.4	10.9	10.9	13.7	10.9	
Yellow Time (s)	5.0	5.0	5.0	4.8	5.0	5.0	5.1	5.1	5.1	4.8	5.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	6.8	7.0	7.0	7.1	7.6	7.6	6.8	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

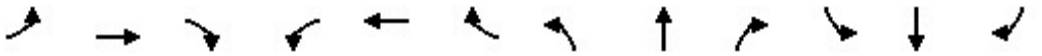
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	5.0	81.0	81.0	26.2	104.4	104.4	24.8	10.9	10.9	25.4	10.9	
Actuated g/C Ratio	0.03	0.51	0.51	0.16	0.65	0.65	0.16	0.07	0.07	0.16	0.07	
v/c Ratio	0.62	0.89	0.21	0.99	1.16	0.13	0.90	0.64	0.97	0.99	0.98	
Control Delay	119.6	43.3	3.7	105.0	93.3	0.5	104.5	97.8	65.4	116.9	124.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	119.6	43.3	3.7	105.0	93.3	0.5	104.5	97.8	65.4	116.9	124.0	
LOS	F	D	A	F	F	A	F	F	E	F	F	
Approach Delay		40.6			90.2			81.9			119.5	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	34	736	4	295	~1728	2	148	75	80	232	114	
Queue Length 95th (ft)	#90	853	45	m#319	m#1733	m2	#262	#147	#278	#331	#203	
Internal Link Dist (ft)		521			1984			508			454	
Turn Bay Length (ft)	375		250	350		1000	185		250	400		
Base Capacity (vph)	52	1708	849	284	2264	1060	174	112	292	238	143	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.62	0.89	0.21	0.99	1.16	0.13	0.90	0.64	0.97	0.99	0.98	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 76.2 Intersection LOS: E
Intersection Capacity Utilization 105.6% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NW 173rd St & US HWY 441





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Future Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3400	3505	1568	3433	0	1583	3400	0	1568
Flt Permitted	0.046			0.950			0.950			0.950		
Satd. Flow (perm)	85	3505	1568	3400	3505	1568	3433	0	1583	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			213			29			75
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	223	1837	41	519	2496	327	294	0	578	234	0	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1837	41	519	2496	327	294	0	578	234	0	29
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6			2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	21.0	95.0	95.0	38.0	112.0	112.0	27.0		38.0	27.0		21.0
Total Split (%)	13.1%	59.4%	59.4%	23.8%	70.0%	70.0%	16.9%		23.8%	16.9%		13.1%
Maximum Green (s)	13.8	87.8	87.8	31.2	105.2	105.2	21.0		31.2	21.0		13.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

2: NW 167th Blvd & US HWY 441

12/09/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	104.2	87.8	87.8	33.8	105.2	105.2	18.4		58.2	18.4		40.8
Actuated g/C Ratio	0.65	0.55	0.55	0.21	0.66	0.66	0.12		0.36	0.12		0.26
v/c Ratio	0.99	0.96	0.04	0.72	1.08	0.30	0.75		0.97	0.60		0.06
Control Delay	74.9	52.1	0.5	65.9	73.3	4.4	80.4		78.0	73.6		0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	74.9	52.1	0.5	65.9	73.3	4.4	80.4		78.0	73.6		0.3
LOS	E	D	A	E	E	A	F		E	E		A
Approach Delay		53.5			65.4			78.8			65.5	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	~195	803	0	264	~1532	42	155		574	121		0
Queue Length 95th (ft)	m#247	689	m0	338	#1647	84	206		#831	167		0
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	226	1923	912	718	2304	1103	450		594	446		455
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.99	0.96	0.04	0.72	1.08	0.30	0.65		0.97	0.52		0.06

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 63.4 Intersection LOS: E

Intersection Capacity Utilization 97.9% ICU Level of Service F

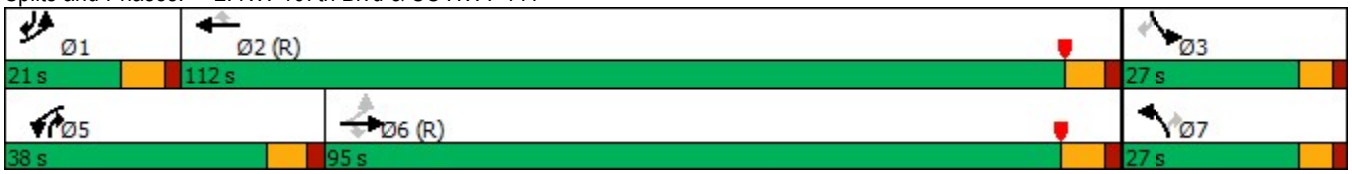
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NW 167th Blvd & US HWY 441



Improvement Thresholds

Turn Lane Improvements at the Intersection of NW 173rd St (235A) / Peggy Road

The following improvements are warranted with 1/4 of the project trips or a total of 428 PM net new trips (1,713 X 25%).

*** 375 FT northbound left-turn lane**

*** 375 FT southbound left-turn lane**

*** 425 FT westbound left-turn lane**

*** Provide a median wide enough to allow a two-stage left-turn movement from the side street (minimum of 16 FT in width)**

The PM peak buildout volumes with 1/4 of the project trips is provided below.

The PM peak buildout HCS results showing volumes at capacity are shown on next sheet.

PM Peak Hour Buildout Traffic Volumes - NW 173rd St (CR 235A) at Peggy Rd(CR 2054) (1/4 Project Trips)

Scenario	Peggy Rd(CR 2054) Eastbound			Peggy Rd(CR 2054) Westbound			NW 173rd St (CR 235A) Northbound			NW 173rd St (CR 235A) Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	61	58	32	34	44	39	53	178	46	35	186	45
Peak Season Volume (Existing)	61	58	32	34	44	39	53	178	46	35	186	45
Background Volumes 2035	91	87	48	51	66	58	79	264	68	52	276	67
Project Trips	0	0	0	0	0	0	0	24	0	0	27	0
Buildout Trips	91	87	48	51	66	58	79	288	68	52	303	67
Peak Hour Factor (Int total = 0.97)	0.95			0.91			0.90			0.88		
Truck %	11%			20%			26%			14%		
Pedestrian Volumes	0			0			0			0		

HCS Two-Way Stop-Control Report

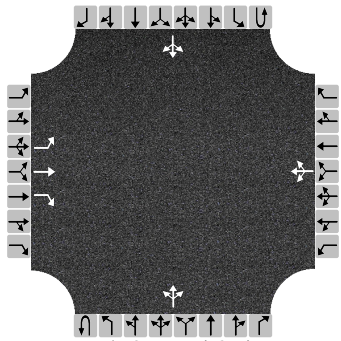
General Information

Analyst	Cobi Wood
Agency/Co.	CHW, an NV5 Company
Date Performed	12/3/2024
Analysis Year	2035
Time Analyzed	PM Buildout
Intersection Orientation	North-South
Project Description	Tomoka Tower Hill

Site Information

Intersection	NW 173rd St @ CR 235
Jurisdiction	City of Alachua
East/West Street	Peggy Rd
North/South Street	NW 173rd St
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		L	T	R			LTR				LTR				LTR	
Volume (veh/h)		91	87	48		51	66	58		79	288	68		52	303	67
Percent Heavy Vehicles (%)		11	11	11		20	20	20		26				14		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.21	6.61	6.31		7.30	6.70	6.40		4.36				4.24		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.60	4.10	3.40		3.68	4.18	3.48		2.43				2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		94	90	49			180			81				54		
Capacity, c (veh/h)		111	203	676			181			1057				1128		
v/c Ratio		0.84	0.44	0.07			1.00			0.08				0.05		
95% Queue Length, Q_{95} (veh)		4.9	2.1	0.2			8.2			0.2				0.1		
Control Delay (s/veh)		118.1	36.0	10.7			118.4			8.7	0.8	0.8		8.3	0.5	0.5
Level of Service (LOS)		F	E	B			F			A	A	A		A	A	A
Approach Delay (s/veh)	63.7				118.4				2.3				1.5			
Approach LOS	F				F				A				A			

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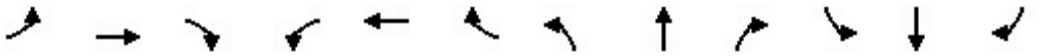
Threshold - Turn Lane Improvements at the Intersection of HWY 441 at NW 167th Blvd

The following improvements are warranted with 1/2 of the project trips or a total of 857 PM net new trips (1,713 X 50%).

*** Provide a 2nd 225 FT northbound left-turn lane.**

*** Provide a 2nd westbound left-turn lane and extend the dual left turn lanes to approximately 575 FT in length.**

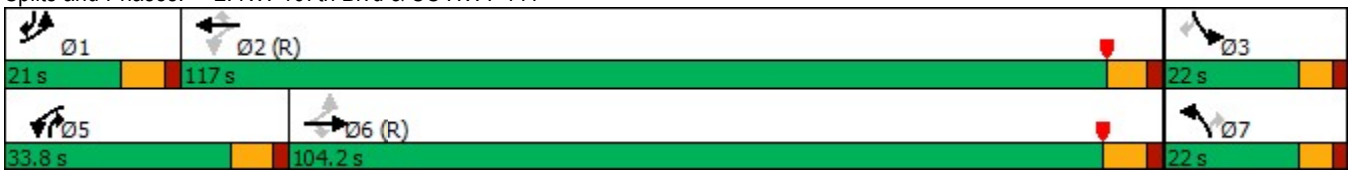


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1329	25	270	2340	304	144	0	288	200	0	26
Future Volume (vph)	157	1329	25	270	2340	304	144	0	288	200	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1770	0	1583	3400	0	1568
Flt Permitted	0.040			0.038			0.950			0.950		
Satd. Flow (perm)	74	3505	1568	70	3505	1568	1770	0	1583	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			232			29			75
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	221	1872	35	290	2516	327	160	0	320	217	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	1872	35	290	2516	327	160	0	320	217	0	28
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6	2		2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	21.0	104.2	104.2	33.8	117.0	117.0	22.0		33.8	22.0		21.0
Total Split (%)	13.1%	65.1%	65.1%	21.1%	73.1%	73.1%	13.8%		21.1%	13.8%		13.1%
Maximum Green (s)	13.8	97.0	97.0	27.0	110.2	110.2	16.0		27.0	16.0		13.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	113.1	99.1	99.1	130.8	110.2	110.2	15.9		46.9	15.9		35.8
Actuated g/C Ratio	0.71	0.62	0.62	0.82	0.69	0.69	0.10		0.29	0.10		0.22
v/c Ratio	1.12	0.86	0.03	0.91	1.04	0.28	0.91		0.66	0.64		0.07
Control Delay	115.5	40.2	0.0	82.2	55.6	3.2	117.9		51.9	78.8		0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	115.5	40.2	0.0	82.2	55.6	3.2	117.9		51.9	78.8		0.3
LOS	F	D	A	F	E	A	F		D	E		A
Approach Delay		47.3			52.6			73.9			69.8	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	~214	811	0	246	~1493	31	169		264	114		0
Queue Length 95th (ft)	m#248	695	m0	#406	#1607	66	#313		379	161		0
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	198	2171	1015	341	2414	1152	177		503	340		409
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	1.12	0.86	0.03	0.85	1.04	0.28	0.90		0.64	0.64		0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 53.1		Intersection LOS: D	
Intersection Capacity Utilization 98.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: NW 167th Blvd & US HWY 441



Threshold - 2nd Connection to US HWY 441

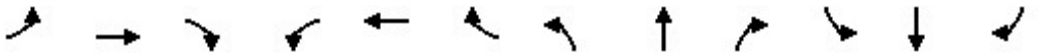
With the accumulation of all residential, all office, and 350 KSF of Shopping Center the intersection at 441/NW 167th Blvd operates near capacity.

It is recommended that the development does not exceed 350 KSF of development or a 2nd connection from the development to US HWY 441 is provided to allow an alternative access for the westbound lefts and northbound rights. This does not need to be a direct connection, for example a connection to the parallel access fronting KFC and Burger King would be sufficient.

The buildout volumes with 350 KSF Shopping Center under the PM peak condition is provided below.

Syncrho results with 350 KSF of Shopping Center under the PM peak Buildout is shown on the next sheet.

PM Peak Hour Buildout Traffic Volumes - NW 167th Blvd at US HWY 441 (with 50 KSF shopping removed)													
Scenario	US HWY 441			US HWY 441				NW 167th Blvd			NW 167th Blvd		
	Eastbound			Westbound				Northbound			Southbound		
	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	156	939		1		1637	304				185		24
Peak Season Volume (Existing)	156	939		1		1637	304				185		24
Background Volumes 2035	156	1353		1		2359	304				185		24
Project Trips	2	-49	29	0	482	-38	0	265		520	30		3
Buildout Trips	158	1304	29	1	482	2321	304	265		520	215		27
Peak Hour Factor (Int total = 0.93)	0.71			0.93				0.92			0.92		
Truck %	3%			3%				3%			3%		
Pedestrian Volumes	0			1				0			0		

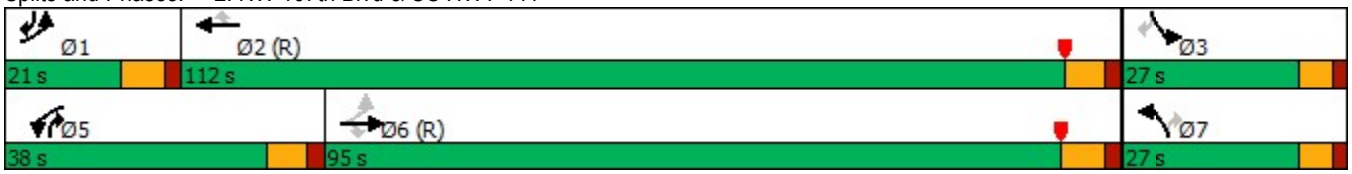


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Future Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		300	275		300	0		0	300		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3400	3505	1568	3433	0	1583	3400	0	1568
Flt Permitted	0.046			0.950			0.950			0.950		
Satd. Flow (perm)	85	3505	1568	3400	3505	1568	3433	0	1583	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			213			29			75
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2064			568			391			371	
Travel Time (s)		31.3			8.6			8.9			8.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	223	1837	41	519	2496	327	294	0	578	234	0	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1837	41	519	2496	327	294	0	578	234	0	29
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		7		5	3		1
Permitted Phases	6		6			2			7			3
Detector Phase	1	6	6	5	2	2	7		5	3		1
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	10.0	3.5		5.0	10.0		3.0
Minimum Split (s)	11.0	17.2	17.2	11.8	16.8	16.8	9.5		11.8	16.0		11.0
Total Split (s)	21.0	95.0	95.0	38.0	112.0	112.0	27.0		38.0	27.0		21.0
Total Split (%)	13.1%	59.4%	59.4%	23.8%	70.0%	70.0%	16.9%		23.8%	16.9%		13.1%
Maximum Green (s)	13.8	87.8	87.8	31.2	105.2	105.2	21.0		31.2	21.0		13.8
Yellow Time (s)	5.2	5.2	5.2	4.8	4.8	4.8	4.0		4.8	4.0		5.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2	7.2	6.8	6.8	6.8	6.0		6.8	6.0		7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	104.2	87.8	87.8	33.8	105.2	105.2	18.4		58.2	18.4		40.8
Actuated g/C Ratio	0.65	0.55	0.55	0.21	0.66	0.66	0.12		0.36	0.12		0.26
v/c Ratio	0.99	0.96	0.04	0.72	1.08	0.30	0.75		0.97	0.60		0.06
Control Delay	74.9	52.1	0.5	65.9	73.3	4.4	80.4		78.0	73.6		0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	74.9	52.1	0.5	65.9	73.3	4.4	80.4		78.0	73.6		0.3
LOS	E	D	A	E	E	A	F		E	E		A
Approach Delay		53.5			65.4			78.8			65.5	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	~195	803	0	264	~1532	42	155		574	121		0
Queue Length 95th (ft)	m#247	689	m0	338	#1647	84	206		#831	167		0
Internal Link Dist (ft)		1984			488			311			291	
Turn Bay Length (ft)	275		300	275		300				300		
Base Capacity (vph)	226	1923	912	718	2304	1103	450		594	446		455
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.99	0.96	0.04	0.72	1.08	0.30	0.65		0.97	0.52		0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 63.4		Intersection LOS: E	
Intersection Capacity Utilization 97.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: NW 167th Blvd & US HWY 441



Appendix K
Improvement Concepts



PROPOSED SITE ACCESS A SOUTH BOUND LEFT TURN LANE CONCEPT



PROPOSED SITE ACCESS A NORTH BOUND RIGHT TURN LANE CONCEPT


375'
PROPOSED ACCESS C
PROPOSED SITE ACCESS C TURN LANE CONCEPT
375'
PROPOSED ACCESS B
PROPOSED ACCESS C
PROPOSED SITE ACCESS B TURN LANE CONCEPT



NW 173RD AND PEGGY RD TURN LANE CONCEPTS

surroundings. The City Manager and former public is encouraging volunteers services director. "It's a of all ages to take part, wonderful opportunity for

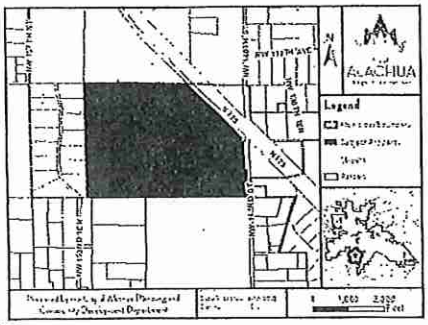
City of ALACHUA

NOTICE OF ENACTMENT OF AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the City Commission of the City of Alachua will hold a public hearing on May 19, 2025 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located 15100 NW 142nd Terrace, Alachua, Florida, to consider the following proposed ordinance as titled:

ORDINANCE 25-08

AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA; EXTENDING THE CORPORATE LIMITS OF THE CITY OF ALACHUA, FLORIDA TO INCLUDE CERTAIN LANDS LYING CONTIGUOUS TO THE EXISTING CORPORATE LIMITS OF THE CITY (TAX PARCEL 04015-000-000); PROVIDING THAT ALL EXISTING LAWS, ORDINANCES, RULES AND REGULATIONS SHALL APPLY IN SAID AREA; PROVIDING THAT THE PROPERTY LAND INHABITANTS ARE SUBJECT TO EXISTING INDEBTEDNESS AND LIABLE FOR TAXATION; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.



The ± 222.35-acre subject property is generally located 10602 NW 143rd Street (tax parcel(s) 04015-000-000). Copies of the application, complete legal description of the subject property, and proposed ordinance are available for public inspection at the Planning & Community Development Department in City Hall, located 15100 NW 142nd Terrace, Alachua, Florida on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. and copies can be obtained from the Office of the Deputy City Clerk.

At the public hearing, all interested parties may appear and be heard with respect to the application. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development; P.O. Box 9, Alachua, FL, 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

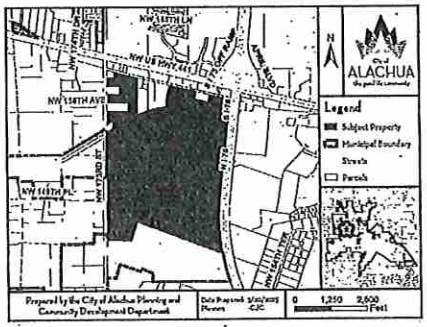
(Published: Alachua County Today - May 1, 2025 and May 8, 2025)

City of ALACHUA

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning and Zoning Board of the City of Alachua will hold a public hearing on May 13, 2025, at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following:

A request by CHW, LLC, applicant and agent for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, the property owners, for a large-scale Comprehensive Plan amendment to amend the future land use category from Agriculture (± 258.56-acres), Moderate Density Residential (± 13.78-acres), Medium Density Residential (± 9.7-acres), Community Commercial (± 45.29-acres), and Commercial (± 18.25-acres) to Low Density Residential (± 196.68-acres), Moderate Density Residential (± 46.74-acres), High Density Residential (± 23.48-acres), and Community Commercial (± 78.68-acres) on a ± 345.58-acre subject property located at 15601 NW 167th Boulevard. Tax parcels: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001. Existing FLU: Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, Commercial; Proposed FLU: Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial; Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI); Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof).



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(Published: Alachua County Today - May 1, 2025)

City of ALACHUA

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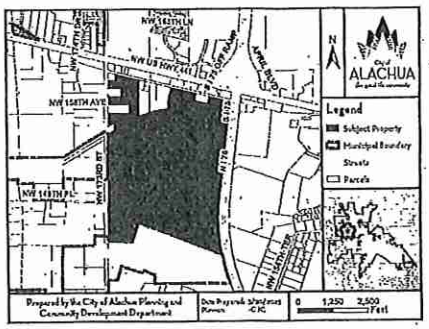
A request by CHW, LLC, applicant and agent for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, the property owners, for a site-specific amendment to the Official Zoning Atlas to amend the zone district from Agricultural (A) (± 258.56-acres), Residential Single-Family – 4 (RSF-4) (± 13.78-acres), Residential Multiple Family – 8 (RMF-8) (± 9.7-acres), Community Commercial (CC) (± 45.29-acres), and Commercial Intensive (CI) (± 18.25-acres) to Planned Development – Residential (PD-R) (± 266.90-acres) and Planned Development – Commercial (PD-COMM) (± 76.68-acres) on a ± 345.58-acre subject property located at 15601 NW 167th Boulevard. Tax parcels: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001. Existing FLU: Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, Commercial; Proposed FLU: Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial; Existing Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI); Proposed Zone District: Planned Development – Residential (PD-R), Planned Development – Commercial (PD-COMM); Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof).



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(Published: Alachua County Today - May 1, 2025)

City of ALACHUA
the good life community

MAILED
APR 2 8 2025

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

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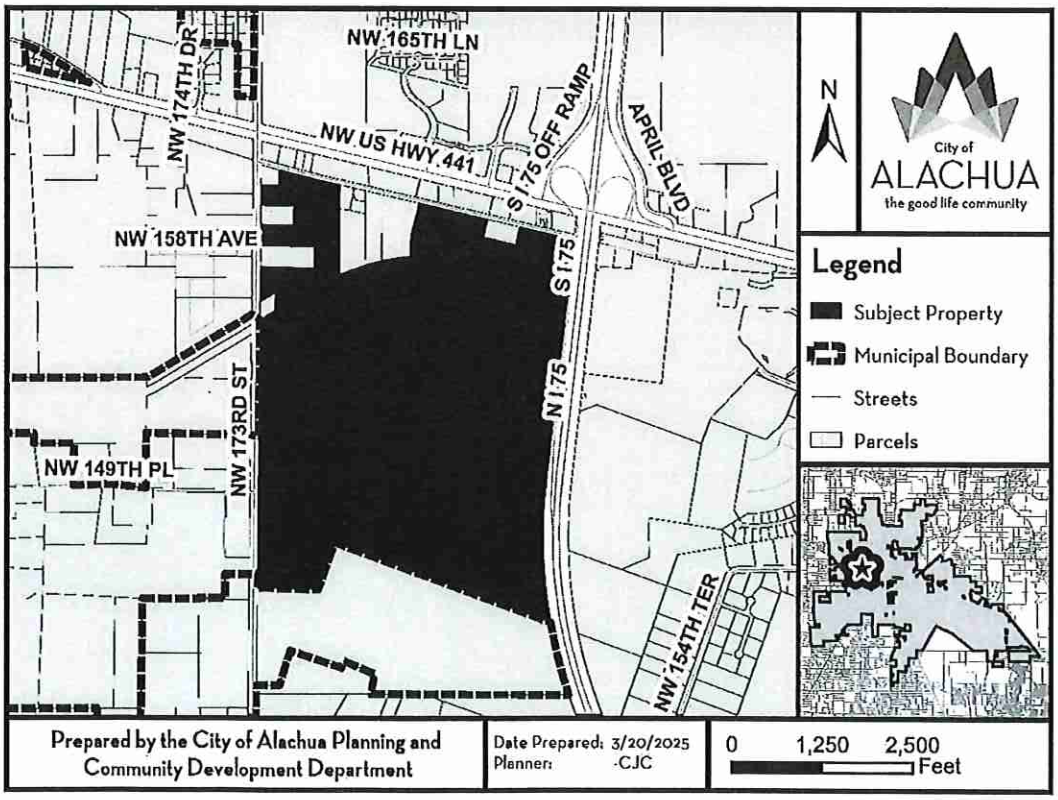
A request by CHW, LLC, applicant and agent for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC, the property owners, for a site-specific amendment to the Official Zoning Atlas to amend the zone district from Agricultural (A) (± 258.56-acres), Residential Single-Family – 4 (RSF-4) (± 13.78-acres), Residential Multiple Family – 8 (RMF-8) (± 9.7-acres), Community Commercial (CC) (± 45.29-acres), and Commercial Intensive (CI) (± 18.25-acres) to Planned Development – Residential (PD-R) (± 266.90-acres) and Planned Development – Commercial (PD-COMM) (± 76.68-acres) on a ± 345.58-acre subject property located at 15601 NW 167th Boulevard. Tax parcels: 03054-001-002, 03055-001-001, 03055-001-003, 03055-010-001, 03055-010-003, 03871-000-000, 03873-000-000, 03873-001-000, 03873-001-001.



PO Box 9
Alachua, Florida 32616-0009

"The Good Life Community"
www.cityofalachua.com

Phone: (386) 418-6121
Fax: (386) 418-6130

Existing FLU: Agriculture, Moderate Density Residential, Medium Density Residential, Community Commercial, Commercial;

Proposed FLU: Low Density Residential, Moderate Density Residential, High Density Residential, Community Commercial;

Existing Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI);

Proposed Zone District: Planned Development – Residential (PD-R), Planned Development – Commercial (PD-COMM)

Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof).

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Allez à avery.ca/gabarits
Utilisez le Gabarit Avery 5160
Étiquettes d'adresse Easy Peel
Repliez à la hachure afin de créer le rebord Pop-up
Pat. : avery.com/patents

03051-004-000
CORNERSTONE ALACHUA LLC
426 SW COMMERCE DR STE 130
LAKE CITY, FL 32025

03044-003-000
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

03051-001-001
NORTH FLORIDA REGIONAL MEDICAL C
PO BOX 80610
INDIANAPOLIS, IN 46280

03055-001-000
ALACHUA COUNTY
PO BOX 2877
GAINESVILLE, FL 32602

03055-001-004
ACKLEY ROBERT L & MARY J
15817 NW 173RD ST
ALACHUA, FL 32615

03056-001-000
BRADLEY & WILLIAMS
16919 NW 162ND LN
ALACHUA, FL 32615

03054-001-002
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03873-001-001
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03054-000-000
JP & KP LLC
11149 CONISTON WAY
WINDERMERE, FL 34786

03874-002-002
BURGESS & BURGESS
15008 NW 173RD ST
ALACHUA, FL 32615

03042-050-008
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

03051-000-000
M & L 441 LLC
1113 OLD POPO POINT
ST JOHNS, FL 32259

03051-003-000
ROUX JOHN P
PO BOX 1673
ALACHUA, FL 32616

03055-001-001
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03055-010-001
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03056-001-002
BLACK NANCY BURGESS
5417 NW 234TH AVE
ALACHUA, FL 32615

03058-000-000
SARCAV LLC
8303 AUTUMWIND DR
JACKSONVILLE, FL 32218

03042-052-005
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03874-002-000
BURGESS & BURGESS
15008 NW 173RD ST
ALACHUA, FL 32615

03876-000-000
DELOACH VIRGIL C & HOLLY H
PO BOX 532
FT WHITE, FL 32038

03042-052-007
ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

MAILED
APR 2 8 2025

03051-001-000
NORTH FLORIDA REGIONAL MEDICAL C
PO BOX 80610
INDIANAPOLIS, IN 46280

03055-000-000
SINGH LAKHVIR
PO BOX 2092
ALACHUA, FL 32616

03055-001-003
TOMOKA HILLS FARM INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03055-010-003
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03054-001-000
SARCAV LLC
C/O SILVIO CAVACEPPI
8303 AUTUMNWIND DR
JACKSONVILLE, FL 32218

03873-001-000
TOWER HILL INSURANCE GROUP LLC
7201 NW 11TH PL
GAINESVILLE, FL 32605

03042-052-006
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03054-001-001
SHREE LAXMI NARAYAN INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

03876-001-000
MALLARD MITCHELL E & ESTHER R
14614 NW 173RD ST
ALACHUA, FL 32615

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03042-052-002
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03056-000-000
CAMPBELL MENZIE G
16903 NW 162ND LN
ALACHUA, FL 32615

03053-000-000
NORTH FLORIDA REGIONAL MEDICAL C
PO BOX 80610
INDIANAPOLIS, IN 46280

03056-001-001
CAMPBELL MENZIE G
16903 NW 162ND LN
ALACHUA, FL 32615

03053-003-000
CAVACEPPI SHARLEEN O TRUSTEE
PO BOX 1325
ALACHUA, FL 32616

03059-001-000
MCDONALD'S CORP (009/0551)
C/O JUAN PRADO
6625 VAN DYKE RD
LUTZ, FL 33558

03061-004-000
DWARKADHISH INVESTMENTS INC
1800 S ATLANTIC AVE
DAYTONA BEACH, FL 32118

03061-010-002
LE STORE LLC
22211 W NEWBERRY RD
NEWBERRY, FL 32669

03066-008-002
JP & KP LLC
11149 CONISTON WAY
WINDERMERE, FL 34786

03066-000-000
FIRST STREET GROUP L C
PO BOX 1990
ALACHUA, FL 32616

03876-002-000
MAKENNA PARKER HOMES LLC
2714 SW 130TH TER
ARCHER, FL 32618

03042-052-003
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03871-000-000
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

03875-050-001
ALACHUA COUNTY
12 SE 1ST ST
GAINESVILLE, FL 32601

03053-002-000
SARCAV LLC
C/O SILVIO CAVACEPPI
8303 AUTUMNWIND DR
JACKSONVILLE, FL 32218

03059-003-000
FDOT
% RIGHT OF WAY DEPT
MAIL STATION 2020 1109 S MARION AVE
LAKE CITY, FL 32025

03061-004-001
IMPERIAL AIRPORT
489 CROCKER SPERRY DR
MONTECITO, CA 93108

03066-006-000
MOHAN-LERRA FAMILY PARTNERSHIP
16715 NW 129TH TER
ALACHUA, FL 32615

03869-001-000
TLC PROPERTIES INC
2065 NW 57TH ST
OCALA, FL 34475

03869-002-000
HARKINS JAMES E JR & RENEE
PO BOX 6307
MARIANNA, FL 32447

03876-005-000
ALSPAUGH & BROWN TRUSTEE & DIXO
% HIMMERLRICH AND COMPANY
898 SW 21ST ST
BOCA RATON, FL 33486

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APR 2 8 2025

03042-052-004
M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

03871-001-000
THOMAS & THOMAS & THOMAS HEIRS
312 MCBRIEN RD APT 423
CHATTANOOGA, TN 37411

03876-100-000
ALACHUA COUNTY
12 SE 1ST ST
GAINESVILLE, FL 32601

03053-002-001
CATA LIGHTS CORP
630 VASSAR ST #2506
ORLANDO, FL 32804

03061-000-000
CHASING CHICKEN 2 INC
501 E TENNESSEE ST A
TALLAHASSEE, FL 32308

03061-010-001
HOOVER RESTAURANTS LLC
4030 JOHNS CREEK PARKWAY
SUWANEE, GA 30024

03066-007-000
ALL AMERICAN OIL LLC
380 COMMERCE PARKWAY
ROCKLEDGE, FL 32955

03869-013-000
FIRST STREET GROUP LC
PO BOX 1990
ALACHUA, FL 32616

03873-000-000
TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

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03874-000-000
VICKORY WILLIAM A & SUSAN S
15404 NW 173RD ST
ALACHUA, FL 32615

03874-001-000
VICKORY WILLIAM HENRY LIFE ESTATE
15310 NW 173RD ST
ALACHUA, FL 32615

03863-000-000
ALACHUA HOLDINGS LTD
PO BOX 1990
ALACHUA, FL 32616

MAILED
APR 2 8 2025

03870-000-000
CITY OF ALACHUA
PO BOX 9
ALACHUA, FL 32616

03872-000-000
SHIRES CYNTHIA H
PO BOX 1259
ALACHUA, FL 32616

03863-100-000
MALBEC II LLC
100 S BISCAYNE BLVD SUITE 900
MIAMI, FL 33131

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AVERY 5960

Mike DaRoza
City Manager
PO Box 9
Alachua, FL 32615

Michele L. Lieberman
County Manager
12 SE 1st St
Gainesville, FL 32601

Antoinette Endelicato
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Gainesville, FL 32653

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Assistant Director Planning
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Gainesville, FL 32611

Tamara Robbins
PO Box 2317
Alachua, FL 32616

Lynda Coon
7216 NW 126 Avenue
Alachua, FL 32615

Joseph & Phyllis Strickland
14103 NW 156th Place
Alachua, FL 32615

Jean Calderwood
14095 NW 174th Ave
Alachua, FL 32615

Lynn Horton
19005 NW 138th Avenue
Alachua, FL 32615

Stephen Hofstetter
Director, Environmental Protection Department
14 NE 1st Street
Gainesville, FL 32601

Pat: avery.com/patents

MAILED
APR 2 8 2025

AFFIDAVIT FOR POSTED LAND USE SIGN

I, C. Ryan Thompson, POSTED THE LAND USE SIGN(S)
(Print Name)

ON April 25, 2025 FOR THE Tomoka Hills Rezoning
(Date) (Project name & type of action)

LAND USE ACTION AS PER ARTICLE 2.2.9(D) OF THE LAND DEVELOPMENT

REGULATIONS. THIS WILL BE INCLUDED IN THE STAFF REPORT.


(Signature)

13
(Number of signs)

CITY OF ALACHUA

NOTICE OF LAND USE DEVELOPMENT ACTION

PUBLIC HEARING(S) ARE SCHEDULED TO CONSIDER THE FOLLOWING:

PROJECT NAME: Tomoka Hills Rezoning **APPLICATION NO.:** PR24-0003

APPLICATION TYPE: Rezoning **CURRENT ZONING:** A, RSF-4, RMF-8, CC, CI

NATURE/SCOPE OF PROPOSAL: To amend the zone district of the subject property from Agricultural, Residential Single-Family - 4, Residential Multiple Family - 8, Community Commercial, and Commercial Intensive to Planned Development - Residential and Planned Development - Commercial

DATE OF PUBLIC HEARING(S):

May 13, 2025 **AT** 6:00 **PM**

June 9, 2025 **AT** 6:00 **PM**

_____ **AT** _____ **PM**

LOCATION OF PUBLIC HEARING(S):
ALACHUA CITY HALL - 15100 NW 142ND TERRACE

FOR MORE INFORMATION CONTACT:
CITY OF ALACHUA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

386-418-6121

planning@cityofalachua.com

ALL INTERESTED PARTIES MAY APPEAR AT THE PUBLIC HEARING(S) AND BE HEARD WITH RESPECT TO THE APPLICATION.COPIES OF THE APPLICATION, STAFF REPORT, AND RELATED MATERIALS ARE AVAILABLE FOR PUBLIC INSPECTION AT THE PLANNING & COMMUNITY DEVELOPMENT, 15100 NW 142ND TERRACE, ALACHUA, FLORIDA, ON ANY REGULAR BUSINESS DAY DURING NORMAL BUSINESS HOURS. WRITTEN COMMENTS MAY BE SENT TO: CITY OF ALACHUA, PLANNING & COMMUNITY DEVELOPMENT, P.O. BOX 9, ALACHUA FL 32616. NOTICE IS GIVEN PURSUANT TO SECTION 286.0105, FLORIDA STATUES, THAT, IN ORDER TO APPEAL ANY DECISION MADE AT THE PUBLIC HEARING(S), YOU WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT, FOR SUCH PURPOSE, YOU MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS BASED. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, ANY PERSONS WITH A DISABILITY REQUIRING REASONABLE ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS MEETING SHOULD CALL THE CITY CLERK AT (386) 418-6100 x 1501 AT LEAST 48 HOURS PRIOR TO THE PUBLIC HEARING(S).



Carson J. Crockett, AICP Candidate
Planner, Planning and Community Development Department

Carson J. Crockett, AICP Candidate, is a Planner for the City of Alachua. He supports the functions of the Planning and Community Development Department, assists in the development review process and regularly communicates with members of the public. Crockett holds a master's degree in Urban and Regional Planning from the University of Florida, and he is currently working toward an American Institute of Certified Planners (AICP) certification.

EDUCATION

University of Florida
Bachelor of Science in Sustainability and the Built Environment
Graduated: April 2022
Master of Urban and Regional Planning
Graduated: May 2023

St. Petersburg Collegiate High School
High School Diploma
Graduated: May 2019

WORK EXPERIENCE

City of Alachua, Florida | Planner | Jun 2023-Present
15100 NW 142nd Ter, Alachua, Fl 32615 | (386) 418-6121

George F. Young, Inc. | Planning Intern | May-Aug 2021 and 2022
299 Dr. Martin Luther King Jr. St N, Saint Petersburg, Fl 33701 | (727) 822-4317

PROFESSIONAL ORGANIZATIONS

American Planning Association | San Felasco Section, Florida Chapter
Member | Nov 2020-Present
Student Planning Association | University of Florida
Member | August 2020-May 2023

CERTIFICATES AND OTHER SKILLS

AICP Candidate | Nov 2023-Present
ArcGIS Pro | Competent
ArcGIS Desktop | Competent
Microsoft Office Certified | Word PowerPoint | Excel

Robert's Rules of Order | Proficient
Public Speaking | Proficient

Commission Agenda Item

MEETING DATE: May 13, 2025

SUBJECT: PSP25-0004 - Chick-fil-A Site Plan Application - A request by Bowman Consulting Group, LTD., Inc. (applicant/agent) on behalf of Alachua 441/235, LLC (property owner) for a site plan which proposes the construction of a ± 4,927 square foot restaurant with drive-through service with associated site improvements on a ± 1.37-acre subject property generally located at the southeast corner of US Highway 441 and NW 174th Drive; tax parcel: 03044-003-000; 03042-050-008; FLU: Commercial; Zoning: Commercial Intensive (CI) (Quasi-Judicial Hearing).

PREPARED BY: Carson Crockett

RECOMMENDED ACTION:

Staff recommends that the Planning & Zoning Board find the site plan application for Alachua 441/235, LLC to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City of Alachua Land Development Regulations and approve the site plan subject to the seven conditions found in exhibit "A" and located on page 26 of the May 13, 2025, staff report.

Recommended Motion: *I move that, based upon the competent substantial evidence, the presentation before this Board, and Staff's recommendation, this Board finds the site plan application for Alachua 441/235, LLC to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City of Alachua Land Development Regulations and approves the site plan, subject to the seven conditions found in exhibit "A" and located on page 26 of the May 13, 2025, staff report.*

Summary

This application is a request by Bowman Consulting Group, LTD., Inc. (applicant/agent), on behalf of Alachua 441/235, LLC (property owner), for a site plan which proposes the construction of a ± 4,927 square foot restaurant with drive-through service with associated site improvements on a ± 1.37-acre subject property.

The subject property is generally located at the southeast corner of US Highway 441 and NW 174th Drive. The site plan proposes two ingress/egress points to NW 174th Drive and one cross access drive to the east that will be connected to future development on the neighboring property. Stormwater is proposed to be directed to an off-site facility that is part of the Santa Fe Crossings Infrastructure Plan approved on May 22, 2023.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

ATTACHMENTS

1. Staff Report
2. Site Plan
3. Survey
4. Application Materials
5. Public Notice Materials
6. Carson J. Crockett, AICP Candidate - Resume on File

City of Alachua
Planning & Community Development Department
Staff Report

Planning & Zoning Board Hearing Date: May 13, 2025
Quasi-Judicial Hearing **Application #: PSP25-0004**

SUBJECT:	A request for a site plan which proposes the construction of a ± 4,927 square foot restaurant with drive-through service with associated site improvements.
APPLICANT/AGENT:	Bowman Consulting Group, LTD., Inc.
PROPERTY OWNER:	Alachua 441/235, LLC
LOCATION:	Generally located at the southeast corner of US Highway 441 and NW 174th Drive
PARCEL ID NUMBER:	03044-003-000; 03042-050-008
FLUM DESIGNATION:	Commercial
ZONING:	Commercial Intensive
OVERLAY:	N/A
ACREAGE:	± 1.37
PROJECT PLANNER:	Carson J. Crockett, AICP Candidate
RECOMMENDATION:	Staff recommends that the Planning & Zoning Board find the site plan application for Alachua 441/235, LLC to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City of Alachua Land Development Regulations and approve the site plan subject to the seven conditions found in exhibit "A" and located on page 26 of the May 13, 2025, staff report.
RECOMMENDED MOTION:	*I move that, based upon the competent substantial evidence, the presentation before this Board, and Staff's recommendation, this Board finds the site plan application for Alachua 441/235, LLC to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City of Alachua Land Development Regulations and approves the site plan, subject to the seven conditions found in exhibit "A" and located on page 26 of the May 13, 2025, staff report.*

SUMMARY

This application is a request by Bowman Consulting Group, LTD., Inc. (applicant/agent), on behalf of Alachua 441/235, LLC (property owner), for a site plan which proposes the construction of a ± 4,927 square foot restaurant with drive-through service with associated site improvements on a ± 1.37-acre subject property.

The subject property is generally located at the southeast corner of US Highway 441 and NW 174th Drive. The site plan proposes two ingress/egress points to NW 174th Drive and one cross access drive to the east that will be connected to future development on the neighboring property. Stormwater is proposed to be directed to an off-site facility that is part of the Santa Fe Crossings Infrastructure Plan approved on May 22, 2023.

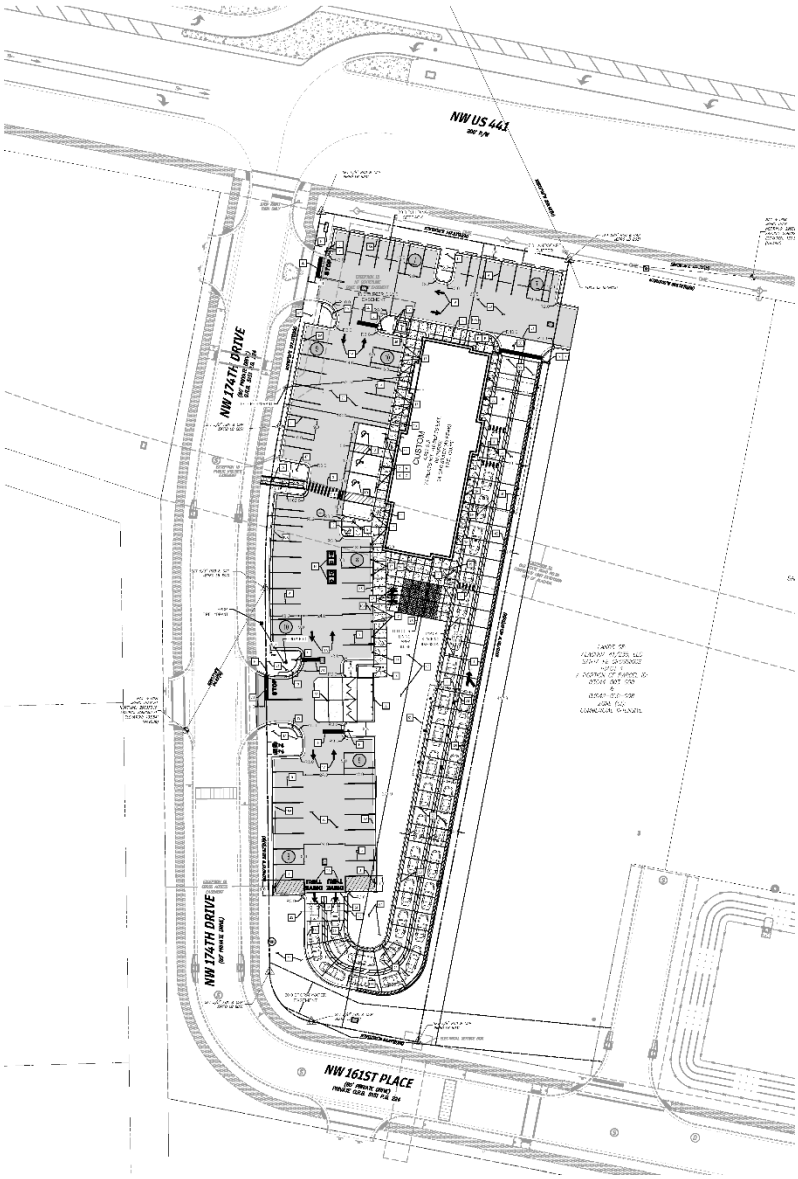


Figure 1. Proposed Site Plan Overview

EXISTING USES

The subject property is undeveloped and was cleared and graded as part of the Santa Fe Crossings Infrastructure Plan approved on May 22, 2023.

SURROUNDING USES

The existing uses, Future Land Use Map (FLUM) designations, and zoning districts of the surrounding area are identified in Table 1. Figure 2 provides an overview of the vicinity of the subject property. (NOTE: The information below is intended to provide a general overview of the area surrounding the subject property and to generally orient the reader. The information below is not intended to be all-inclusive, and may not identify all existing uses, FLUM designations, and/or zoning districts surrounding the subject property.)

Table 1. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	Office	Commercial	Commercial Intensive (CI)
South	Vacant Commercial	Commercial	Commercial Intensive (CI)
East	Automobile Repair and Servicing	Commercial	Commercial Intensive (CI)
West	Medical Clinic	Commercial	Commercial Intensive (CI)

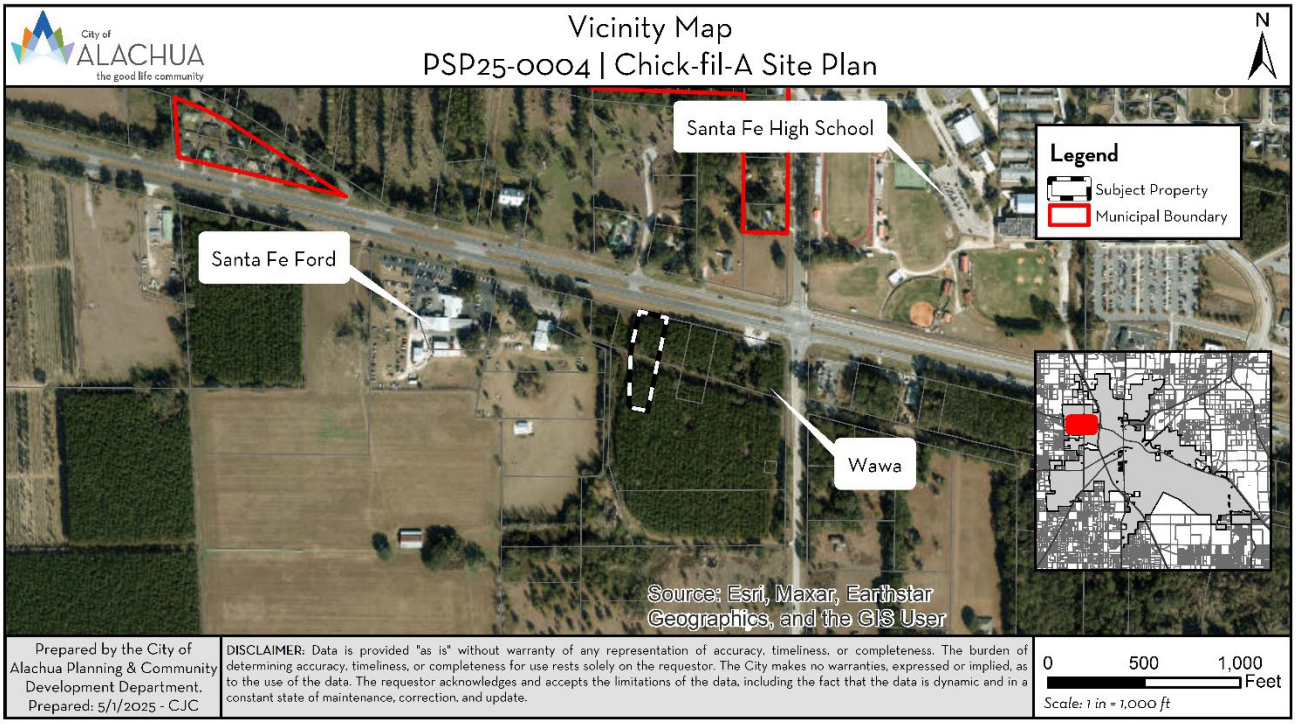


Figure 2. Vicinity Map

NEIGHBORHOOD MEETING

The purpose of a neighborhood meeting is to educate the owners of nearby land and any other interested members of the public about the project and to receive comments regarding the project. Neighborhood meetings are required for site plan applications.

A neighborhood meeting was held on November 15, 2024 at 14913 NW 140th Street (Alachua County Library, Alachua Branch). As required by Section 2.4.4 of the City's Land Development Regulations, all property owners within 400 feet of the subject property were notified and notice of the meeting was published in a newspaper of general circulation. The applicant was available to answer questions. Materials submitted by the applicant indicate that the meeting was attended by one members of the public; however, no concerns or comments were raised.

COMPREHENSIVE PLAN CONSISTENCY ANALYSIS

The goals, objectives, and policies (GOPs) identified below are provided to establish a basis of the application's consistency with the Comprehensive Plan. There may be additional GOPs which the application is consistent with that are not identified within this report. An evaluation and findings of consistency with the identified GOPs is also provided below.

Future Land Use Element

Goal 1: *Future Land Use Map 2035*

The City shall maintain a Future Land Use Map in order to effectively guide development in a sustainable manner and to ensure economic prosperity and stability while maintaining a high quality of life for all of its present and future citizens, businesses, and visitors.

Objective 1.3: *Commercial & Mixed-Use*

The City shall establish three commercial and mixed-use land use categories: Community Commercial, Commercial, and Central Business District. These land use categories shall provide a broad range of commercial uses, including retail sales and services, personal services, offices, and tourist-oriented uses, and the potential for mixed-use developments in order to provide for the availability of goods and services, both to the citizens and visitors of Alachua and to the citizens of the North Central Florida region while diversifying the housing stock.

Policy 1.3.b: *Commercial*: The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which large-scale, regional commercial uses may locate. The following uses are allowed within the Commercial land use category:

1. Retail sales and services;
2. Personal services;
3. Financial institutions;
4. Recreation and entertainment;
5. Tourist-related uses;
6. Visitor accommodations;
7. Commercial shopping centers;
8. Auto-oriented uses;
9. Traditional Neighborhood Planned Developments;
10. Employment Center Planned Developments;
11. Commercial recreation centers;
12. Office/business parks;
13. Limited industrial services;
14. Eating establishments;
15. Single family attached units;
16. Apartments and townhomes;
17. Duplexes and quadplexes;

18. Single-family and multi-family residential above first floor commercial uses;
19. Convention centers; and,
20. Supporting community services such as schools, houses of worship, parks, and community centers.

Development in the Commercial land use category may occur as mixed-use or non-mixed-use.

Evaluation & Findings: The subject property's future land use category is Commercial. The proposed use of a restaurant with drive-through service falls under eating establishments, which is an allowed use in the Commercial future land use category. The use supports the objective of the commercial and mixed-use future land use categories by providing goods to citizens and visitors of the Alachua and North Central Florida region.

Policy 1.3.d: *Design and performance standards*: The following criteria shall apply when evaluating commercial development proposals in the commercial & mixed-use future land use categories:

1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage and/or shared access;

Evaluation & Findings: The proposed site plan includes two vehicular ingress/egress points from NW 174th Drive and one cross access stub to be connected to future development to the east to provide for safe and efficient vehicular movements. One pedestrian connection to the sidewalk adjacent to NW 174th Drive is proposed to provide for safe pedestrian access.

2. Buffering from adjacent existing/potential uses;

Evaluation & Findings: The proposed site plan has demonstrated compliance with the required buffer standards as established in Section 6.2.2 and Section 6.2.3 of the City's Land Development Regulations.

3. Open space provisions and balance of proportion between gross floor area and site size;

Evaluation & Findings: The proposed site plan has demonstrated compliance with the minimum required open space standards as established in Section 6.7 of the City's Land Development Regulations.

4. Adequacy of pervious surface are in terms of drainage requirements;

Evaluation & Findings: The proposed site plan has demonstrated compliance with the maximum allowable impervious area standard as established in Table 5.1-3. Of the City's Land Development Regulations. Additionally, all stormwater will be conveyed to an offsite stormwater management facility that is part of the Santa Fe Crossings Infrastructure Plan approved on May 22, 2023.

5. Placement of signage;

Evaluation & Findings: Commercial signage is to be permitted separately from the proposed site plan and the applicant has been notified of such requirement under Section 2.4.11. All incidental signage and signage required for traffic control has been reviewed and the site plan demonstrates that the placement of signage will not interfere with visibility, landscaping, utilities, or site circulation.

6. Adequacy of site lighting and potential impacts of lighting upon surrounding area. Lighting should be designed to minimize impacts to preserve the ambiance and quality of the nighttime sky by reducing light trespass and light pollution in adjacent properties by utilizing lighting at appropriate intensities, directions and times to ensure light is not overused or impacting areas where it is not intended;

Evaluation & Findings: The proposed site plan included a photometric plan and has demonstrated compliance with the outdoor lighting standards as established in Section 6.4 of the City's Land Development Regulations.

7. Safety of on-site circulation patterns (patron, employee, and delivery vehicles), including parking layout, drive aisles, and points of conflict;

Evaluation & Findings: The proposed site plan has demonstrated a safe on-site circulation pattern, including an exhibit demonstrating access and maneuverability of a typical Alachua County Fire Rescue vehicle (40 feet in length, 8.17 feet in width). Two turn-around spaces are provided at the entrance of the drive-through lanes. A loading space is not required for the proposed site plan by Section 6.1 of the City's Land Development Regulations; however, the applicant has stated that deliveries are to occur during non-peak or non-business hours only.

8. Landscaping, as it relates to the requirements and goals of the Comprehensive Plan and Land Development Regulations;

Evaluation & Findings: The proposed site plan has demonstrated compliance with the tree protection and landscaping standards as established in Section 6.2 of the City's Land Development Regulations.

9. Unique features and resources which may constrain site development such as soils, existing vegetation and historic significance; and,

Evaluation & Findings: Staff has prepared, and included within this report, an environmental conditions analysis. The soils present are well drained soils in hydrologic group A, with only slight limitations for development. There is no existing vegetation on the site other than grass/sod cover as it was cleared as part of the Santa Fe Crossings Infrastructure Plan approved on May 22, 2023. No historically significant structures are present on the site.

10. Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.

Evaluation & Findings: No performance based zoning requirements are being applied to the development.

Policy 1.3.e: *Density and intensity standards*.

1. *Non-mixed-uses*. The following density and intensity standards shall apply to non-mixed-use development proposals in the commercial & mixed-use future land use categories:
    a. *Density*. Residential uses are limited to a density of 10 dwelling units per acre in the Community Commercial land use category and 15 dwelling units per acre in the Commercial and Central Business District land use categories.
    b. *Intensity*. Non-residential uses are limited to an intensity of less than or equal to 0.5 floor area ratio for parcels 5 acres or greater, 0.75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio for parcels 1 acre or less.

Evaluation & Findings: The proposed site plan is a non-residential development consisting of ± 4,927 square feet of floor area on a ± 1.37-acre subject property. As such the permitted floor area ratio is 0.75 and the floor area ratio of the proposed site plan is ± 0.09 and is therefore acceptable.

Objective 5.1: *Natural Features*

The City shall coordinate land use categories with appropriate topography, soils, areas of seasonal flooding, wetlands and habitat during review of proposed amendments to the Future Land Use Map and the development review process. Natural features may be included as amenities within a development project.

Policy 5.1.a: *Topography*: The City shall protect the natural topography of the City. Including steep and seepage slopes, by requiring new development to include techniques to minimize negative impacts on the natural terrain. An emphasis will be placed on retaining the natural function of seepage slopes during development. Additionally, retention of existing native vegetation will be encouraged as one method of protecting slopes.

Policy 5.1.b: *Soils*: The City shall ensure soil protection and intervention measures are included in the development process.

Policy 5.1.c: *Flood prone areas*: The City shall require as part of the development review process the identification of FEMA flood zone areas. Where necessary, base flood elevations and minimum finished floor elevations shall be established. The City shall also require finished floor elevations on subdivision plats, site plans and building permits when necessary to determine compliance with flood prone area regulations. The City shall establish standards for a limitation on filling in flood prone areas.

Policy 5.1.d: *Wetlands*: The City shall utilize statewide wetland delineation methodology in accordance with Florida Administrative Code (FAC) and regulations adopted by the FDEP and Suwannee River Water Management District.

Policy 5.1.e: *Habitat*: The City shall require as part of the development review process, an inventory of listed species for all new developments in areas identified as known habitat for listed species if listed species are known to exist in close proximity to the development. The survey shall include detailed information regarding type, quantity, location, and habitat requirements for any listed species identified. A de minimus threshold for properties required to complete the inventory may be established in the City's Land Development Regulations.

Evaluation & Findings: Staff has prepared, and included within this report, an environmental conditions analysis. There are no concerns related to environmental features, topography, soils, flood prone areas, wetlands, or habitat on the subject property.

Objective 9.1: *Connections to Water and Wastewater Systems*

The City will require new development and significant redevelopment projects to connect to the City's potable water and wastewater systems when such connections can be made to such systems.

Policy 9.1.a: Any new development or redevelopment within a Commercial or Industrial land use category within the corporate limits, where potable water and wastewater service are available, as defined in Policy 1.2.a and Policy 4.2.b of the Community Facilities Element of the City's Comprehensive Plan, shall connect to the City's potable water and wastewater system.

Evaluation & Findings: The proposed site plan is located with the City's potable water and wastewater service areas and will connect to these City services as required.

Transportation Element

Objective 1.1: *Level of Service*

The City shall establish a safe, convenient, and efficient level of service standard for all motorized and non-motorized transportation systems.

Evaluation & Findings: Staff has prepared, and included within this report, a public facilities impact analysis. The proposed site plan is not anticipated to degrade the level of service of any affected roadway segment.

Policy 1.4.d: The City shall require pedestrian paths within subdivision and within new developments to be connected to paths outside the development.

Evaluation & Findings: The proposed site plan shows a sidewalk connection from the internal pedestrian network to the sidewalk running along to NW 174th Drive, adjacent to the proposed development.

Policy 1.5.c: The City shall require new development and redevelopment which is compatible with an adjacent existing development(s) to interconnect with existing development (s) through one or more of the following methods:

1. Through the extension of a public or private street from the new development to the adjacent existing development or adjacent lands; and/or,
2. Through joint use of driveways and cross access agreements among adjoining properties to allow circulation between sites. Cross access between new development and existing development shall be configured to provide safe and convenient interconnectivity between the new development and all other existing development located along the cross access corridor.

Evaluation & Findings: The proposed site plan shows one cross access stub to be connected to future development to the east to provide for safe and efficient vehicular movements.

Community Facilities Element

Policy 1.1.d: The City hereby establishes the following level of service standards for sanitary sewer facilities:

a) *Quality*: Compliance with all applicable standards of the U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection (FDEP).

b) *Quantity*: System-wide wastewater collection and treatment will be sufficient to provide a minimum of 250 gallons per day per equivalent residential unit (ERU) on an average annual basis. Plant expansion shall be planned in accordance with Rule 62-600.405, Florida Administrative Code, or subsequent provision.

c) *System capacity*: If the existing demand and reserved capacity of the committed use of the City's wastewater facility reaches 85% of the permitted capacity design, no further development orders for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

Evaluation & Findings: Staff has prepared, and included within this report, a public facilities impact analysis. The proposed site plan is not anticipated to degrade the level of service of the City's wastewater facilities.

Policy 2.1.a: The City hereby establishes the following level of service standards for solid waste disposal facilities for residential uses:

Facility Type	Level of Service Standard
Solid Waste Landfill	0.73 tons per capita per year

Evaluation & Findings: Staff has prepared, and included within this report, a public facilities impact analysis. The proposed site plan is not anticipated to degrade the level of service of the City's solid waste facilities.

Policy 4.1.c: The City establishes the following level of service standards for potable water:

1. *Quality*: Compliance with all applicable standards of the U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection.
2. *Quantity*: System-wide potable water distribution and treatment will be sufficient to provide a minimum 275 gallons per day per equivalent residential unit (ERU) on an average annual basis.
3. *Capacity*: Plant expansion shall be planned in accordance with Florida Administrative Code. Additionally, if the existing demand and reserved capacity f the City's potable water facility reaches 85% of the permitted design capacity, no further development orders or permits for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

Evaluation & Findings: Staff has prepared, and included within this report, a public facilities impact analysis. The proposed site plan is not anticipated to degrade the level of service of the City's potable water facilities.

Conservation and Open Space Element

Policy 1.3.d: The City shall require prior to development approval, an inventory of listed species for all new developments in areas identified as known habitat for listed species. The inventory shall include detailed information regarding type, quantity, location and habitat requirements for any listed species identified. De minimus threshold for properties required to complete the inventory shall be established in the City's Land Development Regulations.

Evaluation & Findings: Staff has prepared, and included within this report, an environmental conditions analysis. There are no concerns related to listed species or their habitat on the subject property. As such. A listed species inventory is not required prior to development approval.

Objective 1.10: *Wetlands*

The City shall protect and preserve wetland values and functions from adverse, human caused, physical and hydrological disturbances.

Evaluation & Findings: Staff has prepared, and included within this report, an environmental conditions analysis. There are no concerns related to wetlands on the subject property.

ENVIRONMENTAL CONDITIONS ANALYSIS

Wetlands

Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Evaluation & Findings: There are no delineated wetlands on the subject property. Should wetlands be discovered, the development will be required to conform with the applicable policies and regulations established in the City of Alachua Comprehensive Plan and Land Development Regulations.

Strategic Ecosystems

Strategic Ecosystems were identified by an ecological inventory project in a report prepared for Alachua County Department of Growth Management in 1987 and updated in 1996. The purpose of the inventory was to identify, inventory, map, describe, and evaluate the most significant natural biological communities in private ownership in Alachua County.

Evaluation & Findings: The subject property is not located within or adjacent to a strategic ecosystem; therefore, the development will have no impact upon any strategic ecosystems identified within the ecological inventory report.

Regulated Plant & Animal Species

The Florida Natural Areas Inventory (FNAI) has identified areas throughout the State of Florida which may contain good quality natural communities. This data layer is known as the Potential Natural Areas (PNA) data layer, and identifies privately owned lands that are not managed or listed for conservation purposes. These areas were delineated by FNAI scientific staff through interpretation of natural vegetation from 1988-1993 FDOT aerial photographs and from input received during Regional Ecological Workshops held for each regional planning council. These workshops were attended by experts familiar with natural areas in the region.

Potential Natural Areas were assigned ranks of Priority 1 through Priority 5 based on size, perceived quality, and type of natural community present. The areas included in Priority 5 are exceptions to the above criteria. These areas were identified through the same process of aerial photographic interpretation and regional workshops as the PNA 1 through 4 ranked sites, but do not meet the standard criteria.

Evaluation & Findings: No species identified as endangered, threatened, or of special concern are known to exist on the subject property. No areas of the subject property have been prioritized as part of the Florida Natural Areas Inventory. If a regulated plant or animal species is discovered, the development will be required to conform with the applicable policies and regulations established in the City of Alachua Comprehensive Plan and Land Development Regulations.

Soil Survey

The hydrologic soil group is an indicator of potential soil limitations. The hydrologic soil group, as defined for each specific soil, refers to a group of soils which have been categorized according to their runoff-producing characteristics. These hydrologic groups are defined by the Soil Survey of Alachua County, Florida, dated August 1985. The chief consideration with respect to runoff potential is the capacity of each soil to permit infiltration (the slope and kind of plant cover are not considered, but are separate factors in predicting runoff.) There are four hydrologic groups: A, B, C, and D. "Group A" soils have a higher infiltration rate when thoroughly wet and therefore have a lower runoff potential. "Group D" soils have a lower infiltration rate and therefore a higher runoff potential.

There are two soil types found within the subject property, shown in Table 2.

Table 2. Soil Types

Soil Type	Hydrologic Group	Drainage Class	Limitations		% of Subject Property (may not total to 100% due to rounding)
			Dwellings Without Basements	Small Commercial Buildings	
Fort Meade Fine Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	78.40%
Arredondo Fine Sand; 0 - 5% Slopes	A	Well Drained	Slight	Slight	21.60%

Evaluation & Findings: The soil types present on the subject property do not pose any significant limitations for development.

Flood Potential

Panel 12001C0120D of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Series, dated June 16, 2006 indicates that the development area is in Flood Zone X (areas determined to be outside of the 500-year floodplain).

Evaluation & Findings: Since the subject property is located in Flood Zone X, there are no issues related to flood potential.

Karst-Sensitive Features

Karst sensitive areas include geologic features, such as fissures, sinkholes, underground streams, and caverns, and are generally the result of irregular limestone formations.

Evaluation & Findings: The subject property is located within a Karst sensitive area. No potential sink holes are known to exist on the site. Stormwater is being conveyed to an offsite management facility approved as part of the Santa Fe Hills Infrastructure Plan and no new stormwater management facilities are proposed.

Wellfield Protection Zones

Policy 7.2.1 of the Future Land Use Element of the City's Comprehensive Plan establishes a 500-foot radius area around each city-owned potable water well.

Evaluation & Findings: The subject property is not located within a City of Alachua wellfield protection zone as identified on the City of Alachua Wellfield Primary Protection Zones Map of the City's Comprehensive Plan, therefore, there are no issues related to wellfield protection.

Historic Structures/Markers and Historic Features

The State of Florida and the Alachua County Historic Resources Inventory identify historic structures in addition to the City's Historic Overlay District, as established by Section 3.7 of the City's Land Development Regulations.

Evaluation & Findings: The subject property is not within the City's Historic Overlay District and the State of Florida and Alachua County Historic Resources Inventory note no historic structures or markers on the subject property.

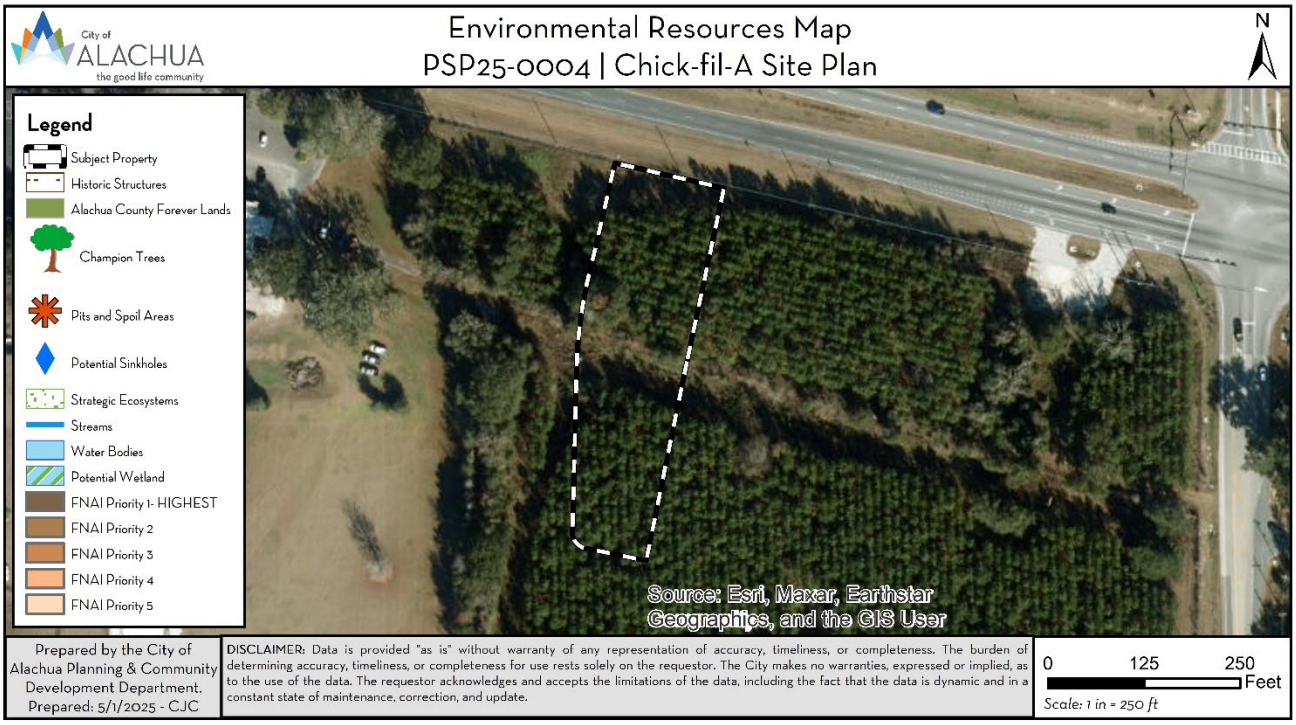


Figure 3. Environmental Resources Map

FINDINGS OF FACT: COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

Site Plan Standards

Section 2.4.9(E)(1) of the City's Land Development Regulations (LDRs) establishes the standards with which all site plans must be found compliant. The application has been reviewed for compliance with the standards of Section 2.4.9(E)(1). An evaluation of the findings of the applicant's compliance with the standards of Section 2.4.9(E)(1) is provided below.

(1) *Minor site plan and site plan standards*. A minor site plan or site plan shall be approved only upon a finding the applicant demonstrates all the following requirements are met:

(a) *Consistency with the Comprehensive Plan*. The development and uses proposed by the minor site plan or site plan comply with the goals, objectives and policies of the Comprehensive Plan.

Evaluation & Findings: An evaluation of the application's consistency with the Comprehensive Plan has been included within this report. Staff has found the application to be consistent with the City of Alachua Comprehensive Plan.

(b) *Use allowed in zone district*. The use is allowed in the zone district in accordance with Article 4, Use Regulations.

Evaluation & Findings: The use type of restaurant with drive-through or drive-in service is a permitted use in the Commercial Intensive (CI) zone district.

(c) *Zone district use specific standards*. The development and uses proposed by the minor site plan or site plan comply with Section 4.3, Use specific standards.

Evaluation & Findings: Use specific standards for restaurant with drive-through or drive-in service are established in Section 4.3.4(A)(2) of the City's Land Development Regulations. The application has been reviewed against, and found to comply with, the use specific standards.

(d) *Development and design standards*. The development proposed by the minor site plan or site plan and its general layout and design comply with all applicable standards in Article 6, Development Standards.

Evaluation & Findings: The application has been reviewed for compliance with all relevant standards of Article 6, including Section 6.1, *Off-street parking and loading standards*, Section 6.2, *Tree protection and landscaping standards*, Section 6.3, *Fencing standards*, Section 6.4, *Exterior lighting standards*, Section 6..6, *Infill standards*, Section 6.7, *Open space standards*, Section 6.8, *Design standards for business uses*, and Section 6.9, *Environmental protection standards*. The applicant submitted a request for, and was granted, a parking adjustment by the LDR administrator as set forth in Section 6.1.4(B)(5)(b) of the City's Land Development Regulations. The approved parking adjustment has been attached in exhibit "B" of this report.

(e) *Subdivision standards*. In cases where a subdivision has been approved or is pending, the development proposed by the minor site plan or site plan and its general layout and design comply with all applicable standards in Article 7, Subdivision Standards.

Evaluation & Findings: No subdivision of land is proposed as part of this application; therefore, this standard is not applicable.

(f) *Complies with all other relevant City laws, ordinances, regulations, requirements, and State and Federal laws and regulations*. The proposed development and use complies with all other relevant City laws, ordinances, regulations, requirements, and with all State and Federal laws and regulations.

Evaluation & Findings: The application complies with all other relevant City laws, ordinances, regulations, requirements, and State and Federal laws and regulations.

Design Standards for Business Uses

Section 6.8.2 of the City's Land Development Regulations (LDRs) establishes the standards with which all business uses, unless exempted by Section 6.8.1, must be found compliant. The application has been reviewed for compliance with the standards of Section 6.8.2. An evaluation of the findings of the applicant's compliance with the standards of Section 6.8.2 is provided below.

(A) *Façade and material design*.

(1) *Generally*. All façades facing a street, lands containing existing residential uses, or vacant land classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8, or RMF-15, shall be subject to the standards set forth in Subsection 6.8.2(A)(2).

(2) *Standards*.

(a) *Glazing*.

(i) Glazing of the front facade in the following amounts:

a. Twenty percent of the ground floor façade area when it faces a street or a publicly-accessible parking area which is a part of the development and consists of 15 percent or more of the development's minimum off-street parking requirement pursuant to Section 6.1.4(B);

b. Fifteen percent of the ground floor façade area when it faces any vacant land classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses.

(ii) For the purposes of this section, the ground floor façade area of single-story buildings shall be calculated by measuring the applicable building wall between the finished grade and the underside of the roof of the facade. When a building wall includes a parapet, the ground floor façade area shall be calculated by measuring to the top of the parapet. For buildings with more than one story, the ground floor façade area shall be calculated by measuring the applicable building wall between the finished grade and the underside of the floor above the ground level floor.

(iii) Windows shall not use reflective or heavily tinted glass that obstructs views into the building.

(iv) Spandrel glass may be used only when an architectural floorplan demonstrates that windows cannot be provided due to a limitation presented by the interior layout or functional purpose of such interior space.

Evaluation & Findings: Three of the four façade faces substantially face a street, publicly accessible parking area which consists of 15 percent or more of the development's minimum off-street parking requirement, and/or vacant lands classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8, or RMF-15 or lands containing existing residential uses. The north, west, and east elevations all consist of a minimum 20% glazing.

(b) *Façade massing*.

(i) *Offset required*. Front facades and street-facing facades shall incorporate wall offsets of at least two feet in depth (projections or recesses) a minimum of every 30 feet. Each required offset shall have a minimum width of ten feet.

(ii) *Offset alternatives*. The following alternatives can be used in place of the required front façade offsets:

a. Façade color changes following the same dimensional standards as the offset requirements;

b. Pilasters having a minimum depth of one foot, a minimum width of one foot, and a minimum height of 80 percent of the façade's height; and/or

c. Roofline changes when coupled with correspondingly aligned façade material changes.

Evaluation & Findings: Three of the four façade faces substantially face a street. The north façade is approximately 42 feet in width and incorporates one wall offset at least two feet in depth to ensure no expanse exceeds 30 feet. The south façade is approximately 41 feet in width and incorporates one wall offset at least two feet in depth to ensure no expanse exceeds 30 feet. The west façade is approximately 127 feet in length and incorporates four wall offsets at least two feet in depth and one offset alternative comprised of façade color changes and a roofline change that ensures no expanse exceeds 30 feet.

(c) *Material design*.

(i) A minimum of 25 percent of the materials utilized for each side facade and the rear façade shall be the same as the materials utilized for the front or street-facing façade(s).

Evaluation & Findings: All four façade faces use an approximately similar ratio of the same three materials and glazing.

(d) *Prohibited materials*. The following materials shall be prohibited:

(i) Metal siding in more than 50 percent of any façade when visible from a street, lands classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses;

(ii) Exposed smooth finished concrete block when visible from a street, lands classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses; and,

(iii) Exposed split face concrete block in more than 60 percent of any façade.

Evaluation & Findings: The façade is comprised of two brick materials of different color and minimal bronze finished metal for accents on each façade face and the parapet wall, comprising under 5% of the building materials.

(3) *Screening of mechanical equipment*. Mechanical equipment shall be fully concealed from visibility from a street, lands classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses.

Evaluation & Findings: The applicant has submitted an exhibit demonstrating that all rooftop mechanical equipment will be screened from view of the adjacent streets by use of parapet wall and other mechanical equipment will be screened from view with landscaping.

(B) *Connections to sidewalk system.*

(1) When a sidewalk system exists within a right-of-way which is contiguous to the development, a minimum of one pedestrian connection to the sidewalk system shall be provided. On-site pedestrian circulation patterns shall be configured to provide safe and convenient access from the off-site sidewalk system to the main entrance(s) of the building(s). Sidewalks shall be constructed in accordance with Subsection 7.3.2(B), Configuration.

Evaluation & Findings: A sidewalk system is present along U.S. Highway 441, NW 174th Drive, and NW 161st Place. One sidewalk connection is proposed from the west side of the proposed building to the sidewalk running along NW 174th Street.

(C) *Interconnectivity with adjacent business uses.*

(1) All uses subject to this section shall provide interconnection with adjacent existing compatible developments through one or more of the following methods:

(a) Through extension of a public or private street from the new development to the adjacent existing development or adjacent lands; and/or

(b) Through joint use of driveways and cross access agreements among adjoining properties to allow circulation between sites. Cross access between new development and existing development shall be configured to provide safe and convenient interconnectivity between the new development and all other existing development located along the cross-access corridor.

Evaluation & Findings: The proposed site plan shows one cross access stub to be connected to future development to the east to provide for safe and efficient vehicular movements.

PUBLIC FACILITIES IMPACT ANALYSIS

Section 2.4.14 of the City's Land Development Regulations (LDRs) establishes the standards for a Certificate of Concurrency Compliance which applies to all development orders unless exempted by Section 2.4.14(C). The application has been reviewed for impacts to roads, sanitary sewer, solid waste, stormwater management, potable water, and recreation facilities to ensure the application's potential impacts do not negatively impact the level of service (LOS) for those public facilities.

Traffic Impact

The following impacts are expected on the roadway segments identified in Table 3-1.

Table 3-1. Affected Comprehensive Plan Roadway Segments[1]

Segment Number[2]	Segment Description	Lanes	Functional Classification	Area Type	LOS
6	U.S. Hwy 441 From I-75 to CR 235A	4/D	Principle Arterial	Urban	D
7	U.S. Hwy 441 From CR235A to NW 188th Street	4/D	Principal Arterial	Urban	D
16	CR 235A From U.S. Hwy 441 to North City Limit	2/U	Major Collector	Comm	D
17	CR 235A From U.S. Hwy 441 to CR 235	2/U	Major Collector	Comm	D

1 City of Alachua Comprehensive Plan, Transportation Element.
2 For developments generating less than 1,000 trips, affected roadway segments are identified as all those wholly or partially located within 1/2 mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater, and those segments on which the development's impacts are five percent or greater of the Maximum Service Volume (MSV) of the roadway segment. [Section 2.4.14(H)(2)(b)of the LDRs].

Table 3-2. Projected Impact on Affected Comprehensive Plan Roadway Segments

Traffic System Category	Segment 6 US 441		Segment 7 US 441		Segment 16 CR 235A		Segment 17 CR235A	
	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour	AADT	Peak Hour
Maximum Service Volume[1]	39,000	3,510	43,000	3,870	15,120	1,359	15,120	1,359
Existing Traffic[2]	34,000	2,819	25,000	2,241	2,080	185	6,048	536
Reserved Trips[3]	4,573	446	3,373	363	2,781	284	4,314	443
Available Capacity[3]	427	245	14,627	1,266	10,259	890	4,758	380
Increase/Decrease in Trips Generated by Development[4]	940	62	1,175	78	59	4	59	4
Residual Capacity	(513)	183	13,452	1,188	10,200	886	4,699	376
Residual Percentage of Permitted Design Capacity Utilized	101.32%	94.78%	68.72%	69.30%	32.54%	34.81%	68.92%	72.33%

1 AADT & Peak Hour MSVs calculated using LOSPLAN 2012. County Facilities reflect a 10 percent reduction in the MSV calculated within LOSPLAN 2012 as set forth in the Generalized Tables for AADT / Peak Hour Volumes, FDOT 2018 Q/LOS Handbook.
2 Florida Department of Transportation. (2025). *2024 Count Data*. Accessed via Florida Traffic Online April 2025.
3 Source: City of Alachua May 2025 Development Monitoring Report.
4 Trip Generation Formula: ITE Trip Generation 11th edition, ITE Code 934; Trip Distribution: Segment 6 – 90%; Segment 7 – 100%; Segment 16 – 5%; Segment 17 – 5%.

Evaluation & Findings: The proposed site plan application is not anticipated to adversely impact the level of service of the affected roadway segments; therefore, the impacts are acceptable. Note that impacts of the proposed site plan may negatively impact the capacity of roadway segment 6 for average annual daily trips (AADT); however, level of service standards are maintained and monitored for PM peak hour trips per Policy 1.1.a of the Transportation Element of the City of Alachua Comprehensive Plan. A site plan is a final development order, and if approved, concurrency will be reserved.

Potable Water Impacts

Table 4. Potable Water Impacts

System Category	Gallons Per Day
Current Permitted Capacity[1]	2,300,000
Less Actual Potable Water Flows[1]	1,565,500
Reserved Capacity[2]	391,367
Available Capacity	343,133
Increase/Decrease in Potable Water Demand from Application[3]	3,600
Residual Capacity	339,533
Residual Percentage of Permitted Design Capacity Utilized	85.24%

1 City of Alachua Public Services Department, April 2025
2 City of Alachua May 2025 Development Monitoring Report
3 Per Chapter 64E-6.008, FAC, Formula: 40 gallons per day per seat x 90 seats = 3,600 gallons per day

Evaluation & Findings: The proposed site plan application is not anticipated to adversely impact the level of service of the City's potable water facilities; therefore, the impacts are acceptable. Note that Policy 4.1.c(3) of the Community Facilities Element of the City of Alachua Comprehensive Plan states if the existing demand and reserved capacity of the City's potable water facility reaches 85% of the permitted design capacity, no further development orders or permits for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement. Funds have been allocated in the Fiscal Year 2025 – 2029 Capital Improvements Program to address capacity of potable water facilities; therefore, there are no issues related to exceeding the 85% design capacity. A site plan is a final development order, and if approved, concurrency will be reserved.

Sanitary Sewer Impacts

Table 5. Sanitary Sewer Impacts

System Category	Gallons Per Day
Treatment Plant Permitted Capacity[1]	1,500,000
Less Actual Treatment Plant Flows[1]	813,000
Reserved Capacity[2]	362,123
Available Capacity	324,123
Increase/Decrease in Sanitary Sewer Demand from Application[3]	3,600
Residual Capacity	320,523
Residual Percentage of Permitted Design Capacity Utilized	78.63%

1 City of Alachua Public Services Department, April 2025
2 City of Alachua May 2025 Development Monitoring Report
3 Per Chapter 64E-6.008, FAC, Formula: 40 gallons per day per seat x 90 seats = 3,600 gallons per day

Evaluation & Findings: The proposed site plan application is not anticipated to adversely impact the level of service of the City's wastewater facilities; therefore, the impacts are acceptable. A site plan is a final development order, and if approved, concurrency will be reserved.

Solid Waste Impacts

Table 6. Solid Waste Impacts

System Category	Pounds Per Day	Tons Per Year
Existing Demand[1]	45,184.00	8,246.08
Reserved Capacity[2]	28,637.84	5,226.41
Increase/Decrease in Demand Generated by Application[3]	59.12	10.78
New River Solid Waste Facility Anticipated Capacity[4]	30+ Years	

1 Bureau of Economic & Business Research, University of Florida, Estimates of Population by County and City in Florida (2024); Policy 2.1.a, Community Facilities Element. Formula: 11,296 Persons x 0.73 tons per year.
2 City of Alachua May 2025 Development Monitoring Report
3 Formula: Per Sincero and Sincero (1936). Environmental Engineering: A Design Approach. *Princeton Hall, New Jersey.* Formula: 12lbs/day per 1,000 square feet x 4,927 square feet
4 New River Solid Waste Association, April 2025

Evaluation & Findings: The proposed site plan application is not anticipated to adversely impact the level of service of solid waste facilities; therefore, the impacts are acceptable. A site plan is a final development order, and if approved, concurrency will be reserved.

Recreation Facilities

The proposed site plan application is a nonresidential development; therefore, there are no impacts to recreation facilities. The site plan will have no impact to the level of service of recreation facilities.

Public School Facilities

The proposed site plan application is a nonresidential development; therefore, there are no impacts to public school facilities. The site plan will have no impact to the level of service of public school facilities.

Stormwater Management Facilities

The proposed site plan application is part of the Santa Fe Crossings Infrastructure Plan approved on May 22, 2023, and will convey stormwater to off-site stormwater management facilities as part of the Santa Fe Crossings Infrastructure Plan. A stormwater management report was submitted by the applicant as part of the application materials and demonstrates compliance with the level of service standard for stormwater management facilities. No City maintained facilities are to be impacted by the site plan. The proposed site plan application is not anticipated to impact the level of service of stormwater management facilities; therefore, the impacts are acceptable. A site plan is a final development order, and if approved, concurrency will be reserved.

EXHIBIT "A"
TO
PSP25-0004
CHICK-FIL-A SITE PLAN
STAFF REPORT

CONDITIONS

1. The applicant acknowledges and agrees that deliveries of supplies and materials to the site made by any vehicle with more than two axels must occur during non-business hours or during non-peak hours whenever practicable to ensure a safe and efficient vehicular and pedestrian circulation pattern. This condition shall be the obligation of any subsequent party with interest in the property subject to this development order.
2. The applicant acknowledges and agrees that of the proposed 68 off-street parking spaces, 10 must be signed (whether using permanent or portable signage) for use by curbside pick-up, carryout pick-up, third party delivery providers, or catering operations only. The applicant further agrees that these signs shall be in place during all operating hours. This condition shall be the obligation of any subsequent party with interest in the property subject to this development order.
3. The applicant acknowledges and agrees that any proposed tree planting (canopy and understory) shown on the landscape plans that is located within 5' of a public utility line will be relocated to be a minimum distance of 5', and a preferred distance of 10', from a public utility line and a revised landscape plan sheet will be submitted demonstrating compliance with this condition. The applicant further agrees that administrative approval of the revision must be obtained prior to the issuance of a building permit for any building activity associated with this development order. This condition shall be the obligation of any subsequent party with interest in the property subject to this development order.
4. The applicant acknowledges and agrees it shall address all comments provided by Sergio Reyes, P.E., President of eda consultants, inc. in a letter dated April 28, 2025, and Tom Ridgik, P.E., Engineering Supervisor, in a letter dated April 30, 2025 and located in exhibit "B" of the May 13, 2025, Staff Report. The applicant further agrees that a verification by City Staff in the Planning & Community Development Department that all comments have been sufficiently addressed shall be required prior to the issuance of a building permit for any building activity associated with this Development Order. This condition shall be the obligation of any subsequent party with interest in the property subject to this development order.

5. The applicant acknowledges and agrees that it shall obtain all other applicable local, state, and federal permits before the commencement of site plan work. This condition shall be the obligation of any subsequent party with interest in the property subject to this development order.
6. The applicant acknowledges and agrees that to ensure the continued compliance with the City of Alachua Comprehensive Plan and Land Development Regulations, the development order authorizing this site plan shall be recorded in the public records of Alachua County, Florida, and shall run with the land. The applicant shall be responsible for all costs associated with recording the development order in the public records of Alachua County, Florida. This condition shall be the obligation of any subsequent party with interest in the property subject to this development order.
7. The applicant acknowledges and agrees that Conditions 1 – 6 as stated above do not inordinately burden the land and shall be binding upon the property owner, including any subsequent property owners, successors, or assigns, and that the site plan shall comply with Conditions 1 –7 as stated herein.

EXHIBIT "B"
TO
PSP25-0004
CHICK-FIL-A SITE PLAN
STAFF REPORT

SUPPORTING MATERIALS
SUBMITTED BY CITY STAFF TO THE
PLANNING AND ZONING BOARD

City of ALACHUA
the good life community

City of Alachua

MIKE DAROZA
CITY MANAGER

RODOLFO VALLADARES, P.E.
ASS'T CITY MANAGER

INTER-OFFICE COMMUNICATION

DATE: **Apr 30, 2025**

TO: **Carson Crockett**
Planning & Community Development Department

FROM: **Michael Carrillo, P.E.**
Public Services Director
Tom Ridgik, P.E.
Engineering Supervisor

TR 4/30/2025

RE: **Chick-Fil-A Site Plan**

Public Services has reviewed the subject project (April 2025 Submittal Documents) and offer the following comments. These comments also include review of an updated submittal package. Review was specific to the Public Services Utilities.

NO.	COMMENTS
1	**Sub Comment on Sheet C-1.0 Cover Sheet** The reviewer noticed that there is a contact for Gas. If Gas Lines are part of this project, please show on plans. Please • Remove "DEVEOPMENT" so title now reads "SITE PLANS". • To the Sheet List Table, please add the A, E & L Sheets • Add General Note 9, as follows: " 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AS-BUILT INFORMATION, WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE CITY, OWNER AND ENGINEER OF RECORD. THE CITY SHALL BE PROVIDED WITH A FULL SIZE HARD-COPY SET, A PDF ELECTRONIC SET AND AN AUTOCAD ELECTRONIC SET."

NO.	COMMENTS
	Please **resubmit** this sheet. **Sub Comment on first update of Sheet C-1.0 Cover Sheet** The reviewer still could not find the gas line on PS-1.0. Please be more specific in pointing out the location of the gas line. Please **submit** response and **submit** applicable sheets, as necessary. **Sub Comment on second update of Sheet C-1.0 Cover Sheet** See comment below. **Approved as Noted.**
2	**Sub Comment on Sheet PS-1.0 Utility Plan** Please Change text "LEGENDS" TO "LEGENDS AND ABBREVIATIONS". Add the following to the Legends and Abbreviations List COA CITY OF ALACHUA EOM END OF MAINTENANCE Call out "COA EOM" at four different locations: At each water meter. At fire line assembly At connection point to gravity sewer. Please **resubmit** this sheet. **Sub Comment on first update of Sheet PS-1.0 Utility Plan** Please show and locate the gas line. Please **submit** response and **resubmit** this sheet, as necessary. **Sub Comment on second update of Sheet PS-1.0 Utility Plan** Gas line is now shown. Note that there is an existing force main in the 441 right of way that will conflict with the gas line. The City will forward the as-builts of this area. The "X" is the approximate location of the proposed gas line.

NO.	COMMENTS
	Please address the following : Call out Conflict 11 at the gas line –existing force main intersectiont. City requires that the gas line be installed under the force main. Suggest text similar to: "GAS LINE TO PASS UNDER FORCE MAIN WITH MIN CLEARANCE OF 12 INCHES" Call out Conflict 12 and include text where the gas line and electric circuit intersect. Note that the as-builts show an existing fiber optic line. If the Engineer so desires, the Engineer might consider calling out that conflict. The gas line will be installed and maintained by GRU, who likely would want a PUE for this gas line. Suggest calling out this PUE. As per comment 10, please call-out the building design flow and proposed meter size. Please **revise and resubmit** this sheet.
3.	**Sub Comment on Sheet PS-1.0 Utility Plan** Please Review relative locations of the water meter and backflow preventers. The backflow preventers appear to be upstream the water meters. If so, please reverse. Show a PUE around the water meters. Minimum PUE size shall be 7-foot square. Please **resubmit** this sheet. **Sub Comment on first update of Sheet PS-1.0 Utility Plan** Engineer has proposed a 7.0 X 5.5 ft PUE around meters. COA takes no exception to this size. Please ensure that the BFP is not within the PUE. Suggest that an enlarged inset be part of the documents to improve clarity. Please **submit** response and **submit** applicable sheets, as necessary. **Sub Comment on second update of Sheet PS-1.0 Utility Plan** **Approved**
4.	**Sub Comment on Sheet PS-1.0 Utility Plan**

NO.	COMMENTS
	The fire line includes fitting 17W, which is a double decker check valve, presumably buried. Please replace with that shown in Detail 139, which includes 3 gate valves and a double check valve. As per the detail, these devices are above ground. Fitting 14W: Please add the following sentence" 'WET TAP SHALL BE DONE BY A CONTRACTOR PRE-APPROVED BY COA." Please **resubmit** this sheet. **Sub Comment on first update of Sheet PS-1.0 Utility Plan** Water Service 17W: Please change to "17W PROP. Double decker check valve and three 6-inch gates as per Detail 139. Please **submit** response and **resubmit** this sheet. **Sub Comment on second update of Sheet PS-1.0 Utility Plan** **Approved**
5.	**Sub Comment on Sheets PS-1.0 Utility Plan & L-101** Trees (Wildfire Tupelo) are too close to water meters and fire line assembly, and will be problematic in terms of interference. Please delete these trees. Please **resubmit** these sheets. **Sub Comment on first update of Sheets PS-1.0 Utility Plan & L-101** The tupelo trees seem to have been replaced with bald cypress trees. The City does NOT allow any tree trunks within 10 feet of any water and wastewater infrastructure. Please remove the bald cypress trees. Please **resubmit** these sheets. **Sub Comment on second update of Sheets PS-1.0 Utility Plan & L-101** **Approved**
6.	**Sub Comment on Sheet PS-1.1 Utility Details** Please: Delete Detail 106 Please update Detail 115. Obtain updated detail from City. Delete 149 text is too small, and thus not legible. Please increase size so detail is at least 8 ½

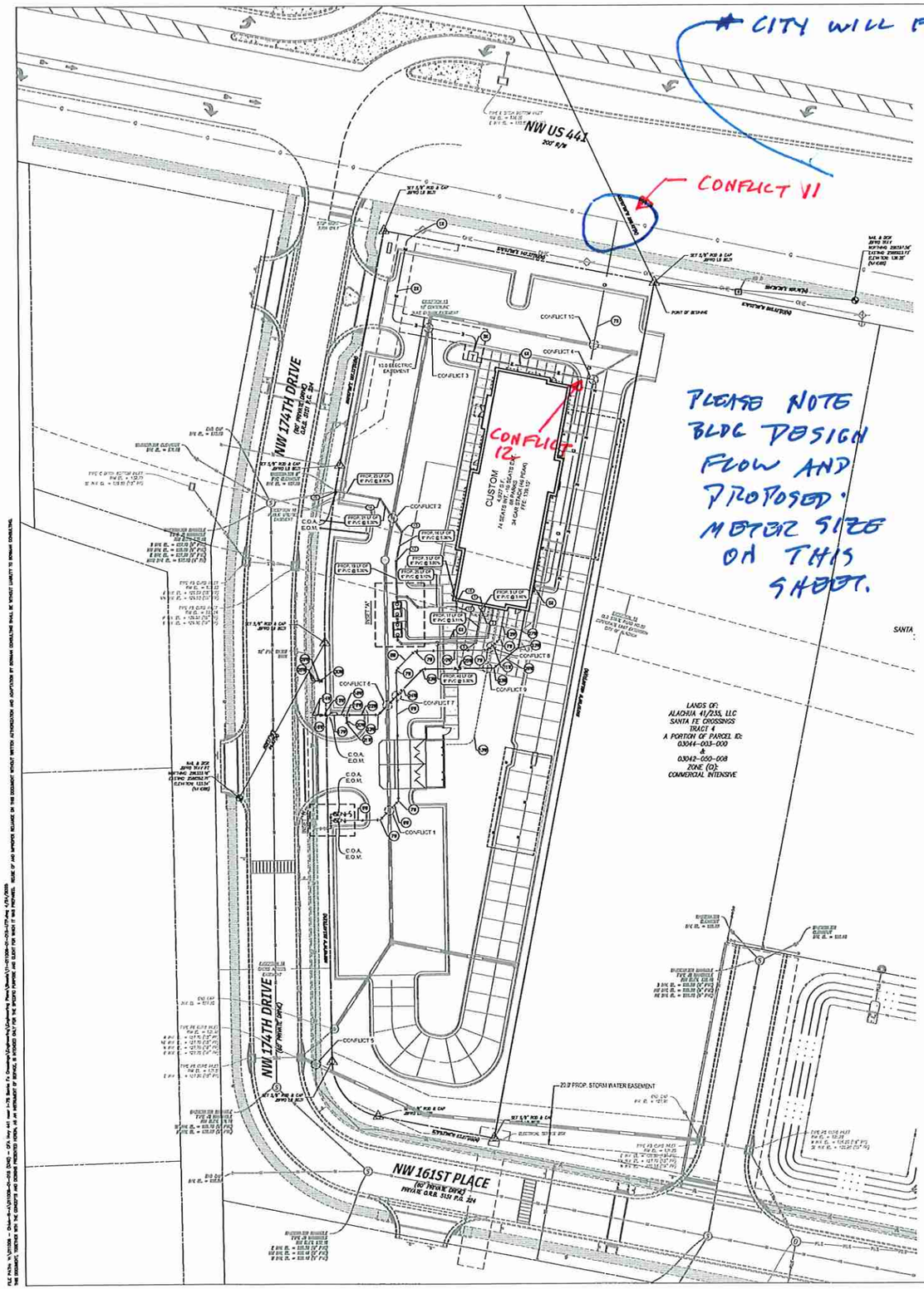
NO.	COMMENTS
	X 11. Please **resubmit** this sheet. **Sub Comment on Sheet PS-1.1 Utility Details** **Approved**
7	**Sub Comment on Sheet PS-1.2 Utility Details** Please: Delete Details 200 and 260. Add fire line BFP detail 139. Obtain from City. The fire line requires installation guidance and restraint details, or equivalent. Suggest adding City details139 and 303. Please **resubmit** this sheet. **Sub Comment on Sheet PS-1.2 Utility Details** **Approved**
8	**Sub Comment on Sheet PS-1.0 Utility Plan Fire Line** Is the sole purpose of the fire line to provide sprinkler water? What are the sprinkler water flow requirements for the bldg? What is the design flow of the fire service line? Please **submit** response. **Sub Comment on updated Sheet PS-1.0 Utility Plan Fire Line** Engineer has acknowledged that fire sprinkler plans and calculations will be provided with the bldg permit set. **No Exceptions Noted.**
9	**Sub Comment on Sheet PS-1.0** **Fire Flow Calculations** Please perform a fire flow test as soon as possible. The hydrant adjacent to the Chick-Fil-A site shall be the fire flow hydrant. Results of this test may affect the design. **Submit** results, including backup calculations, of the fire flow test. **Sub Comment on first update of Sheet PS-1.0**

NO.	COMMENTS
	Engineer has not responded to this comment, which remains open. Thus the above comments still apply. **Sub Comment on second update of Sheet PS-1.0** Engineer has arranged a fire flow test in the near future, and will submit fire flow results along with fire sprinkler plans as part of the building permit. Please provide Public Services with a copy of the fire flow test report as soon as it's issued. **Approved as Noted.**
10	**Water Meter Sizing Calculations** City has reviewed the water sizing calculations. Instead of the proposed 1 ½-inch meter, please provide a 2-inch to be consistent with meter flow ranges that are part of the City Ordinances. As per City ordinance, acceptable flow spans are: 1 ½ inch = 25.1 – 50 gpm 2 inch = 50.1 – 80 gpm. Please **submit** a letter that includes the following: Official letterhead of the Engineer of Record Addressee: Michael Carrillo, Public Service Director, City of Alachua Signed and sealed by Engineer of Record Building Design Flow (gpm) Proposed Water Meter Size (size using building design flow with meter flow ranges identified in City Ordinances) PDF version of the letter is acceptable; letter can be forwarded by email Also, on either the cover sheet or the utility plan, call-out the: Building Design Flow Water Meter Size **Resubmit** affected sheets
11	**Sub Comment on General Sheets** Water and wastewater (W&W) specifications do not appear to be included with the Site Plans. Pipe parameters; for example, "C9000 DR 18" for the PVC fire line, are not called

NO.	COMMENTS
	out. There are several approaches that the City knows of, such as: • The City prepares specifications that cover W& WW specs only for work that will be owned and operated by the City with the dividing point being the City of End of Maintenance (EOM). The design Engineer would prepare the W& WW specs for work on the private owner side of EOM • The City prepares specifications that cover W&WW work for City-owned and also privately-owned infrastructure. Several Engineers find this approach acceptable. However, there may be some problems. For instance, consider the piping downstream the water meters. The City would require this 2-inch piping to be Sch 40 NSF 61 PVC. By contrast, several Engineers would prefer such piping to be polyethylene. • Similar to the first bullet, the City prepares specifications that cover W& WW specs only for work that will be owned and operated by the City with the dividing point being the City of End of Maintenance (EOM). The design Engineer would prepare the W& WW specs for work on the private owner side of EOM. Specifically, the Engineer would reference the Florida Plumbing Code. A possible issue here is that the Florida Bldg Code may not cover the specifications for the fire line piping. The City is willing to assist with preparing the W&WW specs. Please **submit** response with preference. **Sub Comment on first update of General Sheets** Suggested Water & Wastewater specifications are attached. Please **submit** applicable sheet. **Sub Comment on first update of General Sheets** **Approved**
12	**Sub Comment on Sheet PS-1.0 Utility Plan** Because the electric service provider is not COA, COA has not reviewed the electric work. This reviewer suggests that the electrical work be reviewed by Duke Energy. **FYI**
13	**Sub Comment on Sheet PS-1.0 Utility Plan** This reviewer commends the Engineer for calling out various Utility Conflicts. It should be noted that the City has not reviewed these Utility Conflicts in detail. **FYI**

NO.	COMMENTS
END OF COMMENTS	

Please advise if you have any questions or require additional information.



CITY WILL FORWARD AS-~~BUILT~~ BUILTS. THERE IS AN EXISTING FORCE MAIN MAIN.

THIS GAS LINE MUST GO UNDER THE EXISTING FORCE MAIN.

CONFLICT 11

PLEASE NOTE BLDG DESIGN FLOW AND PROPOSED METER SIZE ON THIS SHEET.

CONFLICT 12

LEGEND AND ABBREVIATIONS

PROP. CONC. SIDEWALK		PROPERTY LINE	
PROP. CONC. PAVEMENT		EX. CONCRETE SIDEWALK	
PROP. TYPE "F" CURB		EX. CONCRETE D CURB	
PROP. TYPE "D" CURB		EX. CONCRETE F CURB	
PROP. TYPE 'C' INLET		EX. STREET LIGHT	
PROP. TYPE 9 CURB INLET		EX. WATER VALVE	
PROP. STORM MANHOLE		EX. HYDRANT	
PROP. GREASE TRAP		EX. DRAINAGE END CAP	
PROP. WATER METER		EX. CATCH BASIN	
PROP. BACKFLOW PREVENTER		EX. STORM MANHOLE	
PROP. SANITARY SEWER		EX. STORM CURB INLET	
PROP. STORM SEWER		EX. SANITARY MANHOLE	
PROP. WATER SERVICE		EX. CLEANOUT	
PROP. ELECTRIC		EX. SIGN	
PROP. FIRE SERVICE		EX. POWER POLE	
CITY OF ALACHUA	C.O.A.	EX. SEWER	
END OF MAINTENANCE	E.O.M.	EX. WATER	
		EX. STORM	
		EX. POWER POLE	

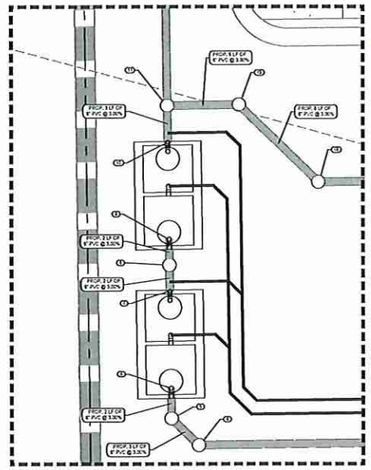
811 KNOW WHAT'S BELOW. CALL 811 BEFORE YOU DIG

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

INSET "A"
SCALE = 1:5



SANITARY SEWER STRUCTURE TABLE

STRUCTURE ID	STRUCTURE TYPE	PIPE INVERTS
1	6" GREASE LINE CONNECTION TO THE BUILDING (SEE PLUMBING PLANS FOR CONTINUATION)	(S) = 135.15
2	PROP. SANITARY CLEANOUT	(N) = 135.05 (S) = 135.05
3	PROP. SANITARY CLEANOUT	(S) = 134.52 (W) = 134.52
4	PROP. SANITARY CLEANOUT	(E) = 133.33 (NW) = 133.33
5	PROP. SANITARY CLEANOUT	(SE) = 133.25 (N) = 133.25
6	PROP. 1,250 GAL GREASE INTERCEPTEOR INFLOW	(S) = 133.18
7	PROP. 1,250 GAL GREASE INTERCEPTEOR OUTFLOW	(N) = 132.93
8	PROP. SANITARY CLEANOUT	(S) = 132.87 (N) = 132.87
9	PROP. 1,250 GAL GREASE INTERCEPTEOR INFLOW	(S) = 132.81
10	PROP. 1,250 GAL GREASE INTERCEPTEOR OUTFLOW	(N) = 132.56
11	PROP. SANITARY CLEANOUT	(S) = 132.43 (N) = 132.43 (E) = 132.43
12	PROP. SANITARY CLEANOUT	(S) = 131.52 (N) = 131.52
13	PROP. SANITARY CLEANOUT	(S) = 130.72 (NW) = 130.72
14	PROP. SANITARY CLEANOUT	(SE) = 129.67 (W) = 129.67
15	CONNECT TO EX. SANITARY CLEANOUT	(E) = 127.50
16	6" SANITARY LINE CONNECTION TO THE BUILDING (SEE PLUMBING PLANS FOR CONTINUATION)	(S) = 133.60
17	PROP. SANITARY CLEANOUT	(N) = 133.52 (W) = 133.52
18	PROP. SANITARY CLEANOUT	(E) = 132.89 (NW) = 132.69
19	PROP. SANITARY CLEANOUT	(SE) = 132.64 (W) = 132.64

FIRE FLOW CALCULATIONS

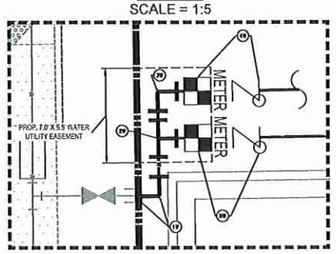
BUILDING SIZE: 5,411 SF
BUILDING TYPE: V(000) NFPA (SPRINKLED)

REQUIRED FIRE FLOW: 1,000 GPM @ 20 PSI
DURATION: 2 HRS

REQUIRED HYDRANT(S): 1
PROVIDED HYDRANT(S): 1*

PER NFPA 18.4.5.3.2 A 75% REDUCTION MAY BE APPLIED WHEN BUILDING IS PROTECTED BY APPROVED SPRINKLERED SYSTEM, NOT TO BE LESS THAN 1,000 GPM

INSET "B"
SCALE = 1:5



WATER SERVICE

- (1W) CONNECT TO EXISTING 2" WATER PLUG WITH 2"-90° BEND
- (2W) PROP. 2" X 2" WATER TEE
- (3W) PROP. 90° BEND
- (4W) CONST. 1" WATER METER AND BACKFLOW PREVENTER ASSEMBLY FOR IRRIGATION. SEE IRRIGATION PLAN FOR CONTINUATION
- (5W) CONST. 2" WATER METER AND BACKFLOW PREVENTER ASSEMBLY
- (6W) PROP. 19 LF OF 2" POTABLE WATER SERVICE
- (7W) CONST. 45° BEND
- (8W) PROP. 14 LF OF 2" POTABLE WATER SERVICE
- (9W) PROP. 70 LF OF 2" POTABLE WATER SERVICE
- (10W) PROP. 39 LF OF 2" POTABLE WATER SERVICE
- (11W) PROP. 9 LF OF 2" POTABLE WATER SERVICE
- (12W) PROP. 15 LF OF 2" POTABLE WATER SERVICE
- (13W) PROP. 68 LF OF ¾" WATER SERVICE TO DUMPSTER
- (14W) CONNECT TO EXISTING 12" PVC WATER MAIN WITH 12" X 6" TAPPING SLEEVE & VALVE, WET TAP SHALL BE DONE BY A CONTRACTOR PRE-APPROVED BY COA
- (15W) PROP. 6" GATE VALVE
- (16W) PROP. 2 LF OF 6" PVC FIRE SERVICE
- (17W) PROP. DOUBLE DECKER CHECK VALVE AND THREE 6" GATE VALVES AS PER DETAIL 139
- (18W) PROP. 3.3 LF OF 6" PVC FIRE SERVICE
- (19W) PROP. 6" X 6" TEE
- (20W) PROP. 3 LF OF 6" PVC FIRE SERVICE
- (21W) PROP. FIRE DEPARTMENT CONNECTION (FDC)
- (22W) PROP. 14 LF OF 6" PVC FIRE SERVICE
- (23W) PROP. 6" 45° BEND
- (24W) PROP. 31.2 LF OF 6" PVC FIRE SERVICE
- (25W) PROP. 35.4 LF OF 6" PVC FIRE SERVICE
- (26W) PROP. 13.4 LF OF 6" PVC FIRE SERVICE
- (27W) PROP. 19.3 LF OF 6" PVC FIRE SERVICE
- (28W) CONNECT TO EXISTING 12" PVC WATER MAIN WITH 12" X 6" TAPPING SLEEVE & VALVE
- (29W) PROP. 5 LF OF 6" PVC FIRE SERVICE
- (30W) PROP. FIRE HYDRANT

MISCELLANEOUS

- (1X) CONNECT TO EXISTING UTILITY POLE
- (2X) PRIMARY ELECTRIC SERVICE LINE TO BE CONSTRUCTED BY SERVICE PROVIDER
- (3X) CONST. TRANSFORMER
- (4X) SECONDARY ELECTRIC SERVICE LINE TO BE CONSTRUCTED BY CONTRACTOR
- (5X) ELECTRICAL CONNECTION TO BUILDING
- (6X) 3" VENT LINES
- (7X) GAS SERVICE LINE TO BE CONSTRUCTED BY CONTRACTOR

UTILITY CONFLICTS

CONFLICT 1
WATER TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.56'

CONFLICT 2
STORM TO PASS OVER SEWER LINE WITH A MINIMUM CLEARANCE OF 8"
B.O.P. STORM = 131.93'
T.O.P. SEWER = 130.78'

CONFLICT 3
ELECTRIC TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.56'

CONFLICT 4
ELECTRIC TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.56'

CONFLICT 5
PROP. STRM TO PASS OVER EX. 12" PVC WATER MAIN W/ A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 129.22

CONFLICT 6
WATER TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.56'

CONFLICT 7
WATER SERVICE TO PASS UNDER FIRE SERVICE WITH A MINIMUM CLEARANCE OF 12"

CONFLICT 8
WATER SERVICE TO DUMPSTER TO PASS OVER WATER SERVICE WITH A MINIMUM CLEARANCE OF 12"

CONFLICT 9
WATER SERVICE TO DUMPSTER TO PASS OVER FIRE SERVICE WITH A MINIMUM CLEARANCE OF 12"

CONFLICT 10
GAS TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.56'

CONFLICT 11
GAS LINE TO PASS UNDER FORCE MAIN WITH MIN CLEARANCE OF 12 INCHES

CONFLICT 12
GAS LINE, ELECTRIC CIRCUIT ENGINEER, PLEASE COMPLETE

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

Bowman

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

Seal

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011009-01-015
PRINTED FOR PERMIT
DATE 4/24/2025
DRAWN BY STC

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SHEET
UTILITY PLAN

SHEET NUMBER
PS-1.0

AS-BUILT SURVEY

LOCATED IN SECTIONS 8, 9, 16 & 17, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

GRAPHIC SCALE
0 15 30 60

LOT 11 HORIZON OFFICE PARK (PLAT BOOK 23, PAGE 44)

NW 174th (66' R/W)

LOT 1 HORIZON OFFICE PARK (PLAT BOOK 23, PAGE 44)

TAX PARCEL 03044-002-000

TAX PARCEL 03044-001-002

N: 298040.62
E: 2594346.53

N: 298039.95
E: 2594252.56

N: 298020.39
E: 2594273.65

N: 298027.16
E: 2594250.38

CONCRETE HEADWALL INV. = 130.05' (24" RCP)

MITERED END SECTION INV. = 133.07' (18" RCP)

MITERED END SECTION INV. = 133.82' (18" RCP)

U-END WALL INV. = 133.70' (18" RCP)

MITERED END SECTION INV. = 134.76' (18" CMP)

MITERED END SECTION INV. = 134.13' (18" CMP)

U-END WALL INV. = 131.02' (18" RCP)

EDGE OF PAVEMENT

"STOP"

"55 MPH"

"441 NORTH"

"NO PARKING"

SITE CONTROL POINT
SET NAIL AND DISK
STAMPED "TRAV. PT. LB 5075"
NORTHING: 298132.52
EASTING: 2593618.06
ELEVATION: 137.16' (NAVD 1988)

SITE CONTROL POINT
SET 1/2 STEEL ROD AND CAP
STAMPED "TRAVERSE LB 5075"
NORTHING: 298006.06
EASTING: 2594326.34
ELEVATION: 133.35' (NAVD 1988)

CATCH BASIN INV. = 133.76' (18" RCP)

CATCH BASIN INV. = 131.38' (18" RCP)

U.S. HIGHWAY NO. 441
(A.K.A. STATE ROAD NO. 20 & 25)
(A.K.A. M. L. KING BOULEVARD)
(200' RIGHT OF WAY WIDTH)

US-441

SEE SHEET 3
MATCH LINE "D"
SEE SHEET 4

MATCH LINE "E"

N: 297940.00
E: 2593816.05

AIR RELEASE VALVE

N: 297932.94
E: 2593812.75
TRACER STATION

TAX PARCEL 03044-003-000

MITERED END SECTION INV. = 133.29' (18" CMP)

MITERED END SECTION INV. = 132.82' (18" CMP)

MITERED END SECTION INV. = 134.09' (18" CMP)

MITERED END SECTION INV. = 132.13' (18" CMP)

CONCRETE HEADWALL INV. = 130.05' (24" CMP)

CONCRETE HEADWALL INV. = 128.20' (24" RCP)

"STREET NUMBERS"

"WEIGHT LIMIT"

"COUNTY ROAD 235A"

"RIGHT LANE MUST TURN RIGHT"

6' CHAIN LINK FENCE

BLEACHERS

TAX PARCEL 03052-000-000

SITE CONTROL POINT
SET 1/2 STEEL ROD AND CAP
STAMPED "TRAVERSE LB 5075"
NORTHING: 297839.39
EASTING: 2595027.14
ELEVATION: 121.74' (NAVD 1988)

MITERED END SECTION INV. = 122.46' (18" RCP)

MITERED END SECTION INV. = 122.93' (18" CMP)

MITERED END SECTION INV. = 122.30' (18" CMP)

MITERED END SECTION INV. = 120.61' (24" CMP)

MITERED END SECTION INV. = 119.95' (24" CMP)

CATCH BASIN TOP OF GRATE = 125.73 INV. = 122.68' (18" HDPE)

LIFT STATION

TP: 03051-004-000

TP: 03051-000-000

TP: 03051-003-000

TP: 03051-001-001

N: 297802.16
E: 2594330.83

SEE SHEET 4
MATCH LINE "F"
SEE SHEET 6

SEE SHEET 4
MATCH LINE "G"
SEE SHEET 5

US-441

CITY OF ALACHUA, FLORIDA

Path: /old Red Date: Feb 04 2021 - 3:52pm Filename: C:\Users\KWM\Desktop\Work\New\AS-Built\16-0102.01-Alachua Very West Topo and Water and Force Main Locate.dwg

11801 Research Drive
Alachua, FL 32615
(352) 331-1976
(352) 331-2476
www.chw-inc.com
est. 1988 FLORIDA CA-5075

CHW
Professional Consultants

SCALE: 1" = 30'

VERIFY SCALE
BAR IS 2" INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.
0 1" 2"

CERTIFIED TO:

SURVEY DATE:	08-13-2019
REVISION DATE:	N/A
PROJECT NUMBER:	16-0102.01
TECHNICIAN:	KWM
CREW CHIEF:	NW
DRAWN BY:	AHH
CHECKED BY:	AHH
FIELD BOOK & PAGE:	297/136,171 (8-AS-built), 70, 73,74,97,99,142,147

AARON H. HICKMAN
Professional Surveyor & Mapper Fla. License No. 6791

This map prepared by:

Certificate of Authorization No. LB. 5075
NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.:
4 OF 6

April 28, 2025

Carson J. Crocket, Planner
Office of Planning and Community Development
ccrockett@cityofalachua.org | 386-418-6137
City of Alachua, Florida.

Ref: Site plans for Santa Fe Crossings Chick-Fil-A

Dear Mr. Crockett:

The following are our comments for the site plans for Santa Fe Crossings Chick-Fil-A.

1. **Sheet C-3.0**
    a. The stormwater piping system still does not propose any slope without proof that can handle the design stormwater events.
2. **Drainage Narrative**
    a. Hydraulically demonstrate that the stormwater piping system has capacity for the required storm event and provide minimum velocity to remove any sediment during rainfall events.

3. **Landscape**
    a. There is still a conflict with one group of proposed trees and the proposed fire line

Please do not hesitate to contact me if you have any questions/comments.

Sincerely,

Sergio Reyes, P.E.
President
SReyes@edafl.com
edafl.com

City of ALACHUA
the good life community

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

April 24, 2025

Submitted electronically to kmorales@bowman.com

Kristhian Morales
Bowman Consulting Group, LTD., Inc.
900 SE Third Avenue, Suite 300
Fort Lauderdale, Fl 33316

Application #: PSP25-0004

RE: Notice of Hearing to be Scheduled for Chick-fil-A Site Plan Application

Dear Kristhian Morales,

On April 21, 2025, the City of Alachua received your revised site plan application for the Chick-fil-A project (#PSP25-0004) submitted on behalf of Alachua 441/235, LLC. Based on review of the materials submitted, the City has determined that this application can now be scheduled for a hearing before the Planning & Zoning Board.

The application has been scheduled for the **May 13, 2025,** Planning & Zoning Board meeting.

You must provide two *double sided, three-hole punched, color sets* of each **complete** application package, seven full size sets of site plans, and a digital copy of all materials in PDF format on a CD or by emailing a Cloud/FTP link to download the materials to planning@cityofalachua.org *no later than 10 business days prior to the Planning & Zoning Board meeting at which your application is scheduled to be heard*; therefore, the above referenced materials must be submitted to the City no later than ***Monday, April 28, 2025***. Materials may be submitted earlier than this date.

Additionally, Section 2.2.9(D) of the Land Development Regulations requires the applicant to place posted notice signs on the subject property at least 14 days prior to the public hearing; therefore, posted notice signs must be placed on the property no later than ***Monday, April 28, 2025***. These signs are now ready for pickup at the building counter in City Hall during regular business hours.

If you plan to utilize a PowerPoint presentation or would like other materials to be available for reference during the public hearing, please submit the presentation or materials no later than 12:00 PM on the last business day prior to the Planning & Zoning Board meeting; therefore, the presentation or materials must be submitted no later than 12:00 PM on ***Monday, May 12, 2025***. Any presentation or materials may be submitted electronically by emailing them to planning@cityofalachua.org.

If you have any questions regarding the information above, please contact me at (386) 418-6137 or via email at ccrockett@cityofalachua.org.

Sincerely,

Carson J. Crockett, AICP Candidate
Planner

CC: Mike DaRoza, City Manager *(by electronic mail)*
Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Marian Rush, City Attorney *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*
Project File

City of ALACHUA
the good life community

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

April 23, 2025

Submitted electronically to kmorales@bowman.com

Kristhian Morales
Bowman Consulting Group, LTD., Inc.
900 SE Third Avenue, Suite 300
Fort Lauderdale, Florida 33316

Application #: PSP25-0004

RE: Parking Adjustment Pursuant to Section 6.1.4(B)(5)(b) for the Chick-fil-A Site Plan

Dear Kristhian Morales,

On April 21, 2025, the Planning & Community Development Department received your request concerning the maximum number of off-street parking spaces permitted as part of the proposed Chick-fil-A site plan application (#PSP25-0004).

Section 6.1 of the City's Land Development Regulations establishes off-street parking and loading standards. Section 6.1.4(B)(5)(a) of the Land Development Regulations states that the number of off-street parking spaces shall not exceed more than 125% of the minimum spaces required.

The proposed use, a restaurant with drive-through service, is required to provide a minimum number of off-street parking spaces at a rate of 1 space per 150 square feet of floor area and designated outdoor seating area. The floor area of the proposed restaurant with drive-through service is approximately 4,927 square feet plus an additional 600 square feet of designated outdoor seating area. As such, the required minimum number of off-street parking spaces to be provided is 37 with a 125% maximum of off-street parking spaces of 46.

Section 6.1.4(B)(5)(b) of the Land Development Regulations states that the maximum number of off-street parking spaces allowed may be adjusted by the LDR Administrator if the applicant provides written information demonstrating that the proposed use would not be economically viable without such adjustment. The request and information, as received on April 21, 2025, are attached to this determination letter.

The request of the applicant proposes to increase the maximum number of permitted off-street parking spaces from 46 to 68 which amounts to 184% of the minimum number of required off-street parking spaces, or a 48% increase in the current maximum number of off-street parking spaces permitted by Section 6.1.4(B)(5)(a) of the Land Development Regulations.

The analysis provided by the applicant reviewed four Chick-fil-A restaurants of similar contextual areas within a 50-mile radius of the City of Alachua. The analysis included the number of parking spaces at each location, the average number of dine-in and drive-through transactions during the peak service period between 11:00 AM and 2:00 PM, the total average daily transaction count, the number of allowable spaces under the City of Alachua's Land Development Regulations, and the number of spaces over the permitted number by the City of Alachua Land Development Regulations that were present at each location.

The analysis showed that the four locations had an average of 24 additional off-street parking spaces over the maximum permitted number of parking spaces by the City of Alachua Land Development Regulations, resulting in an average loss of $4,463.40 of revenue per day, or an average of $1,397,044.20 of revenue per year. The applicant contends that being unable to provide the additional spaces would present a significant financial hardship and render the development not economically viable. Additionally, the applicant contends that the business operations of multiple customer bases require additional spaces. These operations include curbside pick-up, carryout pick-up, third party delivery services, and catering.

I, as the City of Alachua LDR Administrator, have found that the provisions of Section 6.1.4(B)(5)(b) are satisfied and that the development could potentially be not economically viable without the adjustment of the maximum number of off-street parking spaces permitted upon review of the request and supporting data. As such, the maximum number of off-street parking spaces is increased to a maximum number of 58 off-street parking spaces, plus an additional 10 short-term loading spaces (for use by curbside pick-up, carryout pick-up, third party delivery providers, and catering operations only and to be signed accordingly on the site and shown as such on the site plan) for a total of 68 spaces.

If you have any questions regarding the information above, please contact the Planning & Community Development Department at (386) 418-6121.

Sincerely,

Mike DaRoza
LDR Administrator

Attachments: Parking Adjustment Request (04/21/2025)

CC: Chad Brubaker, Lisciotti Development *(by electronic mail)*
Justin Tabor, AICP, North Florida Professional Services *(by electronic mail)*
Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Carson J. Crockett, AICP Candidate, Planner *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*
Project File

Bowman

April 21, 2025
Mike DaRoza
City Manager / LDR Administrator
15100 NW 142nd Terrace
Alachua, FL 32615

RE: Chick-fil-A Alachua FSU #05989 Parking Adjustment Request
Application No. PSP25-0004

Dear Mr. DaRoza:

Bowman Consulting Group, Ltd. (Bowman) has completed a parking analysis for the proposed development of a site located on the southwest corner of NW US 441 and NW 173rd Street, in the City of Alachua, Florida. The proposed development will include a 4,927-square foot Chick-fil-A site with 90 seats (74 interior and 16 exterior) and a two-lane drive-through facility. The site plan is attached in **Appendix A**. An aerial photograph of the site is shown on **Figure 1**.

Figure 1 Site Location



900 SE 3rd Ave, 300 Suite, Ft. Lauderdale, Florida 33316
bowman.com

Code Parking Requirement

Per Section 6.1.5(B) of the City of Alachua's Land Development Regulations (LDRs), the minimum number of parking spaces provided should equal one (1) space for each 150 S.F. of floor area plus any outdoor seating area. Given the proposed 4,927 SF of floor area plus an additional 600 SF of outdoor seating area, the minimum number of parking spaces allowed equals 37 spaces. Per Section 6.1.4(B)(5)(a), the maximum number of parking spaces shall not exceed 125% of the minimum number of parking spaces required. In this instance, the maximum number of parking spaces permitted by Section 6.1.4(B)(5)(a) is 46 spaces.

Chick-fil-A Operations

Chick-fil-A provides customers with a variety of options for ordering food that helps foster a safe and personalized environment for everyone. In addition to traditional dine-in and drive-thru operations, guests can order ahead on chick-fil-a.com and select the "check-in" button once they have arrived at the restaurant. Guests can also use mobile ordering on the Chick-fil-A App and select their choice of pick up through the drive-thru, curbside, or carryout options. Delivery service is also provided from select restaurant locations through delivery partners such as Uber Eats, DoorDash, or Grubhub, or directly through Chick-fil-A. With contactless online ordering, guests can pay in advance to help expedite the experience. Chick-fil-A requires a significant number of employees onsite during peak periods to help process orders from the various dining options, with the average shift consisting of 30 employees.

Parking Demand

Given the variety in Chick-fil-A ordering options that are proposed, the Chick-fil-A site will need to accommodate parking for several types of vehicular traffic, including vehicles for dine-in customers, employees, curbside customers, third-party delivery customers (Uber Eats, DoorDash, Grubhub), carryout customers, and company vehicles (catering and delivery). Some drive-through vehicles may also be asked to pull into parking spaces and wait for their orders to prevent delays in the drive-through facility area. Some spaces may serve multiple uses.

The Institute of Transportation Engineer's (ITE) *Parking Generation Manual*, 6th Edition, was used to estimate the parking demand for the proposed Chick-fil-A. Land Use Code 934, Fast-Food Restaurant with Drive-Through Window, was used for analysis. Based on ITE, the highest demand rate is 11.65 parked vehicles per 1,000 square feet and 0.47 parked vehicles per seat. Consequently, the maximum parking demand per ITE is 58 parking spaces when analyzing per 1,000 square feet of building. Excerpts from ITE are attached in **Appendix B**. The parking demand per ITE, however, generally accounts for typical fast-food operations, which includes parking for dine-in guests and employees, and may not account for all other service options expected to be provided by Chick-fil-A.

Bowman

As previously stated, the proposed 4,927 square foot Chick-fil-A is permitted 46 parking spaces as established in Section 6.1.4(B)(5)(a) of the LDRs. Section 6.1.4(B)(5)(b) permits the LDR Administrator to adjust the maximum number of allowable spaces if the applicant provides written information demonstrating the proposed use would not be economically viable without such adjustment. The applicant respectfully requests the LDR Administrator to consider a parking adjustment in accordance with Section 6.1.4(B)(5)(b) to increase the total number of parking spaces for this development to a maximum of 68 spaces and provides the following information in support of this request.

To account for all service options provided on the site, the following parking supply breakdown is proposed:

- Employee and Dine-in: 58 spaces (required per ITE)
- Curbside: three (3) spaces
- Carryout: three (3) spaces
- Third Party Delivery: three (3) spaces
- Delivery/Catering: one (1) space
- **Estimated total number of spaces: 68**

The applicant contends that the proposed use would not be economically viable without an adjustment to the maximum number of parking spaces because without such an adjustment potential customers will be unable to patronize the restaurant, resulting in lost revenue. An analysis of potential revenue loss based upon the sales data obtained from existing Chick-fil-A restaurants near the site is included as an attachment. This data demonstrates that the reduced parking count would result in the potential for a loss of revenue of approximately +/- **$1,397,044** per year if these additional parking spaces are not provided. The loss of these spaces, which would result in lost revenue, would present a significant financial hardship and render the development not economically viable.

Should you have any questions or comments regarding this analysis, please do not hesitate to contact me.

Sincerely,

Kristhian Morales
Branch Manager
Bowman

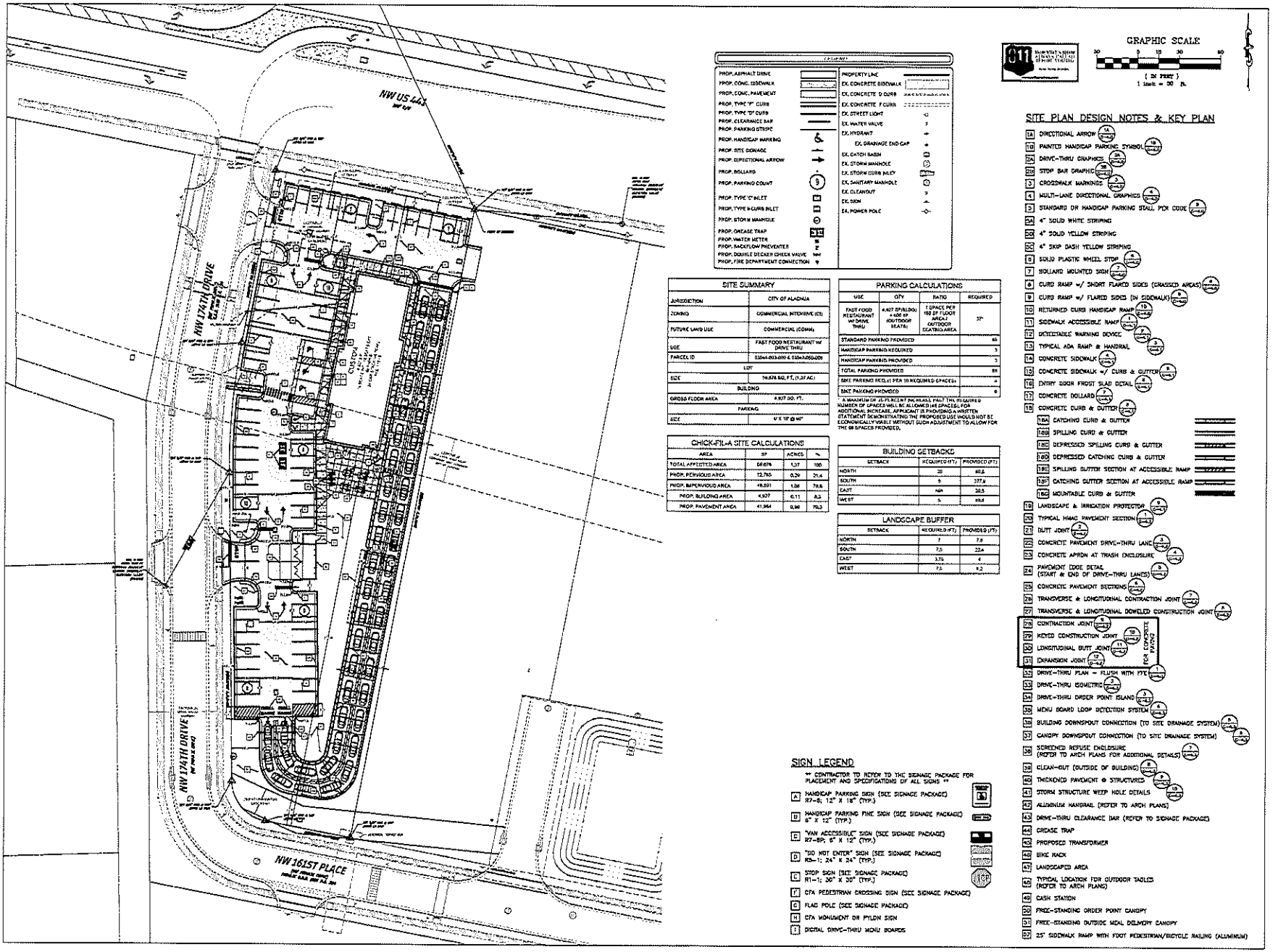
900 SE 3rd Ave, 300 Suite, Ft. Lauderdale, Florida 33316
bowman.com

Store # [1]	Address [2]	Parking Spaces [3]	Average Dine-In Transactions (Peak 11am - 2pm) [4]	Average DT Transactions (Peak 11am - 2pm) [5]	Average Daily Transaction Count [6]	Average Transaction Amount	Total Allowable Spaces [7]	Staff Spaces [8]	Guest Spaces [9]	Parking Variance [10]	Total Loss Revenue Per Day [11]	Total Annual Lost Revenue [12]
Ocala FSU	3445 SW College Rd, Ocala, FL, 34474	63	303	87	1,725	$ 12.00	46	20	26	17	$ 3,264.00	$ 1,021,632.00
Lake City FSU	3200 W US Highway 90, Lake City, FL, 32055	78	411	89	2,268	$ 11.25	46	20	26	32	$ 5,760.00	$ 1,802,880.00
Archer Road FSU	3938 SW Archer Rd, Gainesville, FL, 32608	69	389	116	2,273	$ 10.95	46	20	26	23	$ 4,029.60	$ 1,261,264.80
West Ocala FSU	5048 SW 48th Avenue, Ocala, FL, 34474	71	345	94	1,814	$ 12.00	46	20	26	25	$ 4,800.00	$ 1,502,400.00
Average		**70**	**362**	**97**	**2,020**	**$ 11.55**	**46**	**20**	**26**	**24**	**$ 4,463.40**	**$ 1,397,044.20**

1. The analysis was completed on Chick-Fil-A restaurants at the noted locations. Each are comparable sites located within a 50 mile radius of City of Alachua.
2. The addresses of the sites are included for reference.
3. The number of existing parking spaces at each restaurant.
4. Average Dine-in transactions during peak hours 11am - 2pm. Average transaction count data is for the time period 1/1/2024 - 12/31/2024
5. Average Drive-thru transactions during peak hours 11am - 2pm. Average transaction count data is for the time period 1/1/2024 - 12/31/2024
6. Average amount of transactions based on actual sales data for each location. Average transaction count data is for the time period 1/1/2024 - 12/31/2024
7. Total allowable spaces based on Section 6.1.5(B)(5)(a) City of Alachua Land Development Regulations
8. The average number of employee parking spaces required is 20 spaces. During peak days and periods, this number is often larger. This does not account for shift changes when additional staff parking is needed.
9. The remaining spaces for guest based on code requirements and staff parking.
10. The parking variance is the number of spaces at each location over the maximum number permitted by Section 6.1.4(B)(5)(a) of the City of Alachua Land Development Regulations
11. The daily sales loss based on 16 peak intervals, 30 minutes per interval, per day, multiplied by the average transaction amount and multiplied by the number of spaces the location would be short.
    Formula: Total Allowable Spaces x Spaces Short x 16 peak intervals, 30 minutes each
12. The annual sales loss based on the daily loss in sales. Chick-fil-A is open approximately 313 days a year (closed on Sundays)

Appendix A

Site Plan



SITE SUMMARY	
JURISDICTION	CITY OF ALACHUA
ZONING	COMMERCIAL INTENSIVE (CI)
FUTURE LAND USE	COMMERCIAL (COMM)
USE	FAST FOOD RESTAURANT W/ DRIVE THRU
PARCEL ID	03044-003-000 & 03044-005-000
LOT	
SIZE	74,674 SQ. FT. (1.37 AC)
BUILDING	
GROSS FLOOR AREA	4,927 SQ. FT.
PARKING	
SIZE	9' X 18' @ 90°

CHICK-FIL-A SITE CALCULATIONS			
AREA	SF	ACRES	%
TOTAL AFFECTED AREA	59,676	1.37	100
PROP. PERVIOUS AREA	12,765	0.29	21.4
PROP. IMPERVIOUS AREA	46,891	1.08	78.6
PROP. BUILDING AREA	4,927	0.11	8.3
PROP. PAVEMENT AREA	41,964	0.96	70.3

PARKING CALCULATIONS			
USE	QTY	RATIO	REQUIRED
FAST FOOD RESTAURANT W/ DRIVE THRU	4,927 SF(BLDG) + 600 SF OUTDOOR SEATS:	1 SPACE PER 150 SF FLOOR AREA / OUTDOOR SEATING AREA	37
STANDARD PARKING PROVIDED			85
HANDICAP PARKING REQUIRED			3
HANDICAP PARKING PROVIDED			3
TOTAL PARKING PROVIDED			88
BIKE PARKING REQ.(1 PER 10 REQUIRED SPACES)			4
BIKE PARKING PROVIDED			6

A MAXIMUM OF 20 PERCENT INCREASE PAST THE REQUIRED NUMBER OF SPACES WILL BE ALLOWED (44 SPACES). FOR ADDITIONAL INCREASE, APPLICANT IS PROVIDING A WRITTEN STATEMENT DEMONSTRATING THE PROPOSED USE WOULD NOT BE ECONOMICALLY VIABLE WITHOUT SUCH ADJUSTMENT TO ALLOW FOR THE 88 SPACES PROVIDED.

BUILDING SETBACKS		
SETBACK	REQUIRED (FT)	PROVIDED (FT)
NORTH	20	48.6
SOUTH	5	277.9
EAST	N/A	30.5
WEST	5	88.8

LANDSCAPE BUFFER		
SETBACK	REQUIRED (FT)	PROVIDED (FT)
NORTH	7	7.9
SOUTH	7.5	22.4
EAST	3.75	4
WEST	7.5	9.2

SIGN LEGEND

** CONTRACTOR TO REFER TO THE SIGNAGE PACKAGE FOR PLACEMENT AND SPECIFICATIONS OF ALL SIGNS **

- A HANDICAP PARKING SIGN (SEE SIGNAGE PACKAGE) R7-8; 12" X 18" (TYP.)
- B HANDICAP PARKING FINE SIGN (SEE SIGNAGE PACKAGE) 9" X 12" (TYP.)
- C "VAN ACCESSIBLE" SIGN (SEE SIGNAGE PACKAGE) R7-8P; 9" X 12" (TYP.)
- D "DO NOT ENTER" SIGN (SEE SIGNAGE PACKAGE) R5-1; 24" X 24" (TYP.)
- E STOP SIGN (SEE SIGNAGE PACKAGE) R1-1; 30" X 30" (TYP.)
- F CFA PEDESTRIAN CROSSING SIGN (SEE SIGNAGE PACKAGE)
- G FLAG POLE (SEE SIGNAGE PACKAGE)
- H CFA MONUMENT OR PYLON SIGN
- I DIGITAL DRIVE-THRU MENU BOARDS

SITE PLAN DESIGN NOTES & KEY PLAN

1A DIRECTIONAL ARROW
1B PAINTED HANDICAP PARKING SYMBOL
2A DRIVE-THRU GRAPHICS
2B STOP BAR GRAPHIC
3 CROSSWALK MARKINGS
4 MULTI-LANE DIRECTIONAL GRAPHICS
5 STANDARD OR HANDICAP PARKING STALL PER CODE
6A 4" SOLID WHITE STRIPING
6B 4" SOLID YELLOW STRIPING
6C 4" SKIP DASH YELLOW STRIPING
8 SOLID PLASTIC WHEEL STOP
7 BOLLARD MOUNTED SIGN
9 CURB RAMP w/ SHORT FLARED SIDES (CROSSED AREAS)
9 CURB RAMP w/ FLARED SIDES (IN SIDEWALK)
10 RETURNED CURB HANDICAP RAMP
11 SIDEWALK ACCESSIBLE RAMP
12 DETECTABLE WARNING DEVICE
13 TYPICAL ADA RAMP & HANDRAIL
14 CONCRETE SIDEWALK
15 CONCRETE SIDEWALK w/ CURB & GUTTER
16 ENTRY DOOR FROST SLAB DETAIL
17 CONCRETE BOLLARD
18 CONCRETE CURB & GUTTER
18A CATCHING CURB & GUTTER
18B SPILLING CURB & GUTTER
18C DEPRESSED SPILLING CURB & GUTTER
18D DEPRESSED CATCHING CURB & GUTTER
18E SPILLING GUTTER SECTION AT ACCESSIBLE RAMP
18F CATCHING GUTTER SECTION AT ACCESSIBLE RAMP
18G MOUNTABLE CURB & GUTTER
19 LANDSCAPE & IRRIGATION PROTECTION
20 TYPICAL HMAC PAVEMENT SECTION
21 BUTT JOINT
22 CONCRETE PAVEMENT DRIVE-THRU LANE
23 CONCRETE APRON AT TRASH ENCLOSURE
24 PAVEMENT EDGE DETAIL (START & END OF DRIVE-THRU LANES)
25 CONCRETE PAVEMENT SECTIONS
26 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT
27 TRANSVERSE & LONGITUDINAL DOWELED CONSTRUCTION JOINT
28 CONTRACTION JOINT
29 KEYED CONSTRUCTION JOINT
30 LONGITUDINAL BUTT JOINT
31 EXPANSION JOINT
FOR CONCRETE PAVERS
32 DRIVE-THRU PLAN - FLUSH WITH FFE
33 DRIVE-THRU ISOMETRIC
34 DRIVE-THRU ORDER POINT ISLAND
35 MENU BOARD LOOP DETECTION SYSTEM
36 BUILDING DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM)
37 CANOPY DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM)
38 SCREENED REFUSE ENCLOSURE (REFER TO ARCH PLANS FOR ADDITIONAL DETAILS)
39 CLEAN-OUT (OUTSIDE OF BUILDING)
40 THICKENED PAVEMENT @ STRUCTURES
41 STORM STRUCTURE WEEP HOLE DETAILS
42 ALUMINUM HANDRAIL (REFER TO ARCH PLANS)
43 DRIVE-THRU CLEARANCE BAR (REFER TO SIGNAGE PACKAGE)
44 GREASE TRAP
45 PROPOSED TRANSFORMER
46 BIKE RACK
47 LANDSCAPED AREA
48 TYPICAL LOCATION FOR OUTDOOR TABLES (REFER TO ARCH PLANS)
49 CASH STATION
50 FREE-STANDING ORDER POINT CANOPY
51 FREE-STANDING OUTSIDE MEAL DELIVERY CANOPY
52 25' SIDEWALK RAMP WITH FOOT PEDESTRIAN/BICYCLE RAILING (ALUMINUM)

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

Bowman

Seal

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 83621

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE/SIZE: FS6 LEAN
RELEASE: 08.01.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2024-03-14	IRC SET

CONSULTANT PROJECT # 01100-010-015
PRINTED PLOT
DATE: 4/19/2024
DRAWN BY: DTC

SHEET TITLE
SITE PLAN

SHEET NUMBER
C-2.0

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Appendix B

Parking Generation Information

Land Use: 934 Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day), and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-through-Thursday weekday (one study site), a Saturday (two study sites), and a Sunday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand		
	Monday through Thursday	Saturday	Sunday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	–
9:00 a.m.	–	–	–
10:00 a.m.	20	–	–
11:00 a.m.	40	50	34
12:00 p.m.	100	84	57
1:00 p.m.	93	100	100
2:00 p.m.	80	94	71
3:00 p.m.	53	64	48
4:00 p.m.	33	64	55
5:00 p.m.	40	59	64
6:00 p.m.	37	100	55
7:00 p.m.	20	72	57
8:00 p.m.	33	72	57
9:00 p.m.	20	61	66
10:00 p.m.	–	–	–
11:00 p.m.	–	–	–

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may have a more direct relationship to site-generated parking demand than GFA.

The average parking supply ratio for the 40 study sites with parking supply information in a general urban/suburban setting is 13 spaces per 1,000 square feet GFA. The average parking supply ratio for the seven study sites with parking supply information in a dense multi-use urban setting is 10 spaces per 1,000 square feet GFA. The average peak parking occupancy is 61 percent at the general urban/suburban sites and 66 percent at the dense multi-use urban sites.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, California, District of Columbia, Maine, Maryland, Missouri, Nevada, New York, Oregon, Pennsylvania, Virginia, Washington, and Wisconsin.

Source Numbers

218, 251, 274, 298, 432, 527, 530, 543, 603, 613, 620, 626, 637

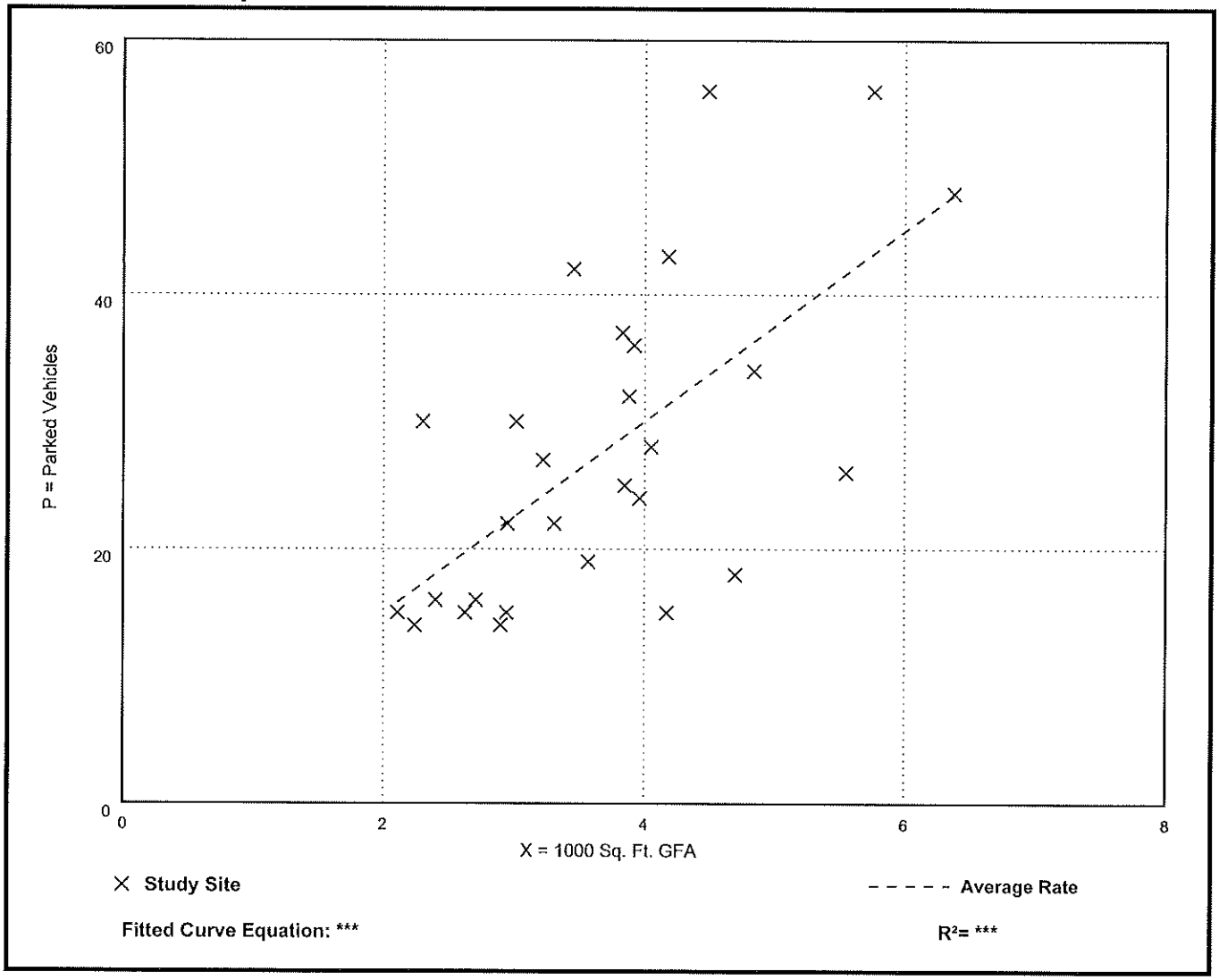
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 3.7

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
7.51	3.60 - 13.04	6.17 / 10.17	6.58 - 8.44	2.52 (34%)

Data Plot and Equation



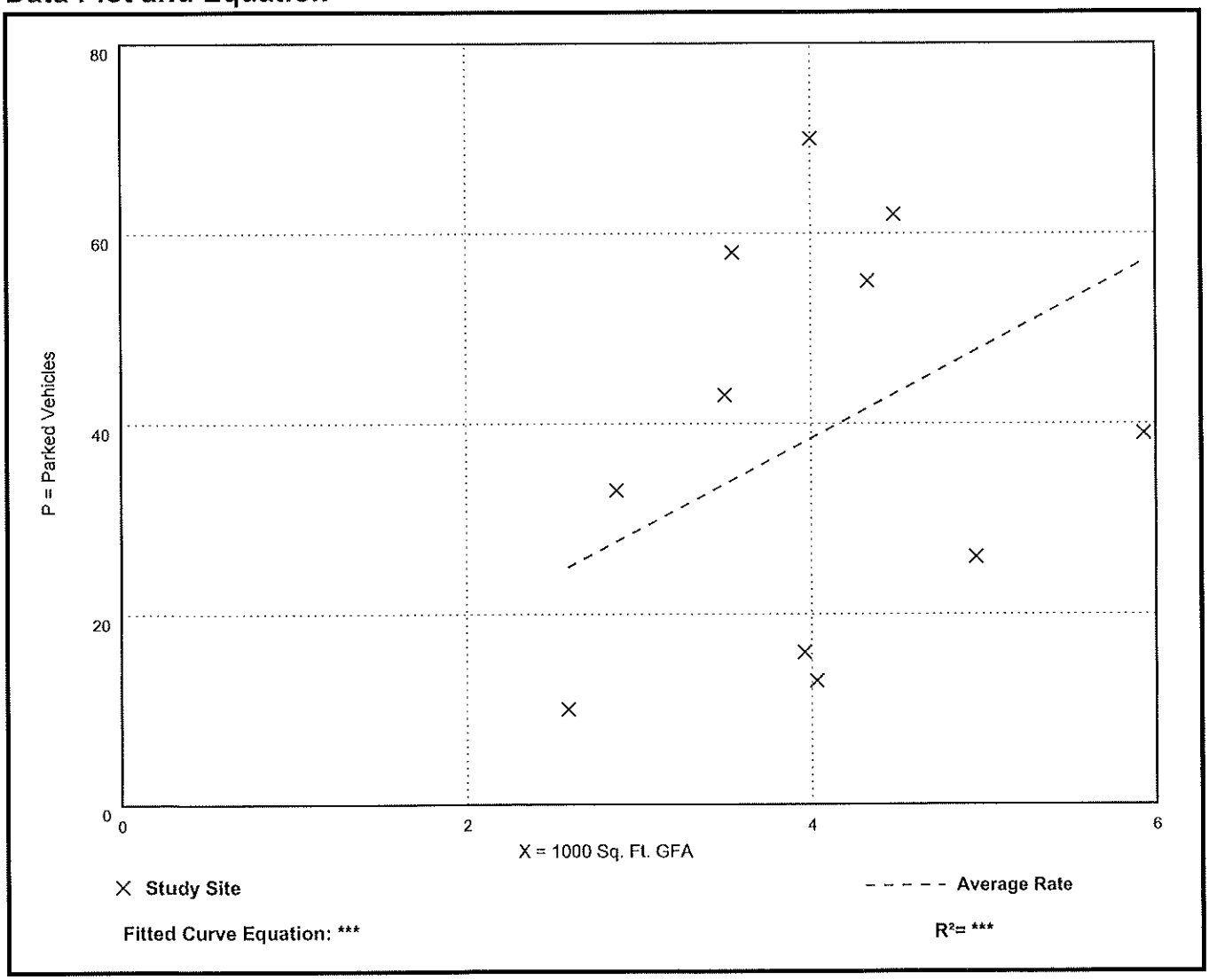
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Friday
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 4.0

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
9.62	3.23 - 17.50	5.20 / 16.59	***	5.21 (54%)

Data Plot and Equation



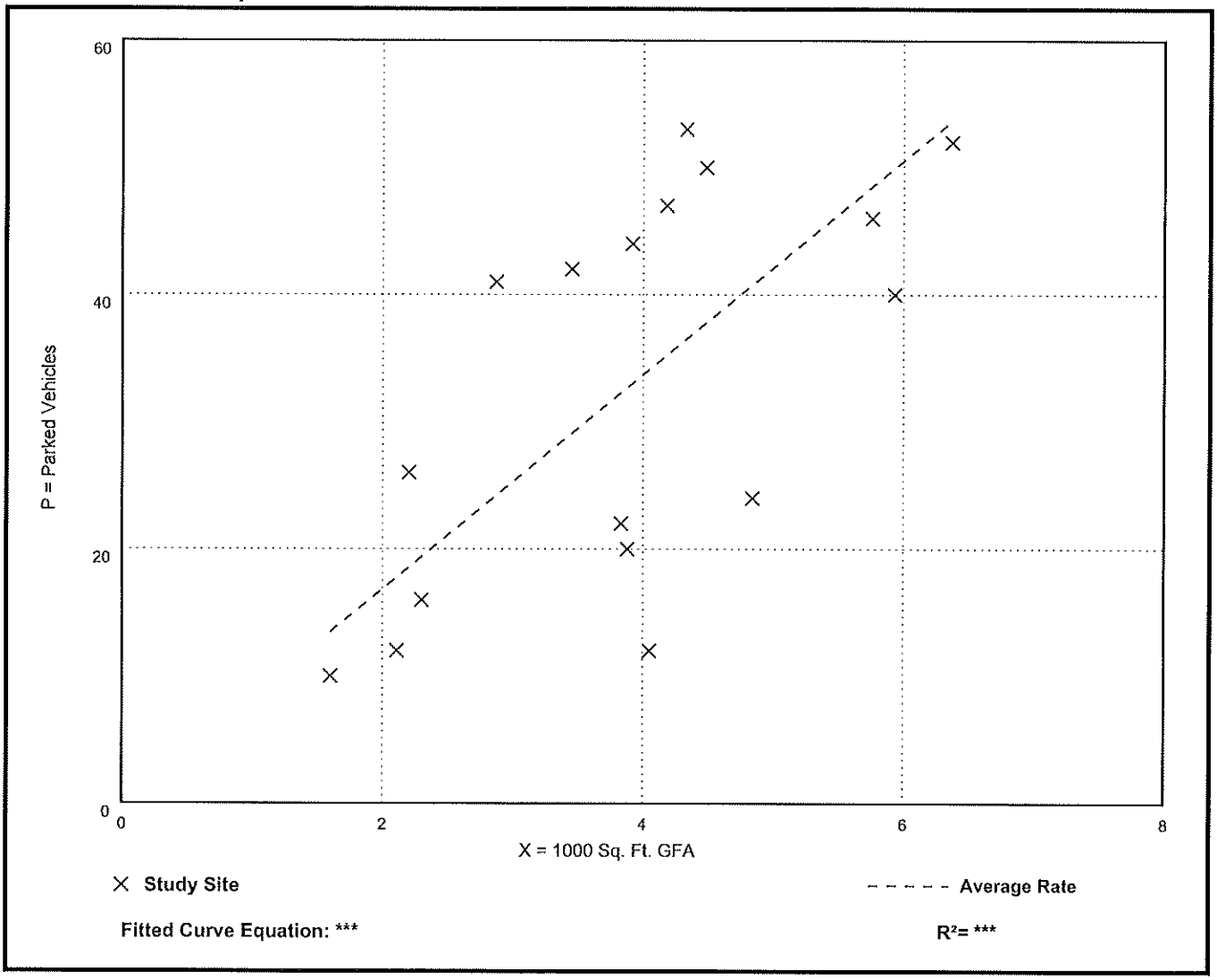
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. 1000 Sq. Ft. GFA: 3.9

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.43	2.96 - 14.28	6.22 / 12.19	***	3.18 (38%)

Data Plot and Equation



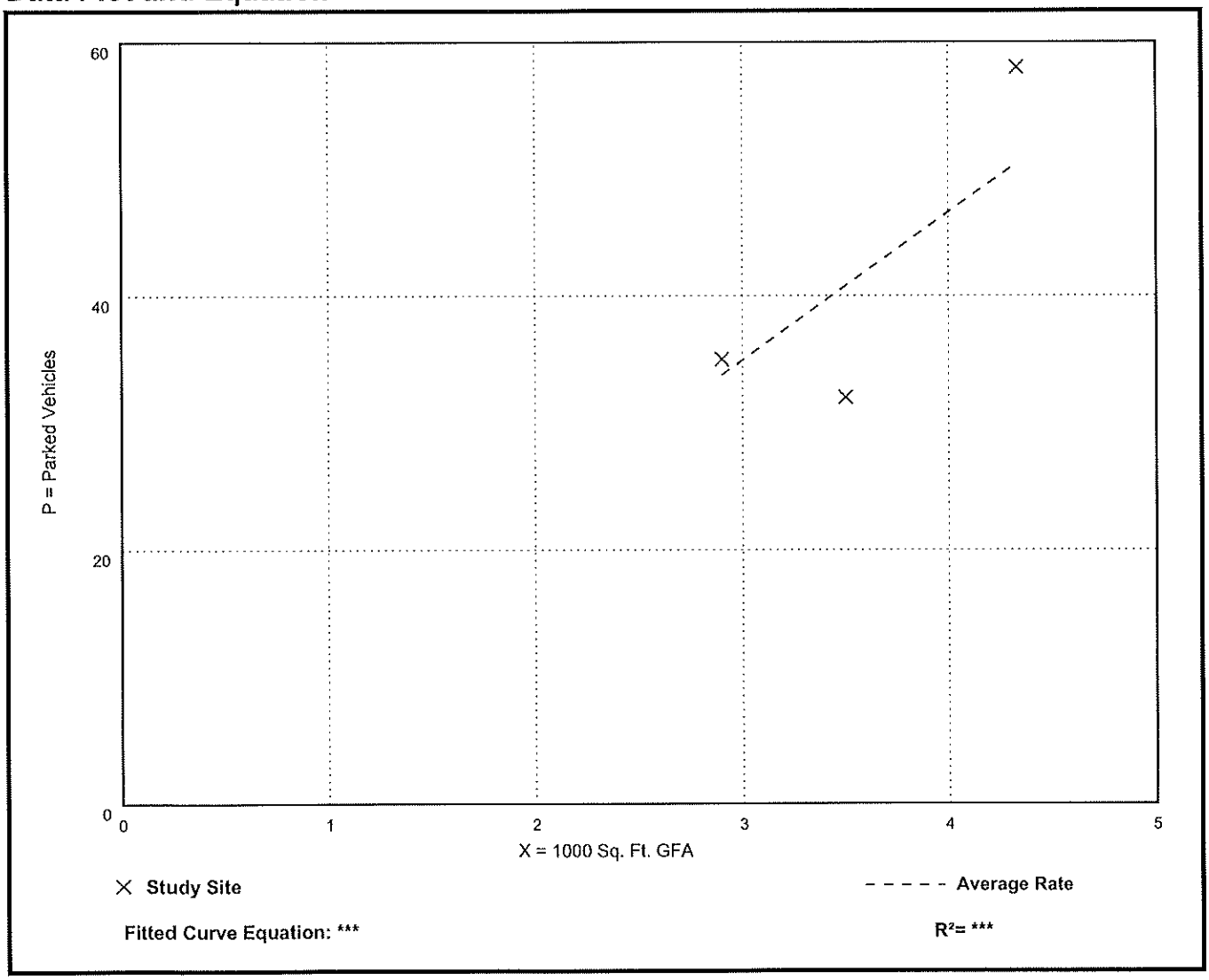
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Sunday
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 3.6

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
11.65	9.14 - 13.39	10.08 / 13.39	***	2.23 (19%)

Data Plot and Equation



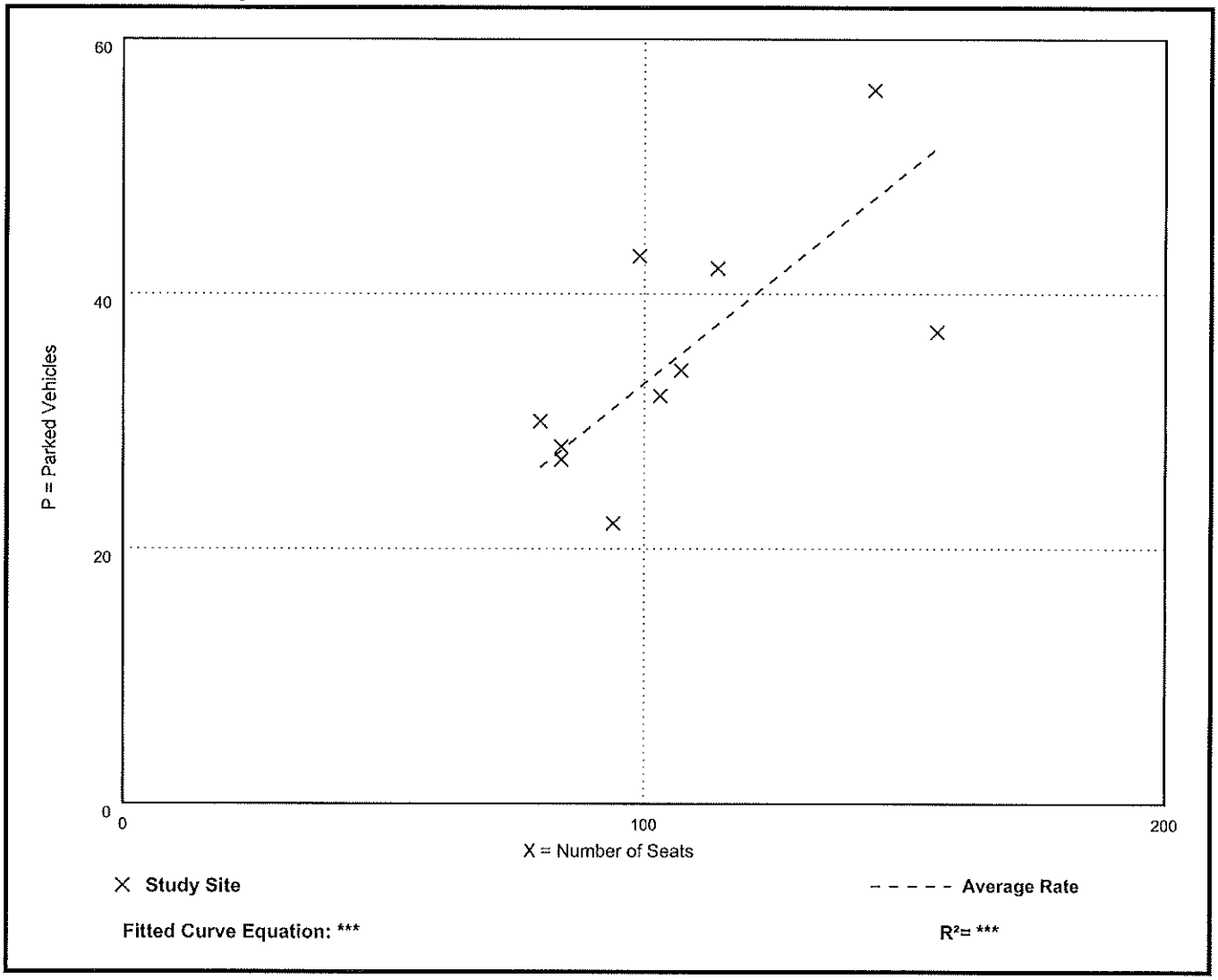
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: Seats
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Seats: 107

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.33	0.23 - 0.43	0.32 / 0.40	***	0.07 (21%)

Data Plot and Equation



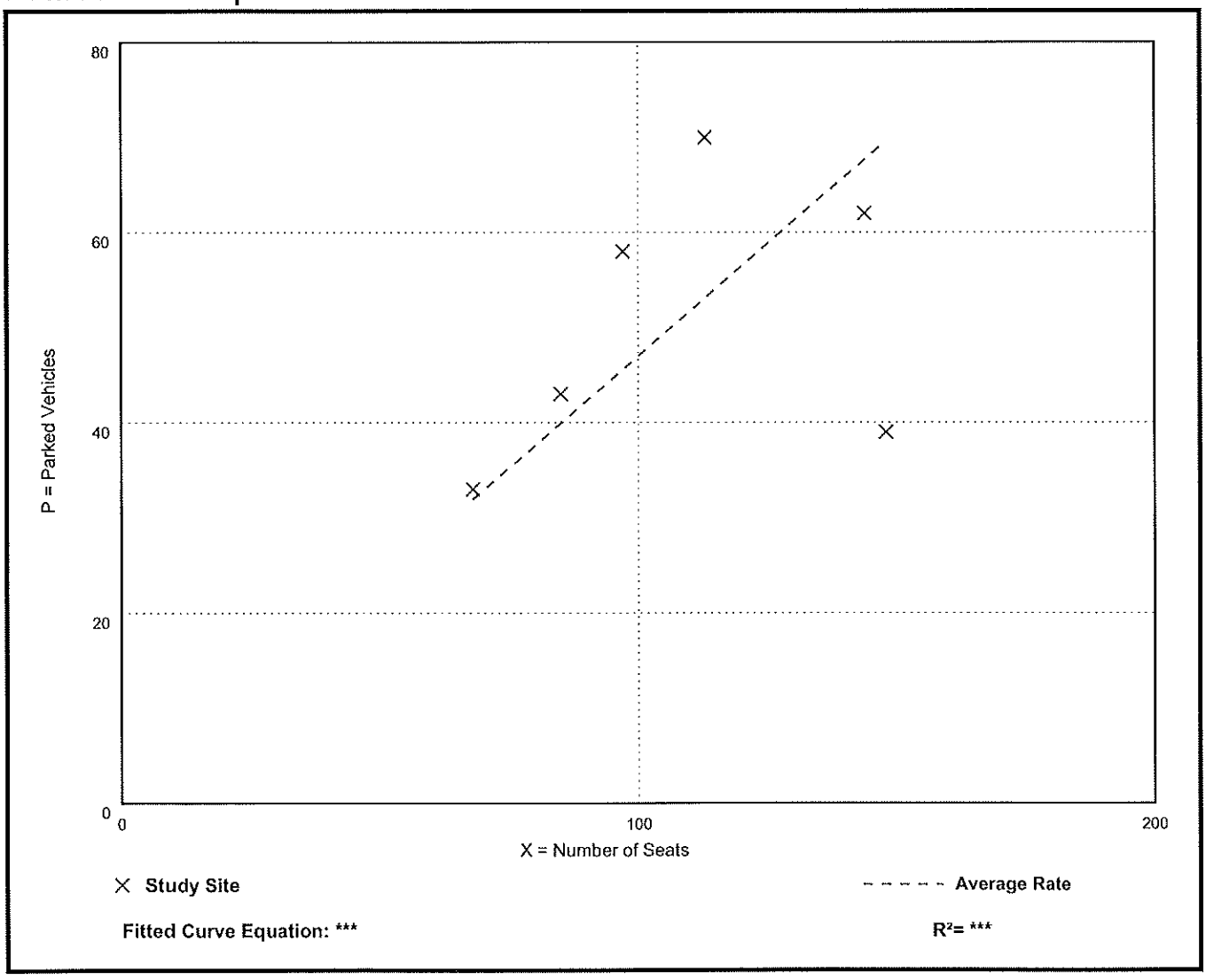
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: Seats
On a: Friday
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Seats: 109

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.26 - 0.62	0.45 / 0.62	***	0.14 (30%)

Data Plot and Equation



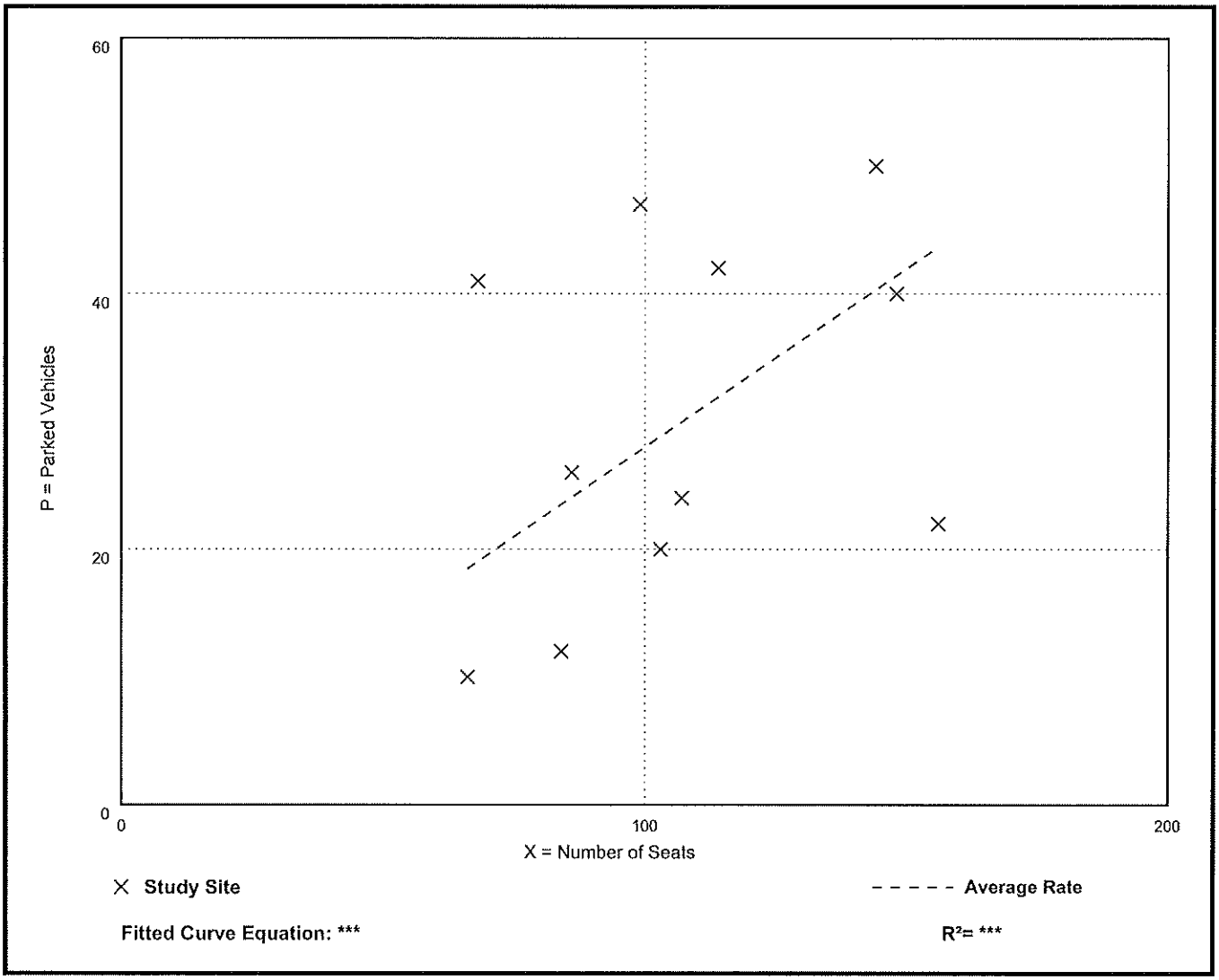
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: Seats
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Seats: 107

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.28	0.14 - 0.60	0.19 / 0.50	***	0.13 (46%)

Data Plot and Equation



Fast Food Restaurant with Drive-Through Window (934)

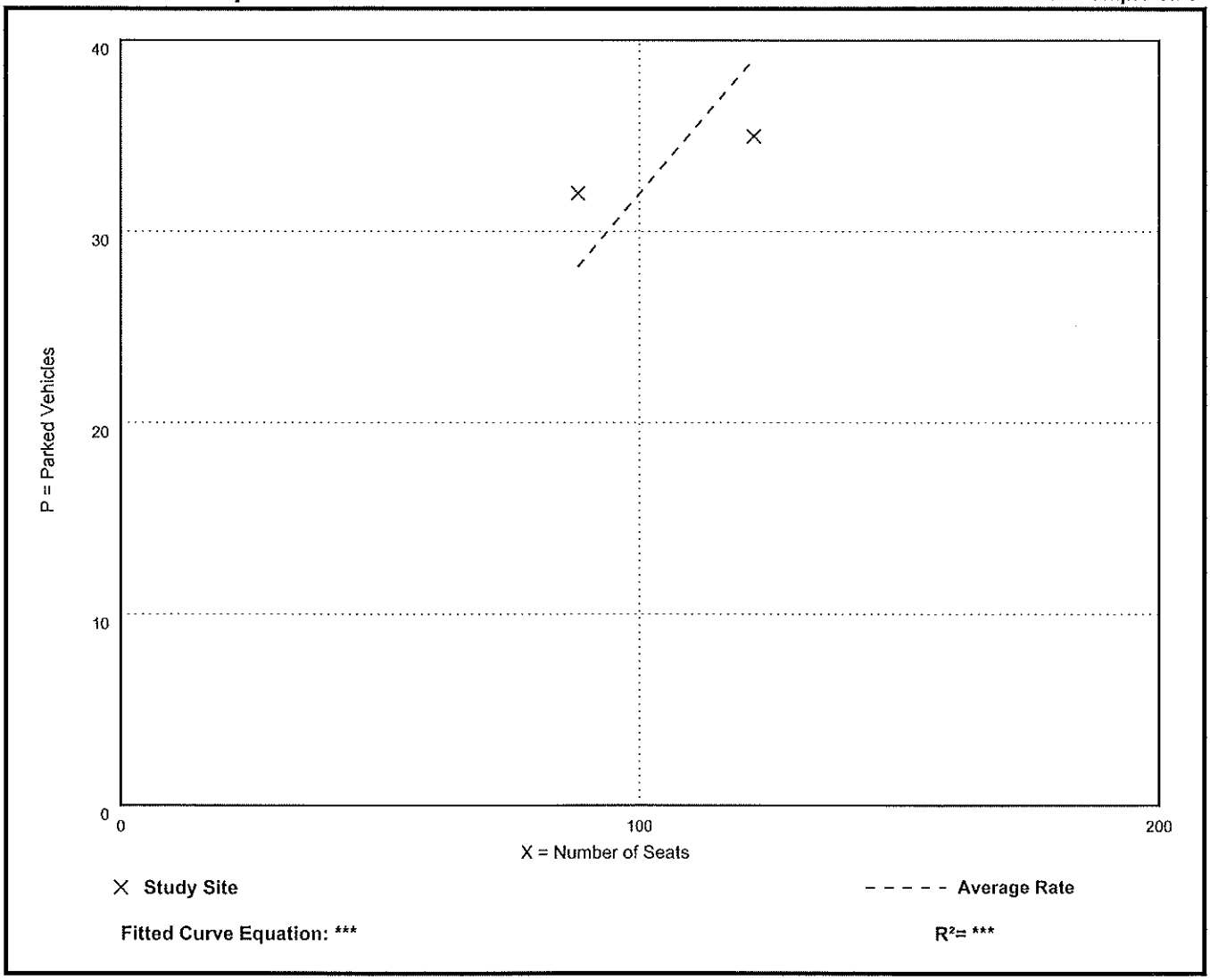
Peak Period Parking Demand vs: Seats
On a: Sunday
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Seats: 105

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.32	0.29 - 0.36	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



City of ALACHUA
the good life community

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

April 17, 2025

Submitted electronically to kmorales@bowman.com

Kristhian Morales
Bowman Consulting Group, LTD., Inc.
900 SE Third Avenue, Suite 300
Fort Lauderdale, Fl 33316

Application #: PSP25-0004

RE: Project Assistance Team (PAT) Comments for Chick-fil-A Site Plan Application

Dear Kristhian Morales,

On April 1, 2025, the Planning & Community Development Department received your revised site plan application for the Chick-fil-A project, which proposes the construction of a ± 4,927 square foot restaurant with drive-through service with associated site improvements on a ± 1.37-acre subject property (tax parcel 03044-003-000; 03042-050-008).

The application has been reviewed by the City's Planning Assistance Team (PAT). Upon review of the application materials, the following insufficiencies must be addressed. A meeting to review these comments may be scheduled by request.

Please address all insufficiencies in writing and provide an indication as to how they have been addressed by **5:00 PM on Monday, April 21, 2025**. A total of four copies of the application package, plans, and a digital copy of all materials in PDF format on a CD or sent by emailing a Cloud/FTP link must be provided by this date. Upon receipt of your revised application, Staff will notify you of any remaining insufficiencies which must be resolved, if any, before the item may be scheduled for a public hearing before the Planning & Zoning Board. Please note that if Staff determines that the revised submission requires outside technical review by the City, your application may be delayed in order to allow for adequate review time. If all comments are addressed by the resubmission date above, the application may be scheduled for the **May 2025 Planning & Zoning Board (PZB) Meeting**.

Address the following insufficiencies:

Deficiencies to be Addressed

** Unless otherwise noted, references to code sections are to the City of Alachua Land Development Regulations **

1. Comprehensive Plan Consistency Analysis
   a. Revise and resubmit evaluation of Objective 1.3/Policy1.3.b/Policy 1.3.d/Policy 1.3.e of the Future Land Use Element. Response provided does not evaluate the proposed site plan. Additionally, respond to each subpart of Policy 1.3.d and Policy 1.3.e to demonstrate consistency.
   b. Provide an evaluation specific to Policy 1.1.a, Transportation Element, to ensure that the site plan will not degrade the established level of service of any roadway segment.
2. Concurrency Impact Analysis
   a. Concurrency impact analysis as provided is insufficient. The following public facilities must be analyzed: traffic segments (AADT and PM peak trip generation), potable water, sanitary sewer, solid waste. The projected demand of these facilities should be applied to the current flows and demands and reserved capacity of the public facilities as published quarterly in the City's development monitoring reports (latest attached). Revise and resubmit.
   b. For traffic impacts, trips should be distributed onto segments monitored for concurrency as described in Section 2.4.14(H)(2). Utilize floor area for trip generation calculations. Revise and resubmit. *NOTE: Segment 6 is approaching the maximum level of service standard.*
3. Article 5 – Dimensional Standards
   a. Section 5.2.2(A)(7)(c) requires no less than a five-foot setback on a road frontage for corner lots in the CI zone district. Update setback table on Sheet 2.0.
4. Article 6 – Development Standards
   a. <u>Section 6.1 – Off-street parking and loading</u>
      i. Revise parking calculations to reflect the floor area of 4,927 square feet in addition to the 600 square foot outdoor seating area.
      ii. Section 6.1.4(B)(5)(a) establishes a maximum off-street parking standard of 125% of the minimum required (125% of the required 37 spaces equals a maximum of 46 space). The maximum is well exceeded. Either reduce the amount of parking provided to within the allowable range or submit a request for parking adjustment as outlines in Section 6.1.4(B)(5)(b).
      iii. Show boundaries of the designated outdoor seating area on the site plan (hatching or outline acceptable). Mark square footage of outdoor seating area on the site plan.
      iv. Provide landscaped island where the hatched fire access space is noted per previous correspondence with North Florida Professional Services.
      v. Two hatched spaces located near entry to drive-through entrance are not notated. Confirm purpose of these spaces, provide notation on site plan, and provide signage and painting to note no parking.

vi. Provide stacking space requirement as outlined in Section 6.1.8(A) in the parking calculations table.

vii. Provide typical stacking space dimension to comply with Section 6.1.8(B)(1)(a)

viii. Section 6.1.8(B)(1)(c)(ii) requires vehicle stacking areas adjacent to public streets or sidewalks to be separated from such streets or sidewalk by walls or landscaping with berms. Although stacking spaces are adjacent to a private street along the south (near the drive-through entry), Staff is requesting a wall or hedge three-feet in height to shield headlights from the adjacent private street.

ix. Dependent on Comment 4.a.ii, revise required number of accessible spaces as needed in conformance with Section 6.1.9.

b. Section 6.2 – Tree protection and landscaping standards

i. Include required note on landscape plan from Section 6.2.1(G)(1)(c).

ii. Applicant notes two required understory trees provided on each side of the building. Eastern side does not have required understory trees. Additionally, the calculations note two per side; however, the provided table shows only three provided in total. Clarify and provide required plantings.

iii. Provide preliminary irrigation plan as required by Section 6.2.2(D)(7)(b)(vi) demonstrating compliance. *NOTE: Final irrigation plans are inspected and permitted by Alachua County*.

iv. Section 6.2.3(E) establishes requirements for arterial frontage screening. Provide required screening and calculations on the landscape sheet. *NOTE: Staff is amenable to applicant's proposal to plant additional understory trees in lieu of required canopy trees due to the overhead wires. Make note of such replacement on the calculations*.

v. Verify lengths of parking lot buffers. Staff notes that the western parking lot buffer appears to be approximately 410 feet based on the scale provided; however, the calculations note a length of 267 feet.

vi. The Landscape Buffer Table on Sheet 2.0 notes that no buffer is required nor provided for the south, east, and west. Perimeter buffers are required for all project boundaries.

vii. Provide calculations of required perimeter buffers as set forth in Table 6.2-1 on Sheet L-101. Identify which of the three options as set forth in Table 6.2-1 was selected.

viii. Perimeter buffer understory tree planting requirement and buffer width are not met for east perimeter buffer. *NOTE: Staff acknowledges intent to utilize Section 6.2.2(D)(3)(d)(i).*

ix. The west perimeter buffer is short 2 understory trees.

x. Section 6.2.2(D)(3)(b) requires trees provided for perimeter buffering to be distributed evenly along the perimeter, provided however that up to 33% of the required number of trees may be clustered. Trees along the west perimeter do not fulfill this requirement.

xi. Provide height of all proposed canopy trees in the plant schedule to demonstrate compliance with Section 6.2.2(D)(9)(b)(ii).

xii. The same symbol is utilized for both Sioux Crepe Myrtle and Wildfire Tupelo. Revise using distinct symbology.

c. Section 6.3 – Fencing standards
   i. Confirm no fencing is proposed as part of the site plan application. If fencing is proposed, provide a fencing plan as required by Section 6.3.1.

d. Section 6.4 – Exterior lighting standards
   i. Section 6.4.4(A) requires all wall-mounted lights to have fully shielded luminaries (such as shoebox or can-style features) to direct all light downward. Provide typical detail of wall mounted light fixtures.
   ii. Section 6.4.4(C)(2) establishes maximum horizontal illuminations in business districts to not exceed 5 footcandles in parking lots. 5 footcandles is exceeded in several locations, typical near parking lot light fixtures. Revise and resubmit.
   iii. Provide typical detail of all lighting fixtures in excess of 60 watts to demonstrate full cut-off lenses or hoods are provided as required in Section 6.4.4(F)(1).
   iv. Provide elevation of any proposed canopy to include lighting to demonstrate compliance with Section 6.4.4(F)(3), which requires light sources in a canopy structure to not extend downward further than the lowest edge of the canopy ceiling.

e. Section 6.5 – Signage
   i. Provide height of proposed flag pole. The flagpole shall be set back from each property boundary a distance equal to the height of the flagpole. Refer to Section 6.5.6 regarding flags.
   ii. Remove all commercial signage from the architectural elevations. Add notation to monument sign that separate permit is to be obtained. The applicant is put on notice that no signage is to be approved as part of this site plan application. All signage must receive a separate sign permit in accordance with Section 2.4.11 and Section 6.5.

f. Section 6.7 – Open space standards
   i. Provide open space calculation on Sheet 2.0. Refer to Section 6.7.3(B) for calculation standards. *NOTE: parking areas do not count towards this standard.*

g. Section 6.8 – Design standards for business uses
   i. Section 6.8.2(A)(2)(b)(i) requires front facades and street-facing facades to incorporate wall offsets of at least two feet in depth (projections or recesses) a minimum of every 30 feet. Each required offset shall have a minimum width of 10 feet.
      1. Wall offset on the northern portion of the west elevation has an offset of only 1'-6". Provide required offset or demonstrate compliance with an alternative in Section 6.8.2(A)(2)(b)(ii).
      2. The north and south elevation offsets appear to meet the minimum two-foot depth, but no measurement is provided. Revise to show depth measurement.
   ii. Demonstrate required shielding of mechanical equipment from roof as required by Section 6.8.2(A)(3).

iii. Section 6.8.2(B)(1) requires a minimum of one pedestrian connection to any existing sidewalk system within a contiguous right-of-way. Provide required pedestrian pathway to NW 174th Drive.

iv. Provide pedestrian connect and crosswalk along the eastern cross-access stub, located near the drive-through exit. *NOTE: As required by Section 6.8.2(C), a cross-access easement will be required for the eastern cross-access stub and pedestrian connection prior to commencement of construction.*

5. **Land Rights**
   a. All easements in favor of the City and any deeds transferring property to the City will need to be executed and recorded prior to issuance of a building permit. As such, all legal descriptions and sketches for easements and property to be deeded to the City need to be submitted to the City's Compliance and Risk Management Department in a timely manner, prior to execution and recording of the land rights documents. Please submit all documents to Anne-Marie DiRocco at: an_dirocco@cityofalachua.org in the Compliance and Risk Management Department. *NOTE: This includes any public utility easements and cross-access easements.*
6. **Outside Review**
   a. Review and address comments from Sergio Reyes, P.E., outside technical reviewer. (attached).
   b. Review and address comments from City of Alachua Public Services (attached).
   c. Review and address comments from Alachua County Fire Rescue (attached).
7. **Miscellaneous**
   a. Revise square footage on all documents, sheets, and supporting materials to be consistent with the definition of floor area as established in Section 5.2.4(A)(4). Applicant confirmed square footage to be 4,927 square feet.
   b. Add right turn only signage to the stop sign located at the northern ingress/egress.

If you have any questions regarding the information above, please contact me at (386) 418-6137 or via email at ccrockett@cityofalachua.org. We look forward to receiving your revised application.

Sincerely,

Carson J. Crockett, AICP Candidate
Planner

Attachments: Comments from Sergio Reyes, P.E.
Comments from City of Alachua Public Services
Comments from Alachua County Fire Rescue

CC: Chad Brubaker, Liscotti Development *(by electronic mail)*
Justin Tabor, AICP, North Florida Professional Services *(by electronic mail)*
Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*
Project File

April 15, 2025

Carson J. Crocket, Planner
Office of Planning and Community Development
ccrockett@cityofalachua.org | 386-418-6137
City of Alachua, Florida.

Ref: Site plans for Santa Fe Crossings Chick-Fil-A

Dear Mr. Crockett:

The following are our comments for the site plans for Santa Fe Crossings Chick-Fil-A.

1. **General**
    a. Site Plan Application indicates that a Boundary and Topographic Survey per item 1e, but was not included in the submittal package
    b. The initial submittal included Landscape, Photometric, and Architectural plans. Why were they removed in the updated submittal?

2. **Sheet C-1.0**
    a. Landscape and Photometric designers should be included in the Contacts list per the Site Application item 1b

3. **Sheet C-1.1**
    a. Please add labels to the existing contours

4. **Sheet C-1.2**
    a. Please add a callout to remove the End Cap on the existing storm pipe since it's being replaced with a manhole

5. **Sheet C-2.0**
    a. Construction Reference points should be included to be able to tie the proposed construction to the existing site conditions
    b. Dimensions should be added to the proposed building per the Site Plan Application item 1k

6. **Sheet C-2.1**
    a. Alachua County Fire & Rescue will have to approve the truck route.

7. **Sheet C-3.0**
    a. Please provide pipe calculations indicating that all proposed pipes provide enough capacity for the proposed runoff.

8. **Sheet C-3.1**
    a. Inlet protection should be included for all the existing inlets adjacent to the site to protect them from potential silt runoff during construction

9. **Sheet C-3.2**
    a. Inlet protection should be included for all the existing inlets adjacent to the site to protect them from potential silt runoff during construction

10. **Sheet C-3.3**
    a. All construction details not associated with the City of Alachua will have to be approved by the City of Alachua

11. **Sheet C-4.0**
    a. The Handicap Parking and Striping will have to be approved by the City of Alachua and per FDOT standards

12. **Sheet C-5.0**
    a. The bike rack detail was removed in the latest submittal. Why was it removed? Specifications for the Bike Rack should be included.

13. Sheet PS-1.0

a. There can't be bends in sanitary lines without cleanouts. Cleanouts must be added to these points.
b. Utility Easements must per shown per Site Application item 1q

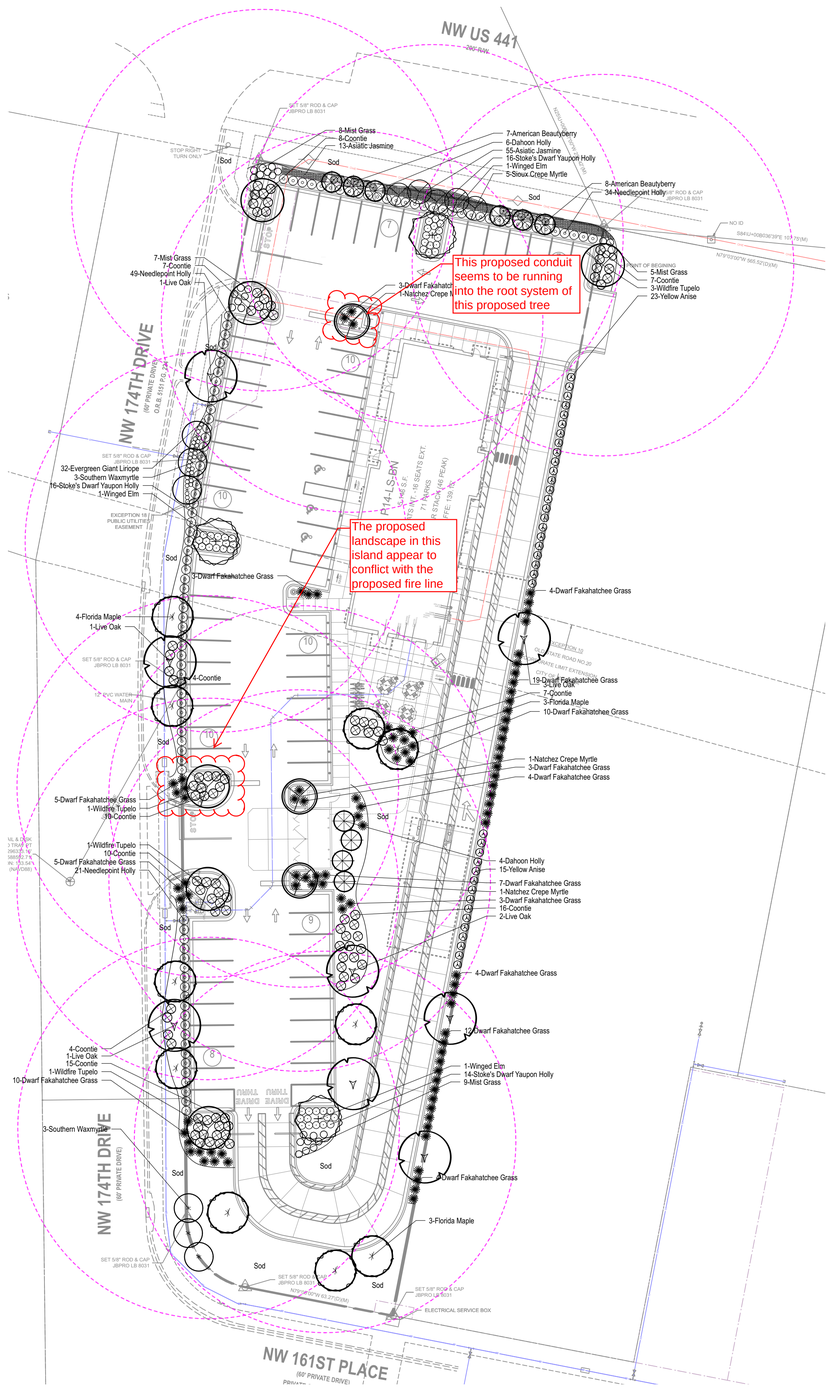
14. Drainage Narrative

a. Pipe Calculations must be included with your proposed pipes to ensure that they can handle the proposed capacity of runoff.

Please do not hesitate to contact me if you have any questions/comments.
Sincerely,



President
SReyes@edafl.com
edafl.com



LANDSCAPE REQUIREMENTS

A. LANDSCAPE STANDARDS

REQUIRED

1. Three canopy trees per acre, planted on the primary or street facing side.
   US Hyw 441: 1.37 AC x 3 = 4 canopy trees
2. Two canopy trees per acre planted on each of the sides and rear of each structure.
   West: 1.37 AC x 3 = 3 canopy trees
   South: 1.37 AC x 3 = 3 canopy trees
   East: 1.37 AC x 3 = 3 canopy trees
3. Additional four canopy trees for each 100 LF of facade
   124 LF (west facade) / 100 = 1.24
   1.24 x 4 = 5 canopy trees
4. Six ornamental/understory trees per acre, with 50% planted in front of the structure and 25% planted on each side
   1.37 AC x 6 = 9 ornamental/understory trees
   9 x 50% = 5 planted on front of structure
   9 x 25% = 2 planted on sides
5. A row of shrubs planted along all facades of the structure.

PROVIDED

1. (4) Dahoon Hollies **due to overhead utilities = 4 trees
2. West: (3) Live Oak = 3 canopy trees
   South: (3) Florida Maples = 3 canopy trees
   East: (3) Live Oak = 3 canopy trees
3. (5) Florida Maples = 5 canopy trees
4. (6) Southern Wax Myrtle, (3) Sioux Crepe Myrtle = 9 ornamental/understory trees
   (6) Southern Wax Myrtle = 6 planted on front of structure
   (3) Sioux Crepe Myrtle = 3 planted on side

B. PARKING LOT LANDSCAPING

REQUIRED

1. Trees shall be required at a minimum rate of one canopy tree or ornamental/understory tree for every 1,800 SF, or portion thereof, of the total parking lot area.
   Parking Lot Area: 24,365.45/ 1,800 = 13.5
   13.5 x 1 tree = 14 canopy or ornamental/understory
2. Shrubs shall be required at the minimum rate of ten shrubs per landscaped island
   13 parking lot islands x 10 = 130 shrubs
3. Tree islands must be located no more than 11 parking spaces from another tree island or landscaped island at end of parking bay.
4. No parking space shall be seperated from the trunk of an interior parking lot ornamental or canopy tree by more than 80 feet.

PROVIDED

1. (6) Wildfire Tupelo, (3) Winged Elm, (3) Natchez Crepe Myrtle, (2) Live Oak = 14 canopy and ornamental/understory
2. (48) Dwarf Yaupon Holly, (57) Coontie, (16) Fakahatchee Grass, (9) Muhly Grass = 130 shrubs
3. No island is further than 10 parking spaces.
4. No parking space is more than 80 LF of a trunk of a tree.

C. PARKING LOT BUFFER

REQUIRED

1. The buffer shall form a continuous visual screen
2. The buffer for the parking lot shall be located on the exterior of the parking lot, immediately adjacent to the curbed and paved areas.
3. The parking lot buffer shall have a minimum of four canopy trees for every 100 LF.
   US Hwy 441: 128 LF / 100 = 1.28 = 2 canopy trees
   West: 267 LF / 100 = 2.67 = 3 canopy trees
4. The parking lot buffers shall have a minimum of two understory/ornamental trees for every 100 LF.
   US Hwy 441: 128 LF / 100 = 1.28 = 2 understory/ornamental trees
   West: 267 LF / 100 = 2.67 = 3 understory/ornamental trees
5. A continuous opaque screen of shrub material parallel to the parking lot area.
6. Parking lot screen shall reach 36" hgt. within 3 years.

PROVIDED

1. Continuous Needlepoint Holly hedge in front of parking
2. The buffer is along the curb in front of parking.
3. US Hwy 441: (2) Dahoon Hollies **due to overhead utilities = 2 trees
   West: (3) Florida Maples = 3 canopy trees
4. US Hwy 441: (2) Sioux Crepe Myrtles = 2 understory/ornamental trees
   West: (3) Southern Waxmyrtle = 3 understory/ornamental trees
5. A continuous Needlepoint hedge at a height of 30" is proposed
6. Needlepoints will easily reach a height of 36" within 3 years.

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	10	Acer floridanum	Florida Maple	3" Cal.	FL #1; B & B; single straight leader
	10	Ilex cassine	Dahoon Holly	6'-8' Hgt.	Full to ground
	3	Lagerstroemia indica 'Natchez'	Natchez Crepe Myrtle	10' Hgt. x 5'-6' Spr.	FL #1; multi-trunked; 3 canes minimum
	5	Lagerstroemia indica x fauei 'Sioux'	Sioux Crepe Myrtle	6'-8' Hgt.	Multi-Trunked
	6	Nyssa sylvatica 'Wildfire'	Wildfire Tupelo	3" Cal.	FL #1; B & B; single straight leader
	8	Quercus virginiana	Live Oak	3" Cal.	FL #1; B & B
	3	Ulmus alata	Winged Elm	3" Cal.	FL #1
		Shrubs			
	15	Callicarpa americana	American Beautyberry	3 Gal.	
	104	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
	46	Ilex vomitoria 'Stokes Dwarf'	Stoke's Dwarf Yaupon Holly	3 Gal.	
	38	Illicium parviflorum	Yellow Anise	3 Gal	
	29	Muhlenbergia capillaris	Mist Grass	3 Gal.	
	79	Tripsacum floridana	Dwarf Fakahatchee Grass	3 Gal.	
	88	Zamia pumila	Coontie	3 Gal.	
		Groundcovers			
	32	Liriope muscari 'Evergreen Giant'	Evergreen Giant Liriope	1 Gal	Plant 20" OC
	68	Trachelospermum asiaticum	Asiatic Jasmine	1 Gal.	
		Other			

SOUTHEAST LANDSCAPE NOTES

1. Landscape Contractor to read and understand the Landscape Specifications prior to finalizing bids. The Landscape Specifications shall be adhered to throughout the construction process.
2. Contractor is responsible for locating and protecting all underground utilities prior to digging.
3. Contractor is responsible for protecting existing trees from damage during construction.
4. All tree protection devices to be installed prior to the start of land disturbance, and maintained until final landscaping.
5. All tree protection areas to be protected from sedimentation.
6. All tree protection fencing to be inspected daily, and repaired or replaced as needed.
7. No parking, storage or other construction activities are to occur within tree protection areas.
8. All planting areas shall be cleaned of construction debris (ie. concrete, rock, rubble, building materials, etc) prior to adding and spreading of the topsoil.
9. General Contractor is responsible for adding a min of 4" clean friable topsoil in all planting beds and all grassed areas. Graded areas to be held down the appropriate elevation to account for topsoil depth. See Landscape Specifications for required topsoil characteristics.
10. Remove debris, gravel, rock, and media not suitable for planting from all parking lot islands. Fracture/loosen subgrade to a min. 24" depth and ensure proper drainage is achieved; complete water perk test. Add planting mix to achieve desired soil elevation; refer to landscape specifications and landscape island detail.
11. Prior to beginning work, the Landscape Contractor shall inspect the subgrade, general site conditions, verify elevations, utility locations, irrigation, approve topsoil provided by the General Contractor and observe the site conditions under which the work is to be done. Notify the General Contractor of any unsatisfactory conditions, work shall not proceed until such conditions have been corrected and are acceptable to the Landscape Contractor.
12. Any deviations from the approved set of plans are to be approved by the Landscape Architect.
13. Landscaping shall be installed in conformance with ANSI Z60.1 the "American Standard for Nursery Stock" and the accepted standards of the American Association of Nurserymen.
14. Existing grass in proposed planting areas shall be killed and removed. Hand rake to remove all rocks and debris larger than 1 inch in diameter, prior to adding topsoil and planting shrubs.
15. Soil to be tested to determine fertilizer and lime requirements prior to laying sod.
16. Annual and perennial beds: add min. 4 inch layer of organic material and till to a min. depth of 12 inches. Mulch annual and perennial beds with 2-3 inch depth of mini nuggets.
17. All shrubs beds (existing and new) to be mulched with a min. 3 inch layer of mulch (double shredded hardwood mulch); or as otherwise approved by Owners Rep.
18. Planting holes to be dug a minimum of twice the width of the root ball, for both shrub and tree. Set plant material 2-3" above finish grade. Backfill planting pit with topsoil and native excavated soil.
19. Sod to be delivered fresh (Cut less than 24 hours prior to arriving on site), laid immediately, rolled, and watered thoroughly immediately after planting. Edge of sod at planting beds are to be "V" trenched; see Landscape Details.
20. Any existing grass disturbed during construction to be fully removed, regraded and replaced. All tire marks and indentions to be repaired.
21. Water thoroughly twice in first 24 hours and apply mulch immediately.
22. The Landscape Contractor shall guarantee all plants installed for one full year from date of acceptance by the owner. All plants shall be alive and at a vigorous rate of growth at the end of the guarantee period. The Landscape Contractor shall not be responsible for acts of God or vandalism. See Landscape Specifications for Warranty requirements/expectations.
23. Any plant that is determined dead, in an unhealthy, unsightly condition, lost its shape due to dead branches, or other symptoms of poor, non-vigorous growth, shall be replaced by the Landscape Contractor. See Landscape Specifications for warranty requirements/expectations.
24. Site to be 100% irrigated in all planting beds and grass area by an automatic underground Irrigation System. Irrigation as-built shall be provided to the owners rep within 24 hours of irrigation install completion.
25. Stake all evergreen and deciduous trees as shown in the planting detail and as per the Landscape Specifications.
26. Remove stakes and guying from all trees after one year from planting.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

REGISTERED LANDSCAPE ARCHITECT
AARON D. NEIMAN
LA6667616
STATE OF FLORIDA

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU# 05989

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	11/15/24	MB	Tree adjustment/light poles

MLD PROJECT #	2024209
PRINTED FOR	PERMIT
DATE	10/4/24
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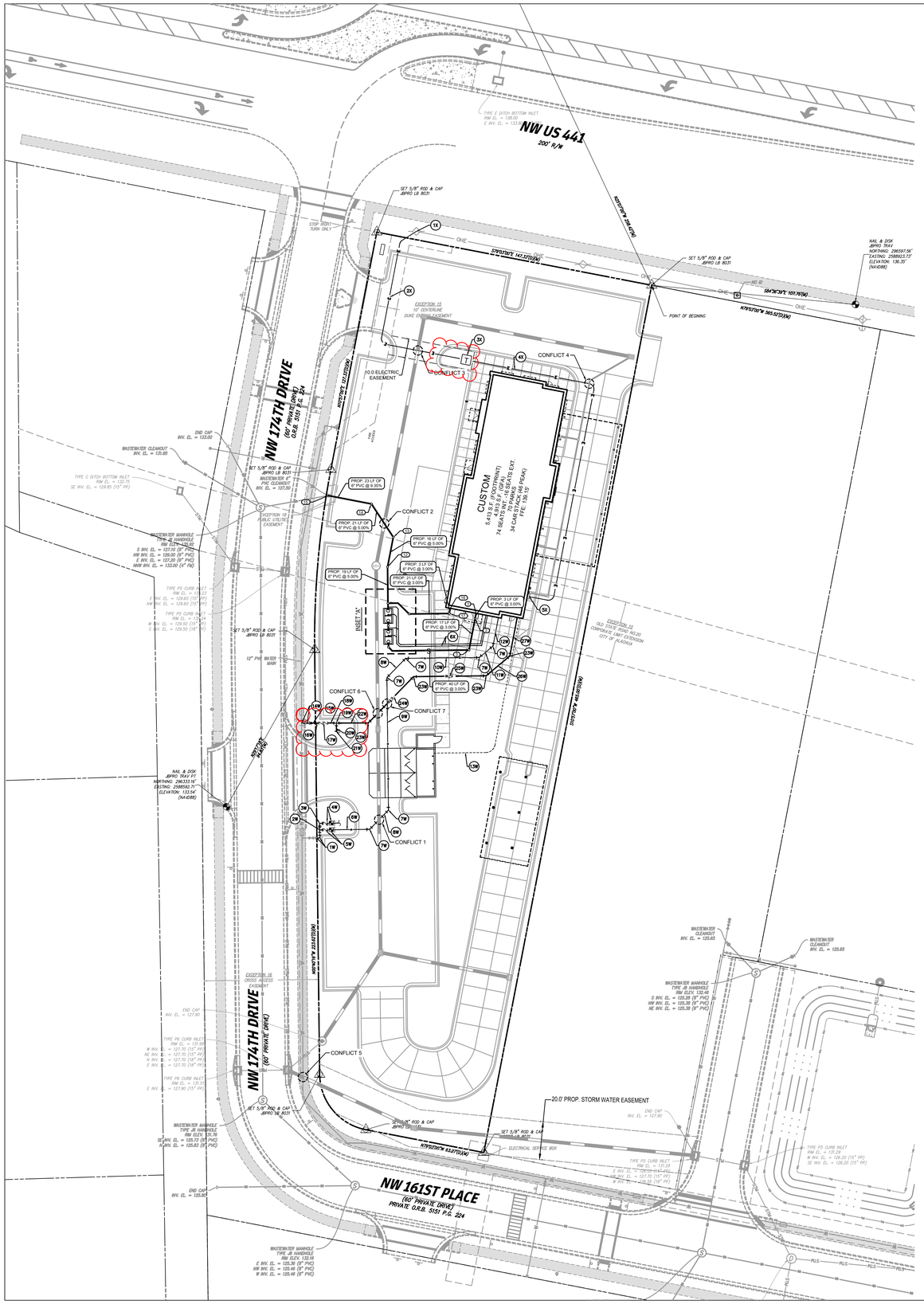
PERMIT

SHEET
Landscape Plan

SHEET NUMBER
L-101

811 Know what's below. Call before you dig.



FILE PATH: V:\011008 – Chick-fil-A\011008-01-015 (SNS) – CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering Prep\Sheets\11-011008-01-015-UTP.dwg 4/2/2025
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BOWMAN CONSULTING SHALL BE WITHOUT LIABILITY TO BOWMAN CONSULTING.

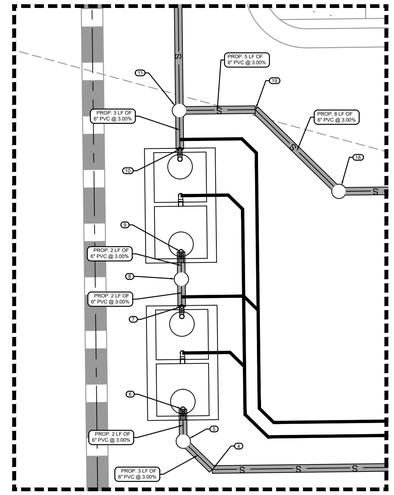
LEGEND

PROP. CONC. SIDEWALK	PROPERTY LINE
PROP. CONC. PAVEMENT	EX. CONCRETE SIDEWALK
PROP. TYPE "F" CURB	EX. CONCRETE D CURB
PROP. TYPE "D" CURB	EX. CONCRETE F CURB
PROP. TYPE 'C' INLET	EX. STREET LIGHT
PROP. TYPE 9 CURB INLET	EX. WATER VALVE
PROP. STORM MANHOLE	EX. HYDRANT
PROP. GREASE TRAP	EX. DRAINAGE END CAP
PROP. WATER METER	EX. CATCH BASIN
PROP. BACKFLOW PREVENTER	EX. STORM MANHOLE
PROP. SANITARY SEWER	EX. STORM CURB INLET
PROP. STORM SEWER	EX. SANITARY MANHOLE
PROP. WATER SERVICE	EX. CLEANOUT
PROP. ELECTRIC	EX. SIGN
PROP. FIRE SERVICE	EX. POWER POLE
	EX. SEWER
	EX. WATER
	EX. STORM
	EX. POWER POLE

811 KNOW WHAT'S BELOW. ALWAYS CALL 811 BEFORE YOU DIG
It's fast. It's free. It's the law.
www.callsunshine.com

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

INSET "A"
SCALE = 1:5



SANITARY SEWER STRUCTURE TABLE

STRUCTURE ID	STRUCTURE TYPE	PIPE INVERTS
1	6" GREASE LINE CONNECTION TO THE BUILDING (SEE PLUMBING PLANS FOR CONTINUATION)	(S) = 135.14
2	PROP. SANITARY CLEANOUT	(N) = 135.05 (S) = 135.05
3	PROP. SANITARY CLEANOUT	(N) = 134.54 (W) = 134.54
4	PROP. 45° BEND	(E) = 133.33 (NW) = 133.33
5	PROP. SANITARY CLEANOUT	(SE) = 133.25 (N) = 133.25
6	PROP. 1,250 GAL GREASE INTERCEPTEOR INFLOW	(S) = 133.18
7	PROP. 1,250 GAL GREASE INTERCEPTEOR OUTFLOW	(N) = 132.93
8	PROP. SANITARY CLEANOUT	(S) = 132.87 (N) = 132.87
9	PROP. 1,250 GAL GREASE INTERCEPTEOR INFLOW	(S) = 132.81
10	PROP. 1,250 GAL GREASE INTERCEPTEOR OUTFLOW	(N) = 132.56
11	PROP. SANITARY CLEANOUT	(S) = 132.48 (N) = 132.48 (E) = 132.48
12	PROP. SANITARY CLEANOUT	(S) = 131.52 (N) = 131.52
13	PROP. SANITARY CLEANOUT	(S) = 130.72 (NW) = 130.72
14	PROP. SANITARY CLEANOUT	(SE) = 129.67 (W) = 129.67
15	CONNECT TO EX. SANITARY CLEANOUT	(E) = 127.50
16	6" SANITARY LINE CONNECTION TO THE BUILDING (SEE PLUMBING PLANS FOR CONTINUATION)	(S) = 133.60
17	PROP. SANITARY CLEANOUT	(N) = 133.52 (W) = 133.52
18	PROP. SANITARY CLEANOUT	(E) = 132.89 (NW) = 132.89
19	PROP. 45° BEND	(SE) = 132.64 (W) = 132.64

FIRE FLOW CALCULATIONS

BUILDING SIZE: 5,413 SF
BUILDING TYPE: V(000) NFPA (SPRINKLED)

REQUIRED FIRE FLOW: 1,000 GPM @ 20 PSI*
DURATION: 2 HRS

REQUIRED HYDRANT(S): 1
PROVIDED HYDRANT(S): 1*

PER NFPA 18,4.5.3.2 A 75% REDUCTION MAY BE APPLIED WHEN BUILDING IS PROTECTED BY APPROVED SPRINKLERED SYSTEM. NOT TO BE LESS THAN 1,000 GPM

WATER SERVICE

1W CONNECT TO EXISTING 2" WATER PLUG WITH 2"-90° BEND
2W PROP. 2" X 2" WATER TEE
3W PROP. 90° BEND
4W CONST. 1" WATER METER AND BACKFLOW PREVENTER ASSEMBLY FOR IRRIGATION. SEE IRRIGATION PLAN FOR CONTINUATION
5W CONST. 2" WATER METER AND BACKFLOW PREVENTER ASSEMBLY
6W PROP. 19 LF OF 2" POTABLE WATER SERVICE
7W CONST. 45° BEND
8W PROP. 14 LF OF 2" POTABLE WATER SERVICE
9W PROP. 70 LF OF 2" POTABLE WATER SERVICE
10W PROP. 39 LF OF 2" POTABLE WATER SERVICE
11W PROP. 9 LF OF 2" POTABLE WATER SERVICE
12W PROP. 15 LF OF 2" POTABLE WATER SERVICE
13W PROP. 102 LF OF ¾" WATER SERVICE TO DUMPSTER
14W CONNECT TO EXISTING 12" PVC WATER MAIN WITH 12" X 6" TAPPING SLEEVE & VALVE
15W PROP. 6" GATE VALVE
16W PROP. 2 LF OF 6" PVC FIRE SERVICE
17W PROP. DOUBLE DECKER CHECK VALVE (DDCV)
18W PROP. 3.3 LF OF 6" PVC FIRE SERVICE
19W PROP. 6" X 6" TEE
20W PROP. 3 LF OF 6" PVC FIRE SERVICE
21W PROP. FIRE DEPARTMENT CONNECTION (FDC)
22W PROP. 14 LF OF 6" PVC FIRE SERVICE
23W PROP. 6" 45° BEND
24W PROP. 31.2 LF OF 6" PVC FIRE SERVICE
25W PROP. 35.4 LF OF 6" PVC FIRE SERVICE
26W PROP. 13.4 LF OF 6" PVC FIRE SERVICE
27W PROP. 19.3 LF OF 6" PVC FIRE SERVICE

MISCELLANEOUS

1X CONNECT TO EXISTING UTILITY POLE
2X PRIMARY ELECTRIC SERVICE LINE TO BE CONSTRUCTED BY SERVICE PROVIDER
3X CONST. TRANSFORMER
4X SECONDARY ELECTRIC SERVICE LINE TO BE CONSTRUCTED BY CONTRACTOR
5X ELECTRICAL CONNECTION TO BUILDING
6X 3" VENT LINES

UTILITY CONFLICTS

CONFLICT 1
WATER TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 132.52'

CONFLICT 2
STORM TO PASS OVER SEWER LINE WITH A MINIMUM CLEARANCE OF 8"
B.O.P. STORM = 131.93'
T.O.P. SEWER = 130.78'

CONFLICT 3
ELECTRIC TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 132.52'

CONFLICT 4
ELECTRIC TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.86'

CONFLICT 5
PROP. STRM TO PASS OVER EX. 12" PVC WATER MAIN W/ A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 129.22

CONFLICT 6
WATER TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.56'

CONFLICT 7
WATER SERVICE TO PASS UNDER FIRE SERVICE WITH A MINIMUM CLEARANCE OF 12"

Chick-fil-A

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

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www.bowman.com
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Seal

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE **4/2/2025**
DRAWN BY STC

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SHEET
UTILITY PLAN

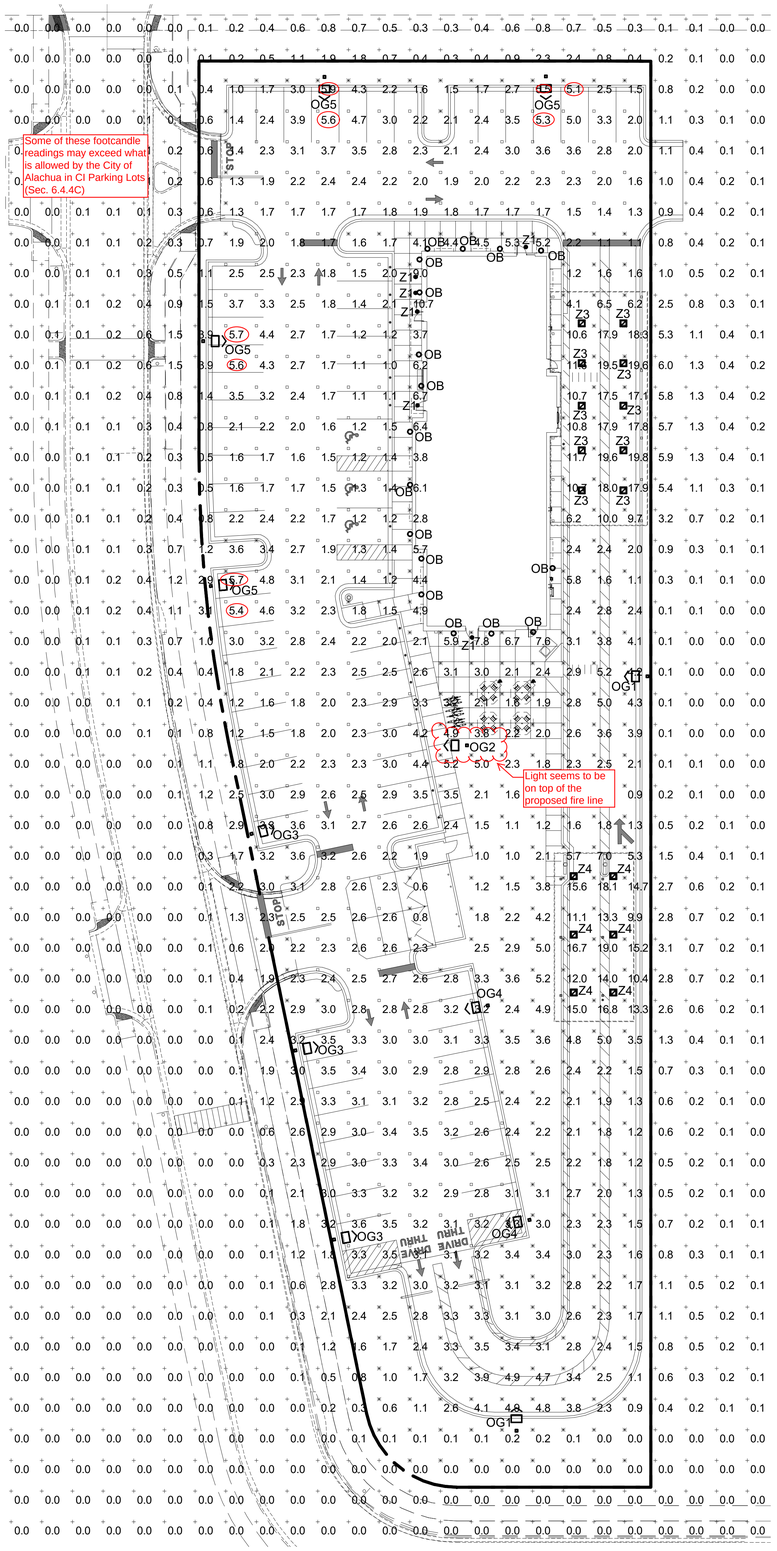
SHEET NUMBER
PS-1.0

Schedule								
Symbol	Label	Quantity	Manufacturer	Catalog Number	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
◯	OB	17	PROGRESS	P5641-3130K	1	865	0.95	29.6
▯	OG1	2	LITHONIA LIGHTING	DSX0-LED-P5-40K-70CRI BLC4	1	9083	1	90.12
▯	OG2	1	LITHONIA LIGHTING	DSX0-LED-P5-40K-70CRI T4M	1	12271	1	90.12
▯	OG3	3	LITHONIA LIGHTING	DSX0-LED-P5-40K-70CRI T5M-HS	1	9176	1	90.12
▯	OG4	2	LITHONIA LIGHTING	DSX0-LED-P5-40K-70CRI T5M	1	12625	1	90.12
▯	OG5	4	LITHONIA LIGHTING	DSX0-LED-P5-40K-70CRI TFTM	1	12356	1	90.12
⊘	Z1	6	EATON - HALO (FORMER COOPER LIGHTING)	SLD405830WH	1	750	0.95	12.2
▨	Z3	10	LSI INDUSTRIES, INC	CRUS-SC-LED-SLW-30	1	5584	0.75	38
▨	Z4	6	LSI INDUSTRIES, INC	CRUS-SC-LED-SLW-30	1	5584	0.85	38

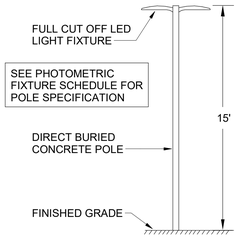
OG POLES SHALL BE 15' DIRECT BURIED CONCRETE POLES WITH 2-3/8" TENON MOUNTS. PROVIDE 2-3/8" TENON MOUNT ADAPTERS FOR FIXTURES AS NOTED IN THE SCHEDULE. PER CFA, CONCRETE POLES CAN BE SOURCED LOCALLY AND SHALL BE COMPARABLE TO SEMINOLE POLES. LIGHTING FIXTURES TO HAVE A DARK BRONZE FINISH.

NOTE: FIXTURES 'Z3' & 'Z4' HAVE REDUCED LLF TO ACCOUNT FOR INTENDED ONBOARD DIMMING.
REFER TO SHEET E-703 FOR DIMMER DETAILS.

Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone	+	0.5 fc	19.8 fc	0.0 fc	N/A	N/A
CFA Lot Summary	×	3.5 fc	19.8 fc	0.0 fc	N/A	N/A
Parking Lot Summary	□	2.6 fc	5.7 fc	1.0 fc	5.7:1	2.6:1



A1 PHOTOMETRIC PLAN
1" = 20'-0"



E1 AREA LIGHTING POLE DETAIL
N.T.S.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

Kurzynske & Associates
2705 Lebanon Pike - Suite One
Nashville, Tennessee 37214
Telephone: (615) 255-5203

MARK T. KURZYNSKE LICENSE No. 53568 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Mark T. Kurzynske, PE on the date shown using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

CHICK-FIL-A
Alachua FSU

NW US Hwy 441
Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS BP
RELEASE: 24.08
PRINTED FOR
IFP

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

CONSULTANT PROJECT #	24125.MA.S
DATE	10/04/2024
DRAWN BY	RH

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SHEET
SITE PHOTOMETRIC PLAN

SHEET NUMBER
E-102

City of ALACHUA
the good life community

City of Alachua

MIKE DAROZA
CITY MANAGER

RODOLFO VALLADARES, P.E.
ASS'T CITY MANAGER

INTER-OFFICE COMMUNICATION

DATE: **Apr 23, 2025**

TO: **Carson Crockett**
Planning & Community Development Department

FROM: **Michael Carrillo, P.E.**
Public Services Director
Tom Ridgik, P.E.
Engineering Supervisor

TR 4/17/2025

RE: **Chick-Fil-A Site Plan**

Public Services has reviewed the subject project (April 2025 Submittal Documents) and offer the following comments. Review was specific to the Public Services Utilities.

NO.	COMMENTS
1	**Sub Comment on Sheet C-1.0 Cover Sheet** The reviewer noticed that there is a contact for Gas. If Gas Lines are part of this project, please show on plans. Please • Remove "DEVEOPMENT" so title now reads "SITE PLANS". • To the Sheet List Table, please add the A, E & L Sheets • Add General Note 9, as follows: " 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AS-BUILT INFORMATION, WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE CITY, OWNER AND ENGINEER OF RECORD. THE CITY SHALL BE PROVIDED WITH A FULL SIZE HARD-COPY SET, A PDF ELECTRONIC SET AND AN AUTOCAD ELECTRONIC SET."

NO.	COMMENTS
	Please **resubmit** this sheet.
2	**Sub Comment on Sheet PS-1.0 Utility Plan** Please Change text "LEGENDS" TO "LEGENDS AND ABBREVIATIONS". Add the following to the Legends and Abbreviations List COA CITY OF ALACHUA EOM END OF MAINTENANCE Call out "COA EOM" at four different locations: At each water meter. At fire line assembly At connection point to gravity sewer. Please **resubmit** this sheet.
3.	**Sub Comment on Sheet PS-1.0 Utility Plan** Please Review relative locations of the water meter and backflow preventers. The backflow preventers appear to be upstream the water meters. If so, please reverse. Show a PUE around the water meters. Minimum PUE size shall be 7-foot square. Please **resubmit** this sheet.
4.	**Sub Comment on Sheet PS-1.0 Utility Plan** The fire line includes fitting 17W, which is a double decker check valve, presumably buried. Please replace with that shown in Detail 139, which includes 3 gate valves and a double check valve. As per the detail, these devices are above ground. Fitting 14W: Please add the following sentence" 'WET TAP SHALL BE DONE BY A CONTRACTOR PRE-APPROVED BY COA." Please **resubmit** this sheet.
5.	**Sub Comment on Sheets PS-1.0 Utility Plan & L-101** Trees (Wildfire Tupelo) are too close to water meters and fire line assembly, and will be

NO.	COMMENTS
	problematic in terms of interference. Please delete these trees. Please **resubmit** these sheets.
6.	**Sub Comment on Sheet PS-1.1 Utility Details** Please: Delete Detail 106 Please update Detail 115. Obtain updated detail from City. Delete 149 text is too small, and thus not legible. Please increase size so detail is at least 8 ½ X 11. Please **resubmit** this sheet.
7	**Sub Comment on Sheet PS-1.2 Utility Details** Please: Delete Details 200 and 260. Add fire line BFP detail 139. Obtain from City. The fire line requires installation guidance and restraint details, or equivalent. Suggest adding City details139 and 303. Please **resubmit** this sheet.
8	**Sub Comment on Sheet PS-1.0 Utility Plan Fire Line** Is the sole purpose of the fire line to provide sprinkler water? What are the sprinkler water flow requirements for the bldg? What is the design flow of the fire service line? Please **submit** response.
9	**Fire Flow Calculations** Please perform a fire flow test as soon as possible. The hydrant adjacent to the Chick-Fil-A site shall be the fire flow hydrant. Results of this test may affect the design. **Submit** results, including backup calculations, of the fire flow test.
10	**Water Meter Sizing Calculations** **Submit** water meter sizing calculations. During Site Plan design, the reviewer realizes that water meters often cannot be sized

NO.	COMMENTS
	accurately because internal building plumbing has not yet been completed. Please aware that bldg Certificate Occupancy will only be granted after building design flows and water meter sizing is complete. Sizing calculations must signed and sealed either by a Florida Professional Engineer or other suitable credentialed professional. Please **submit** response and calculations.
11	**Sub Comment on General Sheets** Water and wastewater (W&W) specifications do not appear to be included with the Site Plans. Pipe parameters; for example, "C9000 DR 18" for the PVC fire line, are not called out. There are several approaches that the City knows of, such as: • The City prepares specifications that cover W& WW specs only for work that will be owned and operated by the City with the dividing point being the City of End of Maintenance (EOM). The design Engineer would prepare the W& WW specs for work on the private owner side of EOM • The City prepares specifications that cover W&WW work for City-owned and also privately-owned infrastructure. Several Engineers find this approach acceptable. However, there may be some problems. For instance, consider the piping downstream the water meters. The City would require this 2-inch piping to be Sch 40 NSF 61 PVC. By contrast, several Engineers would prefer such piping to be polyethylene. • Similar to the first bullet, the City prepares specifications that cover W& WW specs only for work that will be owned and operated by the City with the dividing point being the City of End of Maintenance (EOM). The design Engineer would prepare the W& WW specs for work on the private owner side of EOM. Specifically, the Engineer would reference the Florida Plumbing Code. A possible issue here is that the Florida Bldg Code may not cover the specifications for the fire line piping. The City is willing to assist with preparing the W&WW specs. Please **submit** response with preference.
12	**Sub Comment on Sheet PS-1.0 Utility Plan** Because the electric service provider is not COA, COA has not reviewed the electric work. This reviewer suggests that the electrical work be reviewed by Duke Energy. **FYI**
13	**Sub Comment on Sheet PS-1.0 Utility Plan** This reviewer commends the Engineer for calling out various Utility Conflicts. It should be noted that the City has not reviewed these Utility Conflicts in detail. **FYI**

NO.	COMMENTS
END OF COMMENTS	

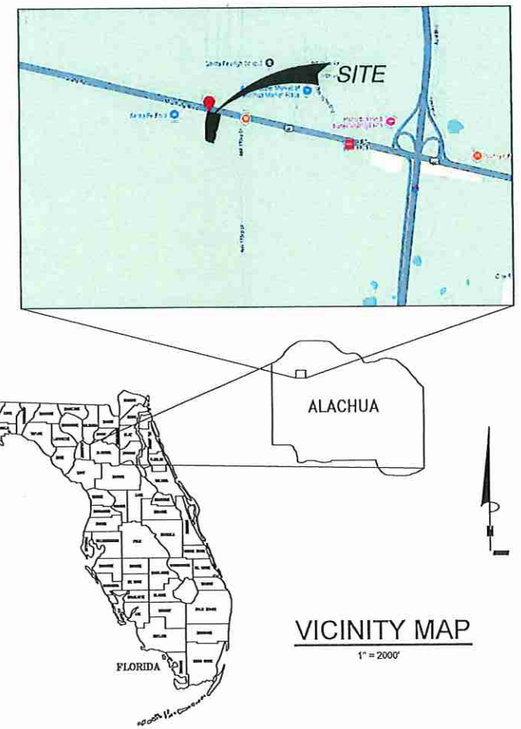
Please advise if you have any questions or require additional information.

SITE DEVELOPMENT PLANS
FOR
SANTA FE CROSSINGS
CHICK-FIL-A

PARCEL ID: 03044-003-000 &
03042-050-008

STORE #05989

16314 US HIGHWAY 441
ALACHUA, FL 32615
SECTION 8, TOWNSHIP 8 S, RANGE 18 E



VICINITY MAP
1" = 2000'

GENERAL NOTES

1. CONTRACTOR SHALL HAVE ONE SIGNED COPY OF THE APPROVED PLANS AND THE APPROPRIATE STANDARDS AND SPECIFICATIONS ALONG WITH A COPY OF ANY PERMITS AND AGREEMENTS NEEDED FOR THE JOB ON-SITE AT ALL TIMES.
2. CONTRACTOR SHALL MEET OR EXCEED ALL SITE WORK SPECIFICATIONS AND APPLICABLE STATE AND FEDERAL REGULATIONS FOR ALL MATERIALS AND CONSTRUCTION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS IS ENCOUNTERED.
5. NO REVISION SHALL BE MADE TO THESE PLANS WITH OUT THE APPROVAL OF THE ENGINEER OF RECORD.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ROADWAYS FREE AND CLEAR OF ALL CONSTRUCTION DEBRIS AND DIRT TRACKED FROM THE SITE.
7. ANY REFERENCE TO PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.
8. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATE, LYING AND BEING LOCATED IN GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, AND RUN SOUTH 87 DEGREES 26 MINUTES 54 SECONDS WEST, A DISTANCE OF 50.01 FEET TO A POINT ON THE WEST RIGHT-OF-WAY BOUNDARY OF NW COUNTY ROAD S-235 A; THENCE NORTH 01 DEGREES 48 MINUTES 54 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 1508.93 FEET TO THE INTERSECTION OF SAID WEST RIGHT-OF-WAY BOUNDARY OF NW COUNTY ROAD S-235-A, WITH THE SOUTH RIGHT-OF-WAY BOUNDARY OF NW US HIGHWAY 441; THENCE LEAVING SAID WEST RIGHT-OF-WAY BOUNDARY AND RUN NORTH 79 DEGREES 03 MINUTES 00 SECONDS WEST ALONG SAID SOUTH RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 565.52 FEET FOR THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING AND LEAVING SAID SOUTH RIGHT-OF-WAY BOUNDARY RUN THENCE SOUTH 10 DEGREES 57 MINUTES 00 SECONDS WEST, 465.00 FEET TO THE NORTH RIGHT-OF-WAY BOUNDARY OF A PROPOSED 60-FOOT WIDE ACCESS EASEMENT; THENCE NORTH 79 DEGREES 03 MINUTES 00 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY A DISTANCE OF 63.27 FEET TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY BOUNDARY AND SAID CURVE, WITH A RADIUS OF 30.00 FEET THROUGH A CENTRAL ANGLE OF 78 DEGREES 22 MINUTES 44 SECONDS FOR AN ARC DISTANCE OF 41.04 FEET (THE CHORD OF SAID ARC BEING NORTH 39 DEGREES 51 MINUTES 38 SECONDS WEST, 37.91 FEET); THENCE NORTH 00 DEGREES 40 MINUTES 16 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 223.62 FEET TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG SAID RIGHT-OF-WAY BOUNDARY AND SAID CURVE, WITH A RADIUS OF 470.00 FEET THROUGH A CENTRAL ANGLE OF 11DEGREES 37 MINUTES 16 SECONDS FOR AN ARC DISTANCE OF 95.33 FEET (THE CHORD OF SAID ARC BEING NORTH 05 DEGREES 08 MINUTES 22 SECONDS EAST, 95.17 FEET); THENCE NORTH 10 DEGREES 57 MINUTES 00 SECONDS EAST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 127.33 FEET, TO THE AFORESAID SOUTH RIGHT-OF-WAY BOUNDARY OF NW US HIGHWAY 441; THENCE SOUTH 79 DEGREES 03 MINUTES 00 SECONDS EAST ALONG SAID SOUTH RIGHT-OF-WAY BOUNDARY A DISTANCE OF 147.33 FEET, TO THE POINT OF BEGINNING.

CONTAINING 1.370 ACRES MORE OR LESS

FLOOD ZONE NOTE

ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND BASED ON MULTIPLE GPS OBSERVATIONS REFERENCING THE FLORIDA DEPARTMENT OF TRANSPORTATION PERMANENT REFERENCE NETWORK (FPRN).

DATUM NOTE

BASED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP #120010120D WITH AN EFFECTIVE DATE OF 06/16/2006 AND BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY LIES WITHIN ZONE X. THIS INFORMATION IS FOR FLOOD ZONE CLASSIFICATION ONLY AND IS NOT A FLOOD DETERMINATION BY THIS SURVEYOR. THE INFORMATION WAS FOUND AT MSC.FEMA.GOV.

~~DOES~~ DOES THIS PROJECT REQUIRE A GAS ~~GAS~~ LINE? IF SO, SHOW ON DOCUMENTS

CONTACTS

OWNER/TENENT
CHICK-FIL-A
5200 BUFFINGTON ROAD
ATLANTA, GA 30349

ENGINEER
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ANDRES MIZRAHI
SENIOR PROJECT MANAGER
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AMIZRAHI@BOWMAN.COM

SURVEYOR
JBROWN PROFESSIONAL GROUP
3530 NW 43RD STREET ST, GAINESVILLE FL
4420 US-1 S, SUITE 1, ST. AUGUSTINE FL
1826 OX BOTTOM LN, TALLAHASSEE FL
844.GO.JBPRO

WATER & SEWER
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15100 NW 142ND TERRACE
ALACHUA, FL 32615
JO WILLIAMS
JO_WILLIAMS@CITYOFALACHUA.ORG

STORM DRAINAGE
SUWANNEE RIVER WATER MANAGEMENT DISTRICT
JOHN VICK 321.663.0454

GAS
GAINESVILLE REGIONAL UTILITIES
TERRY E TRAIL
352.393.1633
WORLEY.JW@GRU.COM

ELECTRIC
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DANIEL BRIDGES
863.221.6674
DANIEL.BRIDGES@DUKE-ENERGY.COM

TELEPHONE
AT&T
DUKE BRETHOUWER
352.226.6606
DB0239@ATT.COM

HEALTH DEPARTMENT
DEPT OF BUSINESS AND PROFESSIONAL REGULATIONS DIVISION OF HOTELS AND RESTAURANTS
1940 NORTH MONROE STREET
TALLAHASSEE, FL 32399-1011
DHR.PLANREVIEW@MYFLORIDALICENSE.COM

EROSION CONTROL
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
2600 BLAIR STONE ROAD
TALLAHASSEE, FL 32399
NPDES STORMWATER PROGRAM
866.336.6312
NPDES-STORMWATER@DEP.STATE.FL.US

Sheet List Table

Sheet Number	Sheet Title
C-1.0	Cover Sheet
C-1.1	Existing Conditions Plan
C-1.2	Demolition Plan
C-2.0	Site Plan
C-2.1	Fire Truck Exhibit
C-3.0	Grading & Drainage Plan
C-3.1	Erosion Control Plan Phase I
C-3.2	Erosion Control Plan Phase II
C-3.3	Erosion Control Details
C-4.1	CFA Standard Details
C-4.0	CFA Standard Details
C-4.2	CFA Standard Details
C-4.3	CFA Standard Details
C-5.0	Site and Drainage Details
PS-1.0	Utility Plan
PS-1.1	Utility Details
PS-1.2	Utility Details

PLEASE ADD A, E AND LS SHEETS

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

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Certificate of Authorization License No. 30483
900 SE 3rd Ave, Suite 300
Fort Lauderdale, FL 33316
Phone: (954) 314-8461
www.bowmanconsulting.com

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ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE 4/2/2025
DRAWN BY STC

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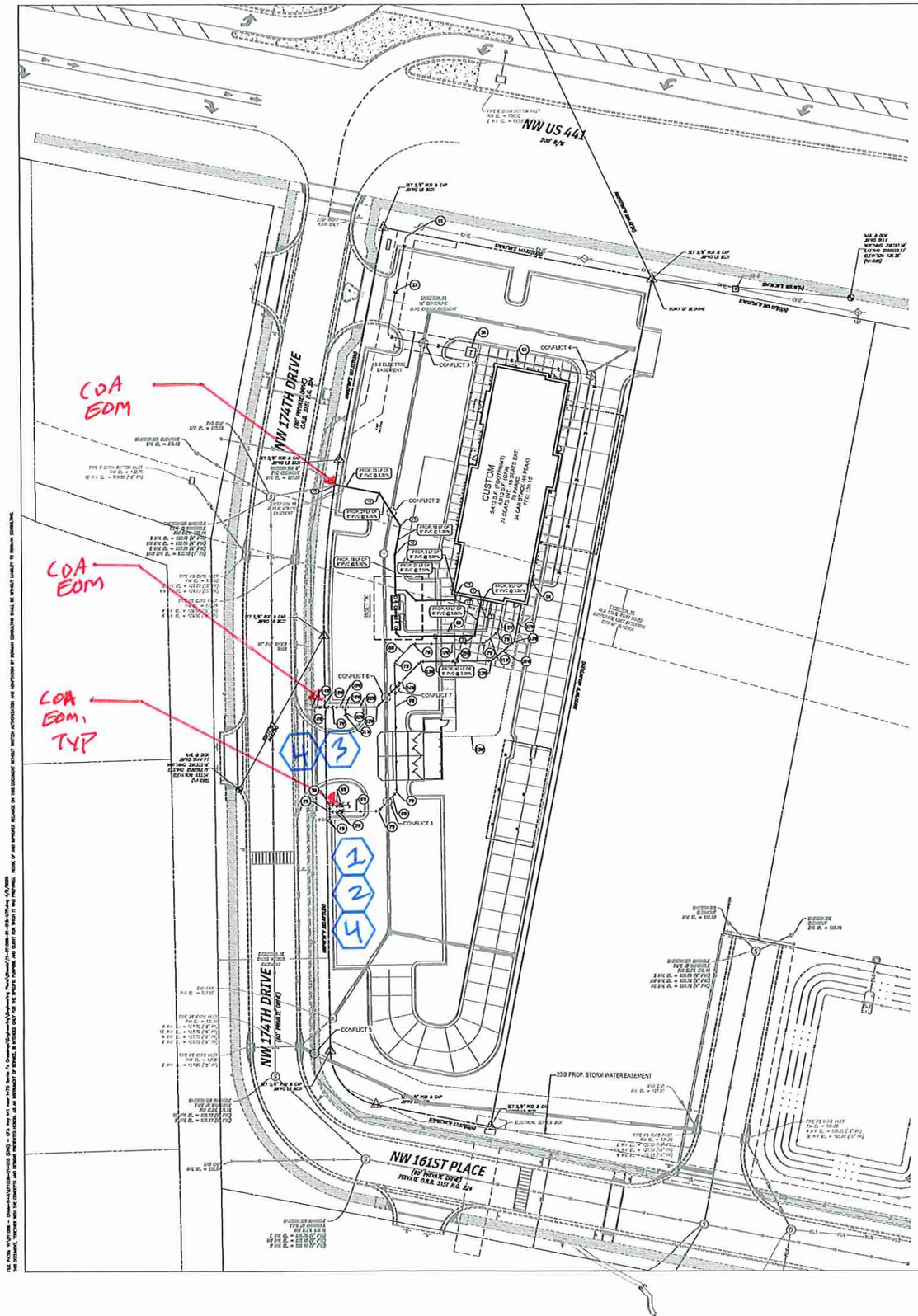
SHEET
COVER SHEET

SHEET NUMBER
C-1.0



AND ABBREVIATIONS

LEGEND

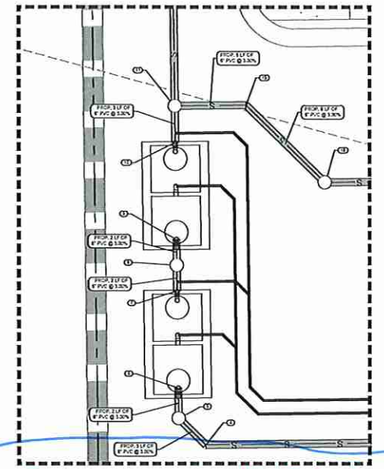
PROP. CONC. SIDEWALK	PROPERTY LINE
PROP. CONC. PAVEMENT	EX. CONCRETE SIDEWALK
PROP. TYPE "F" CURB	EX. CONCRETE D CURB
PROP. TYPE "D" CURB	EX. CONCRETE F CURB
PROP. TYPE 'C' INLET	EX. STREET LIGHT
PROP. TYPE 9 CURB INLET	EX. WATER VALVE
PROP. STORM MANHOLE	EX. HYDRANT
PROP. GREASE TRAP	EX. DRAINAGE END CAP
PROP. WATER METER	EX. CATCH BASIN
PROP. BACKFLOW PREVENTER	EX. STORM MANHOLE
PROP. SANITARY SEWER	EX. STORM CURB INLET
PROP. STORM SEWER	EX. SANITARY MANHOLE
PROP. WATER SERVICE	EX. CLEANOUT
PROP. ELECTRIC	EX. SIGN
PROP. FIRE SERVICE	EX. POWER POLE
	EX. SEWER
	EX. WATER
	EX. STORM
	EX. POWER POLE

COA CITY OF ALACHUA
EOM END OF MAINTENANCE.

811 KNOW WHAT'S BELOW. ALWAYS CALL 811 BEFORE YOU DIG

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

INSET "A"
SCALE = 1:5



SANITARY SEWER STRUCTURE TABLE

STRUCTURE ID	STRUCTURE TYPE	PIPE INVERTS
1	6" GREASE LINE CONNECTION TO THE BUILDING (SEE PLUMBING PLANS FOR CONTINUATION)	(S) = 135.14
2	PROP. SANITARY CLEANOUT	(N) = 135.05 (S) = 135.05
3	PROP. SANITARY CLEANOUT	(N) = 134.54 (W) = 134.54
4	PROP. 45° BEND	(E) = 133.33 (NW) = 133.33
5	PROP. SANITARY CLEANOUT	(SE) = 133.25 (N) = 133.25
6	PROP. 1,250 GAL GREASE INTERCEPTEOR INFLOW	(S) = 133.18
7	PROP. 1,250 GAL GREASE INTERCEPTEOR OUTFLOW	(N) = 132.93
8	PROP. SANITARY CLEANOUT	(S) = 132.87 (N) = 132.87
9	PROP. 1,250 GAL GREASE INTERCEPTEOR INFLOW	(S) = 132.81
10	PROP. 1,250 GAL GREASE INTERCEPTEOR OUTFLOW	(N) = 132.56
11	PROP. SANITARY CLEANOUT	(S) = 132.43 (N) = 132.43 (E) = 132.43
12	PROP. SANITARY CLEANOUT	(S) = 131.52 (N) = 131.52
13	PROP. SANITARY CLEANOUT	(S) = 130.72 (WW) = 130.72
14	PROP. SANITARY CLEANOUT	(SE) = 129.67 (W) = 129.67
15	CONNECT TO EX. SANITARY CLEANOUT	(E) = 127.50
16	6" SANITARY LINE CONNECTION TO THE BUILDING (SEE PLUMBING PLANS FOR CONTINUATION)	(S) = 133.60
17	PROP. SANITARY CLEANOUT	(N) = 133.52 (W) = 133.52
18	PROP. SANITARY CLEANOUT	(E) = 132.69 (WW) = 132.69
19	PROP. 45° BEND	(SE) = 132.64 (W) = 132.64

FIRE FLOW CALCULATIONS

BUILDING SIZE: 5,413 SF
BUILDING TYPE: V.(000) NFPA (SPRINKLED)

REQUIRED FIRE FLOW: 1,000 GPM @ 20 PSI
DURATION: 2 HRS

REQUIRED HYDRANT(S): 1
PROVIDED HYDRANT(S): 1*

PER NFPA 13,A.5.3.2 A 75% REDUCTION MAY BE APPLIED WHEN BUILDING IS PROTECTED BY APPROVED SPRINKLERED SYSTEM, NOT TO BE LESS THAN 1,000 GPM

SHOW

1 PLEASE DUE AROUND WATER METERS

2 BACKFLOW PREVENTORS APPEAR TO BE UPSTREAM WATER METERS. PLEASE REVERSE

3 MODIFY AS PER DETAIL 13/C3 GATE VALVES + DOUBLE CHECK VALVE)

WET TAP SHALL BE DONE BY A CONTRACTOR PRE-APPROVED BY COA.

WATER SERVICE

- 1W CONNECT TO EXISTING 2" WATER PLUG WITH 2"-90° BEND
- 2W PROP. 2" X 2" WATER TEE
- 3W PROP. 90° BEND
- 4W CONST. 1" WATER METER AND BACKFLOW PREVENTER ASSEMBLY FOR IRRIGATION. SEE IRRIGATION PLAN FOR CONTINUATION
- 5W CONST. 2" WATER METER AND BACKFLOW PREVENTER ASSEMBLY
- 6W PROP. 19 LF OF 2" POTABLE WATER SERVICE
- 7W CONST. 45° BEND
- 8W PROP. 14 LF OF 2" POTABLE WATER SERVICE
- 9W PROP. 70 LF OF 2" POTABLE WATER SERVICE
- 10W PROP. 39 LF OF 2" POTABLE WATER SERVICE
- 11W PROP. 9 LF OF 2" POTABLE WATER SERVICE
- 12W PROP. 15 LF OF 2" POTABLE WATER SERVICE
- 13W PROP. 102 LF OF ¾" WATER SERVICE TO DUMPSTER
- 14W CONNECT TO EXISTING 12" PVC WATER MAIN WITH 12" X 6" TAPPING SLEEVE & VALVE
- 15W PROP. 6" GATE VALVE
- 16W PROP. 2 LF OF 6" PVC FIRE SERVICE
- 17W PROP. DOUBLE DECKER CHECK VALVE (DDCV) 3
- 18W PROP. 3.3 LF OF 6" PVC FIRE SERVICE
- 19W PROP. 6" X 6" TEE
- 20W PROP. 3 LF OF 6" PVC FIRE SERVICE
- 21W PROP. FIRE DEPARTMENT CONNECTION (FDC)
- 22W PROP. 14 LF OF 6" PVC FIRE SERVICE
- 23W PROP. 6" 45° BEND
- 24W PROP. 31.2 LF OF 6" PVC FIRE SERVICE
- 25W PROP. 35.4 LF OF 6" PVC FIRE SERVICE
- 26W PROP. 13.4 LF OF 6" PVC FIRE SERVICE
- 27W PROP. 19.3 LF OF 6" PVC FIRE SERVICE

MISCELLANEOUS

- 1X CONNECT TO EXISTING UTILITY POLE
- 2X PRIMARY ELECTRIC SERVICE LINE TO BE CONSTRUCTED BY SERVICE PROVIDER
- 3X CONST. TRANSFORMER
- 4X SECONDARY ELECTRIC SERVICE LINE TO BE CONSTRUCTED BY CONTRACTOR
- 5X ELECTRICAL CONNECTION TO BUILDING
- 6X 3" VENT LINES

UTILITY CONFLICTS

CONFLICT 1
WATER TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 132.52'

CONFLICT 2
STORM TO PASS OVER SEWER LINE WITH A MINIMUM CLEARANCE OF 6"
B.O.P. STORM = 131.93'
T.O.P. SEWER = 133.78'

CONFLICT 3
ELECTRIC TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 132.52'

CONFLICT 4
ELECTRIC TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.65'

CONFLICT 5
PROP. STRM TO PASS OVER EX. 12" PVC WATER MAIN W/A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 129.22'

CONFLICT 6
WATER TO PASS OVER STORM WITH A MINIMUM CLEARANCE OF 12"
T.O.P. STORM = 133.56'

CONFLICT 7
WATER SERVICE TO PASS UNDER FIRE SERVICE WITH A MINIMUM CLEARANCE OF 12"

4 BECAUSE TREES ARE TOO CLOSE TO WATER METER, FIRE LINE ASSEMBLY, PLEASE DELETE SWAT TREES. COORDINATE WITH LANDSCAPE ARCHITECT, SHEET L-101

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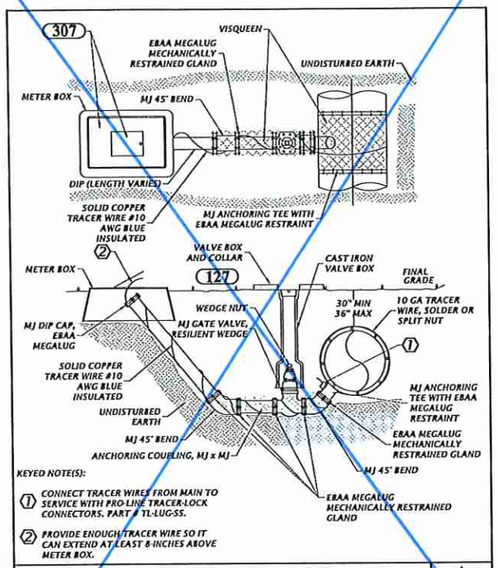
SHEET
UTILITY PLAN

SHEET NUMBER
PS-1.0

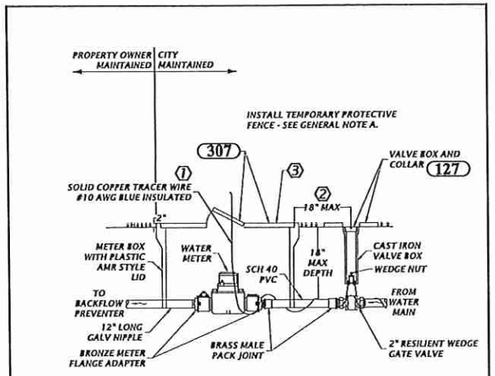


KEYED NOTE(S):

1. CONNECT TRACER WIRES FROM MAIN TO SERVICE WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.
2. PROVIDE ENOUGH TRACER WIRE SO IT CAN EXTEND AT LEAST 8 INCHES ABOVE METER BOX.

106 2" AND 3" BLOW OFF ASSEMBLY
NTS

NOT NEEDED



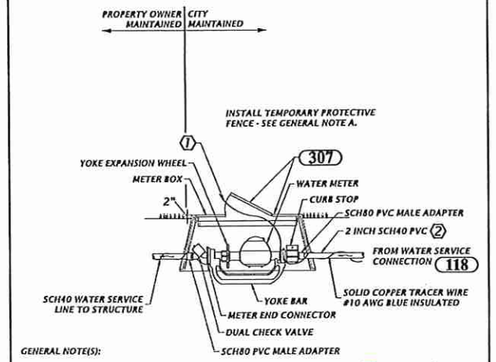
GENERAL NOTE:

A. DURING CONSTRUCTION, PROVIDE TEMPORARY PROTECTIVE FENCE AROUND METER AS PER (324).

KEYED NOTE(S):

1. PROVIDE ENOUGH TRACER WIRE SO IT CAN EXTEND AT LEAST 8-INCHES ABOVE METER BOX.
2. PROVIDE ENOUGH SPACE FOR INSTALLING VALVE BOX COLLAR
3. PROVIDE JUMBO 2-INCH METER BOX

112 1 1/2" AND 2" METER ASSEMBLY
NTS



GENERAL NOTE(S):

A. DURING CONSTRUCTION, PROVIDE TEMPORARY PROTECTIVE FENCE AROUND METER AS PER (324).

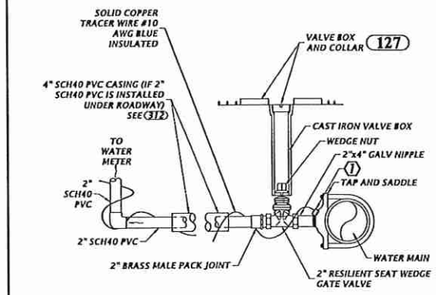
B. CONNECT TRACER WIRES WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.

KEYED NOTE(S):

1. PROVIDE ENOUGH TRACER WIRE SO IT CAN EXTEND AT LEAST 8-INCHES ABOVE METER BOX.
2. PROVIDE 2x1 (or 3/4) INCH REDUCING BUSHING SCH 80 PVC SPIGOT X SOCKET TO CONNECT TO CURB STOP.

PLEASE REPLACE WITH UPDATED. CONTACT, COORDINATE WITH CITY

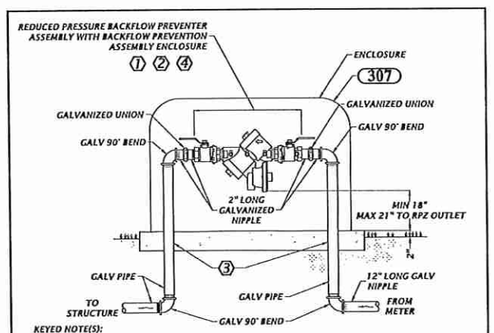
115 3/4" AND 1" WATER METER ASSEMBLY
NTS



KEYED NOTE(S):

1. CONNECT TRACER WIRES FROM MAIN TO SERVICE WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.

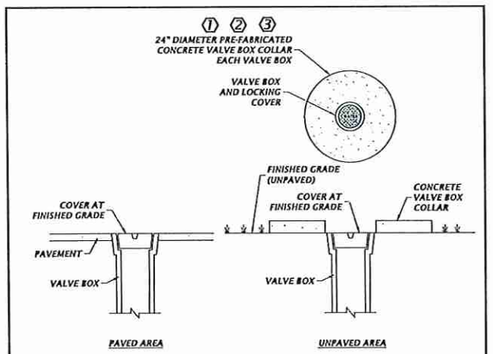
118 2" WATER SERVICE CONNECTION
NTS



KEYED NOTE(S):

1. PROVIDE BACKFLOW PREVENTION ASSEMBLY ENCLOSURE. COORDINATE WITH VENDOR TO SELECT ENCLOSURE SIZE SUITABLE FOR INSTALLED BACKFLOW PREVENTER ASSEMBLY.
2. ENCLOSURE VENDOR AND FEATURES:
   - MARINE GRADE ALUMINUM
   - 1.5 INCH INSULATION, 9.0 R VALUE
   - MEANS TO ACCESS ASSEMBLY
   - LOCKABLE
   - MOUNTING HARDWARE
   - COLOR: TAN, UNLESS OTHERWISE NOTED.
   - VENDORS: SAFE T COVER, NASHVILLE, TN; OR EQUAL
3. POUR CONCRETE PAD WITH DIMENSIONS AS PER VENDOR'S RECOMMENDATIONS. MINIMUM THICKNESS OF 4 INCHES.
   - PROVIDE SLEEVES AROUND PIPING
4. BACKFLOW PREVENTER FURNISHED, INSTALLED AND MAINTAINED BY PROPERTY OWNER, NOT COA.

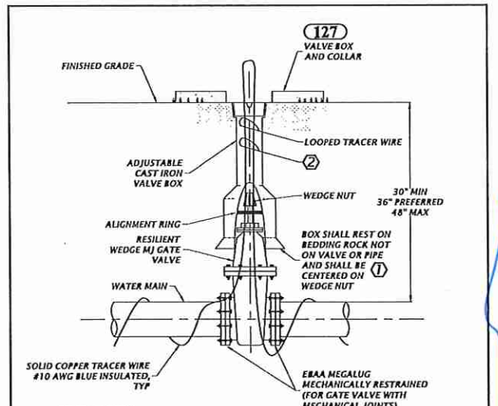
121 3/4" TO 2" BACKFLOW PREVENTER AND ENCLOSURE
NTS



KEYED NOTE(S):

1. VALVE BOX COLLAR FEATURES:
   - 24" DIAMETER, 11" INNER OPENING
   - 4" THICK
   - TWO RINGS OF #3 REBAR
   - 4000 PSI TEST CONCRETE
2. SUPPLIER AND PRODUCT:
   - MASONRY SUPPLY, INC., SELMA, NC OR EQUAL
   - ITEM: 24" CONCRETE VALVE BOX COLLAR OR EQUAL
   - PART: MSVB-24 OR EQUAL
3. PAINT VALVE BOX COVER AND COLLAR AS PER (307)

127 VALVE BOX COVER
NTS



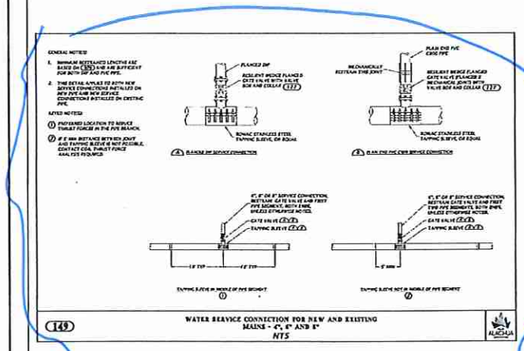
GENERAL NOTE(S):

1. PVC EXTENSIONS SHALL NOT BE USED ON VALVE BOX INSTALLATION.
2. VALVE BOX LID TO BE LETTERED WITH THE WORD "WATER" OR "RECLAIMED".

KEYED NOTE(S):

1. WHEN VALVE BOX IS TO BE INSTALLED IN ROADWAY OR OTHER TRAFFIC AREAS SET VALVE BOX ON FIVE (5) SOLID COMMON BRICKS.
2. VALVE BOX MAY SERVE AS ACCESS POINT FOR TRACER WIRES. PROVIDE ENOUGH LOOPED TRACER WIRE SO IT CAN EXTEND 8-INCHES ABOVE GRADE.

145 GATE VALVE FOR WATER AND RECLAIMED WATER MAINS 4" OR LARGER
NTS



THIS DETAIL TEXT IS NOT LEGIBLE. SUGGEST IT BE MADE LARGER SAY 8½X11.

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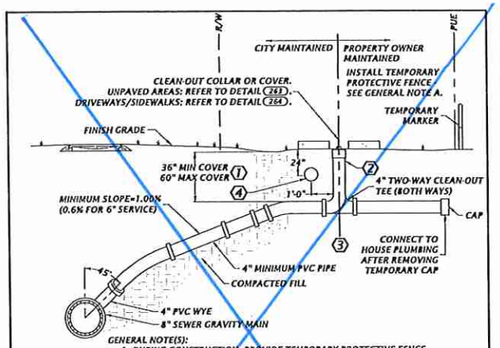
SHEET
UTILITY DETAILS

SHEET NUMBER
PS-1.1



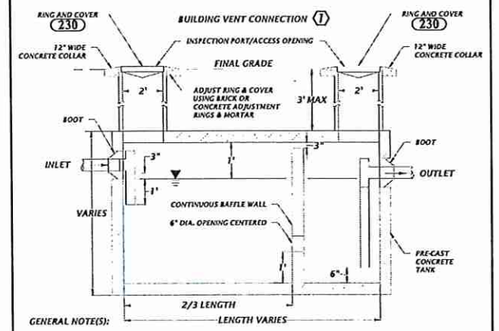
GENERAL NOTE(S):

A. DURING CONSTRUCTION, PROVIDE TEMPORARY PROTECTIVE FENCE AROUND CLEANOUT PER (324).
B. SOLVENT WELD ALL PVC FITTINGS.
C. DURING DESIGN AND CONSTRUCTION, REVIEW LATERAL LOCATION RELATIVE TO PROPOSED DRIVEWAY. STRONG CITY OF ALACHUA PREFERENCE IS FOR CLEAN-OUT NOT TO BE INSTALLED IN DRIVEWAY. SEE CITY OF ALACHUA DESIGN AND CONSTRUCTION MANUAL.

KEYED NOTE(S):

(1) CONTRACTOR SHALL VERIFY SUFFICIENT VERTICAL DIMENSION TO INSTALL UTILITIES ABOVE LATERAL.
(2) DO NOT CONNECT HOUSE PLUMBING TO STUB RISER.
(3) DETAIL SHOWS CLEAN-OUT (CO) IN MIDDLE OF PUE, A STRONG CITY PREFERENCE. CITY MUST APPROVE ALL OTHER CLEANOUT LOCATIONS.
(4) TEMPO OMNI MARKER II: ELECTRONIC MARKER, SANITARY GREEN, MODEL OM-6, PART 52085009.

200 WASTEWATER SERVICE LATERAL
NTS



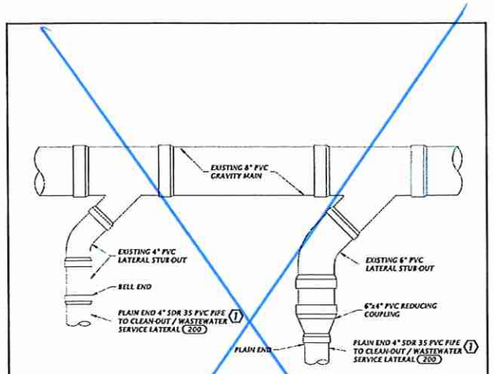
GENERAL NOTE(S):

1. DESIGNER/OWNER SHALL SUBMIT TANK VOLUME CALCULATIONS. REQUIRED TANK VOLUME SHALL BE CONFIRMED BY CITY OF ALACHUA, 1000 GALLON MINIMUM TANK VOLUME. STRUCTURAL DESIGN SHALL BE THE RESPONSIBILITY OF THE TANK MANUFACTURER.
2. ONLY KITCHEN WASTE SHALL BE DISCHARGED INTO THE GREASE INTERCEPTOR. ALL DOMESTIC WASTE (I.E. RESTROOMS) SHALL BE CONNECTED DOWNSTREAM OF THE GREASE INTERCEPTOR.
3. MANHOLES THAT ARE NOT INSTALLED UNDER PAVEMENT SHALL HAVE A RIM ELEVATION AT LEAST 6" ABOVE FINISHED GRADE AND A 10:1 SLOPE TO FINISHED GRADE.
4. GREASE INTERCEPTOR ASSEMBLY TO BE H-20 TRAFFIC LOAD RATED - INCLUDING TANK, TANK LID, CHIMNEYS, AND MANHOLE RING & COVER.
5. NO CAPPED TEES.

KEYED NOTE(S):

(1) IF REQUIRED, PROVIDE CONNECTION FOR BUILDING VENT. COORDINATE WITH BUILDING DESIGNER.

227 GREASE INTERCEPTOR
NTS



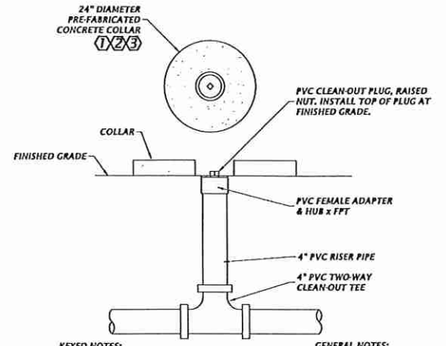
GENERAL NOTES:

A. REMOVE EXISTING CAPS FROM EXISTING STUB-OUTS.
B. IT IS ASSUMED THAT EXISTING LATERAL STUB-OUTS ARE INSTALLED AT 45° ABOVE HORIZONTAL. IF NOT, CONTACT THE ENGINEER OR CITY.
C. CLEAN EXISTING STUB-OUT AND NEW PIPE PRIOR TO SOLVENT WELDING.
D. SOLVENT WELD ALL PVC CONNECTIONS.

KEYED NOTES:

(1) CONNECT PIPE TO BOTTOM OF CLEAN-OUT. DO NOT CONNECT PIPE TO RISER SECTION OF CLEAN-OUT.

260 INSTALLING SERVICE LATERALS TO EXISTING PVC STUB-OUTS
NTS



KEYED NOTES:

(1) COLLAR FEATURES:
- 24" DIAMETER, 11" INNER OPENING
- 4" THICK
- TWO RINGS OF #3 REBAR
- 4000 PSI TEST CONCRETE

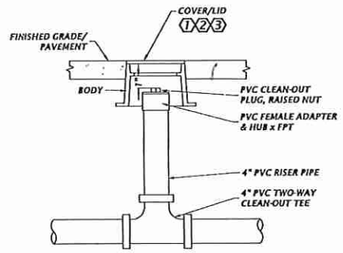
(2) SUPPLIER AND PRODUCT:
- MASONRY SUPPLY, INC., SELMA, NC OR EQUAL
- ITEM: 24" CONCRETE VALVE BOX COLLAR OR EQUAL
- PART: MSVB-24 OR EQUAL

(3) PAINT COLLAR AS PER (307)

GENERAL NOTES:

1. REFER TO (209)

263 CLEAN-OUT COVER FOR UNPAVED AREAS
NTS



KEYED NOTES:

(1) HEAVY DUTY LOAD RATING MODEL: SIGMA CORPORATION CO-26105
(2) COVER/LID CAN ALSO ACCOMMODATE 6" CLEAN-OUT
(3) PAINT COVER/LID AS PER (307)

GENERAL NOTES:

A. REFER TO (209)

264 CLEAN-OUT COVER FOR DRIVEWAYS/SIDEWALKS
NTS

FIRE LINE WILL REQUIRE RESTRAINT.
SUGGEST ADDING COA DETAIL
309 TO DOCUMENTS

PLEASE ADD THE FOLLOWING DETAILS:
139
303
COORDINATE WITH COA.

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NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE 4/2/2025
DRAWN BY STC

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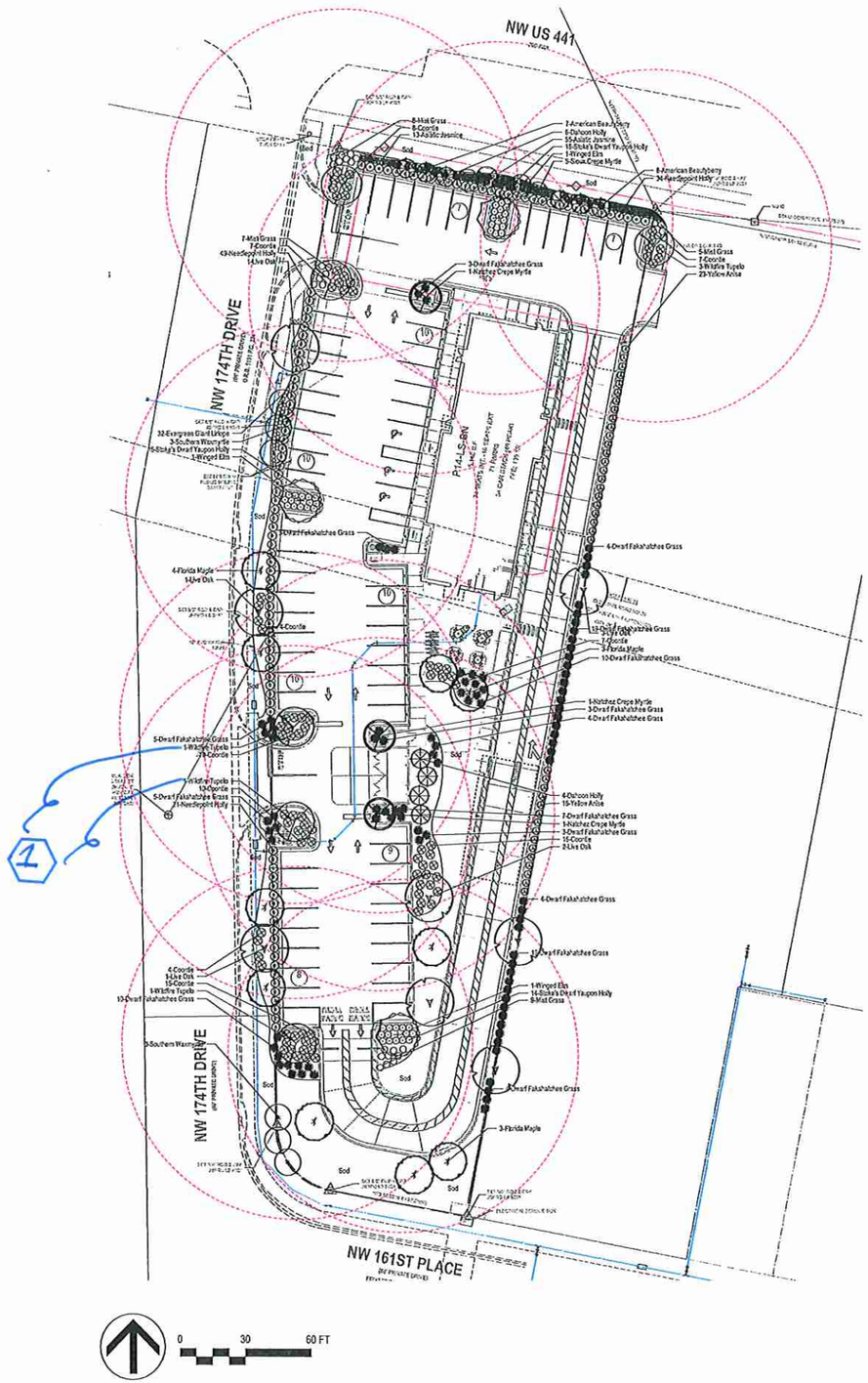
SHEET
UTILITY DETAILS

SHEET NUMBER
PS-1.2



LANDSCAPE REQUIREMENTS

A. LANDSCAPE STANDARDS

REQUIRED
1. Three canopy trees per acre, planted on the primary or street facing side.
   US Hyw 441: 1.37 AC x 3 = 4 canopy trees
2. Two canopy trees per acre planted on each of the sides and rear of each structure.
   West: 1.37 AC x 3 = 3 canopy trees
   South: 1.37 AC x 3 = 3 canopy trees
   East: 1.37 AC x 3 = 3 canopy trees
3. Additional four canopy trees for each 100 LF of facade
   124 LF (west facade) / 100 = 1.24
   1.24 x 4 = 5 canopy trees
4. Six ornamental/understory trees per acre, with 50% planted in front of the structure and 25% planted on each side
   1.37 AC x 6 = 9 ornamental/understory trees
   9 x 50% = 5 planted on front of structure
   9 x 25% = 2 planted on sides
5. A row of shrubs planted along all facades of the structure.

PROVIDED
1. (4) Dahoon Hollies **due to overhead utilities = 4 trees
2. West: (3) Live Oak = 3 canopy trees
   South: (3) Florida Maples = 3 canopy trees
   East: (3) Live Oak = 3 canopy trees
3. (5) Florida Maples = 5 canopy trees
4. (6) Southern Wax Myrtle, (3) Sioux Crepe Myrtle = 9 ornamental/understory trees
   (6) Southern Wax Myrtle = 6 planted on front of structure
   (3) Sioux Crepe Myrtle = 3 planted on side

B. PARKING LOT LANDSCAPING

REQUIRED
1. Trees shall be required at a minimum rate of one canopy tree or ornamental/understory tree for every 1,800 SF, or portion thereof, of the total parking lot area.
   Parking Lot Area: 24,355.45 / 1,800 = 13.5
   13.5 x 1 tree = 14 canopy or ornamental/understory
2. Shrubs shall be required at the minimum rate of ten shrubs per landscaped island
   13 parking lot islands x 10 = 130 shrubs
3. Tree islands must be located no more than 11 parking spaces from another tree island or landscaped island at end of parking bay.
4. No parking space shall be seperated from the trunk of an interior parking lot ornamental or canopy tree by more than 80 feet.

PROVIDED
1. (6) Wildfire Tupelo, (3) Winged Elm, (3) Natchez Crepe Myrtle, (2) Live Oak = 14 canopy and ornamental/understory
2. (45) Dwarf Yaupon Holly, (57) Coontie, (16) Fakahatchee Grass, (6) Muhly Grass = 130 shrubs
3. No island is further than 10 parking spaces.
4. No parking space is more than 80 LF of a trunk of a tree.

C. PARKING LOT BUFFER

REQUIRED
1. The buffer shall form a continuous visual screen
2. The buffer for the parking lot shall be located on the exterior of the parking lot, immediately adjacent to the curbed and paved areas.
3. The parking lot buffer shall have a minimum of four canopy trees for every 100 LF.
   US Hwy 441: 128 LF / 100 = 1.28 = 2 canopy trees
   West: 267 LF / 100 = 2.67 = 3 canopy trees
4. The parking lot buffers shall have a minimum of two understory/ornamental trees for every 100 LF.
   US Hwy 441: 128 LF / 100 = 1.28 = 2 understory/ornamental trees
   West: 267 LF / 100 = 2.67 = 3 understory/ornamental trees
5. A continuous opaque screen of shrub material parallel to the parking lot area.
6. Parking lot screen shall reach 36" hgt. within 3 years.

PROVIDED
1. Continuous Needlepoint Holly hedge in front of parking
2. The buffer is along the curb in front of parking.
3. US Hwy 441: (2) Dahoon Hollies **due to overhead utilities = 2 trees
   West: (3) Florida Maples = 3 canopy trees
4. US Hwy 441: (2) Sioux Crepe Myrtles = 2 understory/ornamental trees
   West: (3) Southern Waxmyrtle = 3 understory/ornamental trees
5. A continuous Needlepoint hedge at a height of 30" is proposed
6. Needlepoints will easily reach a height of 36" within 3 years.

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	10	Acer floridanum	Florida Maple	3" Cal.	FL #1; B & B; single straight leader
	10	Ilex cassine	Dahoon Holly	6'-8' Hgt.	Full to ground
	3	Lagerstroemia indica 'Natchez'	Natchez Crepe Myrtle	10' Hgt. x 5'-6' Spr.	FL #1; multi-trunked; 3 canes minimum
	5	Lagerstroemia indica x faueri 'Sioux'	Sioux Crepe Myrtle	6'-8' Hgt.	Multi-Trunked
	6	Nyssa sylvatica 'Wildfire'	Wildfire Tupelo	3" Cal.	FL #1; B & B; single straight leader
	8	Quercus virginiana	Live Oak	3" Cal.	FL #1; B & B
	3	Ulmus alata	Winged Elm	3" Cal.	FL #1
		Shrubs			
	15	Callicarpa americana	American Beautyberry	3 Gal.	
	104	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
	46	Ilex vomitoria 'Stokes Dwarf'	Stoke's Dwarf Yaupon Holly	3 Gal.	
	38	Illicium parviflorum	Yellow Anise	3 Gal	
	29	Muhlenbergia capillaris	Mist Grass	3 Gal.	
	79	Tripsacum floridana	Dwarf Fakahatchee Grass	3 Gal.	
	88	Zamia pumila	Coontie	3 Gal.	
		Groundcovers			
	32	Liriope muscari 'Evergreen Giant'	Evergreen Giant Liriope	1 Gal	Plant 20" OC
	68	Trachelospermum asiaticum	Asiatic Jasmine	1 Gal.	
		Other			

1 PLEASE REMOVE WILDFIRE TUPELO TREES. THEY INTERFERE WITH WATER METERS AND FIRE LINE ASSEMBLIES COORDINATE WITH ENGINEER AND SHEET PS-1.0.

SOUTHEAST LANDSCAPE NOTES

1. Landscape Contractor to read and understand the Landscape Specifications prior to finalizing bids. The Landscape Specifications shall be adhered to throughout the construction process.
2. Contractor is responsible for locating and protecting all underground utilities prior to digging.
3. Contractor is responsible for protecting existing trees from damage during construction.
4. All tree protection devices to be installed prior to the start of land disturbance, and maintained until final landscaping.
5. All tree protection areas to be protected from sedimentation.
6. All tree protection fencing to be inspected daily, and repaired or replaced as needed.
7. No parking, storage or other construction activities are to occur within tree protection areas.
8. All planting areas shall be cleared of construction debris (ie. concrete, rock, rubble, building materials, etc) prior to adding and spreading of the topsoil.
9. General Contractor is responsible for adding a min of 4" clean friable topsoil in all planting beds and all grassed areas. Graded areas to be held down the appropriate elevation to account for topsoil depth. See Landscape Specifications for required topsoil characteristics.
10. Remove debris, gravel, rock, and media not suitable for planting from all parking lot islands. Fracture/loosen subgrade to a min. 24" depth and ensure proper drainage is achieved; complete water perk test. Add planting mix to achieve desired soil elevation; refer to landscape specifications and landscape island detail.
11. Prior to beginning work, the Landscape Contractor shall inspect the subgrade, general site conditions, verify elevations, utility locations, irrigation, approve topsoil provided by the General Contractor and observe the site conditions under which the work is to be done. Notify the General Contractor of any unsatisfactory conditions, work shall not proceed until such conditions have been corrected and are acceptable to the Landscape Contractor.
12. Any deviations from the approved set of plans are to be approved by the Landscape Architect.
13. Landscaping shall be installed in conformance with ANSI Z60.1 the "American Standard for Nursery Stock" and the accepted standards of the American Association of Nurserymen.
14. Existing grass in proposed planting areas shall be killed and removed. Hand rake to remove all rocks and debris larger than 1 inch in diameter, prior to adding topsoil and planting shrubs.
15. Soil to be tested to determine fertilizer and lime requirements prior to laying sod.
16. Annual and perennial beds: add min. 4 inch layer of organic material and till to a min. depth of 12 inches. Mulch annual and perennial beds with 2-3 inch depth of mini nuggets.
17. All shrubs beds (existing and new) to be mulched with a min. 3 inch layer of mulch (double shredded hardwood mulch); or as otherwise approved by Owners Rep.
18. Planting holes to be dug a minimum of twice the width of the root ball, for both shrub and tree. Set plant material 2-3" above finish grade. Backfill planting pit with topsoil and native excavated soil.
19. Sod to be delivered fresh (Cut less than 24 hours prior to arriving on site), laid immediately, rolled, and watered thoroughly immediately after planting. Edge of sod at planting beds are to be "V" trenched; see Landscape Details.
20. Any existing grass disturbed during construction to be fully removed, regraded and replaced. All the marks and indentions to be repaired.
21. Water thoroughly twice in first 24 hours and apply mulch immediately.
22. The Landscape Contractor shall guarantee all plants installed for one full year from date of acceptance by the owner. All plants shall be alive and at a vigorous rate of growth at the end of the guarantee period. The Landscape Contractor shall not be responsible for acts of God or vandalism. See Landscape Specifications for Warranty requirements/expectations.
23. Any plant that is determined dead, in an unhealthy, unsightly condition, lost its shape due to dead branches, or other symptoms of poor, nonvigorous growth, shall be replaced by the Landscape Contractor. See Landscape Specifications for warranty requirements/expectations.
24. Site to be 100% irrigated in all planting beds and grass area by an automatic underground Irrigation System. Irrigation as-built shall be provided to the owners rep within 24 hours of irrigation install completion.
25. Stake all evergreen and deciduous trees as shown in the planting detail and as per the Landscape Specifications.
26. Remove stakes and guying from all trees after one year from planting.

Know what's below. Call before you dig.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

REGISTERED LANDSCAPE ARCHITECT AARON D. NEITZEL 1466670 STATE OF FLORIDA

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU# 05989

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	11/15/24	MB	Tree adjustment/light poles

MLD PROJECT #	2024209
PRINTED FOR	PERMIT
DATE	10/4/24
DRAWN BY	MB

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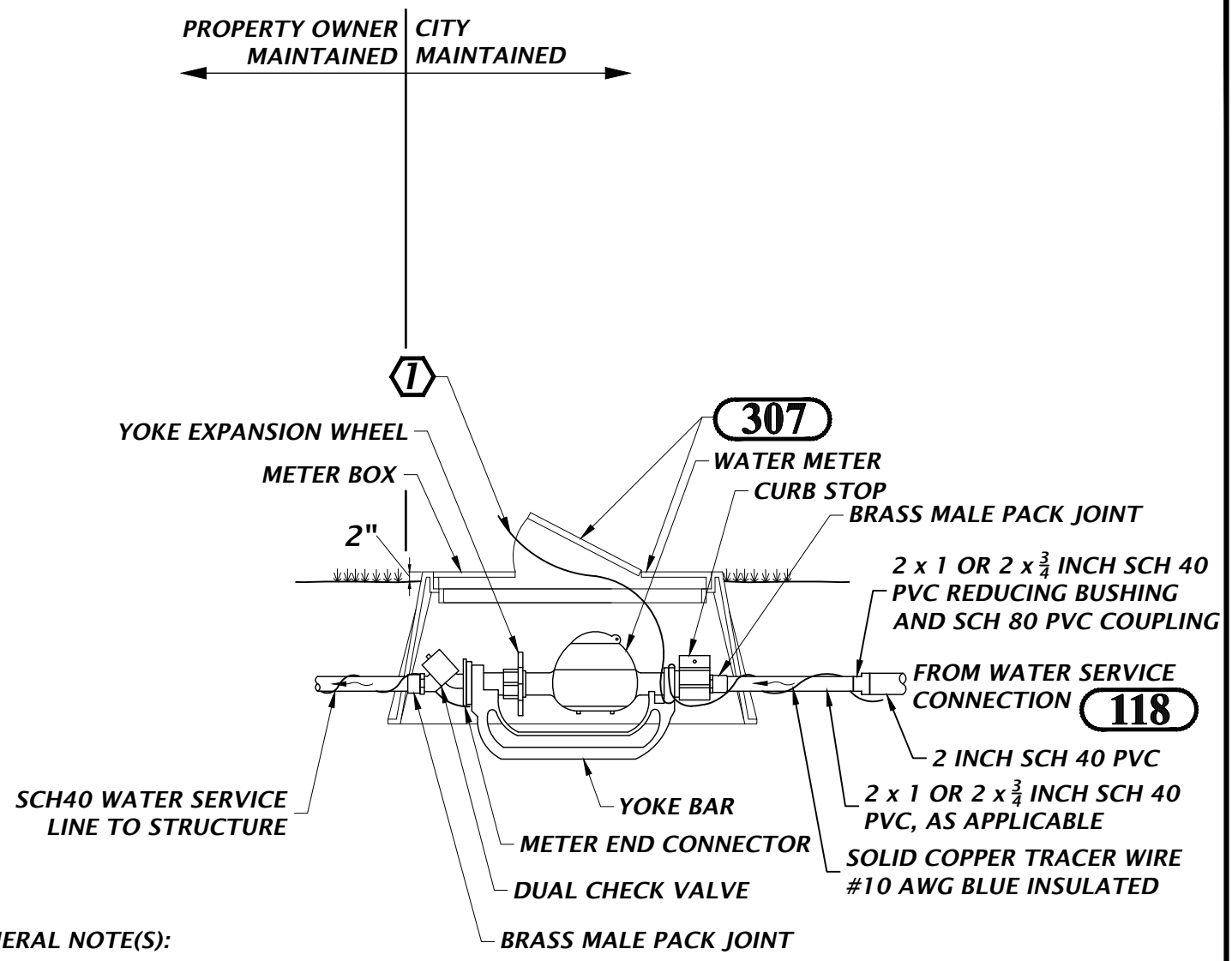
SHEET

PERMIT

Landscape Plan

SHEET NUMBER

L-101



GENERAL NOTE(S):

A. *OWNER/DEVELOPER SHALL PAY FOR WATER METER, WHICH WILL BE FURNISHED AND INSTALLED BY CITY.*
B. *CONNECT TRACER WIRES WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.*

KEYED NOTE(S):

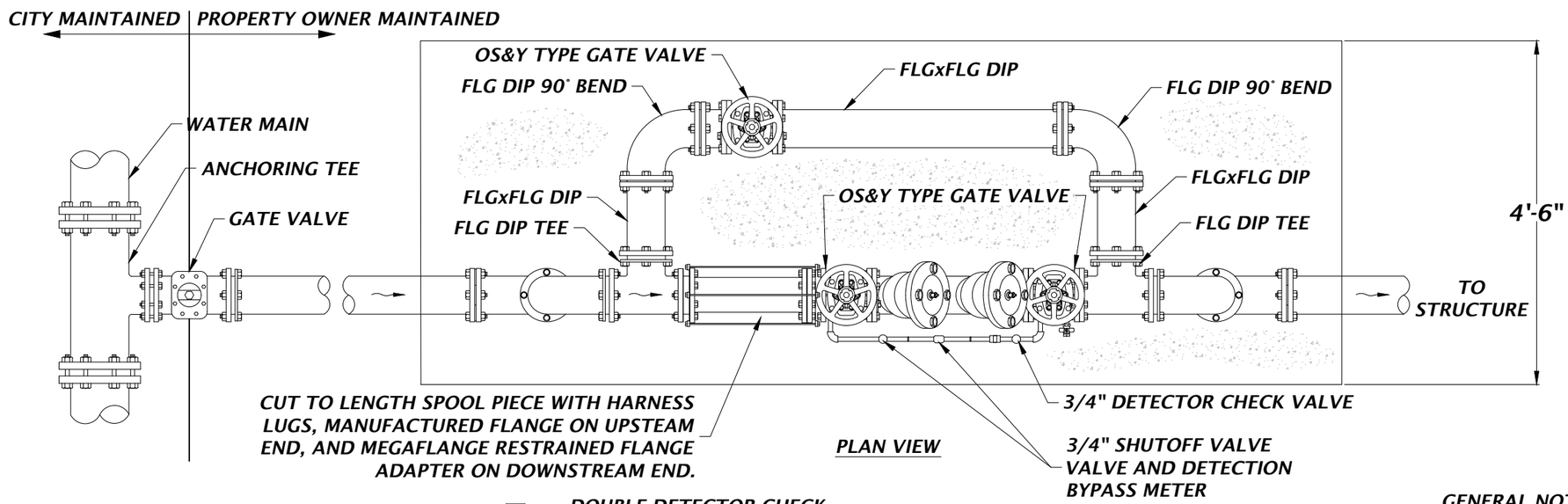
1 *PROVIDE ENOUGH TRACER WIRE SO IT CAN EXTEND AT LEAST 8-INCHES ABOVE METER BOX.*

115

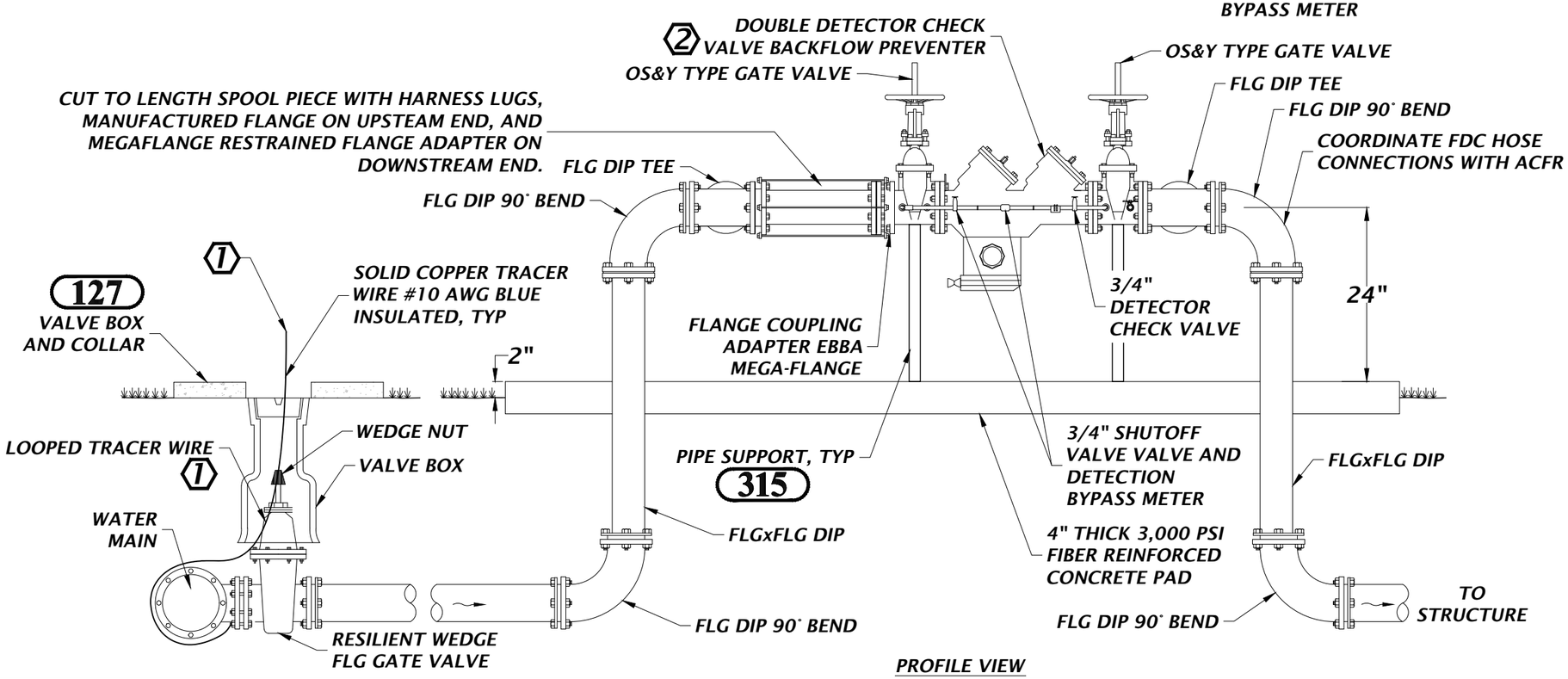
3/4" AND 1" WATER METER ASSEMBLY

NTS

City of ALACHUA public services



PLAN VIEW



PROFILE VIEW

GENERAL NOTE(S):

1. PROVIDE FREEZE PROTECTION BOX AS FOLLOWS:
   - CORRUGATED ALUMINUM EXTERIOR WITH INTERIOR INSULATION
   - EASY INTERNAL ACCESS FOR TESTING AND MAINTENANCE. PROVIDE CLASPS OR EQUIVALENT.
2. BOX SHALL COVER BOTH WATER METER AND BYPASS LINE SEGMENTS.

KEYED NOTE:

① VALVE BOX SERVES AS ACCESS POINT FOR TRACER WIRES. PROVIDE ENOUGH LOOPED TRACER WIRE SO IT CAN EXTEND 8-INCHES ABOVE VALVE BOX.

② BACKFLOW PREVENTER FURNISHED, INSTALLED AND MAINTAINED BY PROPERTY OWNER, NOT COA.

③ IF REQUIRED BY ALACHUA COUNTY FIRE RESCUE (ACFR), REPLACE ELBOW WITH TEE AND FDC HOSE CONNECTIONS.

139

FIRE LINE 4” AND LARGER DOUBLE DETECTOR CHECK VALVE BACKFLOW PREVENTER (NO DOWNSTREAM DIESEL FIRE PUMP)

NTS

City of ALACHUA public services

GENERAL NOTE(S):

1. *WATER SHALL NOT BE PERMITTED IN THE TRENCH DURING CONSTRUCTION.*

2. *ALL PIPE TO BE INSTALLED WITH BELL FACING UPSTREAM TO THE DIRECTION OF THE FLOW.*

3. *DEPTH FOR REMOVAL OF UNSUITABLE MATERIAL SHALL GOVERN DEPTH OF BEDDING ROCK BELOW THE PIPE. FIELD DETERMINE REQUIRED REMOVAL OF UNSUITABLE MATERIAL TO REACH SUITABLE FOUNDATION. THE BOTTOM OF THE TRENCH SHALL NOT BE EXCAVATED BELOW THE SPECIFIED GRADE. IF UNDERCUTTING OCCURS, THE BOTTOM OF THE TRENCH SHALL BE BROUGHT UP TO THE ORIGINAL GRADE WITH APPROVED MATERIAL AND THOROUGHLY COMPACTED TO A MINIMUM OF 95% MODIFIED PROCTOR.*

4. *FINAL RESTORATION IN IMPROVED AREAS SHALL BE IN COMPLIANCE WITH ALL APPLICABLE REGULATIONS OF GOVERNING AGENCIES.*

KEYED NOTE(S):

⟨1⟩ *TRENCH STABILIZATION SHALL BE PROVIDED TO A DEPTH OF 12-INCHES. THE MATERIAL SHALL BE NO. 57 STONE.*

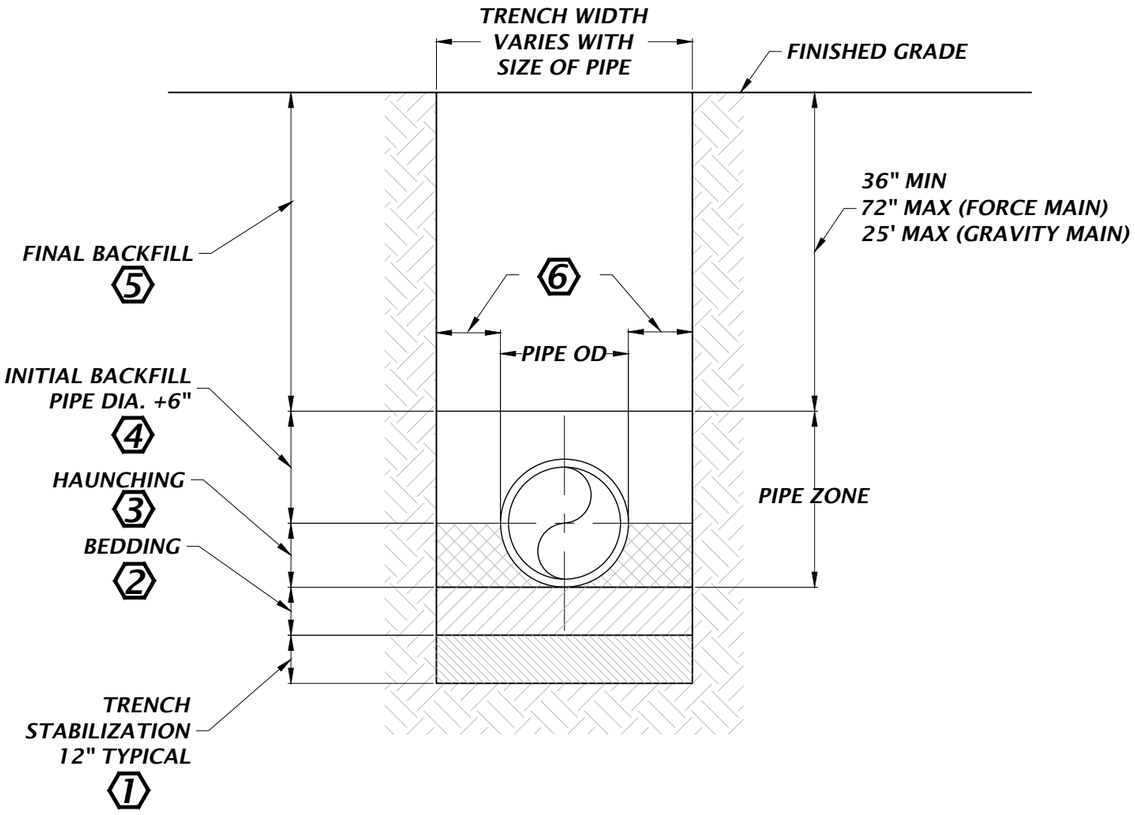
⟨2⟩ *BEDDING SHALL BE A MINIMUM OF 6-INCHES AND COMPOSED OF IMPORTED GRANULAR FILL. COMPACT TO 95% STANDARD PROCTOR, AASHTO T-99.*

⟨3⟩ *HAUNCHING PORTION OF THE PIPE ZONE SHALL BE PLACED TO THE SPRINGLINE OF THE PIPE AND COMPOSED OF IMPORTED GRANULAR FILL. COMPACT TO 95% STANDARD PROCTOR ASSHTO T-99.*

⟨4⟩ *INITIAL BACKFILL: COMMON FILL COMPACTED TO 95% (98% UNDER PAVEMENT) OF THE MAXIMUM DENSITY AS PER AASHTO T-180. FROM THE SPRINGLINE OF THE PIPE TO TWO (2) FEET ABOVE THE PIPE, THE SOIL SHALL BE CAREFULLY BACKFILLED IN 6-INCH LIFTS AND THE SOIL CONSOLIDATED WITH THE HAND OPERATED TAMPING MACHINE (OR AS REQUIRED BY CITY, COUNTY, OR STATE INSPECTORS).*

⟨5⟩ *FINAL BACKFILL: COMMON FILL COMPACTED TO 95% (98% UNDER PAVEMENT) OF THE MAXIMUM DENSITY AS PER AASHTO T-180. AFTER PLACEMENT AND COMPACTION OF THE INITIAL BACKFILL, THE BALANCE OF THE BACKFILL MATERIAL MAY BE MACHINE PLACED OR AS REQUIRED BY THE INSPECTOR AND SHALL NOT CONTAIN ANY ROCKS OR DEBRIS.*

⟨6⟩ *12" MINIMUM*



303

BEDDING AND TRENCHING DETAIL

NTS

GENERAL NOTE(S):

1. THIS TABLE IS BASED ON THE RESTRAINT CALCULATION SOFTWARE PROVIDED FREE OF CHARGE BY EBAA IRON INC. AT http://www.ebaa.com/engineering.htm AND THE FOLLOWING INPUT VARIABLES:

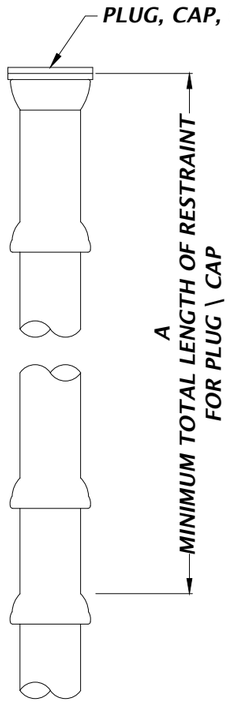
A. MAXIMUM TEST PRESSURE OF 150 PSI
B. LAYING CONDITION TYPE 3
C. POOR SOIL CONDITIONS (SOIL TYPE ML)
D. USING DIP
E. 2 FEET OF COVER
F. HORIZONTAL BENDS ONLY - ENGINEER TO SUBMIT CALCULATIONS FOR VERTICAL RESTRAINTS
G. SAFETY FACTOR = 1.5 TO 1

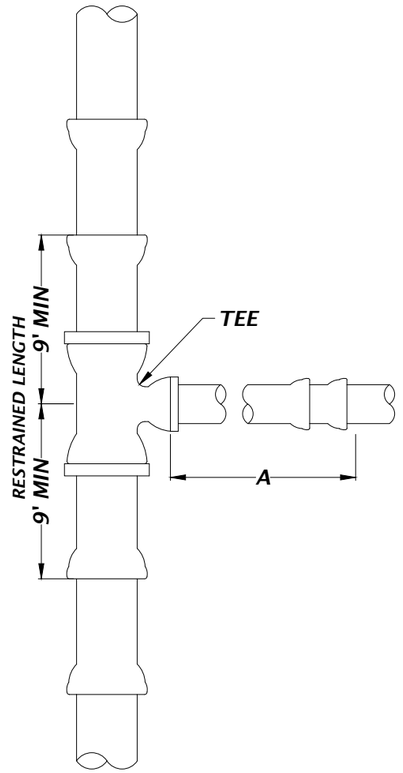
2. FOR POLYWRAPPED DIP, MULTIPLY THE FOOTAGE BY 1.50

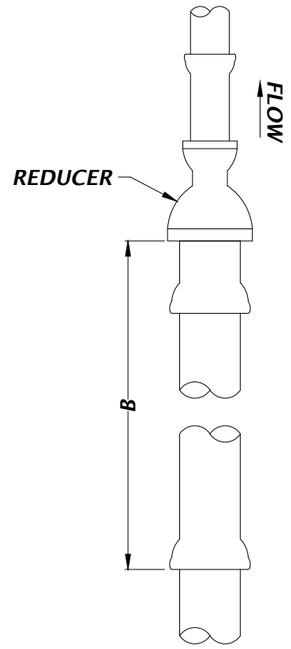
3. FOR PVC PIPE, MULTIPLY FOOTAGE BY 1.34

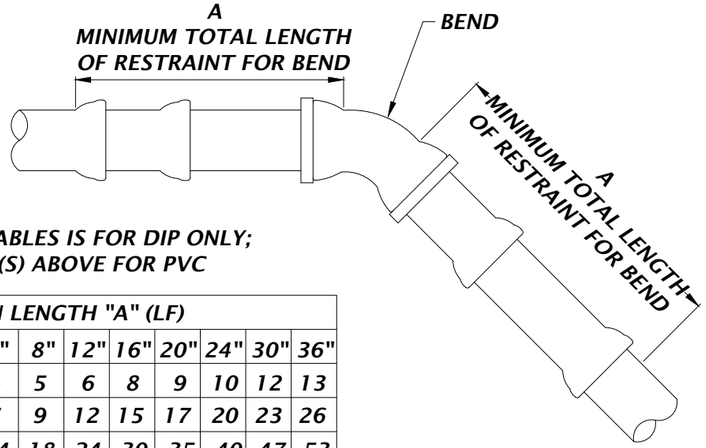
4. RESTRAIN PUSH-ON JOINTS OR MECHANICAL JOINTS WITH EBBA MEGALUG PRODUCTS. PIPE VENDOR'S RESTRAINED JOINT SYSTEM WILL BE SUBJECT TO SUBMITTAL REVIEW AND APPROVAL BY ENGINEER / COA.

5. ANY ADDITIONAL FITTINGS WITHIN THE RESTRAINED SECTION SHALL BE RESTRAINED ACCORDINGLY.









NOTE: THIS TABLES IS FOR DIP ONLY;
SEE NOTE(S) ABOVE FOR PVC

RESTRAIN LENGTH "A" (LF)									
FITTING	4"	6"	8"	12"	16"	20"	24"	30"	36"
11¼° BEND	3	4	5	6	8	9	10	12	13
22½° BEND	5	7	9	12	15	17	20	23	26
45°/OFFSET	10	14	18	24	30	35	40	47	53
90° BEND	24	33	42	58	72	85	97	112	126
DEAD END	42	58	75	104	131	157	181	213	243

A=MINIMUM FOOTAGE OF PIPE TO BE RESTRAINED.

FITTING SIZE	RESTRAIN (LF) TEE "A"	REDUCER "B"
4x4	21	*
6x4	10	30
6x6	37	*
8x4	A.T.	54
8x6	28	32
8x8	54	*
12x4	A.T.	90
12x6	11	76
12x8	37	55
12x12	82	*
16x6	A.T.	111
16x8	21	96
16x12	66	56
16x16	109	*
20x6	A.T.	141
20x8	8	130
20x12	51	99
20x16	93	55
20x20	134	*
24x6	A.T.	168
24x8	A.T.	159
24x12	37	134
24x16	77	99
24x20	117	54
24x24	157	*
30x6	A.T.	203
30x8	A.T.	196
30x12	20	177
30x16	57	150
30x20	94	116
30x24	132	75
30x30	189	*
36x6	A.T.	235
36x8	A.T.	229
36x12	7	214
36x16	40	193
36x20	74	166
36x24	109	133
36x30	162	74
36x36	218	*

A.T.=RESTRAINT REQUIRED AT TEE ONLY.
*-NOT APPLICABLE

From: Silver Ware
To: Carson J. Crockett
Subject: RE: Request for Review - PSP25-0004 - Chick-fil-A Site Plan Application
Date: Tuesday, April 15, 2025 9:16:24 AM
Attachments: image001.png
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Good morning

Got two comments

1 Provide verification that the private roadway identification are correct from E911

2 FDC from Fire Sprinkler Systems shall be free standing and within 35 feet of a Fire Hydrant. FBC 912.2 The current location is not within 35 feet of a Fire Hydrant either move the FDC to within 35 feet of the existing Fire Hydrant or install a Fire Hydrant within 35 feet of the proposed location of the FDC.

Thank you

Chip

Silver Ware
Fire Prevention Officer
Fire Rescue
911 SE 5th ST • Gainesville • FL • 32601
352-384-3121 (office) • 352-494-3140 (mobile) • 352-384-3157 (fax)

PLEASE NOTE: Florida has a very broad public records law (F.S.119).
All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.

From: Carson J. Crockett <ca_crockett@cityofalachua.org>
Sent: Tuesday, April 15, 2025 8:07 AM
To: Mike Daroza <wi_daroza@cityofalachua.org>; Rodolfo Valladares

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

April 3, 2025

Submitted electronically to kmorales@bowman.com

Kristhian Morales
Bowman Consulting Group, LTD., Inc.
900 SE Third Avenue, Suite 300
Fort Lauderdale, Fl 33316

Application #: PSP25-0004

RE: Completeness Review for Chick-fil-A Site Plan application

Dear Kristhian Morales,

On April 1, 2025, the Planning & Community Development Department received your revised site plan application for the Chick-fil-A project, which proposes the construction of a ± 5,413 square foot restaurant with drive-through service with associated site improvements on a ± 1.37-acre subject property (tax parcel 03044-003-000; 03042-050-008).

According to Section 2.6.6 of the City's Land Development Regulations (LDRs), upon receipt of an application, a completeness review shall be conducted to determine that the application contains all the necessary information and materials, is in proper form and of sufficient detail, and is accompanied by the appropriate fee. The Planning & Community Development Department has reviewed the aforementioned application for completeness and finds that **the application is now complete.**

A full review of the application will now be undertaken by the City, with the findings transmitted to you and a Project Assistance Team (PAT) meeting scheduled under separate cover.

If you have any questions regarding the information above, please contact me at (386) 418-6137 or via email at ccrockett@cityofalachua.org.

Sincerely,

Carson J. Crockett, AICP Candidate
Planner

CC: Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*

City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

March 17, 2025

Submitted electronically to kmorales@bowman.com

Kristhian Morales
Bowman Consulting Group, LTD., Inc.
900 SE Third Avenue, Suite 300
Fort Lauderdale, Fl 33316

Application #: PSP25-0004

RE: Completeness Review for Chick-fil-A Site Plan application

Dear Kristhian Morales,

On March 11, 2025, the Planning & Community Development Department received your site plan application for the Chick-fil-A project, which proposes the construction of a ± 5,413 square foot restaurant with drive-through service with associated site improvements on a ± 1.37-acre subject property (tax parcel 03044-003-000; 03042-050-008).

According to Section 2.6.6 of the City's Land Development Regulations (LDRs), upon receipt of an application, a completeness review shall be conducted to determine that the application contains all the necessary information and materials, is in proper form and of sufficient detail, and is accompanied by the appropriate fee. The Planning & Community Development Department has reviewed the aforementioned application for completeness and finds that the application is incomplete and that the following deficiencies must be addressed to begin the review of the application. Please address the following deficiencies no later than **5:00 PM on Thursday, May 1, 2025**.

In accordance with Section 2.2.6(B) of the LDRs, the applicant must correct the deficiencies and resubmit the application for completeness determination. *Plans and application materials may be made available for return in order to revise and resubmit as needed.*

The time frame and cycle for review shall be based upon the date the application is determined to be complete. If the applicant fails to respond to the identified deficiencies within 45 calendar days, the application shall be considered withdrawn.

Please note that if an additional completeness review is required, a resubmittal fee equal to 10% of the application fee will be assessed for each additional completeness review and must be paid prior to further review of the application.

The comments below are based solely on a preliminary review of your application for completeness. An in-depth review of the content of the application will be performed, and the findings discussed at a Project Assistance Team (PAT) meeting, which will be scheduled after the application is determined to be complete.

Deficiencies to be Addressed

** Unless otherwise noted, references to code sections are to the City of Alachua Land Development Regulations **

1. **Site Plan Attachment #3, Fire Department Access and Water Supply Plan**
   a. Provide required attachment demonstrating proper fire flow is available to meet the demand of the proposed project at the subject property.
2. **Site Plan Attachment #6, Mailing Labels**
   a. One set of mailing labels for all property owners within 400 feet of the subject property and all registered persons listed on the City's website must be provided on a set of address labels, not just as a list. Provide required labels. The City can provide mailing labels for you by request ($35 fee per Resolution 24-05).
3. **Site Plan Attachment #10, Proof of Payment of Taxes**
   a. Provide required attachment demonstrating property taxes are paid and up to date.
4. **Site Plan Attachment #13, Environmental Resource Permit (ERP) (or Letter of Exemption)**
   a. Not provided. Submit documentation which confirms that an ERP application has been submitted to the Suwannee River Water Management District (SRWMD) or Self-Certification under the 10/2 rule has been submitted to the Florida Department of Environmental Protection (FDEP).

If you have any questions regarding the information above, please contact me at (386) 418-6137 or via email at ccrockett@cityofalachua.org.

Sincerely,

Carson J. Crockett, AICP Candidate
Planner

CC: Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*

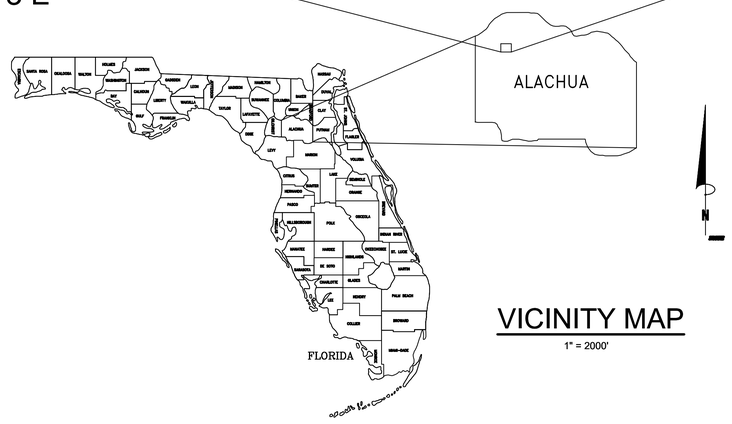
SITE PLANS
FOR
SANTA FE CROSSINGS
CHICK-FIL-A

PARCEL ID: 03044-003-000 & 03042-050-008

STORE #05989

16314 US HIGHWAY 441
ALACHUA, FL 32615
SECTION 8, TOWNSHIP 8 S, RANGE 18 E





VICINITY MAP
1" = 2000'

GENERAL NOTES

1. CONTRACTOR SHALL HAVE ONE SIGNED COPY OF THE APPROVED PLANS AND THE APPROPRIATE STANDARDS AND SPECIFICATIONS ALONG WITH A COPY OF ANY PERMITS AND AGREEMENTS NEEDED FOR THE JOB ON-SITE AT ALL TIMES.
2. CONTRACTOR SHALL MEET OR EXCEED ALL SITE WORK SPECIFICATIONS AND APPLICABLE STATE AND FEDERAL REGULATIONS FOR ALL MATERIALS AND CONSTRUCTION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS IS ENCOUNTERED.
5. NO REVISION SHALL BE MADE TO THESE PLANS WITH OUT THE APPROVAL OF THE ENGINEER OF RECORD.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ROADWAYS FREE AND CLEAR OF ALL CONSTRUCTION DEBRIS AND DIRT TRACKED FROM THE SITE.
7. ANY REFERENCE TO PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.
8. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AS-BUILT INFORMATION, WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE CITY, OWNER AND ENGINEER OF RECORD. THE CITY SHALL BE PROVIDED WITH A FULL SIZE HARD-COPY SET, A PDF ELECTRONIC SET AND AN AUTOCAD ELECTRONIC SET.

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATE, LYING AND BEING LOCATED IN GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, AND RUN SOUTH 87 DEGREES 26 MINUTES 54 SECONDS WEST, A DISTANCE OF 50.01 FEET TO A POINT ON THE WEST RIGHT-OF-WAY BOUNDARY OF NW COUNTY ROAD S-235 A; THENCE NORTH 01 DEGREES 48 MINUTES 54 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 1508.93 FEET TO THE INTERSECTION OF SAID WEST RIGHT-OF-WAY BOUNDARY OF NW COUNTY ROAD S-235-A, WITH THE SOUTH RIGHT-OF-WAY BOUNDARY OF NW US HIGHWAY 441; THENCE LEAVING SAID WEST RIGHT-OF-WAY BOUNDARY AND RUN NORTH 79 DEGREES 03 MINUTES 00 SECONDS WEST ALONG SAID SOUTH RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 565.52 FEET FOR THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING AND LEAVING SAID SOUTH RIGHT-OF-WAY BOUNDARY RUN THENCE SOUTH 10 DEGREES 57 MINUTES 00 SECONDS WEST, 465.00 FEET TO THE NORTH RIGHT-OF-WAY BOUNDARY OF A PROPOSED 60-FOOT WIDE ACCESS EASEMENT; THENCE NORTH 79 DEGREES 03 MINUTES 00 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY A DISTANCE OF 63.27 FEET TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY BOUNDARY AND SAID CURVE, WITH A RADIUS OF 30.00 FEET THROUGH A CENTRAL ANGLE OF 78 DEGREES 22 MINUTES 44 SECONDS FOR AN ARC DISTANCE OF 41.04 FEET (THE CHORD OF SAID ARC BEING NORTH 39 DEGREES 51 MINUTES 38 SECONDS WEST, 37.91 FEET); THENCE NORTH 00 DEGREES 40 MINUTES 16 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 223.62 FEET TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG SAID RIGHT-OF-WAY BOUNDARY AND SAID CURVE, WITH A RADIUS OF 470.00 FEET THROUGH A CENTRAL ANGLE OF 11DEGREES 37 MINUTES 16 SECONDS FOR AN ARC DISTANCE OF 95.33 FEET (THE CHORD OF SAID ARC BEING NORTH 05 DEGREES 08 MINUTES 22 SECONDS EAST, 95.17 FEET); THENCE NORTH 10 DEGREES 57 MINUTES 00 SECONDS EAST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 127.33 FEET, TO THE AFORESAID SOUTH RIGHT-OF-WAY BOUNDARY OF NW US HIGHWAY 441; THENCE SOUTH 79 DEGREES 03 MINUTES 00 SECONDS EAST ALONG SAID SOUTH RIGHT-OF-WAY BOUNDARY A DISTANCE OF 147.33 FEET, TO THE POINT OF BEGINNING.

CONTAINING 1.370 ACRES MORE OR LESS

FLOOD ZONE NOTE

ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND BASED ON MULTIPLE GPS OBSERVATIONS REFERENCING THE FLORIDA DEPARTMENT OF TRANSPORTATION PERMANENT REFERENCE NETWORK (FPRN).

DATUM NOTE

BASED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP #120010120D WITH AN EFFECTIVE DATE OF 06/16/2006 AND BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY LIES WITHIN ZONE X, THIS INFORMATION IS FOR FLOOD ZONE CLASSIFICATION ONLY AND IS NOT A FLOOD DETERMINATION BY THIS SURVEYOR. THE INFORMATION WAS FOUND AT MSC.FEMA.GOV.

Sheet List Table

Sheet Number	Sheet Title
C-1.0	Cover Sheet
C-1.1	Existing Conditions Plan
C-1.2	Demolition Plan
C-2.0	Site Plan
C-2.1	Fire Truck Exhibit
C-3.0	Grading & Drainage Plan
C-3.1	Erosion Control Plan Phase I
C-3.2	Erosion Control Plan Phase II
C-3.3	Erosion Control Details
C-4.1	CFA Standard Details
C-4.0	CFA Standard Details
C-4.2	CFA Standard Details
C-4.3	CFA Standard Details
C-5.0	Site and Drainage Details
C-5.1	Site and Drainage Details
PS-1.0	Utility Plan
PS-1.1	Utility Details
PS-1.2	Utility Details
PS-1.3	Water and Wastewater Specs
A-104	ORDER POINT CANOPY
A-106	OUTSIDE MEAL DELIVERY CANOPY
A-201-B	Floor Plan
A-301	Exterior Elevations
A-303	Exterior Elevations
E-102	Site Photometric Plan
E-503	Fixture Spec Sheets
L-101	Landscape Plan
L-102	Landscape Details
L-103	Landscape & Maintenance Specifications
L-200	Irrigation Plan
L-201	Irrigation Details
L-202	Irrigation Specifications

CONTACTS

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844.GO.JBPRO

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ALACHUA, FL 32615
JO WILLIAMS
JO_WILLIAMS@CITYOFALACHUA.ORG

STORM DRAINAGE
SUWANNEE RIVER WATER MANAGEMENT DISTRICT
JOHN VICK 321.663.0454

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DB0239@ATT.COM

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TALLAHASSEE, FL 32399
NPDES STORMWATER PROGRAM
866.336.6312
NPDES-STORMWATER@DEP.STATE.FL.US

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04/24/2025
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE 4/23/2025
DRAWN BY STC

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SHEET
COVER SHEET

SHEET NUMBER
C-1.0

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (DAS) - CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\01-011008-01-015-COV.dwg 4/23/2025
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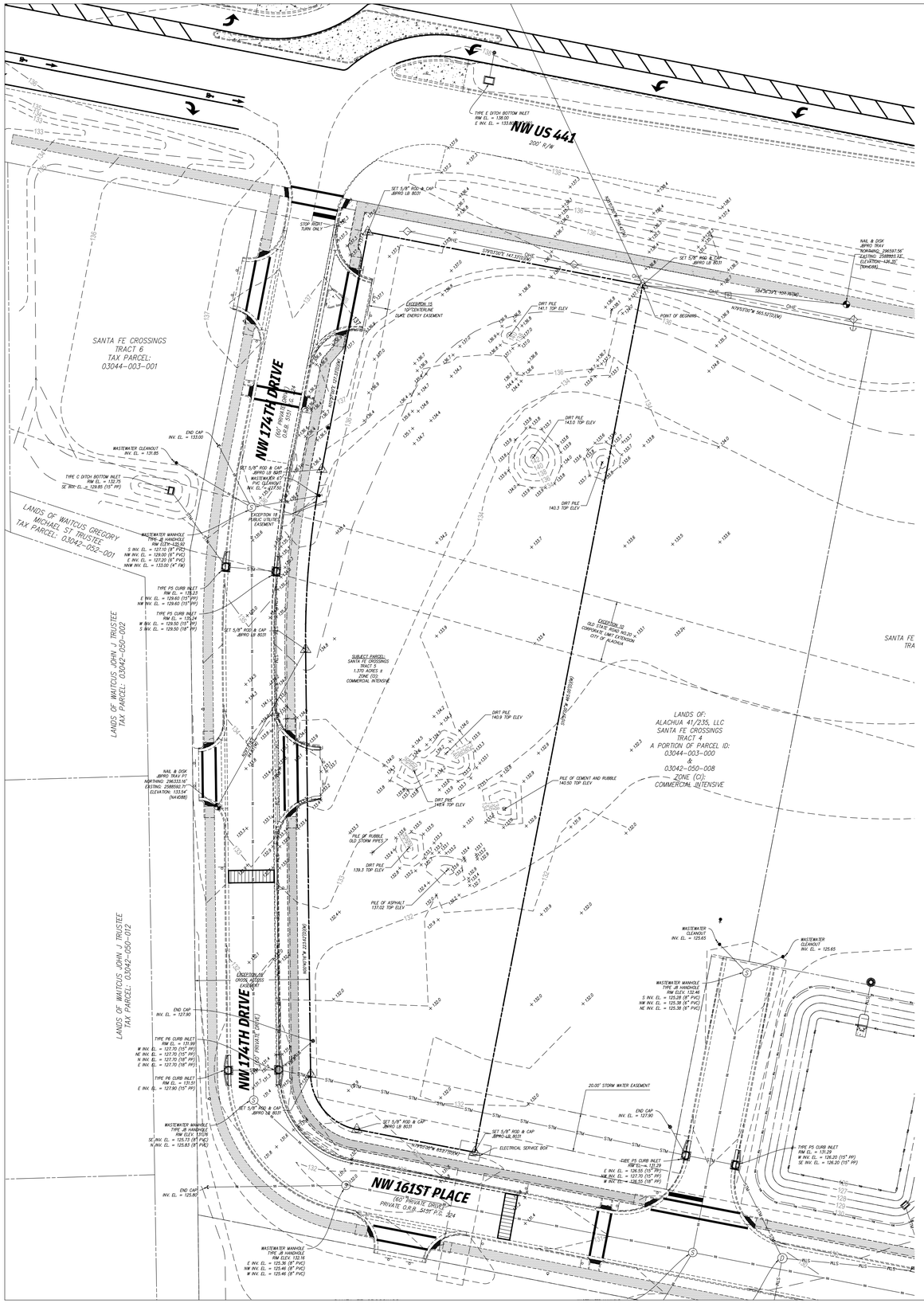

LEGEND

- PROPERTY LINE
- EX. CONCRETE SIDEWALK
- EX. CONCRETE D CURB
- EX. CONCRETE F CURB
- EX. STREET LIGHT
- EX. WATER VALVE
- EX. HYDRANT
- EX. DRAINAGE END CAP
- EX. CATCH BASIN
- EX. STORM MANHOLE
- EX. STORM CURB INLET
- EX. SANITARY MANHOLE
- EX. CLEANOUT
- EX. SIGN
- EX. POWER POLE
- EX. SEWER
- EX. WATER
- EX. STORM
- EX. POWER POLE

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GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

DATUM NOTE

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FLOOD ZONE NOTE

BASED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP #12001O120D WITH AN EFFECTIVE DATE OF 06/16/2006 AND BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY LIES WITHIN ZONE X. THIS INFORMATION IS FOR FLOOD ZONE CLASSIFICATION ONLY AND IS NOT A FLOOD DETERMINATION BY THIS SURVEYOR. THE INFORMATION WAS FOUND AT MSC.FEMA.GOV.

SOIL CLASSIFICATION NOTE

THE SOIL SURVEY OF ALACHUA COUNTY, FLORIDA AS PREPARED BY THE UNITED STATES DEPARTMENT OF AGRICULTURE (USDA), SOIL CONSERVATION SERVICE (SCS; LATER RENAMED THE NATURAL RESOURCE CONSERVATION SERVICE NRCS) IDENTIFIES THE SOIL TYPE AT THE SUBJECT SITE AS 71.9% (3) ARREDONDO FINE SAND, 0 TO 5 PERCENT SLOPES AND 28.1 (5) FORT MEADE FINE SAND, 0 TO 5 PERCENT SLOPES.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

Bowman

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PROFESSIONAL ENGINEER

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

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SHEET
EXISTING CONDITIONS PLAN

SHEET NUMBER
C-1.1

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (SVY) - CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Prem\Sheets\SV-011008-01-015-XP.dwg 4/21/2025
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DEMOLITION NOTES

1. SIGN TO BE REMOVED
2. CURB & GUTTER TO BE REMOVED
3. 20' STORM WATER EASEMENT TO BE VACATED
4. 18" RCP STORM PIPE TO BE REMOVED
5. REMOVE END CAP ON EXISTING STORM PIPE

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GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

LEGEND

DEMO OPEN SPACE	PROPERTY LINE
LIMIT OF DISTURBANCE LOD LOD	EX. CONCRETE SIDEWALK
	EX. CONCRETE D CURB
	EX. CONCRETE F CURB
	EX. STREET LIGHT
	EX. WATER VALVE
	EX. HYDRANT
	EX. DRAINAGE END CAP
	EX. CATCH BASIN
	EX. STORM MANHOLE
	EX. STORM CURB INLET
	EX. SANITARY MANHOLE
	EX. CLEANOUT
	EX. SIGN
	EX. POWER POLE
	EX. SEWER
	EX. WATER
	EX. STORM STM STM
	EX. POWER POLE

GENERAL DEMOLITION NOTES

1. THE LOCATION OF THE UTILITIES SHOWN HAVE BEEN DETERMINED BY INFORMATION GATHERED AND SHALL NOT BE USED AS EXACT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES TO VERIFY EXACT LOCATIONS PRIOR TO DEMOLITION.
2. THE CONTRACTOR SHALL COORDINATE WITH THE PROPER UTILITY COMPANIES FOR REMOVAL AND RELOCATIONS OF THE RESPECTIVE UTILITY. THE CONTRACTOR SHALL VERIFY ANY WORK THAT MAY BE DONE BY THE UTILITY COMPANIES.
3. CONTRACTOR SHALL PROTECT THE PUBLIC WITH BEST MANAGEMENT PRACTICES.
4. CONTRACTOR SHALL PROTECT AND MAINTAIN ALL STRUCTURES, PAVEMENT, AND VEGETATION THAT IS NOT TO BE DISTURBED AND IS RESPONSIBLE FOR ANY DAMAGES TO THEM.
5. THE CONTRACTOR SHALL PROPERLY DISPOSE OF ALL MATERIALS RESULTING FROM THE WORK, ACCORDING TO GOVERNING AUTHORITIES AND SHALL OBTAIN THE PROPER PERMITS REQUIRED FOR DISPOSAL AND DEMOLITION.
6. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL DEVICES PRIOR TO DEMOLITION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SERVICES TO ANY NECESSARY UTILITIES DURING CONSTRUCTION.
8. FOR ALL ITEMS NOTED TO BE REMOVED, REMOVE NOT ONLY THE ABOVE GROUND ELEMENTS, BUT ALSO REMOVE ALL UNDERGROUND ELEMENTS AS WELL INCLUDING, BUT NOT LIMITED TO; FOUNDATIONS, GRAVEL FILLS, TREE ROOTS, PIPES, TANKS, ETC.
9. BACKFILL ALL EXCAVATIONS RESULTING FROM THE DEMOLITION WORK MEETING THE REQUIREMENTS FOR FILL OUTLINED IN THE GEOTECHNICAL INVESTIGATION REPORT FOR THIS SITE.
10. THE CONTRACTOR SHALL REFER TO THE ASBESTOS REPORT TO DETERMINE IF ASBESTOS ABATEMENT IS REQUIRED. IF REQUIRED, ASBESTOS AND ANY OTHER HAZARDOUS MATERIAL SHALL BE PROPERLY PERMITTED AND REMOVED BY THE CONTRACTOR. CONTRACTOR SHALL SECURE ALL PERMITS FOR DEMOLITION AND REMOVAL OF MATERIALS FROM THE SITE.
11. LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE PLANS. ANY DAMAGE TO ANY SURROUNDING AREAS SHALL BE REPAIRED / REPLACED AT THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PROTECT ADJACENT STRUCTURES, PAVEMENT, UTILITIES, LANDSCAPE, ETC. FROM DAMAGE DURING CONSTRUCTION.
12. CONTRACTOR SHALL ENSURE THAT SERVICES TO ALL UTILITIES TO BE REMOVED HAS BEEN DISCONTINUED AND SHUT OFF. ALL UTILITY LINES SHALL BE CAPPED PER UTILITY COMPANY STANDARDS.
13. THE CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANS TO DETERMINE IF EXISTING PERIMETER TREES/LANDSCAPING ARE TO REMAIN OR BE REMOVED.

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Atlanta, Georgia 30349-2998

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FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

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1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
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SHEET
DEMOLITION PLAN

SHEET NUMBER
C-1.2

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (ENG) - SFA hwy 441 nwr - 75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\03-011008-01-015 (ENG).dwg 4/21/2025
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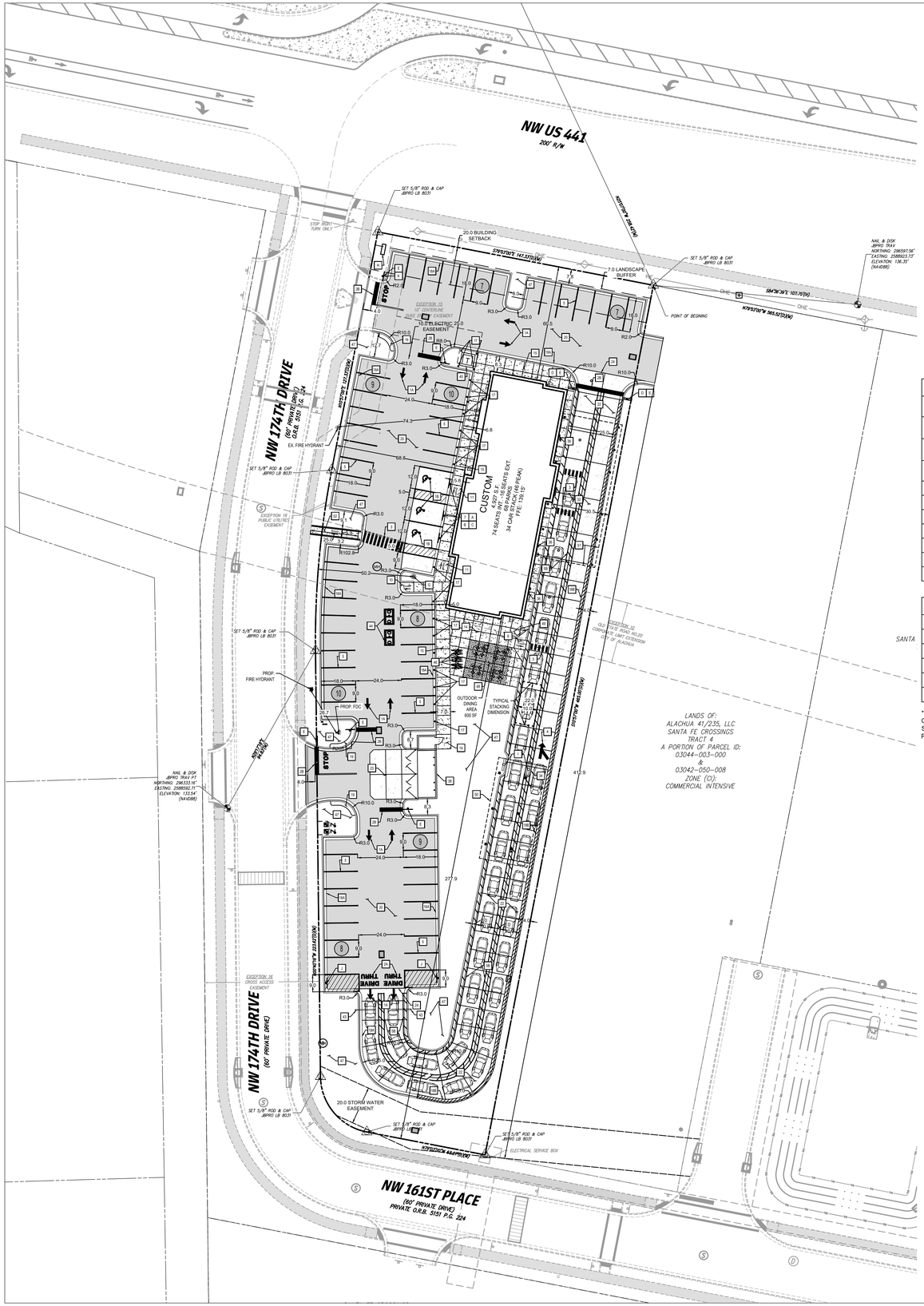

LEGEND

PROP. ASPHALT DRIVE	PROPERTY LINE
PROP. CONC. SIDEWALK	EX. CONCRETE SIDEWALK
PROP. CONC. PAVEMENT	EX. CONCRETE D CURB
PROP. TYPE "F" CURB	EX. CONCRETE F CURB
PROP. TYPE "D" CURB	EX. STREET LIGHT
PROP. CLEARANCE BAR	EX. WATER VALVE
PROP. PARKING STRIPE	EX. HYDRANT
PROP. HANDICAP MARKING	EX. DRAINAGE END CAP
PROP. SITE SIGNAGE	EX. CATCH BASIN
PROP. DIRECTIONAL ARROW	EX. STORM MANHOLE
PROP. BOLLARD	EX. STORM CURB INLET
PROP. PARKING COUNT	EX. SANITARY MANHOLE
PROP. TYPE 'C' INLET	EX. CLEANOUT
PROP. TYPE 9 CURB INLET	EX. SIGN
PROP. STORM MANHOLE	EX. POWER POLE
PROP. GREASE TRAP	
PROP. WATER METER	
PROP. BACKFLOW PREVENTER	
PROP. DOUBLE DECKER CHECK VALVE	
PROP. FIRE DEPARTMENT CONNECTION	

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GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

SITE SUMMARY

JURISDICTION	CITY OF ALACHUA
ZONING	COMMERCIAL INTENSIVE (CI)
FUTURE LAND USE	COMMERCIAL (COMM)
USE	FAST FOOD RESTAURANT W/ DRIVE THRU
PARCEL ID	03044-003-000 & 03042-050-008
LOT	
SIZE	59,676 SQ. FT. (1.37 AC)
BUILDING	
GROSS FLOOR AREA	4,927 SQ. FT.
PARKING	
SIZE	9' X 18' @ 90°

CHICK-FIL-A SITE CALCULATIONS

AREA	SF	ACRES	%
TOTAL AFFECTED AREA	59,676	1.37	100
PROP. PERVIOUS AREA*	12,785	0.29	21.4
PROP. IMPERVIOUS AREA	46,891	1.08	78.6
PROP. BUILDING AREA	4,927	0.11	8.3
PROP. PAVEMENT AREA	41,964	0.96	70.3

* TOTAL PERVIOUS AREA IS 21.4% OF THE SITE. A MINIMUM 10% OPEN SPACE AREA IS PROVIDED PER THE REQUIREMENTS OF SECTION 6.7.3(B) OF THE LDR. 10% ADDITIONAL LANDSCAPE AREA IS PROVIDED AS PER POLICY 2.4.a OF THE COMPREHENSIVE PLAN.

PARKING CALCULATIONS

USE	QTY	RATIO	REQUIRED
FAST FOOD RESTAURANT W/ DRIVE THRU	4,927 SF(BLDG) + 600 SF (OUTDOOR SEATS)	1 SPACE PER 150 SF FLOOR AREA / OUTDOOR SEATING AREA	37*
STANDARD PARKING PROVIDED			65
HANDICAP PARKING REQUIRED			3
HANDICAP PARKING PROVIDED			3
TOTAL PARKING PROVIDED			68
BIKE PARKING REQ. (1 PER 10 REQUIRED SPACES)			4
BIKE PARKING PROVIDED			6
REQUIRED DRIVE-THRU STACKING			4
PROVIDED DRIVE-THRU STACKING			34

* PER SECTION 6.1.4(B)(5)(a) OF THE LDR, THE MAXIMUM NUMBER OF PARKING SPACES SHALL NOT EXCEED 125% OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES. THUS THE MAXIMUM NUMBER OF ALLOWED PARKING SPACES IS 46 SPACES. FOR ADDITIONAL INCREASE, APPLICANT REQUESTS FROM THE LDR ADMINISTRATOR A PARKING ADJUSTMENT TO INCREASE THE TOTAL NUMBER OF PARKING SPACES FOR THIS DEVELOPMENT TO A MAXIMUM OF 68 TO ALLOW THE DEVELOPMENT TO BE ECONOMICALLY VIABLE.

BUILDING SETBACKS

SETBACK	REQUIRED (FT)	PROVIDED (FT)
NORTH	20	60.5
SOUTH	5	277.9
EAST	N/A	30.5
WEST	5	68.8

LANDSCAPE BUFFER

SETBACK	REQUIRED (FT)	PROVIDED (FT)
NORTH	7	7.8
SOUTH	7.5	22.4
EAST	3.75	4
WEST	7.5	8.2

SIGN LEGEND

** CONTRACTOR TO REFER TO THE SIGNAGE PACKAGE FOR PLACEMENT AND SPECIFICATIONS OF ALL SIGNS **

- A — HANDICAP PARKING SIGN (SEE SIGNAGE PACKAGE) R7-8; 12" X 18" (TYP.)
- B — HANDICAP PARKING FINE SIGN (SEE SIGNAGE PACKAGE) 6" X 12" (TYP.)
- C — "VAN ACCESSIBLE" SIGN (SEE SIGNAGE PACKAGE) R7-8P; 6" X 12" (TYP.)
- D — "DO NOT ENTER" SIGN (SEE SIGNAGE PACKAGE) R5-1; 24" X 24" (TYP.)
- E — STOP SIGN (SEE SIGNAGE PACKAGE) R1-1; 30" X 30" (TYP.)
- F — CFA PEDESTRIAN CROSSING SIGN (SEE SIGNAGE PACKAGE)
- G — 50' HIGH FLAG POLE (SEE SIGNAGE PACKAGE)
- H — CFA MONUMENT OR PYLON SIGN – BY SEPARATE PERMIT
- I — DIGITAL DRIVE-THRU MENU BOARDS
- J — "TURN AROUND SPACE – NO PARKING ALLOWED"
- K — "RIGHT TURN ONLY" SIGN (SEE SIGNAGE PACKAGE) R3-5R; 30" X 36" (TYP.)

SITE PLAN DESIGN NOTES & KEY PLAN

1A DIRECTIONAL ARROW (1A C-4.0)
1B PAINTED HANDICAP PARKING SYMBOL (1B C-4.0)
2A DRIVE-THRU GRAPHICS (2A C-4.0)
2B STOP BAR GRAPHIC (2B C-4.0)
3 CROSSWALK MARKINGS (3 C-4.0)
4 MULTI-LANE DIRECTIONAL GRAPHICS (4 C-4.0)
5 STANDARD OR HANDICAP PARKING STALL PER CODE (5 C-4.0)
5A 4" SOLID WHITE STRIPING
5B 4" SOLID YELLOW STRIPING
5C 4" SKIP DASH YELLOW STRIPING
6 SOLID PLASTIC WHEEL STOP (6 C-4.0)
7 BOLLARD MOUNTED SIGN (7 C-4.0)
8 CURB RAMP w/ SHORT FLARED SIDES (GRASSED AREAS) (8 C-4.0)
9 CURB RAMP w/ FLARED SIDES (IN SIDEWALK) (9 C-4.0)
10 RETURNED CURB HANDICAP RAMP (10 C-4.0)
11 SIDEWALK ACCESSIBLE RAMP (1 C-4.1)
12 DETECTABLE WARNING DEVICE (2 C-4.1)
13 TYPICAL ADA RAMP & HANDRAIL (3 C-4.1)
14 CONCRETE SIDEWALK (4 C-4.1)
15 CONCRETE SIDEWALK w/ CURB & GUTTER (5 C-4.1)
16 ENTRY DOOR FROST SLAB DETAIL (6 C-4.1)
17 CONCRETE BOLLARD (7 C-4.1)
18 CONCRETE CURB & GUTTER (8 C-4.1)
18A CATCHING CURB & GUTTER
18B SPILLING CURB & GUTTER
18C DEPRESSED SPILLING CURB & GUTTER
18D DEPRESSED CATCHING CURB & GUTTER
18E SPILLING GUTTER SECTION AT ACCESSIBLE RAMP
18F CATCHING GUTTER SECTION AT ACCESSIBLE RAMP
18G MOUNTABLE CURB & GUTTER
19 LANDSCAPE & IRRIGATION PROTECTOR (9 C-4.1)
20 TYPICAL HMAC PAVEMENT SECTION (1 C-4.2)
21 BUTT JOINT (2 C-4.2)
22 CONCRETE PAVEMENT DRIVE-THRU LANE (3 C-4.2)
23 CONCRETE APRON AT TRASH ENCLOSURE (4 C-4.2)
24 PAVEMENT EDGE DETAIL (START & END OF DRIVE-THRU LANES) (5 C-4.2)
25 CONCRETE PAVEMENT SECTIONS (6 C-4.2)
26 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT (7 C-4.2)
27 TRANSVERSE & LONGITUDINAL DOWELED CONSTRUCTION JOINT (8 C-4.2)
28 CONTRACTION JOINT (9 C-4.2)
29 KEYED CONSTRUCTION JOINT (10 C-4.2)
30 LONGITUDINAL BUTT JOINT (11 C-4.2)
31 EXPANSION JOINT (12 C-4.2)
FOR CONCRETE PAVING
32 DRIVE-THRU PLAN – FLUSH WITH FFE (1 C-4.3)
33 DRIVE-THRU ISOMETRIC (2 C-4.3)
34 DRIVE-THRU ORDER POINT ISLAND (3 C-4.3)
35 MENU BOARD LOOP DETECTION SYSTEM (4 C-4.3)
36 BUILDING DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM) (5 C-4.3)
37 CANOPY DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM) (6 C-4.3)
38 SCREENED REFUSE ENCLOSURE (REFER TO ARCH PLANS FOR ADDITIONAL DETAILS) (7 C-4.3)
39 CLEAN-OUT (OUTSIDE OF BUILDING) (8 C-4.3)
40 THICKENED PAVEMENT @ STRUCTURES (9 C-4.3)
41 STORM STRUCTURE WEEP HOLE DETAILS (10 C-4.3)
42 ALUMINUM HANDRAIL (REFER TO ARCH PLANS)
43 DRIVE-THRU CLEARANCE BAR (REFER TO SIGNAGE PACKAGE)
44 GREASE TRAP
45 PROPOSED TRANSFORMER
46 BIKE RACK
47 LANDSCAPED AREA
48 TYPICAL LOCATION FOR OUTDOOR TABLES (REFER TO ARCH PLANS)
49 CASH STATION
50 FREE-STANDING ORDER POINT CANOPY
51 FREE-STANDING OUTSIDE MEAL DELIVERY CANOPY
52 25' SIDEWALK RAMP WITH PIPE GUARDRAIL (ALUMINUM)

Chick-fil-A
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ANDRES MIZRAHI LICENSE No. 92421 04/24/2025 STATE OF FLORIDA PROFESSIONAL ENGINEER

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE 4/21/2025
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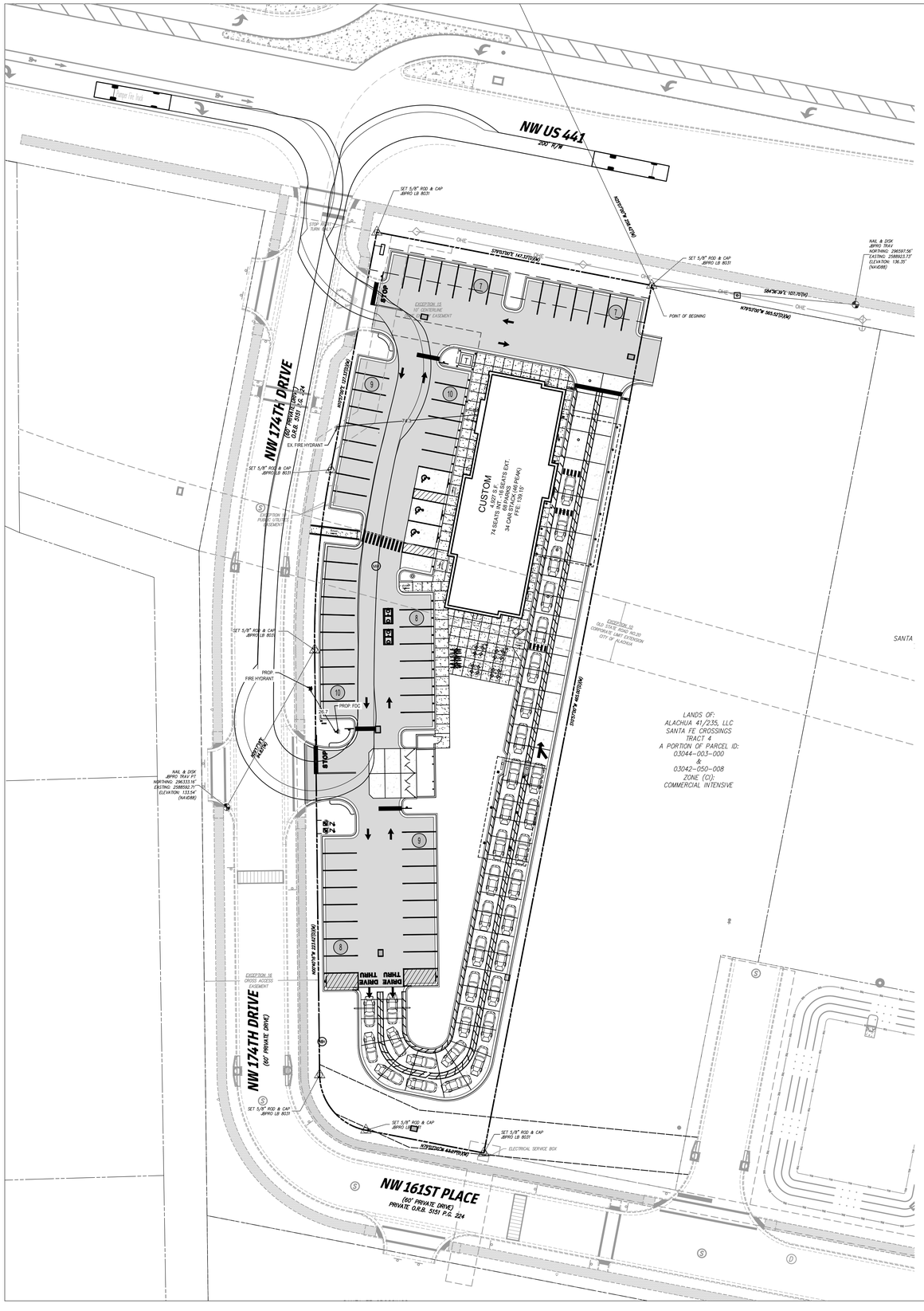
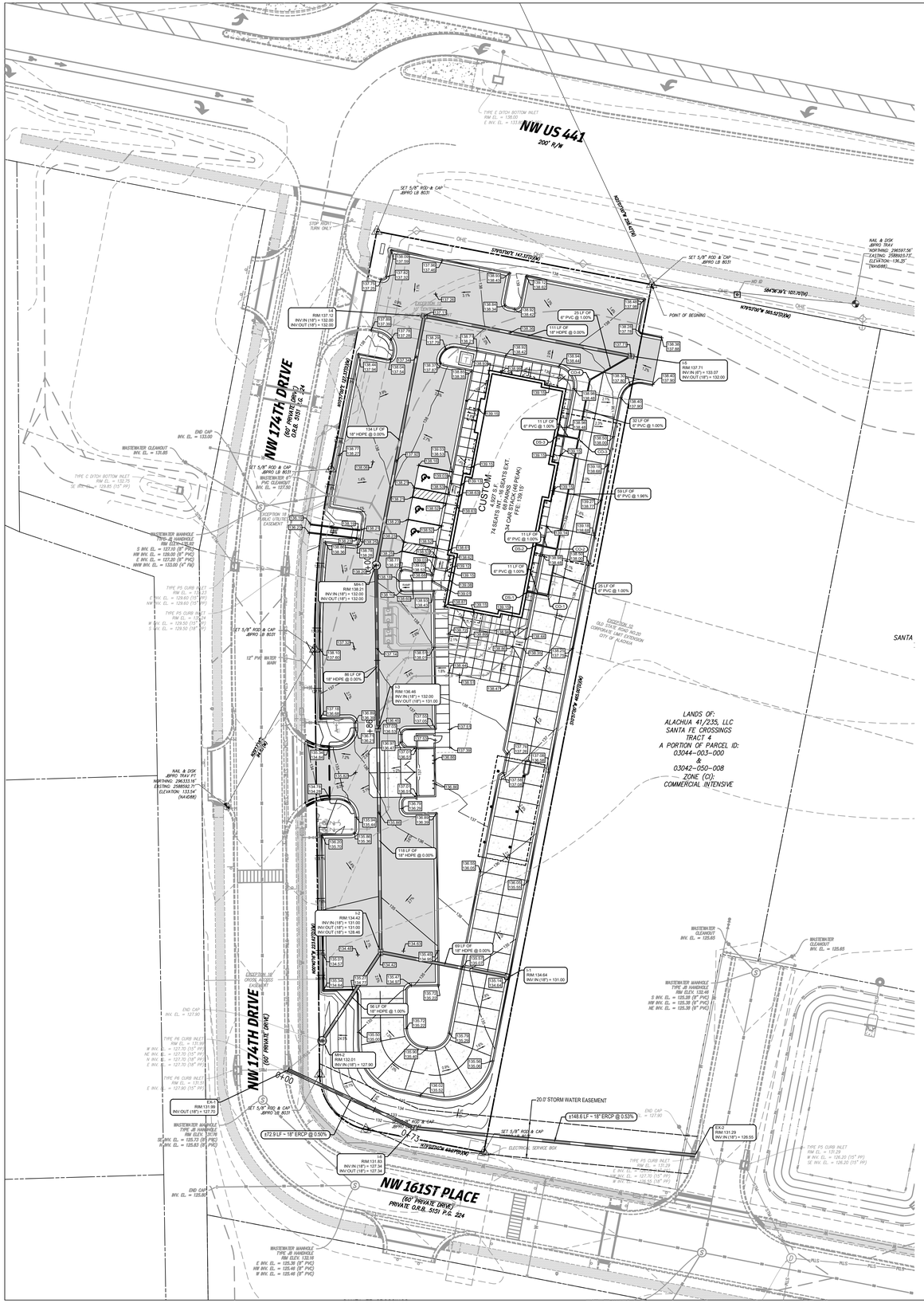
SHEET
SITE PLAN

SHEET NUMBER
C-2.0

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (DIA) - CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\SA-011008-01-015-SITE.dwg 4/21/2025
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, IS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BOWMAN CONSULTING SHALL BE WITHOUT LIABILITY TO BOWMAN CONSULTING.


NW US 441
200' R/W
SET 5/8" ROD & CAP
JBPRO LB 8031
NAIL & DISK
JBPRO TRAV PT
NORTHING: 296597.56'
EASTING: 2586923.13'
ELEVATION: 136.35'
(NAVD88)
POINT OF BEGINNING
S89°53'55"W 147.43'(M&R)
S89°53'55"W 101.78'(M&R)
NW 174TH DRIVE
(60' PRIVATE DRIVE)
PLAT BOOK 51 PG. 100
EX. FIRE HYDRANT
EXCEPTION 15
10' UTILITY EASEMENT
EXCEPTION 16
CROSS ACCESS EASEMENT
EXCEPTION 17
30' CENTERLINE EASEMENT
CUSTOM
4,021 SF
74 SEATS INSIDE
16 SEATS EXT.
34 OAK STOOL SEATS (BAR)
PYE: 139.15'
DRIVE THRU
DRIVE THRU
PROP. FIRE HYDRANT
PROP. FDC
STOP
BOLLARD
PROP. DIRECTIONAL ARROW
PROP. TYPE 'C' INLET
PROP. TYPE 9 CURB INLET
PROP. STORM MANHOLE
PROP. GREASE TRAP
PROP. WATER METER
PROP. BACKFLOW PREVENTER
PROP. DOUBLE DECKER CHECK VALVE
PROP. FIRE DEPARTMENT CONNECTION
NORTHBOUND EXIT ONLY
NORTHBOUND EXIT ONLY
NORTHBOUND EXIT ONLY



LEGEND

PROP. ASPHALT DRIVE	PROPERTY LINE
PROP. CONC. SIDEWALK	EX. CONCRETE SIDEWALK
PROP. CONC. PAVEMENT	EX. CONCRETE D CURB
PROP. TYPE "F" CURB	EX. CONCRETE F CURB
PROP. TYPE "D" CURB	EX. STREET LIGHT
PROP. PARKING STRIPE	EX. WATER VALVE
PROP. HANDICAP MARKING	EX. HYDRANT
PROP. BOLLARD	EX. DRAINAGE END CAP
PROP. PARKING COUNT	EX. CATCH BASIN
PROP. TYPE 'C' INLET	EX. STORM MANHOLE
PROP. TYPE 9 CURB INLET	EX. STORM CURB INLET
PROP. STORM MANHOLE	EX. SANITARY MANHOLE
PROP. GREASE TRAP	EX. CLEANOUT
PROP. WATER METER	EX. SIGN
PROP. BACKFLOW PREVENTER	EX. POWER POLE
PROP. SANITARY SEWER	EX. SEWER
PROP. STORM SEWER	EX. WATER
PROP. WATER MAIN	EX. STORM
PROP. ELECTRIC	EX. POWER POLE

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GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

STORMWATER STRUCTURE TABLE

STRUCTURE ID	STRUCTURE TYPE	RIM ELEV.	PIPE INVERTS	PIPE INFORMATION
CO-1	PROP. STORM CLEANOUT	RIM = 138.29	(W) = 135.05 (N) = 135.05	11 LF, 6" PVC @ 1.00% 25 LF, 6" PVC @ 1.00%
CO-2	PROP. STORM CLEANOUT	RIM = 138.53	(S) = 134.80 (N) = 134.80 (W) = 134.80	25 LF, 6" PVC @ 1.00% 59 LF, 6" PVC @ 1.96% 11 LF, 6" PVC @ 1.00%
CO-3	PROP. STORM CLEANOUT	RIM = 138.56	(S) = 133.64 (N) = 133.64 (W) = 133.64	59 LF, 6" PVC @ 1.96% 32 LF, 6" PVC @ 1.00% 11 LF, 6" PVC @ 1.00%
CO-4	PROP. STORM CLEANOUT	RIM = 138.21	(S) = 133.32 (NE) = 133.32	32 LF, 6" PVC @ 1.00% 25 LF, 6" PVC @ 1.00%
DS-1	PROP. BUILDING DOWNSPOUT		(E) = 135.16	11 LF, 6" PVC @ 1.00%
DS-2	PROP. BUILDING DOWNSPOUT		(E) = 134.91	11 LF, 6" PVC @ 1.00%
DS-3	PROP. BUILDING DOWNSPOUT		(E) = 133.75	11 LF, 6" PVC @ 1.00%
EX-1	EX. STRM TYPE "P6" CURB INLET	RIM = 131.99	(SE) = 127.70	73 LF, 18" ERCP @ 0.50%
EX-2	EX. TYPE "P5" CURB INLET	RIM = 131.29	(W) = 126.55	149 LF, 18" ERCP @ 0.53%
I-1	PROP. 48" TYPE '9' CURB INLET	RIM = 134.64	(W) = 131.00	69 LF, 18" HDPE @ 0.00%
I-2	PROP. 48" TYPE 'C' INLET	RIM = 134.42	(N) = 131.00 (E) = 131.00 (SW) = 128.46	118 LF, 18" HDPE @ 0.00% 69 LF, 18" HDPE @ 0.00% 56 LF, 18" HDPE @ 1.00%
I-3	PROP. 48" TYPE 'C' INLET	RIM = 136.46	(N) = 132.00 (S) = 131.00	86 LF, 18" HDPE @ 0.00% 118 LF, 18" HDPE @ 0.00%
I-4	PROP. 48" TYPE 'C' INLET	RIM = 137.12	(E) = 132.00 (S) = 132.00	111 LF, 18" HDPE @ 0.00% 134 LF, 18" HDPE @ 0.00%
I-5	PROP. 48" TYPE 'C' INLET	RIM = 137.71	(W) = 132.00 (SW) = 133.07	111 LF, 18" HDPE @ 0.00% 25 LF, 6" PVC @ 1.00%
I-6	PROP. TYPE "C" DITCH BOTTOM INLET	RIM = 131.83	(NW) = 127.34 (E) = 127.34	73 LF, 18" ERCP @ 0.50% 149 LF, 18" ERCP @ 0.53%
MH-1	PROP. 48" STORM MANHOLE	RIM = 138.21	(N) = 132.00 (S) = 132.00	134 LF, 18" HDPE @ 0.00% 86 LF, 18" HDPE @ 0.00%
MH-2	PROP. 48" STORM MANHOLE, CONNECT TO EX. STORM PIPE	RIM = 132.01	(NE) = 127.90	56 LF, 18" HDPE @ 1.00%

DATUM NOTE

ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND BASED ON MULTIPLE GPS OBSERVATIONS REFERENCING THE FLORIDA DEPARTMENT OF TRANSPORTATION PERMANENT REFERENCE NETWORK (FPRN).

FLOOD ZONE NOTE

BASED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP #12001012OD WITH AN EFFECTIVE DATE OF 06/16/2006 AND BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY LIES WITHIN ZONE X, THIS INFORMATION IS FOR FLOOD ZONE CLASSIFICATION ONLY AND IS NOT A FLOOD DETERMINATION BY THIS SURVEYOR. THE INFORMATION WAS FOUND AT MSC.FEMA.GOV.

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SHEET
GRADING & DRAINAGE PLAN

SHEET NUMBER
C-3.0

FILE PATH: V:\011008 – Chick-fil-A\01008-01-015 (ENG) – DFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\00-011008-01-015-280.dwg 4/21/2025
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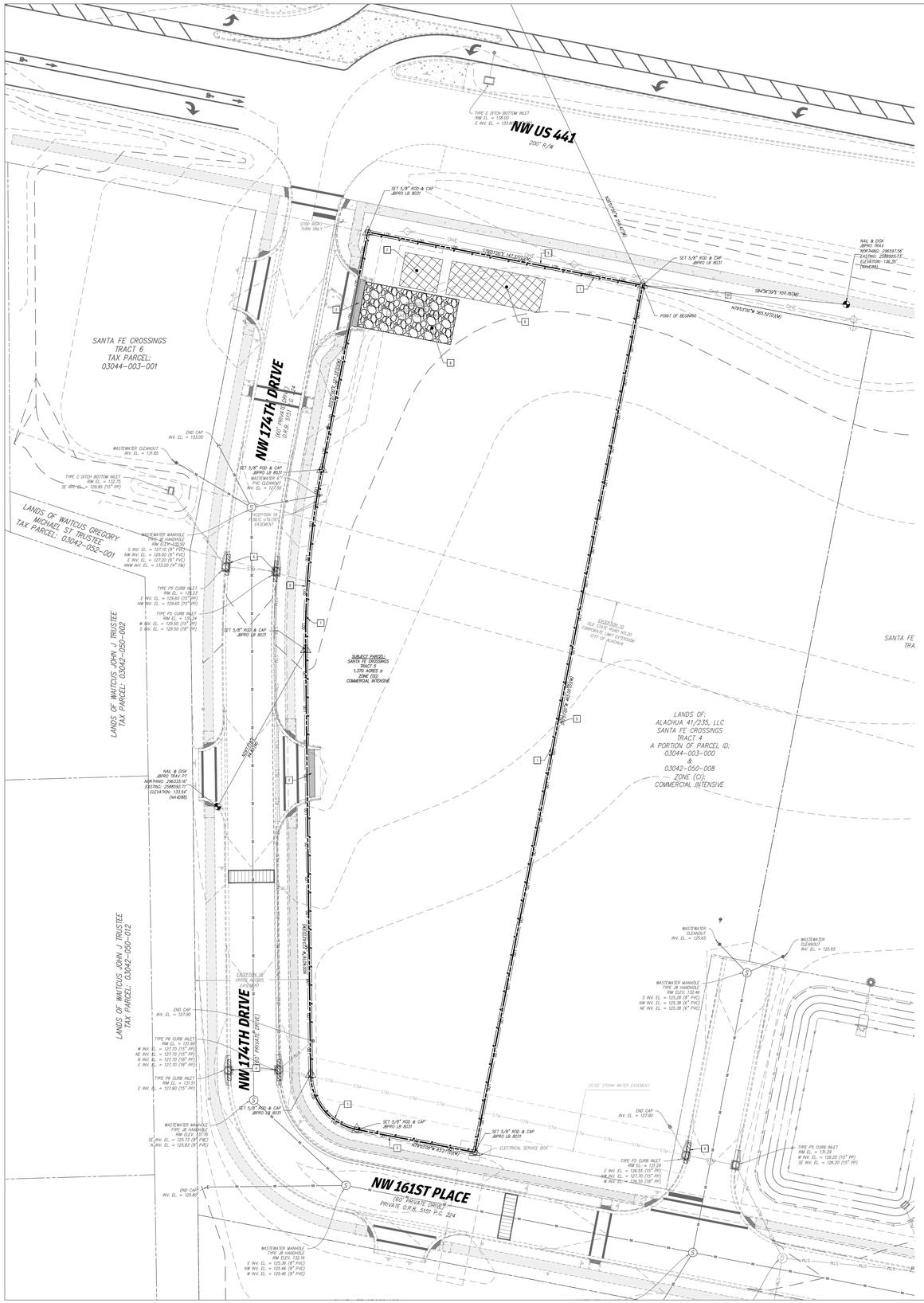

LEGEND

LIMIT OF DISTURBANCE	PROPERTY LINE
PROP. SILT DIKE ON PAVEMENT	EX. CONCRETE SIDEWALK
PROP. SILT FENCE	EX. CONCRETE D CURB
TEMPORARY PARKING AND STAGING AREAS	EX. CONCRETE F CURB
CURB INLET FILTER	EX. STREET LIGHT
	EX. WATER VALVE
	EX. HYDRANT
	EX. DRAINAGE END CAP
	EX. CATCH BASIN
	EX. STORM MANHOLE
	EX. STORM CURB INLET
	EX. SANITARY MANHOLE
	EX. CLEANOUT
	EX. SIGN
	EX. POWER POLE
	EX. SEWER
	EX. WATER
	EX. STORM
	EX. POWER POLE

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GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

EROSION CONTROL NOTES

1. CONST. SILT FENCE (C-3.3)
2. CONST. SILT DIKE ON PAVEMENT (C-3.3)
3. CONST. TREE BARRIER (C-3.3)
4. CONST. CURB INLET FILTER (C-3.3)
5. LIMIT OF DISTURBANCE
6. TEMPORARY PARKING AREA
7. TEMPORARY STORAGE AREA
8. CONST. TEMPORARY CONSTRUCTION ENTRANCE (C-3.3)

GENERAL EROSION CONTROL NOTES

1. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED AND THAT CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DIRECTED BY PERMITTING AGENCY AND OWNER OR AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
2. PERMIT(S) FOR ANY CONSTRUCTION ACTIVITY MUST BE MAINTAINED ON SITE AT ALL TIMES.
3. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE FDEP GENERIC PERMIT.
4. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
5. ALL WASH WATER SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
6. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
7. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
8. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
9. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN SHALL BE INITIATED AS SOON AS PRACTICABLE.
10. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY STOPPED FOR AT LEAST 7 DAYS, SHALL BE TEMPORARILY SEEDED.
11. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE SODDED/LANDSCAPED PER PLANS. THESE AREA SHALL BE SODDED/LANDSCAPED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN AND/OR LANDSCAPE PLAN.
12. IF THE ACTION OF VEHICLES TRAVELING OVER THE CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
13. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
14. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
15. ON-SITE AND OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH FDEP GENERIC PERMIT REQUIREMENTS.
16. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
17. DUE TO CONSTRUCTION ACTIVITIES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION AND SEDIMENT CONTROL MEASURES TO PREVENT EROSION AND SEDIMENTATION.
18. CONTRACTOR SHALL DESIGNATE/IDENTIFY AREAS INSIDE THE LIMITS OF DISTURBANCE, FOR WASTE DISPOSAL AND DELIVERY AND MATERIAL STORAGE.
19. CONTRACTOR TO LIMIT DISTURBANCE OF SITE IN STRICT ACCORDANCE WITH THE EROSION CONTROL SEQUENCING SHOWN ON THIS PLAN, NO UNNECESSARY OR IMPROPERLY SEQUENCED CLEARING AND/OR GRADING SHALL BE PERMITTED.
20. ALL EXISTING SIGNALIZATION EQUIPMENT TO REMAIN IS ASSUMED TO BE IN GOOD WORKING ORDER UNLESS ALACHUA COUNTY IS NOTIFIED IN WRITING PRIOR TO THE START OF CONSTRUCTION. ANY SUBSEQUENT DAMAGE TO THE SIGNAL EQUIPMENT SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
21. THE CONTRACTOR SHALL ENSURE THAT A FOREMAN OR SUPERVISOR WHO HAS BEEN CERTIFIED UNDER FLORIDA STORMWATER, EROSION AND SEDIMENTATION CONTROL INSPECTOR TRAINING PROGRAM IS AVAILABLE IN PERSON OR BY PHONE AT ALL TIMES DURING THE CONSTRUCTION ACTIVITIES. (ONCE CONTRACTOR IS SELECTED, A QUALIFIED FOREMAN/SUPERVISOR WILL BE DESIGNATED AND AVAILABLE AT THE PRE-CONSTRUCTION MEETING)
22. ADDITIONAL SEDIMENT AND EROSION CONTROL MEASURES MAY BE REQUIRED, DURING ANY PHASE OF DEVELOPMENT, AT THE DISCRETION OF THE COUNTY'S INSPECTOR.

CONSTRUCTION SEQUENCE

1. CONDUCT PRE-CONSTRUCTION MEETING WITH THE CITY TO DISCUSS EROSION AND SEDIMENT CONTROLS AND CONSTRUCTION PHASING.
2. INSTALL AND POST SWPPP AND SITE COMPLIANCE SIGNAGE PUBLICLY VISIBLE.
3. INSTALL INLET PROTECTION, SILT DIKES, AND SILT FENCE ON THE SITE AS SHOWN.
4. INSTALL CONSTRUCTION FENCES AND TEMPORARY TRAFFIC AND PEDESTRIAN CONTROL DEVICES.
5. PREPARE TEMPORARY PARKING AND STORAGE AREAS.
6. DEMO EXISTING STRUCTURES, PAVEMENT, AND SPECIFIED UTILITIES.
7. BEGIN GRADING THE SITE.
8. BEGIN CONSTRUCTION OF UTILITIES.
9. BEGIN SUBGRADE PREPARATION AND CONSTRUCTION OF STRUCTURES.
10. BEGIN INSTALLATION OF CURB, GUTTER, AND PAVING.
11. COMPLETE PERMANENT STABILIZATION ON AREAS WHERE CONSTRUCTION HAS BEEN COMPLETED.
12. COMPLETE FINAL GRADING AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS.
13. OBTAIN CONCURRENCE FROM THE OWNER AND THE COUNTY THAT THE SITE HAS BEEN FULLY STABILIZED.
14. REMOVE ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES.
15. STABILIZE ALL AREAS DISTURBED BY BMP REMOVAL.

CONTRACTOR MAY COMPLETE CONSTRUCTION RELATED ACTIVITIES CONCURRENTLY ONLY IF ALL PRECEDING BMPS HAVE BEEN COMPLETELY INSTALLED.

THE ACTUAL SCHEDULE FOR IMPLEMENTING POLLUTANT CONTROL MEASURES WILL BE DETERMINED BY THE PROJECT CONSTRUCTION PROGRESS AND RECORDED BY THE GENERAL CONTRACTOR ON THESE PLANS.

BMP MAINTENANCE NOTES

ALL MEASURES STATED ON THESE PLANS SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR COMPLETED PHASE OF WORK OF FINAL STABILIZATION OF THE SITE. SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONSTRUCTION FDEP GENERIC PERMIT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWINGS:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF DETERIORATION.
2. ALL SEEDED/SODDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND OF GRASS IS MAINTAINED. AREAS SHALL BE FERTILIZED, WATERED AND REPAIRED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCE WHEN IT REACHES ONE-HALF THE HEIGHT OF THE FENCE.
4. THE CONSTRUCTION EXIT SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF SEDIMENT FROM THE SITE. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE EXIT AS CONDITIONS DEMAND.
5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN A GOOD CONDITION. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE AREA AS CONDITIONS DEMAND.
6. PRIOR TO LEAVING THE SITE, ALL VEHICLES SHALL BE CLEANED OF DEBRIS. ANY DEBRIS AND/OR SEDIMENT LEAVING THE SITE SHALL BE CLEANED IMMEDIATELY.
7. ALL INLETS AND STORM DRAINS SHALL BE KEPT CLEAN OF DEBRIS AND SEDIMENT. ANY DEBRIS AND/OR SEDIMENT THAT ENTERS ANY INLET OR STORM DRAIN SHALL BE CLEANED IMMEDIATELY. FLUSHING SHALL NOT BE USED TO CLEAN DEBRIS AND/OR SEDIMENT FROM STORM DRAINS.

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ANDRES MIZRAHI
LICENSE
No. 92421
04/24/2025
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE **4/21/2025**
DRAWN BY STC

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SHEET
EROSION CONTROL PLAN
PHASE I

SHEET NUMBER
C-3.1

FILE PATH: V:\011008 - Chick-fil-A\01-015 (SAC) - CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\08-011008-01-015-ESP.dwg 4/21/2025
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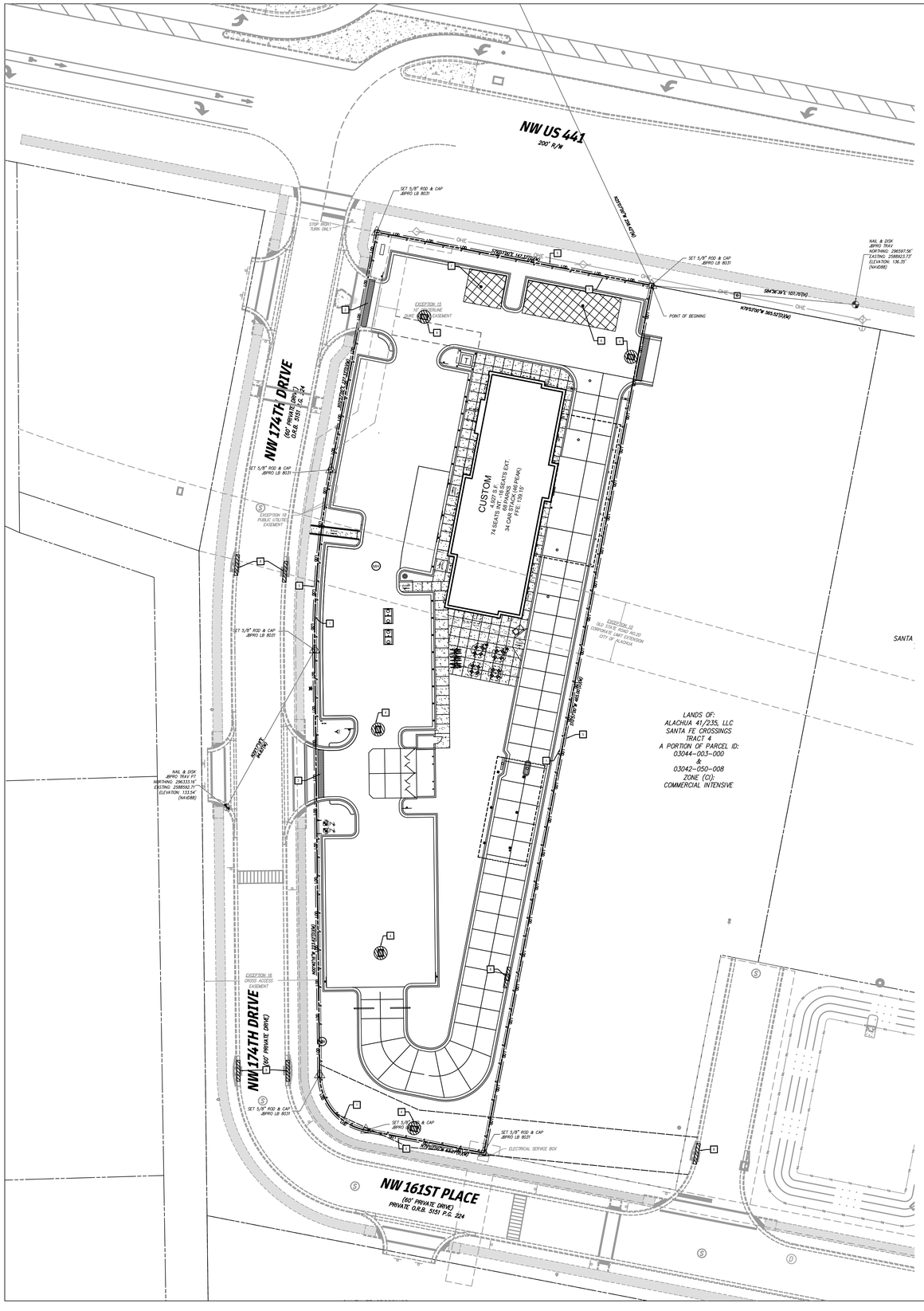

LEGEND

PROP. CONC. SIDEWALK	PROPERTY LINE
PROP. CONC. PAVEMENT	EX. CONCRETE SIDEWALK
PROP. TYPE "F" CURB	EX. CONCRETE D CURB
PROP. TYPE "D" CURB	EX. CONCRETE F CURB
PROP. CLEARANCE BAR	EX. STREET LIGHT
PROP. SITE SIGNAGE	EX. WATER VALVE
PROP. BOLLARD	EX. HYDRANT
PROP. TYPE 'C' INLET	EX. DRAINAGE END CAP
PROP. TYPE 9 CURB INLET	EX. CATCH BASIN
PROP. STORM MANHOLE	EX. STORM MANHOLE
PROP. GREASE TRAP	EX. STORM CURB INLET
PROP. WATER METER	EX. SANITARY MANHOLE
PROP. BACKFLOW PREVENTER	EX. CLEANOUT
LIMIT OF DISTURBANCE	EX. SIGN
PROP. SILT DIKE ON PAVEMENT	EX. POWER POLE
PROP. SILT FENCE	
TEMPORARY PARKING AND STAGING AREAS	
PROP. INLET FILTER	
PROP. CURB INLET FILTER	

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GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

EROSION CONTROL NOTES

1. CONST. SILT FENCE
2. CONST. SILT DIKE ON PAVEMENT
3. CONST. TREE BARRIER
4. CONST. INLET FILTER
5. LIMIT OF DISTURBANCE
6. TEMPORARY PARKING AREA
7. TEMPORARY STORAGE AREA
8. CONST. CURB INLET FILTER

GENERAL EROSION CONTROL NOTES

1. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED AND THAT CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DIRECTED BY PERMITTING AGENCY AND OWNER OR AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
2. PERMIT(S) FOR ANY CONSTRUCTION ACTIVITY MUST BE MAINTAINED ON SITE AT ALL TIMES.
3. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE FDEP GENERIC PERMIT.
4. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
5. ALL WASH WATER SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
6. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
7. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
8. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
9. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN SHALL BE INITIATED AS SOON AS PRACTICABLE.
10. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY STOPPED FOR AT LEAST 7 DAYS, SHALL BE TEMPORARILY SEEDED.
11. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE SODDED/LANDSCAPED PER PLANS. THESE AREA SHALL BE SODDED/LANDSCAPED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN AND/OR LANDSCAPE PLAN.
12. IF THE ACTION OF VEHICLES TRAVELING OVER THE CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
13. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
14. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
15. ON-SITE AND OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH FDEP GENERIC PERMIT REQUIREMENTS.
16. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
17. DUE TO CONSTRUCTION ACTIVITIES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION AND SEDIMENT CONTROL MEASURES TO PREVENT EROSION AND SEDIMENTATION.
18. CONTRACTOR SHALL DESIGNATE/IDENTIFY AREAS INSIDE THE LIMITS OF DISTURBANCE, FOR WASTE DISPOSAL AND DELIVERY AND MATERIAL STORAGE.
19. CONTRACTOR TO LIMIT DISTURBANCE OF SITE IN STRICT ACCORDANCE WITH THE EROSION CONTROL SEQUENCING SHOWN ON THIS PLAN, NO UNNECESSARY OR IMPROPERLY SEQUENCED CLEARING AND/OR GRADING SHALL BE PERMITTED.
20. ALL EXISTING SIGNALIZATION EQUIPMENT TO REMAIN IS ASSUMED TO BE IN GOOD WORKING ORDER UNLESS ALACHUA COUNTY IS NOTIFIED IN WRITING PRIOR TO THE START OF CONSTRUCTION. ANY SUBSEQUENT DAMAGE TO THE SIGNAL EQUIPMENT SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
21. THE CONTRACTOR SHALL ENSURE THAT A FOREMAN OR SUPERVISOR WHO HAS BEEN CERTIFIED UNDER FLORIDA STORMWATER, EROSION AND SEDIMENTATION CONTROL INSPECTOR TRAINING PROGRAM IS AVAILABLE IN PERSON OR BY PHONE AT ALL TIMES DURING THE CONSTRUCTION ACTIVITIES. (ONCE CONTRACTOR IS SELECTED, A QUALIFIED FOREMAN/SUPERVISOR WILL BE DESIGNATED AND AVAILABLE AT THE PRE-CONSTRUCTION MEETING)
22. ADDITIONAL SEDIMENT AND EROSION CONTROL MEASURES MAY BE REQUIRED, DURING ANY PHASE OF DEVELOPMENT, AT THE DISCRETION OF THE COUNTY'S INSPECTOR.

CONSTRUCTION SEQUENCE

1. CONDUCT PRE-CONSTRUCTION MEETING WITH THE CITY TO DISCUSS EROSION AND SEDIMENT CONTROLS AND CONSTRUCTION PHASING.
2. INSTALL AND POST SWPPP AND SITE COMPLIANCE SIGNAGE PUBLICLY VISIBLE.
3. INSTALL INLET PROTECTION, SILT DIKES, AND SILT FENCE ON THE SITE AS SHOWN.
4. INSTALL CONSTRUCTION FENCES AND TEMPORARY TRAFFIC AND PEDESTRIAN CONTROL DEVICES.
5. PREPARE TEMPORARY PARKING AND STORAGE AREAS.
6. DEMO EXISTING STRUCTURES, PAVEMENT, AND SPECIFIED UTILITIES.
7. BEGIN GRADING THE SITE.
8. BEGIN CONSTRUCTION OF UTILITIES.
9. BEGIN SUBGRADE PREPARATION AND CONSTRUCTION OF STRUCTURES.
10. BEGIN INSTALLATION OF CURB, GUTTER, AND PAVING.
11. COMPLETE PERMANENT STABILIZATION ON AREAS WHERE CONSTRUCTION HAS BEEN COMPLETED.
12. COMPLETE FINAL GRADING AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS.
13. OBTAIN CONCURRENCE FROM THE OWNER AND THE COUNTY THAT THE SITE HAS BEEN FULLY STABILIZED.
14. REMOVE ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES.
15. STABILIZE ALL AREAS DISTURBED BY BMP REMOVAL.

CONTRACTOR MAY COMPLETE CONSTRUCTION RELATED ACTIVITIES CONCURRENTLY ONLY IF ALL PRECEDING BMPS HAVE BEEN COMPLETELY INSTALLED.

THE ACTUAL SCHEDULE FOR IMPLEMENTING POLLUTANT CONTROL MEASURES WILL BE DETERMINED BY THE PROJECT
CONSTRUCTION PROGRESS AND RECORDED BY THE
GENERAL CONTRACTOR ON THESE PLANS.

BMP MAINTENANCE NOTES

ALL MEASURES STATED ON THESE PLANS SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR COMPLETED PHASE OF WORK OF FINAL STABILIZATION OF THE SITE. SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONSTRUCTION FDEP GENERIC PERMIT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF DETERIORATION.
2. ALL SEEDED/SODDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND OF GRASS IS MAINTAINED. AREAS SHALL BE FERTILIZED, WATERED AND REPAIRED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCE WHEN IT REACHES ONE-HALF THE HEIGHT OF THE FENCE.
4. THE CONSTRUCTION EXIT SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF SEDIMENT FROM THE SITE. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE EXIT AS CONDITIONS DEMAND.
5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN A GOOD CONDITION. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE AREA AS CONDITIONS DEMAND.
6. PRIOR TO LEAVING THE SITE, ALL VEHICLES SHALL BE CLEANED OF DEBRIS. ANY DEBRIS AND/OR SEDIMENT LEAVING THE SITE SHALL BE CLEANED IMMEDIATELY.
7. ALL INLETS AND STORM DRAINS SHALL BE KEPT CLEAN OF DEBRIS AND SEDIMENT. ANY DEBRIS AND/OR SEDIMENT THAT ENTERS ANY INLET OR STORM DRAIN SHALL BE CLEANED IMMEDIATELY. FLUSHING SHALL NOT BE USED TO CLEAN DEBRIS AND/OR SEDIMENT FROM STORM DRAINS.

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SHEET
EROSION CONTROL PLAN
PHASE II

SHEET NUMBER
C-3.2

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (ENG) - CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\C2-011008-01-015-ES2.dwg 4/21/2025
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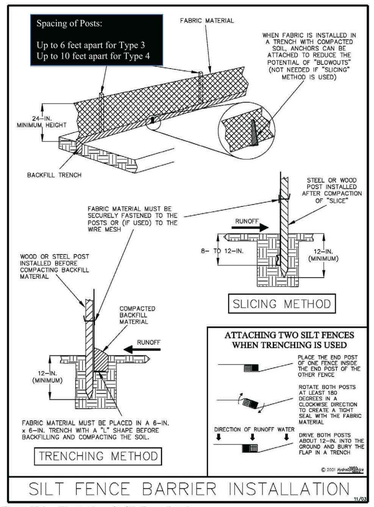

Figure V-2: Illustration of a Silt Fence Barrier

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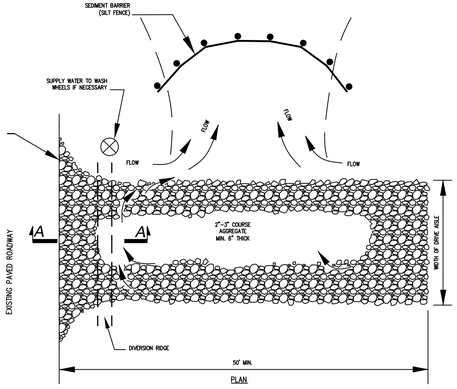
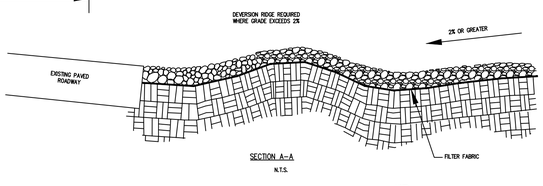
1 C-3.3 SILT FENCE DETAIL
NOT TO SCALE



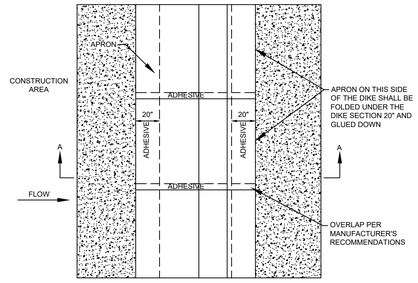


NOTE:
USE SILT FENCE ONLY

NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN-OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON A AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
4. ANY SEDIMENT TRACKED ONTO ROADWAYS SHALL BE SWEPT BACK ONTO SITE AT THE END OF EACH WORKING DAY.

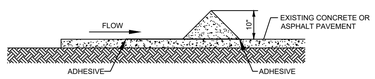
4 C-3.3 STABILIZED CONSTRUCTION EXIT
NOT TO SCALE



DIKE PLAN VIEW

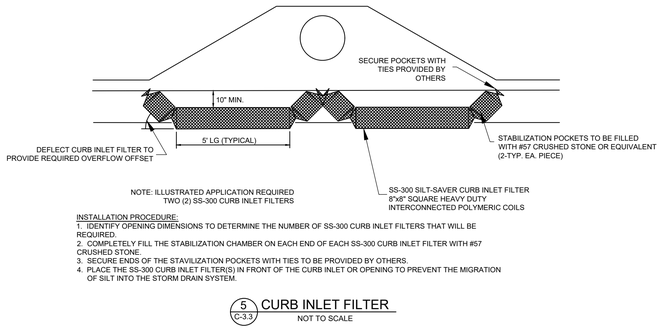
NOTES:

1. INSTALLED SILT DIKE UNIT SHALL HAVE CONTINUOUS AND FIRM CONTACT WITH PAVEMENT.
2. ADHESIVES SHALL BE LIQUID NAIL OR APPROVED EQUAL FOR CONCRETE PAVEMENT APPLICATIONS AND EMULSIFIED ASPHALT FOR ASPHALT APPLICATIONS. ADHESIVE SHALL BE PLACED WHERE THE UNITS OVERLAP AND A 20" STRIP ALONG BOTH EDGES.



SECTION A-A

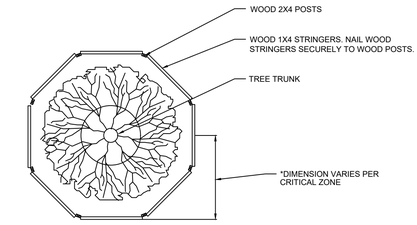
2 C-3.3 SILT DIKE ON EXISTING PAVEMENT
NOT TO SCALE

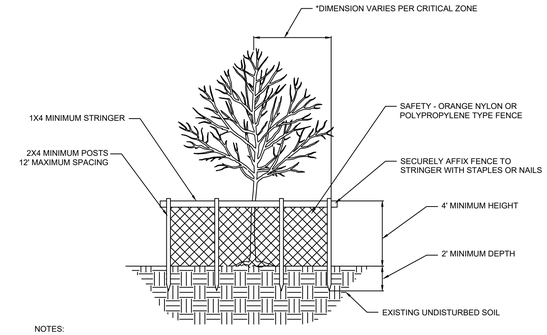


INSTALLATION PROCEDURE:

1. IDENTIFY OPENING DIMENSIONS TO DETERMINE THE NUMBER OF SS-300 CURB INLET FILTERS THAT WILL BE REQUIRED.
2. COMPLETELY FILL THE STABILIZATION CHAMBER ON EACH END OF EACH SS-300 CURB INLET FILTER WITH #57 CRUSHED STONE.
3. SECURE ENDS OF THE STAVILIZATION POCKETS WITH TIES TO BE PROVIDED BY OTHERS.
4. PLACE THE SS-300 CURB INLET FILTER(S) IN FRONT OF THE CURB INLET OR OPENING TO PREVENT THE MIGRATION OF SILT INTO THE STORM DRAIN SYSTEM.

5 C-3.3 CURB INLET FILTER
NOT TO SCALE

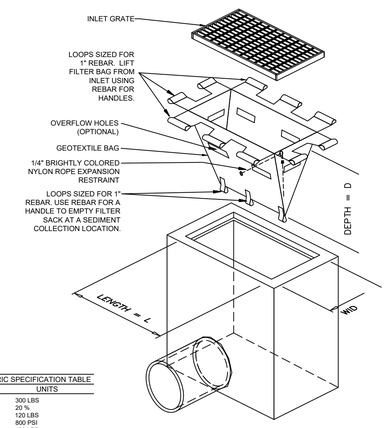




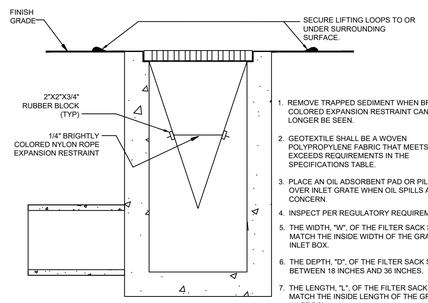
NOTES:
CRITICAL PROTECTION ZONE: THE AREA SURROUNDING A TREE WITHIN A CIRCLE DESCRIBED BY A RADIUS OF ONE FOOT FOR EACH INCH OF THE TREE TRUNK DIAMETER AT 54" ABOVE FINISHED GRADE. FOR GROUPS OF TREES, PLACE BARRICADES BETWEEN TREES AND CONSTRUCTION ACTIVITY.

* TREE PROTECTION BARRICADE SHALL BE LOCATED TO PROTECT A MINIMUM OF 75% OF THE CRITICAL PROTECTION ZONE.

3 C-3.3 TREE BARRIER
NOT TO SCALE



ISOMETRIC VIEW



SECTION VIEW
PROFILE VIEW OF INSTALLED FILTER SACK

1. REMOVE TRAPPED SEDIMENT WHEN BRIGHTLY COLORED EXPANSION RESTRAINT CAN NO LONGER BE SEEN.
2. GEOTEXTILE SHALL BE A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS REQUIREMENTS IN THE SPECIFICATIONS TABLE.
3. PLACE AN OIL ADSORBENT PAD OR PILLOW OVER INLET GRATE WHEN OIL SPILLS ARE A CONCERN.
4. INSPECT PER REGULATORY REQUIREMENTS.
5. THE WIDTH, "W", OF THE FILTER SACK SHALL MATCH THE INSIDE WIDTH OF THE GRATED INLET BOX.
6. THE DEPTH, "D", OF THE FILTER SACK SHALL BE BETWEEN 18 INCHES AND 36 INCHES.
7. THE LENGTH, "L", OF THE FILTER SACK SHALL MATCH THE INSIDE LENGTH OF THE GRATED INLET BOX.

LOW TO MODERATE FLOW GEOTEXTILE FABRIC SPECIFICATION TABLE		
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	300 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	120 LBS
MULLEN BURST	ASTM D-3786	800 PSI
TRAPEZOID TEAR	ASTM D-4533	120 LBS
UV RESISTANCE	ASTM D-4355	80 %
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC -1
MODERATE TO HIGH FLOW GEOTEXTILE FABRIC SPECIFICATION TABLE		
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1

6 C-3.3 INLET FILTER DETAIL
NOT TO SCALE

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SHEET
EROSION CONTROL DETAILS

SHEET NUMBER
C-3.3

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (SAC) - CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\08-011008-01-015-ESD.dwg 4/21/2025
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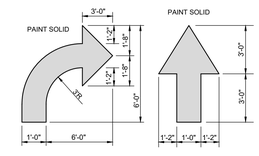
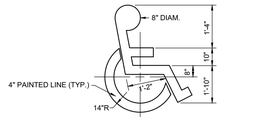


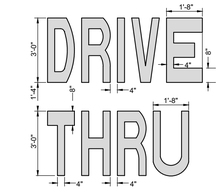
1A C-4.0 DIRECTIONAL ARROW
NOT TO SCALE



1B C-4.0 ACCESSIBILITY SYMBOL
NOT TO SCALE

NOTES:
1. GENERAL CONTRACTOR SHALL REFER TO PARKING LOT STRIPING SPECIFICATIONS (SEE DETAIL 5/C-400).
2. CONTRACTOR SHALL USE WHITE REFLECTIVE PAINT ON ASPHALT & YELLOW REFLECTIVE PAINT ON CONCRETE, UNLESS UPON VERIFICATION BY THE GENERAL CONTRACTOR IT IS DETERMINED THAT LOCAL, STATE, OR ADA CODES DIFFER, IN WHICH CASE THESE CODES SHALL GOVERN.

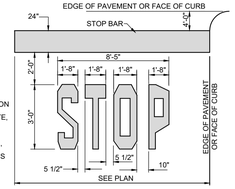
1 PAVEMENT MARKINGS - 1
C-4.0 NOT TO SCALE



2A C-4.0 DRIVE-THRU
NOT TO SCALE

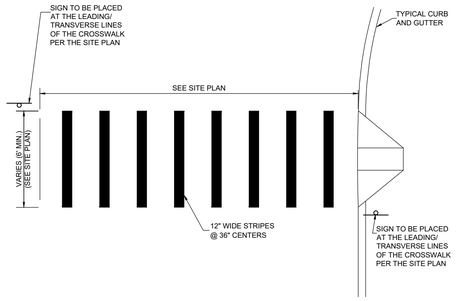
NOTES:
1. GENERAL CONTRACTOR SHALL REFER TO PARKING LOT STRIPING SPECIFICATIONS.
2. CONTRACTOR SHALL USE WHITE REFLECTIVE PAINT ON ASPHALT & YELLOW REFLECTIVE PAINT ON CONCRETE, UNLESS UPON VERIFICATION BY THE GENERAL CONTRACTOR IT IS DETERMINED THAT LOCAL, STATE, OR ADA CODES DIFFER, IN WHICH CASE THESE CODES SHALL GOVERN.

NOTE:
IF STOP SIGN IS PROPOSED, "STOP" LETTERING GRAPHIC IS NOT REQUIRED.



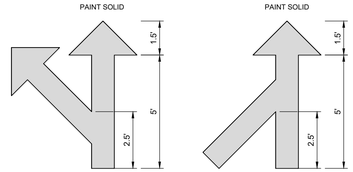
2B C-4.0 STOP BAR
NOT TO SCALE

2 PAVEMENT MARKINGS - 2
C-4.0 NOT TO SCALE



NOTES:
1. GENERAL CONTRACTOR SHALL REFER TO PARKING LOT STRIPING SPECIFICATIONS (SEE DETAIL 5/C-400).
2. CONTRACTOR SHALL USE WHITE REFLECTIVE PAINT ON ASPHALT AND YELLOW REFLECTIVE PAINT ON CONCRETE.

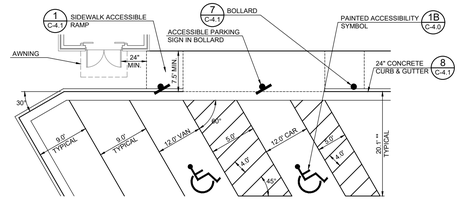
3 CROSSWALK MARKINGS
C-4.0 NOT TO SCALE



MULTI-LANE SPLIT MULTI-LANE MERGE

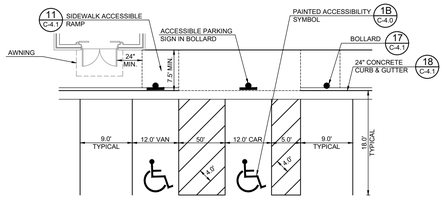
NOTES:
1. GENERAL CONTRACTOR SHALL REFER TO PARKING LOT STRIPING SPECIFICATIONS (SEE DETAIL 5/C-400).
2. CONTRACTOR SHALL USE WHITE REFLECTIVE PAINT ON ASPHALT & YELLOW REFLECTIVE PAINT ON CONCRETE.

4 MULTI-LANE DIRECTIONAL GRAPHICS
C-4.0 NOT TO SCALE



60" PARKING

** 60" PARKING STALL CAN BE REDUCED TO 18' MINIMUM IF SITE CONDITIONS REQUIRE IT.



90" PARKING

PARKING LOT STRIPING SPECIFICATIONS:

STANDARDS:
1. ALWAYS FOLLOW ALL APPLICABLE GOVERNING AUTHORITY'S STANDARDS.
2. SURFACES SHOULD BE CLEAN, DRY, AND FREE FROM LOOSE OR PEELING PAINT. REMOVE ALL OIL, DUST, GREASE, DIRT, AND OTHER FOREIGN MATERIAL TO ENSURE ADEQUATE ADHESION. DO NOT APPLY WHEN AIR OR SURFACE TEMPERATURES ARE BELOW 40°F.
3. APPLY SHERWIN-WILLIAMS SETFAST PREMIUM ALKYD ZONE MARKING PAINT A300 WHITE OR A303 YELLOW USING EITHER AIRLESS OR CONVENTIONAL LINE STRIPING EQUIPMENT. USE THE FOLLOWING SETTINGS AS A GUIDE-ACTUAL SETTINGS DEPEND ON ATMOSPHERIC CONDITIONS AT THE TIME OF APPLICATION:

AIRLESS

• PRESSURE	1800-2700 PSI
• HOSE	¼"-3/8" ID
• TIP	0.015"-0.017"
• FILTER	60 MESH
• REDUCTION	ONLY IF NECESSARY, UP TO 1PT/GAL VM&P NAPTHA R1K3

CONVENTIONAL

• GUN	BLINKS 21 (BLEEDER) OR EQUIVALENT
• FLUID NOZZLE	#68
• AIR NOZZLE	INTERNAL MIX, #709
• ATOMIZATION PRESSURE	45-80 PSI
• FLUID PRESSURE	40-70 PSI
• REDUCTION	ONLY IF NECESSARY, UP TO 1PT/GAL VM&P NAPTHA R1K3

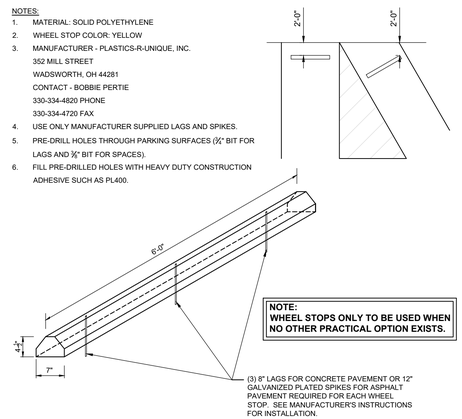
- SHERWIN WILLIAMS, H&C SHARK GRIP SLIP RESISTANT ADDITIVE TO BE MEASURED AND ADDED TO ALL PAINT PER MANUFACTURER'S WRITTEN SPECIFICATIONS. MIX THOROUGHLY PER MANUFACTURER'S RECOMMENDATIONS SO THAT NO CLUMPING IS APPARENT AND UNTIL EVEN DISTRIBUTION IS ACHIEVED. MAINTAIN EVEN DISTRIBUTION OF ADDITIVE IN PAINT THROUGHOUT THE APPLICATION PROCESS.
- MIX PAINT THOROUGHLY BY BOXING, STIRRING, OR POWER AGITATION BEFORE USE. APPLY AT 15 MILS WET TO ACHIEVE A SPREAD RATE OF 400-500 LINEAL FEET OF STANDARD 4" STRIPE PER GALLON. APPLIED AT THIS RATE AT 70 DEGREES F AND 50% RELATIVE HUMIDITY, PAINT WILL DRY WITH NO TRAFFIC PICKUP AFTER 20 MINUTES.
- GENERAL CONTRACTOR TO RE-STRIPE THE LOT 45 DAYS AFTER OPENING.

NOTES

1. ACCESSIBLE PARKING AND ACCESSIBLE AISLES SHALL NOT EXCEED 1.5% IN SLOPE IN ANY DIRECTION. IF ONLY ONE ACCESS AISLE IS INSTALLED, IT IS TO BE A VAN SIZE.
2. PARKING STALL DIMENSIONING SHALL BE IN ACCORDANCE WITH APPLICABLE GOVERNING AUTHORITY'S AND ADA STANDARDS. SEE SITE PLAN FOR COMPLETE STRIPING LAYOUT.
3. GENERAL CONTRACTOR SHALL REFER TO CHICK-FIL-A PARKING LOT STRIPING SPECIFICATIONS, THIS DETAIL.
4. CONTRACTOR SHALL USE 4" WIDE WHITE REFLECTIVE PAINT FOR STRIPING ON ASPHALT PARKING LOTS.
5. CONTRACTOR SHALL USE 4" WIDE YELLOW REFLECTIVE PAINT FOR STRIPING ON CONCRETE PARKING LOTS.
6. ACCESSIBLE PARKING AND ACCESSIBLE AISLE STRIPING COLOR SHALL BE IN ACCORDANCE WITH APPLICABLE GOVERNING AUTHORITY REQUIREMENTS.
7. NO WHEEL STOPS TO BE INSTALLED WHEN PARKING IS ADJACENT TO SIDEWALK.
8. ADA SIGNS IN BOLLARDS AND BOLLARDS SHALL BE INSTALLED WHEN PARKING IS ADJACENT TO FLUSH CURB OR A RAMP.
9. ALL DIMENSIONS ARE TO CENTER OF STRIPE UNLESS OTHERWISE NOTED.
10. STRIPING IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.

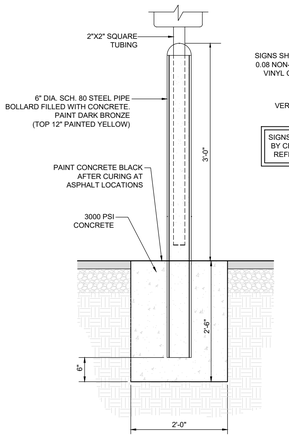
5 PARKING STALL LAYOUT AND STRIPING
C-4.0 NOT TO SCALE

NOTES:
1. MATERIAL: SOLID POLYETHYLENE
2. WHEEL STOP COLOR: YELLOW
3. MANUFACTURER - PLASTICS-R-UNIQUE, INC.
   352 MILL STREET
   WADSWORTH, OH 44281
   CONTACT - BOBBIE PERTIE
   330-334-4820 PHONE
   330-334-4720 FAX
4. USE ONLY MANUFACTURER SUPPLIED LAGS AND SPIKES.
5. PRE-DRILL HOLES THROUGH PARKING SURFACES (⅞" BIT FOR LAGS AND ⅜" BIT FOR SPACES).
6. FILL PRE-DRILLED HOLES WITH HEAVY DUTY CONSTRUCTION ADHESIVE SUCH AS PL400.



NOTE:
WHEEL STOPS ONLY TO BE USED WHEN NO OTHER PRACTICAL OPTION EXISTS.

6 SOLID PLASTIC WHEEL STOP
C-4.0 NOT TO SCALE



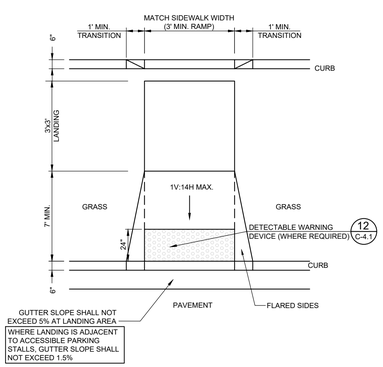
NOTE:
SIGNS SHALL BE FABRICATED USING S/F 0.08 NON-ILLUMINATED ALUMINUM WITH VINYL COPY APPLIED TO THE FIRST SURFACE.

NOTE:
VERIFY COLORS WITH LOCAL MUNICIPALITY.

SIGNS PROVIDED AND INSTALLED BY CFA SIGNAGE CONTRACTOR. REFER TO SIGNAGE PACKAGE.

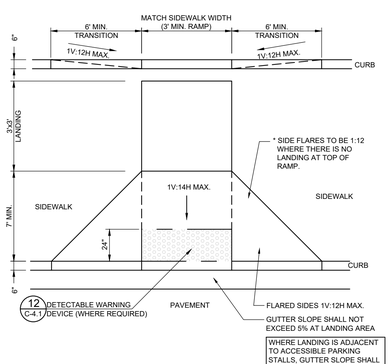
7 BOLLARD MOUNTED SIGN
C-4.0 NOT TO SCALE

CIVIL TO VERIFY RAMP REQUIREMENTS BY STATE.



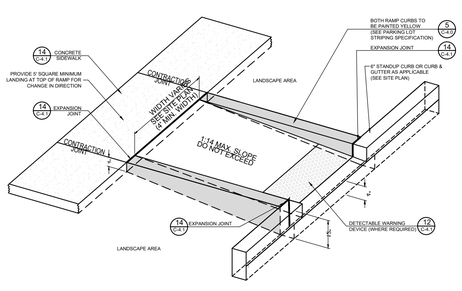
8 CURB RAMP w/ SHORT FLARED SIDES
C-4.0 NOT TO SCALE

CIVIL TO VERIFY RAMP REQUIREMENTS BY STATE.



9 CURB RAMP w/ FLARED SIDES
C-4.0 NOT TO SCALE

CIVIL TO VERIFY RAMP REQUIREMENTS BY STATE.



10 RETURNED CURB RAMP
C-4.0 NOT TO SCALE

FILE PATH: V:\011008 – Chick-fil-A\011008-01-015 (ENG) – CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\09-011008-01-015-SET.dwg 4/21/2025
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ANDRES MIZRAHI LICENSE No. 92421 04/24/2025 STATE OF FLORIDA PROFESSIONAL ENGINEER

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE **4/21/2025**
DRAWN BY STC

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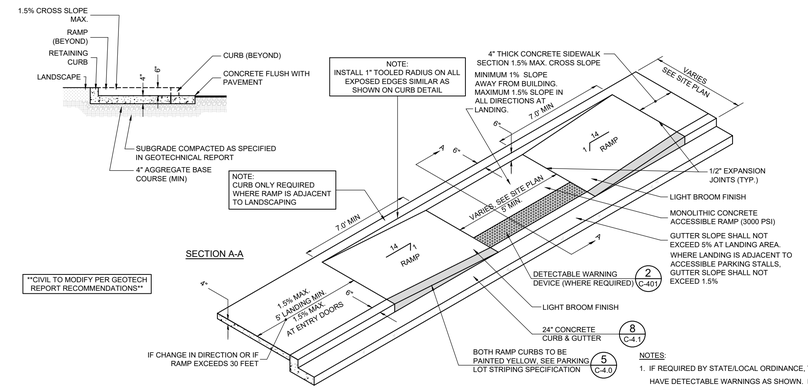
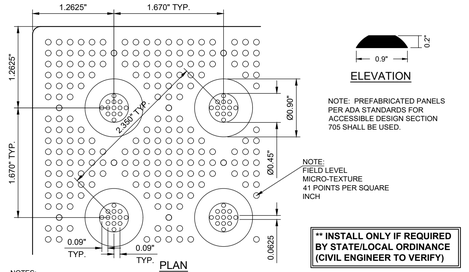
SHEET
CFA STANDARD DETAILS

SHEET NUMBER
C-4.0



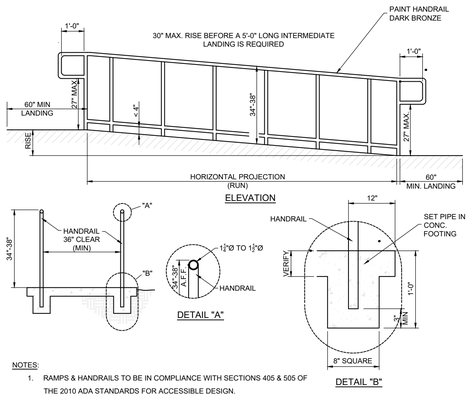
NOTES:
1. IF REQUIRED BY STATE/LOCAL ORDINANCE, THE SURFACE OF THE RAMP LANDING SHALL HAVE DETECTABLE WARNINGS AS SHOWN. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES. SEE DETECTABLE WARNINGS DETAIL.
2. CONSTRUCT PER A.D.A. STANDARDS.
3. REFER TO PLANS FOR ADJACENT SLOPES.
4. THE CROSS SLOPE OF THE RAMP SURFACE SHALL BE NO GREATER THAN 1.5%.
5. CONSTRUCTION OF THE RAMP SHALL MATCH ADJOINING SIDEWALK DETAIL.
6. CONCRETE SHALL BE P.C.C. 3000 PSI.

1 C-4.1 SIDEWALK ACCESSIBLE RAMP
NOT TO SCALE



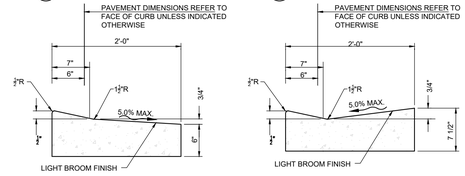
NOTES:
1. AT ADA CURB RAMPS, THE DETECTABLE WARNING DEVICE SHALL BE LOCATED ON THE SURFACE AT THE BOTTOM OF THE GRADE BREAK OR AT THE LOWER LANDING, FOR LANDINGS AND BLENDED TRANSITIONS, DETECTABLE WARNING DEVICES SHALL BE LOCATED ON THE LANDING OR BLENDED TRANSITION AT THE BACK OF CURB.
2. DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE RAMP OR FLUSH SURFACE.
3. DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED BY TEXTURING PRODUCTS CONFORMING TO PROWAG R305. TRANSITION SLOPES ARE NOT TO HAVE DETECTABLE WARNINGS. CONTRACTOR SHALL CONFIRM LOCAL CODES ARE MET.
4. WHERE A CURB RAMP IS CONSTRUCTED WITHIN AN EXISTING CURB, CURB & GUTTER AND/OR SIDEWALK, THE EXISTING CURB & GUTTER SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE CURB TRANSITIONS OR TO THE EXTENT THAT NO REMAINING SECTION OF CURB OR CURB & GUTTER IS LESS THAN 5' LONG. THE EXISTING SIDEWALK SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE WALK AROUND OR TO THE EXTENT THAT NO REMAINING SECTION OF SIDEWALK IS LESS THAN 5'.
5. THE PLAN MUST PROVIDE FOR DETECTABLE WARNING SURFACE COLORS OR MATERIALS THAT PROVIDE THE NECESSARY CONTRAST, EITHER DARK-ON-LIGHT, OR LIGHT-ON-DARK. STANDARD DOME COLOR IS BRICK RED.
6. TRUNCATED DOMES TO BE INSTALLED USING ARMOR TILE CAST IN PLACE DOME TACTILE TILE. PART NUMBER ADA-2424 OR OTHER EQUIVALENT APPROVED MATERIAL. PREFERRED MANUFACTURER ARMOR TILE TACTILE SYSTEMS LANCE MITCHELL(919)922-4615 UNLESS PAVERS ARE REQUIRED, CONTRACTOR TO VERIFY THAT CURB RAMPS MEET LOCAL CODES AND ADA REQUIREMENTS.

2 C-4.1 DETECTABLE WARNING DEVICE
NOT TO SCALE



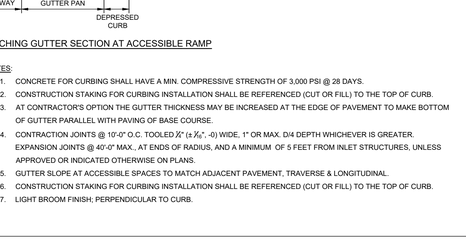
NOTES:
1. RAMPS & HANDRAILS TO BE IN COMPLIANCE WITH SECTIONS 405 & 505 OF THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN.
2. VERIFY ALL STATE & LOCAL REQUIREMENTS FOR RAMPS & HANDRAILS.
3. USE ONLY COMMERCIAL GRADE ALUMINUM FENCING WITH DARK BRONZE POWDER COAT FINISH.

3 C-4.1 TYPICAL ADA RAMP & HANDRAIL
NOT TO SCALE

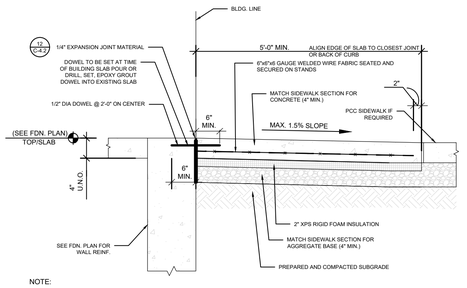


NOTES:
1. CONTRACTION JOINTS AT 5'-0" O.C. TOOLED ¼" WIDE, 1" DEEP OR MAX. ¼ DEEP, WHICHEVER IS GREATER. EXPANSION JOINTS AT 20' MAX. & ALL P.C.s, UNLESS APPROVED OR INDICATED OTHERWISE ON PLAN VIEW JOINT PATTERN.

4 C-4.1 CONCRETE SIDEWALK
NOT TO SCALE

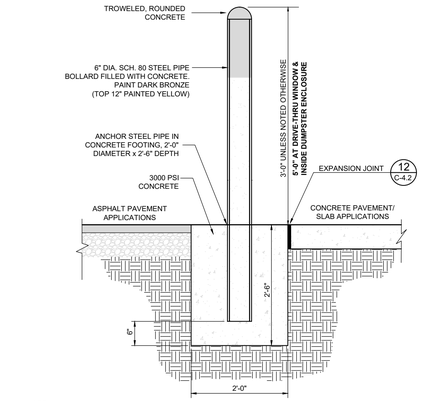


5 C-4.1 CONCRETE SIDEWALK w/ CURB & GUTTER
NOT TO SCALE



NOTE:
1. CONTRACTOR TO REFER TO STRUCTURAL PLANS FOR ADDITIONAL DETAILS. NOTIFY ENGINEER WITH ANY DISCREPANCIES FROM THIS DETAIL.
2. CONTRACTOR HAS THE OPTION TO DRILL, SET AND EPOXY GROUT DOWEL, IF NOT INSTALLED WHEN THE BUILDING SLAB WAS POURED.
3. REFER TO ARCHITECTURAL DRAWINGS FOR DOOR LOCATIONS. DOOR STOOP SHALL EXTEND 12" PAST EACH SIDE OF DOOR MIN. STOOP IS TO BE SEPARATED ON ALL SIDES WITH 1/4" EXPANSION JOINT MATERIAL, TOPPED WITH SEALANT.
4. USE A 10'X5' SLAB MINIMUM AT A DOUBLE DOOR ENTRY.
5. USE A 5'X5' SLAB MINIMUM AT A SINGLE DOOR ENTRY.
5. DOWELS TO BE INSTALLED INTO THE BUILDING FOUNDATION ONLY. THE REMAINING THREE SIDES OF THE SLAB DO NOT GET TIED TO THE SURROUNDING SIDEWALK.

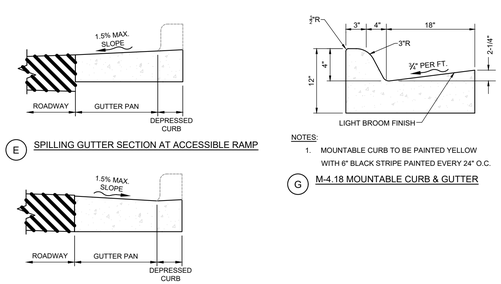
6 C-4.1 ENTRY DOOR FROST SLAB DETAIL
NOT TO SCALE



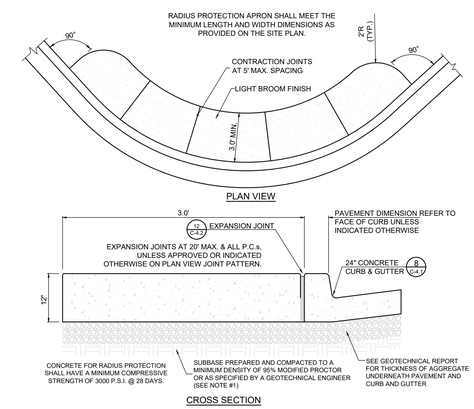
NOTE:
1. BOLLARD HEIGHT SHALL BE 5'-0" AT DRIVE-THRU WINDOW AND INSIDE DUMPSTER ENCLOSURE.

7 C-4.1 CONCRETE BOLLARD
NOT TO SCALE

8 C-4.1 CONCRETE CURB & GUTTER
NOT TO SCALE



NOTES:
1. CONCRETE FOR CURBING SHALL HAVE A MIN. COMPRESSIVE STRENGTH OF 3,000 PSI @ 28 DAYS.
2. CONSTRUCTION STAKING FOR CURBING INSTALLATION SHALL BE REFERENCED (CUT OR FILL) TO THE TOP OF CURB.
3. AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT THE EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE.
4. CONTRACTION JOINTS @ 10'-0" O.C. TOOLED X" (± X", -0) WIDE, 1" OR MAX. D/4 DEPTH WHICHEVER IS GREATER. EXPANSION JOINTS @ 40'-0" MAX., AT ENDS OF RADIUS, AND A MINIMUM OF 5 FEET FROM INLET STRUCTURES, UNLESS APPROVED OR INDICATED OTHERWISE ON PLANS.
5. GUTTER SLOPE AT ACCESSIBLE SPACES TO MATCH ADJACENT PAVEMENT, TRAVERSE & LONGITUDINAL.
6. CONSTRUCTION STAKING FOR CURBING INSTALLATION SHALL BE REFERENCED (CUT OR FILL) TO THE TOP OF CURB.
7. LIGHT BROOM FINISH; PERPENDICULAR TO CURB.



NOTES:
1. MOUNTABLE CURB TO BE PAINTED YELLOW WITH 6" BLACK STRIPE PAINTED EVERY 24" O.C.

NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.

9 C-4.1 LANDSCAPE & IRRIGATION PROTECTOR
NOT TO SCALE

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (ENG) - CFA Joey 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\09-011008-01-015-DET.dwg 4/21/2025
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ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE **4/21/2025**
DRAWN BY STC

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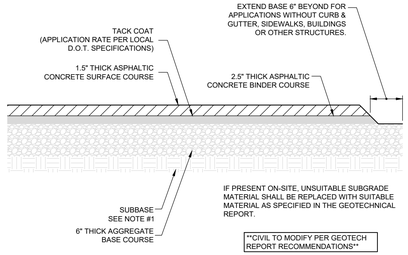
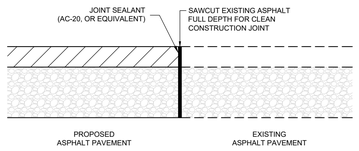
SHEET
CFA STANDARD DETAILS

SHEET NUMBER
C-4.1

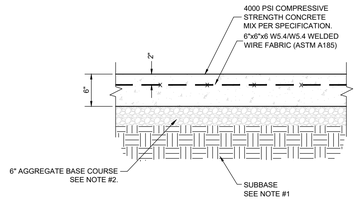


NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE SITE SPECIFIC GEOTECHNICAL REPORT FOR PAVEMENT, AGGREGATE, AND SUBGRADE SECTION REQUIREMENTS.
2. MINIMUM PAVEMENT THICKNESS SHOULD BE 8" GRADED AGGREGATE BASE, 2.5"ASPHALT PAVEMENT BINDER, 1.5" ASPHALT PAVEMENT SURFACE COURSE, AND TACK COAT.

1 C-4.2 TYPICAL HMAC PAVEMENT SECTION
NOT TO SCALE

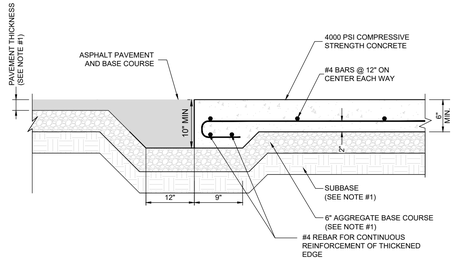


2 C-4.2 BUTT JOINT
NOT TO SCALE



NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.
2. MINIMUM PAVEMENT THICKNESS SHALL BE 6" CONCRETE, 6" AGGREGATE BASE.

3 C-4.2 CONCRETE PAVEMENT DRIVE-THRU LANE
NOT TO SCALE



NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.

4 C-4.2 CONCRETE APRON AT TRASH ENCLOSURE
NOT TO SCALE

REQUIRED AT ALL JUNCTIONS WITH CONCRETE

NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.

5 C-4.2 PAVEMENT EDGE DETAIL (START & END OF DRIVE-THRU LANES)
NOT TO SCALE

NOTES:
1. DESIGN PER GEOTECH REPORT PREPARED BY _____, DATED _____.
2. PAVEMENTS & SUBGRADES INCLUDING MATERIALS & COMPACTION SHALL MEET STANDARDS & SPECIFICATIONS OF THE GOVERNING DEPARTMENT OF TRANSPORTATION.
3. JOINTING & SPACING SHALL BE PER CONCRETE JOINT DETAILS.
4. CONCRETE SHALL HAVE A MIN. COMPRESSIVE STRENGTH OF 4,000 PSI @ 28 DAYS.

NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.
2. MINIMUM PAVEMENT THICKNESS SHALL BE 5" CONCRETE, 6" AGGREGATE BASE.

6 C-4.2 CONCRETE PAVEMENT
NOT TO SCALE

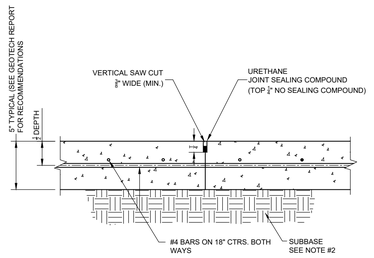
NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.

7 C-4.2 TRANSVERSE AND LONGITUDINAL CONTRACTION JOINT
NOT TO SCALE

NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.

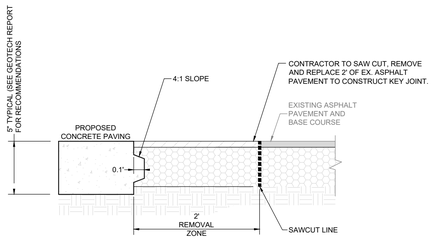
8 C-4.2 TRANSVERSE AND LONGITUDINAL DOWELED CONSTRUCTION JOINT
NOT TO SCALE

THESE DETAILS APPLY TO CONCRETE PAVED LOTS



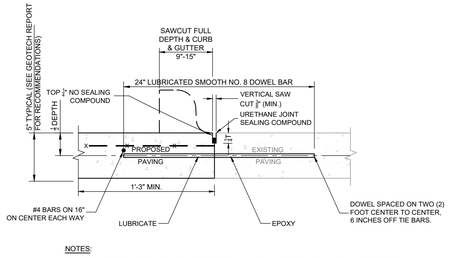
NOTES:
1. JOINT SPACING TO BE 12' x 12' WITH EVERY OTHER JOINT BEING AN EXPANSION JOINT.
2. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.

9 C-4.2 CONTRACTION JOINT
NOT TO SCALE



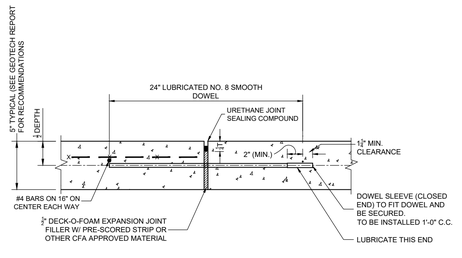
NOTES:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.

10 C-4.2 KEYED CONSTRUCTION JOINT
NOT TO SCALE



NOTES:
1. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 5 INCH AND 6 INCH PAVEMENT THICKNESS.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. DOWEL BARS SHALL BE DRILLED & EPOXIED INTO PAVEMENT HORIZONTALLY BY USE OF MECHANICAL EQUIP.
4. PUSHING DOWEL BARS INTO WET CONCRETE NOT ACCEPTABLE.

11 C-4.2 LONGITUDINAL BUTT JOINT
NOT TO SCALE



NOTES:
1. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 5 INCH AND 6 INCH PAVEMENT THICKNESS.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL EQUIPMENT.
4. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO WET CONCRETE NOT ACCEPTABLE.
5. JOINT SPACING TO BE 24'X24' (EVERY OTHER JOINT).

12 C-4.2 EXPANSION JOINT
NOT TO SCALE

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (ENG) - CFA Hwy 441 and I-75 Santa Fe Crossing\Engineering\Engineering Plans\Sheets\09-011008-01-015-DET.dwg 4/21/2025
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CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE 4/21/2025
DRAWN BY STC

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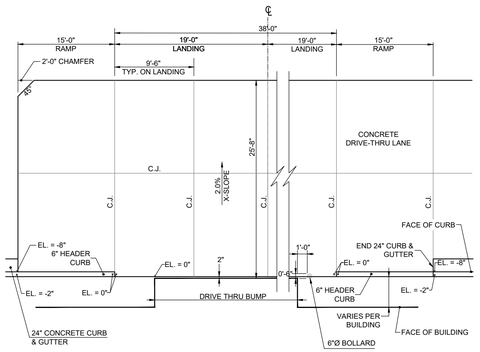
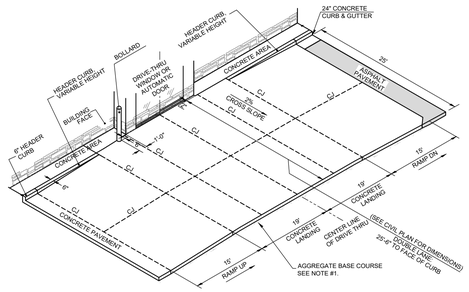
SHEET
CFA STANDARD DETAILS

SHEET NUMBER
C-4.2



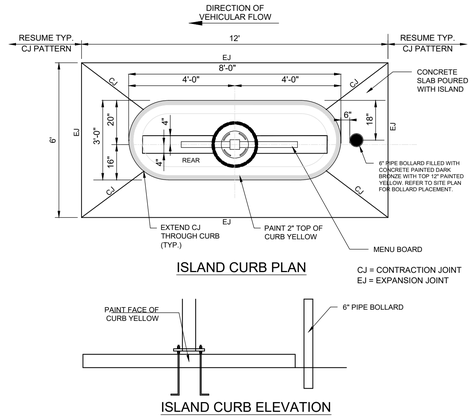
NOTE:
1. ALL ELEVATIONS ON THIS DETAIL ARE RELATIVE TO FFE = 0'.
2. FOR LC FOOTPRINT DECREASE LANDING FROM 38' TO 30'. LANDING SHOULD REMAIN CENTERED ON DRIVE-THRU WINDOW.

1 C-4.3 DRIVE-THRU PLAN - FLUSH WITH FFE
NOT TO SCALE

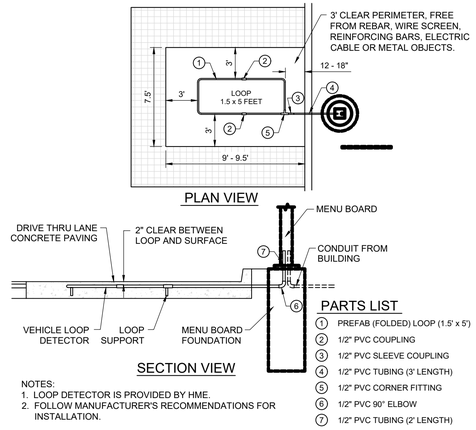


NOTE:
1. GENERAL CONTRACTOR SHALL REFERENCE GEOTECHNICAL REPORT FOR PAVEMENT SECTION REQUIREMENTS.
2. FOR LC FOOTPRINT DECREASE LANDING FROM 38' TO 30'. LANDING SHOULD REMAIN CENTERED ON DRIVE-THRU WINDOW.

2 C-4.3 DRIVE-THRU ISOMETRIC
NOT TO SCALE



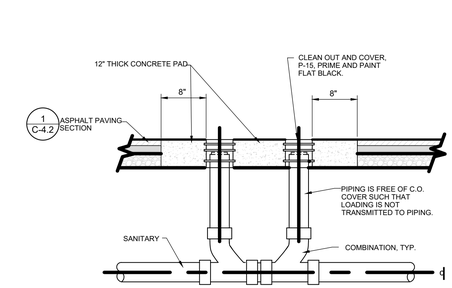
3 C-4.3 DRIVE-THRU ORDER POINT ISLAND
NOT TO SCALE



PARTS LIST
1. PREFAB (FOLDED) LOOP (1.5' x 5')
2. 1/2" PVC COUPLING
3. 1/2" PVC SLEEVE COUPLING
4. 1/2" PVC TUBING (3' LENGTH)
5. 1/2" PVC CORNER FITTING
6. 1/2" PVC 90° ELBOW
7. 1/2" PVC TUBING (2' LENGTH)

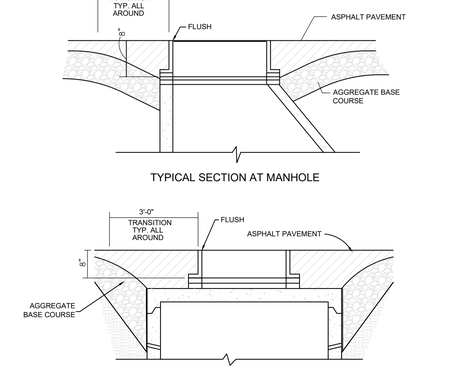
NOTES:
1. LOOP DETECTOR IS PROVIDED BY HME.
2. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION.

4 C-4.3 MENU BOARD LOOP DETECTION SYSTEM
NOT TO SCALE



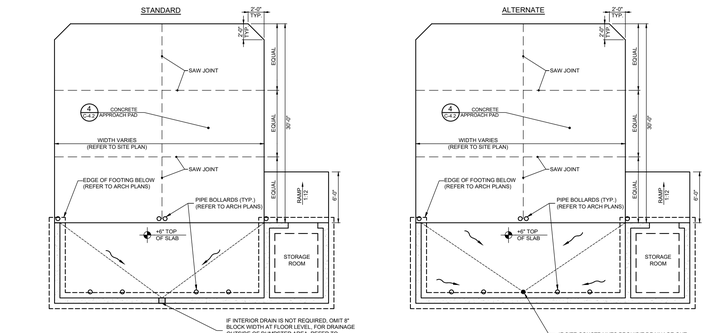
NOTES:
1. FOR ALL DEPTHS OF COVER LESS THAN TWO (2) FEET, PIPE MUST BE SCHEDULE 40 PVC. FOR DEPTHS OF COVER GREATER THAN TWO (2) FEET, FLEXIBLE PIPE MAY BE USED. REFER TO SPECIFICATIONS FOR ALLOWABLE PIPE TYPES.
2. A WATERTIGHT CONNECTION SHALL BE MAINTAINED WITH ANY TRANSITION FROM SCHEDULE 40 PVC PIPE TO ANY OTHER PIPE TYPE.
3. THE DOWNSPOUT COLLECTOR DRAIN SHALL BE INSTALLED BEFORE THE DOWNSPOUTS ARE INSTALLED ON THE BUILDING.
4. IF NECESSARY, ADJUST FOOTING TO ALLOW DOWNSPOUT TO BE INSTALLED TIGHT AGAINST BUILDING.

5 C-4.3 BUILDING DOWNSPOUT CONNECTION
NOT TO SCALE



NOTES:
1. CANOPY FOOTING SHALL BE A MINIMUM 2'-0" BELOW DRIVE-THRU LANE PAVEMENT SURFACE. REFER TO CIVIL PLANS FOR EXACT CANOPY FOOTING ELEVATIONS.
2. FLEXIBLE FITTING (NON-SHEAR FERNCO) TO BE UTILIZED BETWEEN PIPE TRANSITIONS AS NECESSARY.
3. CONTRACTOR TO COORDINATE COLUMN DOWNSPOUT ORIENTATION WITH CANOPY VENDOR. ADJUST DOWNSPOUT PIPING AS NECESSARY TO MAKE CONNECTION TO COLLECTOR PIPE.

6 C-4.3 CANOPY DOWNSPOUT CONNECTION
NOT TO SCALE



REFUSE ENCLOSURE PLAN NOTES:
1. SEE SITE PLAN FOR LAYOUT OF CONCRETE APPROACH PAD.
2. SEE GRADING PLAN FOR ELEVATIONS ON DUMPSTER PAD & DRAINAGE OF INTERIOR TRASH ENCLOSURE.
3. PROVIDE POSITIVE DRAINAGE ON APPROACH PAD AWAY FROM DUMPSTER. (SEE GRADING PLAN)
4. SEE ARCHITECTURAL PLANS FOR ADDITIONAL DIMENSIONS & DETAILS ON ENCLOSURE; COORDINATE & VERIFY SIZE WITH ARCHITECT & STRUCTURAL ENGINEER.
5. GENERAL CONTRACTOR SHALL DRILL HOLES FOR GATE PINS IN BOTH THE OPEN & CLOSED POSITION.

CONTRACTOR TO REFER TO CIVIL PLANS FOR ORIENTATION & LOCATION OF STORAGE ROOM & RAMP.

7 C-4.3 SCREENED REFUSE ENCLOSURE
NOT TO SCALE

NOTES:
1. SEE PLUMBING PLANS FOR GREASE TRAP DETAIL.
2. CLEAN-OUT COVERS SHALL BE PROVIDED ON ALL CLEAN-OUTS REGARDLESS OF LOCATION.
3. CONCRETE COLLAR ALSO REQUIRED FOR SINGLE CLEAN-OUTS IN PAVEMENT.

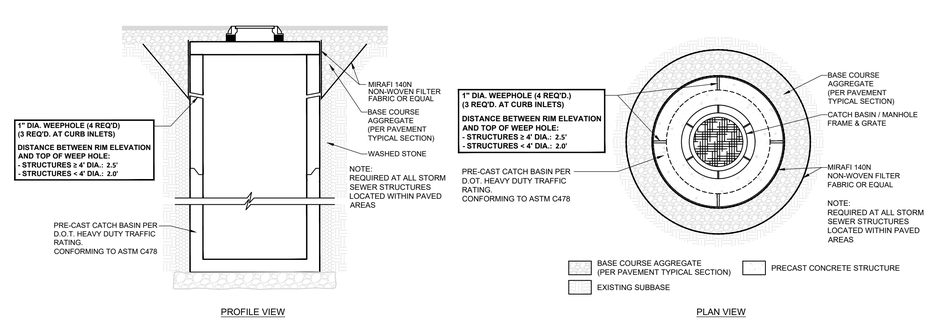
8 C-4.3 CLEAN-OUT (OUTSIDE OF BUILDING)
NOT TO SCALE

NOTE: SEE PLUMBING PLANS FOR GREASE TRAP DETAIL

TYPICAL SECTION AT MANHOLE

TYPICAL SECTION AT INLET/CATCH BASIN

9 C-4.3 THICKENED PAVEMENT @ STRUCTURES
NOT TO SCALE



10 C-4.3 STORM STRUCTURE WEEP HOLE DETAILS
NOT TO SCALE

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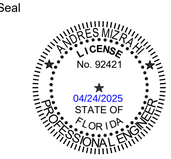

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FSU#05989

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RELEASE: 08.21.2024

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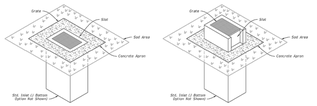
SHEET
CFA STANDARD DETAILS

SHEET NUMBER
C-4.3

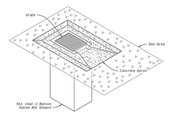
GENERAL NOTES:

1. Work this Index with Index 425-001 and Index 425-010.
2. Chamfer an exposed edges and corners ¾" chamfer or cornie to ¾" radius.
3. All reinforcing is Grade 60 bars with 2" minimum cover unless otherwise noted. Bars in the top slab may be adjusted to miss drainage openings. Provide one additional #4 bar above and at each side of pipe opening.
4. Use Concrete Apron on inlets without sides and inlets with non-traversable sides only when called for in the Plans.
5. Quantities are for informational and estimating purposes only.



DITCH BOTTOM INLET TYPE C
TRAVERSABLE
(Without Slot – Type D, E, and H Similar, Pipe Connection Not Shown)

DITCH BOTTOM INLET TYPE C
NON-TRAVERSABLE
(Slot > 7" Shown – Type D, E, and H Similar, Pipe Connection Not Shown)



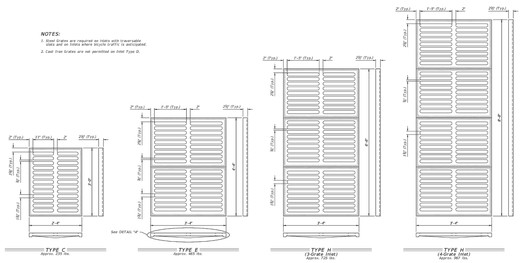
DITCH BOTTOM INLET TYPE C
TRAVERSABLE
(Single Slot < 7" Shown, Double Slot, Type D, and E Similar, Pipe Connection Not Shown)

TABLE OF CONTENTS:

Sheet	Description
1	General Notes and Contents
2	Type C – Dimensional, Reinforcing, and Grate Details
3	Type D – Dimensional, Reinforcing, and Grate Details
4	Type E – Dimensional, Reinforcing, and Grate Details
5	Type H (3 & 4 Grate – Dimensional, Reinforcing, and Steel Grate Details
6	Type H (5 Grate – Dimensional, Reinforcing, and Steel Grate Details
7	Cast Iron Grate Details
8	Non-Traversable Inlet Details
9	Traversable Inlet Without Slot Details
10	Traversable Inlet With Slot Details
11	Cases 1 – Add Traversable Slots to Existing Inlets
12	Cases 2 – Add Traversable Slots (Partial) to Existing Inlets
13	Cases 3 – Add Traversable Slots (Partial) to Existing Inlets and Ditch Bloce
14	Alternate a Structure Bottom – Top Slab Details

NOTES:

1. Slab Grates are required on inlets with traversable slots and on inlets where bicycle traffic is anticipated.
2. Cast Iron Grates are not permitted on Inlet Type D.



CAST IRON GRATE DETAILS

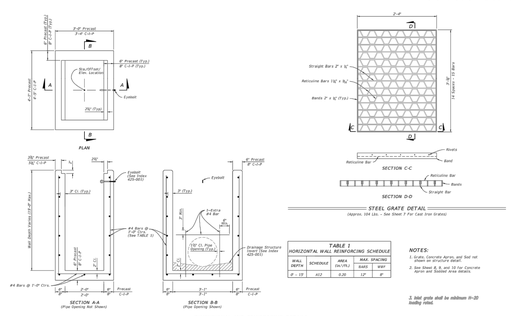


TABLE 1
HORIZONTAL WALL REINFORCING SCHEDULE

WALL DEPTH	HORIZONTAL	AREA (in²/ft.)	MAX. SPACING BARS	WWF
4' – 10'	#13	0.20	12"	8"

NOTES:
1. Grate, Concrete Apron, and Sod not shown on structure detail.
2. See Sheet 6, 9, and 10 for Concrete Apron and Sodded Area details.
3. Skid grate shall be sidebeam th-20 loading rated.

DIMENSIONAL AND REINFORCING DETAILS

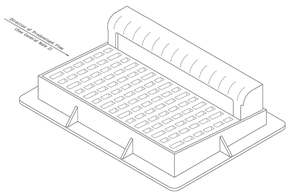
1 C-5.0 DITCH BOTTOM INLET TYPE C
NOT TO SCALE

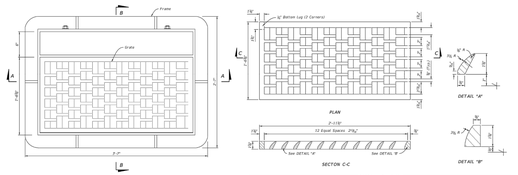
GENERAL NOTES:

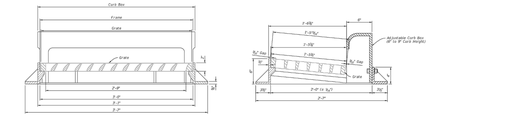
1. Work this Index with Index 425-001 and Index 425-010.
2. Grate grate with vanes directed toward predominant flow.
3. Provide 1¼" minimum cover for steel in slab tops unless otherwise shown. Tops may be either cast-in-place or precast concrete.
4. Place top slab openings such that 2 edges of inlet frame will be located directly above bottom wall or riser wall for Alternate B applications.
5. When used on a structure with dimensions larger than those detailed on Sheet 3 and risers are not applied, construct the top slab using Index 425-010 with the slab opening adjusted to 24"x36". The "Special Top Slab" on Index 425-010 is not permitted.
6. Frame may be adjusted with one to six courses of brick.
7. Vaned grates with asymmetrically vaned openings that satisfy AASHTO H-93 loading are permitted. Provide reversible-slight or left grates.

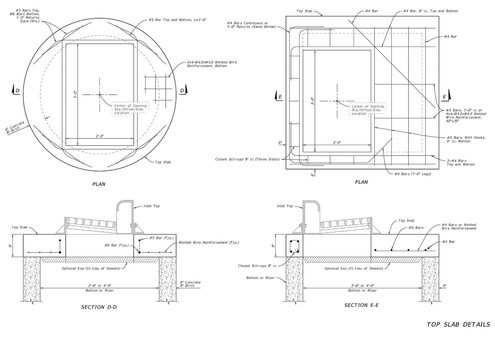
TABLE OF CONTENTS:

Sheet	Description
1	General Notes and Contents
2	Frame and Grate Details
3	Top Slab Details

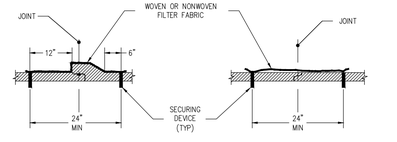

figure_TOP OF ROADWAY SURFACE
Inlet Top
Top Slab
Wall
Bottom Slab
Footing
CURB INLET TOP TYPE 9





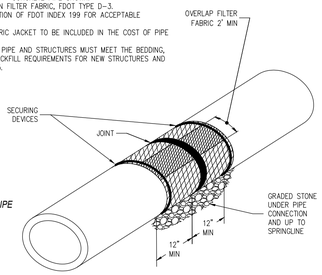


2 C-5.0 CURB INLET TOP TYPE 9
NOT TO SCALE



PIPE SECTIONS

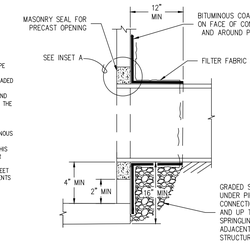
NOTE:
1. SECURING DEVICES MAY BE ELIMINATED BY DOUBLE WRAPPING PIPE WITH FILTER FABRIC.
2. FOR ALL PIPE TYPES – CONCRETE PIPE SHOWN.
3. WOVEN OR NONWOVEN FILTER FABRIC, FDOT TYPE D–3.
4. SEE THE LATEST EDITION OF FDOT INDEX 199 FOR ACCEPTABLE SECURING DEVICES.
5. COST OF FILTER FABRIC JACKET TO BE INCLUDED IN THE COST OF PIPE CULVERTS.
6. INSTALLATION OF ALL PIPE AND STRUCTURES MUST MEET THE BEDDING, INSTALLATION AND BACKFILL REQUIREMENTS FOR NEW STRUCTURES AND PIPE ON DETAIL SW–5.



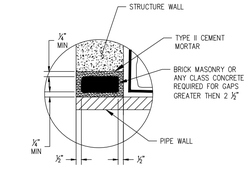
3 C-5.0 FILTER FABRIC FOR STORM PIPE
NOT TO SCALE

THIS DETAIL COVERS ALL PIPE CONNECTIONS TO STRUCTURES.

NEW PIPE CONNECTION NOTES:
1. CONNECTION SHALL BE MADE IN A DRY TRENCH.
2. EXISTING STRUCTURES SHALL BE CORED FOR NEW PIPE CONNECTIONS.
3. PIPE BEDDING AT CONNECTION TO BE ⅜" TO ¾" GRADED STONE (100% PASSING 1" SIEVE).
4. BACKFILL (6" MAX. SIZE) MATERIAL TO BE PLACED AND COMPACTED PER APPROPRIATE SPEC'S DEPENDING ON THE SURFACE IMPROVEMENTS OR A MINIMUM OF 95% PER AASHTO T–180.
5. BITUMINOUS COATING REQUIRED (ANY SUITABLE BITUMINOUS MATERIAL MAY BE FIELD APPLIED) BITUMINOUS COATING TO EXTEND 2" BEYOND FILTER FABRIC.
6. ALTERNATE CONNECTION AND/OR MODIFICATION TO THIS DETAIL MUST BE APPROVED BY THE TOWN OF JUPITER PRIOR TO INSTALLATION.
7. INSTALLATION OF ALL PIPE AND STRUCTURES MUST MEET THE BEDDING, INSTALLATION AND BACKFILL REQUIREMENTS FOR NEW STRUCTURES AND PIPE ON DETAIL SW–5.



EXISTING PIPE CONNECTION REPAIR NOTES:
1. CONNECTION REPAIR SHALL BE MADE IN A DRY TRENCH.
2. REPAIR BOTH THE INSIDE AND OUTSIDE OF THE STRUCTURE PENETRATIONS.
3. CHIP AWAY ANY LOOSE MATERIAL.
4. SAWCUT OR CUT BACK THE EXTREMITIES OF THE REPAIR LOCATION TO A DEPTH OF ¾" TO AVOID FEATHER EDGING.
5. MINIMUM MUD THICKNESS FOR REPAIR IS ½".
6. WHERE BREAKING OUT IS NOT REQUIRED, ROUGHEN THE SURFACE AND REMOVE ANY LAITANCE BY LIGHT SCABBING OR ABRASIVE BLASTING.
7. CLEAN SURFACE TO REMOVE ANY DUST, UNSOUND OR CONTAMINATED MATERIAL, PLASTER, PAINT, OIL, GREASE, CORROSION DEPOSITS OR ALGAE.
8. APPLY THOROC LA40 OR APPROVED EQUAL IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
9. ALTERNATE CONNECTION AND/OR MODIFICATION TO THIS DETAIL MUST BE APPROVED BY THE TOWN OF JUPITER PRIOR TO INSTALLATION.
10. ITEMS 3 THROUGH 6 UNDER NEW PIPE CONNECTION NOTES ABOVE APPLY TO REPAIR ON OUTSIDE OF STRUCTURE.
11. INSTALLATION OF ALL PIPE AND STRUCTURES MUST MEET THE BEDDING, INSTALLATION AND BACKFILL REQUIREMENTS FOR NEW STRUCTURES AND PIPE ON DETAIL SW–5.



INSET A

4 C-5.0 PIPE TO STRUCTURE CONNECTION
NOT TO SCALE

BELSON OUTDOORS

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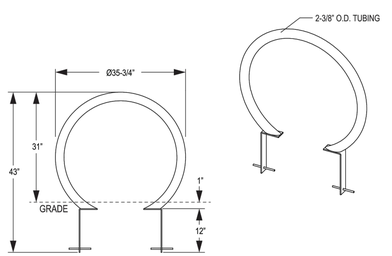
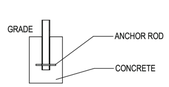
Model # ORN-2-IG-P — **Dimension Sheet**

ORION™ | 2 BIKES





5 C-5.0 BIKE RACK DETAIL
NOT TO SCALE

FILE PATH: V:\011008 – Chick-fil-A\011008-01-015 (ENG) – CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering\Engineering Plans\Sheets\C\C-011008-01-015-DET.dwg 4/21/2025
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ANDRES MIZRAHI P.E. LICENSE No. 92421 04/24/2025 STATE OF FLORIDA PROFESSIONAL ENGINEER

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

CONSULTANT PROJECT # 011008-01-015
PRINTED FOR
DATE **4/21/2025**
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SHEET
SITE AND DRAINAGE DETAILS

SHEET NUMBER
C-5.0

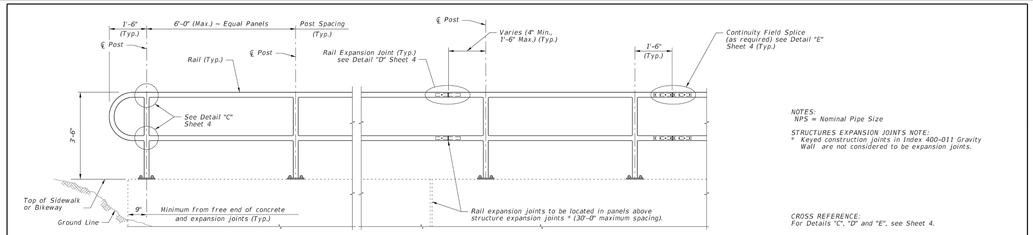
NOTES:

1. Shop Drawings are required.
2. Work with Specification 515.
3. Materials:
   - A. Pan Head Set Screws: Aluminum Alloy 2024-T4 or 7075-T73 or Stainless Steel (SS) Type 316 or 18-8 Alloy.
   - B. Base Plates and Cap Plates: ASTM B209, Alloy 6061-T6
   - C. Structural Pipe Tube and Bars: ASTM B221 or ASTM B429, Alloy 6061-T6
   - D. End Rails 90° bends and corner bends with a maximum 4 foot spacing: Alloy 6063-T5 is permitted.

RAILING MEMBER DIMENSIONS TABLE			
MEMBER	DESIGNATION	OUTSIDE DIMENSION	WALL THICKNESS
Posts	2" NPS (Sch. 40)	2.375"	0.154"
Rails	2" NPS (Sch. 40)	2.375"	0.154"
Rail Joint/Splice Sleeves	1½" NPS (Sch. 40)	1.900"	0.145"
Handrails Joint/Splice Sleeves	1" NPS (Sch. 40) 1.50 OD x 0.125 Wall	1.315" 1.500"	0.133" 0.125"
Handrails	1½" NPS (Sch. 40)	1.900"	0.145"
Handrail Support Bar	1" Ø Round Bar	1.000"	N/A

   - E. Galvanized Steel Fasteners:
     a. Hex Head Bolts: ASTM A 307 Type 1 or ASTM F1554 Grade 36
     b. Adhesive Anchors: ASTM F1554 Grade 36 fully threaded rods
     c. Hex Nuts: ASTM A563
     d. Flat Washers: ASTM F436
   - F. Aluminum Shims: ASTM B209, Alloy 6061
   - G. Bearing Pads: Plain, Fabric Reinforced, or Fabric Laminated meeting requirements of Specifications 515 & 932.
4. Fabrication:
   - A. Place expansion joints at a maximum of 30'-0"spacing
   - B. Field splices are similar to the expansion joint detail and may be approved by the Engineer to facilitate handling; but top rail must be continuous across a minimum of two posts.
   - C. Continuity Field splice (Detail "E"); only use to make the railing continuous for unforeseen field adjustments
   - D. Corners and changes in tangential longitudinal alignment may be made continuous with a 9" bend radius or terminated at adjoining sections with a standard end hoop when handrails are not required.
   - E. For curved longitudinal alignments, shop bend top and bottom rails and handrails to match the alignment radius.
   - F. For changes in tangential longitudinal alignment greater than 45°, position posts a maximum of 2'-0" each side of the corner, not at the corner apex.
5. Handrails are required and must be continuous at landings for:
   - A. Grades Steeper than 5%
   - B. Three or more steps
6. Cutting of reinforcing steel is permitted for post installed anchor bolts.

LAST REVISION	DESCRIPTION:				
11/01/18		FY 2025-26 STANDARD PLANS	PIPE GUIDERAIL (ALUMINUM)	INDEX 515-070	SHEET 1 of 5



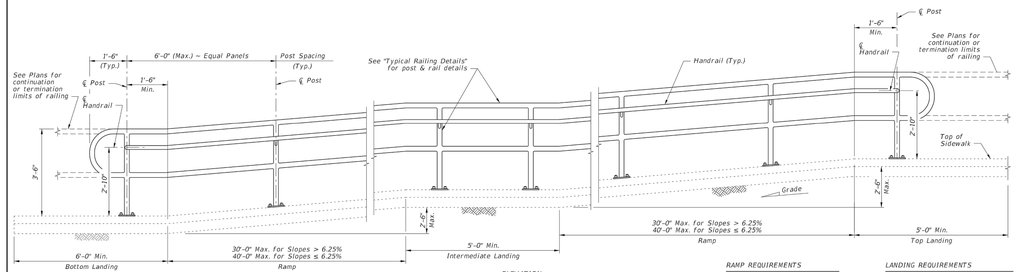
NOTES:
NPS = Nominal Pipe Size

STRUCTURES EXPANSION JOINTS NOTE:
* Keyed construction joints in Index 400-011 Gravity Wall are not considered to be expansion joints.

CROSS REFERENCE:
For Details "C", "D" and "E", see Sheet 4.

ELEVATION

TYPICAL RAILING DETAILS & RAILINGS ON GRADES 0% TO 5%



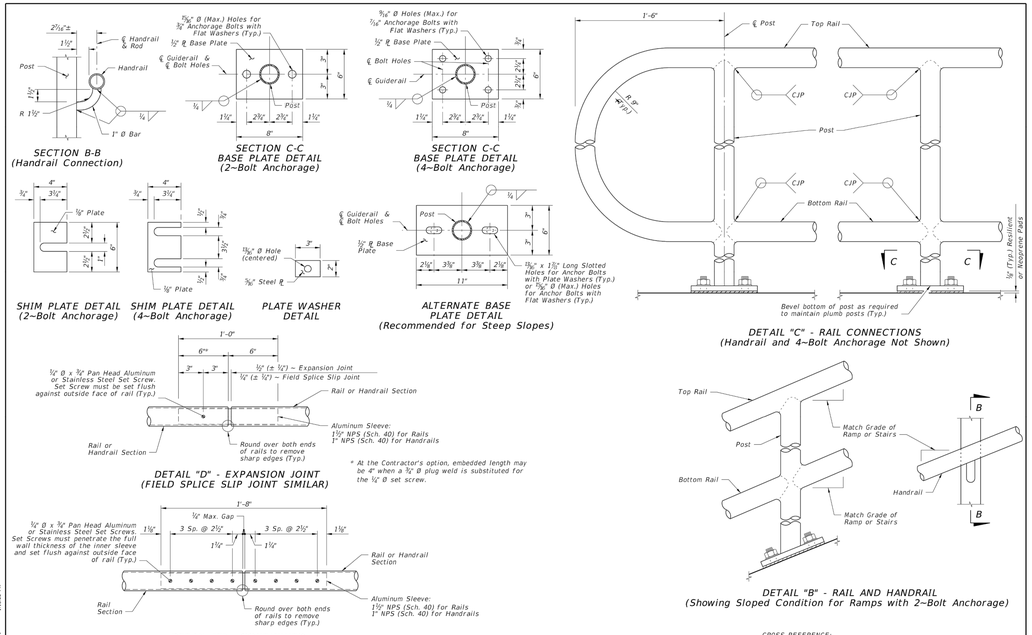
ELEVATION
(Showing Inside Face of Railing)

RAMP REQUIREMENTS
For slopes greater than 5%:
Max. ramp slope = 8.33%
Max. ramp cross-slope = 2.0%

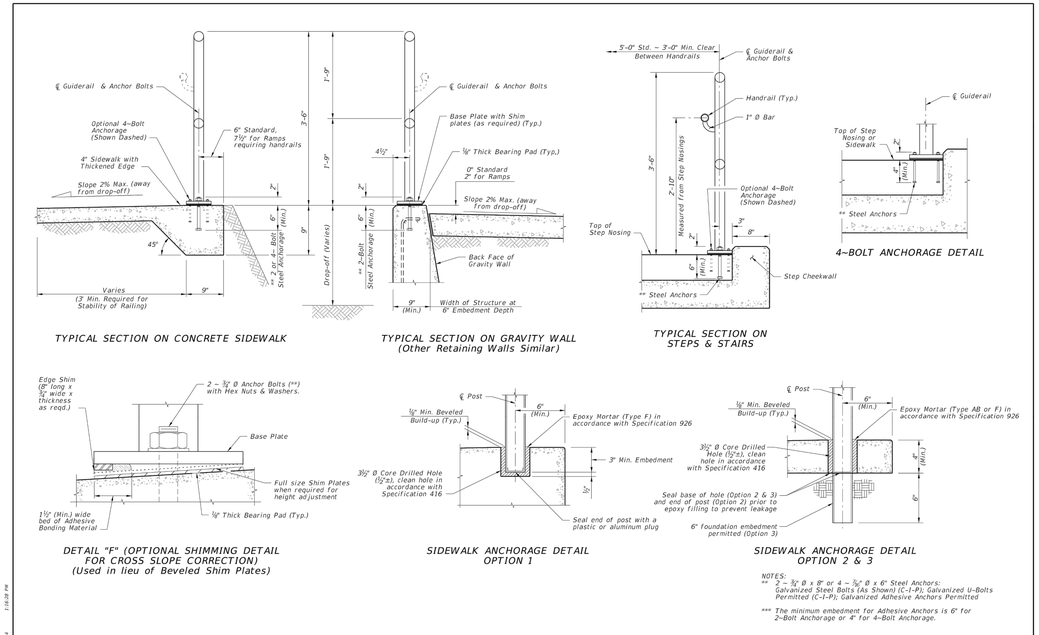
LANDING REQUIREMENTS
Max. landing slope = 2%
Max. landing cross-slope = 2%

RAILINGS ON GRADES STEEPER THAN 5% TO 8.33%

LAST REVISION	DESCRIPTION:				
11/01/17		FY 2025-26 STANDARD PLANS	PIPE GUIDERAIL (ALUMINUM)	INDEX 515-070	SHEET 2 of 5



LAST REVISION	DESCRIPTION:				
11/01/17		FY 2025-26 STANDARD PLANS	PIPE GUIDERAIL (ALUMINUM)	INDEX 515-070	SHEET 4 of 5



NOTES:
** 2 – ⅜" ø x 8" or 4 – ⅝" ø x 6" Steel Anchors: Galvanized Steel Bolts (As Shown) (C-1-P); Galvanized U-Bolts Permitted (C-1-P); Galvanized Adhesive Anchors Permitted (C-1-P)

*** The minimum embedment for Adhesive Anchors is 6" for 2-Bolt Anchorage or 4" for 4-Bolt Anchorage.

LAST REVISION	DESCRIPTION:				
11/01/20		FY 2025-26 STANDARD PLANS	PIPE GUIDERAIL (ALUMINUM)	INDEX 515-070	SHEET 5 of 5

1 C-5.1 PIPE GUARDRAIL (ALUMINUM)
NOT TO SCALE

FILE PATH: V:\011008 - Chick-fil-A\011008-01-015 (ENG) - CFA Hwy 441 near I-75 Santa Fe Crossings\Engineering Plans\Sheets\(C-011008-01-015-DET.dwg 4/21/2025
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ANDRES MIZRAHI, P.E.
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CHICK-FIL-A
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16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
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CONSULTANT PROJECT # 011008-01-015
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DATE 4/21/2025
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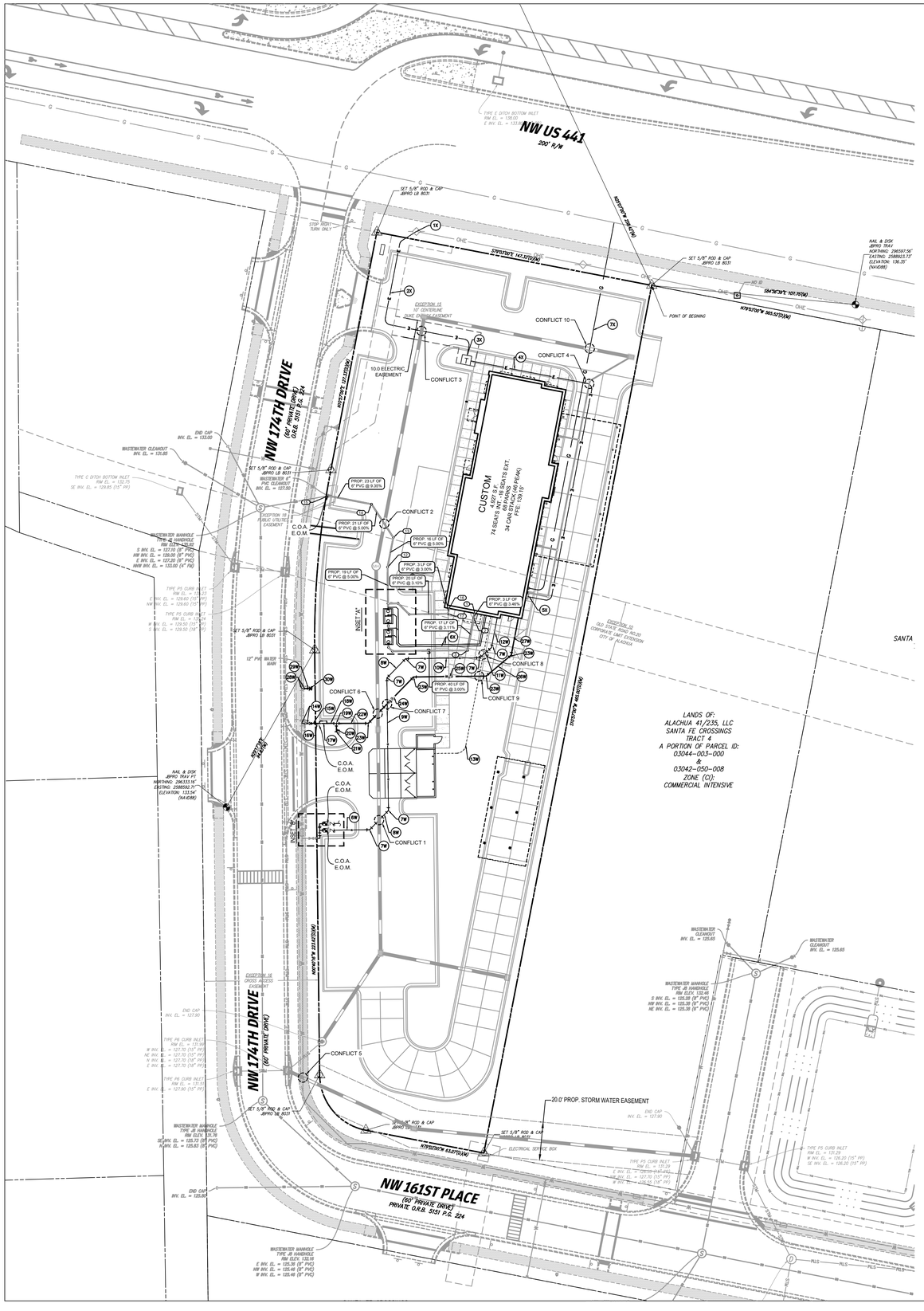
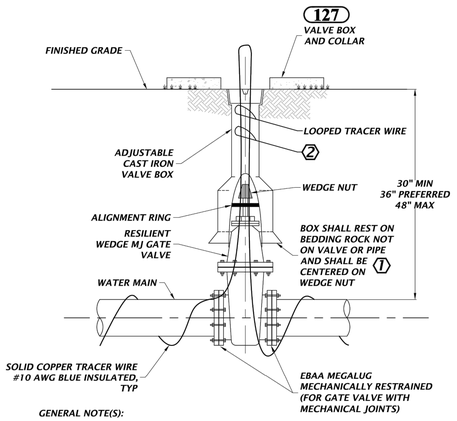
SHEET
SITE AND DRAINAGE DETAILS

SHEET NUMBER
C-5.1


NW US 441
200' R/W
NW 174TH DRIVE
(60' PRIVATE DRIVE)
PRIVATE O.R.B. 5151 P.G. 224
NW 161ST PLACE
(60' PRIVATE DRIVE)
PRIVATE O.R.B. 5151 P.G. 224
CUSTOM
4,057 SF
74 SEATS IN/0 OUTDOOR
34 CAR STACK (DRIVE-THRU)
FFE: 139.15'
LANDS OF:
ALACHUA 41/235, LLC
SANTA FE CROSSINGS
TRACT 4
A PORTION OF PARCEL ID:
03044-003-000
&
03042-050-008
ZONE (C): COMMERCIAL INTENSIVE
SET 5/8" ROD & CAP
JBPRO LB 8031
NAIL & DISK
JBPRO TRAV
NORTHING: 296597.56'
EASTING: 2568923.13'
ELEVATION: 136.35'
(NAVD88)
POINT OF BEGINNING
S00°00'00"E 147.43'(D&M)
N90°00'00"E 365.53'(D&M)
N00°00'00"W 101.16'(M)
CONFLICT 1
CONFLICT 2
CONFLICT 3
CONFLICT 4
CONFLICT 5
CONFLICT 6
CONFLICT 7
CONFLICT 8
CONFLICT 9
CONFLICT 10
INSET "A"
INSET "B"
C.O.A.
E.O.M.
10.0 ELECTRIC EASEMENT
EXCEPTION 1A
10' CENTERLINE
WATER EASEMENT
EXCEPTION 1B
OLD STATE ROAD 20
CORPORATE LIMIT EXTENSION
CITY OF ALACHUA
EXCEPTION 1C
CROSS ACCESS EASEMENT
20.0' PROP. STORM WATER EASEMENT
ELECTRICAL SERVICE BOX
METER
METER
SANTA
PROP. 7.0' X 5.5' WATER UTILITY EASEMENT
TYPE C DITCH BOTTOM INLET
RIM EL. = 135.03'
E INV. EL. = 133.53'
STOP SIGN
TURN ONLY
END CAP
INV. EL. = 133.00
WASTEWATER CLEANOUT
INV. EL. = 135.65
WASTEWATER 6" PVC CLEANOUT
INV. EL. = 127.06
WASTEWATER MANHOLE
TYPE J5 HANDHOLE
RIM ELEV. = 135.79'
S INV. EL. = 127.10 (8" PVC)
NW INV. EL. = 129.00 (6" PVC)
E INV. EL. = 127.20 (8" PVC)
WW INV. EL. = 133.00 (4" FM)
TYPE PS CURB INLET
RIM EL. = 129.60 (15" PP)
NW INV. EL. = 129.60 (15" PP)
TYPE PS CURB INLET
RIM EL. = 129.50 (15" PP)
E INV. EL. = 129.50 (15" PP)
TYPE PS CURB INLET
RIM EL. = 129.60 (15" PP)
NW INV. EL. = 129.60 (15" PP)
TYPE PS CURB INLET
RIM EL. = 129.50 (15" PP)
E INV. EL. = 129.50



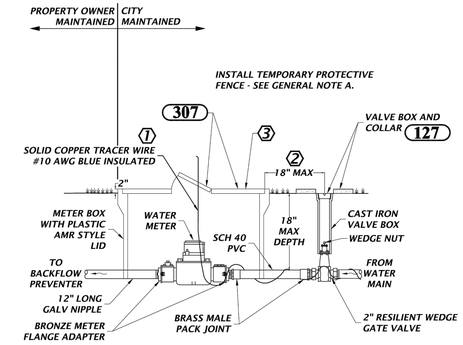
GENERAL NOTE(S):

1. PVC EXTENSIONS SHALL NOT BE USED ON VALVE BOX INSTALLATION.
2. VALVE BOX LID TO BE LETTERED WITH THE WORD "WATER" OR "RECLAIMED".

KEYED NOTE(S):

1. WHEN VALVE BOX IS TO BE INSTALLED IN ROADWAY OR OTHER TRAFFIC AREAS SET VALVE BOX ON FIVE (5) SOLID COMMON BRICKS.
2. VALVE BOX MAY SERVE AS ACCESS POINT FOR TRACER WIRES. PROVIDE ENOUGH LOOPED TRACER WIRE SO IT CAN EXTEND 8-INCHES ABOVE GRADE.

145 GATE VALVE FOR WATER AND RECLAIMED WATER MAINS 4" OR LARGER
NTS



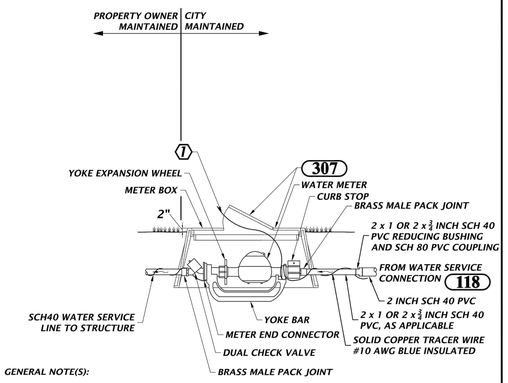
GENERAL NOTE:

A. DURING CONSTRUCTION, PROVIDE TEMPORARY PROTECTIVE FENCE AROUND METER AS PER 324.

KEYED NOTE(S):

1. PROVIDE ENOUGH TRACER WIRE SO IT CAN EXTEND AT LEAST 8-INCHES ABOVE METER BOX.
2. PROVIDE ENOUGH SPACE FOR INSTALLING VALVE BOX COLLAR
3. PROVIDE JUMBO 2-INCH METER BOX

112 1 1/2" AND 2" METER ASSEMBLY
NTS



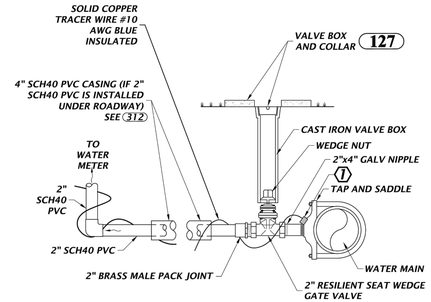
GENERAL NOTE(S):

A. OWNER/DEVELOPER SHALL PAY FOR WATER METER, WHICH WILL BE FURNISHED AND INSTALLED BY CITY.
B. CONNECT TRACER WIRES WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.

KEYED NOTE(S):

1. PROVIDE ENOUGH TRACER WIRE SO IT CAN EXTEND AT LEAST 8-INCHES ABOVE METER BOX.

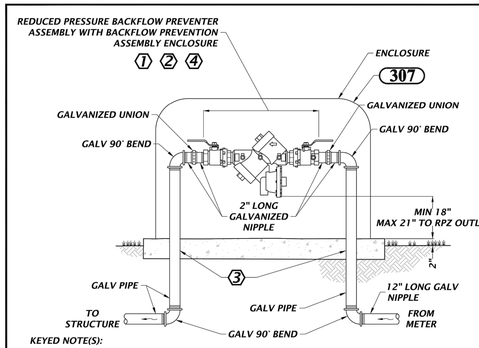
115 3/4" AND 1" WATER METER ASSEMBLY
NTS



KEYED NOTE(S):

1. CONNECT TRACER WIRES FROM MAIN TO SERVICE WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.

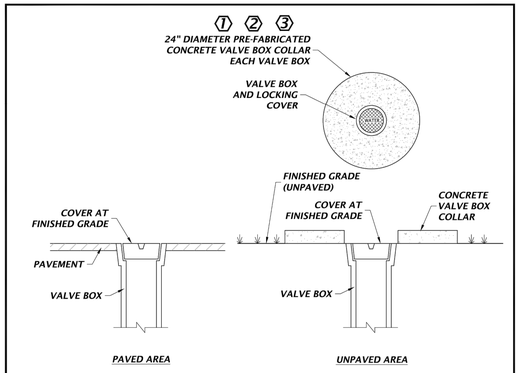
118 2" WATER SERVICE CONNECTION
NTS



KEYED NOTE(S):

1. PROVIDE BACKFLOW PREVENTION ASSEMBLY ENCLOSURE. COORDINATE WITH VENDOR TO SELECT ENCLOSURE SIZE SUITABLE FOR INSTALLED BACKFLOW PREVENTER ASSEMBLY.
2. ENCLOSURE VENDOR AND FEATURES:
   - MARINE GRADE ALUMINUM
   - 1.5 INCH INSULATION, 9.0 R VALUE
   - MEANS TO ACCESS ASSEMBLY
   - LOCKABLE
   - MOUNTING HARDWARE
   - COLOR: TAN, UNLESS OTHERWISE NOTED.
   - VENDORS: SAFE T COVER, NASHVILLE, TN; OR EQUAL
3. POUR CONCRETE PAD WITH DIMENSIONS AS PER VENDOR'S RECOMMENDATIONS. MINIMUM THICKNESS OF 4 INCHES.
   - PROVIDE SLEEVES AROUND PIPING
4. BACKFLOW PREVENTER FURNISHED, INSTALLED AND MAINTAINED BY PROPERTY OWNER, NOT COA.

121 3/4" TO 2" BACKFLOW PREVENTER AND ENCLOSURE
NTS



KEYED NOTE(S):

1. VALVE BOX COLLAR FEATURES:
   - 24" DIAMETER, 11" INNER OPENING
   - 4" THICK
   - TWO RINGS OF #3 REBAR
   - 4000 PSI TEST CONCRETE
2. SUPPLIER AND PRODUCT:
   - MASONRY SUPPLY, INC., SELMA, NC OR EQUAL
   - ITEM: 24" CONCRETE VALVE BOX COLLAR OR EQUAL
   - PART: MSVB-24 OR EQUAL
3. PAINT VALVE BOX COVER AND COLLAR AS PER 307

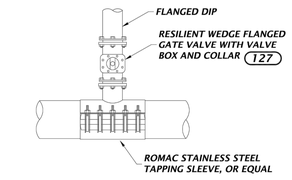
127 VALVE BOX COVER
NTS

GENERAL NOTE(S)

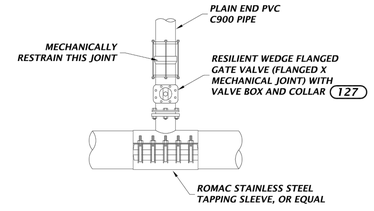
1. MINIMUM RESTRAINED LENGTHS ARE BASED ON 309 AND ARE SUFFICIENT FOR BOTH DIP AND PVC PIPE.
2. THIS DETAIL APPLIES TO BOTH NEW SERVICE CONNECTIONS INSTALLED ON NEW PIPE AND NEW SERVICE CONNECTIONS INSTALLED ON EXISTING PIPE.

KEYED NOTE(S):

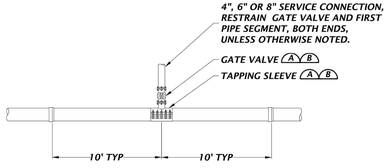
1. PREFERRED LOCATION TO REDUCE THRUST FORCES IN THE PIPE BRANCH.
2. IF 5' MIN DISTANCE BETWEEN JOINT AND TAPPING SLEEVE IS NOT POSSIBLE, CONTACT COA. THRUST FORCE ANALYSIS REQUIRED.



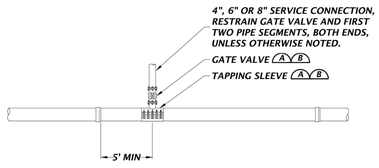
A FLANGED DIP SERVICE CONNECTION



B PLAIN END PVC C900 SERVICE CONNECTION



TAPPING SLEEVE IN MIDDLE OF PIPE SEGMENT
1



TAPPING SLEEVE NOT IN MIDDLE OF PIPE SEGMENT
2

149 WATER SERVICE CONNECTION FOR NEW AND EXISTING MAINS - 4", 6" AND 8"
NTS

FILE PATH: X:\011008 - Chick-fil-A\011008-01-015 (ENG) - CFA Hwy 441 near I-75 Santa Fe Crossing\Engineering\Engineering Plans\Sheets\12-011008-01-015-UTD.dwg 4/21/2025
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ANDRES MIZRAHI LICENSE No. 92421 04/24/2025 STATE OF FLORIDA PROFESSIONAL ENGINEER

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

PERMIT

CONSULTANT PROJECT #	011008-01-015
PRINTED FOR	PERMIT
DATE	4/21/2025
DRAWN BY	STC

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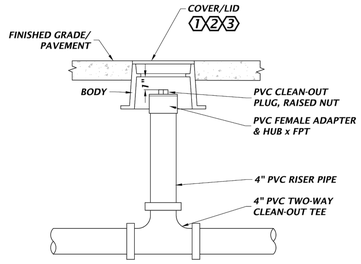
SHEET
UTILITY DETAILS

SHEET NUMBER
PS-1.1

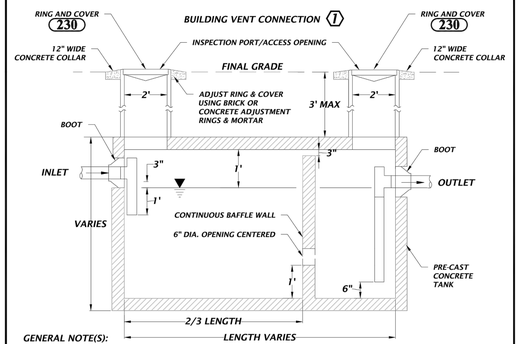


KEYED NOTES:

1. *HEAVY DUTY LOAD RATING MODEL: SIGMA CORPORATION CO-2610S*
2. *COVER/LID CAN ALSO ACCOMMODATE 6" CLEAN-OUT*
3. *PAINT COVER/LID AS PER (307)*

GENERAL NOTES:
A. REFER TO (200)

264 **CLEAN-OUT COVER FOR DRIVEWAYS/SIDEWALKS**
NTS

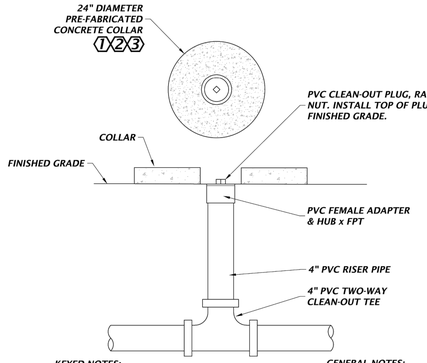


GENERAL NOTE(S):

1. *DESIGNER/OWNER SHALL SUBMIT TANK VOLUME CALCULATIONS. REQUIRED TANK VOLUME SHALL BE CONFIRMED BY CITY OF ALACHUA, 1000 GALLON MINIMUM TANK VOLUME. STRUCTURAL DESIGN SHALL BE THE RESPONSIBILITY OF THE TANK MANUFACTURER.*
2. *ONLY KITCHEN WASTE SHALL BE DISCHARGED INTO THE GREASE INTERCEPTOR. ALL DOMESTIC WASTE (i.e. RESTROOMS) SHALL BE CONNECTED DOWNSTREAM OF THE GREASE INTERCEPTOR.*
3. *MANHOLES THAT ARE NOT INSTALLED UNDER PAVEMENT SHALL HAVE A RIM ELEVATION AT LEAST 6" ABOVE FINISHED GRADE AND A 10:1 SLOPE TO FINISHED GRADE.*
4. *GREASE INTERCEPTOR ASSEMBLY TO BE H-20 TRAFFIC LOAD RATED - INCLUDING TANK, TANK LID, CHIMNEYS, AND MANHOLE RING & COVER.*
5. *NO CAPPED TEES.*

KEYED NOTE(S):
1. *IF REQUIRED, PROVIDE CONNECTION FOR BUILDING VENT. COORDINATE WITH BUILDING DESIGNER.*

227 **GREASE INTERCEPTOR**
NTS

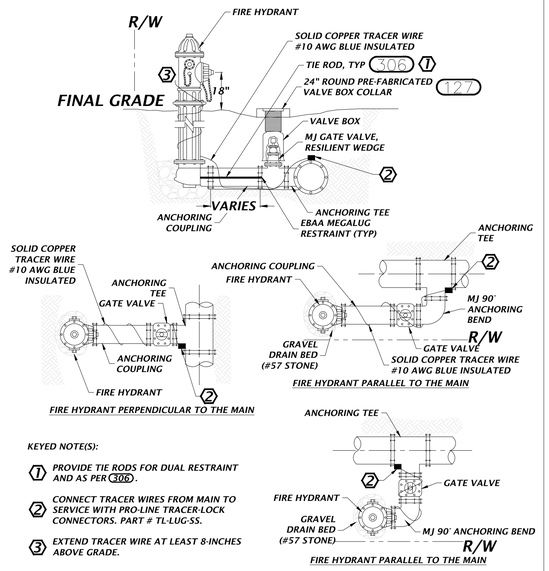


KEYED NOTES:

1. *COLLAR FEATURES:*
   - *24" DIAMETER, 11" INNER OPENING*
   - *4" THICK*
   - *TWO RINGS OF #3 REBAR*
   - *4000 PSI TEST CONCRETE*
2. *SUPPLIER AND PRODUCT:*
   - *MASONRY SUPPLY, INC., SELMA, NC OR EQUAL*
   - *ITEM: 24" CONCRETE VALVE BOX COLLAR OR EQUAL*
   - *PART: MSVB-24 OR EQUAL*
3. *PAINT COLLAR AS PER (307)*

GENERAL NOTES:
1. *REFER TO (200)*

263 **CLEAN-OUT COVER FOR UNPAVED AREAS**
NTS

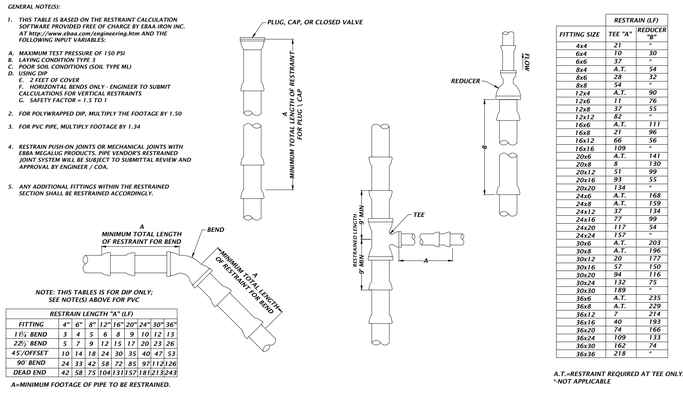


KEYED NOTE(S):

1. *PROVIDE TIE RODS FOR DUAL RESTRAINT AND AS PER (306).*
2. *CONNECT TRACER WIRES FROM MAIN TO SERVICE WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.*
3. *EXTEND TRACER WIRE AT LEAST 8-INCHES ABOVE GRADE.*



(102) FIRE HYDRANT (PERPENDICULAR TO MAIN)
NTS



GENERAL NOTE(S):

1. *THIS TABLE IS BASED ON THE RESTRAINT CALCULATION SOFTWARE PROVIDED FREE OF CHARGE BY EBAA IRON INC. AT http://www.ebaa.com/engineering.htm AND THE FOLLOWING INPUT VARIABLES:*

A. MAXIMUM TEST PRESSURE OF 150 PSI
B. LAYING CONDITION TYPE 3
C. POOR SOIL CONDITIONS (SOIL TYPE ML)
D. USING DIP
E. 2 FEET OF COVER
F. HORIZONTAL BENDS ONLY - ENGINEER TO SUBMIT CALCULATIONS FOR VERTICAL RESTRAINTS
G. SAFETY FACTOR = 1.5 TO 1

2. *FOR POLYWRAPPED DIP, MULTIPLY THE FOOTAGE BY 1.50*
3. *FOR PVC PIPE, MULTIPLY FOOTAGE BY 1.34*
4. *RESTRAIN PUSH-ON JOINTS OR MECHANICAL JOINTS WITH EBBA MEGALUG PRODUCTS. PIPE VENDOR'S RESTRAINED JOINT SYSTEM WILL BE SUBJECT TO SUBMITTAL REVIEW AND APPROVAL BY ENGINEER / COA.*
5. *ANY ADDITIONAL FITTINGS WITHIN THE RESTRAINED SECTION SHALL BE RESTRAINED ACCORDINGLY.*

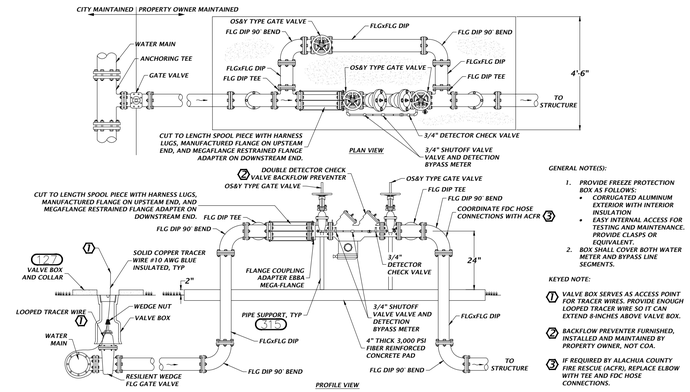
	RESTRAIN LENGTH "A" (LF)								
FITTING	4"	6"	8"	12"	16"	20"	24"	30"	36"
11½° BEND	3	4	5	6	8	9	10	12	13
22½° BEND	5	7	9	12	15	17	20	23	26
45°/OFFSET	10	14	18	24	30	35	40	47	53
90° BEND	24	33	42	58	73	85	97	112	126
DEAD END	42	58	75	104	131	157	181	213	243

A=MINIMUM FOOTAGE OF PIPE TO BE RESTRAINED.

FITTING SIZE	RESTRAIN (LF) TEE "A"	REDUCER "B"
4x4	21	"
6x4	10	30
6x6	37	"
8x4	A.T.	54
8x6	28	32
8x8	54	"
12x4	A.T.	90
12x6	11	76
12x8	37	55
12x12	82	"
16x6	A.T.	111
16x8	21	96
16x12	66	56
16x16	109	"
20x6	A.T.	141
20x8	8	130
20x12	51	99
20x16	93	55
20x20	134	"
24x6	A.T.	168
24x8	A.T.	159
24x12	37	134
24x16	77	99
24x20	117	54
24x24	157	"
30x6	A.T.	203
30x8	A.T.	196
30x12	20	177
30x16	57	150
30x20	94	116
30x24	132	75
30x30	189	"
36x6	A.T.	235
36x8	A.T.	229
36x12	7	214
36x16	40	193
36x20	74	166
36x24	109	133
36x30	162	74
36x36	218	"

A.T.=RESTRAINT REQUIRED AT TEE ONLY.
"-"=NOT APPLICABLE

(309) JOINT RESTRAINT
NTS



GENERAL NOTE(S):

1. *PROVIDE FREEZE PROTECTION BOX AS FOLLOWS:*
   - *CORRUGATED ALUMINUM EXTERIOR WITH INTERIOR INSULATION*
   - *EASY INTERNAL ACCESS FOR TESTING AND MAINTENANCE. PROVIDE CLASPS OR EQUIVALENT.*
2. *BOX SHALL COVER BOTH WATER METER AND BYPASS LINE SEGMENTS.*

KEYED NOTE:

1. *VALVE BOX SERVES AS ACCESS POINT FOR TRACER WIRES. PROVIDE ENOUGH LOOPED TRACER WIRE SO IT CAN EXTEND 8-INCHES ABOVE VALVE BOX.*
2. *BACKFLOW PREVENTER FURNISHED, INSTALLED AND MAINTAINED BY PROPERTY OWNER, NOT COA.*
3. *IF REQUIRED BY ALACHUA COUNTY FIRE RESCUE (ACFR), REPLACE ELBOW WITH TEE AND FDC HOSE CONNECTIONS.*

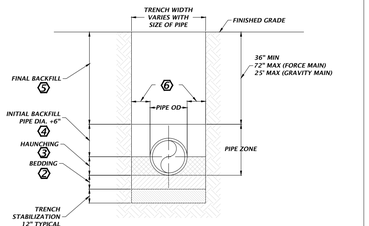
(139) FIRE LINE 4" AND LARGER DOUBLE DETECTOR CHECK VALVE BACKFLOW PREVENTER (NO DOWNSTREAM DIESEL FIRE PUMP)
NTS

GENERAL NOTE(S):

1. *WATER SHALL NOT BE PERMITTED IN THE TRENCH DURING CONSTRUCTION.*
2. *ALL PIPE TO BE INSTALLED WITH BELL FACING UPSTREAM TO THE DIRECTION OF THE FLOW.*
3. *DEPTH FOR REMOVAL OF UNSUITABLE MATERIAL SHALL GOVERN DEPTH OF BEDDING ROCK BELOW THE PIPE. FIELD DETERMINE REQUIRED REMOVAL OF UNSUITABLE MATERIAL TO REACH SUITABLE FOUNDATION. THE BOTTOM OF THE TRENCH SHALL NOT BE EXCAVATED BELOW THE SPECIFIED GRADE. IF UNDERCUTTING OCCURS, THE BOTTOM OF THE TRENCH SHALL BE BROUGHT UP TO THE ORIGINAL GRADE WITH APPROVED MATERIAL AND THOROUGHLY COMPACTED TO A MINIMUM OF 95% MODIFIED PROCTOR.*
4. *FINAL RESTORATION IN IMPROVED AREAS SHALL BE IN COMPLIANCE WITH ALL APPLICABLE REGULATIONS OF GOVERNING AGENCIES.*

KEYED NOTE(S):

1. *TRENCH STABILIZATION SHALL BE PROVIDED TO A DEPTH OF 12-INCHES. THE MATERIAL SHALL BE NO. 57 STONE.*
2. *BEDDING SHALL BE A MINIMUM OF 6-INCHES AND COMPOSED OF IMPORTED GRANULAR FILL. COMPACT TO 95% STANDARD PROCTOR, AASHTO T-99.*
3. *HAUNCHING PORTION OF THE PIPE ZONE SHALL BE PLACED TO THE SPRINGLINE OF THE PIPE AND COMPOSED OF IMPORTED GRANULAR FILL. COMPACT TO 95% STANDARD PROCTOR ASSHTO T-99.*
4. *INITIAL BACKFILL: COMMON FILL COMPACTED TO 95% (98% UNDER PAVEMENT) OF THE MAXIMUM DENSITY AS PER AASHTO T-180, FROM THE SPRINGLINE OF THE PIPE TO TWO (2) FEET ABOVE THE PIPE, THE SOIL SHALL BE CAREFULLY BACKFILLED IN 6-INCH LIFTS AND THE SOIL CONSOLIDATED WITH THE HAND OPERATED TAMPING MACHINE (OR AS REQUIRED BY CITY, COUNTY, OR STATE INSPECTORS).*
5. *FINAL BACKFILL: COMMON FILL COMPACTED TO 95% (98% UNDER PAVEMENT) OF THE MAXIMUM DENSITY AS PER AASHTO T-180. AFTER PLACEMENT AND COMPACTION OF THE INITIAL BACKFILL, THE BALANCE OF THE BACKFILL MATERIAL MAY BE MACHINE PLACED OR AS REQUIRED BY THE INSPECTOR AND SHALL NOT CONTAIN ANY ROCKS OR DEBRIS.*
6. *12" MINIMUM*



(303) BEDDING AND TRENCHING DETAIL
NTS

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FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

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CONSULTANT PROJECT #	011008-01-015
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SHEET
UTILITY DETAILS

SHEET NUMBER
PS-1.2

WATER & WASTEWATER SPECIFICATIONS

WATER AND WASTEWATER SYSTEM SHALL BE CONSTRUCTED IN ACCORDANCE WITH "CITY OF ALACHUA, PUBLIC SERVICES, DESIGN AND CONSTRUCTION MANUAL (DCM), LATEST EDITION". THE FOLLOWING NOTES EITHER EMPHASIZE DCM REQUIREMENTS OR SPECIFY ADDITIONAL REQUIREMENTS. IF DCM AND NOTE REQUIREMENTS DIFFER, THE MORE STRINGENT REQUIREMENT SHALL APPLY.

PROVIDE TRACER WIRE SYSTEM FOR WATER PIPING AS SHOWN ON THE DETAILS AND AS PER THE COA DCM. PROVIDE TRACER WIRE FOR BOTH PLASTIC (PVC) AND DUCTILE IRON PIPE.

WATER PIPING TRACER WIRE SYSTEM SHALL COMMENCE AT THE TIE-IN(S) AT EXISTING WATER MAIN(S) AND TERMINATE AT EACH COA END OF MAINTENANCE POINT.

TRACER WIRE SHALL BE SOLID COPPER #10 AWG BLUE INSULATED. TRACER WIRE SHALL BE PRO-LINE WITH PRO-LINE TRACER LOCK CONNECTORS, PART # TL-LUG-SS.

WATER METER APPURTENANCES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE WATER METER ITSELF WILL BE FURNISHED AND INSTALLED BY THE CITY.

PROVIDE RESTRAINED JOINTS AT FITTINGS, HYDRANTS AND PIPING IN ACCORDANCE WITH AWWA STANDARDS AND AS PER CITY STANDARD DETAILS.

WATER MAINS SHALL BE EITHER PVC C900 DR 18 OR DUCTILE IRON CEMENT LINED.

ALL WATER MAINS SHALL BE NSF-61 RATED AND BURIED WITH AT LEAST 36-INCHES OF COVER

POTABLE WATER SERVICE LINES SHALL BE 2-INCH MINIMUM, SCHEDULE 40 PVC AND RATED FOR NSF-61

ALL FITTINGS FOR BOTH PVC AND DUCTILE IRON PIPE 4-INCHES AND LARGER SHALL BE DUCTILE IRON. FOR POTABLE WATER MAINS, FITTINGS SHALL BE CEMENT-LINED. FITTINGS SHALL INCLUDE, BUT NOT BE LIMITED TO, ELBOWS, TEES, CROSSES AND REDUCERS

PROVIDE PUBLIC UTILITY EASEMENTS AS REQUIRED FOR ALL UTILITIES SHOWN HEREON BY METES AND BOUND DESCRIPTION AND IN ACCORDANCE WITH THE REGULATORY AGENCY DEPARTMENT FOR PUBLIC UTILITIES."

WET TAP(S) TO PRESSURIZED WATER MAINS SHALL BE DONE BY A SUB-CONTRACTOR PRE-APPROVED BY THE CITY OF ALACHUA. RESTRAIN THE BRANCH GATE VALVE.

ALL GRAVITY WASTEWATER MAINS AND LATERALS DEEPER THAN 10 FEET SHALL BE SDR 26. GRAVITY WASTEWATER MAINS AND LESS THAN OR EQUAL TO 10 FEET CAN BE SDR 35

SUBMITTALS, TESTING AND INSPECTIONS SHALL BE PERFORMED AS PER THE CITY OF ALACHUA DCM (MOST CURRENT EDITION)

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ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 92421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE / SIZE: P14 LS BN
RELEASE: 08.21.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2025-02-14	IFC SET

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SHEET
WATER AND WASTEWATER SPECS

SHEET NUMBER
PS-1.3

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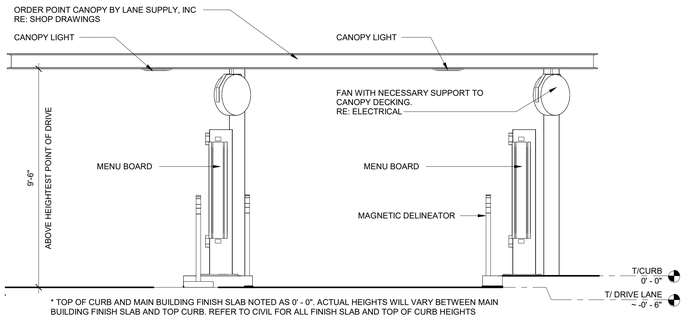
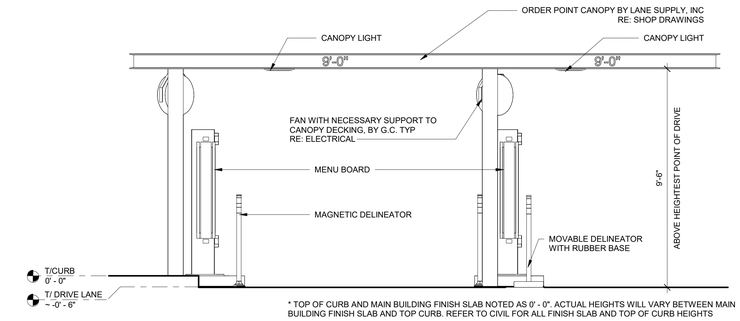
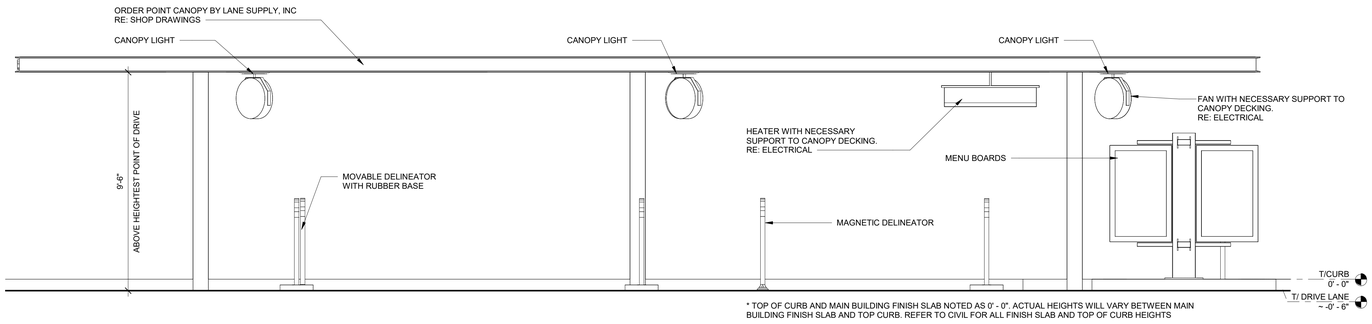


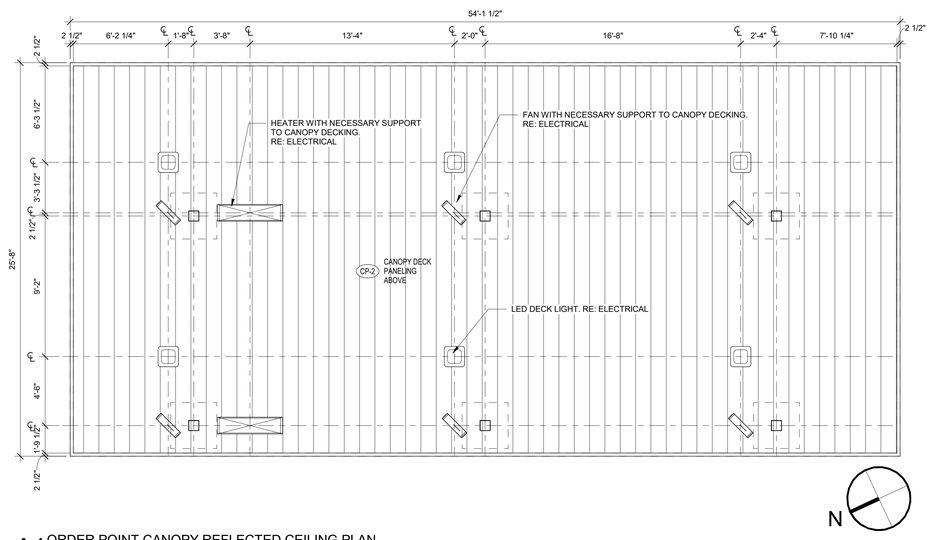
D4 ORDER POINT CANOPY - EGRESS ELEVATION
3/8" = 1'-0"



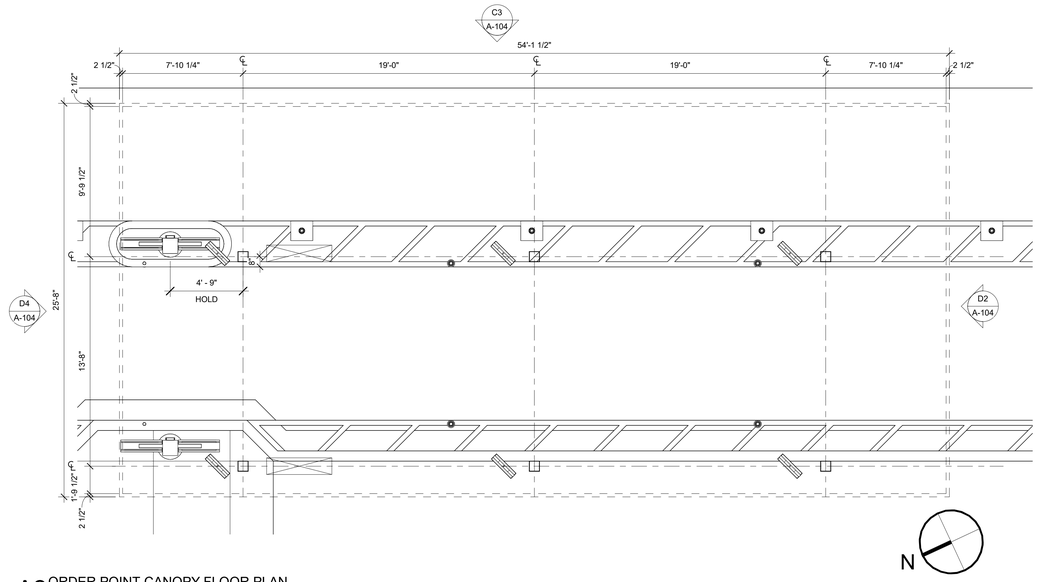
D2 ORDER POINT CANOPY - ENTRANCE ELEVATION
3/8" = 1'-0"



C3 ORDER POINT CANOPY - SIDE ELEVATION
3/8" = 1'-0"



A4 ORDER POINT CANOPY REFLECTED CEILING PLAN
1/4" = 1'-0"



A2 ORDER POINT CANOPY FLOOR PLAN
1/4" = 1'-0"

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CHICK-FIL-A
Alachua FSU

16314 US Hwy 441
Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS BP
RELEASE: 24.08
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REVISION SCHEDULE

NO.	DATE	DESCRIPTION
5	04/17/2025	CITY COMMENTS 01

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DATE 4/21/2025 11:21:53 AM
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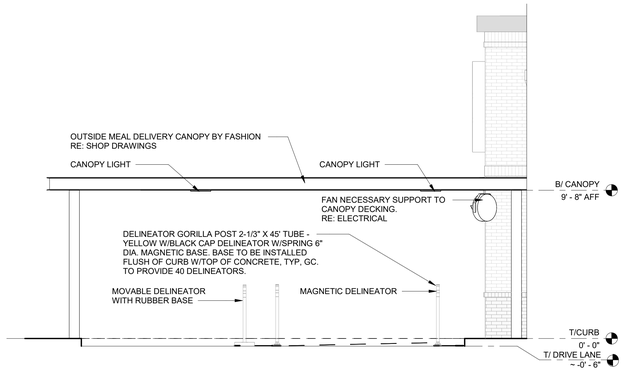
SHEET
ORDER POINT CANOPY

SHEET NUMBER
A-104

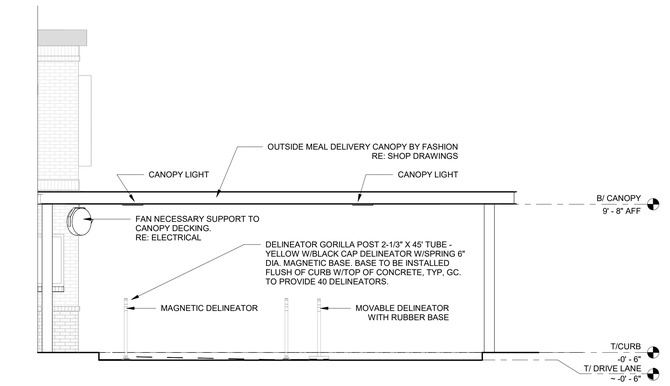
5

4/21/2025 11:21:53 AM Autodesk Docs://FL_05989_Alachua_2024.9_BTS/05989_Alachua_ARC.rvt
10-LS-05989-A-104-ORDER POINT CANOPY



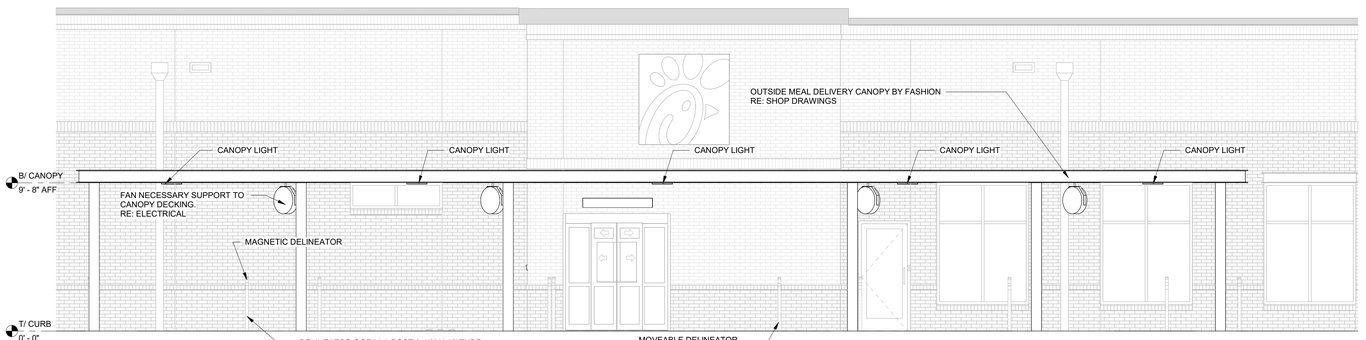
*TOP OF CURB AND MAIN BUILDING FINISH SLAB NOTED AS 0'-0". ACTUAL HEIGHTS WILL VARY BETWEEN MAIN BUILDING FINISH SLAB AND TOP OF CURB. REFER TO CIVIL FOR ALL FINISH SLAB AND TOP OF CURB HEIGHTS.

B3 OUTSIDE MEAL DELIVERY - EXIT ELEVATION
1/4" = 1'-0"



*TOP OF CURB AND MAIN BUILDING FINISH SLAB NOTED AS 0'-0". ACTUAL HEIGHTS WILL VARY BETWEEN MAIN BUILDING FINISH SLAB AND TOP OF CURB. REFER TO CIVIL FOR ALL FINISH SLAB AND TOP OF CURB HEIGHTS.

B2 OUTSIDE MEAL DELIVERY - ENTRANCE ELEVATION
1/4" = 1'-0"



*TOP OF CURB AND MAIN BUILDING FINISH SLAB NOTED AS 0'-0". ACTUAL HEIGHTS WILL VARY BETWEEN MAIN BUILDING FINISH SLAB AND TOP OF CURB. REFER TO CIVIL FOR ALL FINISH SLAB AND TOP OF CURB HEIGHTS.

A3 OUTSIDE MEAL DELIVERY - FRONT ELEVATION
1/4" = 1'-0"

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Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS BP
RELEASE: 24.08
PRINTED FOR
IFP

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
5	04/17/2025	CITY COMMENTS 01

CONSULTANT PROJECT # 24098
DATE 4/21/2025 11:21:54 AM
DRAWN BY M.O.

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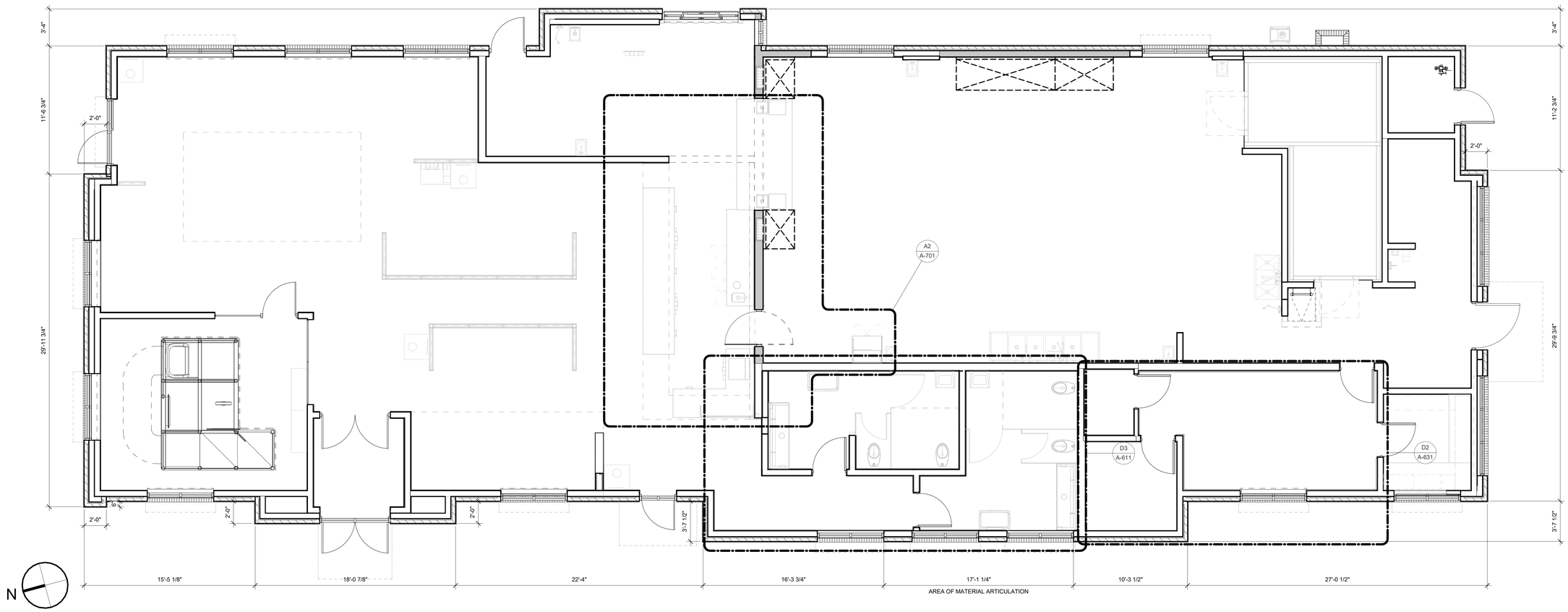
SHEET
OUTSIDE MEAL DELIVERY CANOPY ELEVATION

SHEET NUMBER
A-106
5

4/21/2025 11:21:54 AM Autodesk Docs://FL_05989_Alachua_2024 9_BTS/05989_Alachua_ARC.rvt
10-LS-05989-A-106-OUTSIDE MEAL DELIVERY CANOPY ELEVATION

AREA NOT FACING STREET OR CLASSIFIED LAND ASCSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P,RMF-8 OR RMF-15, OR LANDS CONTAINING EXISTING RESIDENTIAL USES.



B4 PLAN ARTICULATION EXHIBIT
1/4" = 1'-0"

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

GREGORY L. DASPIT
Architecture • Planning • Construction Management

14881 Quorum Dr.
Dallas, Texas
Phone: (972) 386-0338
Suite 800
75254

STATE OF FLORIDA
GREGORY DASPIT
AR101312
REGISTERED ARCHITECT

4/21/2025 11:29:34 AM

CHICK-FIL-A
Alachua FSU

16314 US Hwy 441
Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS BP
RELEASE: 24.08
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IFP

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

CONSULTANT PROJECT # 24098
DATE 4/21/2025 11:29:34 AM
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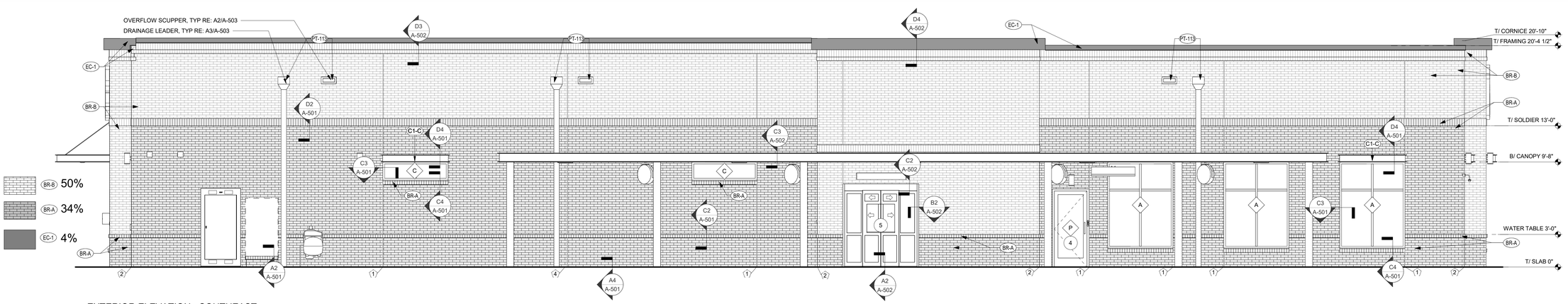
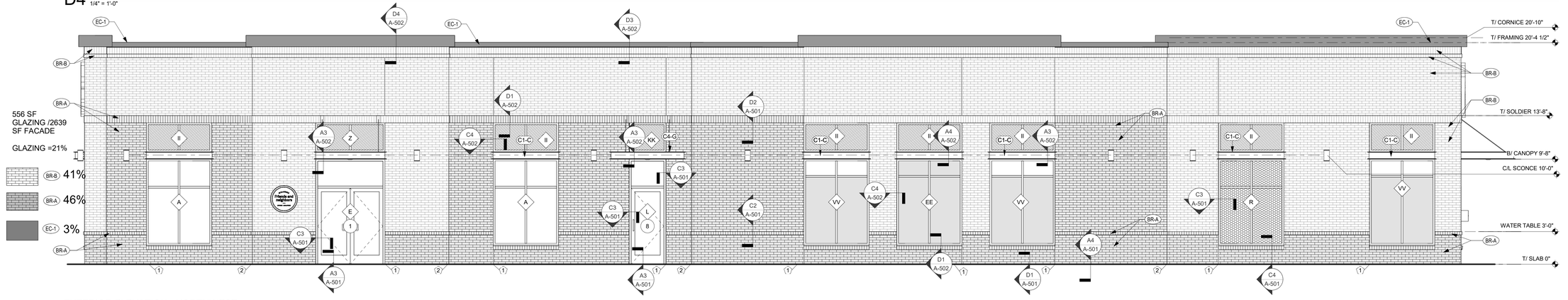
SHEET
FLOOR PLAN - LDR

SHEET NUMBER
A-201-B

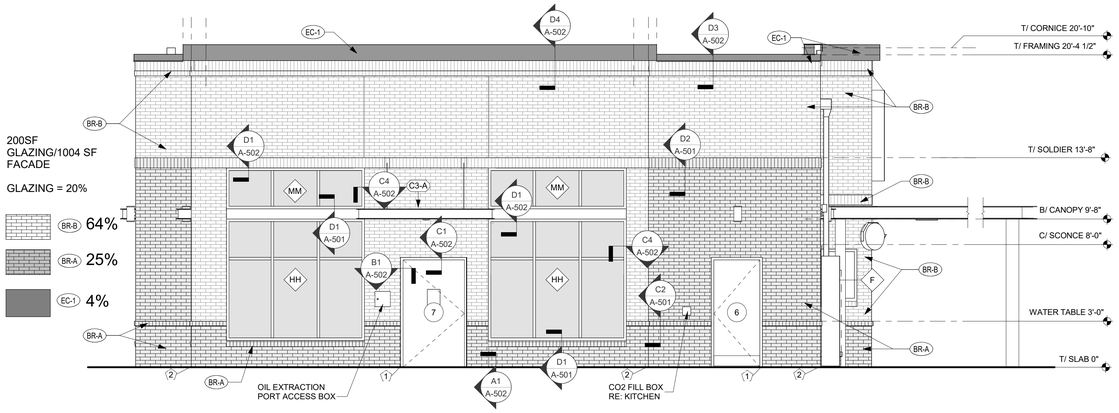
4/21/2025 11:29:34 AM Autodesk Docs://FL_05989_Alachua_2024.9_BTS/05989_Alachua_ARC.rvt
10-LS-05989-A-201-B-FLOOR PLAN - LDR



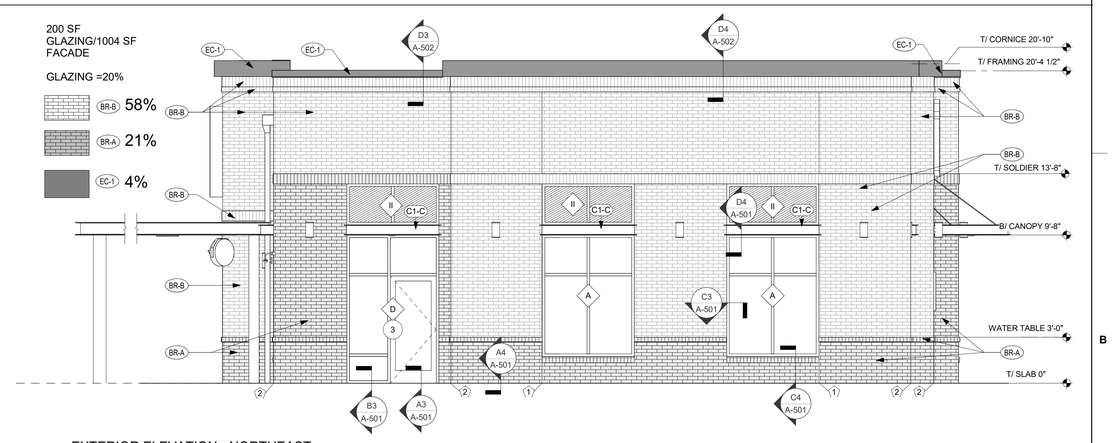
EXTERIOR ELEVATION - SOUTHEAST
NOT FACING STREET OR CLASSIFIED LAND
D4 1/4" = 1'-0"



EXTERIOR ELEVATION - NORTHWEST
Front Facing NW 174th Dr.
C4 1/4" = 1'-0"



EXTERIOR ELEVATION - SOUTHWEST
Facing NW 161st Place
B4 1/4" = 1'-0"



EXTERIOR ELEVATION - NORTHEAST
Facing NW US 441.
B2 1/4" = 1'-0"

FAÇADE GLAZING CALCULATION

EXTERIOR ELEVATION - WEST Front Facing NW 174TH Dr.	556 SF
FAÇADE FACING STREET	
EXTERIOR ELEVATION - WEST Front Facing NW 174TH Dr.	556 SF
EXTERIOR ELEVATION - NORTH Facing NW US 441.	200 SF
EXTERIOR ELEVATION - SOUTH Facing NW 161st Place	200 SF
FAÇADE FACING PUBLICLY ACCESSIBLE PARKING	
EXTERIOR ELEVATION - WEST Front Facing NW 174TH Dr.	556 SF
FAÇADE FACING VACANT LAND CLASSIFIED AS A (ARGRICULTURE)	
EXTERIOR ELEVATION - SOUTH Facing NW 161st Place	200 SF

AREA OF ALL FAÇADE GLAZING		
EXTERIOR ELEVATION - WEST Facing NW 174TH Dr.	556 SF	20%
EXTERIOR ELEVATION - NORTH Facing NW US 441.	200 SF	20%
EXTERIOR ELEVATION - EAST	152 SF	15%
EXTERIOR ELEVATION - SOUTH Facing NW 161st Place	200 SF	20%
TOTAL FAÇADE GLAZING	666 SF	8.75%

GENERAL NOTES
1. ALL SIGNAGE PROVIDED BY OTHERS
2. REF FLOOR PLAN AND WINDOW LEGEND FOR STOREFRONT INFORMATION

CANOPY NOTES:
BUILDING MOUNTED CANOPIES - 8" THICK CANOPY
- KYNAR FINISH OF STRUCTURE, FASCIA, & DECKING TO MATCH CP-1
COLUMN MOUNTED CANOPIES - 10" THICK CANOPY
- FINISH OF STRUCTURE TO BE CP-1
- FINISH OF DECKING TO BE CP-2

ATTACHED CANOPY SCHEDULE

Mark	Description	Count	Overall Width	Overall Depth	Tie Back Mounting (Offset From Top)	Integral Lighting
C1-C	Exterior Canopy	12	6'-4"	1'-0"	0"	No
C3-A	Exterior Canopy	2	<varies>	5'-0"	2'-6"	Yes
C4-G	Exterior Canopy	1	7'-0"	4'-0"	2'-4"	Yes
Grand total		15				

FINISH SCHEDULE - EXTERIOR

MARK	DESCRIPTION	MANUFACTURER	MODEL NAME	MODEL NUMBER	COLOR	NOTE
BR-A	BRICK VENEER (PRIMARY)	CHEROKEE BRICK	MODULAR		LIGHT GRAY SMOOTH	MORTAR: ARGOS SAN TAN
BR-B	BRICK VENEER (ACCENT)	CHEROKEE BRICK	MODULAR		OATMEAL SMOOTH	MORTAR: IVORY BUFF
CP-1	CANOPY METAL FASCIA		DURA COAT	DC19ST-2703	DARK BRONZE	OIL RUBBED BRONZE METALLIC TEXTURE PVD
CP-2	CANOPY METAL DECK				WHITE	SMOOTH WHITE, HIGH GLOSS
EC-1	PARAPET WALL COPING	DUROLAST / EXCEPTIONAL METALS			MIDNIGHT BRONZE	
PT-100	EXTERIOR PAINT	SHERWIN WILLIAMS	SHER-CRYL HIGH PERFORMANCE ACRYLIC #B66-350	SW 2807	ROOKWOOD	REFUSE ENCLOSURE. FINISH: SEMI-GLOSS ON DOOR FRAMES, SATIN ON WALLS
PT-113	EXTERIOR PAINT	SHERWIN WILLIAMS	SHER-CRYL HIGH PERFORMANCE ACRYLIC #B66-350	SW Bronzetone	DARK BRONZE	FINISH: SEMI-GLOSS
ST-1	STOREFRONT	YKK	YES 45		DARK BRONZE (MATTE)	

LEGEND
- BR-B 53%
- BR-A 32%
- EC-1 4%
- EXPANSION JOINT. SEALANT COLOR TO MATCH MORTAR COLOR. RE: SPECIFICATIONS
- CARD READER BY SECURITY VENDOR - RE: ELEC
- SCUPPER - PT-113 SEE A2 / A-503
- DOWNSPOUT - PT-113 SEE A4 / A-503
- MDP - PT-113 RE: ELECTRICAL
- OIL EXTRACTION PORT ACCESS BOX
- CO2 FILL BOX - RE: KITCHEN
- LIGHT FIXTURE - RE: ELECTRICAL
- CT CABINET - PT-113 RE: ELECTRICAL

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

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14481 Quorum Dr. Suite 800
Dallas, Texas 75254
Phone: (972) 386-0338

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4/21/2025 11:21:56 AM

CHICK-FIL-A
Alachua FSU

16314 US Hwy 441
Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS BP
RELEASE: 24.08
PRINTED FOR
IFP

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
2	02/14/2025	IFC
3	03/10/2025	ARCH COORDINAITON 01
5	04/17/2025	CITY COMMENTS 01

CONSULTANT PROJECT # 24098
DATE 4/21/2025 11:21:56 AM
DRAWN BY JN

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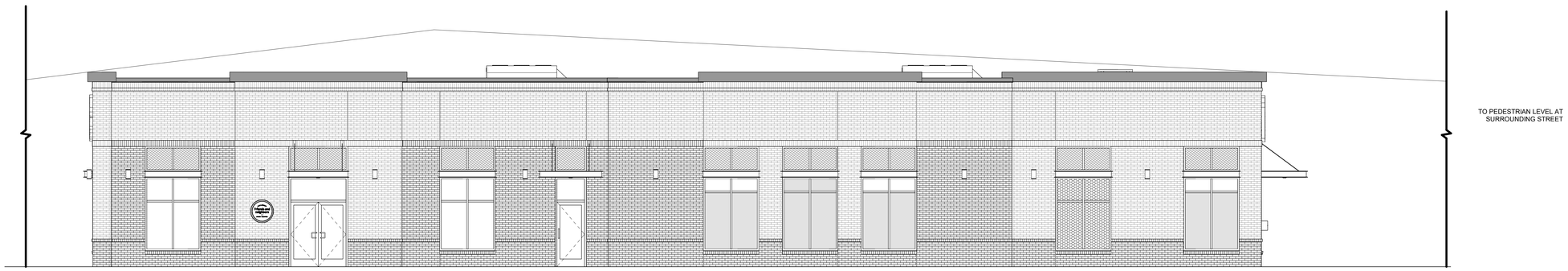
SHEET
EXTERIOR ELEVATIONS

SHEET NUMBER
A-301

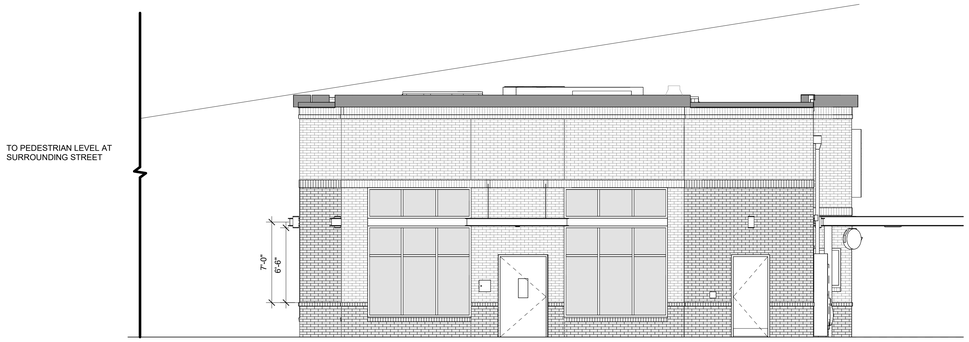
4/21/2025 11:21:56 AM Autodesk Docs://FL_05989_Alachua_2024.9_BTS/05989_Alachua_ARC.rvt
10-LS-05989-A-301-EXTERIOR ELEVATIONS



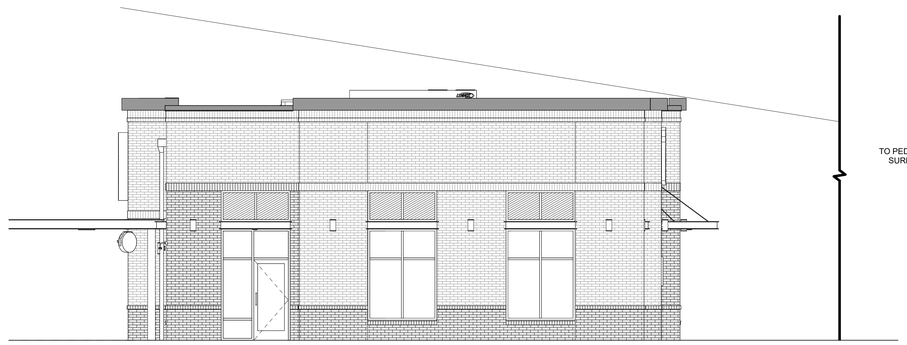
D4 RTU SCREENING EXHIBIT - EAST
NOT FACING STREET OR CLASSIFIED LAND
3/16" = 1'-0"



C4 RTU SCREENING EXHIBIT - WEST
FRONT FACING NW 174TH DR
3/16" = 1'-0"



B4 RTU SCREENING EXHIBIT - SOUTH
FACING NW 161ST PLACE
3/16" = 1'-0"



A4 RTU SCREENING EXHIBIT - NORTH
FACING NW US 441
3/16" = 1'-0"

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

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STATE OF FLORIDA
GREGORY L. DASPIT
AR101312
REGISTERED ARCHITECT

4/21/2025 11:21:59 AM

CHICK-FIL-A
Alachua FSU

16314 US Hwy 441
Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS BP
RELEASE: 24.08
PRINTED FOR
IFP

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
3	03/10/2025	ARCH COORDINAITON 01
5	04/17/2025	CITY COMMENTS 01

CONSULTANT PROJECT # 24098
DATE 4/21/2025 11:21:59 AM
DRAWN BY M.O.

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SHEET
EXTERIOR ELEVATIONS

SHEET NUMBER
A-303

5

4/21/2025 11:21:59 AM Autodesk Docs://FL_05989_Alachua_2024.9_BTS/05989_Alachua_ARC.rvt
10-LS-05989-A-303-EXTERIOR ELEVATIONS

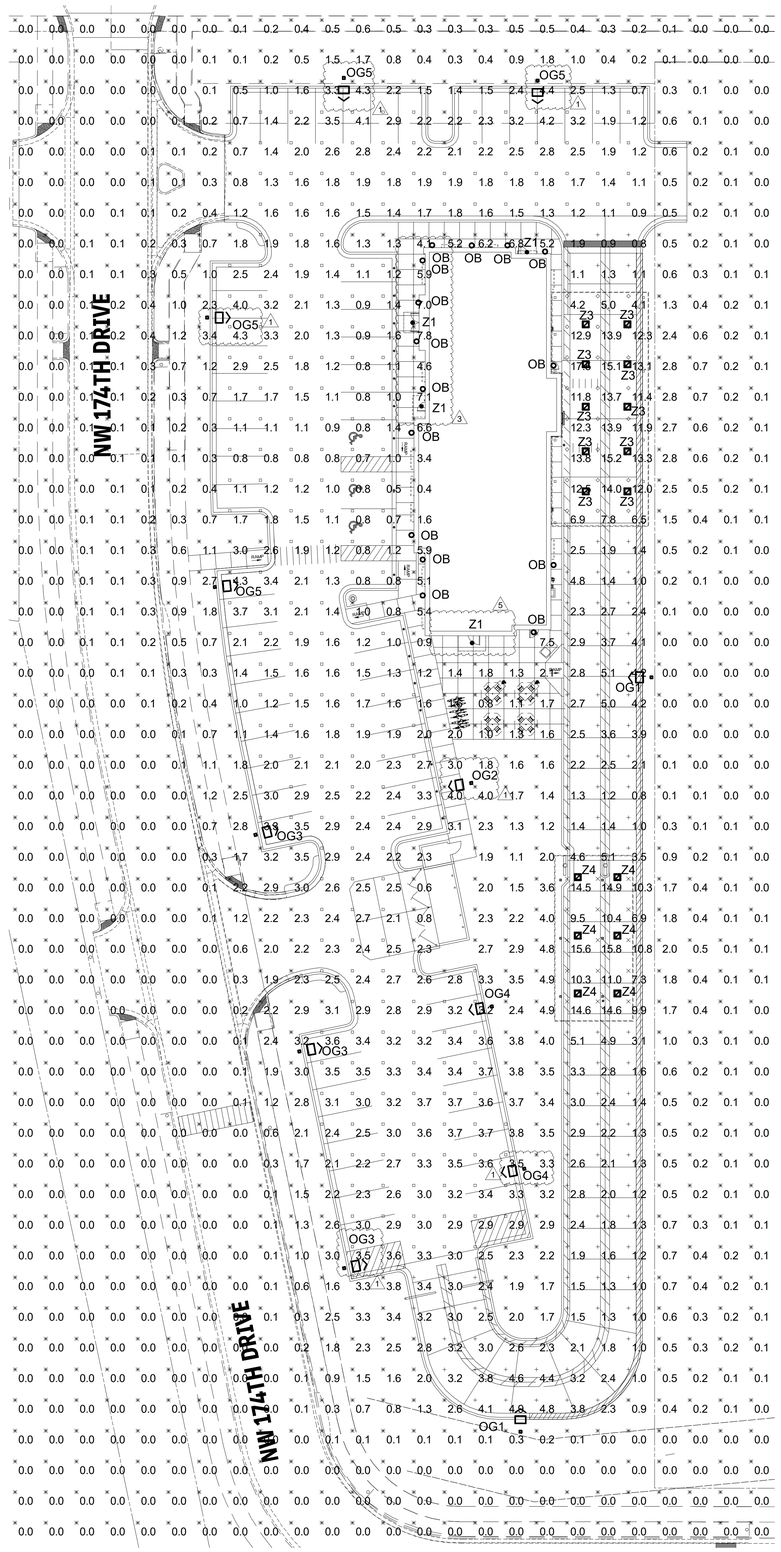
Schedule								
Symbol	Label	Quantity	Manufacturer	Catalog Number	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
◯	OB	15 5	PROGRESS	P5641-3130K	1	865	1	29.6
⌂	OG1	2	LITHONIA LIGHTING	DSX0 LED P5 40K 70CRI BLC4 MVOLT MA DDBXD / BR1055-BZ	1	9083	1	90.12
⌂	OG2	1	LITHONIA LIGHTING	DSX0 LED P3 40K 70CRI T4M MVOLT MA DDBXD / BR1055-BZ	1	8926	1	68.95 5
⌂	OG3	3	LITHONIA LIGHTING	DSX0 LED P5 40K 70CRI T5M MVOLT MA HS DDBXD / BR1055-BZ	1	9176	1	90.12
⌂	OG4	2	LITHONIA LIGHTING	DSX0 LED P5 40K 70CRI T5M MVOLT MA DDBXD / BR1055-BZ	1	12625	1	90.12
⌂	OG5	4	LITHONIA LIGHTING	DSX0 LED P3 40K 70CRI TFTM MVOLT MA DDBXD / BR1055-BZ	1	8988	1	68.95
⊘	Z1	4	EATON - HALO (FORMER COOPER LIGHTING)	SLD405830WH	1	750	1	12.2
▨	Z3	10	LSI INDUSTRIES, INC.	CRUS-SC-LED-SLW-30	1	5584	0.6	38
▨	Z4	6	LSI INDUSTRIES, INC.	CRUS-SC-LED-SLW-30	1	5584	0.67 5	38

OG POLES SHALL BE 15' DIRECT BURIED CONCRETE POLES WITH 2-3/8" TENON MOUNTS. PROVIDE 2-3/8" TENON MOUNT ADAPTERS AND ARMS FOR FIXTURES AS NOTED IN THE SCHEDULE. PER CFA, CONCRETE POLES CAN BE SOURCED LOCALLY AND SHALL BE COMPARABLE TO SEMINOLE POLES. LIGHTING FIXTURES TO HAVE A DARK BRONZE FINISH. 5

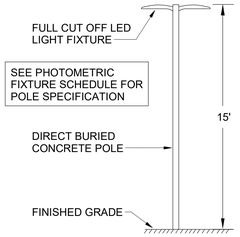
NOTE: FIXTURES 'Z3' & 'Z4' HAVE REDUCED LLF TO ACCOUNT FOR INTENDED ONBOARD DIMMING.
REFER TO SHEET E-703 FOR DIMMER DETAILS.

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone	+	0.5 fc	17.5 fc	0.0 fc	N/A	N/A
DT Lane	+	2.5 fc	5.1 fc	0.8 fc	6.4:1	3.1:1
Lot Summary	+	3.0 fc	17.5 fc	0.0 fc	N/A	N/A
MLOP Canopy	+	11.8 fc	15.8 fc	6.9 fc	2.3:1	1.7:1
OMD Canopy	◇	11.5 fc	17.5 fc	4.1 fc	4.3:1	2.8:1
Parking Lot Summary	□	2.2 fc	4.3 fc	0.5 fc	8.6:1	4.4:1

5



A1 PHOTOMETRIC PLAN
1" = 20'-0"



E1 AREA LIGHTING POLE DETAIL
N.T.S.

20' 10' 0' 20' 40'

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

Kurzynske & Associates
2705 Lebanon Pike - Suite One
Nashville, Tennessee 37214
Telephone: (615) 255-5203

MARK T. KURZYNSKE LICENSE No. 53568 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Mark T. Kurzynske, PE on the date shown using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

CHICK-FIL-A
Alachua FSU

NW US Hwy 441
Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS BP
RELEASE: 24.08
PRINTED FOR
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REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	11/08/2024	MAI Revision
3	03/10/2025	ARCH COORDINATION
5	04/17/2025	CITY COMMENTS 01

CONSULTANT PROJECT # 24125.MA.S
DATE 10/04/2024
DRAWN BY RH

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SHEET
SITE PHOTOMETRIC PLAN

SHEET NUMBER
E-102

PROGRESS LIGHTING

Project:
Fixture Type:
Location:
Contact:

One-Light Outdoor

Wall mounted · Wet location listed PROGRESS LED

P5641-31/30K

Description:

6" downlight wall cylinders are ideal for a wide variety of interior and exterior applications including residential and commercial. The aluminum Cylinders offers a contemporary design with its sleek cylindrical form and elegant fade and chip resistant Black finish, perfect for today's inspired exteriors. With over 1,050 lumens the LED Cylinders unite performance, energy savings and safety benefits.

Specifications:

- Black (-31) (powder coat paint)
- Die cast and extruded aluminum Construction
- Black finish.
- Interior finish matches exterior finish.
- Die-cast aluminum construction with durable powder coated finish
- 1,050 lumens 29 lumens/watt (delivered)
- 3000K color temperature, 90+ CRI
- Dimmable to 10% brightness (See Dimming Notes)
- Back plate covers a standard 4" octagonal recessed outlet box
- Mounting strap for outlet box included
- 6'-0" wire supplied
- Meets California Title 24 high efficacy requirements for outdoor use only

Images:



Dimensions:

Width: 6"
Depth: 8-7/8"
Height: 12"
H/CTR: 6-1/2"

Performance:

Number of Modules	1
Input Power	29.6w
Input Voltage	120 V
Input Frequency	60 Hz
Lumens/LPW (Delivered)	1,050/29 (LM-79)
CCT	3000 K
CRI	90 CRI
Life (hours)	60,000 (L70/TM-21)
FCC	FCC Title 47, Part 15, Class B
Min. Start Temp	-30 °C
Max. Operating Temp	30 °C
Warranty	5 year warranty
Labels	cCSAus Wet location listed
	Meets California Title 24 high efficacy requirements for outdoor use only

C4 FIXTURE - OB
N.T.S.

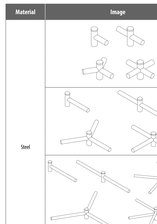
ARM & BR Horizontal Arms

Round Aluminum or Steel Horizontal Arms

HOLOPHANE

DIMENSIONAL DATA

Steel - Horizontal Arms and Brackets

Material	Image	Catalog Number	Orientation	EPA (sq ft)	Weight (lbs)	Pole Top or Tenon Diameter	Arm Length	Arm Diameter
Steel		BR1055	1@90°	0.3	8			
		BR1056	2@180°	0.4	11	3.5/4 Tenon 2-3/8" X 4" Tall	8"	
		BR1057	3@120°	0.5	15			
		BR1058	4@90°	0.6	18			
		ARM150	1@90°	0.38	11			
		ARM151	2@180°	0.61	15	8/4 Tenon 2-3/8" X 4" Tall	18"	
		ARM152	3@120°	0.77	19			
		ARM153	4@90°	1.08	25			3-5/8" O.D.
		BR292	1@90°	0.55	19			
		BR293	2@180°	0.95	24	8/4 Tenon 2-3/8" X 4" Tall		
		BR294	3@120°	1.34	31		30"	
		BR295	4@90°	1.75	38			
		BR296	5@72°	2.21	52			
		BR297	6@60°	2.59	80	4'@ Tenon 4" x 6" Tall		
		BR298	8@45°	3.36	91			



C3 FIXTURE - OG ARM
N.T.S.

D-Series Size 0

LED Area Luminaire

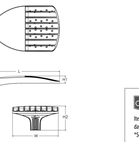
d*series

Catalog Number
Notes
Type

*Not for use in Wet Location. See page 3 for additional information.

Specifications

EPA: 0.44 ft² (0.04 m²)
Length: 26.18" (66.5 cm)
Width: 14.06" (35.7 cm)
Height H1: 2.26" (5.7 cm)
Height H2: 7.46" (18.9 cm)
Weight: 23 lbs (10.4 kg)



Design Select options indicated by this color background.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

ds design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details.

Ordering Information **EXAMPLE:** DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature*	Color Rendering Index*	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 P4 **Rotated optics** P10¹ P12¹ P11¹ P13¹	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended Road times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare* T4M Type IV medium T4LG Type IV low glare* T5VW Forward throw medium	T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control* BLC4 Type IV backlight control* LCCO Left corner cutoff* RCCO Right corner cutoff*	MVOLT (120V-277V)² HVOLT (347V-480V)³ XVOLT (277V-480V)³⁴ 120 5,6 208 5,6 240 5,6 277 5,6 347 5,6 480 5,6	**Shipped included** SPA Square pole mounting (4ft drilling, 3.5" min. SQ pole) RPA Round pole mounting (4ft drilling, 3" min. RND pole) SPA55 Square pole mounting (4ft drilling, 5" min. SQ pole)⁷ RPA5 Round pole mounting (4ft drilling, 5" min. RND pole)⁷ SPA5HN Square narrow pole mounting (4ft drilling, 3" min. SQ pole) WBA Wall bracket⁸ **NA** Mast arm adapter (mounts to 2 3/8" OD horizontal tenon)

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc⁹,¹⁰,¹¹,¹²,¹³ PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc⁹,¹⁰,¹¹ PER NEMA twist-lock receptacle only (controls ordered separate)¹⁴ PER5 Five-pin receptacle only (controls ordered separate)¹⁴,¹⁵ PE5Y Seven-pin receptacle only (controls ordered separate)¹⁴,¹⁵ FAO Field adjustable output¹⁶,¹⁷ BL30 Bi-level switched dimming, 30%¹⁶ BL50 Bi-level switched dimming, 50%¹⁶ DMG 0-10v dimming wires pulled to outside fixture (for use with an external control, ordered separately)¹⁷	**Shipped installed** HS Housing side shield (black finish standard)¹⁸ LNS Left-rotated optics¹ RNS Right-rotated optics¹ CCE Coastal Construction¹⁹ HA 50°C ambient operation²⁰ BAA Buy America(n) Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V)²¹ DF Double fuse (208, 240, 480V)²¹ **Shipped separately** EGSR External Glare Shield (reversible, field install required, matches housing finish) BSUR Bird spikes (field install required)	DDBTD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

C1 FIXTURE - OG
N.T.S.

Ordering Information

Accessories
Ordered and shipped separately.

DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V)⁴
DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V)⁴
DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V)⁴
DSHORT SBK Shorting cap²¹
DSX0HS IV Housing side shield (enter package number P1-7, P10-13 in place of X)
DSX0PIR IVHDGC Round pole-adjuster (IV) drilling, specify finish)
DSX0PIR1 IVHDGC Round pole-adjuster (IV) drilling (specify finish)
DSX0EGSR IVHDGC Square pole-adapter (IV) drilling (specify finish)
DSX0EGSR IVHDGC External glare shield (specify finish)
DSX0BSUR IVHDGC Bird spike deterrent bracket (specify finish)

NOTES
1 Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option LNS or RNS.
2 347, 480, and 50K available in 70CRI and 80CRI. 27K and 30K only available with 80CRI. Contact Technical Support for other possible combinations.
3 T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. Not available with XVOLT.
5 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6 HVOLT not available with package P1, P2 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
7 Not available with 4 at 90° (P4, P7, P13) or 5 at 72° (P5) configurations.
8 XVOLT not available in packages P1, P2 or P10. XVOLT not available with fusing (SF or DF).
9 SPA5 and RPA5 for use with 4ft drilling only (Not for use with 4ft drilling).
10 Reference Motion Sensor Default Settings table on page 4 to see functionality.
11 NLTAIR2 and PIRHN must be ordered together. For more information on nLight Air 2, visit www.acuitybrands.com/controls/nlight-air-generation-two.
12 NLTAIR2 PIRHN not available with other controls including PIR, PIR1, PIR5, PIRTC, PIRCR, BL30, BL50 and DMG. NLTAIR2 PIRHN not available with P1, P2 and P10 when ordered with DSX0HS IV. NLTAIR2 PIRHN not available with P3, P4, P5, P6, P7, P11, P12, P13.
13 PIR not available with NLTAIR2, PIR, PIR5, PIRTC, PIRCR, BL30 and DMG. PIR not available with P1, P2 and P10 when ordered with DSX0HS IV.
14 PER/PER5/PE5Y not available with NLTAIR2, PIR, BL30, BL50. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See Accessories tab for ordering info.
15 PAIC not available with other dimming control options NLTAIR2 PIRHN, PIR, PIR5, PIRTC, BL30, BL50 or DMG.
16 BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PIR5, PIRTC, FAO and DMG. BL30 or BL50 must specify 120 or 277V.
17 FAO and DMG not available with NLTAIR2 PIRHN, PIR, PIR5, PIRTC.
18 Reference Motion Sensor Default Settings table on page 4 to see functionality.
19 Reference Controls Options table on page 4.
20 Not available with options BL30, BL50, T3LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory, see Accessories information.
21 CCE option not available with option BS and option EGSR. Contact Technical Support for availability.
22 Option HA not available with performance packages P6, P7, P12 and P13.
23 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) not available with these voltages.
24 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Shield Accessories



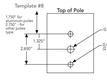
External Glare Shield (EGSR)



House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION
(from top of pole)



Template #8



Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2 3/8"	RPA	AS3-S 190	AS3-S 280	AS3-S 290	AS3-S 390	AS3-S 320	AS3-S 490
2 7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	HS	DM19AS	DM28AS	DM29AS	DM39AS	DM53AS	DM49AS
		Minimum Acceptable Outside Pole Dimension					
SPA	HS	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	HS	3"	3"	3"	3"	3"	3"
SPA5	HS	5"	5"	5"	5"		5"
RPA5	HS	5"	5"	5"	5"	5"	5"
SPA5HN	HS	3"	3"	3"	3"		3"

DSX0 Area Luminaire - EPA

Particular orientations and integral mounting arms, tenon mounts, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM53	4 @ 90 DM49
Mounting Type						
DSX0 with SPA	0.44	0.88	0.96	1.18	—	1.16
DSX0 with SPA5, SPA5HN	0.51	1.02	1.06	1.26	—	1.29
DSX0 with RPA, RPA5	0.51	1.02	1.06	1.26	1.24	1.29
DSX0 with WBA	0.64	1.28	1.24	1.67	1.70	1.95

Catalog # : _____ Project : _____ Type : _____
Prepared By: _____ Date : _____

Scottsdale® Legacy (CRUS)

LED Canopy Luminaire

IP66

OVERVIEW	
Lumen Package (lm)	5,000 - 22,000
Wattage Range (W)	38 - 152
Efficacy Range (LPW)	114 -156
Weight lbs (kg)	23 (10.4)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction
- Features a ultra-slim 11/16" profile die-cast housing, with flat clear or diffused tempered glass lens. Unit is water-resistant, sealed and IP66 rated. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.
- Standard color is white and is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.
- Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

Optical System
- Features an array of select, mid-power, high brightness, high efficiency LED; 3000K, 4000K, 5000K color temperature, 80 CRI (nominal).
- Choice of Symmetric or Asymmetric distribution. Asymmetric provides a wider distribution pattern. Optional symmetric with diffused lens also available.
- Forward Throw distribution provides an industry leading unique distribution pattern that illuminates the area under the gas canopy and beyond. The forward through optic directs the light to the forecourt from the gas canopy eliminating the need for supplemental floodlights and extensive perimeter lighting.
- Diffuse lens available as an option to soften brightness of the luminaire.
- Six Lumen Packages; 5,000, 9,000, 10,000, 13,000, 18,000 and 22,000 Lumens.

Electrical
- High performance factory programmable driver features over-voltage, under voltage, short-circuit and over temperature protection with integral 6kV surge protection that meets IEEE C62.41.2 and ANSI C82.77-5 Location Category C Low standards. Additional field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/ IEEE C62.41.2). Custom lumen and wattage packages available.
- Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.
- Die-cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and acts as the primary heatsink ensuring cool operation of internal components for longer life. Seals to optical housing via one-piece molded silicone gasket.
- Universal voltage power supply, 120-277 VAC, 50/60 HZ and 347-480 VAC, 50/60 HZ input.
- -40°C to 55°C (-40°F to 131°F) ambient operating temperature. (Varies based on lumen package and mounting style see performance data for specifics.)
- Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location (see performance data for specifics.)

Hazardous Location
- Designed for lighter than air fuel applications. Product is suitable for Class 1 Divisions 2 only when properly installed per LSI installation instructions. See lsicorp.com for specific guidance. Not available on SLW.

Installation
- One-person installation.
- Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit.
- Retro panels are available for existing Encores as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

Warranty
- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings
- UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL, to confirm which versions are qualified.
- Meets Buy American Act requirements.
- IDA compliant with 3000K or lower color temperature.

A2 FIXTURE - Z2
N.T.S.

Scottsdale® Legacy (CRUS) LED Canopy Luminaire

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: CRUS SCFT LED VHO 50 UE WHT DFL

Prefix	Distribution	Light Source	Driver	Color Temperature	Input Voltage	Finish	Options[1]
CRUS - LED Canopy Luminaire	SC - Symmetric AC - Asymmetric SCFT[2] - Combination Standard Symmetric and Forward Throw	LED	CLM - 5,000 Lumens VLM - 9,000 Lumens LW - 13,000 Lumens SO - 15,000 Lumens HO - 20,000 Lumens VHO - 22,000 Lumens[3] Custom Lumen Packages[3] VHO - 22,000 Lumens	30 - 3000K 40 - 4000K 50 - 5000K	UE - Universal Voltage (120 - 277V) HV - High Voltage (347 - 480V)	WHT - White BLC - Bronze BLK - Black	W1 - Hazardous Location DFL - Diffuse Lens

Need more information? Click here for our glossary

Have additional questions? Call us at (800) 436-7800

ACCESSORY ORDERING INFORMATION (Accessories are field installed)

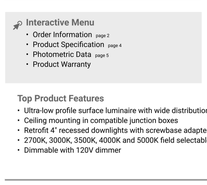
Order Number	Description
529546	Retrofit Panels - EC / ECTA / SCT to CRUS, for 16" Deck Panel
530281	Retrofit Panels - ECTA / SCT to CRUS, for 12" Deck Panel
357282	Retrofit 2x2 Cover Panel Blank (no holes)

Order Number	Description
354702	Retrofit RC Cover Panel Blank (no holes)
1528540	Kit - Hole Plugs and Silicone (enough for 25 retrofits)

*Consists of (25) 3/8" hole plugs, (100) 5/16" hole plugs and (1) tube of RTV

1 AC distribution utilizes a reflector which alters the look from a standard SC distribution.
2 FT distribution option only available with VHO 22,000 lumen package.
3 Custom lumen and wattage packages available consult factory Values are within industry standard tolerances but not DLC listed.
4 Not available with SCFT.
5 Not available on SLW.

Project		Catalog #		Type	
Prepared by		Notes		Date	



HALO

SLDSL4 Series

4" Surface LED Downlight
SelECTable color temperature

Typical Applications
Residential

Interactive Menu
- Order Information page 2
- Product Specification page 4
- Photometric Data page 5
- Product Warranty

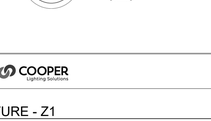
Product Certification

Refer to DLC/ETL/CSA® Certified Product Lists at Can-ge.ca to comply with California Title 24 Energy Efficiency requirements. Certified in California Appliance Efficiency Database under 1402

Product Features

Top Product Features
- Ultra-low profile surface luminaire with wide distribution
- Ceiling mounting in compatible junction boxes
- Retrofit 4" recessed downlights with screwbase adapter (sold separate)
- 2700K, 3000K, 3500K, 4000K and 5000K field selectable CCT; 90 CRI
- Dimmable with 120V dimmer

Dimensional and Mounting Details



A1 FIXTURE - Z1
N.T.S.

HALO SLDSL4 Series

Order Information

SAMPLE NUMBER: **SLDSL406930S1EMWR** = 4" Surface Mount LED Downlight, 90CRI, Selectable CCT, Matte White
Junction Box Installation: Order junction box separately, as supplied by others, to complete installation.
Recessed Installation: Order HALO recessed housing and SLDACKIT separately to complete installation.

Models	Lumens	CRI / CCT	Driver	Finish	Packaging
SLDSL4 = 4" Surface LED Downlight, 120V	**04** = 600 lumen series	**90** = 90 CRI minimum, field selectable 2700K, 3000K, 3500K, 4000K or 5000K CCT	**1E** = 120V 60Hz, LE & TE phase cut 3% dimming	**MW** = Matte White	**R** = recyclable 4-color unit carton suitable for point of purchase merchandising display
Notes	Notes	Notes	Notes	Notes	Notes

Accessories

Accessories
Designer Trims **SLD4TRMSN Trim Kit for a designer finish** **SLD4TRMSN-U** 4" SLD Satin Nickel **SLD4TRMTBZ-U** 4" SLD Tuscan Bronze **SLD4TRMWH-U** 4" SLD White (paintable) **J-Box Spacer Extension Ring** **Add 1.5"/4" depth when SLD driver cannot fit into installed junction box** **SLD4EXT-U** Surface LED J-Box Extender, 7.75" O.D. **RAD Adapters** **When junction box is mounted flat on a ceiling or beam surface (not recessed in ceiling)** **SLD4RAD-U** SLD Round Surface J-Box Adapter, 6.13" O.D. (For 4-inch round or octagon junction boxes) **Spare Parts** **SLDSPARE-U** SLD Accessory Parts Replacement Kit (Screwdaver adapter, torsion springs, friction blades) **SLD4ADBCK-U** 4" Junction Box Bracket & Screws *Refer to SLD Accessories specification sheet for further information.*
Notes

Accessories **(Order Separately)**

Designer Trims



SLD4TRMSN Satin Nickel



SLD4TRMTBZ Tuscan Bronze



SLD4TRMWH White (Paintable)

J-box Spacer Extension Ring



SLD4EXT 4" Surface LED Spare Ring

RAD Adapter

SLD4RAD 4" SLD Round Surface J-box Adapter For 4" round and octagon junction boxes.

A2 FIXTURE - Z2
N.T.S.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

Kurzynske & Associates
2705 Lebanon Pike - Suite One
Nashville, Tennessee 37214
Telephone: (615) 255-5203

MARK T. KURZYNSKE LICENSE No. 53568 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Mark T. Kurzynske, PE on the date shown using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

CHICK-FIL-A
Alachua FSU
NW US Hwy 441
Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS
RELEASE: 24.08
PRINTED FOR
IFP

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
5	04/17/2025	CITY COMMENTS 01

CONSULTANT PROJECT # 24125.MA.S
DATE 10/04/2024
DRAWN BY BTS

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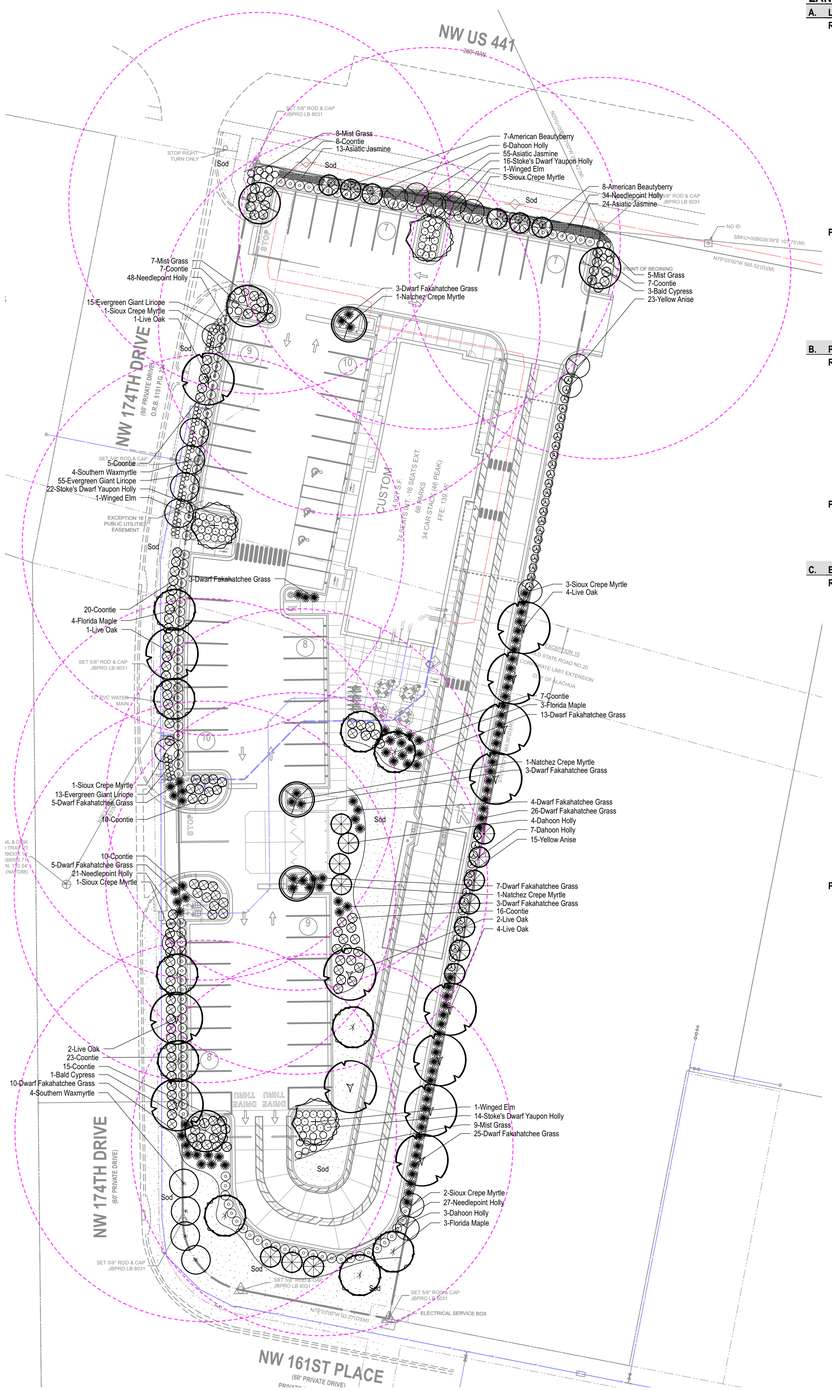
SHEET
FIXTURE SPEC SHEETS

SHEET NUMBER
E-503



LANDSCAPE REQUIREMENTS

A. LANDSCAPE STANDARDS

REQUIRED

1. Three canopy trees per acre, planted on the primary or street facing side.
   - US Hyw 441: 1.37 AC x 3 = 4 canopy trees
2. Two canopy trees per acre planted on each of the sides and rear of each structure.
   - West: 1.37 AC x 3 = 3 canopy trees
   - South: 1.37 AC x 3 = 3 canopy trees
   - East: 1.37 AC x 3 = 3 canopy trees
3. Additional four canopy trees for each 100 LF of facade
   - 124 LF (west facade) / 100 = 1.24
   - 1.24 x 4 = 5 canopy trees
4. Six ornamental/understory trees per acre, with 50% planted in front of the structure and 25% planted on each side
   - 1.37 AC x 6 = 9 ornamental/understory trees
   - 9 x 50% = 5 planted on front of structure
   - 9 x 25% = 2 planted on sides
5. A row of shrubs planted along all facades of the structure.

PROVIDED

1. (4) Dahoon Hollies **due to overhead utilities = 4 trees
2. West: (3) Live Oak = 3 canopy trees
   - South: (3) Florida Maples = 3 canopy trees
   - East: (3) Live Oak = 3 canopy trees
3. (5) Florida Maples = 5 canopy trees
4. (6) Southern Wax Myrtle, (3) Sioux Crepe Myrtle = 9 ornamental/understory trees
   - (6) Southern Wax Myrtle = 6 planted on front of structure
   - (3) Sioux Crepe Myrtle = 3 planted on side

B. PARKING LOT LANDSCAPING

REQUIRED

1. Trees shall be required at a minimum rate of one canopy tree or ornamental/understory tree for every 1,800 SF, or portion thereof, of the total parking lot area.
   - Parking Lot Area: 24,365.45/ 1,800 = 13.5
   - 13.5 x 1 tree = 14 canopy or ornamental/understory
2. Shrubs shall be required at the minimum rate of ten shrubs per landscaped island
   - 13 parking lot islands x 10 = 130 shrubs
3. Tree islands must be located no more than 11 parking spaces from another tree island or landscaped island at end of parking bay.
4. No parking space shall be seperated from the trunk of an interior parking lot ornamental or canopy tree by more than 80 feet.

PROVIDED

1. (6) Wildfire Tupelo, (3) Winged Elm, (3) Natchez Crepe Myrtle, (2) Live Oak = 14 canopy and ornamental/understory
2. (48) Dwarf Yaupon Holly, (57) Coontie, (16) Fakahatchee Grass, (9) Muhly Grass = 130 shrubs
3. No island is further than 10 parking spaces.
4. No parking space is more than 80 LF of a trunk of a tree.

C. BUFFER

REQUIRED

1. The buffer shall form a continuous visual screen
2. The buffer for the parking lot shall be located on the exterior of the parking lot, immediately adjacent to the curbed and paved areas.
3. The parking lot buffer shall have a minimum of four canopy trees and three understory/ornamental trees for every 100 LF.
   - US Hwy 441: 128 LF / 100 = 1.28
   - 1.28 x 4 = 5 canopy trees
   - 1.28 x 4 = 4 understory/ornamental trees
4. Type B buffer shall contain one canopy tree every 50 LF and one understory/ornamental tree every 40 LF.
   - West: 411 LF / 50 = 8.22 (less drives)
   - 411 LF / 40 = 10.27
   - 8.22 x 1 = 9 canopy trees
   - 10.27 x 1 = 11 understory/ornamental trees
   - South: 84 LF / 50 = 1.68
   - 84 LF / 40 = 2.1
   - 1.68 x 1 = 2 canopy trees
   - 2.1 x 1 = 3 understory/ornamental trees
   - East: 437 LF / 50 = 8.74 (less drive)
   - 437 LF / 40 = 10.93
   - 8.74 x 1 = 9 canopy trees
   - 10.93 x 1 = 11 understory
5. A continuous opaque screen of shrub material parallel to the parking lot area.
6. Parking lot screen shall reach 36" hgt. within 3 years.

PROVIDED

1. Continuous Needlepoint Holly hedge in front of parking
2. The buffer is along the curb in front of parking.
3. US Hwy 441: (6) Dahoon Hollies **due to overhead utilities = 5 understory/ornamental trees
   - (5) Sioux Crepe Myrtles = 5 understory/ornamental trees
4. West: (5) Live Oak, (4) Florida Maple = 9 canopy trees
   - (8) Southern Waxmyrtle, (3) Sioux Crepe Myrtles = 11 understory/ornamental trees
   - South: (2) Florida Maple = 2 canopy trees
   - (3) Dahoon Holly = 3 understory/ornamental trees
   - East: (8) Live Oak, (1) Florida Maple = 9 canopy trees
   - (4) Sioux Crepe Myrtles, (7) Dahoon Holly = 11 understory/ornamental trees
5. A continuous Needlepoint hedge at a height of 30" is proposed
6. Needlepoints will easily reach a height of 36" within 3 years.

NOTE:
ALL vegetative materials identified in the Florida Exotic Pest Plant Council's List of Invasive Plant Species, as amended, shall be removed at time of development.

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
	10	Acer floridanum	Florida Maple	3" Cal.; 12' Hgt.	FL #1; B & B; single straight leader
	20	Ilex cassine	Dahoon Holly	2" Cal.; 8' Hgt.	Full to ground
	3	Lagerstroemia indica 'Natchez'	Natchez Crepe Myrtle	3" Cal.; 10' Hgt.	FL #1; multi-trunked; 3 canes minimum
	13	Lagerstroemia indica x faueri 'Sioux'	Sioux Crepe Myrtle	2" Cal.; 8' Hgt.	Multi-Trunked
	8	Myrica cerifera	Southern Waxmyrtle	2" Cal.; 6' Hgt.	TF; well-branched; multi-trunk
	14	Quercus virginiana	Live Oak	3" Cal.; 12' Hgt.	FL #1; B & B
	4	Taxodium distichum	Bald Cypress	3" Cal; 12' Hgt	B & B; single straight leader
	3	Ulmus alata	Winged Elm	3" Cal.; 12' Hgt.	FL #1
		Shrubs			
	15	Callicarpa americana	American Beautyberry	3 Gal.	
	130	Ilex cornuta 'Needlepoint'	Needlepoint Holly	3 Gal	
	52	Ilex vomitoria 'Stokes Dwarf'	Stoke's Dwarf Yaupon Holly	3 Gal.	
	38	Illicium parviflorum	Yellow Anise	3 Gal	
	29	Muhlenbergia capillaris	Mist Grass	3 Gal.	
	90	Tripsacum floridana	Dwarf Fakahatchee Grass	3 Gal.	
	80	Zamia pumila	Coontie	3 Gal.	
		Groundcovers			
	83	Liriope muscari 'Evergreen Giant'	Evergreen Giant Liriope	1 Gal	Plant 20" OC
	92	Trachelospermum asiaticum	Asiatic Jasmine	1 Gal.	
	11,458	Stenotaphrum secundatum	St. Augustine Grass	SF; Sod	See general landscape notes & accessories specifications.
		Other			

SOUTHEAST LANDSCAPE NOTES

1. Landscape Contractor to read and understand the Landscape Specifications prior to finalizing bids. The Landscape Specifications shall be adhered to throughout the construction process.
2. Contractor is responsible for locating and protecting all underground utilities prior to digging.
3. Contractor is responsible for protecting existing trees from damage during construction.
4. All tree protection devices to be installed prior to the start of land disturbance, and maintained until final landscaping.
5. All tree protection areas to be protected from sedimentation.
6. All tree protection fencing to be inspected daily, and repaired or replaced as needed.
7. No parking, storage or other construction activities are to occur within tree protection areas.
8. All planting areas shall be cleaned of construction debris (ie. concrete, rock, rubble, building materials, etc) prior to adding and spreading of the topsoil.
9. General Contractor is responsible for adding a min of 4" clean friable topsoil in all planting beds and all grassed areas. Graded areas to be held down the appropriate elevation to account for topsoil depth. See Landscape Specifications for required topsoil characteristics.
10. Remove debris, gravel, rock, and media not suitable for planting from all parking lot islands. Fracture/loosen subgrade to a min. 24" depth and ensure proper drainage is achieved; complete water perk test. Add planting mix to achieve desired soil elevation; refer to landscape specifications and landscape island detail.
11. Prior to beginning work, the Landscape Contractor shall inspect the subgrade, general site conditions, verify elevations, utility locations, irrigation, approve topsoil provided by the General Contractor and observe the site conditions under which the work is to be done. Notify the General Contractor of any unsatisfactory conditions, work shall not proceed until such conditions have been corrected and are acceptable to the Landscape Contractor.
12. Any deviations from the approved set of plans are to be approved by the Landscape Architect.
13. Landscaping shall be installed in conformance with ANSI Z60.1 the "American Standard for Nursery Stock" and the accepted standards of the American Association of Nurserymen.
14. Existing grass in proposed planting areas shall be killed and removed. Hand rake to remove all rocks and debris larger than 1 inch in diameter, prior to adding topsoil and planting shrubs.
15. Soil to be tested to determine fertilizer and lime requirements prior to laying sod.
16. Annual and perennial beds: add min. 4 inch layer of organic material and till to a min. depth of 12 inches. Mulch annual and perennial beds with 2-3 inch depth of mini nuggets.
17. All shrubs beds (existing and new) to be mulched with a min. 3 inch layer of mulch (double shredded hardwood mulch); or as otherwise approved by Owners Rep.
18. Planting holes to be dug a minimum of twice the width of the root ball, for both shrub and tree. Set plant material 2-3" above finish grade. Backfill planting pit with topsoil and native excavated soil.
19. Sod to be delivered fresh (Cut less than 24 hours prior to arriving on site), laid immediately, rolled, and watered thoroughly immediately after planting. Edge of sod at planting beds are to be "V" trenched; see Landscape Details.
20. Any existing grass disturbed during construction to be fully removed, regraded and replaced. All tire marks and indentions to be repaired.
21. Water thoroughly twice in first 24 hours and apply mulch immediately.
22. The Landscape Contractor shall guarantee all plants installed for one full year from date of acceptance by the owner. All plants shall be alive and at a vigorous rate of growth at the end of the guarantee period. The Landscape Contractor shall not be responsible for acts of God or vandalism. See Landscape Specifications for Warranty requirements/expectations.
23. Any plant that is determined dead, in an unhealthy, unsightly condition, lost its shape due to dead branches, or other symptoms of poor, non-vigorous growth, shall be replaced by the Landscape Contractor. See Landscape Specifications for warranty requirements/expectations.
24. Site to be 100% irrigated in all planting beds and grass area by an automatic underground Irrigation System. Irrigation as-built shall be provided to the owners rep within 24 hours of irrigation install completion.
25. Stake all evergreen and deciduous trees as shown in the planting detail and as per the Landscape Specifications.
26. Remove stakes and guying from all trees after one year from planting.

Know what's below. Call before you dig.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

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REGISTERED LANDSCAPE ARCHITECT AARON D. NEIL LA6667616 STATE OF FLORIDA

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU# 05989

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	11/15/24	MB	Tree adjustment/light poles
2	2/21/25	MB	Issued for Construction
3	3/3/25	MB	updated plant list
4	4/21/25	MB	new site plan/comments

MLD PROJECT #	**2024209**
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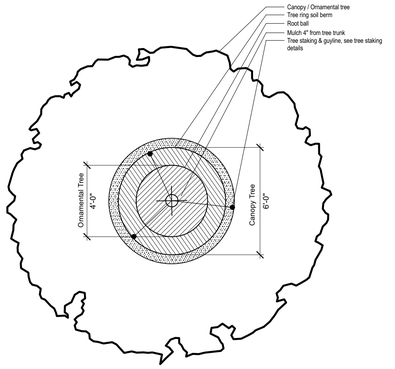
SHEET

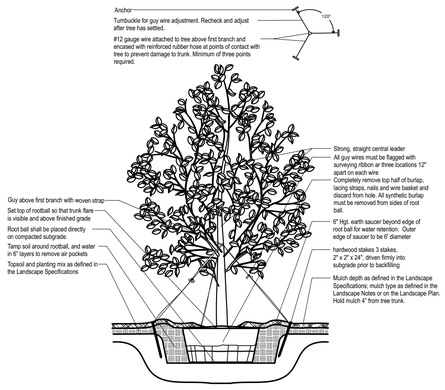
PERMIT

Landscape Plan

SHEET NUMBER

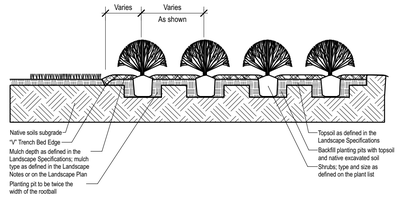
L-101



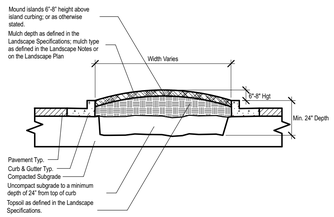


NOTE
1. Hole to be twice the width of the rootball.
2. Do not heavily prune tree at planting. Prune only crossover limbs, broken or dead branches; Do not remove the terminal buds of branches that extend to the edge of the crown.
3. Each tree must be planted such that the trunk flare is visible at the top of the rootball. Trees where the trunk flare is not visible shall be rejected. Do not cover the top of the rootball with soil. Mulch to be held back 4" away from trunk.
4. Remove Guy Wires and Staking when warranty period has expired (after one year).

1 TREE PLANTING & STAKING
SCALE: NTS

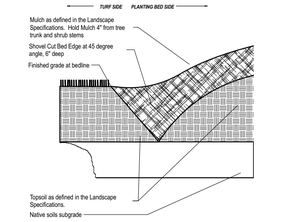


2 SHRUB BED PLANTING DETAIL
SCALE: NTS

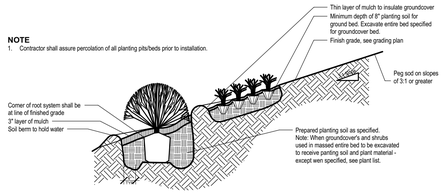


NOTE
1. Clean construction debris from within landscape island areas (ie. concrete, rocks, rubble, building materials, ect), prior to installing topsoil and plant material.
2. Fracture/loosen existing subgrade to a minimum 24" depth. Remove and replace any subgrade unsuitable for planting. Once subgrade is clean of debris and loosened, add topsoil to a minimum bermed 6"-8" height above island curbing.
3. Contractor to perform a water percolation test to ensure proper drainage. Amend subsoils as needed based on perc test.
4. Island plant material as per the Landscape Plan.
5. Install plant material as per tree, shrub and ground cover planting details, and as defined in the Landscape Specifications.
6. Install mulch or sod as specified on the Landscape Plan, and as defined in the Landscape Specifications.

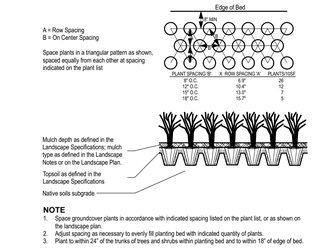
5 PARKING ISLAND DETAIL
SCALE: NTS



6 "V" TRENCH BED EDGING
SCALE: NTS

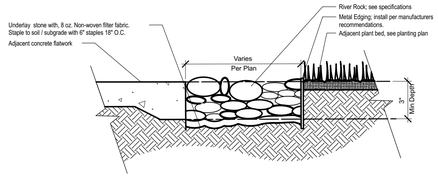


3 SLOPE PLANTING DETAIL
SCALE: NTS

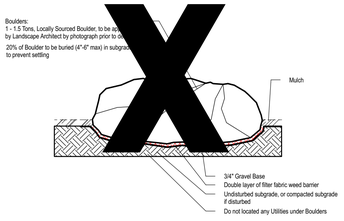


NOTE
1. Space groundcover plants in accordance with indicated spacing listed on the plant list, or as shown on the landscape plan.
2. Adjust spacing as necessary to evenly fill planting bed with indicated quantity of plants.
3. Plant to within 24" of the trunks of trees and shrubs within planting bed and to within 18" of edge of bed.

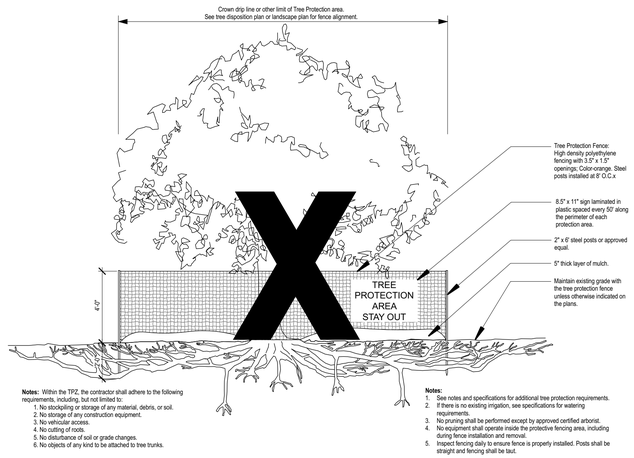
4 GROUNDCOVER PLANTING DETAIL
SCALE: NTS



7 ROCK MULCH W/ METAL EDGING DETAIL
SCALE: NTS



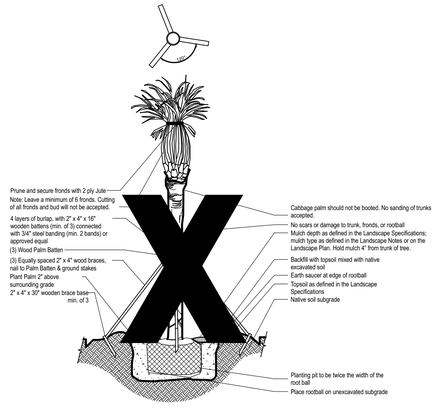
8 BOULDER INSTALLATION DETAIL
SCALE: NTS



Notes: Within the TPZ, the contractor shall adhere to the following requirements, including, but not limited to:
1. No stockpiling or storage of any material, debris, or soil.
2. No storage of any construction equipment.
3. No vehicular access.
4. No cutting of roots.
5. No disturbance of soil or grade changes.
6. No objects of any kind to be attached to tree trunks.

Notes:
1. See notes and specifications for additional tree protection requirements.
2. If there is no existing irrigation, see specifications for watering requirements.
3. No pruning shall be performed except by approved certified arborist.
4. No equipment shall operate inside the protective fencing area, including during fence installation and removal.
5. Inspect fencing daily to ensure fence is properly installed. Posts shall be straight and fencing shall be taut.

9 TREE PROTECTION FENCING DETAIL
SCALE: NTS



10 PALM PLANTING & STAKING DETAIL
SCALE: NTS

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FSU# 05989

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	11/15/24	MB	Tree adjustment/light pole
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SHEET

PERMIT

Landscape Details

SHEET NUMBER

L-102

LANDSCAPE SPECIFICATIONS

PART 1 - GENERAL

DESCRIPTION
Provide trees, shrubs, ground covers, sod, and annuals/perennials as shown and specified on the landscape plan. The work includes:

1. Soil preparation.
2. Trees, shrubs, ground covers, and annuals/perennials.
3. Planting mixes.
4. Top Soil, Mulch and Planting accessories.
5. Maintenance.
6. Decorative stone.

Related Work:

1. Irrigation System.

QUALITY ASSURANCE
Plant names indicated; comply with “Standardized Plant Names” as adopted by the latest edition of the American Joint Committee of Horticultural Nomenclature. Names of varieties not listed conform generally with names accepted by the nursery trade. Provide stock true to botanical name and legibly tagged.

Comply with sizing and grading standards of the latest edition of “American Standard for Nursery Stock”. A plant shall be dimensioned as it stands in its natural position.

All plants shall be nursery grown under climatic conditions similar to those in the locality of the project for a minimum of 2 years.

Nursery Stock furnished shall be at least the minimum size indicated. Larger stock is acceptable, at no additional cost, and providing that the larger plants will not be cut back to size indicated. Provide plants indicated by two measurements so that only a maximum of 25% are of the minimum size indicated and 75% are of the maximum size indicated.

Before submitting a bid, the Contractor shall have investigated the sources of supply and be satisfied that they can supply the listed plants in the size, variety and quality as specified. Failure to take this precaution will not relieve the Contractor from their responsibility for furnishing and installing all plant materials in strict accordance with the Contract Documents without additional cost to the Owner. The Landscape Architect shall approve any substitutes of plant material, or changes in plant material size, prior to the Landscape Contractor submitting a bid.

DELIVER, STORAGE AND HANDLING
Take all precautions customary in good trade practice in preparing plants for moving. Workmanship that fails to meet the highest standards will be rejected. Spray deciduous plants in foliage with an approved “Anti-Desiccant” immediately after digging to prevent dehydration. Dig, pack, transport, and handle plants with care to ensure protection against injury. Inspection certificates required by law shall accompany each shipment invoice or order to stock. Protect all plants from drying out. If plants cannot be planted immediately upon delivery, properly protect them with soil, wet peat moss, or in a manner acceptable to the Landscape Architect. Water heeled-in plantings daily. No plant shall be bound with rope or wire in a manner that could damage or break the branches. Cover plants transported on open vehicles with a protective covering to prevent wind burn.

PROJECT CONDITIONS
Protect existing utilities, paving, and other facilities from damage caused by landscape operations.

A complete list of plants, including a schedule of sizes, quantities, and other requirements are shown on the drawings. In the event that quantity discrepancies or material omissions occur in the plant materials list, the planting plans shall govern.

The irrigation system will be installed prior to planting. Locate, protect and maintain the irrigation system during planting operations. Repair irrigation system components damaged during planting operations; at the Contractor’s expense. Refer to the irrigation specifications, irrigation plan and irrigation details.

Do not begin landscape accessory work before completion of final grading or surfacing.

WARRANTY
Warrant plant material to remain alive, be healthy and in a vigorous condition for a period of 1 year after completion and final acceptance of entire project.

Replace, in accordance with the drawings and specifications, all plants that are dead or, are in an unhealthy, or unsightly condition, and have lost their natural shape due to dead branches, or other causes due to the Contractor’s negligence. The cost of such replacement(s) is at the Contractor’s expense. Warrant all replacement plants for 1 year after installation.

Warranty shall not include damage, loss of trees, plants, or ground covers caused by fires, floods, freezing rains, lightning storms, winds over 75 miles per hour, winter kill caused by extreme cold, severe winter conditions not typical of planting area, and/or acts of vandalism or negligence on a part of the Owner.

Remove and immediately replace all plants, found to be unsatisfactory during the initial planting installation.

Maintain and protect plant material, lawns, and irrigation until final acceptance is made.

ACCEPTANCE
Inspection of planted areas will be made by the Owner’s representative.

1. Planted areas will be accepted provided all requirements, including maintenance, have been complied with and plant materials are alive and in a healthy, vigorous condition.

Upon acceptance, the Contractor shall commence the specified plant maintenance.

CODES, PERMITS AND FEES
Obtain any necessary permits for this Section of Work and pay any fees required for permits.

The entire installation shall fully comply with all local and state laws and ordinances, and with all established codes applicable thereto; also as depicted on the landscape and irrigation construction set.

PART 2 - PRODUCTS

MATERIALS
Plants: Provide typical of their species or variety; with normal, densely developed branches and vigorous, fibrous root systems. Provide only sound, healthy, vigorous plants free from defects, disfiguring knots, sun scald injuries, frost cracks, abrasions of the bark, plant diseases, insect eggs, borers, and all forms of infestation. All plants shall have a fully developed form without voids and open spaces. Plants held on storage will be rejected if they show signs of growth during the storage period.

1. Balled and plants wrapped with burlap, to have firm, natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Provide ball sizes complying with the latest edition of the “American Standard for Nursery Stock”. Cracked or mushroomed balls, or signs of circling roots are not acceptable.
2. Container- grown stock: Grown in a container for sufficient length of time for the root system to have developed to hold its soil together, firm and whole.
   a. No plants shall be loose in the container.
   b. Container stock shall not be pot bound.
3. Plants planted in rows shall be matched in form.
4. Plants larger than those specified in the plant list may be used when acceptable to the Landscape Architect.
   a. If the use of larger plants is acceptable, increase the spread of roots or root ball in proportion to the size of the plant.
5. The height of the trees, measured from the crown of the roots to the top of the top branch, shall not be less than the minimum size designated in the plant list.
6. No pruning wounds shall be present with a diameter of more than 1” and such wounds must show vigorous bark on all edges.
7. Evergreen trees shall be branched to the ground or as specified in plant list.
8. Shrubs and small plants shall meet the requirements for spread and height indicated in the plant list.
   a. The measurements for height shall be taken from the ground level to the height of the top of the plant and not the longest branch.
   b. Single stemmed or thin plants will not be accepted.
   c. Side branches shall be generous, well-twigged, and the plant as a whole well-bushed to the ground.
   d. Plants shall be in a moist, vigorous condition, free from dead wood, bruises, or other root or branch injuries.

ACCESSORIES
Topsoil: Shall be Fertile, friable, natural topsoil of loamy character, without admixture of subsoil material, obtained from a well-drained arable site, reasonably free from clay, lumps, coarse sands, stones, roots, sticks, and other foreign materials, with acidity range of between pH 6.0 and 6.8.

Note: All planting areas shall be cleaned of construction debris (ie. Concrete, rubble, stones, building material, etc.) prior to adding and spreading of the top soil.

1. *Sod Areas:* Spread a minimum 4” layer of top soil and rake smooth.
2. *Planting bed areas:* Spread a minimum 4” layer of top soil and rake smooth.
3. *Landscape Islands/Medians:* Fracture/loosen existing subgrade to a minimum 24” depth. Remove and replace any subgrade unsuitable for planting. Once subgrade is clean of debris and loosened, add topsoil to a minimum berm 6”-8” height above island curbing. Must ensure island have proper drainage; perk test required.
4. *Annual/Perennial bed areas:* Add a minimum of 4” organic matter and till to a minimum 12” depth.

Mulch: Type selected dependent on region and availability; see landscape plans for type of much to be used. Hold mulch 4” from tree trunks and shrub stems.

1. Hardwood: (color) dark brown, 6 month old well rotted double shredded native hardwood bark mulch not larger than 4” in length and ½” in width, free of wood chips and sawdust. Install minimum depth of 3”.
2. Pine Straw: Pine straw to be fresh harvest, free of debris, bright in color. Bales to be wired and tightly bound. Needles to be dry. Install minimum depth of 3”.
3. Rock Mulch: (color) light gray to buff to dark brown, washed, 1” – 3” in size; or as desired by Owners Representative and locally available. Install in shrub beds to an even depth of 3”. Weed control barrier to be installed under all rock mulch areas. Use caution during installation not to damage plant material. Metal edging shall be installed along all edges between rock mulch and sod and/or rock mulch and other types of mulch.
4. Mini Nuggets: Install to a minimum depth of 2”-3” at all locations of annual and perennial beds. Lift the stems and leaves of the annuals and carefully spread the mulch to avoid injuring the plants. Gently brush the mulch off the plants.

Guying/Staking:

1. Arbortie: Green (or white) staking and guying material to be flat, woven, polypropylene material, ¾” wide 900 lb. break strength. Arbortie shall be fastened to stakes in a manner which permits tree movement and supports the tree.
2. Remove Guying/Staking after one year from planting.

Tree Wrap: Tree wraps should be used on young, newly planted thin-barked trees (Cherry, Crabapple, Honey Locust, Linden, Maple, Mountain Ash, Plum) that are most susceptible to sun scald/Sunburn. Standard waterproofed tree wrapping paper, 2-1/2” wide, made of 2 layers of crepe Draft paper weighing not less than 30 lbs. per ream, cemented together with asphalt. Wrap the tree in the fall and leave the wrap in place throughout the winter and early spring. Tree wraps are temporary and no longer needed once trees develop corky bark.

PART 3 – EXECUTION

INSPECTION
Prior to beginning work, the Landscape Contractor shall inspect the subgrade, general site conditions, verify elevations, utility locations, irrigation, approve top soil provided by the General Contractor and observe the site conditions under which the work is to be done. Notify the General Contractor of any unsatisfactory conditions, and work shall not proceed until such conditions have been corrected and are acceptable to the Landscape Contractor.

PREPARATION
Planting shall be performed only by experienced workmen familiar with planting procedures under the supervision of a qualified supervisor.

Locate plants as indicated on the plans or as approved in the field after staking by the Landscape Contractor. If obstructions are encountered that are not shown on the drawings, do not proceed with planting operations until alternate plant locations have been selected and approved by the Landscape Architect; spacing of plant material shall be as shown on the landscape plan.

Excavate circular plant pits with vertical sides, except for plants specifically indicated to be planted in beds. Provide shrub pits at least 12” greater than the diameter of the root system and 24” greater for trees. Depth of pit shall accommodate the root system. Provide undisturbed sub grade to hold root ball at nursery grade as shown on the drawings.

INSTALLATION
Set plant material in the planting pit to proper grade and alignment. Set plants upright, plumb, and faced to give the best appearance or relationship to each other or adjacent structure. Set plant material 2” – 3” above the finish grade. No filling will be permitted around trunks or stems. Backfill the pit with topsoil mix and excavated material. Do not use frozen or muddy mixtures for backfilling. Form a ring of soil around the edge of each planting pit to retain water.

After balled and wrapped in burlap plants are set, muddle planting soil mixture around bases of balls and fill all voids.

1. Remove all burlap, ropes, and wires from the top 1/3 of the root ball

Space ground cover plants in accordance with indicated dimensions. Adjust spacing as necessary to evenly fill planting bed with indicated quantity of plants. Plant to within 24” of the trunks of trees and shrubs within planting bed and to within 18” of edge of bed.

Mulching:

1. Mulch tree and shrub planting pits and shrub beds with required mulching material (see landscape plan for mulch type); depth of mulch as noted above. **Hold mulch back 4” away from tree trunks and shrub stems.** Thoroughly water mulched areas. After watering, rake mulch to provide a uniform finished surface.

Decorative Stone: (where indicated on landscape plan)

1. Install weed control barrier over sub-grade prior to installing stone. Lap 6” on all sides.
2. Place stone without damaging weed barrier.
3. Arrange stones for best appearance and to cover all weed barrier fabric.

Wrapping, guying, staking:

1. Inspect trees for injury to trunks, evidence of insect infestation, and improper pruning before wrapping.
2. Wrapping:
   a. Wrap trunks of all young newly planted trees known to have thin bark. Wrap spirally from bottom to top with specified tree wrap and secure in place.
   b. Overlap ½ the width of the tree wrap strip and cover the trunk from the ground to the height of the second branch.
   c. Secure tree wrap in place with twine wound spirally downward in the opposite direction, tied around the tree in at least 3 places in addition to the top and bottom.
   d. Wrap the trees in the fall and leave the wrap in place throughout the winter and early spring.
   d. Tree wraps are temporary and no longer needed once the trees develop corky bark.
3. Staking/Guying:
   a. Stake/guy all trees immediately after lawn sodding operations and prior to acceptance.
   b. Stake deciduous trees 2” caliper and less. Stake evergreen trees under 7’-0” tall.
      1. Stakes are placed in line with prevailing wind direction and driven into undisturbed soil.
      2. Ties are attached to the tree, usually at the lowest branch.
   c. Guy deciduous trees over 2” caliper. Guy evergreen trees 7’-0” tall and over.
      1. Guy wires to be attached to three stakes driven into undisturbed soil, with one stake placed in the direction of the prevailing wind.
      2. Ties are attached to the tree as high as practical.
      3. The axis of the stake should be at 90 degree angle to the axis on the pull of the guy wire.
4. **Remove all guying and staking after one year from planting.**

Pruning:

1. Prune deciduous trees and evergreens only to remove broken or damaged branches.

WORKMANSHIP
During landscape/irrigation installation operations, all areas shall be kept neat and clean. Precautions shall be taken to avoid damage to existing structures. All work shall be performed in a safe manner to the operators, the occupants and any pedestrians.

Upon completion of installation operations, all excess materials, equipment, debris and waste material shall be cleaned up and removed from the site; unless provisions have been granted by the owner to use on-site trash receptacles. Sweep parking and walks clean of dirt and debris. Remove all plant tags and other debris from lawns and planting areas.

Any damage to the landscape, the structure, or the irrigation system caused by the landscape contractor shall be repaired by the landscape contractor without charge to the owner.

MAINTENANCE
Contractor shall provide maintenance until work has been accepted by the Owner's Representative.

Maintenance shall include mowing, fertilizing, mulching, pruning, cultivation, weeding, watering, and application of appropriate insecticides and fungicides necessary to maintain plants and lawns free of insects and disease.

1. Re-set settled plants to proper grade and position. Restore planting saucer and adjacent material and remove dead material.
2. repair guy wires and stakes as required. Remove all stakes and guy wires after 1 year.
3. Correct defective work as soon as possible after deficiencies become apparent and weather and season permit.
4. Water trees, plants and ground cover beds within the first 24 hours of initial planting, and not less than twice per week until final acceptance.

LANDSCAPE MAINTENANCE SPECIFICATIONS

The Contractor shall provide as a separate bid, maintenance for a period of ***1 year*** after final acceptance of the project landscaping. The Contractor must be able to provide continued maintenance if requested by the Owner or provide the name of a reputable landscape contractor who can provide maintenance.

STANDARDS
All landscape maintenance services shall be performed by trained personnel using current, acceptable horticultural practices.

All work shall be performed in a manner that maintains the original intent of the landscape design.

All chemical applications shall be performed in accordance with current county, state and federal laws, using EPA registered materials and methods of application. These applications shall be performed under the supervision of a Licensed Certified applicator.

APPROVALS
Any work performed in addition to that which is outlined in the contract shall only be done upon written approval by the Owner’s Representative (General Manager of the restaurant).

All seasonal color selections shall be approved by the General Manager prior to ordering and installation.

SOIL TESTING
The maintenance contractor shall perform soil tests as needed to identify imbalances or deficiencies causing plant material decline. The owner shall be notified of the recommendation for approval, and the necessary corrections made at an additional cost to the owner.

Acceptable Soil Test Results

	Landscape Trees and Shrubs	Turf
pH Range	5.0-7.0	6.0-7.0
Organic Matter	>1.5%	>2.5%
Magnesium (Mg)	100+lbs./acre	100+lbs./acre
Phosphorus (P2O5)	150+lbs./acre	150+lbs./acre
Potassium (K2O)	120+lbs./acre	120+lbs./acre
Soluble salts/ Conductivity	Not to exceed 900ppm/1.9 mmhos/cm in soil; not to exceed 1400 ppm/2.5 mmhos/cm in high organic mix	Not to exceed 750ppm/0.75 mmhos/cm in soil; not to exceed 2000 ppm/2.0 mmhos/cm in high organic mix

For unusual soil conditions, the following optional tests are recommended with levels not to exceed:

Boron	3 pounds per acre
Manganese	50 pounds per acre
Potassium (K2O)	450 pounds per acre
Sodium	20 pounds per acre

WORKMANSHIP
During landscape maintenance operations, all areas shall be kept neat and clean. Precautions shall be taken to avoid damage to existing structures. All work shall be performed in a safe manner to the operators, the occupants and any pedestrians.

Upon completion of maintenance operations, all debris and waste material shall be cleaned up and removed from the site, unless provisions have been granted by the owner to use on-site trash receptacles.

Any damage to the landscape, the structure, or the irrigation system caused by the maintenance contractor, shall be repaired by the maintenance contractor without charge to the owner.

TURF

GENERAL CLEAN UP
Prior to mowing, all trash, sticks, and other unwanted debris shall be removed from lawns, plant beds, and paved areas.

MOWING
Warm season grasses (i.e. Bermuda grass) shall be maintained at a height of 1” to 2” during the growing season.

Cool season grasses, including blue grass, tall fescue, perennial ryegrass, etc., shall be maintained at a height of 2” to 3” in spring and fall. From June through September, mowing height shall be maintained at no less than 3”.

The mowing operation includes trimming around all obstacles, raking excessive grass clippings and removing debris from walks, curbs, and parking areas. Caution: Weed eaters should NOT be used around trees because of potential damage to the bark.

EDGING
Edging of all sidewalks, curbs and other paved areas shall be performed once every other mowing. Debris from the edging operations shall be removed and the areas swept clean. Caution shall be used to avoid flying debris.

LIMING & FERTILIZING
A soil test shall be taken to determine whether an application of limestone in late fall is necessary. If limestone is required, the landscape contractor shall specify the rate, obtain approval from the owner and apply it at an additional cost. A unit price for liming of turf shall accompany the bid based on a rate of 50 pounds per 1000 square feet.

Fertilizer shall be applied in areas based on the existing turf species.

LAWN WEED CONTROL: HERBICIDES
Selection and proper use of herbicides shall be the landscape contractor’s responsibility. All chemical applications shall be performed under the supervision of a Licensed Certified Applicator. **Read the label prior to applying any chemical.**

INSECT & DISEASE CONTROL FOR TURF
The contractor shall be responsible for monitoring the site conditions on each visit to determine if any insect pest or disease problems exist. The contractor shall identify the insect pest or disease, as well as the host plant, and then consult the most current edition of the Cooperative Extension Service’s “Commercial Insecticide Recommendation for Turf” for control. The licensed applicator shall be familiar with the label provided for the selected product prior to application.

Inspection and treatment to control insect pests shall be included in the contract price.

TREES, SHRUBS, & GROUND COVER

PRUNING
All ornamental trees, shrubs and ground cover shall be pruned when appropriate to remove dead or damaged branches, develop the natural shapes. **Do not shear trees or shrubs**. If previous maintenance practice has been to shear and ball, then a natural shape will be restored gradually.

Pruning Guidelines:

1. Prune those that flower before the end of June immediately after flowering. Flower buds develop during the previous growing season. Fall, winter or spring pruning would reduce the spring flowering display.
2. Prune those that flower in summer or autumn in winter or spring before new growth begins, since these plants develop flowers on new growth.
3. Delay pruning plants grown for ornamental fruits, such as cotoneasters, pyracanthas and viburnums.
4. Hollies and other evergreens may be pruned during winter in order to use their branches for seasonal decoration. However, severe pruning of evergreens should be done in early spring only.
5. Broadleaf evergreen shrubs shall be hand-pruned to maintain their natural appearance after the new growth hardens off.
6. Hedges or shrubs that require shearing to maintain a formal appearance shall be pruned as required. Dead wood shall be removed from sheared plants before the first shearing of the season.
7. Conifers shall be pruned, if required, according to their genus.
   A. Yews, junipers, hemlocks, arborvitae, and false-cypress may be pruned after new growth has hardened off in late summer. If severe pruning is necessary, it must be done in early spring.
   B. Firs and spruces may be lightly pruned in late summer, fall, or winter after completing growth. Leave side buds. Never cut central leader.
   C. Pines may be lightly pruned in early June by reducing candles.
8. Groundcover shall be edged and pruned as needed to contain it within its borders.
9. Thinning: Remove branches and water sprouts by cutting them back to their point of origin on parent stems. This method results in a more open plant, without stimulating excessive growth. Thinning is used on crepe myrtle, lilacs, viburnums, smoke bush,etc.
10. Renewal pruning: Remove oldest branches of shrub at ground, leaving the younger, more vigorous branches. Also remove weak stems. On overgrown plants, this method may be best done over a three-year period. Renewal pruning may be used on abelia, forsythia, deutzia, spiraea, etc.

Plants overhanging passageways and parking areas and damaged plants shall be pruned as needed.

Shade trees that cannot be adequately pruned from the ground shall not be included in the Maintenance Contract. A certified arborist under a separate contract shall perform this type of work.

SPRING CLEANUP
Plant beds shall receive a general cleanup before fertilizing and mulching. Cleanup includes removing debris and trash from beds and cutting back herbaceous perennials left standing through winter, e.g. ornamental grasses, Sedum Autumn Joy.

FERTILIZING
For trees, the rate of fertilization depends on the tree species, tree vigor, area available for fertilization, and growth stage of the tree. Mature specimens benefit from fertilization every 3 to 4 years; younger trees shall be fertilized more often during rapid growth stages.

The current recommendation is based on the rate of 1000 square feet of area under the tree to be fertilized. For deciduous trees, 2 to 6 pounds of Nitrogen per 1000 square feet; for narrow-leaf evergreens, 1 to 4 pounds of Nitrogen per 1000 square feet; for broadleaf evergreens, 1 to 3 pounds of Nitrogen per 1000 square feet.

Shrubs and groundcover shall be top-dressed with compost 1” deep, or fertilized once in March with 10-6-4 analysis fertilizer at the rate of 3 pounds per 100 square feet of bed area. Ericaceous material shall be fertilized with an ericaceous fertilizer at the manufacturer’s recommendation rate. If plants are growing poorly, a soil sample should be taken.

MULCHING
Annually, all tree and shrub beds will be prepared and mulched, to a minimum depth of 3” with quality mulch to match existing. Bed preparation shall include removing all weeds, cleaning up said bed, edging and cultivating decayed mulch into the soil. Debris from edging is to be removed from beds where applicable. If deemed necessary, a pre-emergent herbicide may be applied to the soil to inhibit the growth of future weeds.

Organically maintained gardens shall not receive any pre-emergent herbicides. Mulch in excess of 4” will be removed from the bed areas. SPECIAL CARE shall be taken in the mulching operation not to over-mulch or cover the base of trees and shrubs. This can be detrimental to the health of the plants.

WEEDING
All beds shall be weeded on a continuous basis throughout the growing season to maintain a neat appearance at all times.

Pre-emergent (soil-applied) and post-emergent (foliar-applied) herbicides shall be used where and when applicable and in accordance with the product’s label.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

The maintenance contractor shall be responsible for monitoring the landscape site on a regular basis. The monitoring frequency shall be monthly except for growing season, which will be every other week. Trained personnel shall monitor for plant damaging insect activity, plant pathogenic diseases and potential cultural problems in the landscape. The pest or cultural problem will be identified under the supervision of the contractor.

For plant damaging insects and mites identified in the landscape, the contractor shall consult and follow the recommendations of the most current edition of the state Cooperative Service publication on insect control on landscape plant material.

Plant pathogenic disease problems identified by the contractor that can be resolved by pruning or physical removal of damaged plant parts will be performed as part of the contract. For an additional charge, plant pathogenic diseases that can be resolved through properly timed applications of fungicides shall be made when the owner authorizes it.

If the contractor notes an especially insect-or disease-prone plant species in the landscape, he/she will suggest replacement with a more pest-resistant cultivar or species that is consistent with the intent of the landscape design.

NOTE: For identification of plant-damaging insects and mites, a reference textbook that can be used is *Insects that feed on Trees and Shrubs* by Johnson and Lyon, Comstock Publishing Associates. For plan pathogenic diseases, two references are suggested: *Scouting and Controlling Woody Ornamental Diseases in Landscapes and Nurseries*, authorized by Gary Moorman, published by Penn State College of Agricultural Sciences, and *Diseases of Trees and Shrubs* by Sinclair and Lyon, published by Comstock Publishing Press.

TRASH REMOVAL
The maintenance contractor shall remove trash from all shrub and groundcover beds with each visit.

LEAF REMOVAL
All fallen leaves shall be removed from the site in November and once in December. If requested by the owner, the maintenance contractor, at an additional cost to the owner shall perform supplemental leaf removals.

WINTER CLEAN-UP
The project shall receive a general clean-up once during each of the winter months, i.e., January, February, and March.

Clean-up includes:

- Cleaning curbs and parking areas
- Removing all trash and unwanted debris
- Turning mulch where necessary
- Inspection of grounds

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

The installation of perennials, annuals, and bulbs, unless specified herein, shall be reviewed with the owner, and, if accepted, installed and billed to the owner.

SEASONAL COLOR MAINTENANCE

Perennialization of Bulbs:

1. After flowering, cut off spent flower heads.
2. Allow leaves of daffodils and hyacinths to remain for six weeks after flowers have faded. Cut off at base.
3. Allow leaves of other bulbs to yellow naturally and then cut off at base.
4. Apply fertilizer after flowering in spring, possibly again in fall. Apply 10-10-10 at the rate of 2 pounds per 1000 square feet, or top-dress with compost 1” deep. Fall fertilization with a bulb fertilizer or mulching with 1” of compost is optional.

Flower Rotation:

1. Bulbs: Remove the entire plant and bulb after flowers have faded or at the direction of the owner, and install new plants if included in contract.
2. Summer Annuals or Fall Plants:
   a. Dead heading: Pinch and remove dead flowers on annuals as necessary.
   b. Fertilizing Summer Annuals: Fertilize using one or two methods: Apply a slow-release fertilizer in May following manufacturer’s recommendations. A booster such as 10-10-10 may be necessary in late summer. Or, apply liquid fertilizations of 20-20-20 water-soluble fertilizers, not to exceed 2 pounds of 20-20-20 per 100 gallons of water, monthly; or mulch with compost 1” deep.
   c. Removal: If fall plants are to be installed, summer annuals shall be left in the ground until the first killing frost and then removed, unless otherwise directed by the owner.

Perennials:

1. After initial installation, if a time-released fertilizer has been incorporated during plant installation, no more fertilizer need be applied the first growing season.
2. The following year:
   a. Fertilize perennials with a slow-release fertilizer or any 50% organic fertilizer, or mulch perennials with compost 1” deep.
   b. Cut all deciduous perennials flush to the ground by March 1, if this was not done the previous fall, to allow new growth to develop freely.
   c. Mulch the perennial bed once in early spring at 1”-2” depth. If soil is bared in late fall, re-mulch lightly after ground is frozen to protect perennials.
   d. Inspect for insect or disease problems on perennials. Monitor and control slugs on hostas and ligularias. Powdery mildew on phlox, monardas, and asters can be prevented with properly timed fungicides or use of disease-resistant varieties.
   e. Weed perennial bed as specified in “WEEDING” above.
   f. Prune branching species to increase density. Cut only the flowering stems after blooming. Do not remove the foliage.
3. The following fall cut back deteriorating plant parts unless instructed to retain for winter interest, e.g. Sedum Autumn Joy and ornamental grasses.
4. Long-term Care:
   a. Divide plants that overcrowd the space provided. Divide according to the species. Some need frequent dividing, e.g. asters and yarrow every two years; other rarely, if ever, e.g. peonies, hosta, and astilbe.
   b. For detailed information regarding the care of specific perennials, refer to *All About Perennials* by Ortho; *Perennials: How to Select, Grow and Enjoy* by Pamela Harper and Frederick McGouty, Hp Books Publisher; *Herbaceous Perennial Plants: A Treatise on their Identification, Culture and Garden Attributes* by Allan Armitage, Stipes Pub LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE

1. Soil analysis performed annually to determine pH. If pH does not fall within specified range, adjust according to soil test recommendations.
2. Maintain proper fertility and pH levels of the soil to provide an environment conducive to turf vitality for cool season grasses
3. Mow warm and cool season on a regular basis and as season and weather dictates. Remove no more than the top 1/3 of leaf blade. Clippings on paved and bed areas will be removed.
4. Aerate warm season turf areas to maintain high standards of turf appearance.
5. Apply pre-emergent to turf in two applications in early February and early April to extend barrier.
6. Apply post emergent as needed to control weeds.
7. Mechanically edge curbs and walks.
8. Apply non-selective herbicide, to mulched bed areas and pavement and remove excess runners to maintain clean defined beds.

TREE, GROUNDCOVER, AND SHRUB BED MAINTENANCE

1. Prune shrubs, trees and groundcover to encourage healthy growth and create a natural appearance.
2. Mulch to be applied in February/March with a half rate in late summer to top dress.
3. Apply pre-emergent herbicides in February and April.
4. Manual weed control to maintain clean bed appearance.
5. Apply fungicides and insecticides as needed to control insects and disease.
6. Ornamental shrubs, trees and groundcovers to be fertilized three (3) times per year with a balanced material (January/February, April/May, and October/November)
7. Edge all mulched beds.
8. Remove all litter and debris.

GENERAL MAINTENANCE

1. Remove all man-made debris, blow edges.
2. Inspect grounds on a monthly basis and schedule inspection with Unit Operator.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

REGISTERED LANDSCAPE ARCHITECT
AARON D. NEIL
LA6667616
STATE OF FLORIDA

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU# 05989

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	11/15/24	MB	Tree adjustment/light pole
2	2/21/25	MB	Issued for Construction
3	4/21/25	MB	new site plan/comments

MLD PROJECT #	**2024209**
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SHEET

PERMIT

Landscape & Maintenance Specifications

SHEET NUMBER

L-103

IRRIGATION NOTES

1. Irrigation contractor is responsible for locating and protecting all underground utilities prior to trenching.
2. Pressure regulator required by local code if static water pressure at point of connection for site is greater than 80 psi.
3. Irrigation meter and backflow preventor to be provided by the General Contractor.
   Meter size and location as per Civil drawings; verify location prior to start of irrigation installation.
   Backflow type as required by the local municipality.
4. All valves to be located in valve box with cover, at grade.
   When possible, locate box in grassed area.
   Valve box shall be lined with a min. 3" depth, 3/4" washed stone.
5. Automatic controller to be located in the storage room, or as otherwise shown; 120VAC required.
   Rain/freeze sensor shall be located on the trash enclosure respectively, or as otherwise shown, located no more than 200' from the controller.
   Rain/freeze Sensor to be located free from obstructions and exposed to the elements.
6. All pipes, automatic valves, backflow preventor, manual valve and meter to be located within property lines. Shown outside on drawing for clarity only.
7. 45 psi required per rotor station, 45 psi required per spray station, 40 psi required per drip station. All spray and rotor bodies to have PRS (In-stem pressure regulation) or as otherwise indicated in the Irrigation Legend & Product Spec.
8. Pop-up height as follows: 4" pop-up for Bermuda and Centipede turf zones; 6" pop-up for St. Augustine, Zoysia, Bahia, and Fescue turf zones; 12" pop-up in Shrub Zones; 12" pop-up in Seasonal/color beds.
9. RainBird MPR 5000 Rotor Nozzle size is indicated on each individual symbol used on the drawing; Contractor must install nozzles types as indicated.
10. Sleeves to be installed and exposed by the General Contractor prior to start of irrigation installation.
    4" SCH 40 PVC sleeves; locations as shown on drawing.
    Irrigation contractor to verify sleeve locatioins prior to start of irrigation installation.
    Extend sleeve 18" beyond back of curb or pavement; tape or cap exposed ends until used.
11. Mainline (class 200 PVC pipe) shall have a minimum 18" of cover.
12. Lateral and sub-main pipe, (class 200 PVC pipe) shall have a minimum 12" and maximum of 18" cover.
13. No rocks, boulders, or other extraneous materials shall be used in backfilling trenches.
14. Threaded joints to be coated with Teflon Tape or Liquid Teflon.
15. All lines to be thoroughly flushed before installation of irrigation heads.
16. Contractor must use products specified on this drawing, unless otherwise approved by the Landscape Architect. Refer to the drawing and the Irrigation Legend for product specs.
17. The Irrigation System is to be installed as designed; unless otherwise approved by the Landscape Architect. Changing the design or products will alter the performace of the system.
18. All pipe, valves, drip, spray heads, rotors, controllers, and weather sensors to be installed as per manufacturers specifications. For any questions on Rainbird products or installation of rainbird products call Ryan Concran (386) 295-2984.
19. Irrigation Contractor shall provide an Irrigation As-Built drawing to the Owners Rep. This drawing shall be sent overnight within 24 hours of installation completion.
20. Prior to opening, but no later than one week after opening, the Irrigation Contractor shall perform an irrigation walk-thru inspection with the Owners Representative. System shall be complete and fully functional prior to walk-thru inspection.

IRRIGATION CONTROLLER ZONES

*zones are calculated based on output of products utilized in the design and as specified in the legend.

ZONE	GPM
1.	DRIP
2.	15.96
3.	12.92
4.	11.44
5.	DRIP

ZONE	GPM
6.	DRIP
7.	11.56
8.	6.72
9.	DRIP
10.	DRIP

ZONE	GPM
11.	8.82
12.	
13.	
14.	
15.	

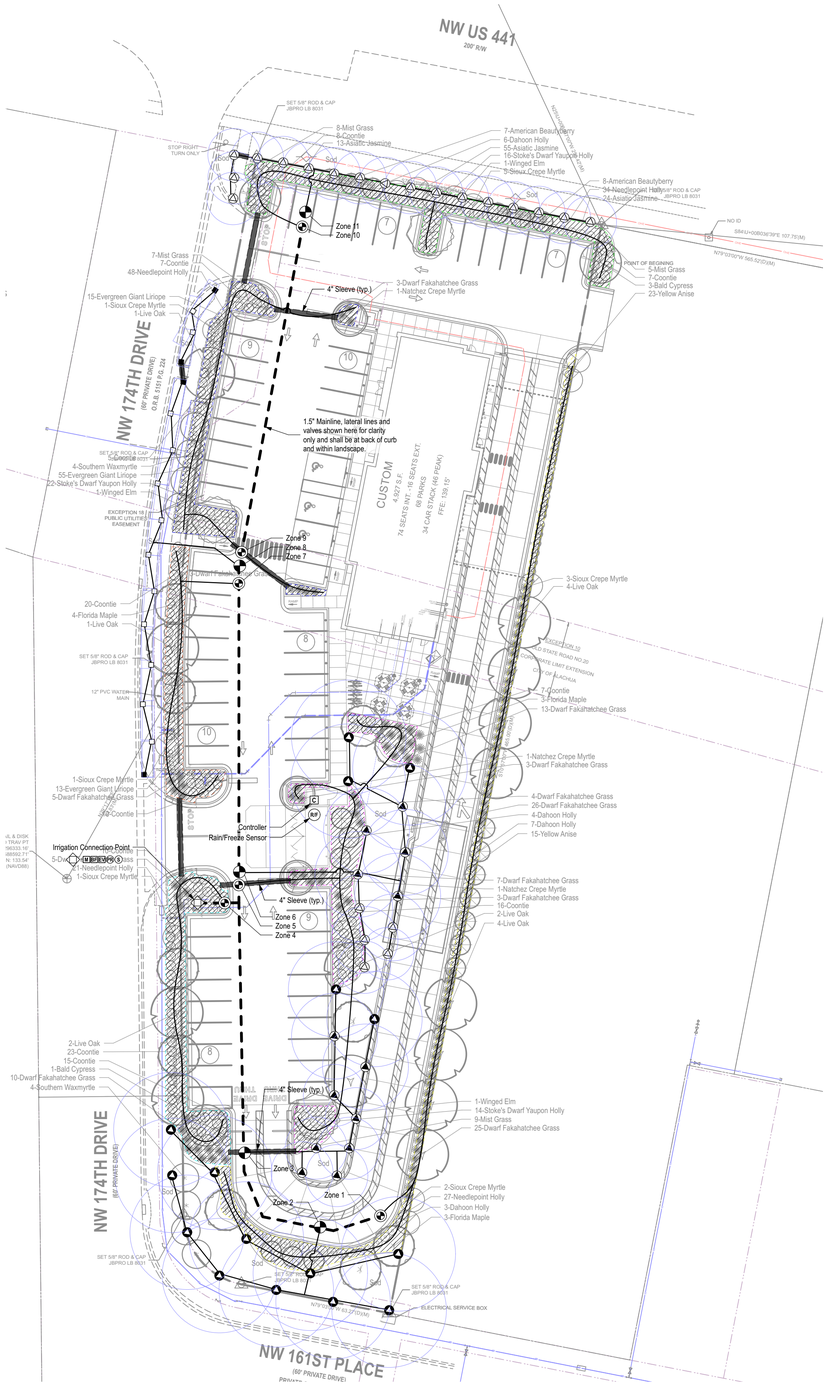
ZONE	GPM
16.	
17.	
18.	
19.	
20.	

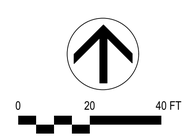
ZONE	GPM
21.	
22.	
23.	
24.	
25.	

ZONE	GPM
26.	
27.	
28.	
29.	
30.	

IRRIGATION LEGEND & PRODUCT SPEC - MUST USE RAINBIRD PRODUCTS

SYMBOL:	PRODUCT:	SPECIFICATION:
M	IRRIGATION METER	SEE CIVIL PLANS; PROVIDED BY THE GENERAL CONTRACTOR
BF	BACKFLOW PREVENTER	AS REQUIRED BY CITY; SEE CIVIL PLANS
EV	1" ELECTRICAL MASTER VALVE	1 REQUIRED
PR	1" PRESSURE REGULATOR	AS REQUIRED
S	1" MANUAL SHUTOFF VALVE	1 REQUIRED
	LANDSCAPE DRIPLINE	RAINBIRD XFD-06-18
	SPRAY: RVAN SIDE STRIP NOZZLE	RAINBIRD RD1800-S-P45-RVANLCS or (RCS)
	SPRAY: RVAN LEFT/RIGHT CORNER END STRIP NOZZLE	RAINBIRD RD1800-S-P45-RVANSST
	SPRAY: RVAN14 NOZZLE - 45°-270° SPRAY - 8'-14' RADIUS	RAINBIRD RD1800-S-P45-R-VAN14
	SPRAY: RVAN18 NOZZLE - 360° SPRAY - 13'-18' RADIUS	RAINBIRD RD1800-S-P45-R-VAN18-360
	SPRAY: RVAN18 NOZZLE - 45°-270° SPRAY - 13'-18' RADIUS	RAINBIRD RD1800-S-P45-R-VAN18
	SPRAY: RVAN24 NOZZLE - 360° SPRAY - 17'-24' RADIUS	RAINBIRD RD1800-S-P45-R-VAN24-360
	SPRAY: RVAN24 NOZZLE - 45°-270° SPRAY - 17'-24' RADIUS	RAINBIRD RD1800-S-P45-R-VAN24
	ROTOR: MPR NOZZLE - 360° SPRAY - 25',30',35' RADIUS	RAINBIRD 5000-R-MPR-F25/30/35 (as indicated at the head)
	ROTOR: MPR NOZZLE - 180° SPRAY - 25',30',35' RADIUS	RAINBIRD 5000-R-MPR-H25/30/35 (as indicated at the head)
	ROTOR: MPR NOZZLE - 90° SPRAY - 25',30',35' RADIUS	RAINBIRD 5000-R-MPR-Q25/30/35 (as indicated at the head)
3.0	ROTOR: 3.0 NOZZLE - 90° SPRAY	RAINBIRD 5000-PC-PRS w/3.0 NOZZLE
6.0	ROTOR - 6.0 NOZZLE - 180° SPRAY	RAINBIRD 5000-PC-PRS w/6.0 NOZZLE
	1" ELECTRIC VALVE	RAINBIRD 100-PGA
	1" DRIP CONTROL ZONE VALVE	RAINBIRD XCZ-100-PRB-COM
C	AUTOMATIC CONTROLLER	RAINBIRD ESP-ME3 (120V required); expansion modules as needed
R/F	RAIN/FREEZE SENSOR	RAINBIRD WR2-RFC
	LATERAL LINE	CLASS 200 PVC IRRIGATION PIPE AND FITTINGS - 1" LATERAL LINES
	MAINLINE	CLASS 200 PVC IRRIGATION PIPE AND FITTINGS - 1.5" MAINLINE
	IRRIGATION SLEEVE - 4" SCH 40 PVC	4" SCH 40 PVC SLEEVE UNDER PAVEMENT installation of sleeves by contractor in location as shown on plan.





811 Know what's below. Call before you dig.

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5200 Buffington Road
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STATE OF FLORIDA

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU# 05989

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	4/21/25	MB	new site plan/comments

MLD PROJECT #	2024209
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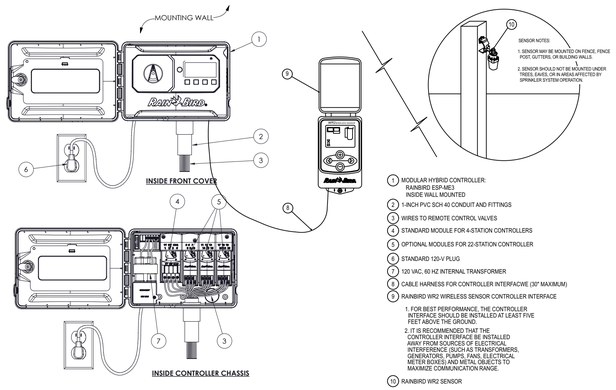
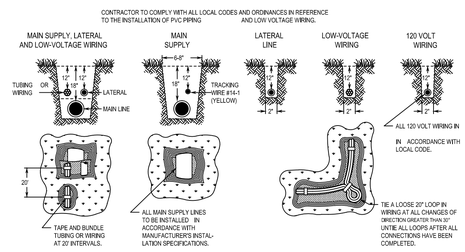
SHEET
Irrigation Plan

SHEET NUMBER
L-200

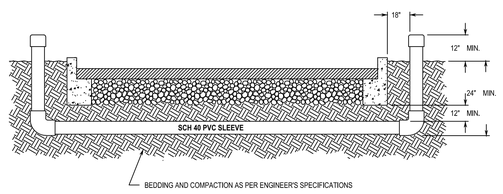


1. MODULAR HYBRID CONTROLLER: RAINBIRD ESP-ME3 INSIDE WALL MOUNTED
2. 1-INCH PVC SCH 40 CONDUIT AND FITTINGS
3. WIRES TO REMOTE CONTROL VALVES
4. STANDARD MODULE FOR 4-STATION CONTROLLERS
5. OPTIONAL MODULES FOR 22-STATION CONTROLLER
6. STANDARD 120-V PLUG
7. 120 VAC, 60 HZ INTERNAL TRANSFORMER
8. CABLE HARNESS FOR CONTROLLER INTERFACWE (30" MAXIMUM)
9. RAINBIRD WR2 WIRELESS SENSOR CONTROLLER INTERFACE
   1. FOR BEST PERFORMANCE, THE CONTROLLER INTERFACE SHOULD BE INSTALLED AT LEAST FIVE FEET ABOVE THE GROUND.
   2. IT IS RECOMMENDED THAT THE CONTROLLER INTERFACE BE INSTALLED AWAY FROM SOURCES OF ELECTRICAL INTERFERENCE (SUCH AS TRANSFORMERS, ELECTRICAL PANELS, AND ELECTRICAL METER BOXES) AND METAL OBJECTS TO MAXIMIZE COMMUNICATION RANGE.
10. RAINBIRD WR2 SENSOR

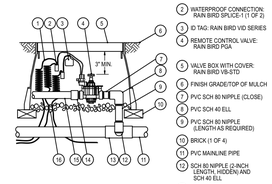
1 IRRIGATION CONTROLLER & RAIN/FREEZE SENSOR: ESP-ME3 & WR2
SCALE: NTS (LOCATE IN STORAGE ROOM)



2 IRRIGATION TRENCHING AND PIPE DEPTH
SCALE: NTS

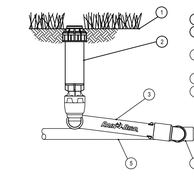


3 IRRIGATION SLEEVING
SCALE: NTS



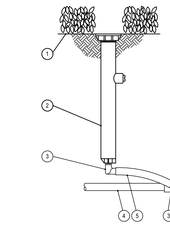
1. 30-INCH LINEAR LENGTH OF WIRE, COILED
2. WATERPROOF CONNECTION: RAIN BIRD SPLICE-111 OF 2)
3. ID TAG: RAIN BIRD VID SERIES
4. REMOTE CONTROL VALVE: RAIN BIRD PGA
5. VALVE BOX WITH COVER: RAIN BIRD VB-STD
6. FINISH GRADE/TOP OF MULCH
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 ELL
9. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
10. BRICK (1 OF 4)
11. PVC MAINLINE PIPE
12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. PVC SCH 40 MALE ADAPTER
15. PVC LATERAL PIPE
16. **3.0-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL**

4 IRRIGATION VALVE: 100-PGA
SCALE: NTS



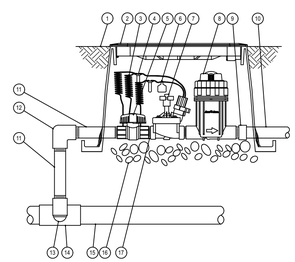
1. FINISH GRADE
2. ROTOR POP-UP SPRINKLER: RAIN BIRD 5000 (4"-6" Pop, as needed) MPR NOZZLES AS INDICATED
3. PRE-FABRICATED SWING JOINT: RAIN BIRD 75-LV75-PRS WITH 45 PSI PRESSURE REGULATOR
4. PVC SCH 40 TEE OR ELL
5. LATERAL PIPE

5 POP-UP ROTOR: 5000 SERIES W/T MPR NOZZLE
SCALE: NTS



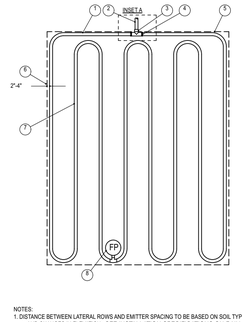
1. FINISH GRADE/TOP OF MULCH
2. POP-UP SPRAY SPRINKLER: RAIN BIRD 1800 /A5 WITH NOZZLES AS INDICATED ON IRRIGATION DESIGN
3. 1/2-INCH MALE NIPT x .490 INCH BARB ELBOW: RAIN BIRD MODEL SBE-050
4. PVC LATERAL PIPE
5. SWING PIPE, 12-INCH LENGTH: RAIN BIRD MODEL SP-100
6. PVC SCH 40 TEE OR ELL

6 POP-UP SPRAY: 1800 SERIES
SCALE: NTS

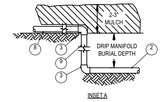


1. FINISH GRADE/TOP OF MULCH
2. VALVE BOX WITH COVER: RAIN BIRD VB-STD
3. 30-INCH LINEAR LENGTH OF WIRE, COILED
4. WATERPROOF CONNECTION: RAIN BIRD DB SERIES
5. 1-INCH BALL VALVE (INCLUDED IN XCZ-PRB-100-COM KIT)
6. ID TAG
7. REMOTE CONTROL VALVE: RAIN BIRD PESB (INCLUDED IN XCZ-PRB-100-COM KIT)
8. PRESSURE REGULATING QUICK CHECK BASKET FILTER: RAIN BIRD PRB-QKCHK-100 (INCLUDED IN XCZ-PRB-100-COM KIT)
9. PVC SCH 40 FEMALE ADAPTOR
10. LATERAL PIPE
11. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
12. PVC SCH 40 ELL
13. PVC SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND PVC SCH 40 ELL
14. PVC SCH 40 TEE OR ELL
15. MAINLINE PIPE
16. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
17. PVC SCH 80 NIPPLE, CLOSE (INCLUDED IN XCZ-PRB-100-COM KIT)

7 DRIP VALVE: XCZ-PRB-100-COM
SCALE: NTS



NOTES:
1. DISTANCE BETWEEN LATERAL ROWS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, PLANT MATERIALS AND CHANGES IN ELEVATION. SEE INSTALLATION SPECIFICATIONS ON RAIN BIRD WEB SITE (WWW.RAINBIRD.COM) FOR SUGGESTED SPACING.
2. LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM SPACING SHOWN IN THE ACCOMPANYING TABLE.
3. WHEN USING 17MM INSERT FITTINGS WITH DESIGN PRESSURE OVER 50PSI, IT IS RECOMMENDED THAT STAINLESS STEEL CLAMPS BE INSTALLED ON EACH FITTING.

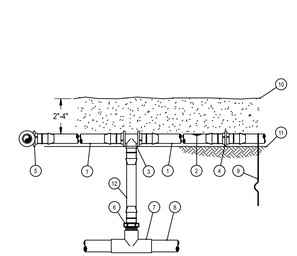


1. PVC EXHAUST HEADER
2. PVC DRIP MANIFOLD FROM RAIN BIRD CONTROL ZONE VALVE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
3. PVC SCH 40 TEE OR EL (TYPICAL)
4. BARB X MALE FITTING: RAIN BIRD XFF-MA FITTING (TYPICAL)
5. PERIMETER OF AREA
6. PERIMETER DRIPLINE PIPE TO BE INSTALLED 2'-4" FROM PERIMETER OF AREA
7. ON-SURFACE DRIPLINE: RAIN BIRD XF SERIES DRIPLINE (TYPICAL) POTABLE: XFCV DRIPLINE
8. FLUSH POINT (TYPICAL) SEE RAIN BIRD DETAIL "XFCV FLUSH POINT"
9. PVC SCH 40 RISER PIPE

XFCV Dripline Maximum Lateral Lengths (Feet)

Inlet Pressure psi	12" Spacing		18" Spacing	
	Nominal Flow (gph)		Nominal Flow (gph)	
	0.6	0.9	0.6	0.9
20	192	136	254	215
30	289	205	402	337
40	350	248	498	416
50	397	281	573	477
60	436	309	637	529

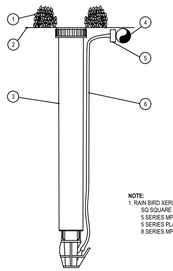
8 DRIP: SYSTEM LAYOUT AND INSTALLATION OVERVIEW
SCALE: NTS



1. ON-SURFACE DRIPLINE: RAIN BIRD XF SERIES DRIPLINE POTABLE: XFCV DRIPLINE
2. INLINE DRIP EMITTER OUTLET, SEE PLANS FOR DRIPLINE OUTLET SPACING.
3. BARB TEE 17x17x17mm RAIN BIRD XFF-TEE
4. BARB COUPLING 17x17mm RAIN BIRD XFF-COUP
5. BARB ELBOW 17x17mm RAIN BIRD XFF-ELBOW
6. BARB MALE ADAPTER 17mm X 1/2" MPT RAIN BIRD XFF-MA-050 17mm X 3/4" MPT RAIN BIRD XFF-MA-075
7. PVC TEE SxSxT
8. PVC LATERAL SUPPLY HEADER
9. TIE DOWN STAKE: RAIN BIRD TDS-050 WITH BEND (TYPICAL)
10. MULCH
11. FINISH GRADE
12. RAIN BIRD XF SERIES BLANK TUBING LENGTH AS REQUIRED

NOTES:
1. PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FIUR FEET IN LOAM, AND FIVE FEET IN CLAY.
2. AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.
3. SAVE YOUR HANDS. USE THE RAIN BIRD FITTINS-TOOL XF INSERTION TOOL FOR FITTING ASSEMBLY.

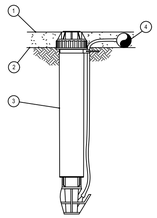
9 DRIP: ON-SURFACE RISER ASSEMBLY
SCALE: NTS



1. PLANT MATERIAL
2. FINISH GRADE
3. MICRO-SPRAY POP-UP: RAIN BIRD XERI-POP XP-1200X
4. 1/2" POLYETHYLENE TUBING: RAIN BIRD XF SERIES TUBING OR RAIN BIRD XT-700 XERI-TUBE OR RAIN BIRD XBS BLACK STRIPE TUBING
5. 1/4" SELF-PIERCING BARB CONNECTOR: RAIN BIRD SPS-025
6. 1/4" DISTRIBUTION TUBING: RAIN BIRD XQ TUBING (LENGTH AS REQUIRED)

NOTE:
1. RAIN BIRD XERI-POP CAN UTILIZE THE FOLLOWING NOZZLES: SQ SQUARE NOZZLES (FORMERLY XPCN) 5 SERIES MPR NOZZLES (ALL CONFIGURATIONS) 5 SERIES PLASTIC BUBBLERS 8 SERIES MPR NOZZLES (8H, 8T AND 8Q)

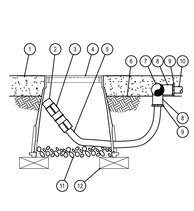
10 DRIP: XERI-POP MICRO SPRAY
SCALE: NTS



1. MULCH
2. FINISH GRADE
3. OPERATION INDICATOR RAIN BIRD MODEL: OPERND
4. ON-SURFACE DRIPLINE: RAIN BIRD XF SERIES DRIPLINE POTABLE: XFCV SERIES

NOTE:
1. USE XERIMAN TOOL XM-TOOL TO INSERT BARB TRANSFER FITTING DIRECTLY INTO DRIPLINE TUBING.
2. VAN NOZZLE MAY BE SET TO CLOSED, OR IF IT IS DESIRED TO SEE SPRAY FROM THE NOZZLE, SET THE ARC TO 1/4 PATTERN. THE FLOW FROM THE NOZZLE, 0.3 GPM, SHOULD BE ACCOUNTED FOR IN THE SYSTEM DESIGN.

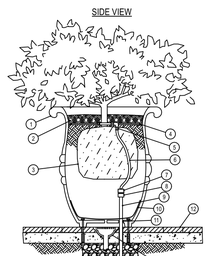
11 DRIP: OPERATION INDICATOR
SCALE: NTS



1. MULCH
2. FLUSH CAP FOR EASY FIT COMPRESSION FITTING: POTABLE:RAIN BIRD MDCFCAP
3. EASY FIT COUPLING: RAIN BIRD MDCFCOUP
4. SUBTERRANEAN EMITTER BOX: RAIN BIRD SEB 7XB
5. 1/2" POLYETHYLENE TUBING: RAIN BIRD XF BLANK TUBING
6. FINISH GRADE
7. PVC EXHAUST HEADER
8. PVC SCH 40 TEE OR EL
9. BARB X MALE FITTING: RAIN BIRD XFF-MA FITTING (TYPICAL)
10. ON-SURFACE DRIPLINE: RAIN BIRD XF SERIES DRIPLINE POTABLE: XFCV DRIPLINE
11. 3-INCH MINIMUM DEPTH OF 3/4" WASHED GRAVEL
12. BRICK (1 OF 2)

NOTE:
1. ALLOW A MINIMUM OF 6-INCHES OF DRIPLINE TUBING IN VALVE BOX IN ORDER TO DIRECT FLUSHED WATER OUTSIDE VALVE BOX.

12 DRIP: DRIPLINE FLUSH POINT
SCALE: NTS



1. LANDSCAPE PLANTER
2. 2"-3" DEPTH OF MULCH
3. PLANT ROOT BALL
4. 1/4-INCH LANDSCAPE DRIPLINE: RAIN BIRD LDO0806 OR LDQ0812
5. 1/2-INCH ELL: RAIN BIRD EASY FIT COMPRESSION FITTING MDCFEL
6. 1/2-INCH POLYETHYLENE DISTRIBUTION TUBING: RAIN BIRD XF SERIES BLANK TUBING
7. BARB FEMALE ADAPTER: XFD-FA-075
8. PVC MALE ADAPTER
9. 3/4-INCH PVC RISER
10. FILTER FABRIC
11. 1-INCH DIA. HOLES FOR IRRIGATION SUPPLY LINE
12. HARDSCAPE SURFACE
13. DRAIN
14. DRAINAGE GRAVEL
15. PVC SCH 40 TEE OR ELL
16. PVC LATERAL PIPE
17. 1/4-INCH BARB TEE: RAIN BIRD XBF3TEE
18. 1/4-INCH BARB FITTNG: RAIN BIRD XBF1CONN
19. REMOVABLE FLUSH CAP: RAIN BIRD MDCFCAP

NOTE:
1. AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.

13 DRIP: PLANTER
SCALE: NTS

Chick-fil-A
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ALACHUA, FL 32615

FSU# 05989

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	2/21/25	MB	Issued for Construction
2	4/21/25	MB	new site plan/comments

MLD PROJECT #	**2024209**
PRINTED FOR	PERMIT
DATE	2/21/25
DRAWN BY	MB

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PERMIT

SHEET
Irrigation Details

SHEET NUMBER
L-201

IRRIGATION COMPONENTS AND/OR SYSTEMS

PART 1 – GENERAL

SECTION INCLUDES

Work to be performed under this Section shall consist of furnishing all labor and materials necessary to construct a complete working and tested sprinkler irrigation system as per all drawings and specifications.

REFERENCES

A. ANSI – American National Standards Institute
B. ASIC – American Society of Irrigation Consultants: ASIC Grounding Guideline.
C. ASSE – American Society of Sanitary Engineering: ASSE 1013, 1015: Backflow Preventers, Pressure Reducers.
D. ASTM – American Society of Testing and Materials
E. IA – The Irrigation Association: Main BMP Document.
F. NFPA – National Fire Protection Association: NFPA 70 National Electrical Code.
G. UL – Underwriters Laboratories: UL Wires and Cables.

PERFORMANCE REQUIREMENTS

A. All work to be performed to current standards of SEI and of the local governing municipality.
B. PVC Pipe: Must be stamped with certified NFS.
C. Contractor shall be responsible to obtain all necessary permits and to comply with electrical company requirements.
D. No substitutions of materials are allowed unless approved by Landscape Architect.

QUALITY ASSURANCE

A. Contractor shall have considerable experience and demonstrate ability in the installation of irrigation system(s) of specified type(s) in a neat, orderly, and responsible manner in accordance with recognized standards of workmanship.
B. All work shall be performed in accordance with the best standards of practice relating to the trade.
C. Contractor shall provide an irrigation as-built drawing to the designer responsible for the irrigation plan. **This drawing shall be overnighted to the respective party within 24 hours of installation completion.**

WARRANTY

A. Contractor shall provide a one year warranty that covers all workmanship and labor.
B. Contractor shall provide a five year warranty that covers all materials.

PART 2 - PRODUCTS

PIPE AND FITTINGS

A. Material: PVC
B. Pressure Pipe: Class 200.
C. Lateral Pipe: Class 200, Polyethylene for Northeastern Climate.
D. Fittings: Schedule 40, solvent welded or threaded.
E. Risers: Schedule 80, threaded.
F. Sleeves: Schedule 40, minimum 4".

AUTOMATIC CONTROLLER

A. Irrigation controller specifications include but are not limited to:
   1. The controller shall be of a hybrid type that is microelectronic circuitry capable of fully automatic or manual operation.
   2. All stations shall have the capability of independently obeying or ignoring the weather sensor as well as using or not using the master valve.
   3. The controller shall have the capability of shutting off the system on rainy days.
B. Control zone kit for drip zones with flows from 3 to 15 gpm (11.4 to 56.8 l/m), including control valve (CV) and pressure-regulating filter (PRF).
   1. Control Valve (CV) component specifications include:
      a. Valve body and bonnet constructed of high impact, weather-resistant plastic, stainless steel and other chemical/ultra-violet resistant materials.
      b. One unit diaphragm constructed of durable Buna-N rubber with a clog resistant metering orifice.
      c. Inlet pressure rating of 15 to 150 psi (1.0 to 10.3 bar).
   2. Pressure Regulating Filter (PRF) component specifications include:
      a. Compact "Y" filter body and cap configuration constructed of glass-filled, ultra-violet resistant polypropylene, with 150 psi (10.3 bar) operating pressure rating.
      b. 200 mesh (75 micron) filter screen constructed of stainless steel.
      c. Normally-open pressure regulating device with preset outlet pressure of 40 psi (2.8 bar).
   3. Regulated pressure of 40 psi (2.8 bar).
C. Low flow control zone kit for drip zones with flows from 0.2 to 5.0 gpm (0.8 to 18.9 l/m), including Low Flow Valve (LFV) and Pressure-Regulating Filter (PRF).
   1. Low flow valve (LFV) component specifications include:
      a. Valve body and bonnet constructed of high impact, weather-resistant plastic, stainless steel and other chemical/ultra-violet resistant materials.
      b. One unit diaphragm constructed of durable Buna-N rubber material with a clog resistant metering orifice.
      c. Inlet pressure rating of 15 to 150 psi (1.0 to 10.3 bar).
   2. Pressure regulating filter (PRF) component specifications include:
      a. Compact "Y" filter body and cap configuration constructed of glass-filled, ultra-violet resistant polypropylene, with 150 psi (10.3 bar) operating pressure rating.
      b. 200 mesh (75 micron) filter screen constructed of stainless steel.
      c. Normally-open pressure regulating device with preset outlet pressure of 30 psi (2.1 bar).
   3. Regulated pressure of 30 psi (2.1 bar).

POP-UP SPRINKLERS

A. Irrigation spray body for small turf areas (2.5-24 feet (0.8-7.3m) with a 30 psi (2.0 bar) pressure regulating device specifications include but are not limited to:
   1. Parts and components to withstand harsh operating conditions using chemically treated recycled water (reclaimed/non-potable), dirty water containing grit, debris, and other particulates, high operating pressures common in commercial irrigation and resistant to ultra-violet light.
   2. Pressure-activated, co-molded soft elastomer wiper seal composed of three wipers and a base seal to ensure a positive seal without excess "flow-by" which enables more heads to be installed on the same valve.
   3. Recessed debris pockets located in the base of the spray body to prevent recirculation of harmful debris during operation.
   4. Shall include a check valve to prevent low head drainage of up to 14 feet (4.3 m); 6 psi (0.4 bar).
   5. Shall include technology built into the stem to prevent water loss and alert maintenance when a spray nozzle is removed.
   6. Flow by rating of 0 at 15 psi (1.0 bar) or greater, 0.5 gpm (0.1 m3/h; 0.03 l/s) otherwise.
   7. Shall include ½" (15/21) NPT female threaded bottom inlet.
   8. The spray body, stem, nozzle, and screen shall be constructed of heavy-duty and ultra-violet resistant plastic.
B. Irrigation spray body for small turf areas (2.5-24 feet (0.8-7.3m) with a 45 psi (3.1 bar) pressure regulating device specifications include but are not limited to:
   1. Parts and components to withstand harsh operating conditions using chemically treated recycled water (reclaimed/non-potable), dirty water containing grit, debris, and other particulates, high operating pressures common in commercial irrigation and resistant to ultra-violet light.
   2. Pressure-activated, co-molded soft elastomer wiper seal composed of three wipers and a base seal to ensure a positive seal without excess "flow-by" which enables more heads to be installed on the same valve.
   3. Recessed debris pockets located in the base of the spray body to prevent recirculation of harmful debris during operation.
   4. Shall include a check valve to prevent low head drainage of up to 14 feet (4.3 m); 6 psi (0.4 bar).
   5. Shall include technology built into the stem to prevent water loss and alert maintenance when a spray nozzle is removed.
   6. Flow by rating of 0 at 15 psi (1.0 bar) or greater, 0.5 gpm (0.1 m3/h; 0.03 l/s) otherwise.
   7. Shall include ½" (15/21) NPT female threaded bottom inlet.
   8. The spray body, stem, nozzle, and screen shall be constructed of heavy-duty and ultra-violet resistant plastic.

SPRAY NOZZLES

A. Fixed or variable arc matched precipitation rate spray nozzle for small turf areas (3-15 feet (.91-4.6 m), maximum 30 psi (2.1 bar) specifications include but are not limited to:
   1. Shall be constructed of ultra-violet resistant plastic.
   2. Shall contain a stainless steel flow and radius adjustment screw allowing up to 25% radius reduction.
   3. Nozzle shall have a precipitation rate that is matched across sets and patterns of spray nozzles up to 15 feet (4.6 m).
   4. Shall include color coding marking on top of nozzle for easy identification of spray radius.
B. Dual orifice fixed arc nozzle for small turf areas (5-15 feet (1.7-4.6 m), maximum 30 psi (2.1 bar) specifications include but are not limited to:
   1. Shall be constructed of ultra-violet resistant plastic.
   2. Shall contain a stainless steel flow and radius adjustment screw allowing up to 25% radius reduction.
   3. The nozzle shall have dual orifices for both in-close watering and standard pattern watering with a matched precipitation rate between sets and matched flow and with other matched precipitation rate fixed spray nozzles up to 15 feet (4.6 m).
   4. Shall include color coding marking on top of nozzle for easy identification of spray radius.
C. Multi stream rotating nozzle for small turf areas (8-24 feet (2.4-7.4m), maximum 55 psi (3.8 bar) specifications include but are not limited to:
   1. Shall be constructed of ultra-violet resistant plastic.
   2. Shall contain a stainless steel radius adjustment screw allowing reduction to 13 feet (4.0 m).
   3. Shall have a matched precipitation rate of 0.60 in/hr (15.2 mm/hr).
   4. Shall have a color coded radius reduction plug to allow for easy identification of fixed arc pattern.

ROTOR HEADS

A. Pop-up rotor sprinkler for medium turf areas (25-47 feet (7.6-14.3 m), maximum 75 psi (5.2 bar) specifications include but are not limited to:
   1. Shall have adjustable arc rotation of 40 to 360 degrees (0.7 to 6.3 rad) and reversing full circle rotation.
   2. Shall have a flow shut-off device that is integrated into the flow path of the sprinkler.
   3. Shall have a pressure-activated, multi-function wiper seal that protects internals from debris and assures positive pop-up and retraction.
   4. Shall contain additional o-rings and seals for extra protection in "gritty" water.
   5. Operating precipitation rate of 0.20 to 1.01 inches per hour (5 to 26 mm/h).
   6. Operating flow rate of 0.73 to 8.31 gpm (0.17 to 1.85 m3/h).
   7. The body, stem, nozzle, and screen shall be constructed of heavy-duty and ultra-violet resistant plastic.
   8. Shall include a 45 psi (3.1 bar) pressure regulating device to prevent high pressure misting to the nozzle stream.
   9. Shall include an internal check valve to prevent low head drainage of up to 7 feet (2.1 m) to prevent puddling, run-off and erosion.
   10. Shall include a set of twelve interchangeable nozzles, 8 nozzles with 25 degree (0.4 rad) trajectory and 4 low-angle nozzles with 10 degree (0.2 rad) trajectory.

FLEXIBLE SWING PIPE

A. Swing pipe specifications include but are not limited to:
   1. Swing pipe shall be flexible black tubing constructed of linear low density polyethylene material with a wall thickness of 0.098" (0.3 cm) with a nominal inside diameter of 0.49" (1.2 cm).
   2. Pipe shall be capable of a flow up to 8 gpm (0.5 l/s).

DRIPLINE

A. Distribution tubing specifications include but are not limited to:
   1. The blank tubing shall be manufactured from flexible polyethylene material with a wall thickness of 0.049" (1.2 mm), outside diameter of 0.634" (16.1 mm), and inside diameter of 0.536" (13.6 mm).
   2. The tubing shall be dual-layered (brown over black).

INLINE EMITTER DRIPLINE

A. Sub-surface inline emitter tubing specifications include but are not limited to:
   1. The tubing shall be manufactured from flexible polyethylene material with wall thickness of 0.049" (1.2 mm), outside diameter of 0.634" (16 mm), and inside diameter of 0.536" (13.6 mm).
   2. The tubing shall have factory installed pressure-compensating, inline emitters with a copper shield device installed every 12, 18, or 24 inches (30.5, 45.7, 61 cm) as indicated on construction drawings.
   3. Operating pressure range of 8.5 to 60 psi (0.6 to 4.1 bar).
   4. Operating emitter flow rates of 0.6 and 0.9 gph (2.3 l/hr and 3.5 l/hr).

DISTRIBUTION TUBING

A. ¼" distribution tubing for emitters and other devices specifications include but are not limited to:
   1. The blank tubing shall be extruded from ultra-violet resistant polyethylene resin materials with a wall thickness of 0.04" (1 mm), outside diameter of 0.250" (6.3 mm), and inside diameter of 0.170" (4.3 mm).
   2. Operating pressure range from 0 to 60 psi (0 to 4.1 bar).

EMITTERS

A. Point source emission device specifications include but are not limited to:
   1. The emitter shall be constructed of ultra-violet resistant acetyl materials.
   2. Shall have a pressure-compensating design to deliver a uniform flow throughout a pressure range of 15 to 50 psi (1.0 to 3.4 bar).
   3. Flow rates that range from 0.5 to 2 gph (1.89 to 7.57 l/h) at a pressure range of 15 to 50 psi (1.0 to 3.4 bar).

VALVE BOX

A. Valve boxes specifications include but are not limited to:
   1. Shall be made of structural foam HPDE resin that is resistant to ultra-violet light, weather, moisture and chemical action of soils.
   2. Lids shall be clearly marked with the words "IRRIGATION CONTROL VALVE" molded onto the top.
   3. Lid colors are available in black, green and purple designating non-potable water use.

PART 3 - EXECUTION

EXCAVATION

A. Stake pipe and equipment layout for Owner's review and approval. Review does not relieve installer from coverage problems due to improper placement after staking.
B. Excavate trenches for irrigation system pipe to provide minimum cover per plans and details.
C. Barricade trenches that are left open overnight.

INSTALLATION

A. General: Plans are diagrammatic. Proceed with installation in accordance with the following:
   1. Install stop and waste valves, backflow preventers, and other equipment required by local authorities according to laws and regulations in order to make system complete.
      a. Coordinate with the General Contractor the responsible for installing the backflow preventer and other irrigation items at the connection point.
      b. Coordinate with the General Contractor the for exact location of the irrigation connection point.
   2. Thoroughly flush main lines before installing automatic control valves, and laterals before installing sprinklers. Flush supply lines thoroughly before installing backflow preventers or other regulating devices.

B. Piping: Assemble all mainline and lateral lines in accordance with manufacturer's recommendations with no cul-de-sacs. Assure positive drainage.
C. Sleeves: General Contractor shall install sleeves before concrete/paving work.
   1. Sleeves should be a minimum two times the diameter of the pipe passing through them.
   2. General Contractor shall stub-up and flag sleeve locations for the Irrigation Contractors ease of locating.
   3. Sleeve locations shall be approximate to that shown on the Irrigation Plan.
D. Control Valves:
   1. Install one valve per valve box and provide 12 inches of expansion loop slack wire at all connections inside valve box.
E. Manual Drains:
   1. Install per manufacturer's recommendations on upstream and downstream side of backflow preventers and at lowest point along main pressure pipe.

F. Quick-Coupling Valves:
   1. Install using 1 inch PVC nipples and schedule 40 ells as detailed. Location as indicated on plans.
G. Backflow Preventer:
   1. Install assembly complete for irrigation system with 2 drain valves and 2 shut off valves per detail, local laws and regulations, and per manufacturer's specifications.
   2. Install assemblies with drain valves in below grade installations. Provide open box floor with gravel drain sump.
H. Valve Boxes
   1. Install over all remote control valves, manual control valves, zone shutoff valves, gate valves, or globe valves. Size to provide adequate room for maintenance.
   2. Install boxes on level subgrade with proper drainage so that top of boxes are flush with finish grade material (sod, mulch, rock, etc.). Place parallel or perpendicular to adjacent curbs, sidewalks, or driveways.
   3. Place washed gravel aggregate in sump as shown on details.
I. Automatic Controller
   1. Properly ground controller per local laws and regulations. Make all control wire connections to automatic controller. Coordinate controller installation with other electrical work.
   2. Connect remote control valves to controller in numerical sequence as shown on Plans.

J. Wire and Electrical Work
   1. Use electrical control and ground wire suitable for sprinkler control cable.
   2. Provide 120-volt power connection (by others) to automatic controller to conform to local codes, ordinances and authorities having jurisdiction.
   3. Low Voltage Wiring:
      a. Bury control wiring between controller and electric valves in pressure supply line trenches, strung as close as possible to main pipe lines with such wires to be consistently located below and to one side of the pipe, or in separate trenches.
      b. Bundle all 24-volt wires at 10-foot intervals and lay with pressure supply line pipe to one side of trench.
      c. Install control wire for each control valve.
      d. Run 2 spare #14-1 wires from controller pedestal or electric control valve on each and every leg of mainline.
K. Sprinkler Heads, Emitters, Rotators, and Rotors
   1. Flush circuit piping with full head of water and install sprinklers after hydrostatic test is completed.
   2. Adjust nozzles to allow for adequate coverage and to minimize overspray onto walks, roads, driveways, and buildings.
   3. Stake emitter tubing with 1/4" Rainbird® TS-025 tubing stakes.
   4. Adjust heads to be plumb and flush with finish grades, even with top of soil level or top of material level after completion of grading, seeding, sodding, and rolling of grass.
L. Drip Tubing
   1. Install all drip tubing in locations shown on the Irrigation Plan. To be laid out and installed per the irrigation drip details.
   2. Install flush caps as indicated on details.
   3. Install drip indicator on all drip zones.
M. Thrust Blocks and/or Joint Restraints
   1. Install on pipe sized 2" or larger wherever the main pipe line:
      a. Changes any direction at tees, angles, and crosses vertical and horizontal.
      b. Changes at reducers.
      c. Stops at a dead-end.
      d. Valves at which thrust develops when closed.

BACKFILLING

A. Do not begin backfilling operations until system tests and approvals have been completed.
B. Bed all pipe a minimum of 2 inches. Backfill to 6 inches above pipe with soil free of rocks over 1-inch diameter, debris, or organic matter. Backfill remainder of trench with soil of like quality to adjacent areas. Haul away all material not suitable for backfill.
C. Compact backfill in 6-inch lifts thoroughly to prevent settling damage to grades or plant material. Leave trenches slightly mounded to allow for settlement after backfilling is completed. Low areas and damage caused by settling will be repaired by Contractor at no additional cost to the Project or Owner.
D. Prevent soil, rocks, or debris from entering pipes or sleeves.

FLUSHING AND TESTING

A. Flushing: After piping, risers, and valves are in place and connected, but prior to installation of sprinkler heads, thoroughly flush piping system under full head of water pressure from dead end fittings. Maintain flushing for 5 minutes through furthermost valves. Cap risers after flushing.

INSPECTION

A. Arrange for Owner's presence 48 hours in advance of inspection walk-through.
B. Examine areas and conditions under which work of this section is to be performed and ensure a complete and operating installation prior to scheduling a walk-through.
C. Operate each zone in its entirety for Owner at time of walk-through and open all valve boxes as directed.
D. Expose all drip emitters under operations for observation by Owner to demonstrate they are performing and installed as designed prior to placing of mulch material. Schedule separate walk-through as necessary.
E. As necessary Owner will generate a list of items to be corrected prior to Final Acceptance.

RESTORATION AND CLEANING

A. Flush dirt and debris from piping before installing sprinklers and other devices.
B. Adjust automatic control valves to provide flow rate of rated operating pressure required for each sprinkler circuit.
C. Restore all damaged areas to original condition unless otherwise shown on plans at no additional cost to the Project or Owner.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

MLD STUDIO
Landscape Architecture
51 old canton street
alpharetta, ga 30009
770.442.8171

REGISTERED LANDSCAPE ARCHITECT
AARON D. NEITZEL
LA6667616
STATE OF FLORIDA

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU# 05989

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	2/21/25	MB	Issued for Construction
2	4/21/25	MB	new site plan/comments

MLD PROJECT #	2024209
PRINTED FOR	PERMIT
DATE	2/21/25
DRAWN BY	MB

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SHEET

PERMIT

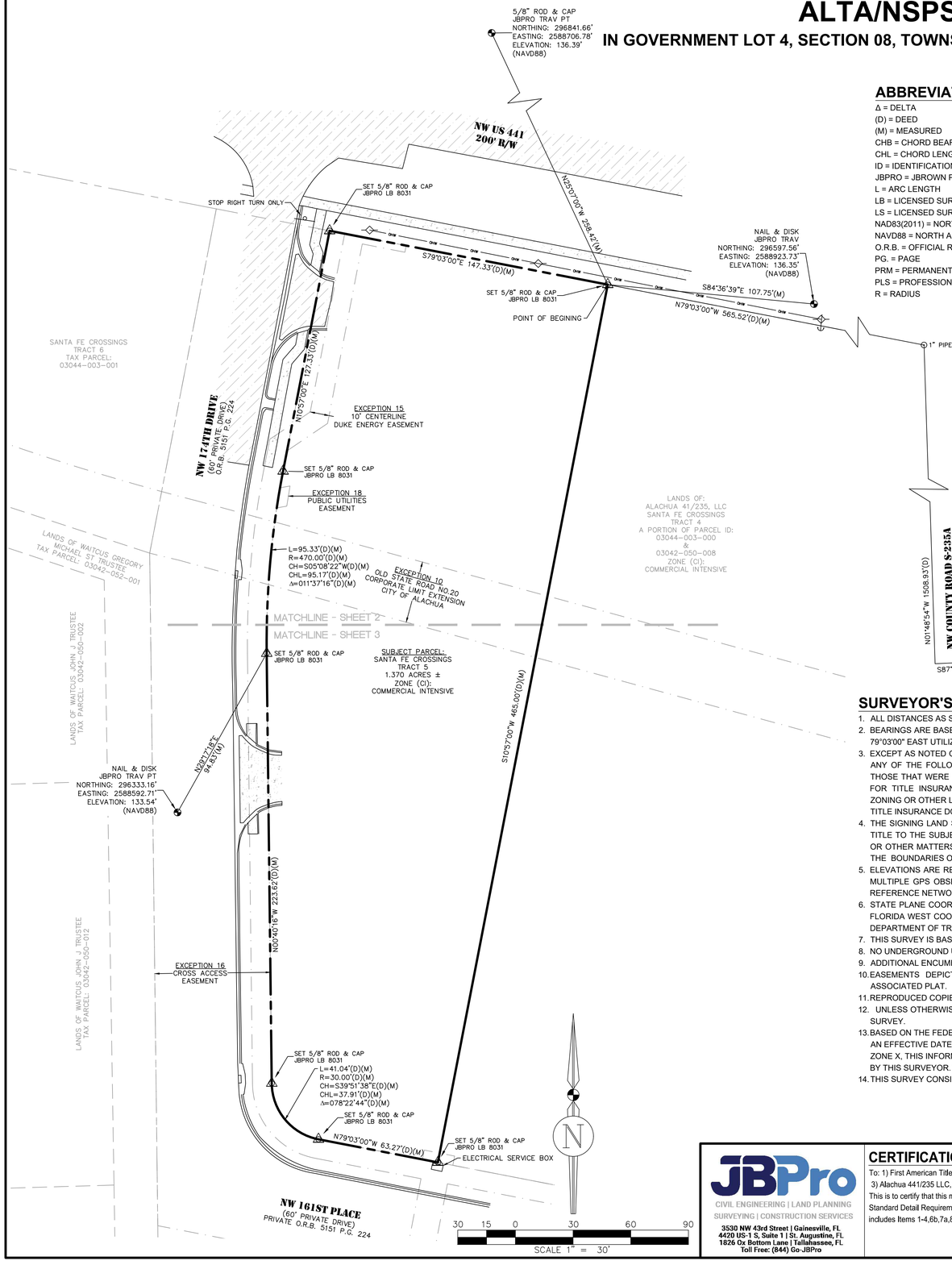
Irrigation Specifications

SHEET NUMBER

L-202

ALTA/NSPS LAND TITLE SURVEY

IN GOVERNMENT LOT 4, SECTION 08, TOWNSHIP 08 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA



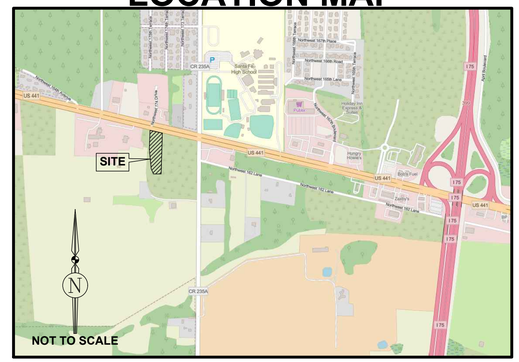
ABBREVIATIONS

Δ = DELTA
(D) = DEED
(M) = MEASURED
CHB = CHORD BEARING
CHL = CHORD LENGTH
ID = IDENTIFICATION
JBPRO = JBROWN PROFESSIONAL GROUP
L = ARC LENGTH
LB = LICENSED SURVEYING BUSINESS
LS = LICENSED SURVEYOR
NAD83(2011) = NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT
NAVD88 = NORTH AMERICAN VERTICAL DATUM OF 1988
O.R.B. = OFFICIAL RECORDS BOOK
PG. = PAGE
PRM = PERMANENT REFERENCE MONUMENT
PLS = PROFESSIONAL LAND SURVEYOR
R = RADIUS

SYMBOL LEGEND

BOUNDARY LINE
TAX PARCEL LINE
RIGHT-OF-WAY LINE
TITLE EXCEPTION/EASEMENT LINE
OHW — OVERHEAD WIRE
BENCHMARK
IRON ROD - CAPPED
PIPE
POWER POLE
GUY WIRE
SINGLE POLE SIGN
ASPHALT SURFACE
CONCRETE SURFACE

LOCATION MAP



BUILDING SETBACKS:

FROM THE CITY OF ALACHUA LAND DEVELOPMENT REGULATION TABLE 5.1-3. TABLE OF DIMENSIONAL STANDARDS IN THE BUSINESS ZONING DISTRICTS

1.FRONT = 20'
2. REAR = 15'
3. SIDE = 0'

SURVEYOR'S NOTES

1. ALL DISTANCES AS SHOWN HEREON ARE EXPRESSED IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.
2. BEARINGS ARE BASED ON THE NORTH LINE OF THE SUBJECT PARCEL HAVING A MEASURED BEARING OF SOUTH 79°03'00" EAST UTILIZING STATE PLANE NAD83 FLORIDA WEST ZONE PROJECTION.
3. EXCEPT AS NOTED OR SHOWN HEREON THIS ALTA/NSPS LAND TITLE SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: EASEMENTS, EXCEPT THOSE THAT WERE FURNISHED TO THE LAND SURVEYOR AND LISTED IN SCHEDULE B-II OF THE COMMITMENT FOR TITLE INSURANCE; BUILDING SETBACK LINES; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS; AND ANY OTHER MATTERS THAT THE PROVIDED COMMITMENT FOR TITLE INSURANCE DOES NOT DISCLOSE.
4. THE SIGNING LAND SURVEYOR HAS BEEN PROVIDED A CURRENT TITLE COMMITMENT OF MATTERS AFFECTING TITLE TO THE SUBJECT PROPERTY. THERE MAY EXIST DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS OR OTHER MATTERS NOT SHOWN IN THE REFERENCED TITLE INSURANCE COMMITMENT, THAT COULD AFFECT THE BOUNDARIES OR TITLE TO THE SUBJECT REAL ESTATE.
5. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND BASED ON MULTIPLE GPS OBSERVATIONS REFERENCING THE FLORIDA DEPARTMENT OF TRANSPORTATION PERMANENT REFERENCE NETWORK (FPRN).
6. STATE PLANE COORDINATES ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT, FLORIDA WEST COORDINATE ZONE AND BASED ON MULTIPLE GPS OBSERVATIONS REFERENCING THE FLORIDA DEPARTMENT OF TRANSPORTATION PERMANENT REFERENCE NETWORK (FPRN).
7. THIS SURVEY IS BASED ON MEASUREMENTS CONDUCTED ON 07/17/2024.
8. NO UNDERGROUND UTILITIES WERE LOCATED AS PART OF THIS SURVEY.
9. ADDITIONAL ENCUMBRANCES MAY AFFECT THE SUBJECT PARCEL THAT DO NOT APPEAR ON THIS MAP.
10. EASEMENTS DEPICTED ON THIS SURVEY WERE PROVIDED BY THE CLIENT OR ARE RECORDED IN AN ASSOCIATED PLAT.
11. REPRODUCED COPIES THAT ARE NOT AT 24"X36" MAY NOT BE TO SCALE.
12. UNLESS OTHERWISE NOTED, CORNER MARKERS SHOWN HEREON WERE FOUND DURING THE COURSE OF THIS SURVEY.
13. BASED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP #120010120D WITH AN EFFECTIVE DATE OF 06/16/2006 AND BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY LIES WITHIN ZONE X, THIS INFORMATION IS FOR FLOOD ZONE CLASSIFICATION ONLY AND IS NOT A FLOOD DETERMINATION BY THIS SURVEYOR. THE INFORMATION WAS FOUND AT MSC.FEMA.GOV.
14. THIS SURVEY CONSISTS OF THREE SHEETS, NO SINGLE SHEET IS VALID OR COMPLETE WITHOUT THE REST.

DESCRIPTION PER TITLE COMMITMENT

A PARCEL OF LAND SITUATE, LYING AND BEING LOCATED IN GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, AND RUN SOUTH 87 DEGREES 26 MINUTES 54 SECONDS WEST, A DISTANCE OF 50.01 FEET TO A POINT ON THE WEST RIGHT-OF-WAY BOUNDARY OF NW COUNTY ROAD S-235 A; THENCE NORTH 01 DEGREES 48 MINUTES 54 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 1508.93 FEET TO THE INTERSECTION OF SAID WEST RIGHT-OF-WAY BOUNDARY OF NW COUNTY ROAD S-235-A, WITH THE SOUTH RIGHT-OF-WAY BOUNDARY OF NW US HIGHWAY 441; THENCE LEAVING SAID WEST RIGHT-OF-WAY BOUNDARY AND RUN NORTH 79 DEGREES 03 MINUTES 00 SECONDS WEST ALONG SAID SOUTH RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 565.52 FEET FOR THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING AND LEAVING SAID SOUTH RIGHT-OF-WAY BOUNDARY RUN THENCE SOUTH 10 DEGREES 57 MINUTES 00 SECONDS WEST, 465.00 FEET TO THE NORTH RIGHT-OF-WAY BOUNDARY OF A PROPOSED 60-FOOT WIDE ACCESS EASEMENT; THENCE NORTH 79 DEGREES 03 MINUTES 00 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY A DISTANCE OF 63.27 FEET TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY BOUNDARY AND SAID CURVE, WITH A RADIUS OF 30.00 FEET THROUGH A CENTRAL ANGLE OF 78 DEGREES 22 MINUTES 44 SECONDS FOR AN ARC DISTANCE OF 41.04 FEET (THE CHORD OF SAID ARC BEING NORTH 39 DEGREES 51 MINUTES 38 SECONDS WEST, 37.91 FEET); THENCE NORTH 00 DEGREES 40 MINUTES 16 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 223.62 FEET TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG SAID RIGHT-OF-WAY BOUNDARY AND SAID CURVE, WITH A RADIUS OF 470.00 FEET THROUGH A CENTRAL ANGLE OF 11DEGREES 37 MINUTES 16 SECONDS FOR AN ARC DISTANCE OF 95.33 FEET (THE CHORD OF SAID ARC BEING NORTH 05 DEGREES 08 MINUTES 22 SECONDS EAST, 95.17 FEET); THENCE NORTH 10 DEGREES 57 MINUTES 00 SECONDS EAST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 127.33 FEET, TO THE AFORESAID SOUTH RIGHT-OF-WAY BOUNDARY OF NW US HIGHWAY 441; THENCE SOUTH 79 DEGREES 03 MINUTES 00 SECONDS EAST ALONG SAID SOUTH RIGHT-OF-WAY BOUNDARY A DISTANCE OF 147.33 FEET, TO THE POINT OF BEGINNING.

CONTAINING 1.370 ACRES MORE OR LESS.

SCHEDULE B-II ITEMS

TAKEN FROM SCHEDULE B-II OF A COMMITMENT FOR TITLE INSURANCE, ISSUED BY FIRST AMERICAN TITLE COMPANY, COMMITMENT #1103601356, WITH AN EFFECTIVE DATE OF JUNE 17, 2024 AT 8:00 A.M.

1. NOT A MATTER OF SURVEY.
2. NOT A MATTER OF SURVEY.
3. SEE SURVEY SHOWN HEREON.
4. NOT A MATTER OF SURVEY.
5. NO BODIES OF WATER OBSERVED WITHIN OR ADJACENT TO THE SUBJECT PROPERTY.
6. NOT A MATTER OF SURVEY.
7. NOT A MATTER OF SURVEY.
8. NOT A MATTER OF SURVEY.
9. DOES NOT AFFECT SUBJECT PARCEL.
10. ORDINANCE NO. 0-90-29 RECORDED SEPTEMBER 24, 1990 IN BOOK 1786, PAGE 818, EXTENDS THE CORPORATE LIMITS OF THE CITY OF ALACHUA. THIS AREA INCLUDES A PORTION OF THE SUBJECT PARCEL AND IS PLOTTED HEREON.
11. DOES NOT AFFECT THE SUBJECT PARCEL..
12. DOES NOT AFFECT THE SUBJECT PARCEL.
13. INFRASTRUCTURE PLAN AGREEMENT RECORDED IN BOOK 5093, PAGE 1447, AND AMENDMENT TO INFRASTRUCTURE PLAN AGREEMENT IN BOOK 5158, PAGE 1299, ARE BLANKET IN NATURE.
14. DECLARATION OF UNIFIED CONTROL, EASEMENTS, COVENANTS AND RESTRICTIONS, IN BOOK 5100, PAGE 1064; CORRECTIVE DECLARATION IN BOOK 5101, PAGE 255; NOTICE IN BOOK 5101, PAGE 735, ARE BLANKET IN NATURE OVER THE ENTIRETY OF THE SUBJECT PARCEL.
15. 10' WIDE DUKE ENERGY EASEMENT, LYING ON EITHER SIDE OF INSTALLED FACILITIES, IS PLOTTED HEREON .
16. EASEMENT FOR CROSS ACCESS & SIDEWALK , RECORDED IN BOOK 5151, PAGE 224 IS PLOTTED HEREON.
17. DOES NOT AFFECT THE SUBJECT PARCEL.
18. EASEMENT FOR PUBLIC UTILITY , RECORDED IN BOOK 5151, PAGE 2258 IS PLOTTED HEREON.

JBPro
CIVIL ENGINEERING | LAND PLANNING
SURVEYING | CONSTRUCTION SERVICES
3530 NW 43rd Street | Gainesville, FL
4420 US-1 S, Suite 1 | St. Augustine, FL
1826 Ox Bottom Lane | Tallahassee, FL
Toll Free: (844) Go-JBPro

CERTIFICATION

To: 1) First American Title Company; 2) Lisciotti Development Corp., a Massachusetts corporation
3) Alachua 441/235 LLC, a Florida limited liability company 4)Fishback Dominick, LLP
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1-4,6b,7a,8,9,11b,13,16-18, & 21 of Table A thereof. The fieldwork was completed on 07/17/2024.

THE MAP OF THE PROPERTY DESCRIBED HEREON WAS MADE UNDER MY SUPERVISION AND THIS MAP OF SURVEY FURTHER MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE STATE OF FLORIDA BOARD OF PROFESSIONAL SURVEYORS & MAPPERS IN CHAPTER 5J-17.05, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES, AND THE MAP OF SURVEY SHOWN HEREON IS A TRUE AND ACCURATE REPRESENTATION THEREOF TO THE BEST OF MY KNOWLEDGE, BEING SUBJECT TO NOTES AND NOTATIONS SHOWN HEREON.

Florida License No. LS4816
Certificate of Authorization No. LB8031

NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR & MAPPER OR VALID DIGITAL SIGNATURE IN ELECTRONIC FORM

Richard L White
Digitally signed by Richard L White
DN: cn=Richard L White, o=US, ou=Affiliated, email=rlwhite@jbpro.com
Date: 2024.09.01 14:12:34 -04'00'

Richard L. White, PLS
Professional Land Surveyor

Chick-Fil-A
Santa Fe Crossings

ALTA/NSPS LAND TITLE SURVEY

CERTIFIED TO:	SEE ALTA CERTIFICATION AT LEFT
Scale:	1"=30'
Proj. No.	780-24-01
Drawn:	A.Cortina
Checked:	R.White
Dwg. Name:	780-24-01-ALTA
Dwg. Date:	07/25/24
Field Book:	65
Pages:	14,16
Sheet:	1 of 3

ALTA/NSPS LAND TITLE SURVEY

IN GOVERNMENT LOT 4, SECTION 08, TOWNSHIP 08 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

ABBREVIATIONS

(D) = DEED
(M) = MEASURED
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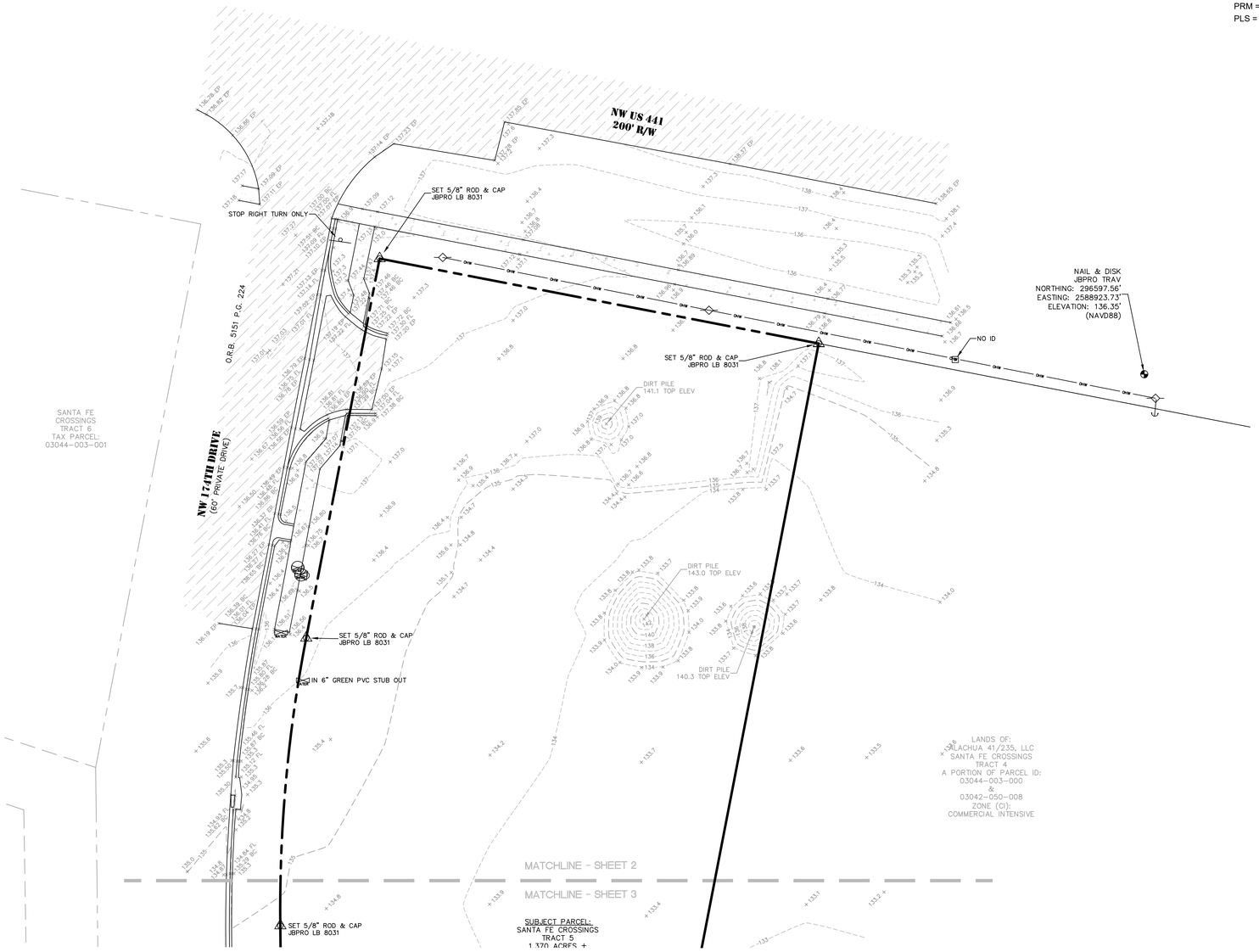
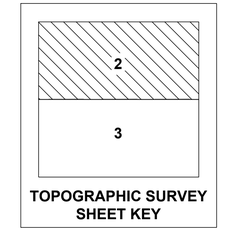
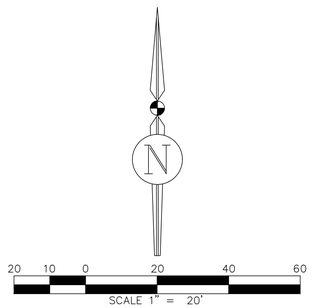
SYMBOL LEGEND

- BOUNDARY LINE
- TAX PARCEL LINE
- RIGHT-OF-WAY LINE
- OHW — OVERHEAD WIRE
- BENCHMARK
- IRON ROD - CAPPED
- WATER VALVE COVER
- WATER VALVE
- FIRE HYDRANT
- POWER POLE
- GUY WIRE
- SINGLE POLE SIGN
- TELEPHONE PEDESTAL/SERVICE BOX
- × 132.2 — SPOT ELEVATION - SOFT SURFACE
- × 132.21 — SPOT ELEVATION - HARD SURFACE
- 150 — CONTOUR LINES
- ASPHALT SURFACE
- CONCRETE SURFACE





TOPOGRAPHIC SURVEY SHEET KEY



Chick-Fil-A
Santa Fe Crossings

ALTA/NSPS LAND TITLE SURVEY

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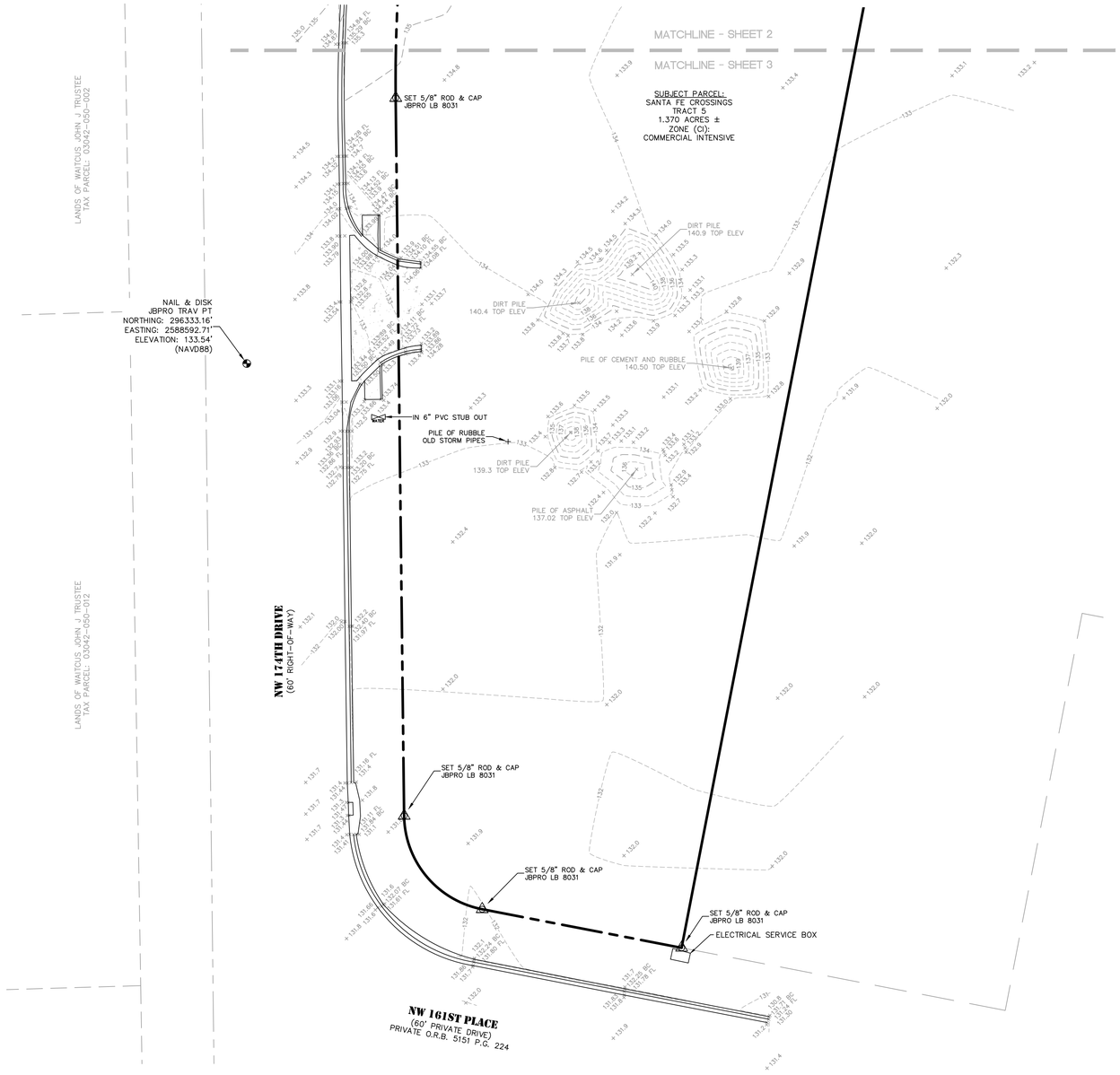

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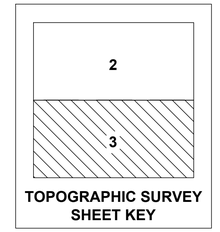
- CONCRETE SURFACE



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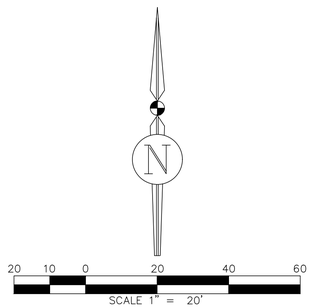

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Field Book:	65
Pages:	14,16
Sheet:	3 of 3

City of ALACHUA
THE GOOD LIFE COMMUNITY

FOR OFFICE USE ONLY
Case #: _____
Application Fee: $_____
Filing Date: _____
Completeness Date: _____
Review Type: P&Z or PZB & CCOM

Site Plan Application

Reference City of Alachua Land Development Regulations (LDRs), Section 2.4.9

A. PROJECT

1. Project Name: Chick-fil-A Alachua
2. Pre-Application Conference Date: July 19 2024
3. Neighborhood Meeting Date: 11/15/2024
4. Address of Subject Property: 16314 US Highway 441, Alachua, FL 32615
5. Parcel ID Number(s): 03044-003-000 & 03042-050-008
6. Existing Use of Property: Vacant
7. Future Land Use Map Designation: Commercial (COMM)
8. Zoning Designation: Commercial Intensive (CI)
9. Acreage: +/- 1.37 Acres
10. Total Existing Building Square Footage, if applicable: N/A
11. Total Existing Impervious Area (not including existing building area), if applicable: N/A
12. Total Building Square Footage Proposed: 4927
13. Total New Impervious Area Proposed (not including building area): 0.96 acres

B. APPLICANT

1. Applicant's Status ☐ Owner (title holder) ■ Agent
2. Name of Applicant(s) or Contact Person(s): Kristhian Morales Title: Authorized Agent
   Company (if applicable): Bowman Consulting Group LTD
   Mailing address: 900 SE 3rd Ave, Suite 300
   City: Fort Lauderdale State: FL ZIP: 33316
   Telephone: 954-866-1562 FAX: _____ e-mail: kmorales@bowman.com
3. If the applicant is agent for the property owner*:
   Name of Owner (title holder): ALACHUA 441/235 LLC
   Mailing Address: 496 S HUNT CLUB BLVD APOPKA, FL 32703
   City: Alachua State: Florida ZIP: 32615

** Must provide an executed Authorized Agent Affidavit or other acceptable documentation (as deemed acceptable by the City in its sole discretion) authorizing the agent to act on behalf of the property owner.*

C. ADDITIONAL INFORMATION

1. Is there any additional contact for sale of, or options to purchase, the subject property? ■ Yes ☐ No
   If yes, list names of all parties involved: Lisciotti Developmet Corp
2. Has the applicant discussed possible utility/infrastructure fees with the Public Services Department?
   If no, contact the Public Services Department at 386-418-6140. ■ Yes ☐ No

D. ATTACHMENTS

1. Site Plan. Sheet size shall be 24" X 36" with a 3" left margin and ½" top, bottom, and right margin.

   Site Plan shall include:

   a. Name and location of project.
   b. Name and contact information (address, telephone, and email address) of property owner, developer (if applicable), and all professional consultants (i.e., landscape architect, photometric, electrical engineer, architect, etc.) for the project.
   c. Zoning of the subject property.
   d. Vicinity map - indicating general location of the site and major adjacent streets and all adjacent properties.
   e. Boundary and topographic survey. Survey shall be signed and sealed by the surveyor, and shall be no older than two (2) years.
   f. Complete legal description of the subject property.
   g. Statement of proposed uses.
   h. Location of the subject property in relation to adjacent properties.
   i. Date, north arrow, and graphic scale (not to exceed one (1) inch equal to 50 feet.)
   j. Area and dimensions of the subject property.
   k. Structures and major features – fully dimensioned – including setbacks from property lines and right-of-ways, distances between structures (if structures are within 25 feet of one another), floor area of each building, floor area ratio, and property lines.
   l. Location of all property lines, existing and proposed adjacent right-of-ways, sidewalks, curbs, and gutters.
   m. Distance between ingress and egress connections for the project and the ingress / egress connections for all contiguous properties and for properties on the opposite side of the road, measured from the interior radius of all ingress/egress connections.
   n. Location of all existing and proposed utilities (electric, potable water, sanitary sewer, gas, etc.) on the subject property, and on adjacent properties if located within 50 feet of the subject property, and within adjacent rights-of-way.
   o. Location of all existing and proposed fire hydrants.
   p. Location of all existing easements on the property and on adjacent properties if located within 50 feet of the subject property, and recording information for such easements.
   q. Location of all proposed easements (legal descriptions and sketches of all proposed easements shall be provided by the applicant following a review of proposed utility locations by Public Services).
   r. Location and dimensions of all existing and proposed vehicular parking spaces, dimensions of all drive aisles, and the angle of parking spaces.
   s. Location of all bicycle parking areas and specifications of bicycle racks.
   t. Location, dimensions, and vertical clearance of all off-street loading spaces, if required by Section 6.1 of the LDRs.
   u. Location and dimensions of all vehicle stacking spaces, if required by Section 6.1 of the LDRs.
   v. Vehicular parking calculations, indicating the minimum and maximum number of required spaces and the number of parking spaces provided (regular and accessible spaces) in accordance with Section 6.1 of the LDRs.
   w. Bicycle parking calculations, if required by Section 6.1 of the LDRs.
   x. Striping and signage for all traffic control devices.
   y. Landscape Plan, indicating the location, size, and design of required and proposed landscaped areas. Landscape Plans shall identify the following with sufficient detail and calculations to demonstrate compliance with Section 6.2.2 of the LDRs:
      i. Location, identification of the species, and size of all existing trees.
      ii. Required perimeter buffer areas.
      iii. Parking lot perimeter landscaping.
      iv. Parking lot interior landscaping.
      v. Building façade landscaping.
      vi. Calculation of landscaped areas (see Policy 2.4.a of the Comprehensive Plan Future Land Use Element).
      vii. Calculation of open space provided (see Section 6.7 of the LDRs).
      viii. Calculation of tree credits, if applicable. Calculations shall be as set forth in Sections 6.2.1(D)(4) and 6.2.2(D)(6) of the LDRs and shall be shown on the plan in tabular format (if tree credits are utilized, the Landscape Plan must identify in the landscape calculations where credit is applied).
      ix. Tree protection detail in accordance with Section 6.2.1(D)(2) of the LDRs.
      x. If tree removal is proposed, a tree survey, showing:
         (a) Each tree proposed for removal;
         (b) Each tree proposed for retention;
         (c) The size and species (both common and scientific names) of all trees proposed for removal/retention;
         (d) Location, size, and species of all new trees proposed to meet mitigation requirements. Mitigation trees must be shown on the plans and a list of all mitigation trees and calculation of required mitigation must be provided on the plan in tabular format.

z. Location of waste receptacles and detail of waste receptacle screening, demonstrating compliance with Section 6.2.3(B) and, if within the Gateway Overlay District, with Section 3.7.2(C)(5)(c)(ii).
aa. Photometric Plan, demonstrating compliance with the applicable provisions of Section 6.4 of the LDRs.
bb. Location and size of any lakes, ponds, canals, or other waters and waterways, and required setbacks dimensioned on the plans from such waterways.
cc. For development consisting of a nonresidential use, except for single tenant retail sales and services uses greater than or equal to 20,000 square feet in area and except for use types within the industrial services, manufacturing and production, warehouse freight and movement, waste-related services, and wholesale sales use categories ***not*** located within 500 feet of the right-of-way of US Highway 441: Architectural plans demonstrating compliance with the design standards for business uses as provided in Section 6.8.2 of the LDRs. Architectural plans shall include:
    i. Calculation of glazing of:
        (a) the front façade;
        (b) any facade facing a street;
        (c) any façade facing a publicly-accessible parking area which is a part of the development and consisting of 15 percent or more of the minimum off-street parking required by Section 6.1.4(B) of the LDRs; and,
        (d) any façade facing vacant land classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses.
    ii. Calculation of the area of all façades subject to glazing.
    iii. Detail on the architectural plans depicting façade massing or a massing alternative as defined in Section 6.8.2(A)(2)(b).
    iv. Identification of each material utilized in each façade and the percentage of the total area of the façade for each material used.
dd. For development consisting of a nonresidential use where a single retail services tenant is greater than or equal to 20,000 square feet in area: Architectural plans demonstrating compliance with the design standards for single tenant retail sales and service uses greater than or equal to 20,000 square feet in area as provided in Section 6.8.3 of the LDRs. Architectural plans shall include:
    i. Color plans depicting the color of all materials used in the façade.
    ii. Identification of each material utilized in each façade and the percentage of the total area of the façade for each material used.
    iii. Calculation of glazing of:
        (a) the front façade;
        (b) any facade facing a street;
        (c) any façade facing a publicly-accessible parking area which is a part of the development and consisting of 15 percent or more of the minimum off-street parking required by Section 6.1.4(B) of the LDRs; and,
        (d) any façade facing vacant land classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses.
    iv. Calculation of the area of all façades subject to glazing.
    v. If a glazing alternative as defined in Section 6.8.3(A)(2)(a)(iv) is used, calculation of area of alternative materials used or identification of other architectural features meeting the requirements of Section 6.8.3 of the LDRs.
    vi. Detail on the architectural plans depicting façade massing or a massing alternative as defined in Section 6.8.2(A)(2)(b) of the LDRs.
ee. For development consisting multi-family residential uses and/or a mobile home park:
    i. Gross acreage.
    ii. Number of dwelling units proposed.
    iii. Density.
    iv. Location and percentage of total open space and recreation areas.
    v. Floor area of each dwelling unit.
    vi. Number of proposed parking spaces.
    vii. Street layout, if applicable.
    viii. Layout of mobile home stands (for mobile home parks only).
    ix. City of Alachua Public School Student Generation Form.

2. Stormwater management plan - including the following:
    a. Plans showing existing contours at one (1) foot intervals based on U.S. Coastal and Geodetic Datum.
    b. Proposed finished floor elevation of all buildings.
    c. Existing and proposed stormwater management facilities with size and grades.
    d. Proposed orderly disposal of surface water runoff.
    e. Drainage calculations.

3. Fire Department Access and Water Supply Plan. All fire protection plans are subject to review and approval by the Alachua County Fire Marshal and City of Alachua Public Services Department. Fire Department Access and Water Supply Plan shall include:
    a. Plans prepared by a professional engineer licensed in the State of Florida.

b. Fire flow calculations for each newly constructed building. Calculations shall be performed in accordance with Chapter 18, Section 18.4 of the Florida Fire Prevention Code.
c. Documentation from the water purveyor stating the available flow to the subject property.

4. Concurrency Impact Analysis showing the impact on public facilities, including potable water, sanitary sewer, transportation, solid waste, recreation, stormwater, and public schools (if applicable) in accordance with Section 2.4.14 of the LDRs.

5. Analysis of Consistency with the City of Alachua Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies and describe in detail how the application complies with the noted Goal, Objective, or Policy).

   For commercial/corporate park/industrial projects: In addition to submitting specific written information regarding the development's compliance with the relevant Goals, Objectives, and Policies of the City of Alachua Comprehensive Plan, a response to the design and performance standards as provided in Policy 1.3.d (for commercial projects), Policy 1.4.f (for corporate park projects), or Policy 1.5.d (for industrial projects) of the Future Land Use Element:

   The following criteria shall apply when evaluating commercial/corporate park/industrial development proposals:

   1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;
   2. Buffering from adjacent existing/potential uses;
   3. Open space provisions and balance of proportion between gross floor area and site size;
   4. Adequacy of pervious surface area in terms of drainage requirements;
   5. Placement of signage;
   6. Adequacy of site lighting and intrusiveness of lighting upon the surrounding area;
   7. Safety of on-site circulation patterns (patron, employee and delivery vehicles), including parking layout and drive aisles, and points of conflict;
   8. Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations;
   9. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance; and
   10. Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.
   11. Commercial/Corporate Park/Industrial uses shall be limited to an intensity of less than or equal to 0.50 floor area ratio for parcels 10 acres or greater, 0.50 floor area ratio for parcels less than 10 acres but 5 acres or greater, a 0.75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio to parcels 1 acre or less.
   12. Complementary residential uses (corporate park only).

6. *For Site Plans for Buildings Less than 80,000 Square Feet in Area:* One (1) set of mailing labels for all property owners within 400 feet of the subject property boundaries – even if property within 400 feet falls outside of City limits (obtain from the Alachua County Property Appraiser's web site) – and all persons/organizations registered to receive notice of development applications (current list may be obtained from the Planning & Community Development Department).
   For Site Plans for Buildings Greater than or Equal to 80,000 Square Feet in Area: Two (2) sets of mailing labels for all property owners within 400 feet of the subject property boundaries – even if property within 400 feet falls outside of City limits (obtain from the Alachua County Property Appraiser's web site) – and all persons/organizations registered to receive notice of development applications (current list may be obtained from the Planning & Community Development Department).

7. Neighborhood Meeting Materials, including:
   i. Copy of the required published notice (advertisement) – must be published a newspaper of general circulation, as defined in Article 10 of the City's LDRs;
   ii. Copy of written notice (letter) sent to all property owners within 400 feet and to all persons/organizations registered with the City to receive notice, and a copy of the mailing labels or a list of those who received written notice; and,
   iii. Written summary of meeting – must include (1) those in attendance; (2) a summary of the issues related to the development proposal discussed; (3) comments by those in attendance about the development proposal; and, (4) any other information deemed appropriate.

8. Legal description: (1) on 8.5" x 11" paper; and (2) electronic file in Word format.

9. Proof of ownership (i.e., copy of deed.)

10. Proof of payment of taxes.

11. Traffic Impact Analysis or Statement, as deemed applicable to the project by the City of Alachua in its sole discretion.

12. Environmental Assessment or Study, as deemed applicable to the project by the City of Alachua in its sole discretion.

13. Environmental Resource Permit (or Letter of Exemption) from the Suwannee River Water Management District (SRWMD) or Self-Certification for a Stormwater Management System in Uplands Serving Less than 10 Acres of Total Project Area and Less than 2 Acres of Impervious Surfaces from the Florida Department of Environmental Protection (FDEP) pursuant to Section 403.814(12), Florida Statutes (or documentation which shows a permit application/exemption/self-certification has been submitted to SRWMD or FDEP).

14. If access is from a County Road, access management permit from Alachua County Public Works (or documentation which shows a permit application has been submitted).

15. If access is from a State Road, access management permit from Florida Department of Transportation (or documentation which shows a permit application has been submitted).

16. **Fee.** Please see fee schedule for fee determination. No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any costs associated with outside professional consulting services deemed necessary by the City in its sole discretion will be billed to the applicant at the rate of the consultant. The invoice for such services shall be paid in full prior to any public hearing(s) on the application.

All applicable attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

Under penalty of perjury, I/we certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge.

Signature of Applicant

Signature of Co-applicant

Kristhian Morales (AUTHORIZED AGENT)

Typed or printed name *and title* of applicant

Typed or printed name *and title* of co-applicant

STATE OF FLORIDA

COUNTY OF ~~ALACHUA~~ BROWARD

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 11th day of MARCH, 2025, by Kristhian Morales who executed the same and has ____ produced _____ as identification or ☑ is personally known to me.

Signature of Notary

Print Name: Shailah G Steck

Notary Public, State of Florida

My Commission Expires: January 26, 2027

Shailah Giovanna Steck
Comm.: HH 354492
Expires: January 26, 2027
Notary Public - State of Florida

City of ALACHUA

THE GOOD LIFE COMMUNITY

Authorized Agent Affidavit

A. PROPERTY INFORMATION

Address of Subject Property: 16314 US Highway 441, Alachua, FL 32615

Parcel ID Number(s): 03044-003-000 & 03042-050-008

Acreage: +/- 1.37

B. PERSON PROVIDING AGENT AUTHORIZATION

Name: _____ Title: _____

Company (if applicable): Alachua 441/235 LLC

Mailing Address: 496 S Hunt Club Blvd

City: Apopka State: FL ZIP: 32703

Telephone: 978.466.6661 FAX: 978.466.9080 e-mail: g@lisciotti.com

C. AUTHORIZED AGENT

Name: Kristhian Morales Title: Branch Manager

Company (if applicable): Bowman Consulting Group LTD

Mailing address: 900 SE Third Ave, Suite 300

City: Fort Lauderdale State: FL ZIP: 33316

Telephone: 9546861562 FAX: _____ e-mail: kmorales@bowman.com

D. REQUESTED ACTION:

Site Plan and associated development entitlements/ procurements processes. neighborhood and public meeting associated with development

I hereby certify that I am the property owner of record, or I have received authorization from the property owner of record to file an application for a development permit related to the property identified above. I authorize the agent listed above to act on my behalf for purposes of this application.

Signature of Applicant

Signature of Co-applicant

John C. Vick III

Typed or printed name and title of applicant

Typed or printed name of co-applicant

State of Florida County of Seminole

The foregoing application is acknowledged before me this 11 day of March, 2025 by John C. Vick III

_____, who is/are personally known to me, or who has/have produced _____ as identification.

Signature of Notary Public, State of Florida

HH 160903

CAROLYN B. STANLEY
Notary Public - State of Florida
Commission # HH 160903
My Comm. Expires Sep 4, 2025
Bonded through National Notary Assn.



Detail by Entity Name

Florida Limited Liability Company
ALACHUA 441/235, LLC

Filing Information

Document Number	L21000365081
FEI/EIN Number	92-0352046
Date Filed	08/13/2021
Effective Date	08/13/2021
State	FL
Status	ACTIVE
Last Event	LC AMENDMENT
Event Date Filed	06/10/2022
Event Effective Date	NONE

Principal Address

496 S HUNT CLUB BOULEVARD
APOPKA, FL 32703

Changed: 06/10/2022

Mailing Address

496 S HUNT CLUB BOULEVARD
APOPKA, FL 32703

Changed: 06/10/2022

Registered Agent Name & Address

JOHNSON, PAUL D, JR
1947 LEE ROAD
WINTER PARK, FL 32789

Address Changed: 06/10/2022

Authorized Person(s) Detail

Name & Address

Title MGR

V 3 ALACHUA 441/235, LLC
496 S HUNT CLUB BOULEVARD
APOPKA, FL 32703

Title AMBR

DMJJ 1, LLC
861 W MORSE BOULEVARD SUITE 250
WINTER PARK, FL 32789

Annual Reports

Report Year	Filed Date
2022	04/29/2022
2023	04/27/2023
2024	04/29/2024

Document Images

04/29/2024 -- ANNUAL REPORT	View image in PDF format
04/27/2023 -- ANNUAL REPORT	View image in PDF format
06/10/2022 -- LC Amendment	View image in PDF format
04/29/2022 -- ANNUAL REPORT	View image in PDF format
08/13/2021 -- Florida Limited Liability	View image in PDF format

Chick-fil-A Alachua FSU #05989

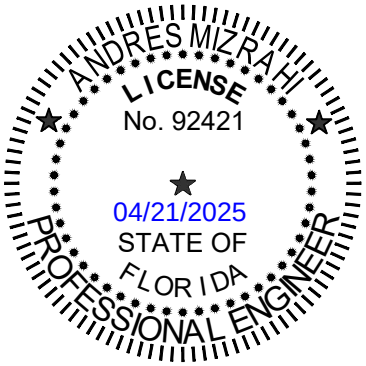
STORMWATER MANAGEMENT REPORT

16314 US Highway 441
Alachua, FL 32615
Parcel ID: 03044-003-000 & 03042-050-008
Existing Use: Vacant
Proposed Use: Restaurant w/ Drive-through

Date: February 2025
Revised: April 2025

Prepared by:
Bowman
900 SE 3rd Avenue, Suite 300
Ft. Lauderdale, FL, 33316

Certificate of Authorization No. 30462



Andres Mizrahi, P.E.
Florida License No. 92421

Bowman

Table of Contents

1.0 INTRODUCTION 3

2.0 EXISTING CONDITIONS AND BACKGROUND 4

2.1 PERMITTED DRIANAGE DESIGN (ERP-001-243718-6) 4

3.0 PROPOSED CONDITIONS 5

4.0 CONCLUSION 6

APPENDIX A: MAPS & FIGURES 7

APPENDIX B: EXCEPRTS FOR THE MASTER ERP STORMWATER REPORT & PLANS 8

APPENDIX C: 9

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1.0 INTRODUCTION

The applicant is requesting a Minor Modification to the existing Environmental Resource Permit (ERP) 243718-6, which authorizes future commercial development within Lot #5 with an impervious area of with an allowable imperviousness coverage of 85% per previously permitted and approved in the existing master ERP.

The subject property is ± 1.37-acre undeveloped land that is currently being cleared and rough graded per master developer, with Parcel ID: 03044-003-000 & 03042-050-008 roughly located at 16314 US Highway 441, Alachua, FL 32615. The project scope includes a new construction of +/- 4,927 SF fast food restaurant with drive-thru, associated parking, utilities and drainage infrastructure. The Site is under the jurisdiction of the City of Alachua, Alachua County, the Suwannee River Water Management District (SRWMD), and the Florida Department of Transportation (FDOT). See map aerial below (**Figure 1**) for additional details.

Figure 1: Aerial Map



The master site Santa Fe Crossings was previously permitted under SRWMD (Suwannee River Water Management District) ERP No. 001-243718-1 for the construction of 1.28 acres of impervious surfaces on a total project area of 11.58 acres; and the construction, Operation, and maintenance of a stormwater management system to serve a total of 7.39 acres of impervious surfaces. Said ERP No. 001-243718-1 has been closed upon the issuance of a major modification. A major modification has been approved under permit No. ERP-001-243718-6 which authorizes the construction of 1.3 acres of impervious surfaces on a total project area of 11.58 acres; and the construction, operation, and maintenance of a stormwater management system to serve a total of 7.56 of impervious surfaces. Refer to Appendix B ERP Stormwater Report.

The Master development has been approved to construct the necessary utility infrastructure to support several future commercial lots. The development constructed three new dry stormwater basins (Basin 1, 2 and 3), the Basins are connected and only Basin 3 will discharge off-site to the CR-235A right of way in the southwest corner of the master site. Basin 1 will serve tracts 2,3,5,6,7 and a portion of the right-of-way. Basin 2 will only serve tract 4, and Basin 3 will only serve tract 1 and the remaining right-of-way.

2.0 EXISTING CONDITIONS AND BACKGROUND

The site is situated within Flood Zone X, an area of minimal flood hazard, and does not have an associated Base Flood Elevation (BFE). (flood panel #12001C0120D effective 8/12/2024). See **Appendix A** for additional maps and figures.

The site-specific geotechnical report was executed by Whitestone that explored subsurface conditions of the soil and physical properties. Static groundwater was not encountered during the site investigation to a maximum explored depth of 16.5 feet below ground surface (BGS). Refer to **Appendix C Supporting Documents**. Previously a Geotechnical report was executed by ECS for the construction of the master development Santa Fe Crossings Water Utility Infrastructure permitted on (ERP-001-243717-6). ECS Florida did not encounter groundwater during the site investigation but estimated seasonal high groundwater based on their interpretation of the site conditions boring logs and soil survey information to range in depth from 6 to 30 feet BGS. Refer to **Appendix B ERP Stormwater Report** and table below for the soil parameters summary provided by ECS.

Table 1: Soil Parameters

Basin Name	Vertical Infiltration Rate (ft/day)	Horizontal Infiltration Rate (ft/day)	Elevation of Effective Aquifer (ft)	Avg. Seasonal High Water Elevation (ft bls)	Porosity (%)
Basin 1	6.00	6.00	10.50	10.50	25
Basin 2	3.50	3.50	14.50	14.50	25
Basin 3	4.50	4.50	9.00	9.00	25

2.1 PERMITTED DRIANAGE DESIGN (ERP-001-243718-6)

The Applicant proposes to develop in Tract 5 (also referred to as Lot 5) which has been designated to discharge into Basin 1. The Master Development has been designed to support future commercial lots development. See below excerpt for the permitted breakdown of impervious area per lot:

Table 5: Allowable Impervious Area

Lot #	Total Area (AC)	Allowable Impervious Area (AC)
1	2.48	2.11
2	1.26	1.07
3	0.93	0.79
4	1.35	1.15
5	1.27	1.08
6	0.47	0.40
7	0.85	0.72

According to the permitted conditions Lot 5 was designed to have an allowable impervious area is 1.08 acres. All 3 new stormwater basins were analyzed to establish the max stages for each storm event as the 100-year critical floodplain elevations. A minimum of 12" of freeboard was provided in each basin in accordance with SRWMD requirements. See below table for Permitted Critical Storm Events Max Stages:

Table 8: Critical Storm Events

Drainage Area	100-YR Critical Storm Event	Top of Bank Elevation (FT)	Basin Max Stage (FT)
BASIN 1	100YR – 240HR	130.50	128.49
BASIN 2	100YR – 008HR	130.00	128.94
BASIN 3	100YR – 240HR	127.00	126.00

The Suwannee River Water Management District criteria governs the water quality treatment volume recovery requirements. The criteria requires the WQTV to be runoff from the first 2.0" of rainfall over each drainage area. The SRWMD requires that he required WQTV be recovered within 72 hours following the design storm event. See below table for the Permitted WQTV calculations and recovery time:

Table 7: Water Quality Treatment Volume Storage & Recovery Time

Basin Name	Volume Provided (CF)	Basin Stage (FT)	Recovery Time (Hrs)
BASIN 1	53,186	126.75	20.93
BASIN 2	18,233	128.66	35.93
BASIN 3	27,688	123.49	5.09

3.0 PROPOSED CONDITIONS

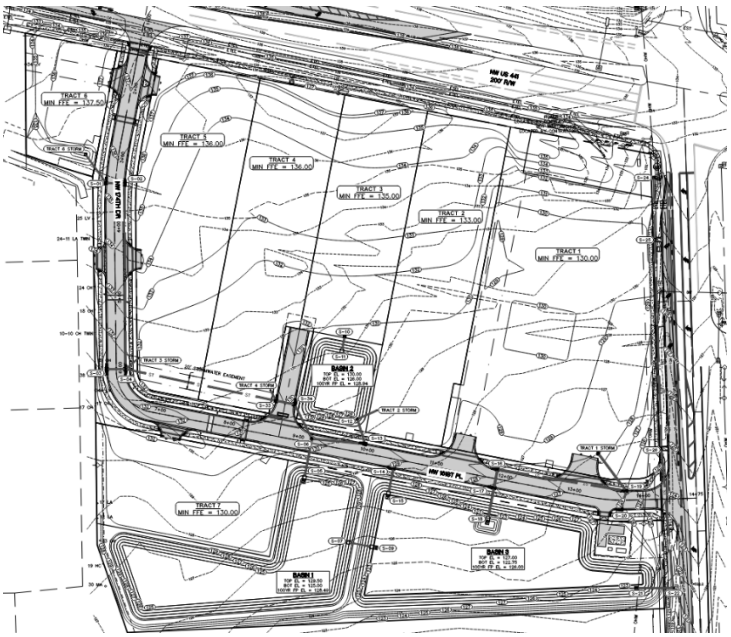
The Applicant is proposing to construct a +/- 4,927 SF Chick-Fil-A Restaurant building with drive-thru within Lot #5 with an approximate area of 1.37 acres, with total imperviousness of 1.08 acres (78.6%).

Table 1. Proposed Land Use Breakdown

Area Description	Proposed		
	Square Feet	Acreage	%
Building	4,927	0.113	8.3
Sidewalk / Paving	41,964	0.963	70.3
Grass / Open Area	12,785	0.294	21.4
Total Area	**59,676**	**+/- 1.37**	**100**

The proposed development drainage improvements will use a series of interconnected pipes with catch basins, manholes and curb inlets that will connect to the existing drainage system via existing Curb Inlet (EX-1), subsequently a proposed 18" ERCP pipes and catch basins within (20 feet stormwater Easement) to connect to another Existing Curb inlet (EX-2). The existing EX-2 curb inlet is connected to the existing drainage system which directs storm runoff to Basin 1. Basin 1 is interconnected with Basin 2 and Basin 3. Basin 3 is the only basin with an outfall that discharges off-site via previously permitted outfall structure which connects to a type C structure located east off-site the property.

All 3 Basins were previously permitted in ERP-001-243718-6 meeting all the requirements of SRWMD, FDOT, Alachua County, the City of Alachua, and NPDES. Each basin is designed to provide a 12" of freeboard, the ability to recover from each storm event within the required times and the required water quality volume. Refer to **Appendix B ERP Stormwater Report** for data calculations, drainage design and other information.



Minimum finished floor elevations were evaluated based on the maximum stage of the 100-year storm event, with the required 12" freeboard, based on the information provided by the master system. Basin 1 established a 130.50 feet Top of Bank; and minimum Finish Floor Elevation for Lot #5 is 136.00 feet. Please refer to table 1 for the land use breakdown of the proposed site.

4.0 CONCLUSION

The applicant is requesting a Minor Modification to the existing Environmental Resource permit ERP-001-243718-6. The proposed on-site improvements for the development area are within Lot #5 with approximately 1.37 acres. According to the approved ERP permit the allowable Impervious Area for Lot 5 is limited to 1.08 acres and the site is proposing a maximum of 1.08 acres imperviousness. Therefore, proposed conditions are within the allowable permitted conditions. Refer to Appendix B ERP-001-243718-6 for all data calculations, drainage design and ICPR model.

Bowman

APPENDIX A: MAPS & FIGURES

Aerial Map

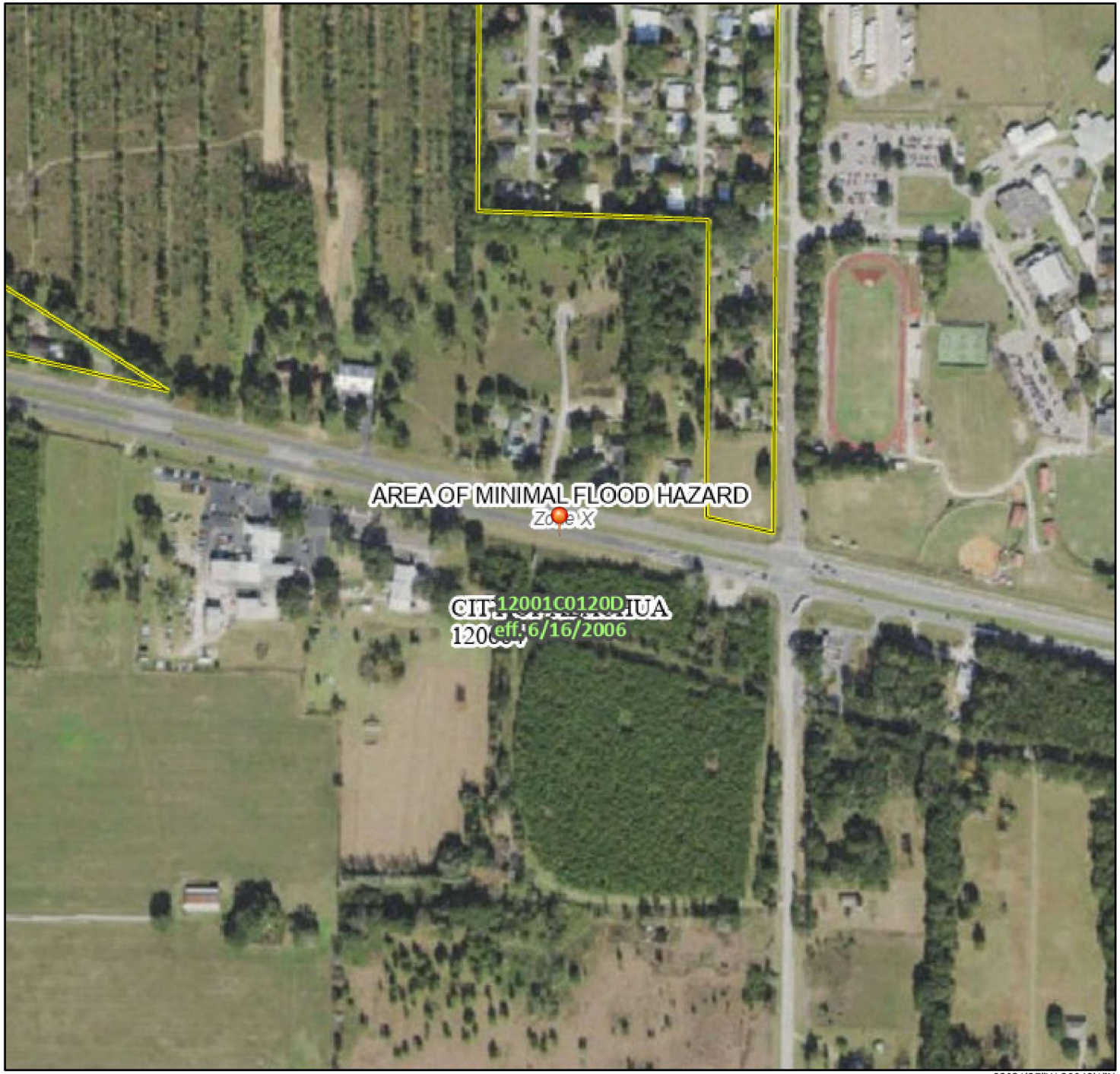
CFA - US Highway 441 & NW 173rd



National Flood Hazard Layer FIRMette

FEMA

82°32'2"W 29°48'32"N



82°31'25"W 29°48'1"N

Feet

0 250 500 1,000 1,500 2,000

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

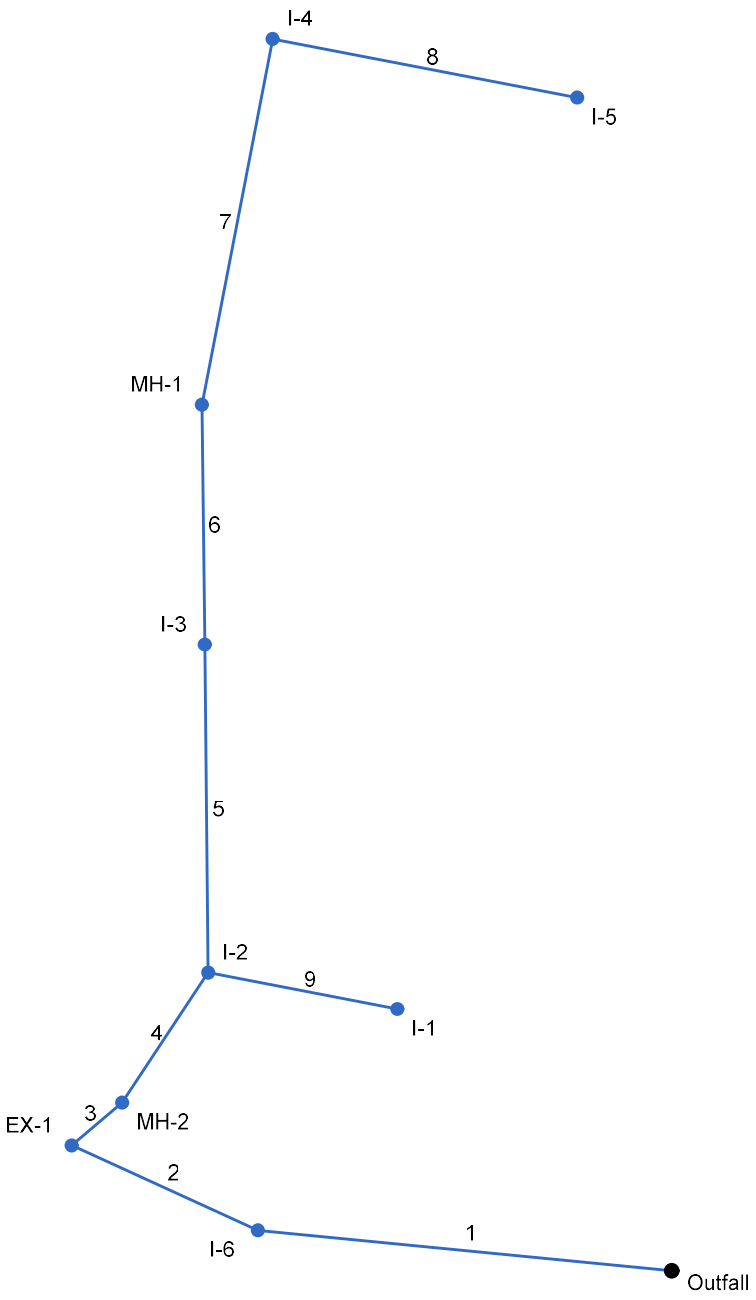
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/12/2024 at 9:32 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



Project File: STORMEXPORT4.stm	Number of lines: 9	Date: 4/21/2025

FL-DOT Report

Line No	To Line	Type of struc	n - Value	Len	Drainage Area			Time of conc	Time of Flow in sect	Inten (I)	Total CA	Add Q	Inlet elev	Elev of HGL			Rise	HGL	ADD		Date: 4/21/2025
					C1 = 0.2 C2 = 0.5 C3 = 0.9							Total Flow		Elev of Crown			Span	Pipe	Full Flow		Frequency: 10 yrs
														Elev of Invert							Proj: STORMEXPORT4.stm
					Increment (ac)	Sub-Total (ac)	Sum CA					Q		Up	Down	Fall	Size	Slope	Vel	Cap	
				(ft)				(min)	(min)	(in/hr)		(cfs)	(ft)	(ft)	(ft)	(ft)	(in)	(%)	(ft/s)	(cfs)	Line description
1	End	Grate	0.012	148.588	0.08 0.00 0.00	0.26 0.00 1.07	0.05 0.00 0.96	15.63	0.66	6.01	1.02	0.00 6.11	131.83	128.30 128.84 127.34	127.50 128.05 126.55	0.80 0.79	18 18 Cir	0.54 0.53	5.13 4.69	6.11 8.30	I-6 to EX-2
2	1	MH	0.012	72.939	0.00 0.00 0.00	0.18 0.00 1.07	0.04 0.00 0.96	15.30	0.33	6.07	1.00	0.00 6.07	131.99	128.70 129.20 127.70	128.53 128.84 127.34	0.17 0.36	18 18 Cir	0.23 0.49	4.45 4.52	6.07 7.99	EX-1 to I-6
3	2	MH	0.012	23.569	0.00 0.00 0.00	0.18 0.00 1.07	0.04 0.00 0.96	15.20	0.11	6.09	1.00	0.00 6.09	132.01	129.13 128.95 127.45	129.07 128.71 127.21	0.07 0.24	18 18 Cir	0.29 1.02	3.45 6.50	6.09 11.48	MH-2 to Ex-1
4	3	Grate	0.012	55.876	0.12 0.00 0.21	0.18 0.00 1.07	0.04 0.00 0.96	14.95	0.25	6.14	1.00	0.00 6.14	134.42	129.42 129.96 128.46	129.19 129.40 127.90	0.22 0.56	18 18 Cir	0.40 1.00	4.48 6.44	6.14 11.39	I-2 to MH-2
5	4	Grate	0.012	117.607	0.01 0.00 0.16	0.03 0.00 0.65	0.01 0.00 0.59	14.10	0.86	6.31	0.59	0.00 3.74	136.46	132.27 132.50 131.00	131.74 132.50 131.00	0.53 0.00	18 18 Cir	0.45 0.00	3.33 0.00	3.74 0.00	I-3 to I-2
6	5	MH	0.012	85.985	0.00 0.00 0.00	0.02 0.00 0.49	0.00 0.00 0.44	13.28	0.82	6.49	0.45	0.00 2.89	138.21	133.05 133.50 132.00	132.65 133.50 132.00	0.40 0.00	18 18 Cir	0.47 0.00	3.09 0.00	2.89 0.00	MH-1 to I-3
7	6	Grate	0.012	133.557	0.02 0.00 0.25	0.02 0.00 0.49	0.00 0.00 0.44	12.05	1.23	6.79	0.45	0.00 3.02	137.12	133.20 133.50 132.00	133.06 133.50 132.00	0.13 0.00	18 18 Cir	0.10 0.00	2.13 0.00	3.02 0.00	I-4 to MH-1
8	7	Grate	0.012	110.818	0.00 0.00 0.24	0.00 0.00 0.24	0.00 0.00 0.22	10.00	2.05	7.37	0.22	0.00 1.59	137.71	133.31 133.50 132.00	133.29 133.50 132.00	0.02 0.00	18 18 Cir	0.02 0.00	0.98 0.00	1.59 0.00	I-5 to I-4
9	4	Grate	0.012	68.655	0.03 0.00 0.21	0.03 0.00 0.21	0.01 0.00 0.19	10.00	1.41	7.37	0.19	0.00 1.43	134.64	131.74 132.50 131.00	131.45 132.50 131.00	0.29 0.00	18 18 Cir	0.42 0.00	2.44 0.00	1.43 0.00	I-1 to I-2

NOTES: Intensity = 50.10 / (Inlet time + 6.30) ^ 0.69 (in/hr) ; Time of flow in section is based on full flow.

Project File: STORMEXPORT4.stm

NW US 441
200' R/W

scale: 1" = 30'

NW 174TH DRIVE
(60' PRIVATE DRIVE)
PRIVATE O.R.B. 5151 P.G. 224

NW 161ST PLACE
(60' PRIVATE DRIVE)
PRIVATE O.R.B. 5151 P.G. 224

I-5
RIM:137.71
INV:IN (6") = 133.07
INV:OUT (18") = 132.00

I-4
RIM:137.12
INV:IN (18") = 132.00 (I-5)
INV:OUT (18") = 132.00

18" HDPE @ 0.00%

CUSTOM
4,227 S.F.
74 SEATS INCLUDES EXT.
69 PARKS
34 CAR STACKING (40 PEAK)
FFE: 139.15

MH-1
RIM:138.21
INV:IN (18") = 132.00
INV:OUT (18") = 132.00

I-3
RIM:136.46
INV:IN (18") = 132.00
INV:OUT (18") = 131.00

I-2
RIM:134.42
INV:IN (18") = 131.00
INV:IN (18") = 131.00
INV:OUT (18") = 128.46

I-1
RIM:134.64
INV:OUT (18") = 131.00

EX-1
RIM:131.99
INV:IN (18") = 127.21
INV:OUT (18") = 127.70

I-6
RIM:131.83
INV:IN (18") = 127.34
INV:OUT (18") = 127.34

EX-2
RIM:132.60
INV:IN (18") = 126.55

STOP RIGHT TURN ONLY

OHE

MULBERRY LEDGE

END CAP
INV. EL. = 133.00

WASTEWATER CLEANOUT
INV. EL. = 135.65

TYPE C DITCH BOTTOM INLET
RIM EL. = 133.75
SE INV. EL. = 129.65 (15" PP)

WASTEWATER 6" PVC CLEANOUT
INV. EL. = 127.50

WASTEWATER MANHOLE
TYPE JB HANDHOLE
RIM ELEV.=135.00
S INV. EL. = 127.10 (6" PVC)
NW INV. EL. = 129.00 (6" PVC)
E INV. EL. = 127.20 (6" PVC)
NNW INV. EL. = 133.00 (4" FM)

TYPE P5 CURB INLET
RIM EL. = 135.23
E INV. EL. = 129.65 (15" PP)
NW INV. EL. = 129.60 (15" PP)

TYPE P5 CURB INLET
RIM EL. = 135.24
W INV. EL. = 129.50 (15" PP)
S INV. EL. = 129.50 (18" PP)

12" PVC WATER MAIN

8" DIP WATER MAIN

END CAP
INV. EL. = 127.60

TYPE P5 CURB INLET
RIM EL. = 135.00
W INV. EL. = 127.70 (15" PP)
NE INV. EL. = 127.70 (15" PP)
N INV. EL. = 127.70 (18" PP)
E INV. EL. = 127.70 (18" PP)

TYPE P5 CURB INLET
RIM EL. = 131.51
E INV. EL. = 127.90 (15"

WASTEWATER MANHOLE
TYPE JB HANDHOLE
RIM ELEV. 130.76
SE INV. EL. = 123.73 (6" PVC)
N INV. EL. = 125.83 (6" PVC)

END CAP
INV. EL. = 123.50

WASTEWATER MANHOLE
TYPE JB HANDHOLE
RIM ELEV. 130.16
E INV. EL. = 125.34 (6" PVC)
NW INV. EL. = 125.46 (6" PVC)
W INV. EL. = 125.46 (6" PVC)

WASTEWATER CLEANOUT
INV. EL. = 125.65

WASTEWATER MANHOLE
TYPE JB HANDHOLE
RIM ELEV. 130.46
S INV. EL. = 125.28 (6" PVC)
NW INV. EL. = 125.38 (6" PVC)
NE INV. EL. = 125.38 (6" PVC)

END CAP
INV. EL. = 127.90

TYPE P5 CURB INLET
RIM EL. = 131.39
E INV. EL. = 126.55 (15" PP)
NW INV. EL. = 127.70 (15" PP)
W INV. EL. = 126.55 (18" PP)

TYPE P5 CURB INLET
RIM EL. = 130.39
W INV. EL. = 126.20 (15" PP)
SE INV. EL. = 126.60 (15" PP)

END CAP
INV. EL. = 127.00

TYPE P5 CURB INLET
RIM EL. = 130.08
W INV. EL. = 125.85 (18" PP)
W INV. EL. = 125.85 (18" PP)

WASTEWATER CLEANOUT
INV. EL. = 123.10

TYPE P5 CURB INLET
RIM EL. = 127.63
S INV. EL. = 120.55 (24" PP)
E INV. EL. = 120.30 (24" PP)

TYPE P5 CURB INLET
RIM EL. = 127.63
N INV. EL. = 120.30 (24" PP)
S INV. EL. = 120.09 (MC-4500)

WASTEWATER CLEANOUT
INV. EL. = 123.43

TYPE P5 CURB INLET
RIM EL. = 128.90
S INV. EL. = 125.15 (18" PP)

WASTEWATER MANHOLE
TYPE JB HANDHOLE
RIM ELEV. 127.08
SE INV. EL. = 122.80 (6" PVC)
W INV. EL. = 122.80 (6" PVC)
N INV. EL. = 123.08 (6" PVC)

WASTEWATER MANHOLE
TYPE JB HANDHOLE
RIM ELEV. 130.61
E INV. EL. = 124.52 (8" PVC)
W INV. EL. = 124.62 (8" PVC)
N INV. EL. = 124.62 (8" PVC)
SW INV. EL. = 124.62 (8" PVC)

STORM MANHOLE
TYPE JB HANDHOLE
RIM ELEV. 130.26
E INV. EL. = 125.45 (18" PP)
S INV. EL. = 125.00 (18" PP)
NW INV. EL. = 125.45 (18" PP)

WASTEWATER CLEANOUT
INV. EL. = 125.12

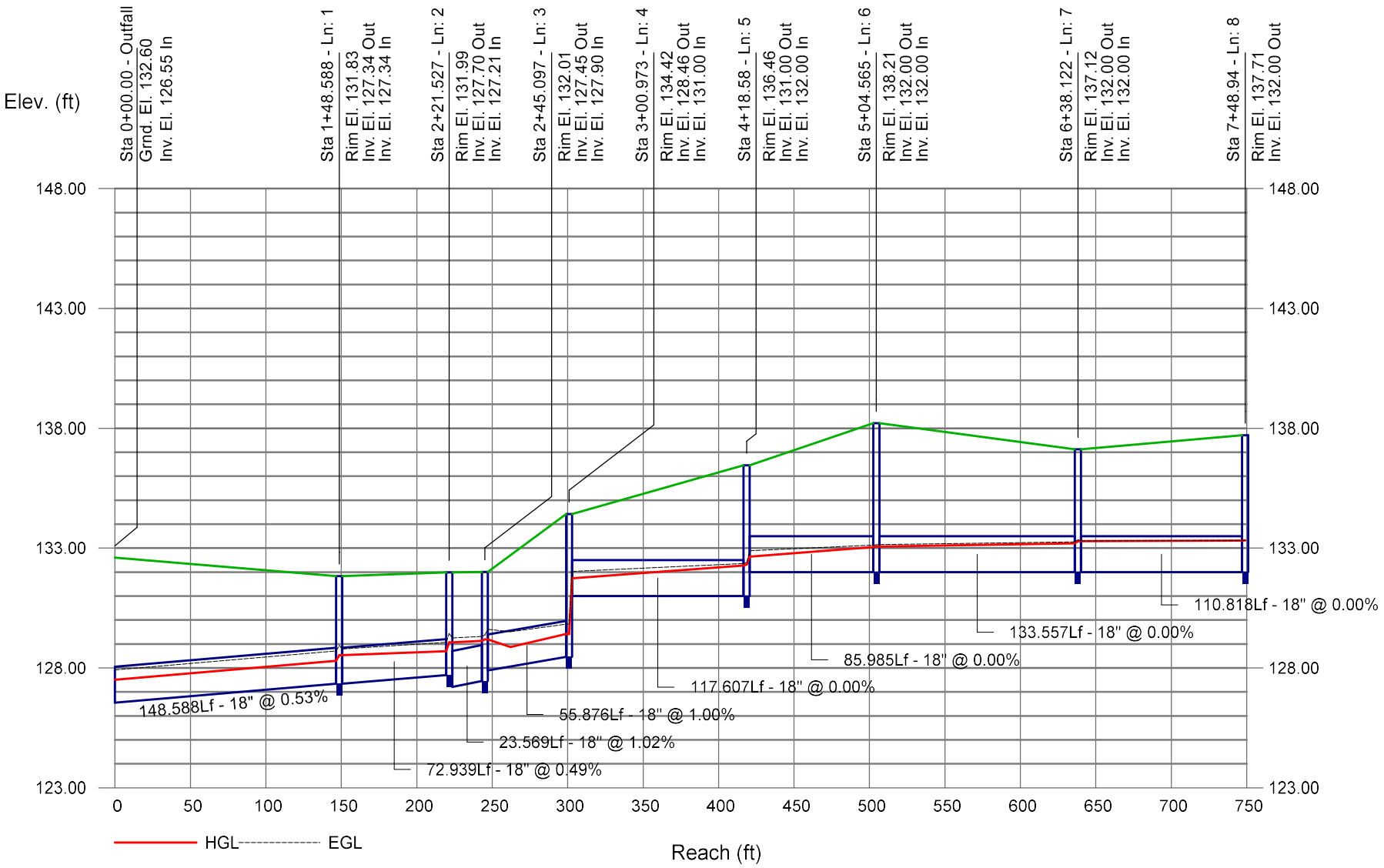
MITERED END SECTION
W INV. EL. = 123.45 (18" PP)

MITERED END SECTION
W INV. EL. = 120.45 (24" PP)

ELECTRICAL SERVICE BOX

Storm Sewer Profile

Proj. file: STORMEXPORT4.stm



Bentley Systems

Storm Sewer Profile

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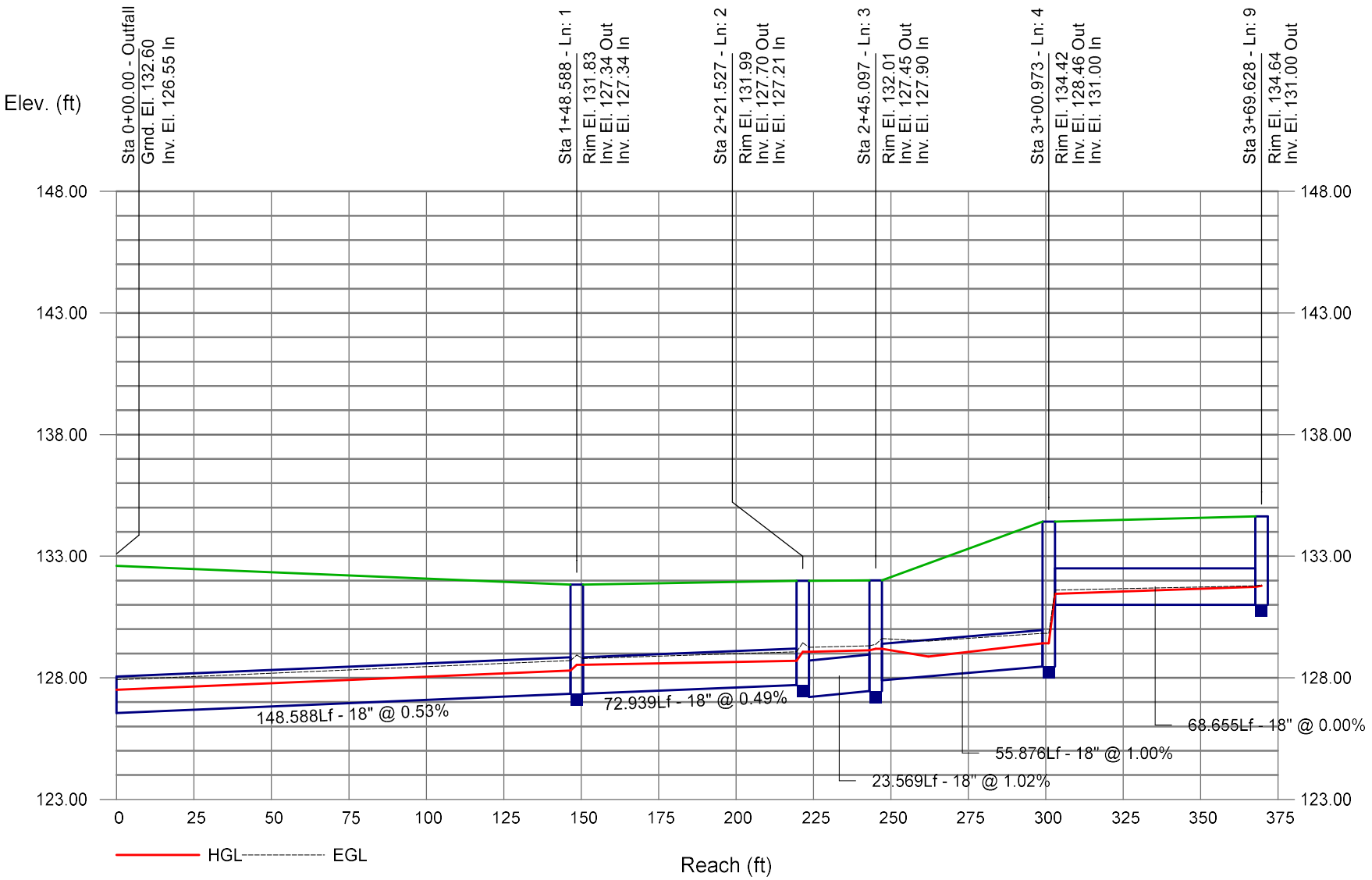


Bentley Systems

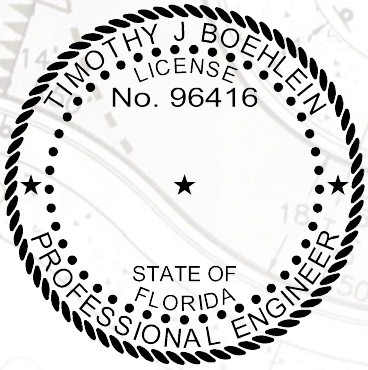
Bowman

APPENDIX B: EXCEPRTS FOR THE MASTER ERP STORMWATER REPORT & PLANS

Santa Fe Crossings (Modification)

Stormwater Management Report

December 2023



THIS DOCUMENT HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY TIMOTHY J. BOEHLEIN, PE ON DECEMBER 21, 2023 USING A DIGITAL SIGNATURE

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED, AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES

Timothy J. Boehlein, PE
FL Registration No. 96416

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Gainesville, FL 32606
(352) 375-8999
www.jbpro.com

JBPro

I. Introduction

Santa Fe Crossings is a proposed development located on US-441 in the City of Alachua at Tax Parcel 03044-003-000 & 03042-050-008 as indicated in **Attachment A: Project Location Map**. This development proposes to construct the necessary utility and stormwater infrastructure improvements in order to support several future commercial lots. This report will address the proposed stormwater management systems associated with the proposed improvements. The development will construct Three (3) new dry stormwater basins. The stormwater management system will discharge to the CR-235A right of way in the southwest corner of the site in a manner similar to pre-development conditions. The property is within an area of minimal flood hazard as shown by the FEMA national flood hazard layer FilRMette provided in **Attachment B.**

II. Drainage Design Criteria

A. City of Alachua

Stormwater Quantity: All developments shall be constructed and maintained so that post-development runoff rates and pollutant loads do no exceed pre-development conditions. While development activity is underway and after it is completed, the characteristics of stormwater runoff shall approximate the rate, volume, quality, and timing of stormwater runoff that occurred under the site's natural unimproved or existing state, except that the first one-half inch of stormwater runoff shall be treated in an off-line retention system or according to other best management practices as described in the water management district's Surface Water Management Permitting Manual, as amended.

Stormwater Quality: Facilities which directly discharge into an Outstanding Florida Water shall include an additional level of treatment equal to the runoff of the first 1.5 inches of rainfall from the design storm consistent with F.A.C. 62-25.025(9), in effect upon adoption of the Comprehensive Plan, in order to meet the receiving water quality standards of F.A.C. Chapter 62-302, in effect upon adoption of the Comprehensive Plan. Stormwater discharge facilities shall be designed so as not to lower the receiving water quality below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in F.A.C. Chapter 62-302, in effect upon adoption of the Comprehensive Plan.

B. Alachua County

Stormwater management facilities must be designed in accordance with the following from Article 9 of the Unified Land Development Code:

Stormwater Treatment Performance Standards: Per Alachua County Stormwater Treatment Code Section 77.27, the Alachua County Stormwater Treatment Standard is based on minimum levels of stormwater treatment and BMP design criteria that are presumed to achieve the

desired level of pollutant load reduction. Projects using retention BMPs within the Karst Sensitive Areas must meet (a), (b), or (c) below, and treat the first inch of runoff from the project area with one or more LID techniques separate from the dry retention basin.

Discharging directly or indirectly to surface waters – Reduce annual average total nitrogen and phosphorus load by 70% and 80%, respectively.

Discharging directly to an Outstanding Florida Waterbody – Reduce both annual average total nitrogen and phosphorus load by 95%.

Discharging within watersheds of Verified Impaired Water Bodies or Water Bodies within Adopted Nutrient Total Maximum Daily Loads (TMDLs) – Choose the greater nutrient reduction option of the following: meet requirements of (a), (b) or reduce the nitrogen and phosphorus loadings of predevelopment by 10%.

C. Suwannee River Water Management District (SRWMD)

Stormwater management facilities must be designed in accordance with the Suwannee River Water Management District Applicant's Handbook Volume II as follows:

Stormwater Quantity: Dry retention, online stormwater ponds must be designed such that the storm events are attenuated with post-development peak discharge rates not exceeding the pre-development peak discharge rates for the 100-yr 1-hr, 2-hr, 4-hr, 8-hr, 24-hr, 72-hr, 168-hr & 240-hr storm events, while providing 1 ft of freeboard. In addition, half of the entire stored volume must be recovered within 7 days following the end of the critical storm event, and the entire stored volume must be recovered within 30 days following the end of the critical storm event.

Stormwater Quality: Dry retention, online stormwater ponds must be designed such that the treatment volume shall be the runoff from the first 2.0" of rainfall following a critical duration storm event. Additionally, that volume of runoff must be treated within 72 hours following the end of the critical storm event.

D. National Pollutant Discharge Elimination System (NPDES)

Chapter 62-621.300(4) FAC requires that a Stormwater Pollution Prevention Plan (SWPPP) must be developed for issuance of a Generic Permit for Stormwater Discharge from Large and Small Construction Activities in order to be in conformance with the Florida Department of Environmental Protection (FDEP) regulation of point source discharges of stormwater from construction sites, as defined by the NPDES.

As outlined under the above mentioned rule, FDEP requires construction Activities spanning one (1) acre or more to comply with the regulations that limit point source discharge of stormwater runoff from the construction site. A Notice of Intent (NOI) must be submitted to FDEP prior to construction. The SWPPP must be included within the plan set to demonstrate the means by which the guidelines of the NPDES will be met. The project drawing set includes an SWPPP for the project, and the contractor will file for the NOI prior to beginning construction activities.

III. Design Methodology

Determination of the stormwater runoff conditions for both pre and post-development conditions utilizes the NRCS curve number method. This method calculates runoff curve numbers based on the soil characteristics and the land use cover conditions for the contributing drainage area. Rainfall hydrographs are generated based on accepted rainfall volumes for the local area, rainfall volume over time, and storm event distributions accepted by the local regulatory agencies.

JBPro utilizes the stormwater modeling program ICPR (version 3) to perform the stormwater basin flood routings. The program uses the runoff conditions and the basin design parameters to route the required storm events. The program is used to determine the peak flood stages and compare pre- and post-development conditions to determine the critical storm event. The critical storm event is the controlling storm event which dictates the final basin design. In addition, the PercPak feature of ICPR is used to analyze groundwater mounding and soil infiltration effects for each of the design storms in order to determine the drawdown times for both water quantity and quality calculations. ICPR is an accepted analysis program by the regulatory agencies having jurisdiction.
Nutrient removal efficiencies were estimated using BMP Trains V8.7, which is a downloadable software model based off the Best Management Practice (BMP) studies conducted in recent years within the state of Florida. First, the desired removal efficiency is specified for both Nitrogen and Phosphorus comparing pre and post development conditions. Next, details of the provided design are input into the model spreadsheet. These details vary from project to project but can include items such as LID treatment volume, retention treatment volume, LID and retention watershed characteristics, predevelopment site characteristics, and the configuration of each watershed's BMP. Once all the necessary information is entered into BMPTRAINS a performance summary can be viewed to see if treatment goals are obtained.

IV. Geotechnical Investigation

ECS Florida, LLC. conducted a geotechnical engineering investigation for the proposed stormwater management system on 03/20/2022. A copy of this report is provided in **Attachment C**. Soil borings were taken in each stormwater basin. A summary of these soil parameters is shown in Table 1 below. In order to provide a factor of safety for the designed stormwater management systems, the vertical and horizontal infiltration rates were divided by 2 in the stormwater model.

Table 1: Soil Parameters

Basin Name	Vertical Infiltration Rate (ft/day)	Horizontal Infiltration Rate (ft/day)	Elevation of Effective Aquifer (ft)	Avg. Seasonal High Water Elevation (ft bls)	Porosity (%)
Basin 1	6.00	6.00	10.50	10.50	25
Basin 2	3.50	3.50	14.50	14.50	25
Basin 3	4.50	4.50	9.00	9.00	25

V. Pre-Development Drainage Design

A. Stormwater Management Design

As indicated in **Attachment D: Pre-Development Drainage Map,** the existing site consists of one drainage area. The entirety of the site drains to the SE corner of the site, where it then discharges to the County Road 235A right of way. An NRCS curve number analysis was done on the pre-development conditions, and the curve number was determined to be **49.5.** This calculation is shown in **Attachment E: Drainage Design Calculations.**

B. Flood Routing

The system was analyzed under pre-development conditions using the stormwater modeling program ICPR 3.2 to perform the stormwater flood routings to establish the pre-development flood stages. Total flow and max flow rate were also calculated to establish the max discharge values for use in the post-development condition. The program uses the runoff conditions and the basin design parameters to route the required design storm events. In addition, PercPak within ICPR utilizes the existing geotechnical parameters for the stormwater analysis as part of the mounding modeling analysis to analyze recovery of the system. ICPR with PercPak is an accepted analysis program by the regulatory agencies having jurisdiction. ICPR input data and modeling results are provided in the output reports included in **Attachment G: ICPR Inputs and Results**.

VI. Post-Development Drainage Design

A. Stormwater Management Design

The post-development stormwater system is shown in **Attachment D: Post Development Drainage Map.** The system was designed in a manner to mimic pre-development drainage conditions as closely as possible. The basins will be connected, and only Basin 3 will discharge off of the site. Basin 1 will serve tracts 2, 4, 5, 6, 7 and a portion of the right of way. Basin 2 will only serve tract 4. Basin 3 will only serve tract 1, and the remaining right of way.

B. Drainage Area Curve Numbers

Table 4 provides the Post-Development Drainage Area Curve Numbers for each drainage area. Full calculations for each of the curve numbers below can be seen in **Attachment E: Drainage Design Calculations.** The drainage areas were broken down into several categories, including Right-of-Way, Lot Area, Open Space, and Retention Areas. Curve numbers were assigned to each category based on the data presented in TR-55. A right-of-way curve numbers was established to be 78 as calculated with the proposed typical sections. A lot curve number was established to be 89 based on the total allowable impervious area for future developers on each lot. A breakdown of impervious area per lot is provided in Table 5 below.

Table 4: Post-Development Design Data

Drainage Area	Total Drainage Area (Acres)	Weighted Curve Number (CN)
DA-1	7.53	87.25
DA-2	1.22	89.25
DA-3	4.89	88.50

Table 5: Allowable Impervious Area

Lot #	Total Area (AC)	Allowable Impervious Area (AC)
1	2.48	2.11
2	1.26	1.07
3	0.93	0.79
4	1.35	1.15
5	1.27	1.08
6	0.47	0.40
7	0.85	0.72

C. Basin Stage – Storage Relationship

The calculations for the proposed stormwater storage basins are provided in **Attachment E: Drainage Design Calculations.** The onsite basins were designed to incorporate 12" of freeboard within the basin per SRWMD requirements. A summary of the stage storage calculations for each basin is provided in Table 6 below.

Table 6: Basin Stage Storage Calculations

Basin 1:

Stage	Surface Area (SF)	Surface Area (AC)	Volume (CF)
125.00	24,451	0.56	0
126.00	28,287	0.65	26,369
127.00	32,223	0.74	56,624
128.00	36,261	0.83	90,866
129.00	40,399	0.93	129,196
129.50	42,505	0.98	149,922

Basin 2:

Stage	Surface Area (SF)	Surface Area (AC)	Volume (CF)
126.00	4,811	0.11	0
127.00	5,983	0.14	5,397
128.00	7,255	0.17	12,016
129.00	8,627	0.20	19,957
130.00	10,485	0.24	29,513

Basin 3:

Stage	Surface Area (SF)	Surface Area (AC)	Volume (CF)
122.75	34,374	0.79	0
123.00	35,352	0.81	8,716
124.00	39,328	0.90	46,056
125.00	43,405	1.00	87,422
126.00	47,582	1.09	132,916
127.00	51,860	1.19	182,637

D. Water Quality Treatment Volume

The Suwannee River Water Management District criteria governs the water quality treatment volume recovery requirements. This criteria requires the WQTV to be the runoff from the first 2.0" of rainfall over each drainage area. The site has a total drainage area of 502.491 SF, which corresponds to a required 83,749 CF of water quality volume required. The SRWMD requires that the required Water Quality Treatment Volume (WQTV) be recovered within 72 hours following the design storm event. In accordance with SRWMD recommendations, the water quality treatment volume was routed using ICPR as a slug load to determine the WQTV recovery time. Table 7 shows the routing recovery time after the slug load was applied. The full calculations for WQTV recovery are provided in **Attachment E: Drainage Design Calculations** and the ICPR input data and modeling results are provided in the output reports included in **Attachment G: ICPR Inputs and Results**.

Table 7: Water Quality Treatment Volume Storage & Recovery Time

Basin Name	Volume Provided (CF)	Basin Stage (FT)	Recovery Time (Hrs)
BASIN 1	53,186	126.75	20.93
BASIN 2	18,233	128.66	35.93
BASIN 3	27,688	123.49	5.09

E. Flood Routing – Max Stage

The system was analyzed using the stormwater modeling program ICPR 3.2 to perform the stormwater basin flood routings to assure the retention basins are sized correctly to handle the stormwater discharge from all of the design storm events. The program uses the runoff

conditions and the basin design parameters to route the required design storm events. The program is used to determine the peak flood stages to determine the critical storm event, which is the controlling storm event that dictates the final basin design. In addition, PercPak within ICPR utilizes the existing geotechnical parameters for the stormwater basins as part of the mounding modeling analysis to analyze recovery of the system. ICPR with PercPak is an accepted analysis program by the regulatory agencies having jurisdiction. ICPR input data and modeling results are provided in the output reports included in **Attachment G: ICPR Inputs and Results**.

Each of the (3) stormwater basins were analyzed to establish the max stages for each storm event as well as the 100-year critical floodplain elevations. A minimum of 12" of freeboard was provided in each basin in accordance with SRWMD requirements. A full summary of the max stage for each basin under all the required storm events can be seen in **Attachment E: Drainage Design Calculations**. A summary of the 100-year critical floodplain elevations can be seen in Table 8 below.

Table 8: Critical Storm Events

Drainage Area	100-YR Critical Storm Event	Top of Bank Elevation (FT)	Basin Max Stage (FT)
BASIN 1	100YR – 240HR	130.50	128.49
BASIN 2	100YR – 008HR	130.00	128.94
BASIN 3	100YR – 240HR	127.00	126.00

F. Flood Routing – Volume Discharge

The discharge from Basin 3 to the CR235A Right of way was analyzed to ensure the discharge volumes and rates do not exceed Pre-Development conditions. A summary of the total discharge volumes and max discharge rates from ICPR can be seen in **Attachment G: ICPR Inputs and Results** and are summarized in Table 9 below.

Table 9: Pre / Post Volume/Rate Discharge Comparison

Storm	100YR-001HR	100YR-002HR	100YR-004HR	100YR-008HR	100YR-024HR	100YR-072HR	100YR-168HR	100YR-240HR
Pre-Development Discharge Volume (CF)	0.48	0.94	1.69	2.51	4.80	7.17	9.18	11.08
Post-Development Discharge Volume (CF)	0.06	0.37	1.07	1.98	4.39	6.51	7.81	9.48
Decrease in Total Discharge Volume (CF)	0.42	0.57	0.61	0.53	0.41	0.66	1.37	1.60
Pre-Development Discharge Rate (CFS)	14.09	12.48	14.52	17.92	6.99	6.82	5.24	6.79
Post-Development Discharge Rate (CFS)	0.47	1.36	2.39	3.05	3.78	4.75	4.45	5.77
Decrease in Total Discharge Rate (CFS)	13.62	11.13	12.13	14.88	3.22	2.07	0.78	1.02

G. Flood Routing – Volume Recovery

As required by SRWMD, 7-Day and 30-Day Recovery Results for each storm event can be seen in **Attachment E**. All (3) basins recover half of the maximum stored volume within 7 days and fully recover all of the stored volume within 30 days following each storm event. A summary of the recoveries is provided in Tables 10 and 11 below.

Table 10: Full Volume Recovery Time

Storm/Basin	Basin 1	Basin 2	Basin 3
100YR-001HR	22.26	30.26	14.51
100YR-002HR	38.26	42.26	64.26
100YR-004HR	62.26	54.26	192.26
100YR-008HR	94.26	66.26	290.26
100YR-024HR	206.26	114.26	398.26
100YR-072HR	344.26	274.26	532.26
100YR-168HR	542.27	444.27	758.27
100YR-240HR	662.26	562.26	888.26

Table 11: Percentage of Volume Recovered at 7 Days

Storm/Basin	Basin 1	Basin 2	Basin 3
100YR-001HR	100.00%	100.00%	100.00%
100YR-002HR	100.00%	100.00%	100.00%
100YR-004HR	100.00%	100.00%	97.73%
100YR-008HR	100.00%	100.00%	90.40%
100YR-024HR	97.63%	100.00%	86.04%
100YR-072HR	86.66%	91.35%	84.25%
100YR-168HR	77.13%	75.63%	80.25%
100YR-240HR	78.14%	68.67%	82.08%

VII. Conclusions

The Santa Fe Crossings stormwater system conforms to all of the requirements of SRWMD, FDOT, Alachua County, the City of Alachua, and NPDES. As shown within this report, each basin is designed to provide the minimum 12” of freeboard. Additionally, each basin demonstrates the ability to recover from each storm event within the required times. Based on the data provided in this report, this project complies with the required stormwater management design and permitting requirements for all applicable agencies.

Attachment C:

GEOTECHNICAL ENGINEERING RESULTS

(Exhibit on Next Page)





ECS Florida, LLC

Geotechnical Engineering Report

Santa Fe Crossings – Roadway and Ponds

16300 NW US HWY 441
Alachua, Alachua County, Florida

ECS Project Number 35:32630

March 20, 2022

EXECUTIVE SUMMARY

The following summarizes the main findings of the exploration, particularly those that may have a cost impact on the planned development. Information gleaned from the executive summary should not be utilized in lieu of reading the entire geotechnical report.

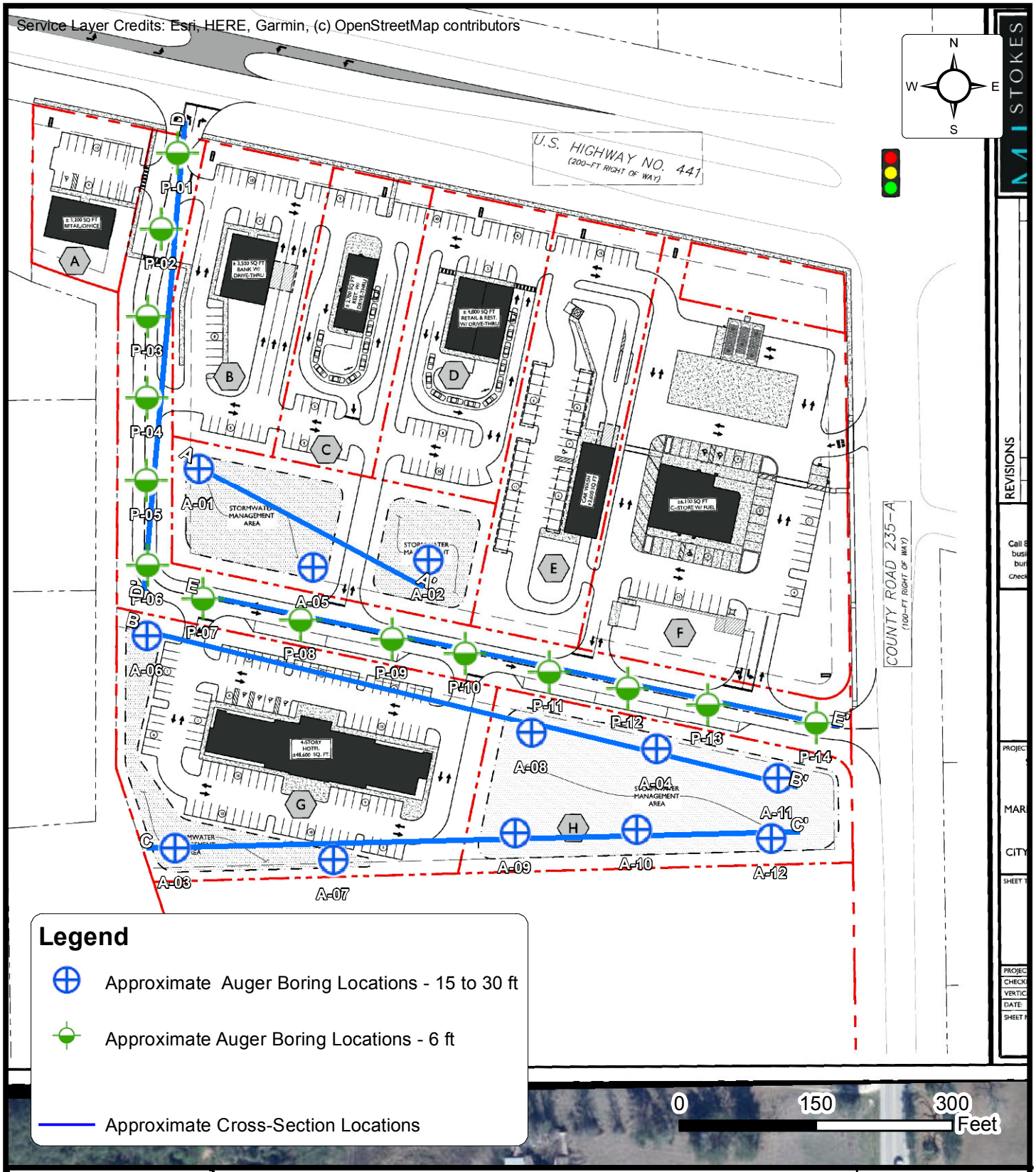
The geotechnical exploration performed for the planned stormwater management basins and main roadway included four (4) soil test borings drilled to depths of thirty (30) feet, eight (8) soil test borings drilled to the depths of fifteen (15) feet, and fourteen (14) soil test borings drilled to the depths of six (6) feet. Bulk samples for laboratory permeability and Limerock Bearing Ratio (LBR) testing were obtained.

The soil borings performed in the proposed stormwater management basins encountered variable surface conditions. Generally, the subsurface profile initially consists of sandy materials followed by intrabedded strata of clayey soils.

The soils borings performed in the proposed main roadway area encountered sandy soil from near ground surface to the explored depths of six (6) feet.

In general, soils appear satisfactory for stormwater management and pavement support. Our recommended soil paramateres for stormwater management and pavement designs are included within the body of this report. Depending on the final basin geometry design and pavement grading, some undercutting and replacement of clayey sands could be required.

During construction, ECS should be retained by the contractor to visually inspect the basin bottoms after excavations to assist where (if anywhere) undercutting is required and perform material testing for the proposed pavement.



Legend

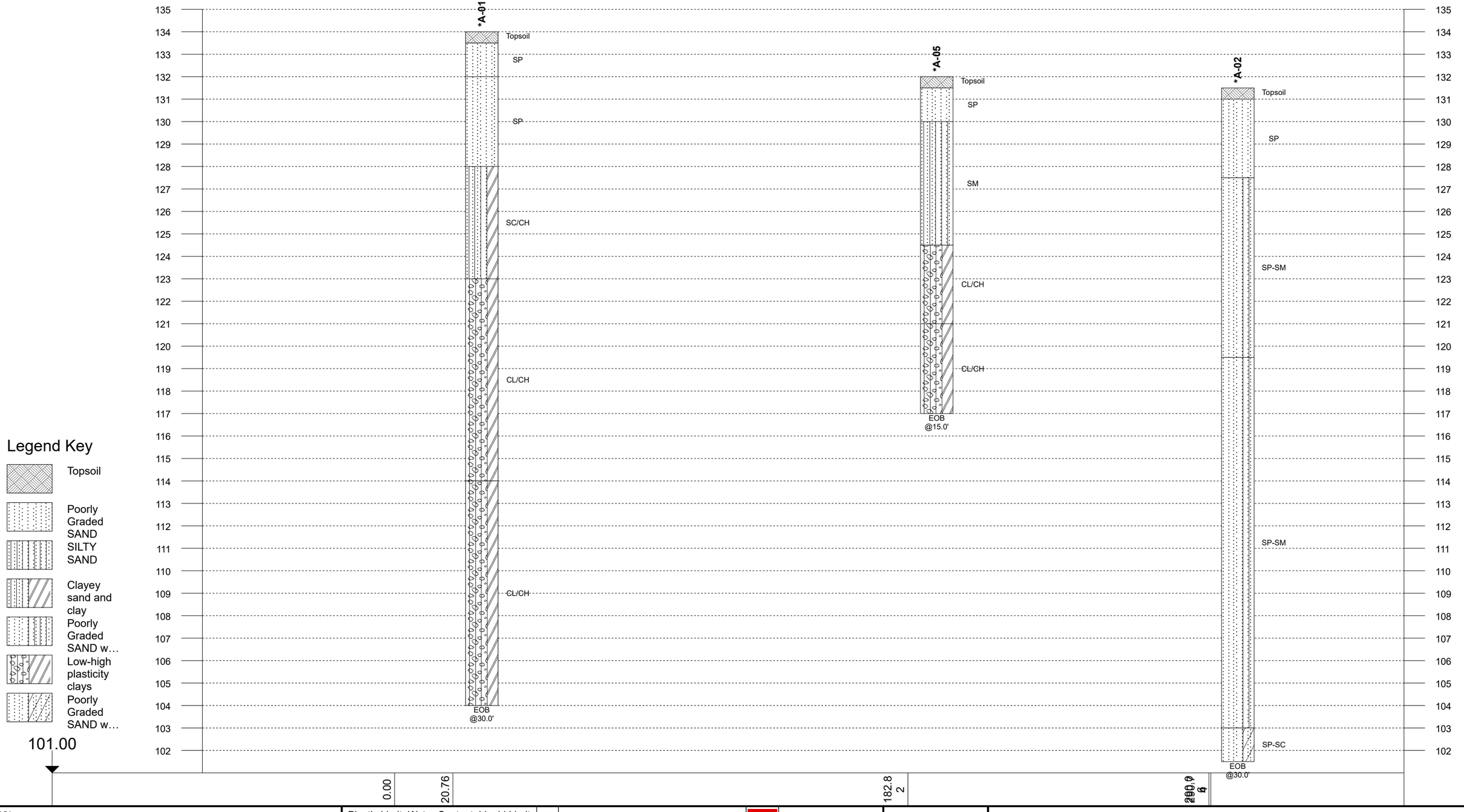
- Approximate Auger Boring Locations - 15 to 30 ft
- Approximate Auger Boring Locations - 6 ft
- Approximate Cross-Section Locations

BORING LOCATION DIAGRAM
SANTA FE CROSSINGS - ALACHUA

16300 NW US HWY 441, ALACHUA, FLORIDA

V3 CAPITAL GROUP, LLC

ENGINEER	CAD4
SCALE	AS NOTED
PROJECT NO.	35:32630
SHEET	1 OF 1
DATE	3/3/2022



Notes:

1- EOB: END OF BORING AR: AUGER REFUSAL SR: SAMPLER REFUSAL.
2- THE NUMBER BELOW THE STRIPS IS THE DISTANCE ALONG THE BASELINE.
3- SEE INDIVIDUAL BORING LOG AND GEOTECHNICAL INFORMATION.
4- STANDARD PENETRATION TEST RESISTANCE (LEFT OF BORING) IN BLOWS PER FOOT (ASTM D1586).

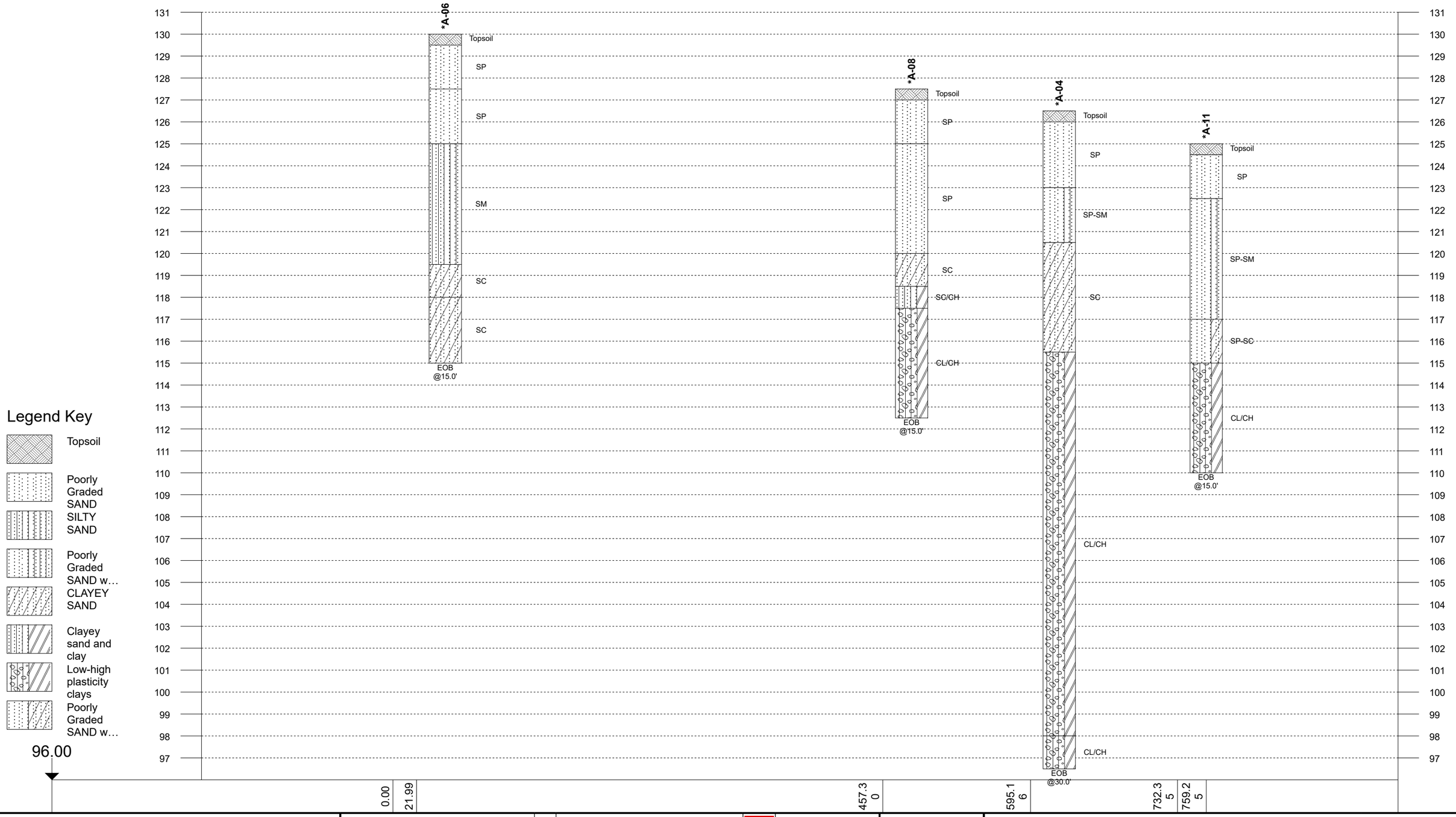
Plastic Limit Water Content Liquid Limit
X———●———△
[FINES CONTENT%]
BOTTOM OF CASING
LOSS OF CIRCULATION

WL (First Encountered)		Fill	
WL (Completion)		Possible Fill	
WL (Seasonal High Water)		Probable Fill	
WL (Stabilized)		Rock	

GENERALIZED SUBSURFACE SOIL PROFILE A-A'

Santa Fe Crossings - Alachua
V3 Capital Group, LLC
16300 NW US HWY 441, Alachua, Florida 32615

Project No: 35:32630 Date: 03/18/2022



Notes:

1- EOB: END OF BORING AR: AUGER REFUSAL SR: SAMPLER REFUSAL.
2- THE NUMBER BELOW THE STRIPS IS THE DISTANCE ALONG THE BASELINE.
3- SEE INDIVIDUAL BORING LOG AND GEOTECHNICAL INFORMATION.
4- STANDARD PENETRATION TEST RESISTANCE (LEFT OF BORING) IN BLOWS PER FOOT (ASTM D1586).

Plastic Limit Water Content Liquid Limit
X———●———△
[FINES CONTENT%]
BOTTOM OF CASING
100% LOSS OF CIRCULATION

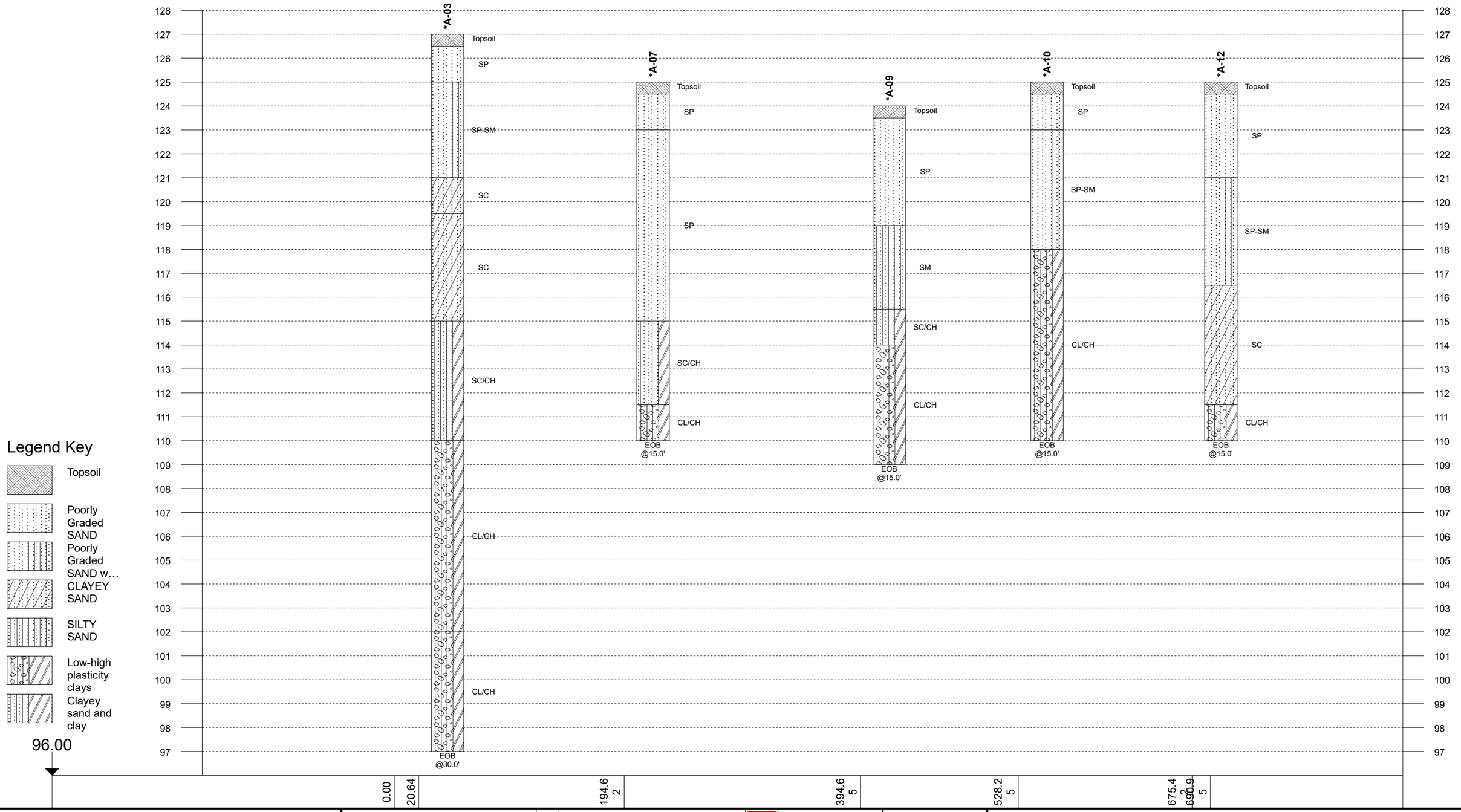
WL (First Encountered)
WL (Completion)
WL (Seasonal High Water)
WL (Stabilized)

Fill
Possible Fill
Probable Fill
Rock

GENERALIZED SUBSURFACE SOIL PROFILE B-B'

Santa Fe Crossings - Alachua
V3 Capital Group, LLC
16300 NW US HWY 441, Alachua, Florida 32615

Project No: 35:32630 Date: 03/18/2022



Notes:

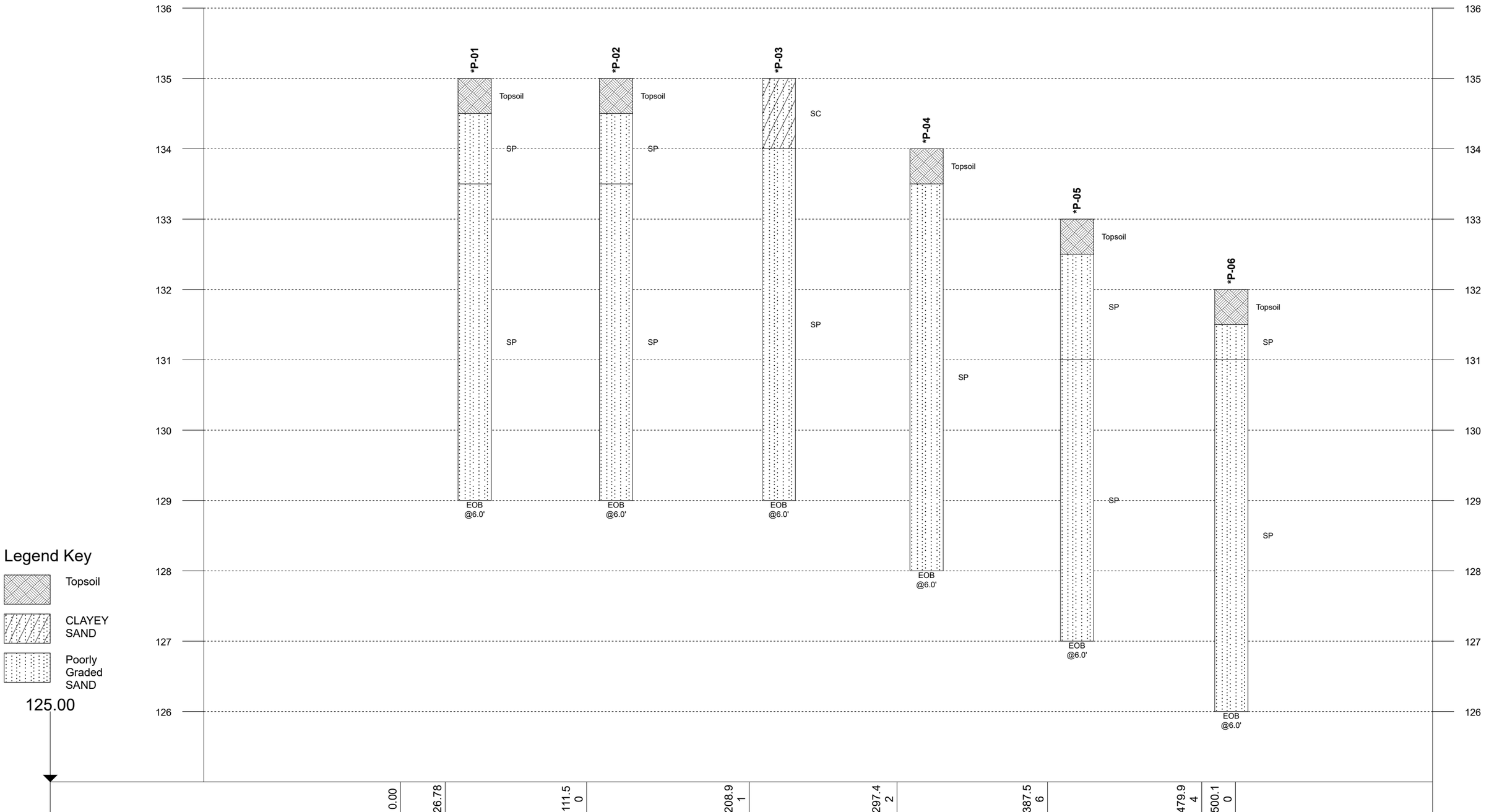
1- EOB: END OF BORING AR: AUGER REFUSAL SR: SAMPLER REFUSAL.
2- THE NUMBER BELOW THE STRIPS IS THE DISTANCE ALONG THE BASELINE.
3- SEE INDIVIDUAL BORING LOG AND GEOTECHNICAL INFORMATION.
4- STANDARD PENETRATION TEST RESISTANCE (LEFT OF BORING) IN BLOWS PER FOOT (ASTM D1586).

Plastic Limit Water Content Liquid Limit X—●—△	WL (First Encountered)	Fill	
[FINES CONTENT%]	WL (Completion)	Possible Fill	
BOTTOM OF CASING	WL (Seasonal High Water)	Probable Fill	
LOSS OF CIRCULATION	WL (Stabilized)	Rock	

GENERALIZED SUBSURFACE SOIL PROFILE C-C'

Santa Fe Crossings - Alachua
V3 Capital Group, LLC
16300 NW US HWY 441, Alachua, Florida 32615

Project No: 35:32630 Date: 03/18/2022



Legend Key

- Topsoil
- CLAYEY SAND
- Poorly Graded SAND

125.00

Notes:

1- EOB: END OF BORING AR: AUGER REFUSAL SR: SAMPLER REFUSAL.
2- THE NUMBER BELOW THE STRIPS IS THE DISTANCE ALONG THE BASELINE.
3- SEE INDIVIDUAL BORING LOG AND GEOTECHNICAL INFORMATION.
4- STANDARD PENETRATION TEST RESISTANCE (LEFT OF BORING) IN BLOWS PER FOOT (ASTM D1586).

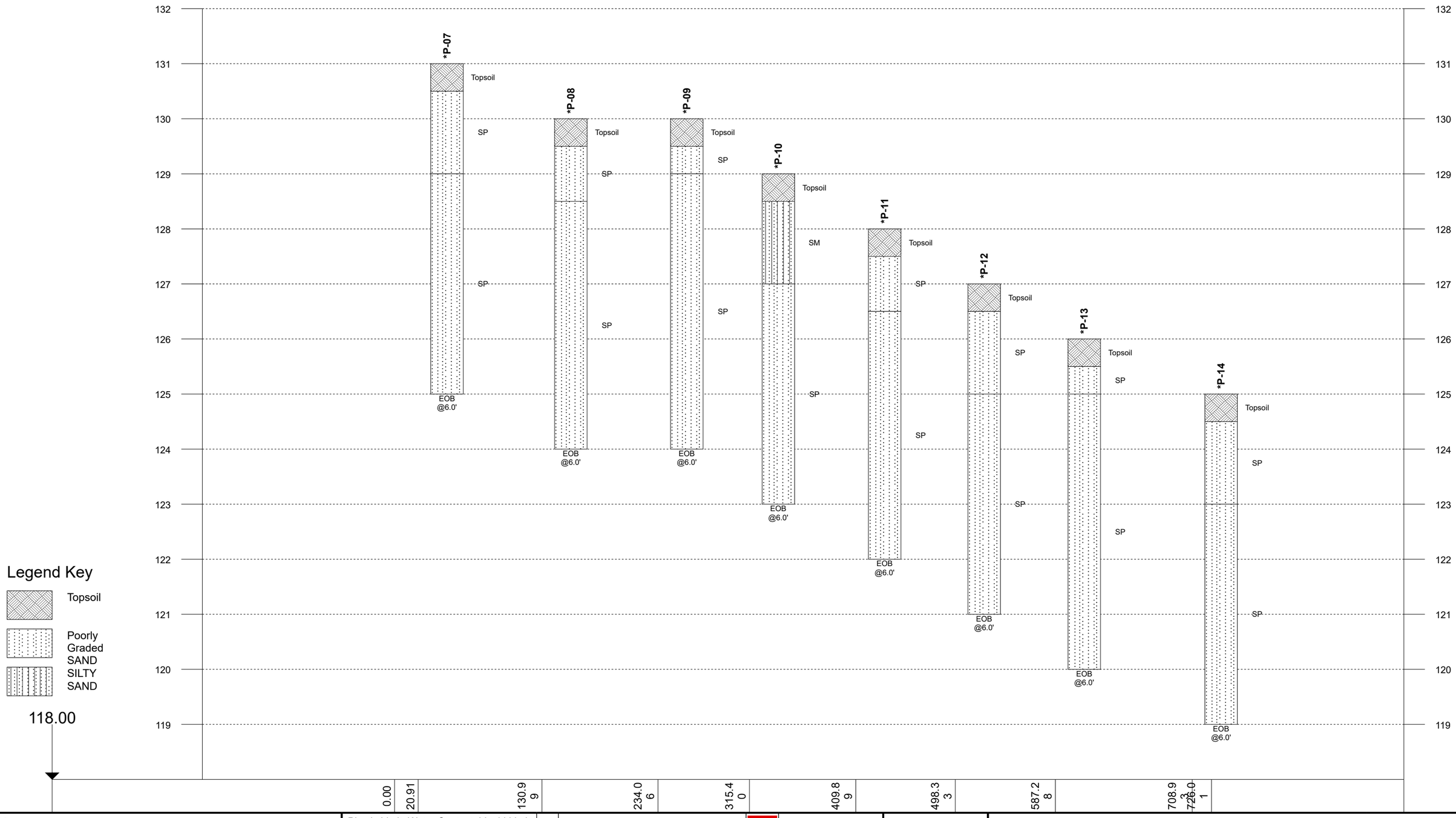
Plastic Limit Water Content Liquid Limit
X———●———△
[FINES CONTENT%]
BOTTOM OF CASING
100% LOSS OF CIRCULATION

WL (First Encountered)	Fill
WL (Completion)	Possible Fill
WL (Seasonal High Water)	Probable Fill
WL (Stabilized)	Rock

GENERALIZED SUBSURFACE SOIL PROFILE D-D'

Santa Fe Crossings - Alachua
V3 Capital Group, LLC
16300 NW US HWY 441, Alachua, Florida 32615

Project No: 35:32630 Date: 03/18/2022



Legend Key

- Topsoil
- Poorly Graded SAND
- SILTY SAND

118.00

Notes:

1- EOB: END OF BORING AR: AUGER REFUSAL SR: SAMPLER REFUSAL.
2- THE NUMBER BELOW THE STRIPS IS THE DISTANCE ALONG THE BASELINE.
3- SEE INDIVIDUAL BORING LOG AND GEOTECHNICAL INFORMATION.
4- STANDARD PENETRATION TEST RESISTANCE (LEFT OF BORING) IN BLOWS PER FOOT (ASTM D1586).

Plastic Limit Water Content Liquid Limit
X———●———△

[FINES CONTENT%]

BOTTOM OF CASING

LOSS OF CIRCULATION

WL (First Encountered)

WL (Completion)

WL (Seasonal High Water)

WL (Stabilized)

Fill

Possible Fill

Probable Fill

Rock

GENERALIZED SUBSURFACE SOIL PROFILE E-E'

Santa Fe Crossings - Alachua

V3 Capital Group, LLC

16300 NW US HWY 441, Alachua, Florida 32615

Project No: 35:32630 Date: 03/18/2022

Laboratory Testing Summary

Sample Source	Sample Number	Start Depth (feet)	End Depth (feet)	Sample Distance (feet)	MC[1] (%)	Soil Type[2]	Atterberg Limits[3]			Percent Passing No. 200 Sieve[4]	Maximum Dry Density (pcf)	Limerock Bearing Ratio	Constant Head Permeability (ft/day)[5]
							LL	PL	PI				
A-2		7.0	8.0	1.0	8	SP-SM				11			3
A-5		5.0	6.0	1.0	7	SM				16			4
A-6		5.0	8.0	3.0	5	SM				12			6
A-9		5.0	7.0	2.0	6	SM				13			3
A-1	S-3	7.0	7.5	0.5	24	SC/CH				43			
A-3	S-3	6.5	7.0	0.5	11	SC				21			
A-4	S-3	7.0	7.5	0.5	21	SC				32			
A-8	S-4	9.5	10.0	0.5	24	SC/CH				48			
P-3	S-1	1.0	1.5	0.5	20	SC				25			
P-10	S-1	0.5	1.0	0.5	10	SM				16			
LBR-1		0.0	2.0	2.0		SP					115.2	57	

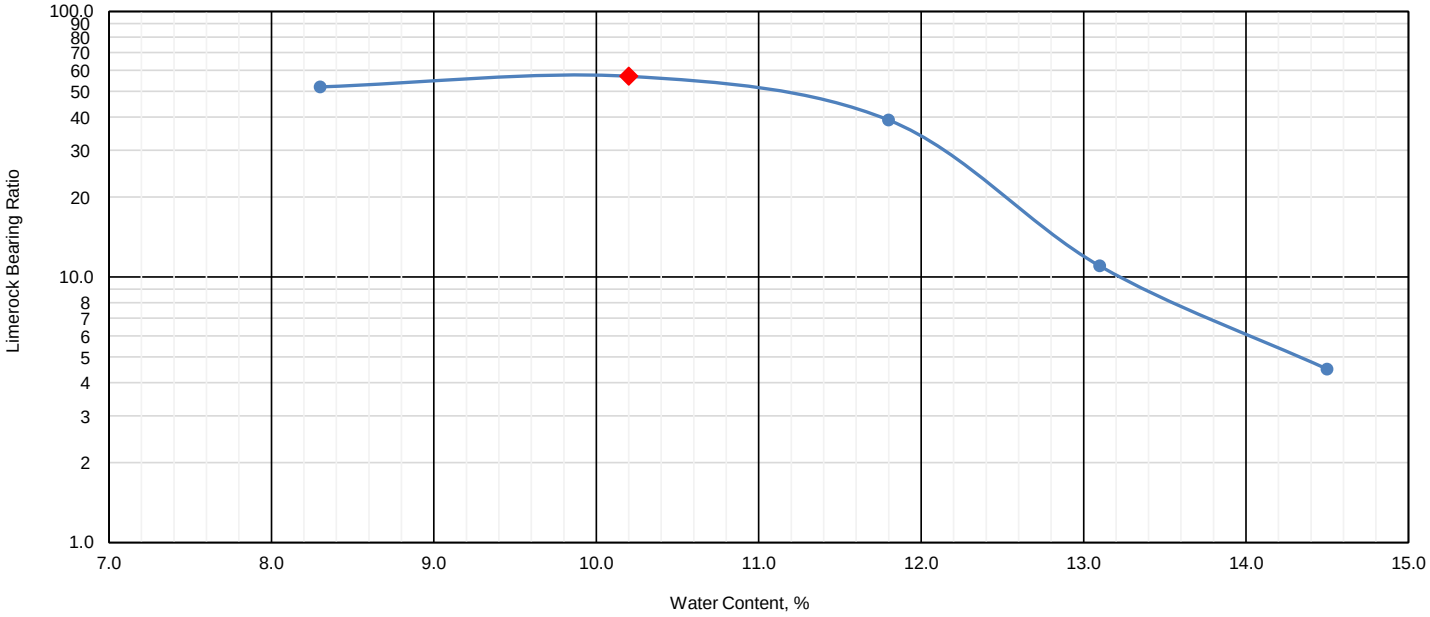
Notes: 1. ASTM D 2216, 2. ASTM D 2487, 3. ASTM D 4318, 4. ASTM D 1140, 5. ASTM D 2434

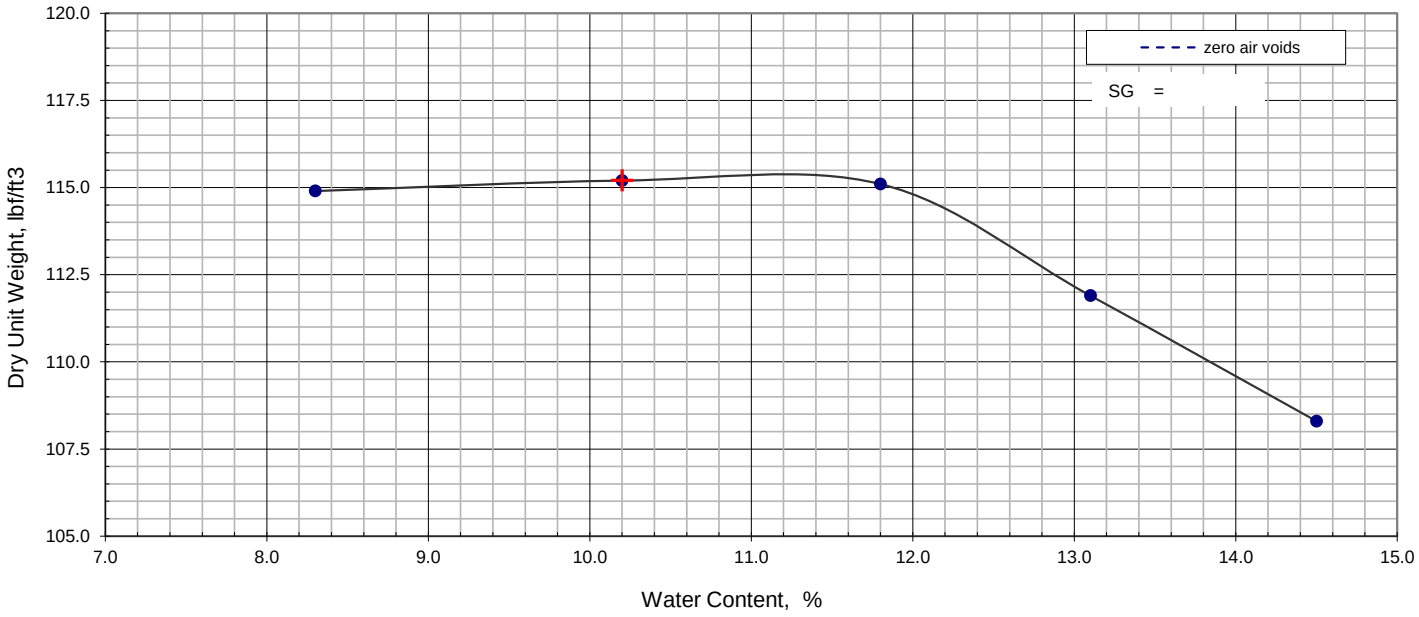
Definitions: MC: Moisture Content, Soil Type: USCS (Unified Soil Classification System), LL: Liquid Limit, PL: Plastic Limit, PI: Plasticity Index

Project No. **35:32630**
Project Name: **Santa Fe Crossings - Alachua**
PM: **C. Dunlap**
PE: **D. Spangler**
Printed On: **March 9, 2022**

ECS Florida, LLC
6342 NW 18th Drive, Unit 10
Gainesville, Florida 32653
(352) 221-9221

Limerock Bearing Ratio (LBR)





TEST RESULTS (FM 5-515)

Max. Dry Density (pcf)	Optimum Moisture Content (%)	Max. LBR	Fines Content (%)
115.2	10.2	57	
Material Description		USCS	AASHTO
P-14, Dark Gray Fine Sand		SP	A-3

Project: Santa Fe Crossings - Alachua
Client: V3 Capital Group, LLC
Sample / Source: LBR-01

Project No.: 35:32630
Depth (ft): 0 - 2
Sample No.: D3S-96
Date Reported: 3/18/2022

Office / Lab	Address	Office Number / Fax
ECS Florida LLC - Gainsville	6342 NW 18th Drive, Unit 10 Gainesville, Florida 32653	352-221-9221

Tested by	Checked by	Approved by	Date Received
LabManager	SKola1	SKola1	3/14/2022

Attachment E:

DRAINAGE DESIGN CALCULATIONS

(Exhibit on Next Page)

Pre-Development Curve Number Calculations:

Pre DA-1	Area (SF)	Area (AC)	CN	Soil Group
Impervious Area	5,682	0.13	98	A
Open Area	588,958	13.52	49	A
	594,640	13.65	49.47	**(use 49.5)**

Post-Development Curve Number & Basin Stage-Storage Calculations:

DA-1	Area (SF)	Area (AC)	CN	Soil Group
Lot Area	227,666	5.23	89	A
R/W Area	48,665	1.12	78	A
Retention Area	42,018	0.96	100	A
Open Area	9,709	0.22	39	A
	328,058	7.53	87.30	**(use 87.25)**

Stage	Surface Area (SF)	Surface Area (AC)	Volume (CF)
125.00	24,451	0.56	0
126.00	28,287	0.65	26,369
127.00	32,223	0.74	56,624
128.00	36,261	0.83	90,866
129.00	40,399	0.93	129,196
129.50	42,505	0.98	149,922

Avg. Ground (ft)		126.00
Base Elevation (bls)	10.50	115.50
Water Table (bls)	10.50	115.50
Layer Thickness		9.50
Vert Infiltration	6.00	3.00
Horz Infiltration	6.00	3.00
Porosity	25.00	0.25

DA-2	Area (SF)	Area (AC)	CN	Soil Group
Lot Area	40,680	0.93	89	A
R/W Area	0	0.00	78	A
Retention Area	10,485	0.24	100	A
Open Area	2,115	0.05	39	A
	53,280	1.22	89.18	**(use 89.25)**

Stage	Surface Area (SF)	Surface Area (AC)	Volume (CF)
126.00	4,811	0.11	0
127.00	5,983	0.14	5,397
128.00	7,255	0.17	12,016
129.00	8,627	0.20	19,957
130.00	10,485	0.24	29,513

Avg. Ground (ft)		126.00
Base Elevation (bls)	14.50	111.50
Water Table (bls)	14.50	111.50
Layer Thickness		14.50
Vert Infiltration	3.50	1.75
Horz Infiltration	3.50	1.75
Porosity	25.00	0.25

DA-3	Area (SF)	Area (AC)	CN	Soil Group
Lot Area	118,848	2.73	89	A
R/W Area	36,816	0.85	78	A
Retention Area	51,853	1.19	100	A
Open Area	5,605	0.13	39	A
	213,122	4.89	88.46	**(use 88.5)**

Stage	Surface Area (SF)	Surface Area (AC)	Volume (CF)
122.75	34,374	0.79	0
123.00	35,352	0.81	8,716
124.00	39,328	0.90	46,056
125.00	43,405	1.00	87,422
126.00	47,582	1.09	132,916
127.00	51,860	1.19	182,637

Avg. Ground (ft)		125.00
Base Elevation (bls)	9.00	116.00
Water Table (bls)	9.00	116.00
Layer Thickness		6.75
Vert Infiltration	4.50	2.25
Horz Infiltration	4.50	2.25
Porosity	25.00	0.25

Lot Area	Area (SF)	Area (AC)	CN	Soil Group
Impervious Area	85	0.00	98	A
Open Area	15	0.00	39	A
	100	0.00	89.15	**(use 89)**

Lot Area	Area (SF)	Area (AC)	CN	Soil Group
Impervious Area	40	0.00	98	A
Open Area	20	0.00	39	A
	60	0.00	78.33	**(use 78)**

Lot #	Total Area (ac)	Allowable Impervious (ac)
1	2.48	2.11
2	1.26	1.07
3	0.93	0.79
4	1.35	1.15
5	1.27	1.08
6	0.47	0.40
7	0.85	0.72

Required Water Quality Treatment Volume (WQTV):

SRWMD Criteria 2" over project Site

Drainage Area (SF) =	594,640
Total WQTV Required (CF) =	**99,107**

	Volume (CF)	**Basin Stage (FT)**
Basin 1 WQTV Provided =	53,186	126.75
Basin 2 WQTV Provided =	18,233	128.66
Basin 3 WQTV Provided =	27,688	123.49
Total WQTV Provided	**99,107**	

Runoff Volume Calculations using Percent DCIA Method

Alachua County Pre-treatment Criteria

	SF	AC
Site Area	381,338	8.75
Soils (To Be Excluded)	0	0.00
Basins (To Be Exculded)	58,108	1.33
Natural Area (To Be Excluded)	0	0.00
Project Area to Treat	323,230	7.42
Voume Required	26,936	CF
Volume provided	**99,107**	**CF**

Results

Discharge Volume			
Storm/Basin	**Pre-Offsite**	**Post-Offsite**	**Difference**
100YR-001HR	0.48	0.06	0.42
100YR-002HR	0.94	0.37	0.57
100YR-004HR	1.69	1.07	0.61
100YR-008HR	2.51	1.98	0.53
100YR-024HR	4.80	4.39	0.41
100YR-072HR	7.17	6.51	0.66
100YR-168HR	9.18	7.81	1.37
100YR-240HR	11.08	9.48	1.60

Discharge Rate			
Storm/Basin	**Pre-Offsite**	**Post-Offsite**	**Difference**
100YR-001HR	14.09	0.47	13.62
100YR-002HR	12.48	1.36	11.13
100YR-004HR	14.52	2.39	12.13
100YR-008HR	17.92	3.05	14.88
100YR-024HR	6.99	3.78	3.22
100YR-072HR	6.82	4.75	2.07
100YR-168HR	5.24	4.45	0.78
100YR-240HR	6.79	5.77	1.02

Maximum Stage			
Storm/Basin	**Basin 1**	**Basin 2**	**Basin 3**
100YR-001HR	127.46	128.10	124.06
100YR-002HR	127.79	128.52	124.41
100YR-004HR	128.35	128.89	124.91
100YR-008HR	128.48	**128.94**	125.23
100YR-024HR	128.07	128.86	125.47
100YR-072HR	128.23	128.88	125.74
100YR-168HR	128.10	128.84	125.66
100YR-240HR	**128.49**	128.88	**126.00**

Full Volume Recovery Time			
Storm/Basin	**Basin 1**	**Basin 2**	**Basin 3**
100YR-001HR	22.26	30.26	14.51
100YR-002HR	38.26	42.26	64.26
100YR-004HR	62.26	54.26	192.26
100YR-008HR	94.26	66.26	290.26
100YR-024HR	206.26	114.26	398.26
100YR-072HR	344.26	274.26	532.26
100YR-168HR	542.27	444.27	758.27
100YR-240HR	662.26	562.26	888.26

Basin Recovery @ 7 Days (%)			
Storm/Basin	**Basin 1**	**Basin 2**	**Basin 3**
100YR-001HR	100.00%	100.00%	100.00%
100YR-002HR	100.00%	100.00%	100.00%
100YR-004HR	100.00%	100.00%	97.73%
100YR-008HR	100.00%	100.00%	90.40%
100YR-024HR	97.63%	100.00%	86.04%
100YR-072HR	86.66%	91.35%	84.25%
100YR-168HR	77.13%	75.63%	80.25%
100YR-240HR	78.14%	68.67%	82.08%

Bowman

APPENDIX C:

OTHER SUPPORTING DOCUMENTS

WHITESTONE
An Employee-Owned Company

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REPORT OF GEOTECHNICAL INVESTIGATION

PROPOSED CHICK-FIL-A RESTAURANT
16314 U.S. HIGHWAY 441
PORTIONS OF PARCEL ID NOS.: 03044-003-000 & 03042-050-008
ALACHUA, ALACHUA COUNTY, FLORIDA



Prepared for:

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Whitestone Project No.: GF2422245.000
September 4, 2024

SECTION 1.0
Summary of Findings and Recommendations

Whitestone has conducted an exploration and evaluation of the subsurface conditions at the site of the proposed Chick-fil-A restaurant to be located at 16314 U.S. Highway 441 in Alachua, Alachua County, Florida. Based on the December 13, 2023 *Conceptual Site Plan* prepared by Bowman Consulting Group, Ltd. (Bowman), the proposed development includes construction of an approximately 4,987-square feet single-story Chick-fil-A restaurant with drive-thru services, outdoor patio area, trash enclosure, and associated pavements, utilities, and landscaping. Whitestone anticipates the Chick-fil-A building will be constructed at or near the existing site grades. No stormwater management (SWM) areas and/or retaining walls are planned as part of the Chick-fil-A development area.

The geotechnical investigation included conducting a reconnaissance of the project site, advancing eight borings and five test pits, and collecting soil samples for laboratory testing and physical characterization. Site subsurface conditions consisted of surficial topsoil, underlain by natural coastal plain deposited sandy soils underlain by deeper fat clay and elastic silt soils generally encountered at the shallowest depth of six feet below the existing ground surface. The encountered subsurface conditions are not indicative of karst formations to the depth of boring and test pit termination depths. However, karst conditions originate in the underlying limestone, which is deeper than the boring and test pit terminations. Static groundwater was not encountered during the site investigation to a maximum explored depth of 16.5 feet below ground surface (fbgs).

The results of the investigation indicate that the proposed structures may be supported by conventional ground supported shallow foundations and floor slabs following in-place compaction improvement and approval of the upper natural loose sands encountered within the proposed building and canopy footprints. Areas of overexcavation and replacement/recompaction of the upper sandy soils should be anticipated throughout the site due to the very loose to loose upper zones of natural sandy soils encountered. Although not anticipated based on the results of Whitestone's subsurface investigations, the fat clays and elastic silts require overexcavation and replacement with granular soils if encountered within 18 inches of foundation and floor slab subgrade bearing elevations. Monitoring and testing should be conducted to verify that the ground improvement within the building pad and canopy areas recommended herein is conducted and suitable materials used for controlled fill/backfill are properly placed and compacted over suitable subgrade soils. Whitestone recommends that the suitability of the bearing soils along the footing bottoms be verified by a geotechnical engineer prior to placing concrete for the footings. Although not anticipated based on the results of Whitestone's subsurface investigations, the fat clays and elastic silts will also require overexcavation and replacement with granular soils if encountered within 12 inches of pavement subgrade elevations. Additionally, the site conditions support the use of typical pavement sections using standard Florida Department of Transportation (FDOT) specified materials.

The above summary is intended to provide an overview of the geotechnical findings and recommendations and is not fully developed. Greater detail is presented in the following sections. The entire report must be read for a comprehensive understanding of the information contained herein.

SECTION 2.0
Introduction

2.1 AUTHORIZATION

Mr. Chad Brubaker, Vice President - Development of Alachua CFA LLC c/o Lisciotti Development, issued authorization to Whitestone to conduct a geotechnical investigation on this site relevant to the construction of a proposed Chick-fil-A restaurant at 16314 U.S. Highway 441 in Alachua, Alachua County, Florida. The geotechnical investigation was conducted in general accordance with Whitestone's February 15, 2023 proposal to Alachua CFA LLC c/o Lisciotti Development.

2.2 PURPOSE

The purpose of this subsurface exploration and analysis was to:

- ascertain the various soil profile components at test locations;
- estimate the engineering characteristics of the proposed foundation, floor slab, and pavement bearing and subgrade materials;
- provide geotechnical criteria for use by the design engineers in preparing the foundation, floor slab, and pavement design;
- provide recommendations for required earthwork and subgrade preparation;
- record groundwater and bedrock levels (where encountered) at the time of the investigation and discuss the potential impact on the proposed construction; and
- recommend additional investigation and/or analysis (if warranted).

2.3 SCOPE

The scope of the exploration and analysis included the subsurface exploration, field testing and sampling, laboratory testing, and a geotechnical engineering analysis and evaluation of the subsurface materials. This *Report of Geotechnical Investigation* is limited to addressing the site conditions related to the physical support of the proposed construction. Whitestone also completed a *Phase I Environmental Site Assessment* for this site, which was reported under separate cover.

2.3.1 Field Exploration

Field exploration of the project site was conducted by means of eight borings, identified as B-1 through B-8, advanced with a custom track-mounted drill rig. The borings were advanced to termination depths that ranged from 10 fbgs to 16.5 fbgs. Field exploration also consisted of excavating five test pits, identified as TP-1 through TP-5, with a mini track-mounted excavator to the depth of eight fbgs. The borings and test pits subsequently were backfilled to the surface with excavated soils from the investigation. Test locations are shown on the *Test Location Plan* included as Figure 1.

Test locations were based on project information provided to Whitestone at the time of the investigation, including the *Conceptual Site Plan* prepared by Bowman. The subsurface tests were conducted in the presence of a Whitestone representative, who conducted field tests, recorded visual classifications, and collected samples of the various strata encountered. Test locations were established in the field using normal taping procedures and estimated right angles. These locations are presumed to be approximate.

Borings and Standard Penetration Tests (SPTs) were conducted in general accordance with ASTM International (ASTM) designation D 1586. The SPT resistance value (N) can be used as an indicator of the consistency of fine-grained soils and the relative density of coarse-grained soils. The N-value for various soil types can be correlated with the engineering behavior of earthworks and foundations. The split spoon sampling was conducted using an automatic hammer.

Groundwater level observations, although not encountered, were recorded during the field drilling operations and prior to backfilling the bore holes. Groundwater elevations derived from sources other than seasonally observed groundwater monitor wells may not be representative of true groundwater levels.

2.3.2 Laboratory Program

In addition to the field investigation, laboratory testing was conducted to determine additional, pertinent engineering characteristics of representative samples of on-site soils. The laboratory testing was conducted in general accordance with applicable ASTM standard test methods and included physical testing of the natural soil stratum.

Physical/Textural Analyses: Representative samples of selected strata encountered were subjected to a laboratory program that included Atterberg Limits determinations (ASTM D-4318), moisture content determinations (ASTM D-2216), and particle size analysis through the No. 200 sieve (ASTM D-1140) in order to conduct supplementary engineering soil classifications in general accordance with ASTM D-2487. The soil strata tested were classified by the Unified Soil Classification System (USCS) and results of the laboratory testing are summarized in the following table. Quantitative test results are provided in Appendix B.

PHYSICAL/TEXTURAL ANALYSES SUMMARY							
Boring No.	**Sample**	**Depth (fbgs)**	**% Passing No. 200 Sieve**	**Moisture Content (%)**	**Liquid Limit**	**Plastic Index**	**USCS Classification**
B-2	S-2	2.0 to 4.0	40.2	25.6	47	24	SC
B-3	S-4	6.0 to 8.0	54.7	27.2	59	33	CH
B-4	S-4	6.0 to 8.0	11.5	13.7	Non-Plastic		SP-SM
B-5	S-4	6.0 to 8.0	90.3	66.8	111	31	MH

The engineering classifications are useful when considered in conjunction with the additional site data to estimate properties of the soil types encountered and to predict the soil's behavior under construction and service loads.

SECTION 3.0
Site Description

3.1 LOCATION AND DESCRIPTION

The subject site is located at 16314 U.S. Highway 441 in Alachua, Alachua County, Florida. At the time of Whitestone's investigation, the site consisted of a vacant, grass and soil covered parcel. The site is bound to the north by U.S Highway 441 followed by residential dwellings, to the east by a construction site for new adjacent proposed retail development, to the south by vacant grass and brush covered land, and to the west by a car dealership. The location of the site is shown on the *Test Location Plan* included as Figure 1.

3.2 EXISTING CONDITIONS

Surface Cover/Development: At the time of the investigation, the subject site consisted of a vacant, grass and soil covered parcel. The site formerly consisted of a wooded area. Based on available historical aerials, the site consisted of vacant land from at least 1955 to the year 2005. In 2005, the site appears to be a parking lot. The site appears to be vacant form 2007 to 2017 when the trees become apparent.

Topography: Topographic information was not available at the time of this report. Based on visual observations during the site investigation, the site appears to be flatlying with an estimated maximum grade change of approximately one foot.

Utilities: At the time of Whitestone's subsurface field investigation, below ground and above ground electrical lines, communication, water, and sewer lines were observed along the right-of-way of U.S. Highway 441 and along the recently constructed entrance roadway that borders the western and southern portions of the site. Other utilities were not observed at the subject site by Whitestone but may be present. The utility information contained in this report is presented for general discussion only and is not intended for construction purposes.

Site Drainage: Surface run-off generally follows existing topography draining vertically through the existing exposed grass and soil surface throughout the site.

3.3 SITE GEOLOGY

The site is located within the Florida Coastal Plain Physiographic Province of the United States and the Alachua Karst Hills Geomorphology Province of Florida. According to the Florida Geological Survey Geologic Map of the State of Florida 1:100,000 Scale, the immediate underlying geologic formation is

mapped as the Hawthorn Group, Undifferentiated. The undifferentiated Hawthorn Group sediments are generally light olive gray and blue gray in unweathered sections to reddish brown in deeply weathered sections, poorly to moderately consolidated, clayey sands to silty clays and relatively pure clays. The underlying bedrock also consists of the Eocene-age Ocala Limestone Formation, underlain by the Avon Park Formation. The Ocala Limestone and Avon Park Formations generally consist of cream to light-brown to tan and white to orangish gray, sandy, variably fossiliferous limestone occasionally interbedded with fossiliferous dolostone. The overburden materials at the site include beach and near shore deposits of sand, silt, and smectitic-clay decomposition residuum.

The site is mapped by United States Geological Survey as being within a humid climate karst area. Karst conditions, including solution cavities, are known to exist in areas where carbonate limestone bedrock is present. The limestone bedrock, which is water soluble and susceptible to solution cavities and void formation, can result in surficial depressions or sinkholes. The site is located within the Ocala Karst District in which the Ocala Limestone exhibits extensive karstification. These karst features often have tens of feet of relief, dramatically influencing the topography of the Ocala Karst District. Based on a review of the Florida Department of Environmental Protection (FDEP) *Subsidence and Swallet Incident Reports*, the closest reported subsidence or swallet incident is approximately 1.25 miles from the subject site. There are an additional 15 previous subsidence and swallet incidents reported within an approximate five-mile radius of the site. The site is mapped within Florida Sinkhole Area Type III, that consists mainly of cohesive clayey sediments of low permeability. Sinkholes are most numerous, of varying size, and develop abruptly. Cover collapse sinkholes dominate. Cover generally ranges from 30 feet to 200 feet above carbonate rock.

3.4 PROPOSED CONSTRUCTION

Based on the above referenced *Conceptual Site Plan* prepared by Bowman, the proposed site development includes construction of an approximately 4,987-square feet single-story Chick-fil-A restaurant with drive-thru services, outdoor patio area, trash enclosure, and associated pavements, utilities, and landscaping. No SWM areas and/or earth retaining walls areas are planned as part of the Chick-fil-A development area. Whitestone assumes the subject site will be redeveloped at or near existing grades with maximum cuts/fills on the order of approximately one foot to two feet.

Detailed structural loading has not yet been developed. Based on past experience with similar facilities, Whitestone expects that the proposed structure will consist of a combination of masonry and metal framing with ground-supported concrete foundations and floor slab. The maximum design loads are less expected to be than the following:

- interior column loads - 60.0 kips;
- load bearing walls - 2.0 kips per linear foot;
- floor slab loads - 125 pounds per square foot; and
- pavement load - 25,000 (18) kip equivalent single axel loads.

The scope of Whitestone's investigation and the professional advice contained in this report were generated based on the project details and loading noted herein. Any revisions or additions to the design details enumerated in this report should be brought to the attention of Whitestone for additional evaluation as warranted.

SECTION 4.0
Subsurface Conditions

Details of the subsurface materials encountered are presented on the *Records of Subsurface Exploration* presented in Appendix A of this report. The subsurface soil conditions encountered in the borings and test pits conducted consisted of the following generalized strata in order of increasing depth.

4.1 SUBSURFACE SOIL CONDITIONS (WHITESTONE)

Surface Cover: The subsurface tests were conducted within grass-covered and/or exposed soil surface covered areas. Borings conducted within grass covered areas encountered approximately one inch of sandy topsoil at the surface consisting of poorly graded sand with silt and a trace amount of roots.

Coastal Plain Deposits: Underlying surface cover, the subsurface tests encountered natural coastal plain deposits that primarily consisted of poorly graded sand (USCS: SP, SP-SM) with variable amounts of silt and gravel, clayey sand (USCS: SC), sandy fat clay (USCS: CH), and/or elastic silt (USCS: MH). The fat clay and elastic silt soils were encountered at the shallowest depth of six fbgs. The subsurface tests were terminated in this stratum at depths that ranged from approximately eight fbgs to 16.5 fbgs. SPT N-values recorded within coarse grained portions of this stratum ranged from two blows per foot (bpf) to 21 bpf, indicating very loose to medium dense relative densities and averaging approximately seven bpf. SPT N-values recorded within fine grained portions of this stratum ranged from 10 bpf to 22 bpf and averaged approximately 14 bpf.

4.2 GROUNDWATER

Static groundwater was not encountered within the subsurface tests conducted with the maximum explored depth of approximately 16.5 fbgs. However, perched/trapped water conditions may be present following periods of precipitation, particularly above finer-grained soils. In the fine-grained site soils at the site, groundwater levels may not stabilize in the bore holes and test pits for several days and actual groundwater levels could vary from those encountered during this investigation. Groundwater levels are expected to fluctuate seasonally and following periods of precipitation.

SECTION 5.0
Conclusions and Recommendations

5.1 GENERAL

The results of the subsurface investigation and analysis indicate that the proposed structures may be supported by conventional ground supported shallow foundations and floor slabs following in-place compaction improvement and approval of the very loose to loose upper natural sandy soils encountered within the proposed building footprint and canopy foundation areas, as recommended herein. The existing sandy soils are anticipated to be suitable for supporting pavements contingent upon compaction improvement and construction phase evaluation. Areas of overexcavation and replacement/recompaction of upper very loose to loose site soils should be anticipated within the proposed building pad, canopy foundations, and pavement areas prior to structural support. Although not anticipated based on the results of Whitestone's subsurface investigations, the fat clays and elastic silts will require complete overexcavation and replacement with granular soils if encountered within 18 inches of final foundation and floor slab subgrade elevations, and 12 inches of the pavement subgrade elevations due to their expansion potential. The fat clay and elastic silt soils will not be suitable for reuse as structural backfill materials due to their high moisture sensitivity and expansion potential. A majority of the remaining site soils, including the poorly graded sand and clayey sand natural soils, are anticipated to be suitable for reuse as structural backfill materials following stringent moisture control and segregation of any organics, if encountered.

The site is underlain by carbonate bedrock including limestone. Karst conditions including solution cavities are known to exist where carbonate bedrock is present. However, the results of Whitestone's subsurface investigation did not identify conditions typically indicative of an elevated global risk for sinkhole development, e.g., subsurface voids, and/or solution channels.

5.2 SITE PREPARATION AND EARTHWORK

Surface Cover Stripping: Prior to stripping operations, all utilities should be identified and secured. Surficial vegetation and topsoil should be stripped at least five feet beyond the limits of the proposed construction areas. Although not anticipated, any remnant structures encountered during site grading or excavations including foundation walls, footings, slabs, and utilities, should be removed entirely from below proposed foundations and slabs including their zones of influence (as determined by the owners Geotechnical Engineer) and excavated to at least two feet below proposed construction subgrade levels elsewhere. The earthwork contractor should be required to conduct earthwork in accordance with the recommendations in this report, including backfilling any excavation, etc. with structural fill. Any fill or backfill placed within the proposed development areas during stripping operations should be placed as structural fill in accordance with Section 5.2 and 5.3 of this report.

Surface Preparation/Proofrolling: Prior to placing any fill, backfill or subbase materials to raise or restore grades to the proposed building and/or pavement subgrade elevations, the exposed soils should be compacted to a firm and unyielding surface with a minimum of four passes in two perpendicular directions of a minimum 20-ton, vibratory smooth drum roller. The surface should be proofrolled with a loaded tandem axle truck in the presence of the geotechnical engineer to help identify soft or loose pockets that may require removal and replacement or further investigation. Any fill or backfill should be placed and compacted in accordance with Section 5.3.

Weather Performance Criteria: The site soils may soften when exposed to water; every effort must be made to maintain drainage of surface water runoff away from construction areas by grading and limiting the exposure of excavations and prepared subgrades to rainfall. Accordingly, excavation and fill placement procedures should be conducted during favorable weather conditions. Overexcavation of saturated soils and replacement with controlled structural fill per Section 5.3 of this report may be required prior to resuming work on disturbed subgrade soils.

On-Site Soil Protection and Maintenance: The site soils will degrade when exposed to inclement weather or repeated construction traffic. However, if properly protected and maintained as recommended herein, the site soils will provide adequate support for the proposed construction. The site contractors should employ appropriate means and methods to protect the subgrade including, but not limited to the following:

- sealing exposed subgrade soils on a daily basis with a vibratory smooth drum roller;
- regrading the site as needed to maintain positive drainage away from open earthwork construction areas and to prevent standing water;
- removing wet surficial soils and ruts immediately; and
- limiting exposure to construction traffic and precipitation especially following inclement weather.

Pavement Subgrade Stabilization and Inspection: Pavement subgrade soils which are exposed to inclement weather and heavy construction traffic will degrade and require either extensive drying time or overexcavation and replacement in order to provide a suitable subgrade for pavements. Overexcavation of unstable soils within pavement areas typically should be limited to approximately 1.5 feet below planned subgrade unless directed otherwise by the owner's geotechnical engineer, provided that a reinforcing geogrid approved by the owner's geotechnical engineer is used. Alternatively, unstable materials may be completely overexcavated and either aerated and recompacted or replaced with imported structural fill per Section 5.3. However, this option is likely least economical.

Geogrids typically are economical when proposed undercut depths exceed approximately 18 inches. The geogrid (Tensar TriAx TX130S, or similar) should be placed directly on the exposed subgrade and backfill should consist of a well-graded gravel and sand blend. The services of the geotechnical engineer should be

retained to inspect soil conditions during construction and to provide specific recommendations for stabilizing subgrades. Additionally, a geotechnical engineer should be retained to verify the suitability of prepared pavement subgrades for support of design loads.

Carbonic Rock Area Considerations: Carbonate rock formations are soluble in mildly acidic water and characteristically contain subsurface voids and solution cavities of varying sizes. Sinkholes occur when soil overlying the void washes into underlying voids in sufficient quantities to cause a surficial collapse. Naturally formed sinkholes typically require thousands to tens of thousands of years to form, however, sinkhole development can be greatly accelerated by acts of man. For this reason, care should be exercised when constructing structures within a sinkhole prone area. Many triggering mechanisms have their origin in rapidly fluctuating, or artificially fluctuating groundwater levels. These conditions may be caused by situations beyond the owner's control, including saturating rains, droughts, drawdown from neighborhood wells, or changes to drainage patterns. Sinkholes can form undetected, even if prudent design and construction practices are implemented.

Site Planning Considerations: At a minimum, the recommended measures to reduce sinkhole occurrence include relatively minor site planning considerations and construction measures to minimize risks inherent to the region. Such measures should include proper grading to avoid concentrations of surface runoff. Additionally, excavations for footing and utilities should not be exposed to rain and surface runoff due to potential increased risk of sinkhole formation and degradation of subgrade materials. Any excavation that must remain open for more than one day is recommended to be sealed at the base with a lean concrete mud mat.

Regional development also should be monitored during the life of the facility to identify conditions that might affect groundwater levels or drainage patterns. If prudent design measures and construction phase considerations are properly implemented, the long-term risk of potential sinkhole activity may be reduced. Sinkholes can form undetected even if prudent design and construction practices are implemented.

Sinkhole Remediation: Although no open sinkholes or surface depressions were identified during the investigation, sinkholes can develop during relatively short time periods and risk of sinkhole occurrence generally increases during construction because of exposed soil conditions and temporary drainage issues. Early formation of sinkholes often can be detected by depressions at the ground surface or within excavations. If suspicious depression areas develop during construction, the locations should be probed or excavated in the presence of the geotechnical engineer to determine if additional investigation is required. In the event that new sinkholes occur during construction, Whitestone preliminarily recommends excavating the sinkhole to expose the throat (cavity) and backfilling the area with grout or lean concrete. If a depression is observed during construction, Whitestone should be notified immediately for remediation recommendations.

5.3 STRUCTURAL FILL AND BACKFILL

Imported Fill Material: Any imported material placed as structural fill or backfill to raise elevations or restore design grades should consist of clean, relatively well-graded sand or gravel with a maximum particle size of two inches and five percent to 15 percent of material finer than a #200 sieve. Silts, clays, and silty or clayey sands and gravels with higher percentage of fines and with a liquid limit less than 40 and a plasticity index less than 20 may be considered subject to the owner's approval, provided that the required moisture content and compaction controls are met during favorable weather conditions. The material should be free of clay lumps, organics, and deleterious material. Imported structural fill material should be approved by a qualified geotechnical engineer prior to delivery to the site.

On-Site Materials: Whitestone anticipates that a majority of the upper natural sandy soils will be structurally suitable for selective reuse as fill/backfill material, provided that soil moisture contents are controlled within two percent of optimum moisture level, any particles larger than three inches in diameter are removed, and objectionable portions, such as any organics or debris, if encountered, are segregated. Although not anticipated within proposed construction excavation depths, if encountered, the underlying fat clay and elastic silt natural soils (USCS: CH and MH) are not suitable for reuse as structural backfill materials due to their plasticity/elasticity and expansion potential. Reuse of the site soils will be contingent on careful review in the field by visual observation by the owner's geotechnical engineer during construction as recommended herein. Immediate reuse of the site clayey sand soils (USCS: SC) should not be anticipated due to the moisture sensitivity. The surficial topsoil encountered at the site is not suitable for reuse as structural backfill and should be placed in landscaped areas, where possible.

Compaction and Placement Requirements: On-site soils used as fill or backfill should be placed in maximum nine-inch loose lifts and compacted using a 20-ton smooth drum vibratory drum roller during mass grading activities or a small walk-behind roller or hand-held vibratory compactor within excavations. All structural fill and backfill, including 10 feet outside exterior building walls, should be compacted to at least 95 percent of the maximum dry density within two percent of the optimum moisture content as determined by ASTM D 1557 (Modified Proctor).

Structural Fill Testing: A sample of the imported fill material or any on-site material proposed for reuse as structural fill or backfill should be submitted to the geotechnical engineer for analysis and approval at least one week prior to its use. The placement of all fill and backfill should be monitored by a qualified engineering technician to ensure that the specified material and lift thicknesses are properly installed. A sufficient number of in-place density tests should be conducted to ensure that the specified compaction is achieved throughout the height of the fill or backfill.

5.4 GROUNDWATER CONTROL

Static groundwater was not enconstructicountered during this investigation with the maximum depth explored of approximately 16.5 fbgs. However, perched/trapped water may be encountered above finer-grained site soils. As such, construction phase dewatering may consist of removing surface water runoff, infiltrating water, or trapped water at this site. Whitestone anticipates that construction phase dewatering, if required, would include installing temporary sump pits and filtered pumps within trenches and excavations. Brief ponding of stormwater may occur across the site after heavy rains.

Proper grading and drainage should be incorporated into the site design and construction phase grading to discourage ponding of surface runoff. Every effort should be made to maintain drainage of surface run-off away from construction areas by grading. The contractor should limit exposure of excavations and prepare subgrades to rainfall. Overexcavation of wet soils and replacement with controlled structural fill per Section 5.3 of this report may be required prior to resuming work on disturbed subgrade soils.

5.5 FOUNDATIONS

Shallow Foundation Design Criteria: Following in-place compaction improvement and approval of the upper very loose to loose natural sandy soils encountered within the building footprint and canopy foundation areas, Whitestone recommends supporting the proposed structures on conventional shallow spread and continuous footings designed to bear within the improved and approved natural soils and/or structural fill/backfill materials, provided these materials are properly evaluated, placed and compacted in accordance with Sections 5.2, 5.3, and 5.11 of this report. Areas of overexcavation and replacement/recompaction of the upper very loose to loose natural sandy soils may be required throughout the building footprint and canopy foundation areas due to the upper very loose to loose upper zones encountered. Although not anticipated within 18 inches of final foundation bearing subgrade elevations based on the results of Whitestone's subsurface investigations, the fat clays and elastic silts will require complete overexcavation and replacement with granular soils if encountered within 18 inches of final foundation subgrade elevations due to their expansion potential. Provided the footing subgrades are also thoroughly surface compacted with a vibratory drum roller or heavy plate compactor, foundations bearing within these materials may be designed to impart a maximum net allowable bearing pressure of 2,000 pounds per square foot.

Foundation subgrades in soil should be compacted in the presence of the geotechnical engineer to densify any disturbed soils. Regardless of loading conditions, new foundations should be sized no less than minimum dimensions of 18 inches for continuous wall footings and 24 inches for isolated column footings.

Footings should be designed such that the maximum toe pressure due to the combined effect of vertical loads (including soil weight) and overturning moment does not exceed the recommended maximum allowable bearing pressure. In addition, positive contact pressure should be maintained throughout the base of the footings such that no uplift or tension exists between the base of the footings and the supporting soil. Uplift loads should be resisted by the weight of the concrete footing. Side friction should be neglected when proportioning the footings, and lateral resistance should be provided by friction resistance at the base of the footings. A coefficient of friction (ultimate) against sliding of 0.4 is recommended for use in the design of the foundations bearing within the site soils or imported structural fill.

Foundation Inspection: Whitestone recommends that the suitability of the bearing soils along the footing bottoms be verified by a geotechnical engineer prior to placing concrete for the footings. Special attention should be given to areas underlain by very loose and loose sandy soils which are anticipated throughout the proposed building footprint and canopy foundation areas. In the event that isolated areas of unsuitable materials are encountered in footing excavations, overexcavation and replacement of the materials or deeper foundation embedment may be necessary to provide a suitable footing subgrade. Any overexcavation to be restored with structural fill will need to extend at least one foot laterally beyond footing edges for each vertical foot of overexcavation. Lateral overexcavation may be eliminated if grade is restored with lean concrete. The bottom of overexcavated foundation trench areas should be compacted with vibratory smooth drum rollers, walk-behind compactors, vibrating plates or plate tampers ("jumping jacks") to compact locally disturbed materials and densify any underlying loose zones. Any standing water within the footing excavation should be removed with a mechanical pump prior to concrete placement.

Settlement: Whitestone estimates post construction settlements of new foundations will be on the order of less than one inch if the recommendations outlined in this report are properly implemented. Differential settlement between individual footings should be less than one-half inch.

Foundation Embedment: Exterior turndown footings should be placed at least 18 inches below adjacent exterior grades, or the minimum depth required by local building codes, to maintain adequate confinement and provide undermining protection from potential future adjacent excavations and/or erosion.

5.6 FLOOR SLAB

Following in-place ground improvement via compaction of the upper very loose to loose natural sandy soils encountered within the building footprint, proofroll inspections and approval, Whitestone anticipates that the improved and approved site natural sandy soils will provide suitable support for the floor slab, contingent upon construction phase evaluation and ground improvement efforts. Areas of overexcavation and replacement/recompaction may be required throughout the building footprint due to the very loose to loose upper zones of natural sandy soils encountered. Although not anticipated within 18 inches of the final

floor slab subgrade elevation based on the results of Whitestone's subsurface investigations, the fat clays and elastic silts will require complete overexcavation and replacement with granular soils if encountered within 18 inches of the final floor slab subgrade elevation due to their expansion potential. The exposed subgrade should be compacted and inspected via proofrolling in accordance with Sections 5.2, 5.3 and 5.11 of this report. Any areas that become softened or disturbed as a result of wetting and/or repeated exposure to construction traffic should be removed and replaced with compacted structural fill. The properly improved and prepared site soils and structural fill/backfill materials are expected to yield a minimum subgrade modulus (k) of 150 psi/in.

A minimum four inch layer of three-quarter inch maximum size FDOT Crushed Limerock or similar sized site soils with less than five percent passing the number 200 sieve and a minimum LBR of 40 (if encountered) should be installed below the floor slab to provide a uniform subgrade and capillary break. A moisture vapor barrier should be placed beneath the floor slab in accordance with local building code requirements and/or where recommended by the flooring manufacturer.

5.7 PAVEMENT DESIGN CRITERIA

General: The majority of the improved and approved site natural sandy soils and/or compacted structural fill/backfill placed to raise or restore design elevations are anticipated to be suitable for support of the proposed pavements provided these materials are properly evaluated, compacted, and proofrolled in accordance with Sections 5.2, 5.3, and 5.11 of this report during favorable weather conditions. Areas of overexcavation and replacement/recompaction should be anticipated due to the upper very loose to loose zones encountered throughout the site. Subgrade stabilization with a triaxial geogrid, approved by the owner's geotechnical engineer, may be used to minimize depths of overexcavation (if necessary) as discussed further in Section 5.2. Although not anticipated at or within 12 inches of final pavement subgrade elevations based on the results of Whitestone's subsurface investigations, the fat clays and elastic silts will require complete overexcavation and replacement with granular soils if encountered within 12 inches of final pavement subgrade elevations due to their expansion potential and poor drainage characteristics.

Design Criteria: A preliminary LBR value of 40 has been assigned to the properly prepared subgrade soils for pavement design purposes. This value was correlated with pertinent soil support values and assumed traffic loads to prepare flexible and rigid pavement designs per the AASHTO *Guide for the Design of Pavement Structures*.

Design traffic loads were assumed based on typical volumes for similar facilities and correlated with 18-kip equivalent single axle loads (ESAL) for a 20-year life. An estimated maximum pavement load of 25,000 ESALs was used for the pavement design. This value assumes the pavement primarily will accommodate both automobile and limited heavier truck traffic. Actual loading experienced is anticipated to be less than this value.

Pavement Sections: Pavement components should meet material specifications from FDOT *Standard Specifications* specified below. The recommended flexible pavement section is tabulated below:

FLEXIBLE PAVEMENT SECTION		
Layer	**Material**	**Thickness (inches)**
Asphalt Top Course	FDOT Section 334 Type SP-12.5 (Superpave Asphalt Concrete); PG 67-22	1.5
Asphalt Binder Course	FDOT Section 334 Type SP-19.0 (Superpave Asphalt Concrete); PG 67-22	2.5
Base Course	Crushed Limerock with minimum LBR of 100, compacted to 98% modified Proctor maximum dry density	6.0
Stabilized Subgrade	Subgrade with minimum LBR of 40 compacted to 98% modified Proctor maximum dry density	12.0

A rigid concrete pavement should be used to provide suitable support at areas of high traffic or severe turns, such as at the drive-thru, trash enclosure, and ingress/egress locations. The recommended rigid pavement section is tabulated below:

RIGID PAVEMENT SECTION		
Layer	**Material**	**Thickness (inches)**
Surface	4,000 psi air-entrained concrete	6.0 [1]
Base Course	Crushed Limerock with minimum LBR of 100, compacted to 98% modified Proctor maximum dry density	6.0
Stabilized Subgrade	Subgrade with minimum LBR of 40 compacted to 98% modified Proctor maximum dry density	12.0

Note [1]: The outer edges of concrete pavements are susceptible to damage as trucks move from rigid pavement to adjacent flexible pavement. Therefore, the thickness at the outer two feet of the rigid concrete pavement should be 12 inches. The concrete should be reinforced with at least one layer of six-inch by six-inch W5.4/W5.4 welded wire fabric (ASTM A185).

Additional Design Considerations: The pavement section thickness designs presented in this report are based on the design parameters detailed herein and are contingent on proper construction, inspection, and maintenance. Additional pavement thickness may be required by local code. The designs are contingent on achieving the minimum soil support value in the field. To accomplish this requirement, all subgrade soil and supporting fill or backfill must be properly evaluated, placed, and prepared as detailed in Sections 5.2, 5.3, and 5.11 of this report. Proper drainage must be provided for the pavement structure including appropriate grading and surface water control, as well as measures to drain water from the subgrade.

The performance of the pavement also will depend on the quality of materials and workmanship. Whitestone recommends that FDOT standards for materials, workmanship, and maintenance be applied to this site. Project specifications should include verifying that the installed asphaltic concrete material

composition is within tolerance for the specified materials and that the percentage of air voids of the installed pavement is within specified ranges for the respective materials. Rigid concrete pavements should be suitably air-entrained, jointed, and reinforced in general accordance with ACI 330R-08 *Guide for the Design and Construction of Concrete Parking Lots*.

5.8 RETAINING WALL/LATERIAL EARTH PRESSURES

Proposed site retaining walls were not indicated at this time. Whitestone should be notified if retaining walls or structures resisting lateral earth pressures are planned. The following recommendations are provided for preliminary planning.

Lateral Earth Pressures: Retaining/below-grade walls should be capable of withstanding active and at-rest earth pressures. Backfill soils adjacent to these structures should consist of freely draining granular fill composed primarily of coarse to fine sand. Silty soils should not be used as retaining wall backfill. With an active earth pressure coefficient (K_a) of 0.33, level backfill, and an assumed maximum backfill soil unit weight of 130 pounds per cubic foot (pcf), an equivalent fluid pressure of 43 psf per foot of wall height should be used in design of retaining/below-grade walls which are free to rotate.

Retaining/below-grade walls and wall corners typically are restrained from lateral movement and should be designed using at-rest earth pressures. A coefficient of at-rest earth pressure (K_o) of 0.5, for a level backfill, is recommended for retaining/below-grade walls designed to resist at-rest earth pressures, which assume no lateral movement. With an assumed maximum total unit weight of backfill of approximately 130 pcf, an equivalent fluid pressure of 65 pounds per square foot per foot of wall height should be used in design of restrained retaining/below-grade wall and wall corners. A coefficient of friction of 0.4 against sliding can be used for concrete on the existing site soils. Additional lateral earth pressures from a sloped backfill or any temporary or long-term surcharge loads also should be included in the design. Retaining wall design should include a global stability analysis.

Backfill Criteria: Whitestone recommends that granular soils be used to backfill behind retaining walls. The granular backfill materials should consist of clean, relatively well-graded sand or gravel with a maximum particle size of three inches and up to 12 percent of material finer than a #200 U.S. Standard sieve. A majority of the upper site soils (USCS: SP-SM) are anticipated to be suitable for retaining wall backfill, if required.

Whitestone recommends that backfill directly behind any walls be compacted with light, hand-held compactors. Heavy compactors and grading equipment should not be allowed to operate within a zone of influence measured at a 45-degree angle from the base of the walls during backfilling to avoid developing excessive temporary or long-term lateral soil pressures.

Wall Drainage: Positive drainage should be provided at the base of the retaining/below-grade walls. Where wall drainage is not provided, the wall should be designed to withstand full hydrostatic pressure.

Whitestone should be notified if any other retaining structures or design considerations requiring lateral earth pressure estimations are proposed. Specific recommendations for temporary retaining structures are beyond Whitestone's scope of work.

5.9 SEISMIC AND LIQUEFACTION CONSIDERATIONS

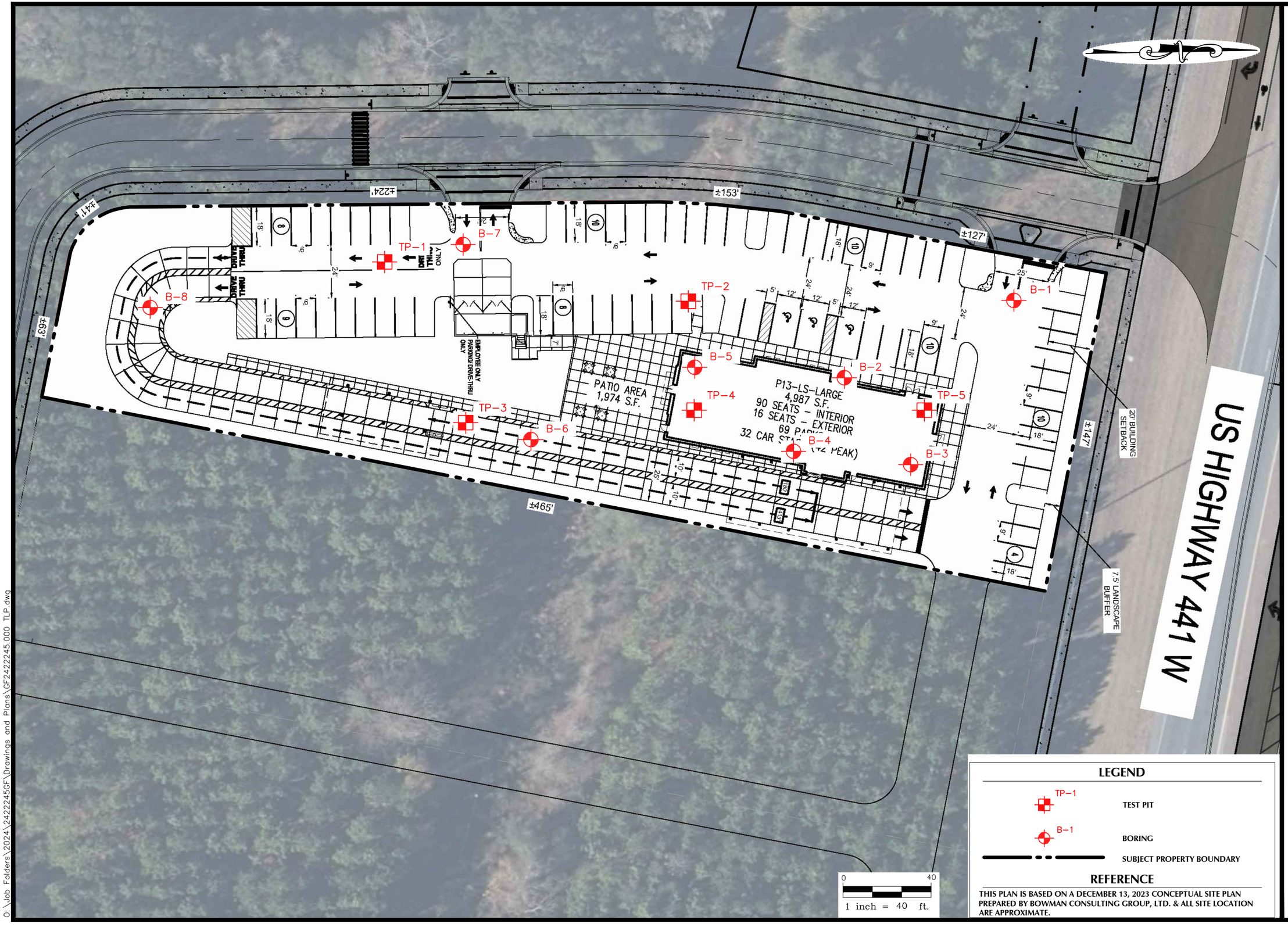
The subsurface conditions are most consistent with a Site Class D as defined by the *2023 Florida Building Code*. Based on the seismic zone and soil profile, liquefaction considerations are not expected to have a substantial impact on design.

5.10 EXCAVATIONS

The natural soils encountered during this investigation are consistent with, at least, Type C Soil Conditions as defined by 29 CFR Part 1926 (OSHA) which require a maximum unbraced excavation angle of 1.5:1 (horizontal:vertical). Actual conditions encountered during construction should be evaluated by a competent person (as defined by OSHA) to ensure that safe excavation methods and/or shoring and bracing requirements are implemented.

5.11 SUPPLEMENTAL POST INVESTIGATION SERVICES

Construction Inspection and Monitoring: The owner's geotechnical engineer should conduct inspection, testing, and consultation during construction as described in previous sections of this report. Monitoring and testing should also be conducted to verify that the ground improvement within the building pad, canopy foundation and pavement areas recommended herein is conducted and approved, and suitable materials used for controlled fill/backfill are properly placed and compacted over suitable subgrade soils. The overexcavation and replacement/recompaction of any very loose upper natural sandy soils encountered within the proposed building footprint, canopy foundation, and pavement areas that are unsuitable for structural design support in their current condition should be witnessed and documented by the owner's geotechnical engineer. The overexcavation of unsuitable fine-grained soils with expansion potential and proper placement of structural fill/backfill within the building pad, canopy, and pavement areas should also be documented by the owner's geotechnical engineer.



LEGEND

- TP-1 — TEST PIT
- B-1 — BORING
- SUBJECT PROPERTY BOUNDARY

REFERENCE

THIS PLAN IS BASED ON A DECEMBER 13, 2023 CONCEPTUAL SITE PLAN PREPARED BY BOWMAN CONSULTING GROUP, LTD. & ALL SITE LOCATION ARE APPROXIMATE.

WHITESTONE
An Employee-Owned Company
8405 BENJAMIN ROAD, SUITE J, TAMPA, FL 33634
813.851.0690 WHITESTONEASSOC.COM

DRAWING TITLE: **TEST LOCATION PLAN**

CLIENT: **ALACHUA CFA LLC c/o LISCIOTTI DEVELOPMENT**

PROJECT: PROPOSED CHICK-FIL-A RESTAURANT
16314 U.S. HIGHWAY 441
PORTIONS OF PARCEL ID NOS.: 03044-003-000 & 03042-050-008
ALACHUA, ALACHUA COUNTY, FL

PROJECT #: GF2422245.000	
DESIGNED BY: GR	PROJ. MGR.: KAF
DATE: 8/30/24	FIGURE: 2
SCALE: 1" = 40'	

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WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Boring No.: B-1

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

				Water Depth | Elevation (feet bgs) | (feet)	Cave-In Depth | Elevation (feet bgs) | (feet)
Surface Elevation:	± NS feet	**Date Started:**	8/22/2024		
Termination Depth:	10.0 feet bgs	**Date Completed:**	8/22/2024		
Proposed Location:	Pavement	**Logged By:**	JH	**During:** NE | NE	
Drill / Test Method:	MUD ROTARY / SPT	**Contractor:**	SCD	**At Completion:** NE | NE	**At Completion:** NE | NE
		Equipment:	ATV Rig	**24 Hours:** NE | NE	**24 Hours:** NE | NE

SAMPLE INFORMATION						DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec. (in.)	N	(feet)				
						0.0				
							TOPSOIL		1" Topsoil	
0 - 2	S-1		15 - 10 - 7 - 9	24	17		COASTAL PLAIN DEPOSITS		Dark Brown Poorly Graded Sand with Silt, Moist, Medium Dense (SP-SM)	
						2.0				
2 - 4	S-2		8 - 5 - 4 - 4	18	9				As Above, Brown, Loose (SP-SM)	
4 - 6	S-3		3 - 1 - 1 - 2	14	2	5.0			As Above, Very Loose (SP-SM)	
						6.0				
6 - 8	S-4		3 - 2 - 4 - 4	18	6				Tan Clayey Sand, Moist, Loose (SC)	
						8.0				
8 - 10	S-5		5 - 6 - 8 - 8	20	14				Orange and Gray Sandy Fat Clay, Moist, Stiff (CH)	
						10.0				
									Boring Log B-1 Terminated at a Depth of 10.0 Feet Below Ground Surface	
						15.0				
						20.0				
						25.0				

NOTES: bgs = below ground surface, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Boring No.: B-2

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

				Water Depth | Elevation (feet bgs) | (feet)	Cave-In Depth | Elevation (feet bgs) | (feet)
Surface Elevation:	± NS feet	**Date Started:**	8/22/2024		
Termination Depth:	16.5 feet bgs	**Date Completed:**	8/22/2024		
Proposed Location:	Building	**Logged By:**	JH	**During:** NE | NE	
Drill / Test Method:	MUD ROTARY / SPT	**Contractor:**	SCD	**At Completion:** NE | NE	**At Completion:** NE | NE
		Equipment:	ATV Rig	**24 Hours:** NE | NE	**24 Hours:** NE | NE

SAMPLE INFORMATION						DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec. (in.)	N	(feet)				
						0.0				
							TOPSOIL		1" Topsoil	
0 - 2	S-1	X	4 - 4 - 3 - 2	24	7		COASTAL PLAIN DEPOSITS		Brown Poorly Graded Sand with Silt, Moist, Loose (SP-SM)	
						2.0				
2 - 4	S-2	X	2 - 3 - 2 - 4	20	5				Tan Clayey Sand, Moist, Loose (SC)	LL = 47 PI = 24 Trace Gravel
4 - 6	S-3	X	5 - 4 - 4 - 5	20	8	5.0			As Above, Gray (SC)	
6 - 8	S-4	X	5 - 5 - 6 - 6	22	11				As Above, Medium Dense (SC)	
						8.0				
8 - 10	S-5	X	7 - 6 - 7 - 7	22	13				As Above (SC)	
						10.0				
13.5 - 15	S-6	X	3 - 4 - 4	22	8				As Above (SC)	
						15.0				
15 - 16.5	S-7	X	5 - 6 - 7	18	13				As Above (SC)	
						16.5				
									Boring Log B-2 Terminated at a Depth of 16.5 Feet Below Ground Surface	
						20.0				
						25.0				

NOTES: bgs = below ground surface, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Boring No.: B-3

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

				Water Depth | Elevation (feet bgs) | (feet)	Cave-In Depth | Elevation (feet bgs) | (feet)
Surface Elevation:	± NS feet	**Date Started:**	8/22/2024		
Termination Depth:	16.5 feet bgs	**Date Completed:**	8/22/2024		
Proposed Location:	Building	**Logged By:**	JH	**During:** NE | NE	
Drill / Test Method:	MUD ROTARY / SPT	**Contractor:**	SCD	**At Completion:** NE | NE	**At Completion:** NE | NE
		Equipment:	ATV Rig	**24 Hours:** NE | NE	**24 Hours:** NE | NE

SAMPLE INFORMATION						DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec. (in.)	N	(feet)				
						0.0				
							TOPSOIL		1" Topsoil	
0 - 2	S-1	X	4 - 4 - 3 - 2	20	7		COASTAL PLAIN DEPOSITS		Brown Poorly Graded Sand with Silt, Moist, Loose (SP-SM)	
						2.0				
2 - 4	S-2	X	3 - 3 - 2 - 2	20	5				Tan Clayey Sand, Moist, Loose (SC)	
4 - 6	S-3	X	3 - 4 - 4 - 3	22	8	5.0			As Above (SC)	
						6.0				
6 - 8	S-4	X	6 - 5 - 5 - 7	24	10				Gray Sandy Fat Clay, Moist, Stiff (CH)	LL = 59 PI = 33
						8.0				
8 - 10	S-5	X	8 - 7 - 7 - 4	24	14				As Above (CH)	
						10.0				
13.5 - 15	S-6	X	3 - 4 - 6	18	10				As Above (CH)	
						15.0				
15 - 16.5	S-7	X	7 - 8 - 9	18	17				As Above (CH)	
						16.5				
									Boring Log B-3 Terminated at a Depth of 16.5 Feet Below Ground Surface	
						20.0				
						25.0				

NOTES: bgs = below ground surface, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Boring No.: B-4

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

				Water Depth | Elevation (feet bgs) | (feet)	Cave-In Depth | Elevation (feet bgs) | (feet)
Surface Elevation:	± NS feet	**Date Started:**	8/22/2024		
Termination Depth:	16.5 feet bgs	**Date Completed:**	8/22/2024		
Proposed Location:	Stone Building	**Logged By:**	JH	**During:** NE | NE	
Drill / Test Method:	MUD ROTARY / SPT	**Contractor:**	SCD	**At Completion:** NE | NE	**At Completion:** NE | NE
		Equipment:	ATV Rig	**24 Hours:** NE | NE	**24 Hours:** NE | NE

SAMPLE INFORMATION						DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec. (in.)	N	(feet)				
						0.0				
							TOPSOIL		1" Topsoil	
0 - 2	S-1		4 - 3 - 3 - 3	18	6		COASTAL PLAIN DEPOSITS		Brown Poorly Graded Sand with Silt, Moist, Loose (SP-SM)	
						2.0				
2 - 4	S-2		3 - 2 - 2 - 2	20	4				As Above(SP-SM)	
4 - 6	S-3		2 - 1 - 2 - 1	18	3	5.0			As Above, Very Loose (SP-SM)	
6 - 8	S-4		2 - 1 - 2 - 3	14	3				As Above, with Gravel (SP-SM)	
						8.0				
8 - 10	S-5		3 - 3 - 4 - 5	18	7				Tan As Above, Loose (SP-SM)	
						10.0				
13.5 - 15	S-6		3 - 5 - 8	18	13				Gray Sandy Fat Clay, Moist, Stiff (CH)	
						15.0				
15 - 16.5	S-7		8 - 11 - 11	18	22				As Above, Very Stiff (CH)	
						16.5				
									Boring Log B-4 Terminated at a Depth of 16.5 Feet Below Ground Surface	
						20.0				
						25.0				

NOTES: bgs = below ground surface, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Boring No.: B-5

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

				Water Depth | Elevation (feet bgs) | (feet)	Cave-In Depth | Elevation (feet bgs) | (feet)
Surface Elevation:	± NS feet	**Date Started:**	8/22/2024		
Termination Depth:	16.5 feet bgs	**Date Completed:**	8/22/2024		
Proposed Location:	Building	**Logged By:**	JH	**During:** NE | NE	
Drill / Test Method:	MUD ROTARY / SPT	**Contractor:**	SCD	**At Completion:** NE | NE	**At Completion:** NE | NE
		Equipment:	ATV Rig	**24 Hours:** NE | NE	**24 Hours:** NE | NE

SAMPLE INFORMATION						DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec. (in.)	N	(feet)				
						0.0				
0 - 2	S-1		4 - 4 - 2 - 2	18	6		COASTAL PLAIN DEPOSITS		Brown Poorly Graded Sand with Silt, Moist, Loose (SP-SM)	
						2.0				
2 - 4	S-2		3 - 3 - 3 - 4	22	6				Tan Clayey Sand, Moist, Loose (SC)	
4 - 6	S-3		4 - 4 - 4 - 6	24	8	5.0			As Above (SC)	
6 - 8	S-4		5 - 5 - 7 - 9	20	12				Gray Elastic Silt, Moist, Stiff (MH)	LL = 111 PI = 31
						8.0				
8 - 10	S-5		7 - 7 - 7 - 8	22	14				As Above (MH)	
						10.0				
13.5 - 15	S-6		3 - 3 - 4	18	7				As Above (MH)	
						15.0				
15 - 16.5	S-7		6 - 7 - 10	18	17				As Above (MH)	
						16.5				
									Boring Log B-5 Terminated at a Depth of 16.5 Feet Below Ground Surface	
						20.0				
						25.0				

NOTES: bgs = below ground surface, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Boring No.: B-6

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

				Water Depth | Elevation (feet bgs) | (feet)	Cave-In Depth | Elevation (feet bgs) | (feet)
Surface Elevation:	± NS feet	**Date Started:**	8/22/2024		
Termination Depth:	10.0 feet bgs	**Date Completed:**	8/22/2024		
Proposed Location:	Pavement	**Logged By:**	JH	**During:** NE | NE	
Drill / Test Method:	MUD ROTARY / SPT	**Contractor:**	SCD	**At Completion:** NE | NE	**At Completion:** NE | NE
		Equipment:	ATV Rig	**24 Hours:** NE | NE	**24 Hours:** NE | NE

SAMPLE INFORMATION						DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec. (in.)	N	(feet)				
						0.0				
							TOPSOIL		1" Topsoil	
0 - 2	S-1		3 - 3 - 3 - 3	18	6		COASTAL PLAIN DEPOSITS		Brown Poorly Graded Sand with Silt, Moist, Loose (SP-SM)	
						2.0				
2 - 4	S-2		3 - 1 - 1 - 2	18	2				As Above, Very Loose (SP-SM)	
4 - 6	S-3		1 - 2 - 3 - 5	14	6	5.0			Tan Clayey Sand, Moist, Loose (SC)	Trace Gravel
6 - 8	S-4		3 - 5 - 7 - 9	20	12				As Above, Medium Dense (SC)	
						8.0				
8 - 10	S-5		9 - 10 - 11 - 11	18	21				As Above, Orange (SC)	
						10.0				
									Boring Log B-6 Terminated at a Depth of 10.0 Feet Below Ground Surface	
						15.0				
						20.0				
						25.0				

NOTES: bgs = below ground surface, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Boring No.: B-7

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

Surface Elevation:	± NS feet	**Date Started:**	8/22/2024	**Water Depth (feet bgs) | Elevation (feet)**		**Cave-In Depth (feet bgs) | Elevation (feet)**	
Termination Depth:	10.0 feet bgs	**Date Completed:**	8/22/2024				
Proposed Location:	Pavement	**Logged By:**	JH	**During:**	NE | NE		
Drill / Test Method:	MUD ROTARY / SPT	**Contractor:**	SCD	**At Completion:**	NE | NE	**At Completion:**	NE | NE
		Equipment:	ATV Rig	**24 Hours:**	NE | NE	**24 Hours:**	NE | NE

SAMPLE INFORMATION						DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec. (in.)	N	(feet)				
						0.0				
							TOPSOIL		1" Topsoil	
0 - 2	S-1		5 - 4 - 4 - 3	18	8		COASTAL PLAIN DEPOSITS		Brown Poorly Graded Sand with Silt, Moist, Loose (SP-SM)	
						2.0				
2 - 4	S-2		2 - 2 - 2 - 2	14	4				As Above (SP-SM)	
4 - 6	S-3		2 - 2 - 1 - 2	4	3	5.0			Orange Clayey Sand, Moist, Very Loose (SC)	
6 - 8	S-4		2 - 3 - 3 - 3	18	6				Gray Clayey Sand, Moist, Loose (SC)	
						8.0				
8 - 10	S-5		4 - 5 - 5 - 6	22	10				As Above, Medium Dense (SC)	
						10.0				
									Boring Log B-7 Terminated at a Depth of 10.0 Feet Below Ground Surface	
						15.0				
						20.0				
						25.0				

NOTES: bgs = below ground surface, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Boring No.: B-8

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

Surface Elevation:	± NS feet	**Date Started:**	8/22/2024	**Water Depth (feet bgs) | Elevation (feet)**		**Cave-In Depth (feet bgs) | Elevation (feet)**	
Termination Depth:	10.0 feet bgs	**Date Completed:**	8/22/2024				
Proposed Location:	Pavement	**Logged By:**	JH	**During:**	NE | NE		
Drill / Test Method:	MUD ROTARY / SPT	**Contractor:**	SCD	**At Completion:**	NE | NE	**At Completion:**	NE | NE
		Equipment:	ATV Rig	**24 Hours:**	NE | NE	**24 Hours:**	NE | NE

SAMPLE INFORMATION						DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec. (in.)	N	(feet)				
						0.0				
							TOPSOIL		1" Topsoil	
0 - 2	S-1		4 - 4 - 2 - 3	10	6		COASTAL PLAIN DEPOSITS		Dark Brown Poorly Graded Sand with Silt, Moist, Loose (SP-SM)	
						2.0				
2 - 4	S-2		3 - 2 - 2 - 3	12	4				As Above (SP-SM)	
4 - 6	S-3		2 - 2 - 3 - 3	18	5	5.0			As Above, Brown (SP-SM)	
6 - 8	S-4		2 - 2 - 2 - 2	20	4				As Above (SP-SM)	
						8.0				
8 - 10	S-5		2 - 2 - 2 - 2	20	4				As Above (SP-SM)	
						10.0			Boring Log B-8 Terminated at a Depth of 10.0 Feet Below Ground Surface	
						15.0				
						20.0				
						25.0				

NOTES: bgs = below ground surface, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Test Pit No.: TP-1

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

Surface Elevation:	± NS feet	**Date Started:**	8/22/204		**Water Depth (feet bgs) | Elevation (feet)**	**Cave-In Depth (feet bgs) | Elevation (feet)**	
Termination Depth:	8.0 feet bgs	**Date Completed:**	8/22/2024				
Proposed Location:	Parking Lot	**Logged By:**	JH	**During:**	NE | NE		
Excavating Method:	Test Pit Excavation	**Contractor:**	Broxton	**At Completion:**	NE | NE	**At Completion:**	NE | NE
Test Method:	Visual Observation	**Rig Type:**	Mini Excavator	**24 Hours:**	NE | NE		

SAMPLE INFORMATION			DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (ft.)	Number	Type	(feet)				
			0.0				
0.5 - 3.0	S-1			COASTAL PLAIN DEPOSITS		Dark Brown Poorly Graded Sand with Silt, Moist (SP-SM)	
			3.0				
3.0 - 6.0	S-2					Dark Brown Clayey Sand, Moist (SC)	
			6.0				
6.0 - 8.0	S-3					Tan Clayey Sand, Moist (SC)	
			8.0				
						Test Pit Log TP-1 Terminated at a Depth of 8.0 Feet Below Ground Surface	
			10.0				
			15.0				

NOTES: bgs = below ground surface, DNC = Did Not Cave, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Test Pit No.: TP-2

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

Surface Elevation:	± NS feet	**Date Started:**	8/22/204	**Water Depth (feet bgs) | Elevation (feet)**		**Cave-In Depth (feet bgs) | Elevation (feet)**	
Termination Depth:	8.0 feet bgs	**Date Completed:**	8/22/2024				
Proposed Location:	Store Pad	**Logged By:**	JH	**During:**	NE | NE		
Excavating Method:	Test Pit Excavation	**Contractor:**	Broxton	**At Completion:**	NE | NE	**At Completion:**	NE | NE
Test Method:	Visual Observation	**Rig Type:**	Mini Excavator	**24 Hours:**	NE | NE		

SAMPLE INFORMATION			DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (ft.)	Number	Type	(feet)				
			0.0				
0 - 6.0	S-1		5.0	COASTAL PLAIN DEPOSITS		Brown Clayey Sand, Moist (SC) Dark Brown Poorly Graded Sand with Silt, Moist (SP-SM)	Some Roots
6.0 - 8.0	S-2		8.0			Gray Sandy Fat Clay, Moist (CL)	
			10.0			Test Pit Log TP-2 Terminated at a Depth of 8.0 Feet Below Ground Surface	
			15.0				

NOTES: bgs = below ground surface, DNC = Did Not Cave, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Test Pit No.: TP-3

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

Surface Elevation:	± NS feet	**Date Started:**	8/22/204	**Water Depth (feet bgs) | Elevation (feet)**		**Cave-In Depth (feet bgs) | Elevation (feet)**	
Termination Depth:	8.0 feet bgs	**Date Completed:**	8/22/2024				
Proposed Location:	Store Pad	**Logged By:**	JH	**During:**	NE | NE		
Excavating Method:	Test Pit Excavation	**Contractor:**	Broxton	**At Completion:**	NE | NE	**At Completion:**	NE | NE
Test Method:	Visual Observation	**Rig Type:**	Mini Excavator	**24 Hours:**	NE | NE		

SAMPLE INFORMATION			DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (ft.)	Number	Type	(feet)				
			0.0				
0.5 - 2.0	S-1			COASTAL PLAIN DEPOSITS		Dark Brown Poorly Graded Sand with Silt, Moist (SP-SM)	Some Roots
			2.0				
2.0 - 7.0	S-2					Tan Clayey Sand, Moist (SC)	
			7.0				
7.0 - 8.0	S-3					Orange and Tan Clayey Sand, Moist (SC)	
			8.0				
						Test Pit Log TP-3 Terminated at a Depth of 8.0 Feet Below Ground Surface	
			10.0				
			15.0				

NOTES: bgs = below ground surface, DNC = Did Not Cave, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Test Pit No.: TP-4

Page 1 of 1

Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

Surface Elevation:	± NS feet	**Date Started:**	8/22/204	**Water Depth (feet bgs) | Elevation (feet)**		**Cave-In Depth (feet bgs) | Elevation (feet)**	
Termination Depth:	8.0 feet bgs	**Date Completed:**	8/22/2024				
Proposed Location:	Roadway	**Logged By:**	JH	**During:**	NE | NE		
Excavating Method:	Test Pit Excavation	**Contractor:**	Broxton	**At Completion:**	NE | NE	**At Completion:**	NE | NE
Test Method:	Visual Observation	**Rig Type:**	Mini Excavator	**24 Hours:**	NE | NE		

SAMPLE INFORMATION			DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (ft.)	Number	Type	(feet)				
			0.0				
0 - 2.0	S-1		2.0	COASTAL PLAIN DEPOSITS		Brown Poorly Graded Sand with Silt, Moist (SP-SM)	Some Roots
2.0 - 5.0	S-2		8.0			Orange and Tan Clayey Sand, Moist (SC)	
			10.0			Test Pit Log TP-4 Terminated at a Depth of 8.0 Feet Below Ground Surface	
			15.0				

NOTES: bgs = below ground surface, DNC = Did Not Cave, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

WHITESTONE

RECORD OF SUBSURFACE EXPLORATION

Test Pit No.: TP-5

Page 1 of 1

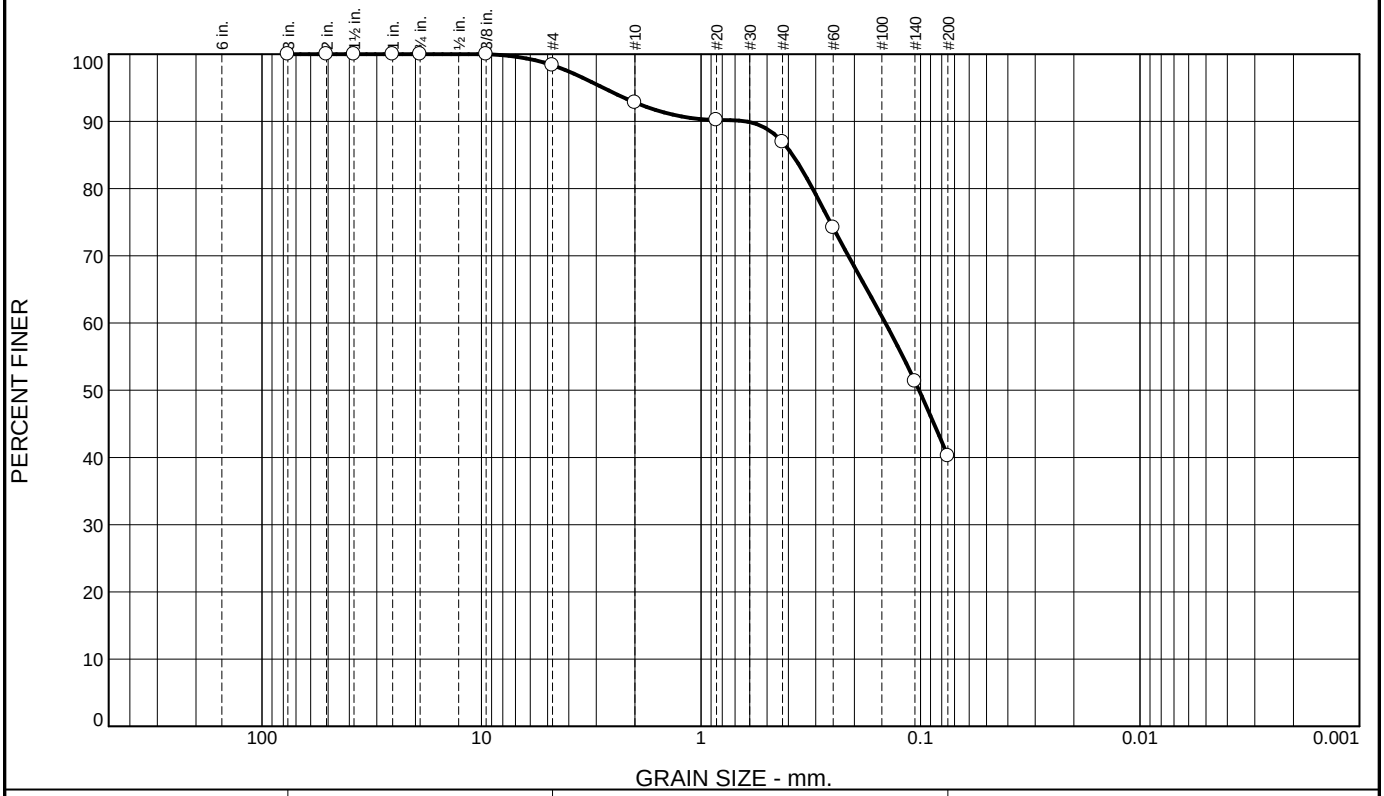
Project:	Proposed Chick-fil-A Restaurant	**WAI Project No.:**	GF2422245.000
Location:	16314 U.S. Highway 441, Alachua, Alachua County Florida	**Client:**	Alachua CFA LLC c/o Lisciotti Development

Surface Elevation:	± NS feet	**Date Started:**	8/22/204	**Water Depth (feet bgs) | Elevation (feet)**		**Cave-In Depth (feet bgs) | Elevation (feet)**	
Termination Depth:	8.0 feet bgs	**Date Completed:**	8/22/2024				
Proposed Location:	Parking Lot	**Logged By:**	JH	**During:**	NE | NE		
Excavating Method:	Test Pit Excavation	**Contractor:**	Broxton	**At Completion:**	NE | NE	**At Completion:**	NE | NE
Test Method:	Visual Observation	**Rig Type:**	Mini Excavator	**24 Hours:**	NE | NE		

SAMPLE INFORMATION			DEPTH	STRATA		DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (ft.)	Number	Type	(feet)				
			0.0				
0 - 2.0	S-1		2.0	COASTAL PLAIN DEPOSITS		Brown Poorly Graded Sand with Silt, Moist (SP-SM)	Some Roots
2.0 - 6.0	S-2		6.0			Tan Clayey Sand, Most (SC)	
6.0 - 8.0	S-3		8.0			Orange and Gray Clayey Sand, Moist (SC)	
			10.0			Test Pit Log TP-5 Terminated at a Depth of 8.0 Feet Below Ground Surface	
			15.0				

NOTES: bgs = below ground surface, DNC = Did Not Cave, NA = Not Applicable, NE = Not Encountered, NS = Not Surveyed, P = Perched

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	1.6	5.6	5.9	46.7	40.2	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0		
1"	100.0		
3/4"	100.0		
3/8"	100.0		
#4	98.4		
#10	92.8		
#20	90.2		
#40	86.9		
#60	74.2		
#140	51.3		
#200	40.2		

* (no specification provided)

Material Description

clayey sand

Atterberg Limits

PL= 23 LL= 47 PI= 24

Coefficients

D_{90}= 0.6219 D_{85}= 0.3824 D_{60}= 0.1445
D_{50}= 0.1015 D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= SC AASHTO= A-7-6(5)

Remarks

W_n = 25.6%

Source of Sample: B-2 **Depth:** 2.0' - 4.0'
Sample Number: S-2 **Date:** 9/3/2024

WHITESTONE ASSOCIATES, INC.
Warren, New Jersey

Client: Alachua CFA LLC c/o Lisciotti Development
Project: Proposed Chick-Fil-A Restaurant
16314 U.S. Highway 441, Alachua, Alachua County, Florida
Project No: GF2422245.000 **Figure**

Tested By: AB

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.0	2.1	43.2	54.7	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0		
1"	100.0		
3/4"	100.0		
3/8"	100.0		
#4	100.0		
#10	100.0		
#20	100.0		
#40	97.9		
#60	88.9		
#140	65.8		
#200	54.7		

* (no specification provided)

Material Description

sandy fat clay

Atterberg Limits

PL= 26 LL= 59 PI= 33

Coefficients

D_{90}= 0.2631 D_{85}= 0.2111 D_{60}= 0.0882
D_{50}= D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= CH AASHTO= A-7-6(15)

Remarks

W_n = 27.2%

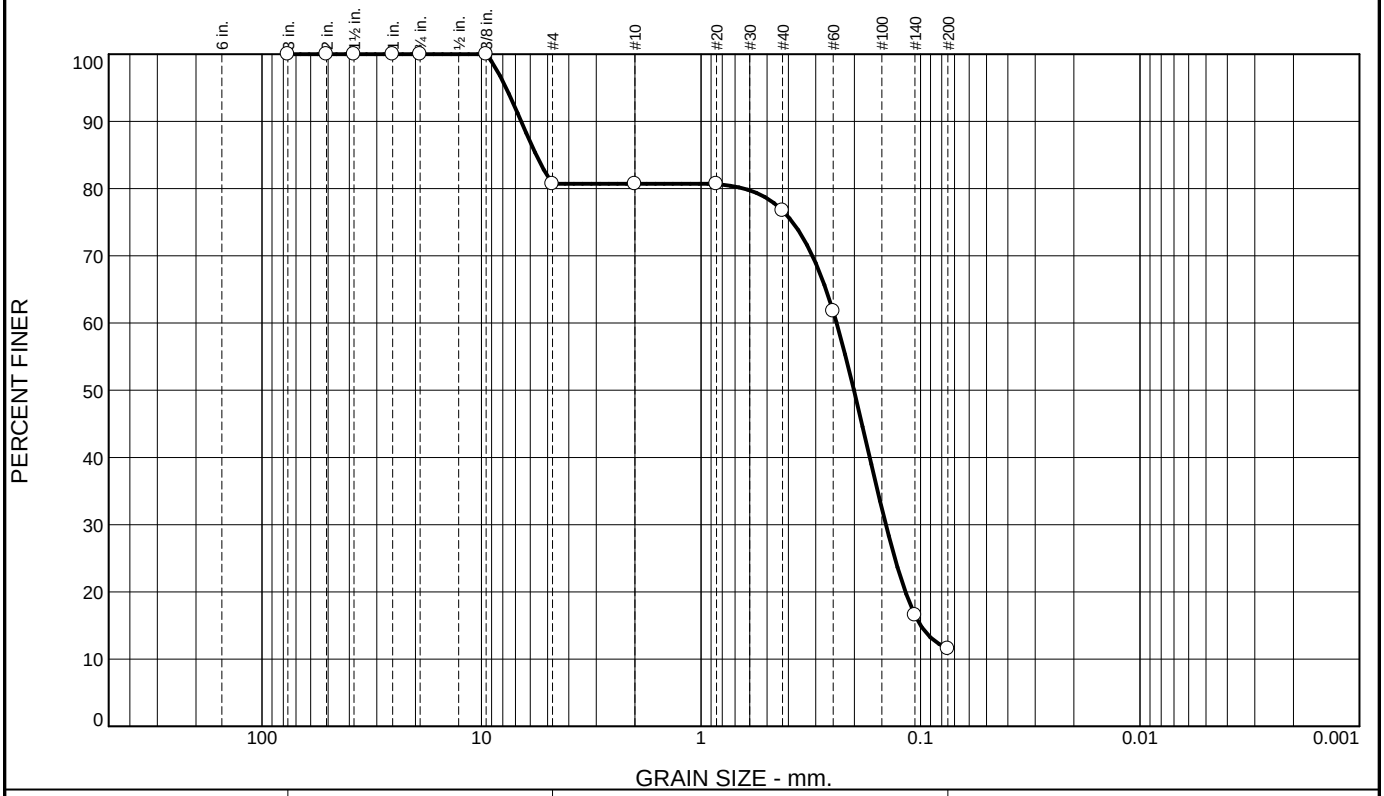
Source of Sample: B-3 **Depth:** 6.0' - 8.0'
Sample Number: S-4 **Date:** 9/3/2024

WHITESTONE ASSOCIATES, INC.
Warren, New Jersey

Client: Alachua CFA LLC c/o Lisciotti Development
Project: Proposed Chick-Fil-A Restaurant
16314 U.S. Highway 441, Alachua, Alachua County, Florida
Project No: GF2422245.000 **Figure**

Tested By: AB

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	19.3	0.0	4.0	65.2	11.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0		
1"	100.0		
3/4"	100.0		
3/8"	100.0		
#4	80.7		
#10	80.7		
#20	80.7		
#40	76.7		
#60	61.8		
#140	16.5		
#200	11.5		

* (no specification provided)

Material Description

poorly graded sand with silt and gravel

Atterberg Limits

PL= NP LL= NV PI= NP

Coefficients

D_{90}= 6.5975 D_{85}= 5.6312 D_{60}= 0.2410
D_{50}= 0.2009 D_{30}= 0.1437 D_{15}= 0.0998
D_{10}= C_u= C_c=

Classification

USCS= SP-SM AASHTO= A-2-4(0)

Remarks

W_n = 13.7%

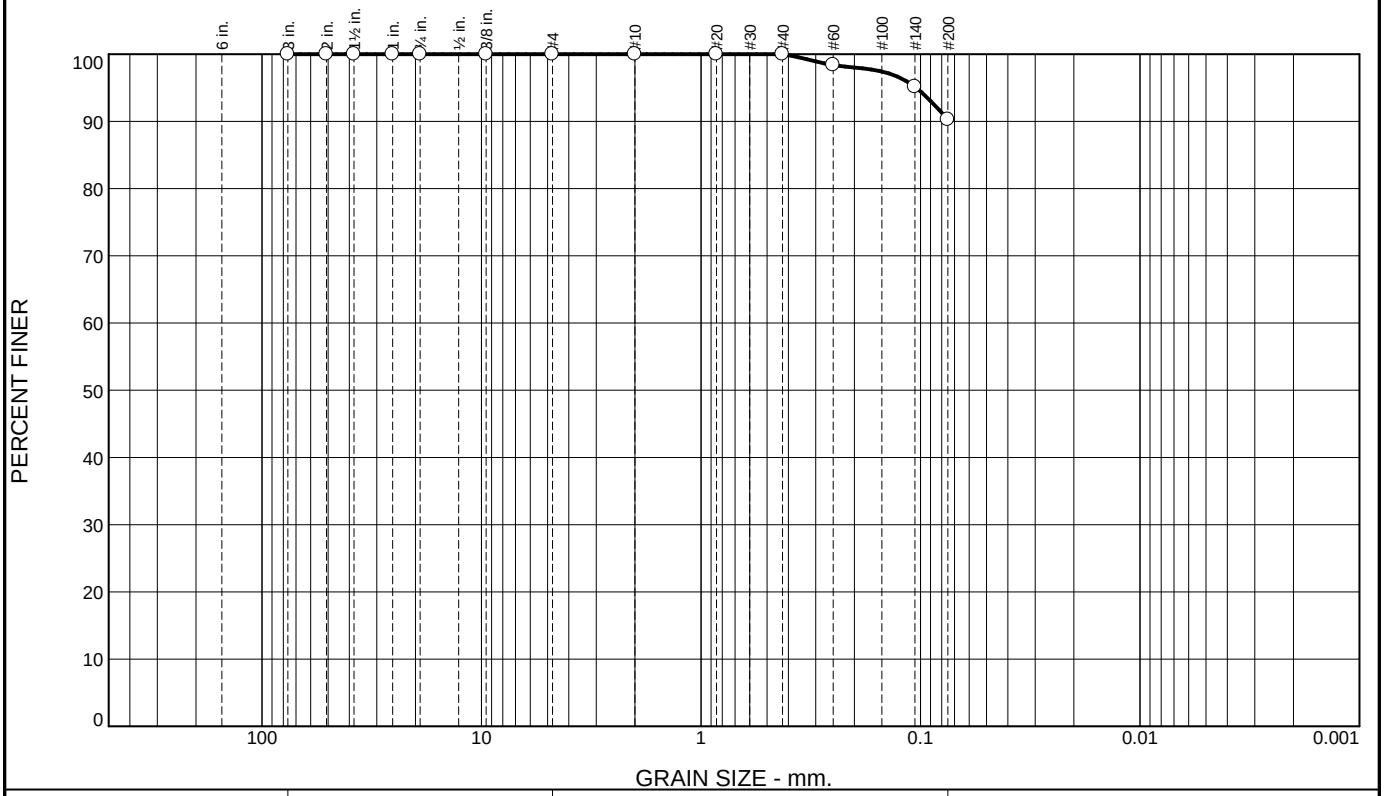
Source of Sample: B-4 **Depth:** 6.0' - 8.0'
Sample Number: S-4 **Date:** 9/3/2024

WHITESTONE ASSOCIATES, INC.
Warren, New Jersey

Client: Alachua CFA LLC c/o Lisciotti Development
Project: Proposed Chick-Fil-A Restaurant
16314 U.S. Highway 441, Alachua, Alachua County, Florida
Project No: GF2422245.000 **Figure**

Tested By: AB

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.0	0.0	9.7	90.3	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0		
1"	100.0		
3/4"	100.0		
3/8"	100.0		
#4	100.0		
#10	100.0		
#20	100.0		
#40	100.0		
#60	98.4		
#140	95.1		
#200	90.3		

* (no specification provided)

Material Description

elastic silt

Atterberg Limits

PL= 80 LL= 111 PI= 31

Coefficients

D_{90}= D_{85}= D_{60}=
D_{50}= D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= MH AASHTO= A-7-5(46)

Remarks

W_n= 66.8%

Source of Sample: B-5 **Depth:** 6.0' - 8.0'
Sample Number: S-4 **Date:** 9/3/2024

WHITESTONE ASSOCIATES, INC.
Warren, New Jersey

Client: Alachua CFA LLC c/o Lisciotti Development
Project: Proposed Chick-Fil-A Restaurant
16314 U.S. Highway 441, Alachua, Alachua County, Florida
Project No: GF2422245.000 **Figure**

Tested By: AB

NFPS
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April 17, 2025

Concurrency Impact Analysis
Chic-fil-A at Santa Fe Crossings

Bowman Consulting Group, LDT., Inc. has submitted a Site Plan application on behalf of Lisciotti Development Corporation for a proposed ±4,927 square foot Chic-fil-A located on "Tract 5" of the Santa Fe Crossings development, south of US Highway 441 and west of NW 173rd Street (CR 235-A). This Concurrency Impact Analysis has been prepared to evaluate the project's potential impacts to public facilities.

Section 2.4.14 of the City's Land Development Regulations (LDRs) establishes the City's concurrency management system. This system provides the framework for the review of public facility impacts which are generated by new development to ensure that adequate public facility capacity exists to serve new development. Section 2.4.14 establishes regulations to ensure that no development orders are issued unless adequate public facility capacity for roads, sanitary sewer, solid waste, stormwater management, potable water, recreation facilities, and public schools are available to serve the development.

The City's Comprehensive Plan adopts Level of Service (LOS) standards for each public facility. A final development order, such as a Site Plan, may only be granted if it is determined that the necessary public facilities will be available concurrent with the impacts of the proposed development and that the proposed development's impacts will not degrade the LOS below the adopted LOS standard.

This analysis has been prepared to consider the proposed development's potential impacts on public facilities monitored for concurrency. As demonstrated below, **facility capacity is available for all applicable public facilities. The approval of this application would *not* degrade the LOS of any public facility to a level below the adopted LOS standard**.

Transportation

Table 1. Projected Trip Generation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
934	Fast-Food Restaurant with Drive Through Window	4,927 SF	467.48	2304	44.61	220	112	108	33.03	163	85	78
Pass-by Trips Fast Food Restaurant (49%) *				1129		108	55	53		80	42	38
Primary Trips Fast Food Restaurant				1175		112	57	55		83	43	40
Net New Trips				**1175**		**112**	**57**	**55**		**83**	**43**	**40**

Source: ITE Trip Generation Manual, 11th Edition

* Based on ITE PM Pass-By for Land Use code 934

Section 2.4.14(H)(2) of the LDRs establishes the criteria to determine the roadway segments classified as affected roadway segments. For developments generating more than 1,000 average daily trips (AADT), affected roadway segments include those segments located wholly or partially within one-half mile of the development's ingress/egress or to the nearest major intersection, whichever is greater, and those segments on which the development's impacts are five percent or greater of the Maximum Service Volume (MSV) of the roadway segment. Table 2 below provides an analysis of the proposed development's impacts on roadway segments within the general vicinity of the subject property.

Table 2. Affected Roadway Segments

Road	Segment	No. of Lanes	Jurisdiction	Adopted LOS	Segment within ½ Mile	Trip Distribution	Maximum Service Volume (MSV)	Project Trips (AADT)	Percentage of MSV	**Affected Roadway Segment**
US 441	5 (SR 235 to I-75)	4/D	FDOT	D	No	80%	39,000	940	2.41%	No
	6 (I-75 to CR 235-A)	4/D	FDOT	D	**YES**	90%	39,000	1,058	2.71%	**YES**
	7 (CR 235-A to NW 188th Street)	4/D	FDOT	D	**YES**	100%	43,000	1,175	2.73%	**YES**
I-75	1 (North City Limit to US 441)	6/D	FDOT	C	No	5%	91,600	59	0.06%	No
	2 (US 441 to South City Limit)	6/D	FDOT	C	No	5%	91,600	59	0.06%	No
CR 235-A	16 (US 441 to North City Limit)	2/U	Alachua County	D	**YES**	5%	15,120	59	0.39%	**YES**
	17 (US 441 to CR 235A)	2/U	Alachua County	D	**YES**	5%	15,120	59	0.39%	**YES**

Table 3. Projected Impacts on Affected Roadway Segments

Traffic System Category	Segment 6		Segment 7		Segment 16		Segment 17	
	US 441 From I-75 to CR 235A		US 441 From CR 235A to NW 188th Street		CR 235A From US 441 to North City Limit		CR 235A From US 441 to CR 235	
	AADT	PM	AADT	PM	AADT	PM	AADT	PM
Maximum Service Volume[1]	39,000	3,510	43,000	3,870	15,120	1,359	15,120	1,359
Existing Traffic [1]	33,456	2,711	24,491	2,076	1,402	133	5,302	504
Reserved Trips [1]	5,679	515	3,373	363	2,781	284	3,821	392
Available Capacity	(135)	284	15,136	1,431	10,937	942	5,997	463
Projected Trip Generation [2]	940	62	1,175	78	59	4	59	4
Available Capacity Post Approval	**(1,075)**	**222**	**13,961**	**1,353**	**10,879**	**938**	**5,938**	**459**

1. *Source:* City of Alachua Development Monitoring Report, February 2025
2. Trip Distribution:
   Segment 6: 90%
   Segment 7: 100%
   Segment 16: 5%
   Segment 17: 5%

Conclusion: **The proposed development would not cause any affected roadway segments to be degraded below the adopted LOS standard**. Note there is an existing deficiency for AADT on Segment 6 (US 441 from I-75 to CR 235-A), however, per Policy 1.1.a of the Comprehensive Plan Transportation Element, **concurrency is evaluated and required to be met for PM Peak Hour trips**. Therefore, **the project's impacts are acceptable**.

Potable Water

Table 4. Potable Water Impacts

System Category	Gallons Per Day
Current Permitted Capacity[1]	2,300,000
Less Actual Potable Water Flows[1]	1,548,250
Reserved Capacity[2]	469,209
Project Demand[3]	3,600
Available Capacity Post Approval	**278,941**
Percentage of Permitted Design Capacity Utilized Post Approval	87.87%

1. *Source: City of Alachua Public Services Department, April 2024*
2. *Source: City of Alachua Development Monitoring Report, February 2025*
3. *Source: Chapter 64E-6.008, Florida Administrative Code*
   Formula: 40 gallons per day per seat x 90 seats = 3,600 gallons per day

Conclusion: The proposed development would result in a demand of 3,600 gallons per day. There is adequate capacity to serve the proposed development. The **residual capacity** following approval of this development is **278,941 gallons per day**. Therefore, the proposed development would not degrade the LOS below the adopted LOS standard and **the project's impacts are acceptable**.

Sanitary Sewer

Table 5. Sanitary Sewer Impacts

System Category	Gallons Per Day
Current Permitted Capacity[1]	1,500,000
Less Actual Treatment Flows[1]	764,000
Reserved Capacity[2]	437,084
Project Demand[3]	3,600
Available Capacity Post Approval	**295,316**
Percentage of Permitted Design Capacity Utilized Post Approval	80.31%

1. *Source: City of Alachua Public Services Department, April 2024*
2. *Source: City of Alachua Development Monitoring Report, February 2025*
3. *Source: Chapter 64E-6.008, Florida Administrative Code*
   Formula: 40 gallons per day per seat x 90 seats = 3,600 gallons per day

Conclusion: The proposed development would result in a demand of 3,600 gallons per day. There is adequate capacity to serve the proposed development. The **residual capacity** following approval of the development is **295,316 gallons per day.** Therefore, the proposed development would not degrade the LOS below the adopted LOS standard and **the project's impacts are acceptable**.

Solid Waste

Table 6. Solid Waste Impacts

System Category	Pounds Per Day	Tons Per Year
Existing Demand[1]	44,060.00	8,040.95
Reserved Capacity[2]	50,407.82	9,199.43
Solid Waste Generated by Project[3]	59.12	10.78
New River Solid Waste Facility Anticipated Capacity[4]	**50+ Years**	

1. *Source: Bureau of Economic & Business Research, University of Florida, Estimates of Population (2023); Policy 2.1.a, CFNGAR Element.*
   Formula: 11,015 persons x 0.73 tons per year.
2. *Source:* City of Alachua Development Monitoring Report, February 2025
3. *Source: Sincero and Sincero; Environmental Engineering: A Design Approach. Prentice Hall, New Jersey, 1996.*
   Formula: 12 lbs/day per 1,000 square feet x 4,927 square feet
4. *New River Solid Waste Association, April 2024.*

Conclusion: **The New River Solid Waste Association estimates that the remaining lifespan of the New River Regional Landfill is greater than 50 years**. Therefore, the proposed development would not degrade the LOS below the adopted level of service standard and **the project's impacts are acceptable**.

Recreational Impacts

The proposed development is nonresidential and therefore **will not have any impact upon recreational facilities**.

Public School Impacts

The proposed development is nonresidential and therefore **will not have any impact upon public school facilities**.

April 21, 2025

Analysis for Consistency for Comprehensive Plan

SUBJECT:	A request for consideration of the Site plan of the Chick Fil A, which proposes the construction of a ±1.37-acre subject property.
APPLICANT/AGENT:	Lisciotti Development LLC
PROPERTY OWNER:	Alachua 441/235 LLC
PARCEL ID NUMBER:	03044-003-000 & 03042-050-008
FLUM DESIGNATION:	Commercial
ZONING:	Commercial Intensive (CI)
OVERLAY:	N/A
ACREAGE:	±1.37



Figure 1: Aerial Photograph

Summary & Statement of Proposed Uses

This application is a request by Kristhian Morales, of Bowman Consulting Group Ltd., applicant and agent for Alachua 441/235 LLC, property owner, for consideration of a Site Plan application for a Chick Fil A, which proposes the development of a Fast-Food Restaurant with drive thru up to the standards of the city of Alachua LDC and Comprehensive plan.

The subject property consists of portions of Tax Parcel Numbers 03044-003-000 and 03042-050-008, with an unassigned address, generally located on the south side of US Hwy 441.

The Chick Fil A restaurant with a drive thru will implement the recently adopted standards of the City of Alachua. A restaurant with drive-thru is permitted within the Commercial Intensive (CI) zoning district and are required to meet certain design criteria, such as Art. 6 of Development Standards Sec. 6.1.4. & 6.1.8.

Two vehicular access points will be provided to the proposed CFA along the internal private drive that will service the entire development. The proposed project will connect to existing potable water and wastewater facilities provided by the master development. Stormwater for the proposed project will be conveyed and treated within existing the stormwater management facilities located to the South, apart of a master development/ infrastructure plan. An analysis of the development's impact on other public facilities, including transportation, potable water, sanitary sewer, solid waste, is provided within a separate report labeled concurrency analysis.

Surrounding Uses

The existing uses, Future Land Use Map (FLUM) Designations, and zoning districts of the surrounding area are identified in Table 1. Figure 2, below, provides an overview of the vicinity of the subject property. (NOTE: The information below is intended to provide a general overview of the area surrounding the subject property and to generally orient the reader. It is not intended to be all-inclusive, and may not identify all existing uses, FLUM Designations, and/or zoning districts surrounding the subject property.)

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	Service Retail	Commercial	CI / A
South	Vacant	Commercial	CI / RSF / RMF-8
West	Vehicular service retail	Commercial	CI / A
East	Vacant	Commercial	CI / A

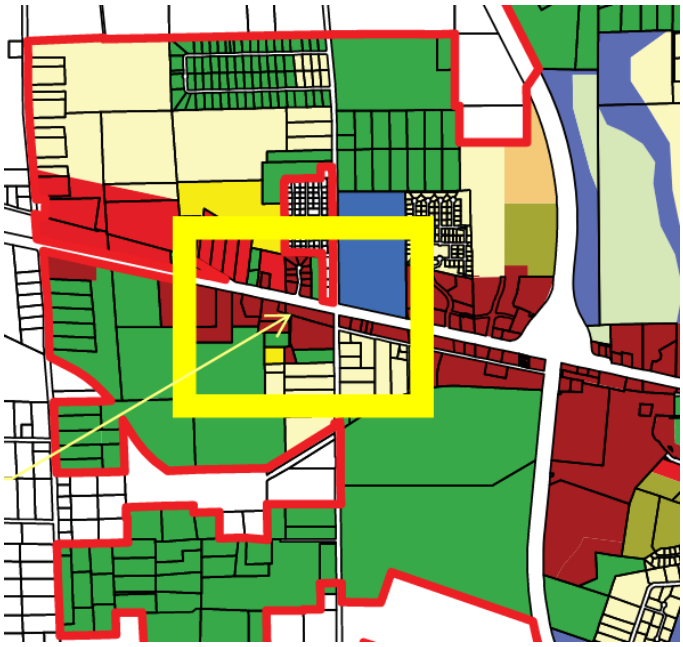

Figure 2. FLUM

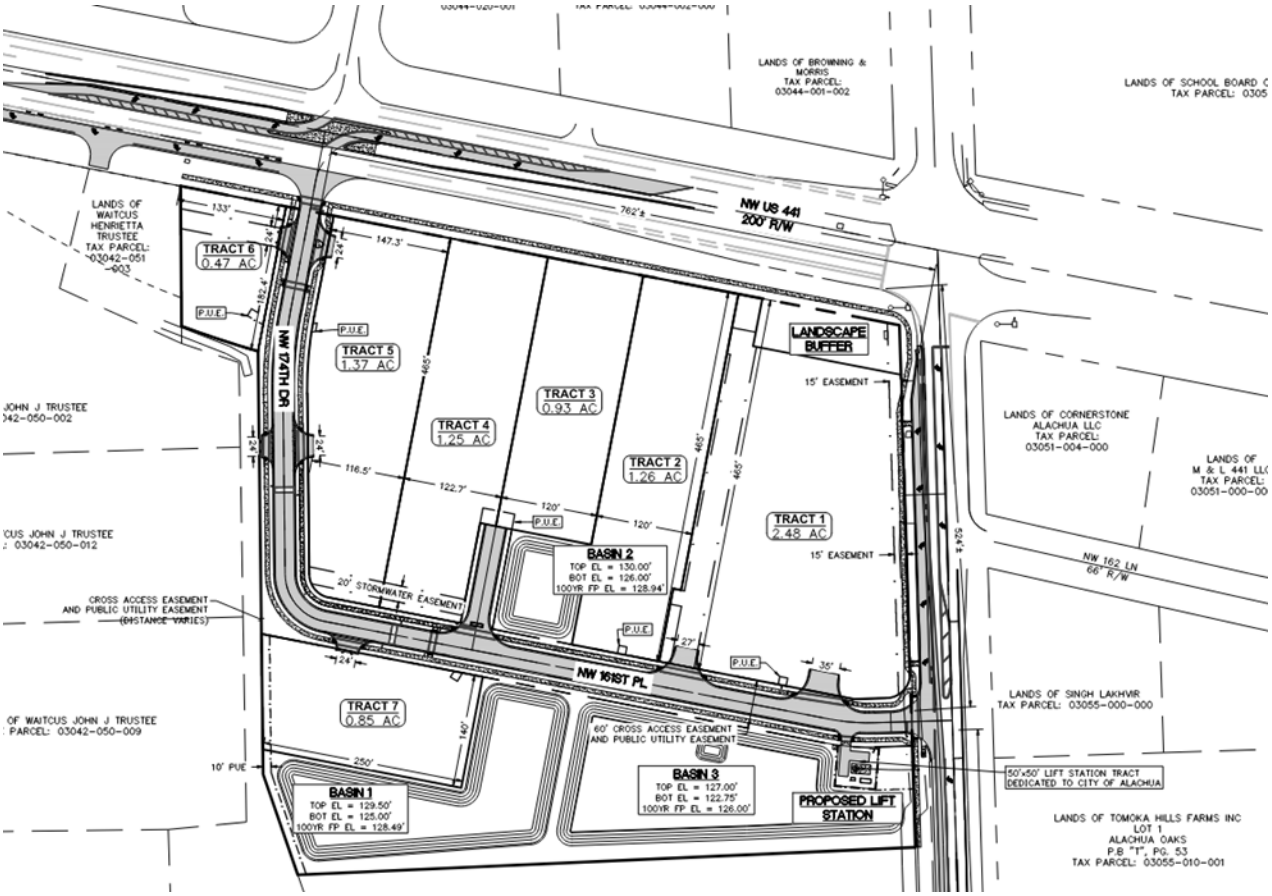

Figure 3. Excerpt from Master infrastructure plan

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The Goals, Objectives, and Policies (GOPs) identified below are provided to establish a basis of the application's consistency with the Comprehensive Plan. There may be additional GOPs which the application is consistent with that are not identified within this report. An evaluation and findings of consistency with the identified GOPs is also provided below.

Future Land Use Element

Objective 1.3: Commercial and Mixed Use:

The City shall establish three commercial and mixed-use land use categories: Community Commercial, Commercial, and Central Business District. These land use categories shall provide a broad range of commercial uses, including retail sales and services, personal services, offices, and tourist-oriented uses, and the potential for mixed-use developments in order to provide for the availability of goods and services, both to the citizens and visitors of Alachua and to the citizens of the North Central Florida region while diversifying the housing stock.

Evaluation & Findings: The subject property has a Commercial future land use designation. This land use category permits retail uses, such as restaurants.

Policy 1.3.b: Commercial

The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which largescale, regional commercial uses may locate. The following uses are allowed within the Commercial land use category:

1. Retail sales and services;
2. Personal services;
3. Financial institutions;
4. Recreation and entertainment;
5. Tourist-related uses;
6. Visitor accommodations;
7. Commercial shopping centers;
8. Auto-oriented uses;
9. Traditional Neighborhood Planned Developments;
10. Employment Center Planned Developments;
11. Commercial recreation centers;
12. Office/business parks;
13. Limited industrial services;
14. Eating establishments;
15. Single family attached units;
16. Apartments and townhomes;

17. Duplexes and quadplexes;
18. Single-family and multi-family residential above first floor commercial uses;
19. Convention centers; and,
20. Supporting community services such as schools, houses of worship, parks, and community centers. Development in the Commercial land use category may occur as mixed-use or non-mixed-use.

Evaluation & Findings: The subject property has a Commercial future land use designation. This land use category permits retail uses, such as restaurants.

Policy 1.3.d: Design and Performance Standards

The following criteria shall apply when evaluating commercial development proposals in the commercial & mixed use future land use categories:

1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;

Evaluation & Findings: The site has been designed to provide for efficient vehicular and pedestrian movements. The development will connect to existing street stubs that were constructed with the Santa Fe Crossings master development. The development will provide for cross access between the subject property to the undeveloped lands located east of the subject property for both vehicular traffic and pedestrians.

2. Buffering from adjacent existing/potential uses;

Evaluation & Findings: The development has been designed to comply with all required buffers as set forth in Section 6.2.2 of the City of Alachua Land Development Regulations. The surrounding properties are also zoned Commercial Intensive (CI), therefore the use of the subject property will be compatible with adjacent uses and enhanced buffering from adjacent existing and potential uses is not warranted.

3. Open space provisions and balance of proportion between gross floor area and site size;

Evaluation & Findings: The development provides a minimum 10% open space as required by Section 6.7 of the Land Development Regulations. Reference Sheet C2.0 of the Site Plan which demonstrates the required open space is provided.

4. Adequacy of pervious surface area in terms of drainage requirements;

Evaluation & Findings: The development will convey stormwater to the master stormwater system constructed with the Santa Fe Crossings master development.

5. Placement of signage;

Evaluation & Findings: Freestanding signage will be located so as to not interfere with visibility for access to and from the subject property. Additionally, freestanding signage will be located to provide sufficient spacing from landscape plantings and utilities.

6. Adequacy of site lighting and potential impacts of lighting upon the surrounding area. Lighting should be designed to minimize impacts to preserve the ambiance and quality of the nighttime sky by reducing light trespass and light pollution on adjacent properties by utilizing lighting at appropriate intensities, directions and times to ensure light is not overused or impacting areas where it is not intended;

Evaluation & Findings: A photometric plan has been prepared and is included with the site plan to demonstrate that all exterior lighting will comply with the Section 6.4 of the Land Development Regulations.

7. Safety of on-site circulation patterns (patron, employee, and delivery vehicles), including parking layout, drive aisles, and points of conflict;

Evaluation & Findings: The site has been designed to give consideration to a safe on-site circulation pattern. A designated crosswalk is provided from NW 174th Drive to provide safe and convenient access from adjacent streets to the building. Stop signs and bars are provided at potential points of vehicular conflict in order to provide for safe on-site vehicular movement. Deliveries will occur during non-peak hours to reduce potential for conflicts between deliveries and patrons/employees.

8. Landscaping, as it relates to the requirements and goals of the Comprehensive Plan and Land Development Regulations;

Evaluation & Findings: The site plan includes a landscape plan which demonstrates that the development will comply with the applicable standards of Section 6.2.2 of the Land Development Regulations.

9. Unique features and resources which may constrain site development

such as soils, existing vegetation and historic significance; and,

Evaluation & Findings: The subject property is a pad-ready parcel within a master planned commercial development – Santa Fe Crossings. There are no known unique features or resources that would constrain further development of the site.

10. Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design

Evaluation & Findings: There are no performance based zoning requirements that apply to the development.

Policy 1.3.e: Density and intensity

1. Non-mixed-uses. The following density and intensity standards shall apply to non-mixed-use development proposals in the commercial & mixed-use land use categories:
    a. Density. Residential uses are limited to a density of 10 dwelling units per acre in the Community Commercial land use category and 15 dwelling units per acre in the Commercial and Central Business District land use categories.

    Evaluation & Findings: The development proposes non-residential uses only.

    b. Intensity. Non-residential uses are limited to an intensity of less than or equal to 0.5 floor area ratio for parcels 5 acres or greater, 0.75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio for parcels 1 acre or less.

    Evaluation & Findings: The development does not exceed the maximum floor area ratio as set forth by Policy 1.3.e. The floor area ratio is 0.09%.

Objective 2.5: Open Space Standards:

The City shall utilize open space requirements to preserve the rural character of Alachua, protect natural resources, and provide spaces for people to recreate and gather.

Policy 2.5.a:

There shall be a minimum of 10% percent open space required. The City shall establish incentives for the provision of open space beyond minimum requirements.

Evaluation and Findings: The Site plan demonstrates that sufficient open space areas will be provided to meet the minimum requirements of Policy 2.5.a.

Objective 5.2: Availability of facilities and services:

The City shall utilize a concurrency management system to ensure that the adopted level of service standards are maintained.

Policy 5.2.a:

All new development shall meet level of service requirements for roadways, potable water, sanitary sewer, stormwater, solid waste, and public schools in accordance with LOS standards adopted in the elements addressing these facilities.

Evaluation and Findings: The subject property is located within the City's potable water and wastewater service areas, as defined in Policies 1.2.a and 4.2.a of the Community Facilities Element of the Comprehensive Plan, and the development will be required to connect to the City of Alachua's potable water and wastewater system.

GOAL 9: Water and Wastewater Service:

The City will ensure that new development and redevelopment within the corporate limits shall connect to the City's potable water and wastewater systems, where potable water and wastewater service are available, as defined in Policy 1.2.a and Policy 4.2.b of the Community Facilities Element of the Comprehensive Plan.

Policy 9.1:

Any new development or redevelopment within a Commercial or Industrial land use category within the corporate limits, where potable water and wastewater service are available, as defined in Policy 1.2.a and Policy 4.2.b of the Community Facilities Element of the City's Comprehensive Plan, shall connect to the City's potable water and wastewater system.

Evaluation and Findings: The subject property is within the potable water and wastewater service area. The development will be required to connect to the potable water and wastewater systems at the time of development.

Transportation Element

Objective 1.1: Level of Service:

The City shall establish a safe, convenient and efficient level of service standard for all motorized and non-motorized transportation systems.

Objective 1.2: Access Management

The City shall establish access management standards and coordinate with Alachua County and the Florida Department of Transportation to maintain access management standards which promote safe and efficient travel.

Objective 1.3: Parking
The City shall require innovative parking lot design for multiple-family and nonresidential developments, including the provision of bicycle parking, pedestrian friendly design, and landscaping.

Objective 1.5: Linking Land Use and Transportation
The City shall require that all traffic circulation improvements be consistent with and complement the future land uses on the Future Land Use Map.

Evaluation and Findings: The Chick-fil-A site plan meets objectives for safe, efficient traffic flow with strategic access points, drive-thru lanes, and ample parking. It aligns with commercial land use goals and incorporates landscaping but could benefit from added bicycle parking and enhanced pedestrian features. Overall, it satisfies key standards with minor improvements recommended.

Community Facilities Element

Goal 1: Wastewater
The City shall plan for and provide adequate and economical wastewater service while protecting the environment, especially groundwater resources.
Objective 1.2: Wastewater Service
New development may only occur within areas where wastewater service is available or shall be made available as a part of the proposed development.
Policy 1.2.a The City shall establish a Community Wastewater Service Area, which shall include all areas where wastewater service is available. Wastewater service shall be deemed available if:

3. A gravity wastewater main, wastewater pumping station, or force main exists within 2,640 feet of the property line of any proposed residential subdivision comprised of more than 5 units, or any multi- family residential development, or any commercial development, or any industrial development and the gravity wastewater system, wastewater pumping station, or force main is accessible through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

Evaluation and Findings: The subject property is located within the wastewater service area, and the development will be required to connect to the wastewater system.

Goal 4: Potable Water

The City shall provide an adequate supply of potable water to customers throughout the water service area

Objective 4.1: Water System Level of Service Standards

The City shall achieve and maintain acceptable levels of service for potable water quantity and quality.

Policy 4.1.b: The City shall establish a Community Potable Water Service Area, which includes all areas where potable water service is available. Water service shall be deemed available if:

3. A water main exists within 2,640 feet of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and water service is accessible through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

Evaluation and Findings: The subject property is located within the potable water service area, and the development will be required to connect to the potable water system.

Conservation and Open Space Element

Objective 1.3: Listed Species:

The City shall protect species listed by State and Federal agencies as endangered, threatened or of special concern, and their habitats.

Policy 1.3.a:

The City shall ensure that its ordinances, regulations and policies protect listed species and their habitats.

Policy 1.3.b:

The City shall utilize the development review process, land acquisition programs, environmental regulatory partnerships, stewardship programs and public education to protect listed species and their habitat, and prevent extinction of or reduction in populations of listed species.

Policy 1.3.c:

The City shall obtain data from the Florida Fish and Wildlife Conservation Commission, Alachua County Environmental Protection Department, Florida Department of Environmental Protection, to maintain a periodically updated inventory of listed species and habitats located within City limits or immediately adjacent to City limits. The City will use the Florida Natural Areas Inventory as a base inventory.

Policy 1.3.d:

The City shall require prior to development approval, an inventory of listed species for all new developments in areas identified as known habitat for listed species. The inventory shall include detailed information regarding type, quantity, location and habitat requirements for any listed species identified. De minimus threshold for properties required to complete the inventory shall be established in the City's Land Development Regulations.

Policy 1.3.e:

The City's land use designations shall provide for the protection of threatened and endangered species.

Evaluation and Findings: No listed wildlife or plant species have been identified on-site. The master developer will be taking care of the initial construction of master infrastructure which will require preliminary clearing and grading of the lands.

Name	Company	Street Address	City	State	Zip
Mike DaRoza	City Manager	PO Box 9	Alachua	FL	32615
Michele L. Lieberman	County Manager	12 SE 1st Street	Gainesville	FL	32601
Antoinette Endelicato		5562 NW 93rd Avenue	Gainesville	FL	32653
Linda Dixon, AICP	Assistant Director Planning	PO Box 115050	Gainesville	FL	32611
Tamara Robbins		PO Box 2317	Alachua	FL	32616
Lynda Coon		7216 NW 126 Avenue	Alachua	FL	32615
Joseph & Phyllis Strickland		14103 NW 156th Place	Alachua	FL	32615
Jean Calderwood		14095 NW 174th Ave	Alachua	FL	32615
Lynn Horton		19005 NW 138th Avenue	Alachua	FL	32615
Stephen Hofstetter	Director, Environmental Protection Departmen	14 NE 1st Street	Gainesville	FL	32601

Owner	Parcel ID	Owner Address	Street Address	City	State	Zip
RYAN LARMANN INSURANCE AGENCY INC	03044-020-002	14521 MAIN ST ALACHUA, FL 32615		Alachua	FL	32615
MOSER, JEFFREY A & PATRICIA A	03044-020-001	PO BOX 520 ALACHUA, FL 32616-0520	16407 NW 174th DR	Alachua	FL	32615
FLORIDA TIMBER CO	03044-010-001	PO BOX 357133 GAINESVILLE, FL 32605-7133			FL	
SANTA FE HILLS CHURCH OF CHRIST C/O ROBERT MATHENY	03044-002-000	1026 NW 125TH DR NEWBERRY, FL 32669	16313 NW US HWY 441	Alachua	FL	32615
HERITAGEBANK OF THE SOUTH	03044-020-011	PO BOX 709 TUPELO, MS 38802	16404 NW 174TH DR	Alachua	FL	32615
ROWNING & BROWNING TRUSTEES & MORR	03044-001-002	627 SW 83RD TER GAINESVILLE, FL 32607		Alachua	FL	32615
SCHOOL BOARD OF ALACHUA COUNTY	03052-000-000	620 E UNIV AVE SANTA FE HIGH SCHOOL GAINESVILLE, FL 32601	16214 NW US HWY 441	Alachua	FL	32615
WAITCUS JOHN J TRUSTEE	03042-050-002	7453 SW 116TH TER GAINESVILLE, FL 32608-4234	16324 NW US HWY 441	Alachua	FL	32615
WAITCUS JOHN J TRUSTEE	03042-050-012	7454 SW 116TH TER GAINESVILLE, FL 32608-4234			FL	
WAITCUS JOHN J TRUSTEE	03042-050-009	7455 SW 116TH TER GAINESVILLE, FL 32608-4234			FL	
WAITCUS JOHN J TRUSTEE	03042-050-011	7456 SW 116TH TER GAINESVILLE, FL 32608-4234			FL	
M3 ALACHUA LLC	03042-050-006	1276 MINNESOTA AVE WINTER PARK, FL 32789-4833			FL	
WAITCUS HENRIETTA TRUSTEE	03042-051-003	7453 SW 116TH TER GAINESVILLE, FL 32608-4234	16318 NW US HWY 441	Alachua	FL	32615
WAITCUS GREGORY MICHAEL SR TRUSTEE	03042-052-001	15218 NW 258TH PL ALACHUA, FL 32615	16114 NW 173RD ST	Alachua	FL	32615
RUC ALACHUA LLC	03044-003-001	1616 2ND AVE S STE 100 BIRMINGHAM, AL 35233	16314 NW 173RD ST	Alachua	FL	32615
ALACHUA 441/235 LLC	03042-052-007	496 S HUNT CLUB BLVD APOPKA, FL 32703			FL	
M3 ALACHUA LLC	03042-052-002	1276 MINNESOTA AVE WINTER PARK, FL 32789-4833			FL	
CORNERSTONE ALACHUA LLC	03051-004-000	426 SW COMMERCE DR STE 130 LAKE CITY, FL 32025	16286 NW US HWY 441	Alachua	FL	32615
M & L 441 LLC	03051-000-000	1113 OLD POPO POINT ST JOHNS, FL 32259			FL	
SINGH LAKHVIR	03055-000-000	PO BOX 2092 ALACHUA, FL 32616			FL	
TOMOKA HILLS FARM INC	03055-001-003	1301 DIXIANA DOMINO RD LEXINGTON, KY 40511			FL	
TOMOKA HILLS FARM INC	03055-010-001	1301 DIXIANA DOMINO RD LEXINGTON, KY 40512			FL	
ALACHUA COUNTY	03055-001-000	PO BOX 2877 GAINESVILLE, FL 32602-2877			FL	
TOMOKA HILLS FARM INC	03055-001-001	1301 DIXIANA DOMINO RD LEXINGTON, KY 40511			FL	

TRICk OR TREAT:

Continued from page A1

Beetlejuice Photo Booth

tradition provided families with a safe, spirited environment to enjoy Halloween.

From 5:30 to 8 p.m., families strolled through the pedestrian-only zone on Main Street, where local businesses and community groups offered candy and Halloween-themed surprises. The street was alive with color, from traditional pumpkins to more creative displays inspired by the classic movie Beetlejuice, the theme for this year's "Scarecrow Row" — a highlight of the evening.

Scarecrow Row brought a whimsical display of creatively designed scarecrows contributed by businesses and organizations. Each display captured the quirky, eerie charm of Beetlejuice, adding a touch of Hollywood magic. From Beetlejuice himself to renditions of the film's memorable characters and scenes, the displays brought smiles and shivers to visitors of all ages.

This year's event saw significant backing from corporate sponsors, including the Alachua Business League, Alachua Today Newspaper/Boukari Law, Campus USA, Canvass Church, Cisco South RDC, Matchmaker Realty, Optimal Station, Polaris of Gainesville, Santa Fe Ford, The Seed, and Waste Pro.

These businesses not only sponsored scarecrow displays but also contributed to the community spirit by interacting with trick-or-treaters and offering treats along the route. "The scarecrows add such a unique, local flavor to our Halloween event," shared a participating business owner. "It's a way to give children and families a memorable experience."

A Beetlejuice-themed photo booth, one of the event's main attractions, provided families with a chance to capture fun memories. The booth included a backdrop inspired by the film, complete with a live costumed Beetlejuice, making it the perfect spot for snapping photos to remember the night. Kids and adults alike enjoyed the playful yet eerie vibes, taking home souvenirs of their Halloween adventure on Main Street.

Excited children dressed as everything from glittering princesses to vibrant superheroes darted along Main Street, gathering treats at every stop while their parents hurried to keep up with their boundless energy.

Alachua Chamber of Commerce President Adam Boukari expressed his enthusiasm about the event's growing popularity. "Every Halloween, Main Street lights up with excitement, and this year was truly special with our Beetlejuice theme," said Boukari. "Seeing families, friends, and businesses come together to create a fun and safe event is what makes Alachua's community unique. From the scarecrow displays to our businesses handing out candy to the kids, to the photo booth, it's all about creating lasting memories and a magical experience for everyone."

The "Trick or Treat on Main Street" event, free and open to the public, has become a treasured tradition in Alachua. Organizers ensured ample parking in nearby lots, although families were encouraged to arrive early due to the event's popularity. Safety remained a top priority, with the Alachua Police Department on site to maintain a safe environment for all attendees.

As the evening wound down, it was clear that "Trick or Treat on Main" had once again created a shared appreciation for Alachua's unique Halloween magic.

For more information about "Trick or Treat on Main" and other community events, visit the Alachua Chamber of Commerce website.

# # #

Email editor@alachuatoday.com

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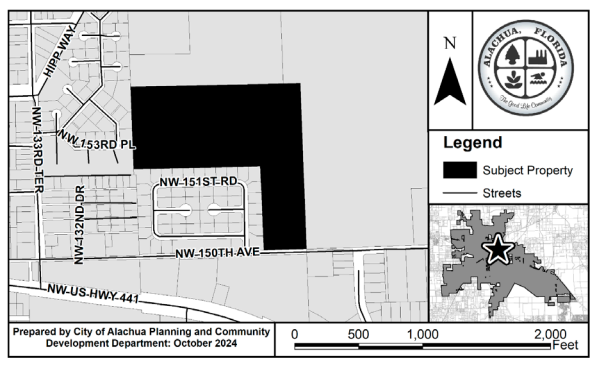
City of Alachua

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning & Zoning Board of the City of Alachua will hold a public hearing on November 12, 2024 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following: A request by Clay Sweger, AICP, LEED AP, of EDA Consultants, Inc., applicant and agent for EMP1, LLC, property owner, for consideration of a Site-Specific Amendment to the Official Zoning Atlas (Rezoning) to amend the Official Zoning Atlas on a ±24.58 acre subject property from Agricultural (A) to Residential Single Family – 4 (RSF-4) on a parcel of land generally located north of NW 150th Avenue, east of the Merrillwood subdivision, and east and north of the Alachua Forest subdivision; consisting Tax Parcel Number 03206-000-000. Existing FLUM: Moderate Density Residential; Existing Zoning: Agricultural (A); Proposed Zoning: Single Residential Family – 4 (RSF-4).



At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

(Published: Alachua County Today - October 31, 2024)

City of Alachua

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning and Zoning Board of the City of Alachua will hold a public hearing on November 12, 2024 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider a request by Silvio Cavaceppi of Sarcav, LLC and Sharleen Cavaceppi, applicants, to amend the City of Alachua Land Development Regulations (LDRs) as follows: amending Section 3.7.2 (C)(5)(c) relating to the location and design of enclosures for areas for trash collection within the Gateway Overlay District.

At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

(Published: Alachua County Today - October 31, 2024)

Neighborhood Meeting Notice

For the application for a Site Plan Permit to operate Chick Fil A., a Fast-Food Restaurant, at the property located at the SE corner of NW 174th Drive and S US Highway 441.

Date: November 15, 2024

Time: 5:30 p.m.

Place: 14913 NW 140th St, Alachua, FL 32615

Contact: Bowman Consulting Group,

Telephone: (954) 686-1562, or

Email: kmorales@bowman.com



Bowman Consulting Group, LTD. will be conducting a neighborhood meeting to answer questions concerning a proposed Chick-Fil-A Restaurant on parcels 03044-003-000 & 03042-050-008. This intent is to initiate the site plan approval process to operate a business (Fast Food Restaurant) in an area designated for Commercial Intensive (CI), which is permitted by right. The project proposes an approximate 4,987 square foot building, with appropriate parking infrastructure, drive thrus, and appropriate amount of access. The public is invited to join Bowman Consulting Group, LTD. to discuss the scope of work and project goals.

(Published: Alachua County Today - October 31, 2024)

City of Alachua

NOTICE OF BOARD VACANCY

The City of Alachua is currently accepting applications for one (1) appointment to be made on the following Board:

Planning and Zoning Board: The Planning and Zoning Board (PZB) consists of five voting members and a non-voting School Board representative. The PZB provides recommendations to the City Commission on various development applications, such as comprehensive plan amendments, rezonings, and subdivisions, and reviews and makes decisions on certain development applications as provided for within the City's Land Development Regulations. The PZB is also authorized by the City Commission to provide recommended policies and guiding action affecting development in the City, including amendments to Land Development Regulations, special studies, and other proposals that promote orderly development.

- Applicants must be a resident of the City of Alachua.
- Meetings are typically held at 6:00 p.m. on the second Tuesday of the month, in the James A. Lewis Commission Chambers in City Hall.

Applications may be obtained in person at City Hall, located at 15100 NW 142nd Terrace, on any regular business day (Monday through Thursday) between the hours of 7:30 a.m. and 6:00 p.m., or by visiting the City's website at www.cityofalachua.com. Completed applications must be received by the Planning and Community Development Department no later than 6:00 p.m. on **Thursday, November 14, 2024**. Applications may be submitted in person at City Hall or by mail to the following address: City of Alachua, Planning and Community Development Department, P.O. Box 9, Alachua, FL 32616. Questions may be directed to the Planning and Community Development Department at (386) 418-6121.

(Published: Alachua County Today - October 24, 2024 and October 31, 2024)

Alachua County Today
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Alachua FL 32616
386.462.3355 ads@alachuatoday.com

Invoice Number	Invoice Date
3130	10/28/2024

Advertiser No.	Amount Due	Due Date
4778	**$159.90**	**11/27/2024**

Bowman Consulting
13450 W. Sunrise Blvd., Suite 320
Sunrise FL 33323

Amount Enclosed

PAID 10/29/24

Please detach top portion and return with your payment.

INVOICE

Alachua County Today **Bowman Consulting** **Invoice No. 3130** **10/28/2024**

Date	Order	Description	Ad Size	SubTotal	Sales Tax	Amount
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					Sub Total:	$159.90
			Total Transactions: 1		**Total:**	**$159.90**

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ALACHUA COUNTY TODAY

Published Weekly
Alachua, Alachua County, FLORIDA

STATE OF FLORIDA
COUNTY OF ALACHUA:

Before the undersigned authority personally appeared **H. Bryan Boukari**, who on oath and in my physical presence says that he is the Publisher of *Alachua County Today*, a weekly newspaper published at Alachua in Alachua County, Florida; that the attached copy of advertisement, **Neighborhood Meeting - Chic-Fil-A - NW 174th Dr.**, being a Public Notice in the Matter set forth at the beginning of the attached notice**,** was published in said newspaper in the issue(s) dated **October 31, 2024**.

Affiant further says that *Alachua County Today* is a newspaper published at Alachua, in said Alachua County, Florida, and that the said newspaper has heretofore been continuously published in said Alachua County, Florida, each week and has been entered as periodicals matter at the post office in Alachua, in said Alachua County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he (she) has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this **5th day of November 2024** by **H. Bryan Boukari**, who is personally known to me.

(Signature of Affiant)

(Signature of Notary Public)

NOTARY PUBLIC STATE OF FLORIDA

RAYMOND L. WISE
Commission # HH 112741
Expires April 1, 2025
Bonded Thru Budget Notary Services

NEIGHBORHOOD MEETING

This is not a public hearing. The purpose of this meeting is to inform neighboring property owners of the nature of the proposal and to seek comments.

Date: November 15th, 2024 (5:00 pm – 5:45 pm)

Place: Alachua Branch | Alachua County Library District

14913 NW 140th St, Alachua, FL 32615

Contact: Kristhian Morales at Bowman Consulting Group, LTD

Telephone: (954) 686-1562, or,

Email: kmorales@bowman.com



Bowman Consulting Group, LTD. will be conducting a neighborhood meeting to answer questions and concerns related to a proposed Site Plan Application proposing a restaurant with drive thru on parcels 03044-003-000 & 03042-050-008. The property falls along the Southeast corner to the NW 174th Street and S US Highway 441 intersection and is approximately 1.37 acres in size. The proposal calls for a 4,987 square foot Fast-Food Restaurant with a drive thru in within a Commercial Intensive (CI) district which is permitted by right. The project will be consistent with the City of Alachua Land development code. Access drives to the property are proposed off the extension of NW 174th Drive and internally with the rest of the development. The public is invited to join Bowman Consulting Group, LTD. to discuss the scope of work and project goals

Kristhian Morales

Bowman

February 5, 2025

900 SE 3rd AVE, 3rd Floor,
Ft. Lauderdale,
Florida 33316

To Whom this may Concern,

Bowman held a neighborhood meeting on November 15,2024 at 14913 NW 140th St, Alachua, FL 32615 from 5:00 Pm to 6:00Pm. The purpose of this meeting was to invite the surrounding public and introduce the project. The floor was opened up for comments from members of the surrounding community. In which no comments or concerns were voiced.

Contact us if you have any questions



KRISTHIAN MORALES

Branch Manager | BOWMAN

900 SE 3rd AVE, Suite 300, Fort Lauderdale, FL 33316

Welcome !

Please Sign In

Thank you for coming. Please leave your name and contact information.

DATE	TIME	NAME	EMAIL	PHONE
11/15/24	5:00pm	Kristhian Morales	kmorales@bowman.com	650-799-579
11/15/24	5:30	Beth Fischer	Beth.Fischer @renasant.com	386-462-5700
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DESCRIPTION PER TITLE COMMITMENT (FROM SURVEY/TITLE)

A PARCEL OF LAND SITUATE, LYING AND BEING LOCATED IN GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:COMMENCE AT THE SOUTHEAST CORNER OF GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, AND RUN SOUTH 87 DEGREES 26 MINUTES 54 SECONDS WEST, A DISTANCE OF 50.01 FEET TO A POINT ON THE WEST RIGHT-OF-WAY BOUNDARY OF NW COUNTY ROAD S-235 A; THENCE NORTH 01 DEGREES 48 MINUTES 54 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 1508.93 FEET TO THE INTERSECTION OF SAID WEST RIGHT-OF-WAY BOUNDARY OF NW COUNTY ROAD S-235-A, WITH THE SOUTH RIGHT-OF-WAY BOUNDARY OF NW US HIGHWAY 441; THENCE LEAVING SAID WEST RIGHT-OF-WAY BOUNDARY AND RUN NORTH 79 DEGREES 03 MINUTES 00 SECONDS WEST ALONG SAID SOUTH RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 565.52 FEET FOR THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING AND LEAVING SAID SOUTH RIGHT-OF-WAY BOUNDARY RUN THENCE SOUTH 10 DEGREES 57 MINUTES 00 SECONDS WEST, 465.00 FEET TO THE NORTH RIGHT-OF-WAY BOUNDARY OF A PROPOSED 60-FOOT WIDE ACCESS EASEMENT; THENCE NORTH 79 DEGREES 03 MINUTES 00 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY A DISTANCE OF 63.27 FEET TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY BOUNDARY AND SAID CURVE, WITH A RADIUS OF 30.00 FEET THROUGH A CENTRAL ANGLE OF 78 DEGREES 22 MINUTES 44 SECONDS FOR AN ARC DISTANCE OF 41.04 FEET (THE CHORD OF SAID ARC BEING NORTH 39 DEGREES 51 MINUTES 38 SECONDS WEST, 37.91 FEET); THENCE NORTH 00 DEGREES 40 MINUTES 16 SECONDS WEST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 223.62 FEET TO A POINT OF CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG SAID RIGHT-OF-WAY BOUNDARY AND SAID CURVE, WITH A RADIUS OF 470.00 FEET THROUGH A CENTRAL ANGLE OF 11DEGREES 37 MINUTES 16 SECONDS FOR AN ARC DISTANCE OF 95.33 FEET (THE CHORD OF SAID ARC BEING NORTH 05 DEGREES 08 MINUTES 22 SECONDS EAST, 95.17 FEET); THENCE NORTH 10 DEGREES 57 MINUTES 00 SECONDS EAST ALONG SAID RIGHT-OF-WAY BOUNDARY, A DISTANCE OF 127.33 FEET, TO THE AFORESAID SOUTH RIGHT-OF-WAY BOUNDARY OF NW US HIGHWAY 441; THENCE SOUTH 79 DEGREES 03 MINUTES 00 SECONDS EAST ALONG SAID SOUTH RIGHT-OF-WAY BOUNDARY A DISTANCE OF 147.33 FEET, TO THE POINT OF BEGINNING.

CONTAINING 1.370 ACRES MORE OR LESS

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 3457916 5 PG(S)
11/18/2022 2:13 PM
BOOK 5052 PAGE 2102
J.K. JESS IRBY, ESQ.
Clerk of the Court, Alachua County, Florida
ERECORDED Receipt # 1117019
Doc Stamp-Mort: $0.00
Doc Stamp-Deed: $17,115.70
Intang. Tax: $0.00

This Document Prepared By and Return to:
Darryl J. Tompkins, P.A.
Post Office Box 519
Alachua, FL 32616

Parcel ID Number: 03042-050-008 & 03042-052-007 & 03044-003-000

Special Warranty Deed

This Indenture, Made this 18th day of **November, 2022** A.D., **Between ASHOK PATEL AND SHEILA PATEL, HUSBAND AND WIFE** of the County of **Alachua**, State of **Florida**, **grantors**, and **ALACHUA 441/235, LLC, A FLORIDA LIMITED LIABILITY COMPANY** whose address is: **496 S. Hunt Club Blvd, Apopka, FL 32703** of the County of **Orange**, State of **Florida**, **grantee**.

Witnesseth that the GRANTORS for and in consideration of the sum of **TEN DOLLARS ($10)** DOLLARS, and other good and valuable consideration to GRANTORS in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, have granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of **Alachua**, State of **Florida** to wit:

SEE EXHIBIT "A" ATTACHED HERETO

SUBJECT TO THE FOLLOWING:

A. Zoning restrictions, prohibitions and other requirements imposed by governmental authority;
B. Restrictions and matters appearing on the plat and/or in the public records of Alachua County, Florida; provided, however, the reference herein shall not be deemed to reimpose same;
C. Taxes for the year 2023 and subsequent years.

Together with all tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantors hereby covenant with said grantee that grantors are lawfully seized of said land in fee simple; that grantors have good right and lawful authority to sell and convey said land; that grantors hereby fully warrant the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under grantors.

In Witness Whereof, the grantors have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: Darryl J. Tompkins
Witness

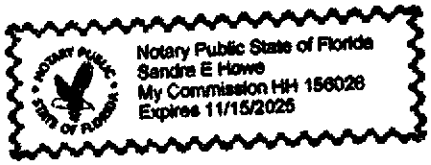
Printed Name: Sandra E. Howe
Witness

Ashok Patel
Address: 6036 NW 112th Place, Alachua, FL 32615

Sheila Patel
Address: 6036 NW 112th Place, Alachua, FL 32615

State of Florida
County of Alachua

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] online notarization, this 14 day of **November, 2022**, by **Ashok Patel and Sheila Patel, husband and wife,** who have produced their **Florida's driver license** as identification.



Notary Public
Printed Name: Sandra E. Howe
My Commission No.: HH 156028
My Commission Expires: 11/15/2025

EXHIBIT "A"

PARCEL 1:

A TRACT OF LAND SITUATED IN GOVERNMENT LOT FOUR (4), SECTION EIGHT (8), TOWNSHIP EIGHT (8) SOUTH, RANGE EIGHTEEN (18) EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND RUN NORTH 01 DEG. 48 MIN. 14 SEC. WEST, ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 AND THE CENTERLINE OF STATE ROAD NO. S-235A, 1297.87 FEET; THENCE RUN SOUTH 88 DEG. 11 MIN. 46 SEC. WEST 50.00 FEET TO THE INTERSECTION OF THE WEST RIGHT OF WAY LINE OF SAID STATE ROAD NO. S-235A AND THE NORTHERLY RIGHT OF WAY LINE OF OLD STATE ROAD NO. 20, SAID INTERSECTION BEING THE POINT OF BEGINNING; THENCE RUN NORTHWESTERLY ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID OLD STATE ROAD NO. 20 WITH A CURVE CONCAVE NORTHEASTERLY, SAID CURVE HAVING A CENTRAL ANGLE OF 01 DEG. 34 MIN. 56 SEC., A RADIUS OF 13,163.97 FEET, A LENGTH OF 363.52 FEET, AND A CHORD OF NORTH 75 DEG. 39 MIN. 20 SEC. WEST, 363.51 FEET; THENCE RUN NORTH 74 DEG. 51 MIN. 52 SEC. WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID OLD STATE ROAD NO. 20, 439.23 FEET; THENCE RUN NORTHWESTERLY ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID OLD STATE ROAD NO. 20, WITH A CURVE CONCAVE NORTHEASTERLY, SAID CURVE HAVING A CENTRAL ANGLE OF 15 DEG. 01 MIN. 16 SEC. A RADIUS OF 1238.90 FEET, A LENGTH OF 324.80 FEET; AND A CHORD OF NORTH 67 DEG. 21 MIN. 14 SEC. WEST, 323.87 FEET; THENCE RUN NORTH 59 DEG. 50 MIN. 36 SEC. WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID OLD STATE ROAD NO. 20, 257.85 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 441; THENCE SOUTH 79 DEG. 06 MIN. 00 SEC. EAST, ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID U.S. HIGHWAY NO. 441, 1315.12 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. S-235A; THENCE RUN SOUTH 01 DEG. 48 MIN. 14 SEC. EAST, ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. S-235A, 210.39 FEET TO THE POINT OF BEGINNING;

LESS AND EXCEPT:

THAT PROPERTY PREVIOUSLY SOLD TO AMERICAN TELEPHONE AND TELEGRAPH COMPANY AS DESCRIBED IN DEED RECORDED IN OFFICIAL RECORDS BOOK 415, PAGE 137, OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.

AND:

COMMENCE AT THE SOUTHEAST CORNER OF GOVERNMENT LOT 4 OF SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST (ALSO BEING ON THE CENTERLINE OF COUNTY ROAD 235-A); THENCE RUN NORTH 01 DEG. 48 MIN. 14 SEC. WEST, A DISTANCE OF 1297.87 FEET; THENCE RUN SOUTH 88 DEG. 11 MIN. 46 SEC. WEST, A DISTANCE OF 50 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF COUNTY ROAD S- 235A, SAID POINT BEING THE POINT OF BEGINNING; THENCE RUN FROM SAID POINT OF BEGINNING ALONG A CHORD BEARING OF NORTH 75 DEG. 50 MIN. 25 SEC. WEST A RADIUS OF 13,163.97 FEET; THENCE RUN NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 363.64 FEET; THENCE RUN NORTH 74 DEG. 53 MIN. 16 SEC. WEST A DISTANCE OF 440.59 FEET TO A POINT OF CURVE ON A CURVE; SAID CURVE CONCAVE NORTHEASTERLY WITH A CHORD BEARING OF NORTH 71 DEG. 57 MIN. 49 SEC. WEST AND A RADIUS OF 1,238.90 FEET; THENCE RUN NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 126.42 FEET; THENCE RUN SOUTH 00 DEG. 31 MIN. 04 SEC. WEST A DISTANCE OF 33 FEET MORE OR LESS TO A POINT OF CURVE ON A CURVE ON THE CENTERLINE OF COUNTY ROAD NW 18-A (ALSO KNOWN AS OLD STATE ROAD NO. 20); SAID POINT OF CURVE ON A CURVE CONCAVE NORTHEASTERLY WITH A CHORD BEARING OF SOUTH 71 DEG. 57 MIN. 49 SEC. EAST AND A RADIUS OF 1,238.90 FEET; THENCE RUN SOUTHEASTERLY ALONG SAID CURVE A DISTANCE OF 126.42 FEET MORE OR LESS; THENCE RUN SOUTH 74 DEG. 53 MIN. 16 SEC. EAST A DISTANCE OF 441 FEET MORE OR LESS TO A

POINT OF CURVE; SAID CURVE CONCAVE NORTHEASTERLY WITH A CHORD BEARING OF SOUTH 75 DEG. 50 MIN. 25 SEC. EAST AND A RADIUS OF 13,163.97 FEET; THENCE RUN SOUTHEASTERLY ALONG SAID CURVE AN ARC DISTANCE OF 364 FEET MORE OR LESS TO THE WEST RIGHT OF WAY LINE OF COUNTY ROAD S-235A; THENCE RUN NORTH 01 DEG. 48 MIN. 14 SEC. WEST A DISTANCE OF 34.35 FEET MORE OR LESS TO THE POINT OF BEGINNING. LYING AND BEING IN SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA.

SAID PARCEL 1 BEING MORE PARTICULARLY DESCRIBED BY SURVEY AS FOLLOWS:

A PARCEL OF LAND SITUATE, LYING AND BEING LOCATED IN GOVERNMENT LOT 4, SECTION 8, TOWNSHIP-8-SOUTH, RANGE-18-EAST, ALACHUA COUNTY, FLORIDA, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHEAST CORNER OF GOVERNMENT LOT 4, SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND RUN NORTH 01 DEGREES 48 MINUTES 14 SECONDS WEST, ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 AND THE CENTERLINE OF STATE ROAD NO. S-235A, A DISTANCE OF 1263.48 FEET; THENCE LEAVE SAID LINE AND RUN SOUTH 88 DEGREES 11 MINUTES 46 SECONDS WEST A DISTANCE OF 49.95 FEET TO A 5/8 INCH IRON ROD MARKING THE INTERSECTION OF THE WEST RIGHT-OF-WAY BOUNDARY OF NORTHWEST COUNTY ROAD S-235A AND THE SOUTH RIGHT-OF-WAY BOUNDARY OF OLD STATE ROAD NUMBER 20 FOR THE POINT OF BEGINNING, SAID POINT LYING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY; FROM SAID POINT OF BEGINNING AND LEAVING SAID WEST RIGHT-OF-WAY BOUNDARY AND RUN ALONG SAID SOUTH RIGHT-OF-WAY OF OLD STATE ROAD NUMBER 20 AND SAID CURVE WITH A RADIUS OF 13196.97 FEET, THROUGH A CENTRAL ANGLE OF 01 DEGREES 37 MINUTES 13 SECONDS, FOR AN ARC DISTANCE OF 373.20 FEET (THE CHORD OF SAID ARC BEING NORTH 75 DEGREES 33 MINUTES 53 SECONDS WEST 373.19 FEET); THENCE CONTINUE ALONG SAID RIGHT-OF-WAY NORTH 74 DEGREES 44 MINUTES 51 SECONDS WEST A DISTANCE OF 439.91 FEET TO A POINT MARKING A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY CURVE WITH A RADIUS OF 1271.90 FEET, THROUGH A CENTRAL ANGLE OF 00 DEGREES 42 MINUTES 11 SECONDS, FOR AN ARC DISTANCE OF 15.61 FEET (THE CHORD OF SAID ARC BEING NORTH 76 DEGREES 28 MINUTES 59 SECONDS WEST 15.61 FEET) TO A NAIL WITH DISK STAMPED LB2947 MARKING A POINT OF NON-TANGENT COMPOUND CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY CURVE WITH A RADIUS OF 1271.90 FEET, THROUGH A CENTRAL ANGLE OF 04 DEGREES 29 MINUTES 30 SECONDS, FOR AN ARC DISTANCE OF 99.71 FEET (THE CHORD OF SAID ARC BEING NORTH 71 DEGREES 50 MINUTES 34 SECONDS WEST 99.69 FEET) TO A NAIL WITH DISK STAMPED LB2947; THENCE LEAVE SAID RIGHT-OF-WAY AND RUN NORTH 00 DEGREES 23 MINUTES 33 SECONDS WEST A DISTANCE OF 173.27 FEET TO A 5/8 INCH IRON ROD LYING ON THE SOUTH RIGHT-OF-WAY BOUNDARY OF NORTHWEST U.S. 441; THENCE ALONG SAID RIGHT-OF-WAY RUN SOUTH 79 DEGREES 03 MINUTES 00 SECONDS EAST A DISTANCE OF 905.82 FEET TO A 1-INCH IRON PIPE MARKING THE INTERSECTION OF SAID RIGHT-OF-WAY WITH THE AFORESAID WEST RIGHT-OF-WAY BOUNDARY OF NORTHWEST COUNTY ROAD S-235A; THENCE LEAVE SAID SOUTH RIGHT-OF-WAY AND RUN ALONG SAID WEST RIGHT-OF-WAY SOUTH 01 DEGREES 46 MINUTES 25 SECONDS EAST A DISTANCE OF 244.79 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, FOR A POINT OF REFERENCE. THENCE RUN ALONG THE SOUTH LINE OF SAID SECTION 8, S 87 DEGREES 26'54" W, 50.01 FEET TO THE WESTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. S-235 A; THENCE RUN ALONG SAID RIGHT OF WAY LINE, N 01 DEGREES 47'55" W, 861.24 FEET TO AND FOR THE POINT OF BEGINNING. THENCE DEPARTING FROM SAID RIGHT OF WAY LINE, RUN S 87 DEGREES 27'06" W, 764.76 FEET; THENCE RUN N 19 DEGREES 05'30" W, 131.62 FEET; THENCE RUN N 00 DEGREES 43'17" W, 523.49 FEET (SAID POINT BEING ON A CURVE); THENCE RUN ON A CURVE, BEING CONCAVE NORTHEASTERLY, (HAVING A CENTRAL ANGLE OF 00 DEGREES 42'11", A RADIUS OF 1271.90 FEET, A CHORD BEARING AND DISTANCE OF S 74 DEGREES 21'50" E, 15.61 FEET) AN ARC DISTANCE OF 15.61 FEET TO A POINT OF TANGENCY; THENCE RUN S 74 DEGREES 47'51" E, 439.91 FEET TO A POINT OF CURVATURE; THENCE RUN ON A

CURVE, BEING CONCAVE NORTHEASTERLY, (HAVING A CENTRAL ANGLE OF 01 DEGREES 37'13", A RADIUS OF 13,196.97 FEET, A CHORD BEARING AND DISTANCE OF S 75 DEGREES 36'53" E, 373.19 FEET) AN ARC DISTANCE OF 373.20 FEET TO THE AFORESAID WESTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. S-235 A; THENCE RUN ALONG SAID RIGHT OF WAY LINE, S 01 DEGREES 47'55" E, 401.75 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, FOR A POINT OF REFERENCE. THENCE RUN ALONG THE SOUTH LINE OF SAID SECTION 8, S 87 DEGREES 26'54" W, 50.01 FEET TO THE WESTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. S-235 A; THENCE RUN ALONG SAID RIGHT OF WAY LINE, N 01 DEGREES 47'55" W, 611.24 FEET TO AND FOR THE POINT OF BEGINNING. THENCE DEPARTING FROM SAID RIGHT OF WAY LINE, RUN S 87 DEGREES 27'06" W, 687.23 FEET; THENCE RUN N 19 DEGREES 05'30" W, 260.78 FEET; THENCE RUN N 87 DEGREES 27'06" E, 764.76 FEET TO THE AFORESAID RIGHT OF WAY LINE OF COUNTY ROAD NO. S-235 A; THENCE RUN ALONG SAID RIGHT OF WAY LINE, S 01 DEGREES 47'55" E, 250.00 FEET TO THE POINT OF BEGINNING.

Notice of Agreement

THIS NOTICE OF AGREEMENT SHALL NOT BE RECORDED IN ANY OFFICIAL REAL ESTATE RECORDS OF ALACHUA COUNTY AND IS ONLY INTENDED TO PROVIDE NOTICE OF THE AGREEMENT TO THE EXTENT REQUIRED BY ANY GOVERNMENTAL AGENCY OR AUTHOIRTY HAVING JURISDICTION OVER THE PROPERTY OR THE PROJECT.

The undersigned hereby certify that Seller and Buyer have entered into a Purchase and Sale Agreement ("**Agreement**") upon the following terms:

SELLER:	Alachua 441/235 LLC, a Florida limited liability company
BUYER:	Lisciotti Development Corp., a Massachusetts corporation
PROPERTY:	SWC U.S. Highway 441 & County Road 235A, Alachua, Alachua County, Florida
SELLER'S TITLE:	See the Deed to Seller dated as of November 18, 2022 and recorded with the Alachua County Clerk in Official Records Book 5052, Page 2102.
DATE OF EXECUTION OF AGREEMENT:	June 7, 2024
BUYER'S PERMITTING RIGHTS:	Buyer may file, in Buyer's name (or, if required by any governmental agency, in Seller's name, as Seller's agent) and for Buyer's benefit, zoning code approvals, variances, changes or other appropriate relief, subdivisions, environmental or other related approvals.

This Notice is executed only for the purpose of giving notice of the existence of the Agreement and is not intended to modify, expand or reduce any of the rights of Seller and Buyer as set forth in the Agreement.

EXECUTED under seal.

SELLER:
Alachua 441/235 LLC
a Florida limited liability company

By: _____
John C. Vick, III
Manager, Duly Authorized

Executed: 12/2/2024

BUYER:
Lisciotti Development Corp.,
a Massachusetts corporation

By: _____
Gregg Lisciotti
President, Duly Authorized

Executed: 12/2/24

STATE OF FLORIDA

Seminole County, ss. December 2, 2024

Then personally appeared the above-named John C. Vick, III, and proved to me through satisfactory evidence of identification, which was personally known/FL D/L, to be the person whose name is signed on the preceding document, and acknowledged the foregoing to be his free act and deed in their capacity as manager of the limited liability company.

Carolyn B Stanley
Notary Public

My commission expires 9/4/25

CAROLYN B. STANLEY
Notary Public - State of Florida
Commission # HH 160903
My Comm. Expires Sep 4, 2025
Bonded through National Notary Assn.

COMMONWEALTH OF MASSACHUSETTS

Worcester County, ss. December 2, 2024

Then personally appeared the above-named Gregg Lisciotti, duly authorized, and proved to me through satisfactory evidence of identification, which was a valid driver's license, to be the person whose name is signed on the preceding document, and acknowledged the foregoing to be his free act and deed in his capacity as aforesaid.

Barbara A Connally
Notary Public

My commission expires 6-20-25

BARBARA A. CONNALLY
Notary Public
COMMONWEALTH OF MASSACHUSETTS
My Commission Expires On
June 20, 2025

John Power TAX COLLECTOR
Serving Alachua County
FLORIDA STERLING AWARD RECIPIENT

2024 PAID REAL ESTATE
NOTICE OF AD VALOREM TAXES AND NON-AD VALOREM ASSESSMENTS

ACCOUNT NUMBER	PROPERTY ADDRESS	MILLAGE CODE
03042 050 008	16304 NW US HWY 441	1700

ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

EXEMPTIONS:

SCAN TO PAY ONLINE

AD VALOREM TAXES

TAXING AUTHORITY	MILLAGE RATE	ASSESSED VALUE	EXEMPTION(S)	TAXABLE VALUE	TAXES LEVIED
COUNTY GENERAL	7.6180	1,146,390	0	1,146,390	8,733.20
LIBRARY GENERAL	1.0000	1,146,390	0	1,146,390	1,146.39
SCHOOL CAP PROJECT	1.5000	1,146,390	0	1,146,390	1,719.59
SCHOOL DISCRNRY & CN	0.7480	1,146,390	0	1,146,390	857.50
SCHOOL GENERAL	3.0130	1,146,390	0	1,146,390	3,454.07
SCHOOL VOTED	1.0000	1,146,390	0	1,146,390	1,146.39
CHILDREN'S TRUST	0.4500	1,146,390	0	1,146,390	515.88
SUWANNEE RIVER WATER MGT DIST	0.2936	1,146,390	0	1,146,390	336.58
CITY OF ALACHUA	5.9500	1,146,390	0	1,146,390	6,821.02

TOTAL MILLAGE 21.5726 — AD VALOREM TAXES $24,730.62

LEGAL DESCRIPTION

COM SE COR SEC W 50.01 FT N 861.24 FT POB W 764.76 FT N 19 DEG W 131.62 FT N 523
See Additional Legal on Tax Roll

NON-AD VALOREM ASSESSMENTS

LEVYING AUTHORITY	UNIT	RATE	AMOUNT
550 COUNTY FIRE SERVICES	1.000	Varies	90.69

NON-AD VALOREM ASSESSMENTS $90.69

PAY ONLY ONE AMOUNT.

COMBINED TAXES AND ASSESSMENTS $24,821.31

IF PAID BY	Nov 30, 2024				
PLEASE PAY	$0.00				

Please Retain this Portion for your Records. Receipt Available Online.

JOHN POWER, CFC
ALACHUA COUNTY TAX COLLECTOR

2024 PAID REAL ESTATE
NOTICE OF AD VALOREM TAXES AND NON-AD VALOREM ASSESSMENTS

PLEASE PAY IN U.S. FUNDS TO JOHN POWER, TAX COLLECTOR • P.O. BOX 44310 • JACKSONVILLE, FL 32231-4310

ACCOUNT NUMBER	PROPERTY ADDRESS
03042 050 008	16304 NW US HWY 441

ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

PAY ONLY ONE AMOUNT

	IF PAID BY	PLEASE PAY
☐	Nov 30, 2024	$0.00
☐		
☐		
☐		
☐		

WANT TO RECEIVE YOUR BILL ELECTRONICALLY NEXT YEAR? VISIT www.AlachuaCollector.com AND SIGN UP FOR E-BILLS!

Receipt # 24-0038328 $23,828.46 Paid 11/25/2024

John Power TAX COLLECTOR Serving Alachua County
FLORIDA STERLING AWARD RECIPIENT

2024 PAID REAL ESTATE
NOTICE OF AD VALOREM TAXES AND NON-AD VALOREM ASSESSMENTS

ACCOUNT NUMBER	PROPERTY ADDRESS	MILLAGE CODE
03042 052 007	UNASSIGNED LOCATION RE	1700

ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

EXEMPTIONS:

SCAN TO PAY ONLINE

AD VALOREM TAXES

TAXING AUTHORITY	MILLAGE RATE	ASSESSED VALUE	EXEMPTION(S)	TAXABLE VALUE	TAXES LEVIED
COUNTY GENERAL	7.6180	499,524	0	499,524	3,805.37
LIBRARY GENERAL	1.0000	499,524	0	499,524	499.52
SCHOOL CAP PROJECT	1.5000	499,524	0	499,524	749.29
SCHOOL DISCRNRY & CN	0.7480	499,524	0	499,524	373.64
SCHOOL GENERAL	3.0130	499,524	0	499,524	1,505.07
SCHOOL VOTED	1.0000	499,524	0	499,524	499.52
CHILDREN'S TRUST	0.4500	499,524	0	499,524	224.79
SUWANNEE RIVER WATER MGT DIST	0.2936	499,524	0	499,524	146.66
CITY OF ALACHUA	5.9500	499,524	0	499,524	2,972.17

TOTAL MILLAGE 21.5726 — AD VALOREM TAXES $10,776.03

LEGAL DESCRIPTION

COM SE COR SEC W 50.01 FT N 611.26 FT POB W 687.23 FT N 19 DEG W 260.78 FT E 764
See Additional Legal on Tax Roll

NON-AD VALOREM ASSESSMENTS

LEVYING AUTHORITY	UNIT	RATE	AMOUNT
550 COUNTY FIRE SERVICES	1.000	Varies	90.69

NON-AD VALOREM ASSESSMENTS $90.69

PAY ONLY ONE AMOUNT.

COMBINED TAXES AND ASSESSMENTS $10,866.72

IF PAID BY	Nov 30, 2024				
PLEASE PAY	$0.00				

Please Retain this Portion for your Records. Receipt Available Online.

JOHN POWER, CFC
ALACHUA COUNTY TAX COLLECTOR

2024 PAID REAL ESTATE
NOTICE OF AD VALOREM TAXES AND NON-AD VALOREM ASSESSMENTS

PLEASE PAY IN U.S. FUNDS TO JOHN POWER, TAX COLLECTOR • P.O. BOX 44310 • JACKSONVILLE, FL 32231-4310

ACCOUNT NUMBER	PROPERTY ADDRESS
03042 052 007	UNASSIGNED LOCATION RE

ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

PAY ONLY ONE AMOUNT

	IF PAID BY	PLEASE PAY
☐	Nov 30, 2024	$0.00
☐		
☐		
☐		
☐		

WANT TO RECEIVE YOUR BILL ELECTRONICALLY NEXT YEAR? VISIT
www.AlachuaCollector.com AND SIGN UP FOR E-BILLS!

Receipt # 24-0038308 $10,432.05 Paid 11/25/2024

John Power TAX COLLECTOR Serving Alachua County
FLORIDA STERLING AWARD RECIPIENT

2024 PAID REAL ESTATE
NOTICE OF AD VALOREM TAXES AND NON-AD VALOREM ASSESSMENTS

ACCOUNT NUMBER	PROPERTY ADDRESS	MILLAGE CODE
03044 003 000	16306 NW US HWY 441	1700

ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

EXEMPTIONS:

SCAN TO PAY ONLINE

AD VALOREM TAXES

TAXING AUTHORITY	MILLAGE RATE	ASSESSED VALUE	EXEMPTION(S)	TAXABLE VALUE	TAXES LEVIED
COUNTY GENERAL	7.6180	631,960	0	631,960	4,814.27
LIBRARY GENERAL	1.0000	631,960	0	631,960	631.96
SCHOOL CAP PROJECT	1.5000	2,918,663	0	2,918,663	4,377.99
SCHOOL DISCRNRY & CN	0.7480	2,918,663	0	2,918,663	2,183.16
SCHOOL GENERAL	3.0130	2,918,663	0	2,918,663	8,793.93
SCHOOL VOTED	1.0000	2,918,663	0	2,918,663	2,918.66
CHILDREN'S TRUST	0.4500	631,960	0	631,960	284.38
SUWANNEE RIVER WATER MGT DIST	0.2936	631,960	0	631,960	185.54
CITY OF ALACHUA	5.9500	631,960	0	631,960	3,760.16

TOTAL MILLAGE 21.5726 — AD VALOREM TAXES $27,950.05

LEGAL DESCRIPTION

E1/4 S OF US HIWAY 441 AND N OF OLD SR 20 LESS W 411.84 FT DEED IN ERROR OR 1239
See Additional Legal on Tax Roll

NON-AD VALOREM ASSESSMENTS

LEVYING AUTHORITY	UNIT	RATE	AMOUNT
550 COUNTY FIRE SERVICES	1.000	Varies	99.00

NON-AD VALOREM ASSESSMENTS $99.00

PAY ONLY ONE AMOUNT.

COMBINED TAXES AND ASSESSMENTS $28,049.05

IF PAID BY	Mar 31, 2025				
PLEASE PAY	$0.00				

Please Retain this Portion for your Records. Receipt Available Online.

JOHN POWER, CFC
ALACHUA COUNTY TAX COLLECTOR

2024 PAID REAL ESTATE
NOTICE OF AD VALOREM TAXES AND NON-AD VALOREM ASSESSMENTS

PLEASE PAY IN U.S. FUNDS TO JOHN POWER, TAX COLLECTOR • P.O. BOX 44310 • JACKSONVILLE, FL 32231-4310

ACCOUNT NUMBER	PROPERTY ADDRESS
03044 003 000	16306 NW US HWY 441

ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

INSTALLMENT 4 (MAR) 2025

WANT TO RECEIVE YOUR BILL ELECTRONICALLY NEXT YEAR? VISIT www.AlachuaCollector.com AND SIGN UP FOR E-BILLS!

PAY ONLY ONE AMOUNT

	IF PAID BY	PLEASE PAY
☐	Mar 31, 2025	$0.00
☐		
☐		
☐		
☐		

Receipt # 24-0135858 $10,860.76 Paid 03/18/2025

Bowman

March 25, 2025
RE: Chick-Fil-A US Highway 441& Santa Fe
Parcel ID: 03044-003-000 & portion of 03042-050-008

Fire Flow Calculations and Plan

CODE SUMMARY

1.	OCCUPANCY	**A2**
2.	CONSTRUCTION TYPE	**VB**
3.	SPRINKLERED	**YES**
4.	ALLOWABLE AREA	**6,000 SF**
	ACTUAL AREA	**5,303 SF**
	GROSS	**4,943 SF**
	NET	**4,774 SF**
5.	ALLOWABLE HEIGHT	**40'-0"**
	ACTUAL HEIGHT	**20'- 10"**

Extracted from G-003 Life Safety Plan; See Appendix

Table 18.5.4.3 Maximum Fire Hydrant Fire Flow Capacity

Distance to Building[a]		Maximum Capacity[b]	
(ft)	(m)	(gpm)	(L/min)
≤ 250	≤ 76	1500	5678
> 250 and ≤ 500	> 76 and ≤ 152	1000	3785
> 500 and ≤ 1000	> 152 and ≤ 305	750	2839

[a] Measured in accordance with 18.5.1.4 and 18.5.1.5.
[b] Minimum 20 psi (139.9 kPa) residual pressure.

Commentary Table 8.1 Cross-Reference of Building Construction Types

NFPA 220 / NFPA5000	I(442)	I(332)	II(222)	II(111)	II(000)	III(211)	III(200)	IV(2HH)	V(111)	V(000)
IBC	-	IA	IB	IIA	IIB	IIIA	IIIB	IVHT	VA	VB

PROVIDED HYDRANT(S): 1 (within 250' of building)

*PER NFPA 18.4.5.3.2:
A 75% REDUCTION MAY BE APPLIED WHEN BUILDING IS PROTECTED BY APPROVED SPRINKLERED SYSTEM, NOT TO BE LESS THAN 1,000 GPM

CURRENT AVAILABLE FIRE FLOW IS TO BE DETERMINED. Master Developers are to install new proposed Water Main and to create a looped system to with the infrastructure on the north side of Hwy 441 to create additional flow.

Table 18.4.5.2.1 Minimum Required Fire Flow and Flow Duration for Buildings

Fire Flow Area ft² (× 0.0929 for m²)					Fire Flow gpm† (× 3.785 for L/min)	Flow Duration (hours)
I(443), I(332), II(222)*	II(111), III(211)*	IV(2HH), V(111)*	II(000), III(200)*	V(000)*		
0–22,700	0–12,700	0–8200	0–5900	0–3600	1500	
22,701–30,200	12,701–17,000	8201–10,900	5901–7900	3601–4800	1750	
30,201–38,700	17,001–21,800	10,901–12,900	7901–9800	4801–6200	2000	2
38,701–48,300	21,801–24,200	12,901–17,400	9801–12,600	6201–7700	2250	
48,301–59,000	24,201–33,200	17,401–21,300	12,601–15,400	7701–9400	2500	
59,001–70,900	33,201–39,700	21,301–25,500	15,401–18,400	9401–11,300	2750	
70,901–83,700	39,701–47,100	25,501–30,100	18,401–21,800	11,301–13,400	3000	
83,701–97,700	47,101–54,900	30,101–35,200	21,801–25,900	13,401–15,600	3250	3
97,701–112,700	54,901–63,400	35,201–40,600	25,901–29,300	15,601–18,000	3500	
112,701–128,700	63,401–72,400	40,601–46,400	29,301–33,500	18,001–20,600	3750	
128,701–145,900	72,401–82,100	46,401–52,500	33,501–37,900	20,601–23,300	4000	
145,901–164,200	82,101–92,400	52,501–59,100	37,901–42,700	23,301–26,300	4250	
164,201–183,400	92,401–103,100	59,101–66,000	42,701–47,700	26,301–29,300	4500	
183,401–203,700	103,101–114,600	66,001–73,300	47,701–53,000	29,301–32,600	4750	
203,701–225,200	114,601–126,700	73,301–81,100	53,001–58,600	32,601–36,000	5000	
225,201–247,700	126,701–139,400	81,101–89,200	58,601–65,400	36,001–39,600	5250	
247,701–271,200	139,401–152,600	89,201–97,700	65,401–70,600	39,601–43,400	5500	
271,201–295,900	152,601–166,500	97,701–106,500	70,601–77,000	43,401–47,400	5750	
Greater than 295,900	Greater than 166,500	106,501–115,800	77,001–83,700	47,401–51,500	6000	4
		115,801–125,500	83,701–90,600	51,501–55,700	6250	
		125,501–135,500	90,601–97,900	55,701–60,200	6500	
		135,501–145,800	97,901–106,800	60,201–64,800	6750	
		145,801–156,700	106,801–113,200	64,801–69,600	7000	
		156,701–167,900	113,201–121,300	69,601–74,600	7250	
		167,901–179,400	121,301–129,600	74,601–79,800	7500	
		179,401–191,400	129,601–138,300	79,801–85,100	7750	
		Greater than 191,400	Greater than 138,300	Greater than 85,100	8000	

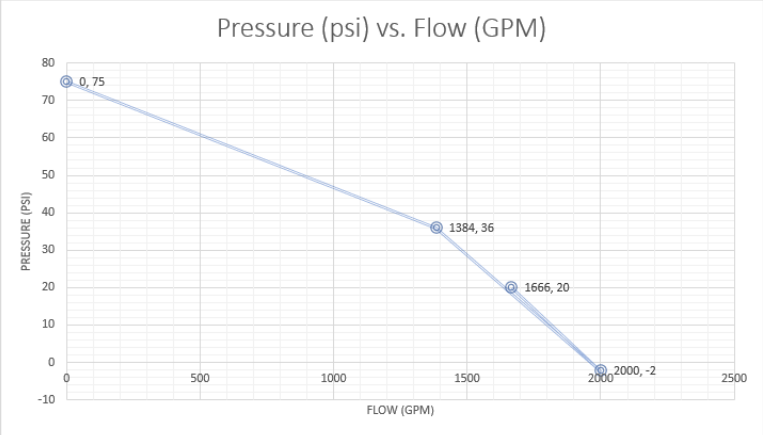
*Types of construction are based on NFPA 220.
†Measured at 20 psi (139.9 kPa).

$$Q_d = Q_r\left(\frac{P_s - P_d}{P_s - P_r}\right)^{0.54}$$

where

Q_d =	Desing Flow
Q_r =	Desing Flow
P_s =	Static Pressure
P_r =	Residual Pressure
P_d =	Desing Pressure

Flow (GPM)	Pressure (psi)
0	75
1384	36
2000	-2
1666	20



Based on the current configuration, the system DOES NOT APPEAR to have MINIMAL available system pressure to maintain the municipal water system above 20 psi. An on-site water storage tank and fire pump is anticipated to support the sprinkler demand. The area surrounding the proposed site is still undeveloped. Once additional site utility improvements are completed, a retest of the water system is recommended to determine if an on-site water storage tank and fire pump would still be required. These results are based on preliminary configurations. The actual utility layout at the site may increase or decrease the available pressure. The final design layout shall be used as a basis for the actual water supply to the sprinkler system.

APPENDIX

CCI
2043 Woodland Parkway Suite 300- 314-991-2633 Office
ST Louis MO 63146 -Frank Kostecki - 636-542-2194 Cell
frank@codeconsultants.com

1: Date and Time-10-23-2023 At 1PM

2: Gauges and Flow Hydrant Location: 235A
Hydrant #1 and #2

3: Elevation of Gauged Hydrant: 18” Above Ground Level

4: Number and Size of Hydrant outlets Flowed: 2 Outlets at 2-1/2” Each

5: Discharge Coefficient of Outlets: 2-1/2”

6: Static Pressure: 75PSI

7: Residual Pressure: 36PSI

8: Pitot Gauge Pressure: 17PSI

9: Calculated Flow: 700GPM

10: Type of Water Supply: City

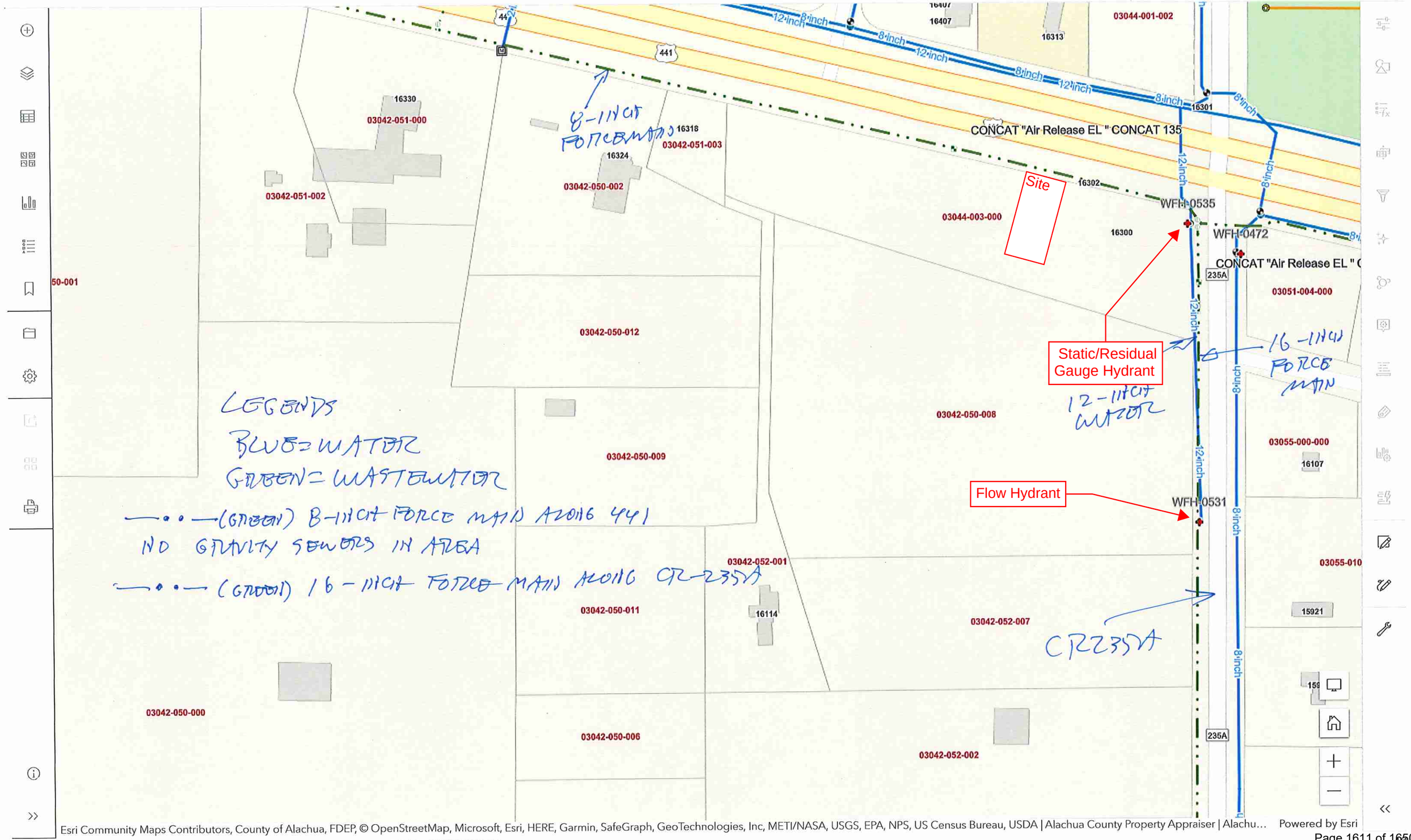
11:Test Preformed by: James Stills/Lance Johnson-WW Gay Fire

12: Witnessed By: Billy Gourley

Master Utilities Map

Open in Map Viewer Classic

Thomas Ridgik
th_ridgik



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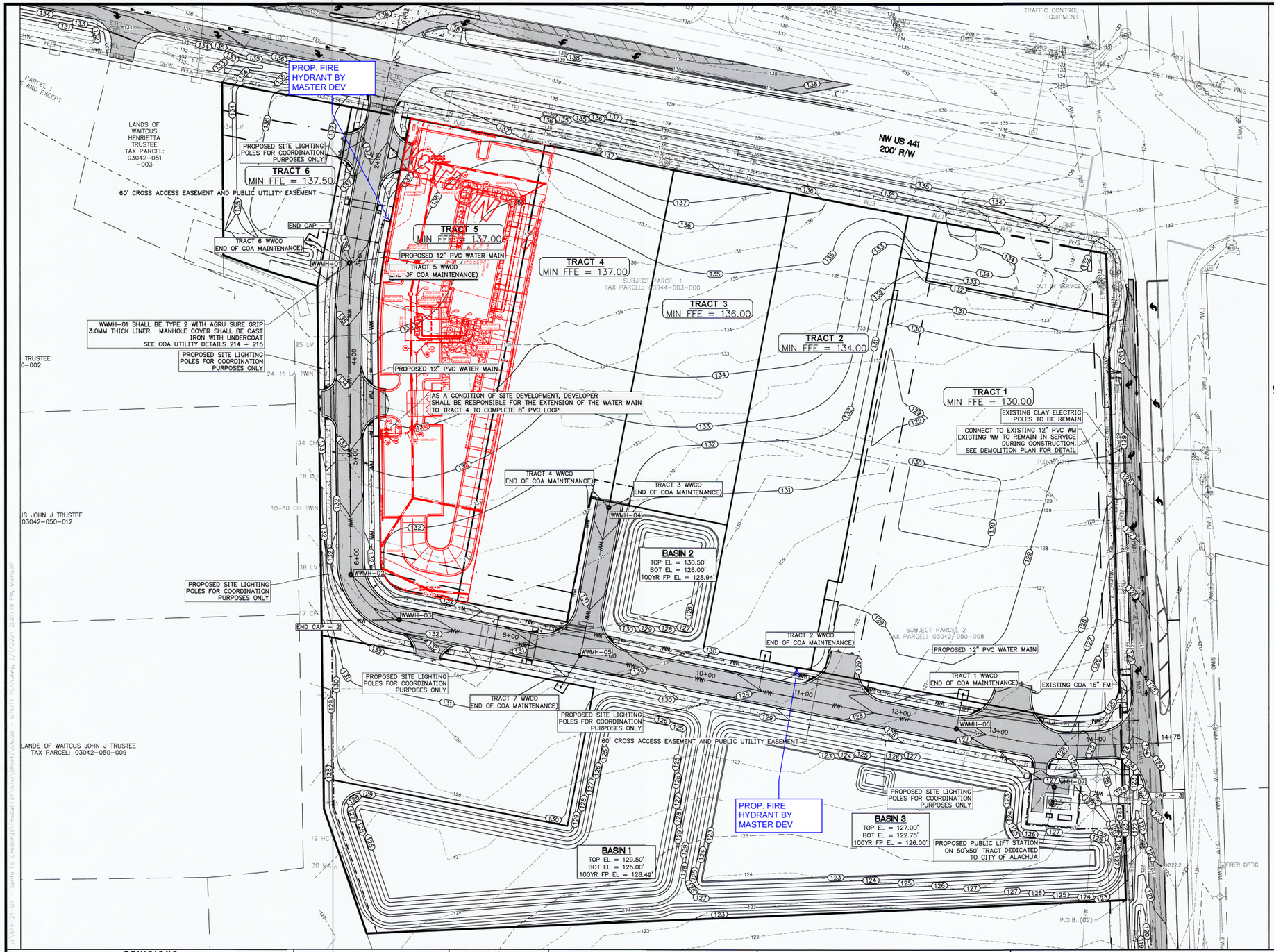
APPROVED
MODIFICATIONS



GENERAL UTILITY NOTES:

1. UNLESS OTHERWISE SHOWN, POTABLE WATER MAINS SHALL BE AWWA DR-18, C900 PVC, NSF-61 RATED. UNDER ROADS, POTABLE WATER MAINS SHALL BE DUCTILE IRON.
   - CONSTRUCTION OF THE WATER AND WASTEWATER SYSTEM SHALL CONFORM TO CITY OF ALACHUA, DEPARTMENT OF PUBLIC SERVICES, DESIGN AND CONSTRUCTION MANUAL, POTABLE WATER, RECLAIMED WATER AND WASTEWATER, LATEST EDITION.
   - PROVIDE RESTRAINED JOINTS AT FITTINGS AND HYDRANTS IN ACCORDANCE WITH AWWA STANDARDS AND AS PER DESIGN DETAILS AT WET-TAP POTABLE WATER CONNECTIONS, RESTRAIN EXISTING PIPING AND FITTINGS AS PER DESIGN DETAILS.
   - THE SITE WORK CONTRACTOR SHALL ENGAGE THE SERVICES OF A LICENSED UNDERGROUND UTILITY AND EXCAVATION CONTRACTOR TO INSTALL THE NEW WATER SERVICE LINES.
   - WET-TAP POTABLE WATER CONNECTIONS SHALL BE MADE BY A SPECIALTY CONTRACTOR PRE-APPROVED BY COA RESTRAIN BOTH ENDS OF GATE VALVE.
   - CONNECT GRAVITY WASTEWATER MAINS AND LATERALS USING RIEBER GASKETS.
   - DURING CONSTRUCTION, PROTECT EACH CLEANOUT AND EACH WATER METER BOX BY INSTALLING A TEMPORARY BARRIER AROUND IT AS PER 324.
2. ALL WASTEWATER MAINS SHALL BE ASTM D-1785, SDR 35 OR SDR 26 WHERE APPLICABLE, PVC.
3. ALL WATER MAINS SHALL HAVE AT LEAST 30" OF COVER.
4. ALL WASTEWATER MANHOLES DEEPER THAN 20 FEET (RIM EL - FLOOR EL) SHALL BE 72" IN DIAMETER.
5. ALL FDC SHALL BE FREE STANDING AND WITHIN 35' OF A FIRE HYDRANT.
6. THE MAXIMUM DISTANCE TO A FIRE HYDRANT FROM THE CLOSET POINT ON THE BUILDING SHALL NOT EXCEED 400' AND THE MAXIMUM DISTANCE BETWEEN FIRE HYDRANTS MUST NOT EXCEED 500'.
7. PROVIDE TRACER WIRE FOR WATER PIPING AND THE WASTEWATER FORCE MAIN AS SHOWN ON THE DETAILS AND AS PER THE COA DCM.
8. THE LIFT STATION SHALL BE PUBLIC.
9. PROVIDE TRAFFIC-RATED COVERS FOR ALL VALVE BOXES AND CLEANOUTS UNDER ROADS.
10. FORCE MAIN PIPE SHALL BE GREEN 4-INCH DR-18 AWWA C900. RESTRAIN JOINTS BY MEANS OF AN INTEGRAL SELF-RESTRAINING BELL AND SPIGOT
11. INSTALL WATER SERVICE CONNECTION UNDER ROADS AS PER COA DETAIL 312

WASTEWATER STRUCTURE TABLE

WWMH-01
FDOT INDEX 425-010
TYPE J8 MANHOLE
STA 3+06.13, 3.29 R
RIM EL = 135.92
S INV EL = 127.10 (8" PVC)
NW INV EL = 129.00 (6" PVC)
E INV EL = 127.20 (6" PVC)
NNW INV EL = 133.00 (4" FM)

WWMH-02
FDOT INDEX 425-010
TYPE J8 MANHOLE
STA 6+17.75, 1.55 R
RIM EL = 131.76
SE INV EL = 125.73 (8" PVC)
N INV EL = 125.83 (8" PVC)

WWMH-03
FDOT INDEX 425-010
TYPE J8 MANHOLE
STA 6+86.77, 0.00
RIM EL = 132.16
E INV EL = 125.36 (8" PVC)
NW INV EL = 125.46 (8" PVC)
W INV EL = 125.46 (8" PVC)

WWMH-04
FDOT INDEX 425-010
TYPE J8 MANHOLE
STA 8+72.71, 150.00 L
RIM EL = 132.46
S INV EL = 125.28 (8" PVC)
NW INV EL = 125.38 (6" PVC)
NE INV EL = 125.38 (6" PVC)

WWMH-05
FDOT INDEX 425-010
TYPE J8 MANHOLE
STA 8+72.71, 0.00
RIM EL = 130.61
E INV EL = 124.52 (8" PVC)
W INV EL = 124.62 (8" PVC)
N INV EL = 124.62 (8" PVC)
SW INV EL = 124.62 (6" PVC)

WWMH-06
FDOT INDEX 425-010
TYPE J8 MANHOLE
STA 12+57.71, 0.00
RIM EL = 127.26
SE INV EL = 122.80 (8" PVC)
W INV EL = 122.90 (8" PVC)
N INV EL = 123.08 (6" PVC)

WWMH-07
FDOT INDEX 425-010
TYPE J8 MANHOLE
STA 13+59.56, 41.56 R
RIM EL = 127.07
NW INV EL = 119.50 (8" PVC)
S INV EL = 119.40 (8" PVC)
E INV EL = 119.50 (4" PVC Pipe)

WASTEWATER PIPE TABLE

UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	SIZE & MATERIAL	LENGTH	SLOPE
TRACT 1 WWCO	WWMH-06	6" PVC	35'	1.00%
TRACT 2 WWCO	TRACE 2 BEND	6" PVC	32'	0.63%
TRACT 3 WWCO	WWMH-04	6" PVC	21'	1.30%
TRACT 4 WWCO	WWMH-04	6" PVC	21'	1.30%
TRACT 5 WWCO	WWMH-01	6" PVC	36'	0.83%
TRACT 6 WWCO	WWMH-01	6" PVC	46'	6.20%
WWMH-01	WWMH-02	8" PVC	312'	0.41%
WWMH-02	WWMH-03	8" PVC	66'	0.41%
WWMH-03	WWMH-05	8" PVC	186'	0.40%
WWMH-04	WWMH-05	8" PVC	150'	0.44%
WWMH-05	WWMH-06	8" PVC	385'	0.42%
WWMH-06	WWMH-07	8" PVC	114'	2.89%

WW CLEANOUT TABLE

WWCO	TOP EL	INV EL
END CAP - 1	N/A	133.00
END CAP - 2	N/A	125.80
TRACT 1 WWCO	128.00	123.43
TRACT 2 WWCO	130.02	123.10
TRACT 3 WWCO	132.33	125.65
TRACT 4 WWCO	132.18	125.65
TRACT 5 WWCO	136.35	127.50
TRACT 6 WWCO	136.03	131.85
TRACT 7 WWCO	130.74	125.12

N

50' 25' 0 50' 100' 150'
SCALE 1" = 50'

REVISIONS				
NO.	DATE	DESCRIPTION	DRWN	APPR
3	02/01/24	CONSTRUCTION REVISION	JF	TJB

ENGINEER OF RECORD: TIMOTHY J. BOEHLEIN, P.E. FLORIDA LICENSE NO. 96416

TIMOTHY J. BOEHLEIN LICENSE No. 96416 02/01/2024 STATE OF FLORIDA PROFESSIONAL ENGINEER

JBPro
CIVIL ENGINEERING | LAND PLANNING
SURVEYING | CONSTRUCTION SERVICES

3530 NW 43rd Street | Gainesville, Florida 32606
4420 US-1 S, Suite 1 | St. Augustine, Florida 32086

Gainesville: (352) 375-8999 | St. Augustine: (904) 789-8999
Toll Free: (844) Go-JBPro | E-mail: contact@jbpro.com

SHEET TITLE: MASTER UTILITY PLAN

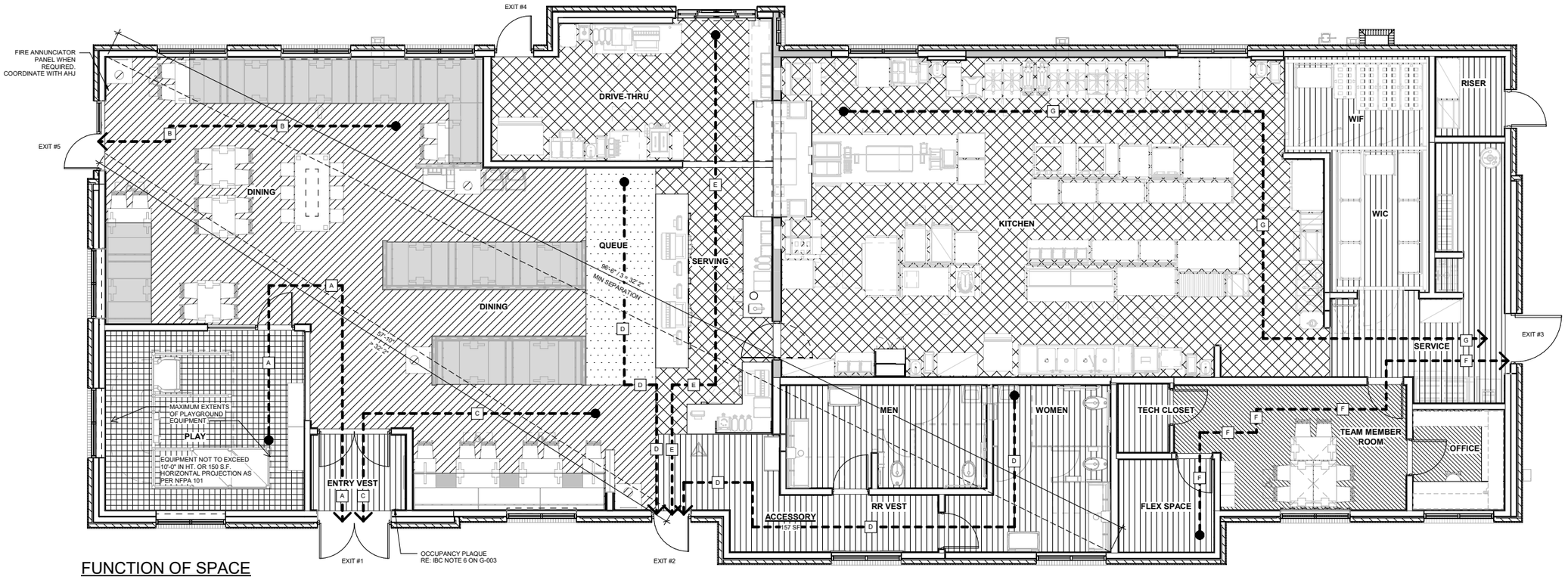
DATE: FEBRUARY 2024

PROJECT NO: 514-21-01

CLIENT: ALACHUA 441/235 LLC

PROJECT: SANTA FE CROSSINGS INFRASTRUCTURE PLAN

SHEET NO: C6.00



FUNCTION OF SPACE

- ACCESSORY
- ASSEMBLY - FIXED
- ASSEMBLY - STANDING
- ASSEMBLY - UNCONCENTRATED
- BUSINESS
- EXERCISE
- KITCHEN

N

C4 LIFE SAFETY PLAN
1/4" = 1'-0"

FIRE CODE NOTES

1. PROVIDE SPRINKLER SYSTEM AS IS REQUIRED BY LOCAL JURISDICTION AND LOCATE RISER AS INDICATED IN ARCH/PLUMB PLANS.
2. PROVIDE HOOD SUPPRESSION SYSTEM AS SHOWN ON MECHANICAL DRAWINGS.
3. PROVIDE FIRE ALARM SYSTEM AS REQUIRED BY CODE OR JURISDICTION.
4. PROVIDE GLASS TYPES AS SHOWN ON ELEVATIONS, DOOR/WINDOW LEGENDS, AND GLAZING SCHEDULE.
5. PROVIDE #10 ABC GENERAL PURPOSE FIRE EXTINGUISHERS THROUGHOUT BUILDING. QUANTITIES AND LOCATIONS PER LOCAL JURISDICTION.
6. PROVIDE CLASS K FIRE EXTINGUISHERS IN KITCHEN AREAS AS REQUIRED BY CODE.

FIRE SPRINKLER

1. PROVIDE A SUPERVISED AUTOMATIC FIRE SPRINKLER SYSTEM AS IS REQUIRED BY INTERNATIONAL BUILDING CODE AND OR LOCAL BUILDING CODE. FIRE SPRINKLER DRAWINGS SHALL BE PREPARED BY FIRE SPRINKLER SUBCONTRACTOR.

BUILDING CODE NOTES

1. PROVIDE FIREBLOCKING WITHIN CONCEALED SPACES PER LOCAL REQUIREMENTS.
2. PROVIDE THERMAL AND SOUND INSULATION WITH FIRE CLASSIFICATIONS AS INDICATED IN SPECS.
3. PROVIDE ROOFING MATERIALS WITH FIRE CLASSIFICATIONS AS INDICATED IN SPECS.
4. PROVIDE CEILING FINISHES WITH FIRE CLASSIFICATIONS AS INDICATED IN SPECS.
5. OCCUPANT LOAD SIGN BY G.C.; PROVIDE 2"X8" BLACK SIGN WITH 1/2" WHITE HELVETICA LETTERS STATING MAXIMUM OCCUPANT LOAD AS INDICATED IN ARCH DRAWINGS.
6. CHICK-FIL-A IS REQUIRING SPECIAL INSPECTIONS IN ACCORDANCE WITH CHAPTER 17 OF THE INTERNATIONAL BUILDING CODE.

PLUMBING FIXTURE COUNTS

TOTAL BUILDING OCCUPANT LOAD:	173
LOAD DISTRIBUTION:	50% MALE AND 50% FEMALE
DISTRIBUTION COUNT:	87 MALE AND 87 FEMALE
LAVATORIES PROVIDED REQUIRED (PER CHAPTER 4 IPC AND CHAPTER 29 IBC):	
MALE LAVATORIES: FEMALE LAVATORIES:	87 / 200 = 1 87 / 200 = 1
LAVATORIES PROVIDED:	
MALE LAVATORIES: FEMALE LAVATORIES:	2 2
WATER CLOSETS REQUIRED (PER CHAPTER 4 IPC AND CHAPTER 29 IBC):	
MALE WATER CLOSETS: FEMALE WATER CLOSETS:	87 / 75 = 1 87 / 75 = 1
WATER CLOSETS PROVIDED:	
MALE WATER CLOSETS:	2 WATER CLOSETS
FEMALE WATER CLOSETS:	2 WATER CLOSETS

EGRESS

1. REQUIRED WIDTH OF EGRESS

   Occupant Load 173 x 0.15 = **26"** REQUIRED

2. WIDTH OF EGRESS PROVIDED

EXIT #1 = 69"
EXIT #2 = 35"
EXIT #3 = 46" (STAFF ONLY)
EXIT #4 = 35" (STAFF ONLY)
EXIT #5 = 35"

TOTAL: 220" TOTAL

EGRESS PATH PLAY

EGRESS PATH	EGRESS DISTANCE
A	40'
B	27'
C	29'
D	78'
E	45'
F	42'
G	75'

MAX DISTANCE OF TRAVEL (IBC): 200'-0" (250'-0" SPRINKLERED)

OCCUPANCY CALCULATIONS (CALCULATED USING FBC 2023 TABLE 1004.1.2)

ASSEMBLY UNCONCENTRATED NET	**980 SF / 15 SF PP**	**66 PEOPLE**
ASSEMBLY FIXED		
NET		
BOOTHS	**82' 6" LF / 24" PP**	**41 PEOPLE**
BANQUETTES	**21' 5" LF / 18" PP**	**14 PEOPLE**
STANDING SPACE		
NET		
ORDER QUEUE		
5 SF PER PERSON	**113 SF / 5 SF PP**	**23 PEOPLE**
BUSINESS AREA		
GROSS		
OFFICE, TEAM MEMBER ROOM		
150 SF PER PERSON	**270 SF / 150 SF PP**	**3 PEOPLE**
KITCHEN, COMMERCIAL		
GROSS		
KITCHEN, SERVING, MFA		
200 SF PER PERSON	**1,777SF / 200 SF PP**	**11 PEOPLE**
ACCESSORY / UNOCCUPIED SPACES		
GROSS		
ENTRY VESTIBULE, RR VESTIBULE, MENS, WOMENS, EMPLOYEE RR, WALK-IN FREEZER / COOLER, CLOSET, TECH CLOSET, SERVICE, RISER	**1,085 SF / 300 SF PP**	**9 PEOPLE**
EXERCISE ROOMS		
GROSS		
PLAY ROOM	269 **SF / 50 SF PP**	**6 PEOPLE**
TOTAL OCCUPANT LOAD		**173 PEOPLE**

CODE SUMMARY

1.	OCCUPANCY	**A2**
2.	CONSTRUCTION TYPE	**VB**
3.	SPRINKLERED	**YES**
4.	ALLOWABLE AREA	**6,000 SF**
	ACTUAL AREA	**5,303 SF**
	GROSS	**4,943 SF**
	NET	**4,774 SF**
5.	ALLOWABLE HEIGHT	**40'-0"**
	ACTUAL HEIGHT	**20'- 10"**

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

GREGORY L. DASPIT
Architecture • Planning • Construction Management

14881 Quorum Dr. Suite 600
Dallas, Texas 75254
Phone: (972) 386-0338

STATE OF FLORIDA · GREGORY L. DASPIT · AR101312 · REGISTERED ARCHITECT

10/9/2024 3:35:11 PM

CHICK-FIL-A
Alachua FSU

16314 US Hwy 441
Alachua, FL 32615

FSR#05989

BUILDING TYPE / SIZE: BTS LS BP
RELEASE: 24.08
PRINTED FOR **IFP**

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

CONSULTANT PROJECT # 24098
DATE 10/9/2024 3:35:11 PM
DRAWN BY M.O.

Information contained on this drawing and in all digital files produced for above named project may not be reproduced in any form without express written or verbal consent from architectural project representative.

SHEET
LIFE SAFETY PLAN

SHEET NUMBER
G-003

10/9/2024 3:35:11 PM Autodesk Docs://FL_05989_Alachua_2024 9_BTS/05989_Alachua_ARC.rvt
05-LS-05989-G-003-LIFE SAFETY PLAN

City of Alachua

MIKE DAROZA
CITY MANAGER

MICHAEL CARIILLO, P.E.
PUBLIC SERVICES DEPARTMENT

February 26, 2025

Mr. Kristhian Morales

Reference: Parcel # 03042-050-008 & 03044-003-000
Property RT 441 & NW CR 235A, Alachua, FL 32615
Subject: Proposed Chick-fil-A

Dear Mr. Morales,

Pursuant to your request, the following serves as a **Service Availability Letter** identifying that utilities are available for water and wastewater for the parcels; 03042-050-008 & 03044-003-000. This letter does not make a determination as to the adequacy of service but identifies that the property is located within the City of Alachua Utility Service Area.

This letter is subject to change based on area consumption and use; however, City of Alachua can provide water and wastewater service in accordance with the Concurrency Analysis as approved in the Building Permit.

Please let me know if you have any questions or need clarification.

Sincerely,

Michael Carrillo, P.E.
Public Services Director

March 6 2025

Gregg Lisciotti
Lisciotti Development Corp
535 Boylston St FL 8
Boston, MA,02116-3778

Subject: Request for Additional Information: ERP-001-243718-7,
Chick-fil-A Santa Fe Crossings

Dear Gregg Lisciotti,

The item(s) discussed below must be provided before project review can be completed as per Chapters 40B-400 and 62-330, Florida Administrative Code (F.A.C.). Please submit the following items to the Suwannee River Water Management District (District) by June 4, 2025.

1. Upon District Staff review, the master system permit's plan set and proposed development's plan set differ in the configuration of pipe conveyance through the 20' stormwater easement. Please provide clarification if the proposed project will involve the reconfiguration of the stormwater conveyance system.

2. Upon District staff review, the master system permit does not specify that the tracks are allowed up to 85% impervious surfaces. The master system permit specifies that Track #5 is allowed 1.08 acres of impervious surfaces. The current design impervious surface area is greater than the allowable amount. Please provide reasonable assurance that the proposed development is in conformance with the master system.

3. Please provide clarification of the operation and maintenance entity for the proposed conveyance system to the master stormwater system and operation and maintenance plan over the area for which the proposed activities will occur. [See ERP AH Volume I, Section 12.4]

4. Please schedule a site inspection with SRWMD District staff environmental science Cassandra Bonds (cassandra.bonds@srwmd.org) to determine the presence or absence of wetland and other surface waters within the project area and to allow completion of wetland documentation forms for the project area. Please note that additional permitting questions may occur due to the results of this site inspection. [See 62-330.060 F.A.C., 62-330.201 F.A.C., and 62-340 F.A.C.]

5. Please note: compliance with state laws regulating the take of fish and wildlife is the responsibility of the owner or applicant associated with this project. Please

refer to Chapter 68A-27 of the Florida Administrative Code for definitions of take and a list of fish and wildlife species. If listed species are observed onsite, FWC staff are available to provide decision support information or assist in obtaining the appropriate FWC permits. Most marine endangered and threatened species are statutorily protected and a take permit cannot be issued. Requests for further information or review can be sent to FWCConservationPlanningServices@MyFWC.com.

6. Please note: your project may require a Generic Permit for Stormwater Discharge for Large and Small Construction Activities, as part of the Florida NPDES stormwater program regulated by the Florida Department of Environmental Protection (FDEP). This permit is separate from the Environmental Resource Permit for which you are applying. Please refer to FDEP's program website, http://www.dep.state.fl.us/water/stormwater/npdes/, for more information.

This letter constitutes a request for additional information pursuant to Chapters 40B-1 and 40B-400 or 62-330, F.A.C., and Chapters 120 and 373, Florida Statutes. It is a violation of District rules to begin any work on the project before a permit is issued.

When submitting requested information, please use the E-permitting system as the District prefers electronic submittals to paper submittals. You can access the E-permitting system from our website, www.mysuwanneeriver.com

If you have any questions, you may contact me by phone at 386.362.1001 or by email at marcus.beck@srwmd.org.

Sincerely,

Marcus Beck, E.I.
Engineer I
Division of Resource Management

Cc'd: Kristhian Morales, Bowman

Payment Receipt Confirmation

Your payment was successfully processed.

Receipt Contact Information

Contact Name Suwannee River Water Management District

Transaction Summary

Receipt Confirmation

Description	Amount
WMD Permit	$122.50
Total Amount Paid	$122.50

Transaction Detail

SKU	Description	Unit Price	Quantity	Amount
ERP-001-243718-7	ERP Minor Modification	$122.50	1	$122.50
Total Amount Paid				$122.50

Customer Information

Customer Name	Kristhian Morales	**Receipt Date**	2/19/2025
Company Name	Bowman	**Receipt Time**	12:17:04 PM EST
Local Reference ID	ERP Minor Modification 314741		

Payment Information

Payment Type	Credit Card	**Credit Card Number**	******2985
Credit Card Type	VISA	**Order ID**	195674922
		Name on Credit Card	Kristhian Morales

Kristhian Morales

From: Justin Tabor <jtabor@nfps.net>
Sent: Monday, April 21, 2025 11:26 AM
To: Kristhian Morales
Subject: [EXTERNAL] FW: Road Names - Santa Fe Crossings

Kristhian,

Please see the response from E911 below.



JUSTIN TABOR, AICP
Senior Planner

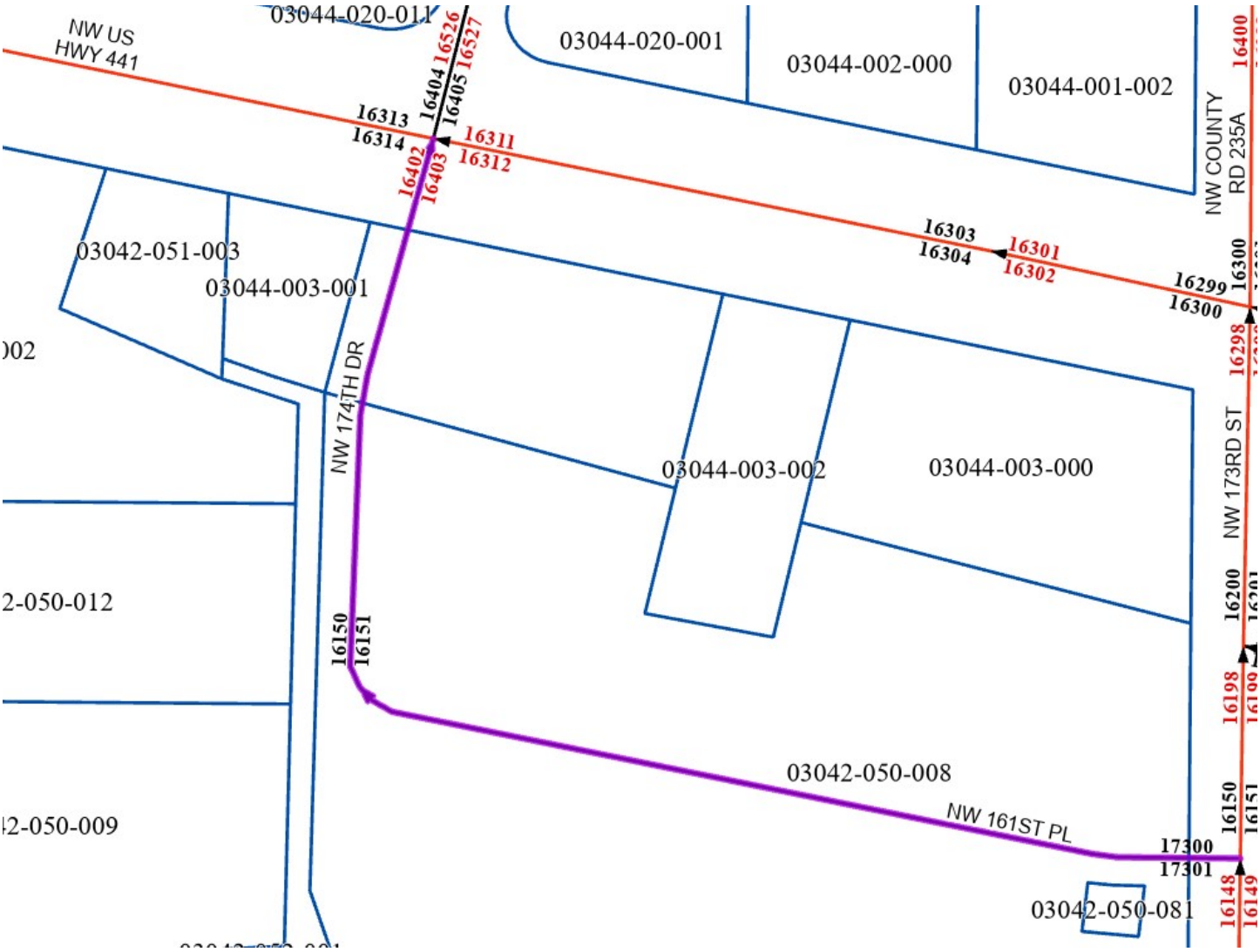
North Florida Professional Services, Inc.
Post Office Box 3823, Lake City, FL 32056
1450 SW SR 47, Lake City, FL 32025
386-752-4675 Office – 352-316-7798 Cell

Start to Finish Engineering Solutions for Your Community

From: 911 Office <addressing@alachuacounty.us>
Sent: Tuesday, April 15, 2025 4:40 PM
To: Justin Tabor <jtabor@nfps.net>
Subject: RE: Road Names - Santa Fe Crossings

Good afternoon Justin,

It's a little hard to make out the surrounding parcel numbers but we do have NW 174TH DR and NW 161ST PL in our database which appear to match this location. Attached is the original correspondence that was sent on 6/14/2023 when we first published the two roads in question and a screenshot below.



Please let us know if we can further assist.

Thank you,
Andy Avila

911 Office
911 Office
Fire Rescue
911 SE 5th ST • Gainesville • FL • 32601
352-338-7361 (office) • 352-374-5298 (fax)

DISCOVER 200 1824–2024 ALACHUA COUNTY BICENTENNIAL

Please transition to using the new email address for the Alachua County Addressing Office of addressing@alachuacounty.us

PLEASE NOTE: Florida has a very broad public records law (F.S.119).
All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.

From: Justin Tabor <jtabor@nfps.net>
Sent: Tuesday, April 15, 2025 11:23 AM
To: 911 Office <addressing@alachuacounty.us>
Subject: Road Names - Santa Fe Crossings

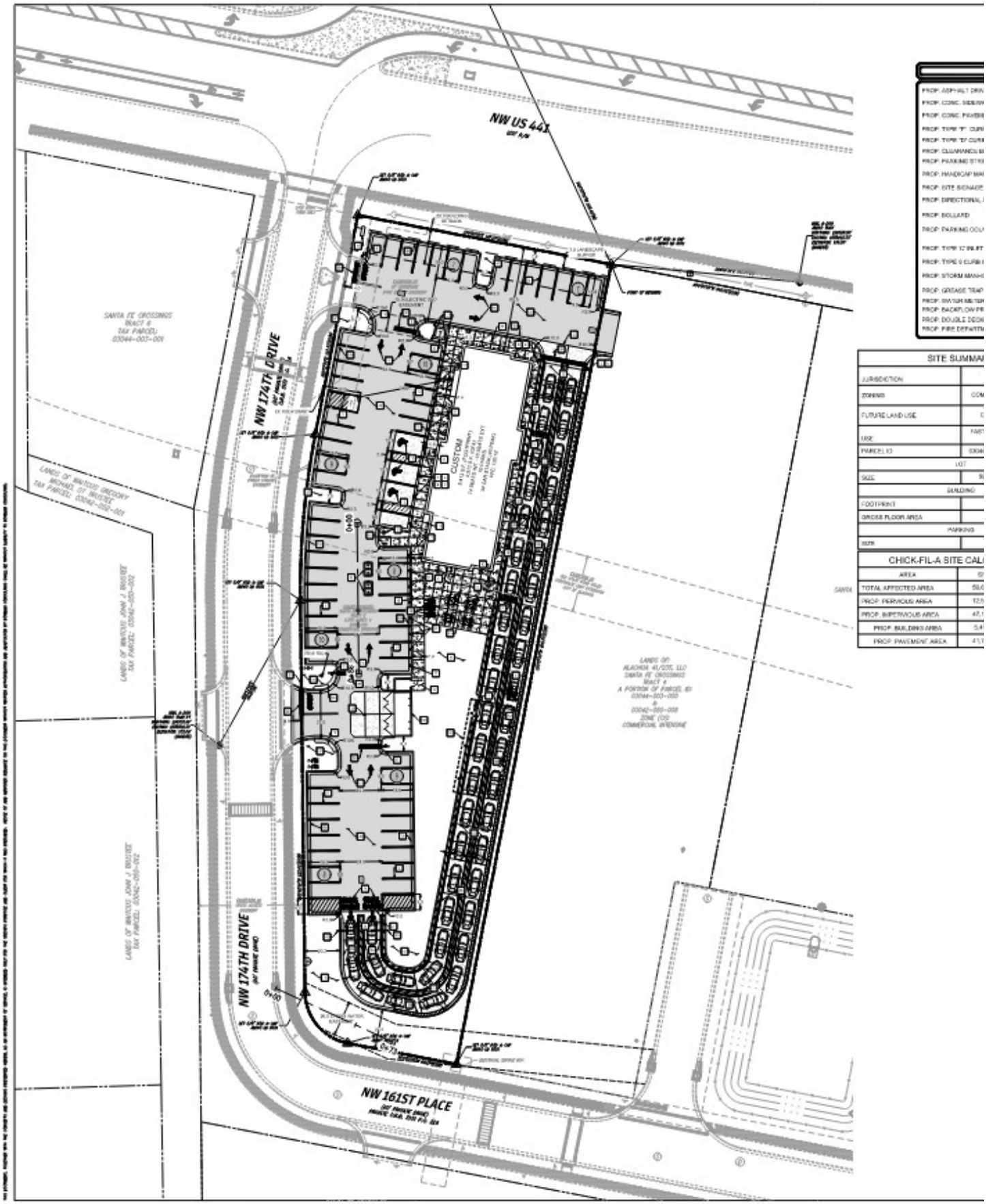
CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Morning,

The Fire Inspector reviewing the proposed Chic-Fil-A in Santa Fe Crossings located in Alachua has requested a verification of the road names shown on the plans. The road names shown on the plans are NW 174th Drive and NW 161st Place.

Could you please confirm these are the correct road names? I attempted to confirm through Google Maps but it appears their data has not been updated to reflect these new roadways.

Thank you.


NW US 441
NW 174TH DRIVE
NW 174TH DRIVE
NW 161ST PLACE
SANTA FE CROSSINGS
TRACT 6
TAX PARCEL:
03044-003-006
LANDS OF WATSON GREGORY
MICHAEL ST. BRISSE
TAX PARCEL: 03042-002-001
LANDS OF WATSON JOHN J. BRISSE
TAX PARCEL: 03042-002-002
LANDS OF WATSON JOHN J. BRISSE
TAX PARCEL: 03042-002-012
CUSTOM
LANDS OF:
BEACHES 45/225, LLC
SANTA FE CROSSINGS
TRACT 4
A PORTION OF PARCEL ID
03044-003-000
&
03042-003-006
ZONE (CG)
COMMERCIAL AVENUE
SITE SUMMA
JURISDICTION
ZONING
FUTURE LAND USE
USE
PARCEL ID
LOT
SIZE
BUILDING
FOOTPRINT
GROSS FLOOR AREA
PARKING
SIZE
CHICK-FIL-A SITE CAL
AREA
TOTAL AFFECTED AREA
PROP. PERVIOUS AREA
PROP. IMPERVIOUS AREA
PROP. BUILDING AREA
PROP. PAVEMENT AREA



JUSTIN TABOR, AICP
Senior Planner

North Florida Professional Services, Inc.
Post Office Box 3823, Lake City, FL 32056
1450 SW SR 47, Lake City, FL 32025
386-752-4675 Office – 352-316-7798 Cell

Start to Finish Engineering Solutions for Your Community

City of ALACHUA
the good life community

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

April 23, 2025

Submitted electronically to kmorales@bowman.com

Kristhian Morales
Bowman Consulting Group, LTD., Inc.
900 SE Third Avenue, Suite 300
Fort Lauderdale, Florida 33316

Application #: PSP25-0004

RE: Parking Adjustment Pursuant to Section 6.1.4(B)(5)(b) for the Chick-fil-A Site Plan

Dear Kristhian Morales,

On April 21, 2025, the Planning & Community Development Department received your request concerning the maximum number of off-street parking spaces permitted as part of the proposed Chick-fil-A site plan application (#PSP25-0004).

Section 6.1 of the City's Land Development Regulations establishes off-street parking and loading standards. Section 6.1.4(B)(5)(a) of the Land Development Regulations states that the number of off-street parking spaces shall not exceed more than 125% of the minimum spaces required.

The proposed use, a restaurant with drive-through service, is required to provide a minimum number of off-street parking spaces at a rate of 1 space per 150 square feet of floor area and designated outdoor seating area. The floor area of the proposed restaurant with drive-through service is approximately 4,927 square feet plus an additional 600 square feet of designated outdoor seating area. As such, the required minimum number of off-street parking spaces to be provided is 37 with a 125% maximum of off-street parking spaces of 46.

Section 6.1.4(B)(5)(b) of the Land Development Regulations states that the maximum number of off-street parking spaces allowed may be adjusted by the LDR Administrator if the applicant provides written information demonstrating that the proposed use would not be economically viable without such adjustment. The request and information, as received on April 21, 2025, are attached to this determination letter.

The request of the applicant proposes to increase the maximum number of permitted off-street parking spaces from 46 to 68 which amounts to 184% of the minimum number of required off-street parking spaces, or a 48% increase in the current maximum number of off-street parking spaces permitted by Section 6.1.4(B)(5)(a) of the Land Development Regulations.

The analysis provided by the applicant reviewed four Chick-fil-A restaurants of similar contextual areas within a 50-mile radius of the City of Alachua. The analysis included the number of parking spaces at each location, the average number of dine-in and drive-through transactions during the peak service period between 11:00 AM and 2:00 PM, the total average daily transaction count, the number of allowable spaces under the City of Alachua's Land Development Regulations, and the number of spaces over the permitted number by the City of Alachua Land Development Regulations that were present at each location.

The analysis showed that the four locations had an average of 24 additional off-street parking spaces over the maximum permitted number of parking spaces by the City of Alachua Land Development Regulations, resulting in an average loss of $4,463.40 of revenue per day, or an average of $1,397,044.20 of revenue per year. The applicant contends that being unable to provide the additional spaces would present a significant financial hardship and render the development not economically viable. Additionally, the applicant contends that the business operations of multiple customer bases require additional spaces. These operations include curbside pick-up, carryout pick-up, third party delivery services, and catering.

I, as the City of Alachua LDR Administrator, have found that the provisions of Section 6.1.4(B)(5)(b) are satisfied and that the development could potentially be not economically viable without the adjustment of the maximum number of off-street parking spaces permitted upon review of the request and supporting data. As such, the maximum number of off-street parking spaces is increased to a maximum number of 58 off-street parking spaces, plus an additional 10 short-term loading spaces (for use by curbside pick-up, carryout pick-up, third party delivery providers, and catering operations only and to be signed accordingly on the site and shown as such on the site plan) for a total of 68 spaces.

If you have any questions regarding the information above, please contact the Planning & Community Development Department at (386) 418-6121.

Sincerely,



Mike DaRoza
LDR Administrator

Attachments: Parking Adjustment Request (04/21/2025)

CC: Chad Brubaker, Lisciotti Development *(by electronic mail)*
Justin Tabor, AICP, North Florida Professional Services *(by electronic mail)*
Rodolfo Valladares, Assistant City Manager *(by electronic mail)*
Carson J. Crockett, AICP Candidate, Planner *(by electronic mail)*
Brenda Flieger, Planning Assistant *(by electronic mail)*
Project File

Bowman

April 21, 2025
Mike DaRoza
City Manager / LDR Administrator
15100 NW 142nd Terrace
Alachua, FL 32615

RE: Chick-fil-A Alachua FSU #05989 Parking Adjustment Request
Application No. PSP25-0004

Dear Mr. DaRoza:

Bowman Consulting Group, Ltd. (Bowman) has completed a parking analysis for the proposed development of a site located on the southwest corner of NW US 441 and NW 173rd Street, in the City of Alachua, Florida. The proposed development will include a 4,927-square foot Chick-fil-A site with 90 seats (74 interior and 16 exterior) and a two-lane drive-through facility. The site plan is attached in **Appendix A**. An aerial photograph of the site is shown on **Figure 1**.

Figure 1 Site Location



900 SE 3rd Ave, 300 Suite, Ft. Lauderdale, Florida 33316
bowman.com

Code Parking Requirement

Per Section 6.1.5(B) of the City of Alachua's Land Development Regulations (LDRs), the minimum number of parking spaces provided should equal one (1) space for each 150 S.F. of floor area plus any outdoor seating area. Given the proposed 4,927 SF of floor area plus an additional 600 SF of outdoor seating area, the minimum number of parking spaces allowed equals 37 spaces. Per Section 6.1.4(B)(5)(a), the maximum number of parking spaces shall not exceed 125% of the minimum number of parking spaces required. In this instance, the maximum number of parking spaces permitted by Section 6.1.4(B)(5)(a) is 46 spaces.

Chick-fil-A Operations

Chick-fil-A provides customers with a variety of options for ordering food that helps foster a safe and personalized environment for everyone. In addition to traditional dine-in and drive-thru operations, guests can order ahead on chick-fil-a.com and select the "check-in" button once they have arrived at the restaurant. Guests can also use mobile ordering on the Chick-fil-A App and select their choice of pick up through the drive-thru, curbside, or carryout options. Delivery service is also provided from select restaurant locations through delivery partners such as Uber Eats, DoorDash, or Grubhub, or directly through Chick-fil-A. With contactless online ordering, guests can pay in advance to help expedite the experience. Chick-fil-A requires a significant number of employees onsite during peak periods to help process orders from the various dining options, with the average shift consisting of 30 employees.

Parking Demand

Given the variety in Chick-fil-A ordering options that are proposed, the Chick-fil-A site will need to accommodate parking for several types of vehicular traffic, including vehicles for dine-in customers, employees, curbside customers, third-party delivery customers (Uber Eats, DoorDash, Grubhub), carryout customers, and company vehicles (catering and delivery). Some drive-through vehicles may also be asked to pull into parking spaces and wait for their orders to prevent delays in the drive-through facility area. Some spaces may serve multiple uses.

The Institute of Transportation Engineer's (ITE) *Parking Generation Manual*, 6th Edition, was used to estimate the parking demand for the proposed Chick-fil-A. Land Use Code 934, Fast-Food Restaurant with Drive-Through Window, was used for analysis. Based on ITE, the highest demand rate is 11.65 parked vehicles per 1,000 square feet and 0.47 parked vehicles per seat. Consequently, the maximum parking demand per ITE is 58 parking spaces when analyzing per 1,000 square feet of building. Excerpts from ITE are attached in **Appendix B**. The parking demand per ITE, however, generally accounts for typical fast-food operations, which includes parking for dine-in guests and employees, and may not account for all other service options expected to be provided by Chick-fil-A.

Bowman

As previously stated, the proposed 4,927 square foot Chick-fil-A is permitted 46 parking spaces as established in Section 6.1.4(B)(5)(a) of the LDRs. Section 6.1.4(B)(5)(b) permits the LDR Administrator to adjust the maximum number of allowable spaces if the applicant provides written information demonstrating the proposed use would not be economically viable without such adjustment. The applicant respectfully requests the LDR Administrator to consider a parking adjustment in accordance with Section 6.1.4(B)(5)(b) to increase the total number of parking spaces for this development to a maximum of 68 spaces and provides the following information in support of this request.

To account for all service options provided on the site, the following parking supply breakdown is proposed:

- Employee and Dine-in: 58 spaces (required per ITE)
- Curbside: three (3) spaces
- Carryout: three (3) spaces
- Third Party Delivery: three (3) spaces
- Delivery/Catering: one (1) space
- **Estimated total number of spaces: 68**

The applicant contends that the proposed use would not be economically viable without an adjustment to the maximum number of parking spaces because without such an adjustment potential customers will be unable to patronize the restaurant, resulting in lost revenue. An analysis of potential revenue loss based upon the sales data obtained from existing Chick-fil-A restaurants near the site is included as an attachment. This data demonstrates that the reduced parking count would result in the potential for a loss of revenue of approximately +/- **$1,397,044** per year if these additional parking spaces are not provided. The loss of these spaces, which would result in lost revenue, would present a significant financial hardship and render the development not economically viable.

Should you have any questions or comments regarding this analysis, please do not hesitate to contact me.

Sincerely,

Kristhian Morales
Branch Manager
Bowman

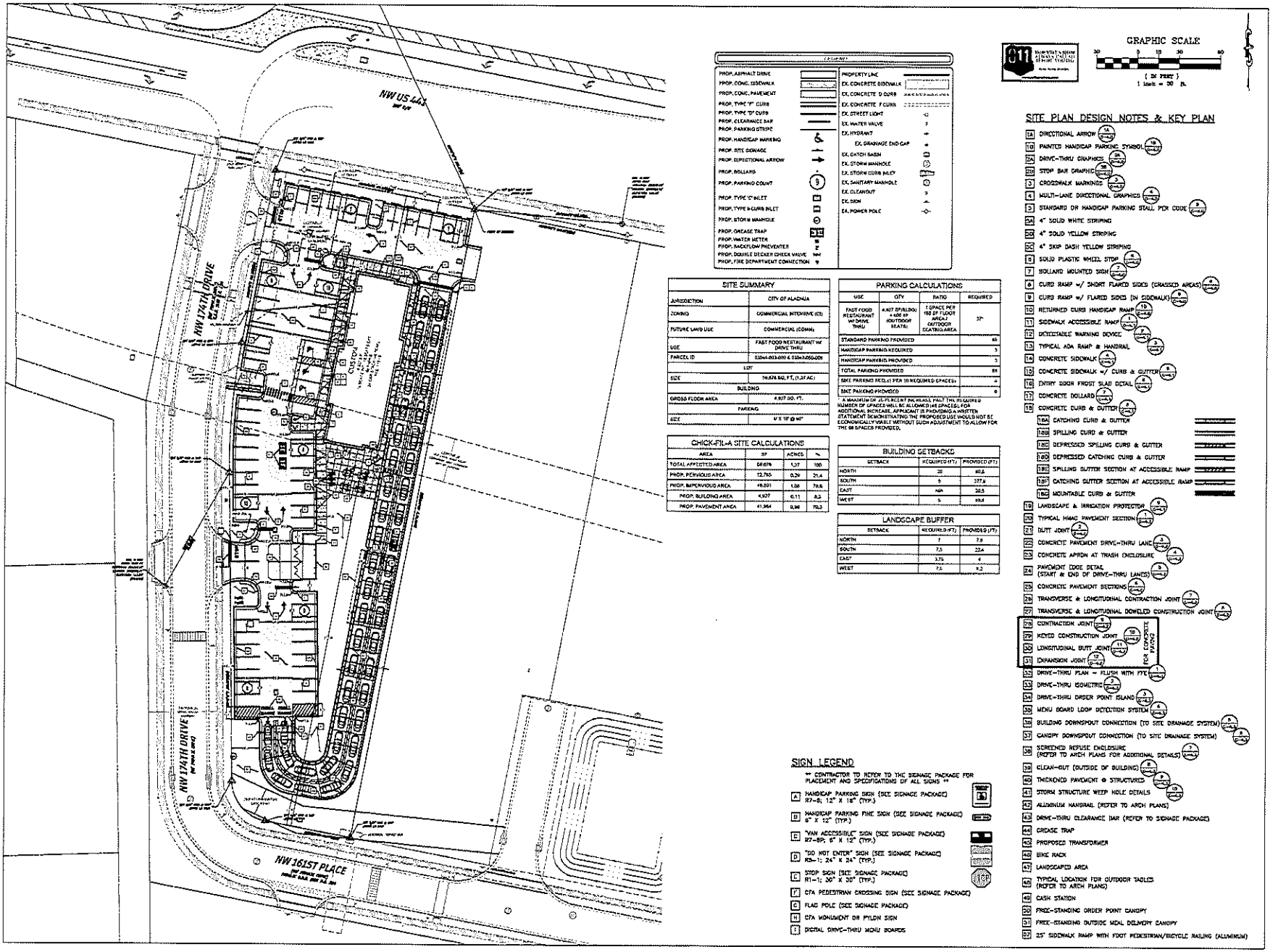
900 SE 3rd Ave, 300 Suite, Ft. Lauderdale, Florida 33316
bowman.com

Store # [1]	Address [2]	Parking Spaces [3]	Average Dine-In Transactions (Peak 11am - 2pm) [4]	Average DT Transactions (Peak 11am - 2pm) [5]	Average Daily Transaction Count [6]	Average Transaction Amount	Total Allowable Spaces [7]	Staff Spaces [8]	Guest Spaces [9]	Parking Variance [10]	Total Loss Revenue Per Day [11]	Total Annual Lost Revenue [12]
Ocala FSU	3445 SW College Rd, Ocala, FL, 34474	63	303	87	1,725	$ 12.00	46	20	26	17	$ 3,264.00	$ 1,021,632.00
Lake City FSU	3200 W US Highway 90, Lake City, FL, 32055	78	411	89	2,268	$ 11.25	46	20	26	32	$ 5,760.00	$ 1,802,880.00
Archer Road FSU	3938 SW Archer Rd, Gainesville, FL, 32608	69	389	116	2,273	$ 10.95	46	20	26	23	$ 4,029.60	$ 1,261,264.80
West Ocala FSU	5048 SW 48th Avenue, Ocala, FL, 34474	71	345	94	1,814	$ 12.00	46	20	26	25	$ 4,800.00	$ 1,502,400.00
Average		**70**	**362**	**97**	**2,020**	**$ 11.55**	**46**	**20**	**26**	**24**	**$ 4,463.40**	**$ 1,397,044.20**

1. The analysis was completed on Chick-Fil-A restaurants at the noted locations. Each are comparable sites located within a 50 mile radius of City of Alachua.
2. The addresses of the sites are included for reference.
3. The number of existing parking spaces at each restaurant.
4. Average Dine-in transactions during peak hours 11am - 2pm. Average transaction count data is for the time period 1/1/2024 - 12/31/2024
5. Average Drive-thru transactions during peak hours 11am - 2pm. Average transaction count data is for the time period 1/1/2024 - 12/31/2024
6. Average amount of transactions based on actual sales data for each location. Average transaction count data is for the time period 1/1/2024 - 12/31/2024
7. Total allowable spaces based on Section 6.1.5(B)(5)(a) City of Alachua Land Development Regulations
8. The average number of employee parking spaces required is 20 spaces. During peak days and periods, this number is often larger. This does not account for shift changes when additional staff parking is needed.
9. The remaining spaces for guest based on code requirements and staff parking.
10. The parking variance is the number of spaces at each location over the maximum number permitted by Section 6.1.4(B)(5)(a) of the City of Alachua Land Development Regulations
11. The daily sales loss based on 16 peak intervals, 30 minutes per interval, per day, multiplied by the average transaction amount and multiplied by the number of spaces the location would be short.
    Formula: Total Allowable Spaces x Spaces Short x 16 peak intervals, 30 minutes each
12. The annual sales loss based on the daily loss in sales. Chick-fil-A is open approximately 313 days a year (closed on Sundays)

Appendix A

Site Plan



GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

PROP. ASPHALT DRIVE		PROPERTY LINE	
PROP. CONC. SIDEWALK		EX. CONCRETE SIDEWALK	
PROP. CONC. PAVEMENT		EX. CONCRETE 'D' CURB	
PROP. TYPE 'F' CURB		EX. CONCRETE 'F' CURB	
PROP. TYPE 'D' CURB		EX. STREET LIGHT	
PROP. CLEARANCE BAR		EX. WATER VALVE	
PROP. PARKING STRIPE		EX. HYDRANT	
PROP. HANDICAP MARKING		EX. DRAINAGE END CAP	
PROP. SITE SIGNAGE		EX. CATCH BASIN	
PROP. DIRECTIONAL ARROW		EX. STORM MANHOLE	
PROP. BOLLARD		EX. STORM CURB INLET	
PROP. PARKING COUNT	(5)	EX. SANITARY MANHOLE	
PROP. TYPE 'C' INLET		EX. CLEANOUT	
PROP. TYPE 9 CURB INLET		EX. SIGN	
PROP. STORM MANHOLE		EX. POWER POLE	
PROP. GREASE TRAP	GT		
PROP. WATER METER			
PROP. BACKFLOW PREVENTER			
PROP. DOUBLE DECKER CHECK VALVE			
PROP. FIRE DEPARTMENT CONNECTION			

SITE SUMMARY	
JURISDICTION	CITY OF ALACHUA
ZONING	COMMERCIAL INTENSIVE (CI)
FUTURE LAND USE	COMMERCIAL (COMM)
USE	FAST FOOD RESTAURANT W/ DRIVE THRU
PARCEL ID	03044-003-000 & 03044-005-000
LOT	
SIZE	74,674 SQ. FT. (1.37 AC)
BUILDING	
GROSS FLOOR AREA	4,927 SQ. FT.
PARKING	
SIZE	9' X 18' @ 90°

PARKING CALCULATIONS			
USE	QTY	RATIO	REQUIRED
FAST FOOD RESTAURANT W/ DRIVE THRU	4,927 SF(BLDG) + 600 SF OUTDOOR SEATS=	1 SPACE PER 150 SF FLOOR AREA / OUTDOOR SEATING AREA	37*
STANDARD PARKING PROVIDED			80
HANDICAP PARKING REQUIRED			3
HANDICAP PARKING PROVIDED			3
TOTAL PARKING PROVIDED			88
BIKE PARKING REQ.(1 PER 10 REQUIRED SPACES)			4
BIKE PARKING PROVIDED			6

A MAXIMUM OF 25 PERCENT (OR LESS) PAST THE REQUIRED NUMBER OF SPACES WILL BE ALLOWED (44 SPACES). FOR ADDITIONAL INCREASE, APPLICANT IS PROVIDING A WRITTEN STATEMENT DEMONSTRATING THE PROPOSED USE WOULD NOT BE ECONOMICALLY VIABLE WITHOUT SUCH ADJUSTMENT TO ALLOW FOR THE 88 SPACES PROVIDED.

CHICK-FIL-A SITE CALCULATIONS			
AREA	SF	ACRES	%
TOTAL AFFECTED AREA	59,674	1.37	100
PROP. PERVIOUS AREA	12,765	0.29	21.4
PROP. IMPERVIOUS AREA	46,891	1.08	78.6
PROP. BUILDING AREA	4,927	0.11	8.3
PROP. PAVEMENT AREA	41,964	0.96	70.3

BUILDING SETBACKS		
SETBACK	REQUIRED (FT.)	PROVIDED (FT.)
NORTH	20	48.6
SOUTH	5	277.9
EAST	N/A	30.5
WEST	5	88.8

LANDSCAPE BUFFER		
SETBACK	REQUIRED (FT.)	PROVIDED (FT.)
NORTH	7	7.9
SOUTH	7.5	22.4
EAST	3.75	4
WEST	7.5	9.2

SIGN LEGEND

** CONTRACTOR TO REFER TO THE SIGNAGE PACKAGE FOR PLACEMENT AND SPECIFICATIONS OF ALL SIGNS **

- A HANDICAP PARKING SIGN (SEE SIGNAGE PACKAGE) R7-8; 12" X 18" (TYP.)
- B HANDICAP PARKING FINE SIGN (SEE SIGNAGE PACKAGE) 9" X 12" (TYP.)
- C "VAN ACCESSIBLE" SIGN (SEE SIGNAGE PACKAGE) R7-8P; 9" X 12" (TYP.)
- D "DO NOT ENTER" SIGN (SEE SIGNAGE PACKAGE) R5-1; 24" X 24" (TYP.)
- E STOP SIGN (SEE SIGNAGE PACKAGE) R1-1; 30" X 30" (TYP.)
- F CFA PEDESTRIAN CROSSING SIGN (SEE SIGNAGE PACKAGE)
- G FLAG POLE (SEE SIGNAGE PACKAGE)
- H CFA MONUMENT OR PYLON SIGN
- I DIGITAL DRIVE-THRU MENU BOARDS

SITE PLAN DESIGN NOTES & KEY PLAN

1A DIRECTIONAL ARROW
1B PAINTED HANDICAP PARKING SYMBOL
2A DRIVE-THRU GRAPHICS
2B STOP BAR GRAPHIC
3 CROSSWALK MARKINGS
4 MULTI-LANE DIRECTIONAL GRAPHICS
5 STANDARD OR HANDICAP PARKING STALL PER CODE
6A 4" SOLID WHITE STRIPING
6B 4" SOLID YELLOW STRIPING
6C 4" SKIP DASH YELLOW STRIPING
8 SOLID PLASTIC WHEEL STOP
7 BOLLARD MOUNTED SIGN
9 CURB RAMP w/ SHORT FLARED SIDES (CROSSED AREAS)
9 CURB RAMP w/ FLARED SIDES (IN SIDEWALK)
10 RETURNED CURB HANDICAP RAMP
11 SIDEWALK ACCESSIBLE RAMP
12 DETECTABLE WARNING DEVICE
13 TYPICAL ADA RAMP & HANDRAIL
14 CONCRETE SIDEWALK
15 CONCRETE SIDEWALK w/ CURB & GUTTER
16 ENTRY DOOR FROST SLAB DETAIL
17 CONCRETE BOLLARD
18 CONCRETE CURB & GUTTER
18A CATCHING CURB & GUTTER
18B SPILLING CURB & GUTTER
18C DEPRESSED SPILLING CURB & GUTTER
18D DEPRESSED CATCHING CURB & GUTTER
18E SPILLING GUTTER SECTION AT ACCESSIBLE RAMP
18F CATCHING GUTTER SECTION AT ACCESSIBLE RAMP
18G MOUNTABLE CURB & GUTTER
19 LANDSCAPE & IRRIGATION PROTECTION
20 TYPICAL HMAC PAVEMENT SECTION
21 BUTT JOINT
22 CONCRETE PAVEMENT DRIVE-THRU LANE
23 CONCRETE APRON AT TRASH ENCLOSURE
24 PAVEMENT EDGE DETAIL (START & END OF DRIVE-THRU LANES)
25 CONCRETE PAVEMENT SECTIONS
26 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT
27 TRANSVERSE & LONGITUDINAL DOWELED CONSTRUCTION JOINT
28 CONTRACTION JOINT
29 KEYED CONSTRUCTION JOINT
30 LONGITUDINAL BUTT JOINT
31 EXPANSION JOINT
FOR CONCRETE PAVERS
32 DRIVE-THRU PLAN - FLUSH WITH FFE
33 DRIVE-THRU ISOMETRIC
34 DRIVE-THRU ORDER POINT ISLAND
35 MENU BOARD LOOP DETECTION SYSTEM
36 BUILDING DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM)
37 CANOPY DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM)
38 SCREENED REFUSE ENCLOSURE (REFER TO ARCH PLANS FOR ADDITIONAL DETAILS)
39 CLEAN-OUT (OUTSIDE OF BUILDING)
40 THICKENED PAVEMENT @ STRUCTURES
41 STORM STRUCTURE WEEP HOLE DETAILS
42 ALUMINUM HANDRAIL (REFER TO ARCH PLANS)
43 DRIVE-THRU CLEARANCE BAR (REFER TO SIGNAGE PACKAGE)
44 GREASE TRAP
45 PROPOSED TRANSFORMER
46 BIKE RACK
47 LANDSCAPED AREA
48 TYPICAL LOCATION FOR OUTDOOR TABLES (REFER TO ARCH PLANS)
49 CASH STATION
50 FREE-STANDING ORDER POINT CANOPY
51 FREE-STANDING OUTSIDE MEAL DELIVERY CANOPY
52 25' SIDEWALK RAMP WITH FOOT PEDESTRIAN/BICYCLE RAILING (ALUMINUM)

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

Bowman

Seal

ANDRES MIZRAHI, P.E.
FLORIDA REG. NO. 83421

CHICK-FIL-A
SANTA FE CROSSINGS
16314 US HIGHWAY 441
ALACHUA, FL 32615

FSU#05989

BUILDING TYPE/SIZE: FS6 LEAN
RELEASE: 08.01.2024

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	2024-03-14	IRC SET

CONSULTANT PROJECT # 01100-010-015
PRINTED PLOT
DATE: 4/19/2024
DRAWN BY: DTC

SHEET TITLE: SITE PLAN

SHEET NUMBER: C-2.0

THESE PLANS & SPECIFICATIONS ARE THE PROPERTY OF BOWMAN CONSULTING GROUP, LTD. AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN CONSENT OF BOWMAN CONSULTING GROUP, LTD. ANY UNAUTHORIZED USE OF THESE PLANS & SPECIFICATIONS WILL BE AT THE SOLE RISK OF THE PARTY USING OR RELYING UPON THE PLANS & SPECIFICATIONS AND SHALL BE WITHOUT LIABILITY TO BOWMAN CONSULTING GROUP, LTD.

Appendix B

Parking Generation Information

Land Use: 934 Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day), and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-through-Thursday weekday (one study site), a Saturday (two study sites), and a Sunday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand		
	Monday through Thursday	Saturday	Sunday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	–
9:00 a.m.	–	–	–
10:00 a.m.	20	–	–
11:00 a.m.	40	50	34
12:00 p.m.	100	84	57
1:00 p.m.	93	100	100
2:00 p.m.	80	94	71
3:00 p.m.	53	64	48
4:00 p.m.	33	64	55
5:00 p.m.	40	59	64
6:00 p.m.	37	100	55
7:00 p.m.	20	72	57
8:00 p.m.	33	72	57
9:00 p.m.	20	61	66
10:00 p.m.	–	–	–
11:00 p.m.	–	–	–

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may have a more direct relationship to site-generated parking demand than GFA.

The average parking supply ratio for the 40 study sites with parking supply information in a general urban/suburban setting is 13 spaces per 1,000 square feet GFA. The average parking supply ratio for the seven study sites with parking supply information in a dense multi-use urban setting is 10 spaces per 1,000 square feet GFA. The average peak parking occupancy is 61 percent at the general urban/suburban sites and 66 percent at the dense multi-use urban sites.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, California, District of Columbia, Maine, Maryland, Missouri, Nevada, New York, Oregon, Pennsylvania, Virginia, Washington, and Wisconsin.

Source Numbers

218, 251, 274, 298, 432, 527, 530, 543, 603, 613, 620, 626, 637

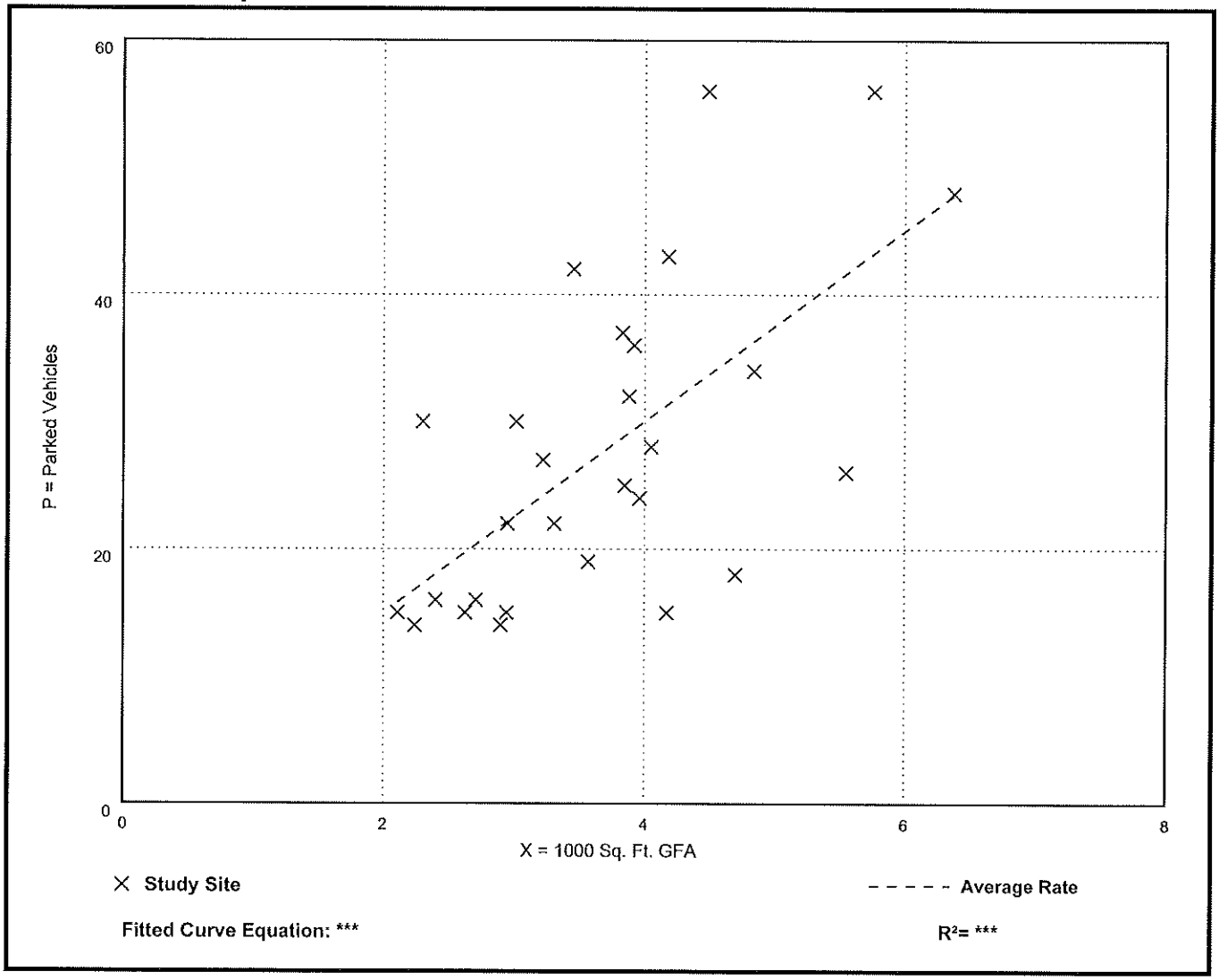
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 3.7

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
7.51	3.60 - 13.04	6.17 / 10.17	6.58 - 8.44	2.52 (34%)

Data Plot and Equation



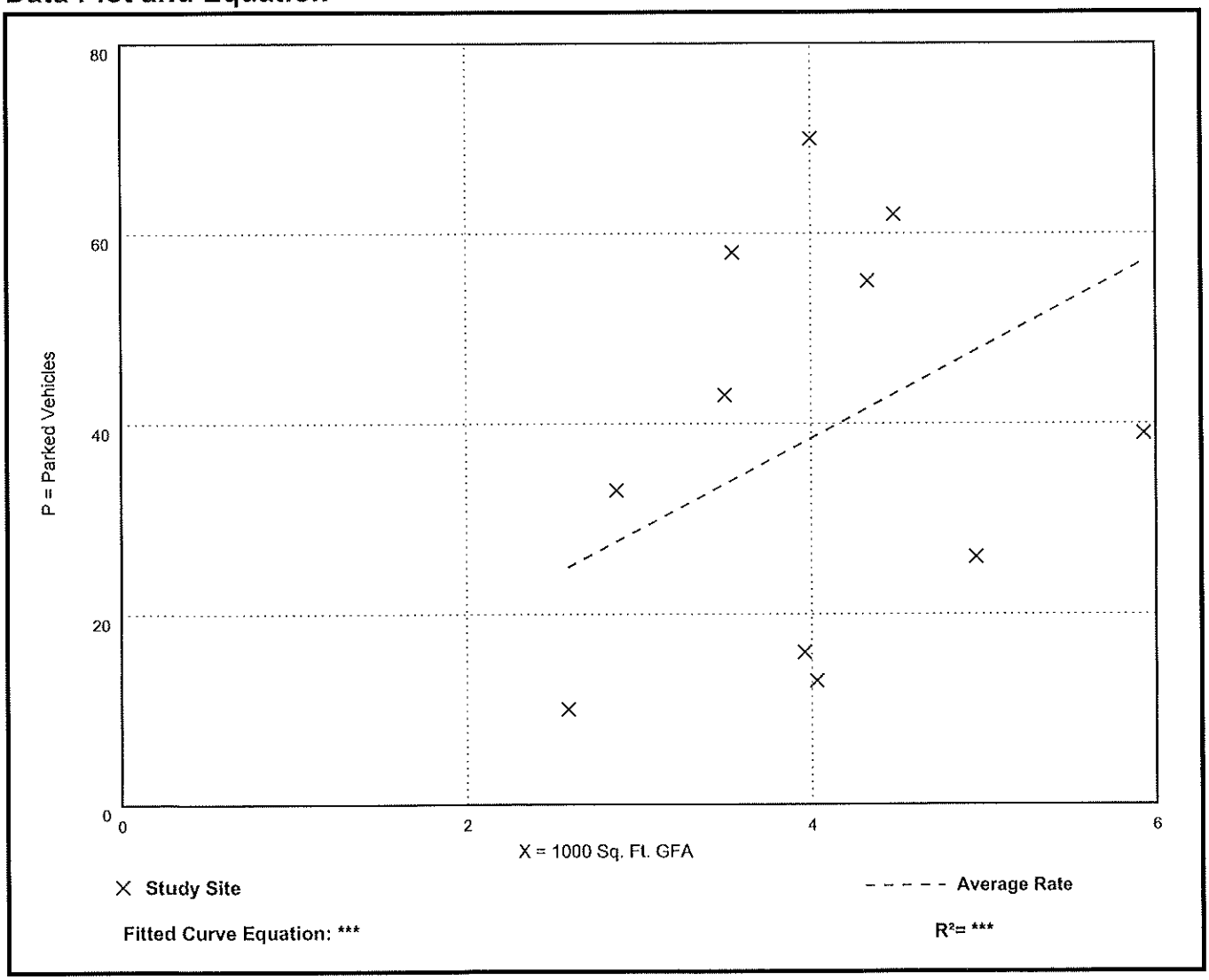
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Friday
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 4.0

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
9.62	3.23 - 17.50	5.20 / 16.59	***	5.21 (54%)

Data Plot and Equation



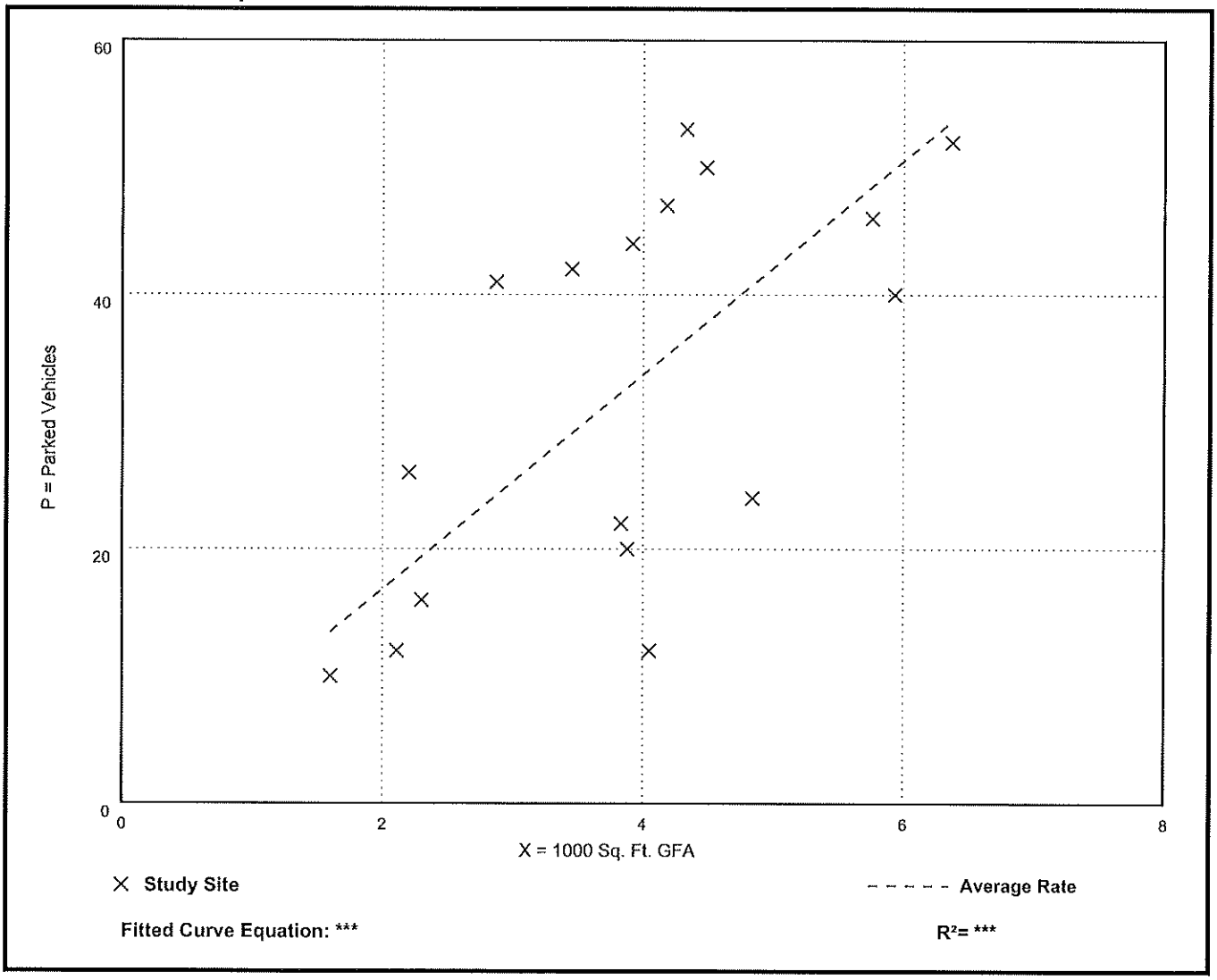
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. 1000 Sq. Ft. GFA: 3.9

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.43	2.96 - 14.28	6.22 / 12.19	***	3.18 (38%)

Data Plot and Equation



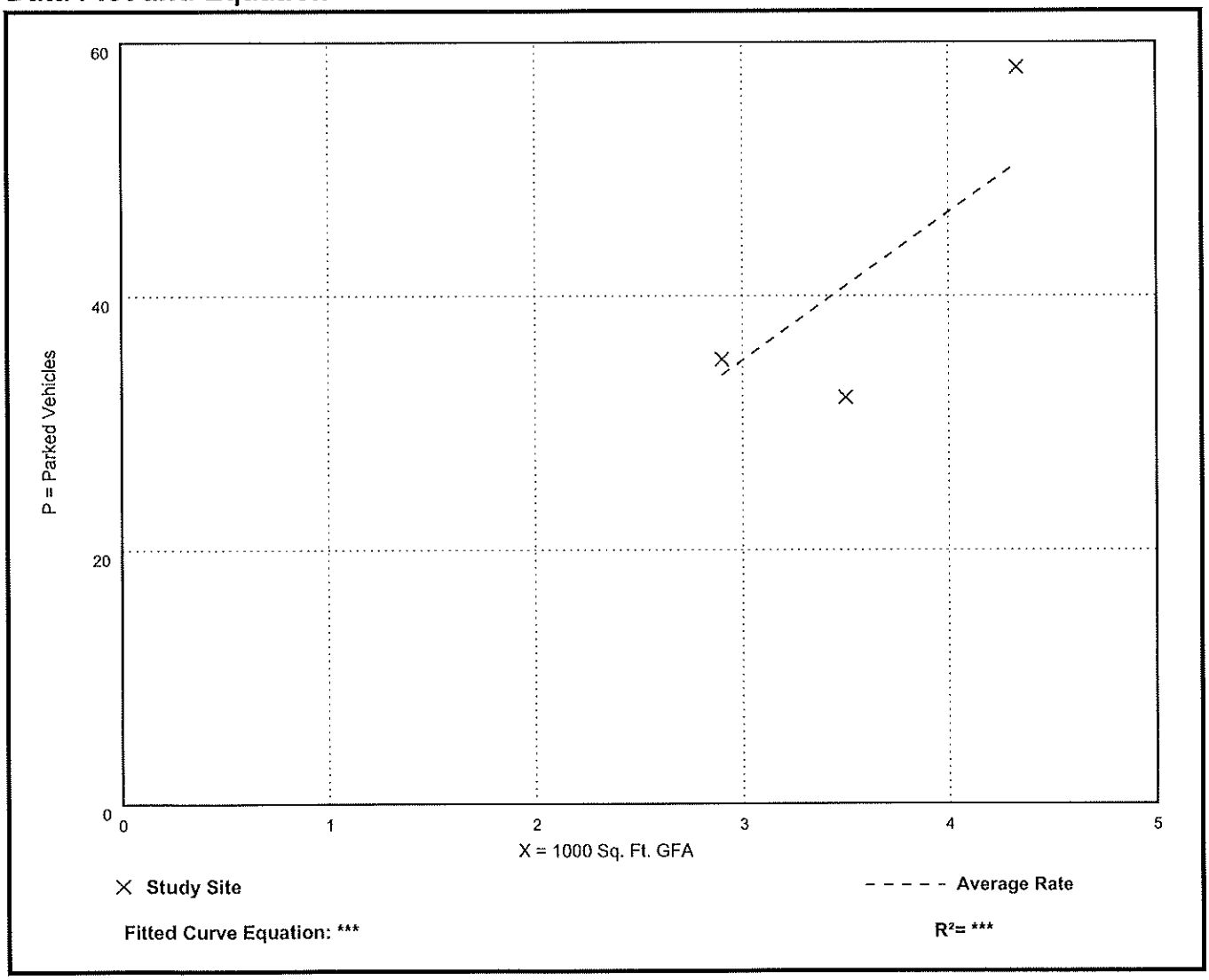
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Sunday
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 3.6

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
11.65	9.14 - 13.39	10.08 / 13.39	***	2.23 (19%)

Data Plot and Equation



Fitted Curve Equation: ***

R^2= ***

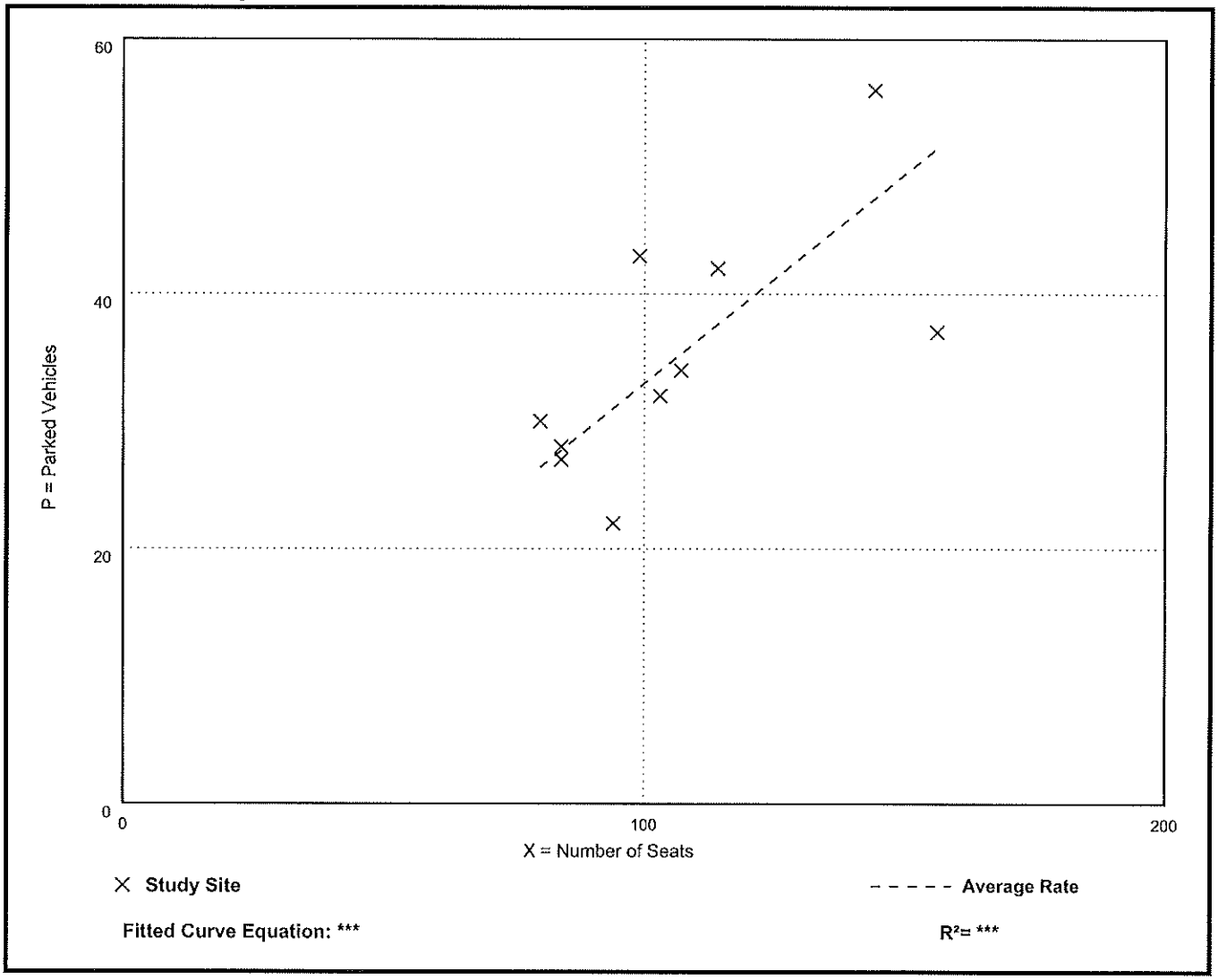
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: Seats
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Seats: 107

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.33	0.23 - 0.43	0.32 / 0.40	***	0.07 (21%)

Data Plot and Equation



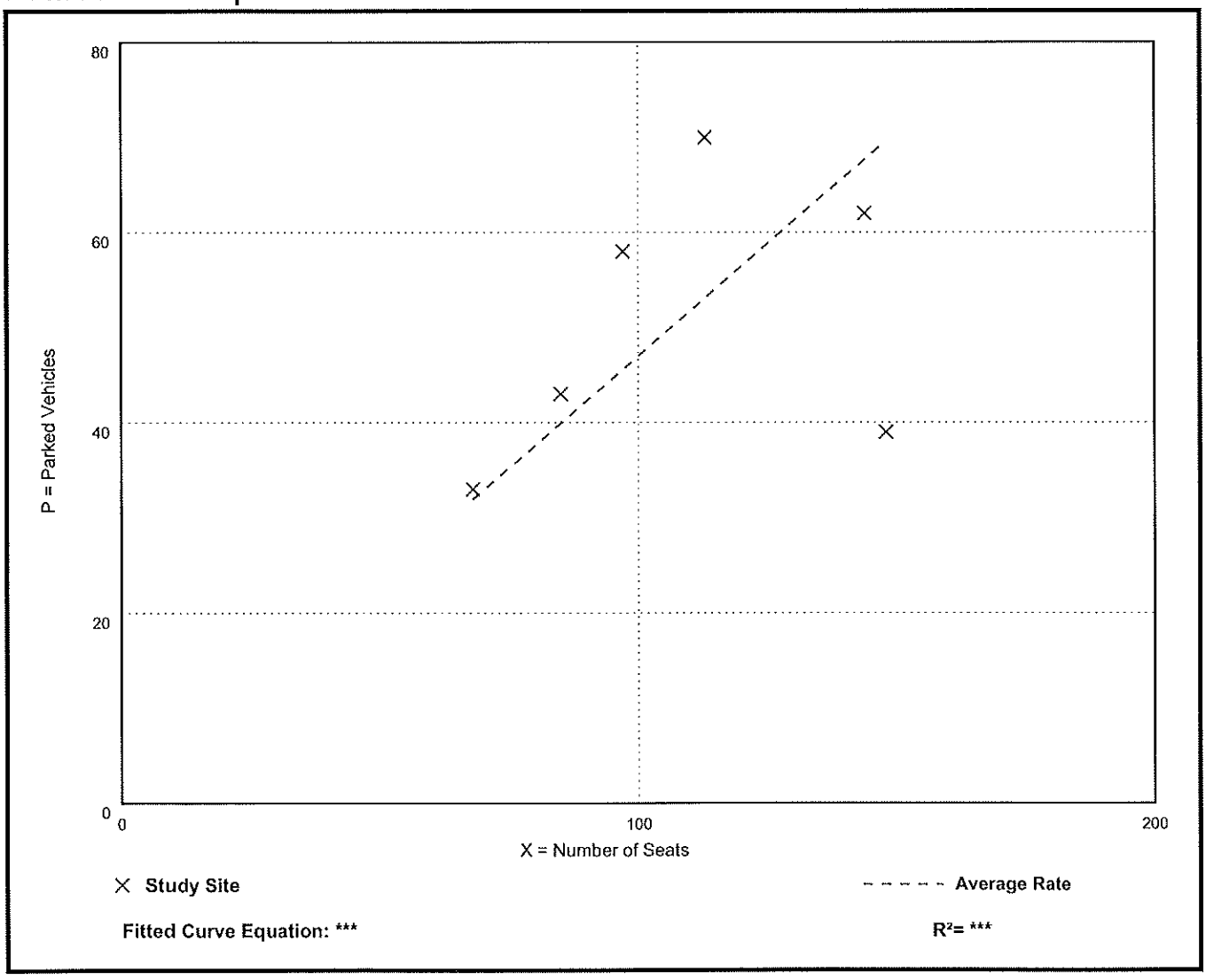
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: Seats
On a: Friday
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Seats: 109

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.26 - 0.62	0.45 / 0.62	***	0.14 (30%)

Data Plot and Equation



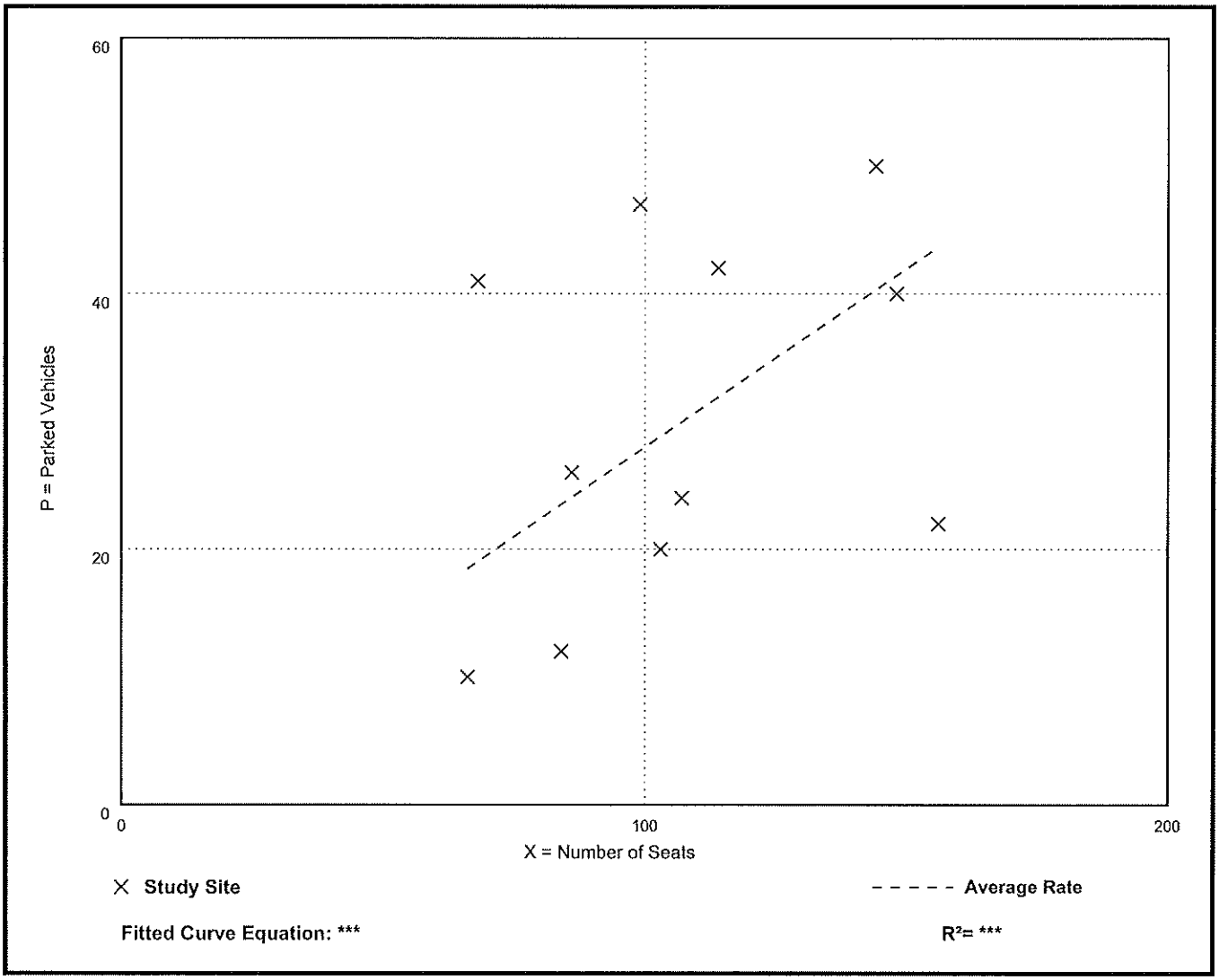
Fast Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: Seats
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Seats: 107

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.28	0.14 - 0.60	0.19 / 0.50	***	0.13 (46%)

Data Plot and Equation



Fast Food Restaurant with Drive-Through Window (934)

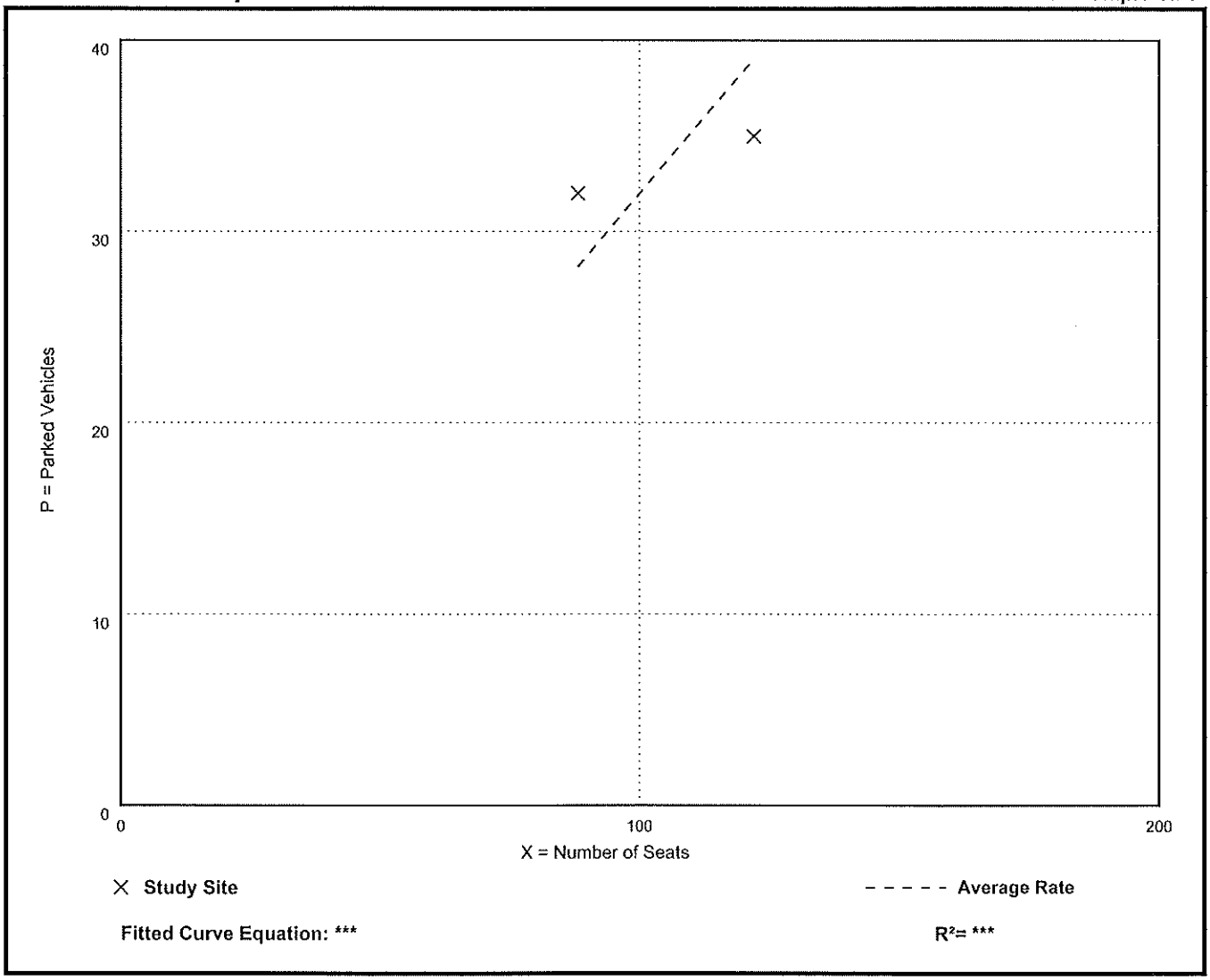
Peak Period Parking Demand vs: Seats
On a: Sunday
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Seats: 105

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.32	0.29 - 0.36	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: ***

R^2= ***

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D AT 8:00 A.M. AND LUNCH PROVIDED AT NOON

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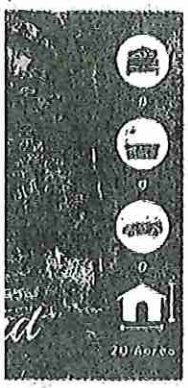
REALTY of ALACHUA, INC.





900

GC519208 $2,917 month

ACHUA

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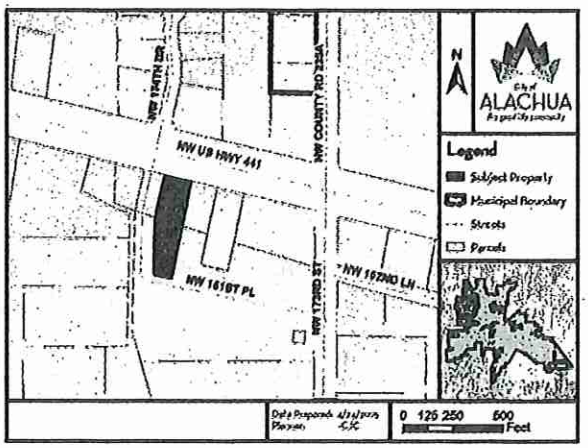
Located in Horizon Office Park on US 441 just N of I-75 and Santa Fe High School. Well-maintained office building across from Renasant Bank and Santa Fe Ford and the soon to be Wawa and additional retail/businesses under construction. Business professionals

City of ALACHUA

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning and Zoning Board of the City of Alachua will hold a public hearing on May 13, 2025, at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located 15100 NW 142nd Terrace, Alachua, Florida, to consider the following:

A request by Bowman Consulting Group, LTD., Inc. (applicant/agent) on behalf of Alachua 441/235, LLC (property owner) for a site plan which proposes the construction of a ± 4,927 square foot restaurant with drive-through service with associated site improvements on a ± 1.37-acre subject property generally located at the southeast corner of US Highway 441 and NW 174th Drive; tax parcel: 03044-003-000; 03042-050-008; FLU: Commercial; Zoning: Commercial Intensive (CI).



At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL, 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

(Published: Alachua County Today - May 1, 2025)

AFFIDAVIT FOR POSTED LAND USE SIGN

I, Justin Taylor, POSTED THE LAND USE SIGN(S)
(Print Name)

ON 4/28/25 FOR THE Chick-fil-A Site Plan
(Date) (Project name & type of action)

LAND USE ACTION AS PER ARTICLE 2.2.9(D) OF THE LAND DEVELOPMENT

REGULATIONS. THIS WILL BE INCLUDED IN THE STAFF REPORT.

(Signature)

4
(Number of signs)

CITY OF ALACHUA

NOTICE OF LAND USE DEVELOPMENT ACTION

PUBLIC HEARING(S) ARE SCHEDULED TO CONSIDER THE FOLLOWING:

PROJECT NAME: Chick-Fil-A **APPLICATION NO.:** PSP25-0004

APPLICATION TYPE: Site Plan **CURRENT ZONING:** Commercial Intensive

NATURE/SCOPE OF PROPOSAL: Construction of a +/- 4,927 square foot restaurant with drive-through services with associated site improvements

DATE OF PUBLIC HEARING(S): May 13, 2025 **AT** 6:00 **PM**

_____ **AT** _____ **PM**

_____ **AT** _____ **PM**

LOCATION OF PUBLIC HEARING(S):
ALACHUA CITY HALL - 15100 NW 142ND TERRACE

FOR MORE INFORMATION CONTACT:
CITY OF ALACHUA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

386-418-6121

planning@cityofalachua.com

ALL INTERESTED PARTIES MAY APPEAR AT THE PUBLIC HEARING(S) AND BE HEARD WITH RESPECT TO THE APPLICATION.COPIES OF THE APPLICATION, STAFF REPORT, AND RELATED MATERIALS ARE AVAILABLE FOR PUBLIC INSPECTION AT THE PLANNING & COMMUNITY DEVELOPMENT, 15100 NW 142ND TERRACE, ALACHUA, FLORIDA, ON ANY REGULAR BUSINESS DAY DURING NORMAL BUSINESS HOURS. WRITTEN COMMENTS MAY BE SENT TO: CITY OF ALACHUA, PLANNING & COMMUNITY DEVELOPMENT, P.O. BOX 9, ALACHUA FL 32616. NOTICE IS GIVEN PURSUANT TO SECTION 286.0105, FLORIDA STATUES, THAT, IN ORDER TO APPEAL ANY DECISION MADE AT THE PUBLIC HEARING(S), YOU WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT, FOR SUCH PURPOSE, YOU MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS BASED. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, ANY PERSONS WITH A DISABILITY REQUIRING REASONABLE ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS MEETING SHOULD CALL THE CITY CLERK AT (386) 418-6100 x 1501 AT LEAST 48 HOURS PRIOR TO THE PUBLIC HEARING(S).

City of ALACHUA
the good life community

MAILED
APR 2 8 2025

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

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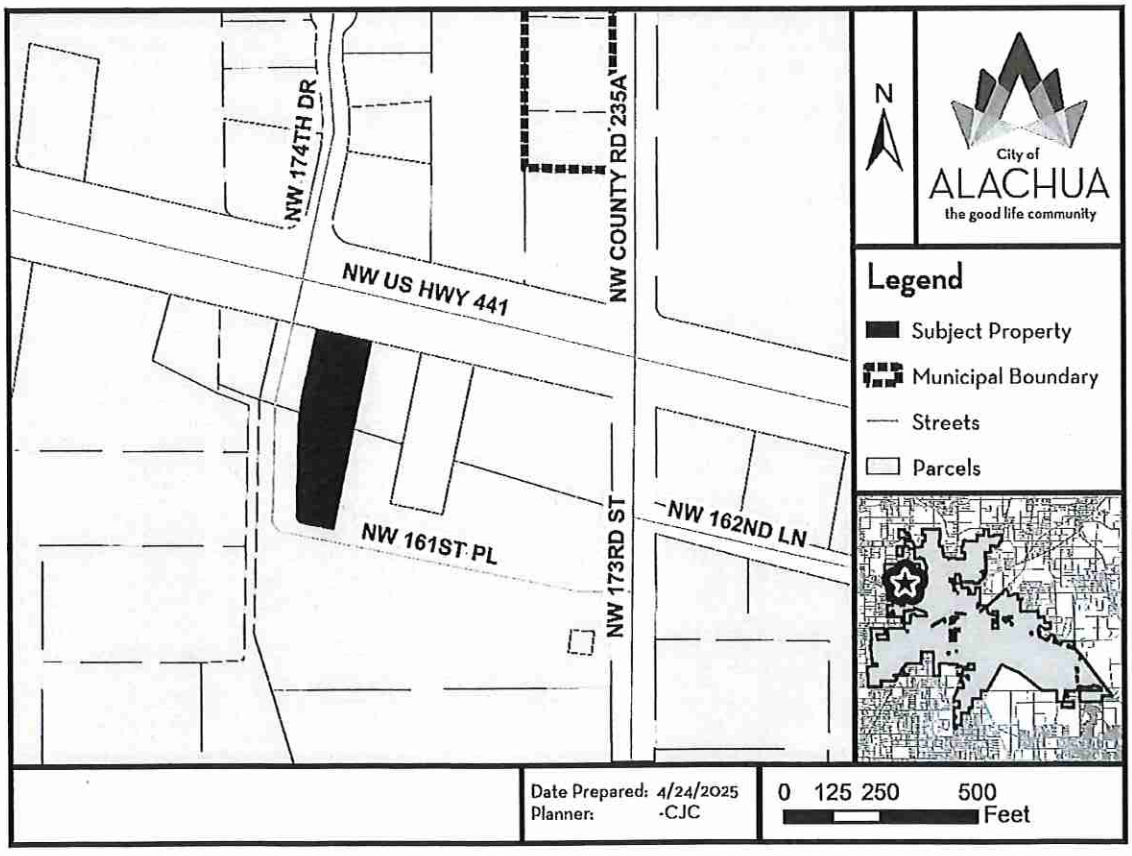

PO Box 9
Alachua, Florida 32616-0009

"The Good Life Community"
www.cityofalachua.com

Phone: (386) 418-6121
Fax: (386) 418-6130

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ALACHUA 441/235 LLC
496 S HUNT CLUB BLVD
APOPKA, FL 32703

ALACHUA COUNTY
PO BOX 2877
GAINESVILLE, FL 32602

BROWNING & BROWNING TRUSTEES &
627 SW 83RD TER
GAINESVILLE, FL 32607

CITY OF ALACHUA
15100 NW 142ND TER
ALACHUA, FL 32615

CORNERSTONE ALACHUA LLC
426 SW COMMERCE DR STE 130
LAKE CITY, FL 32025

FLORIDA TIMBER CO
PO BOX 357133
GAINESVILLE, FL 32605

MAILED
APR 2 8 2025

HERITAGEBANK OF THE SOUTH
PO BOX 709
TUPELO, MS 38802

M & L 441 LLC
1113 OLD POPO POINT
ST JOHNS, FL 32259

M3 ALACHUA LLC
1276 MINNESOTA AVE
WINTER PARK, FL 32789

MOSER, JEFFREY A & PATRICIA A
PO BOX 520
ALACHUA, FL 32616

PALMETTO ALACHUA-US 441 LLC
632 E MAIN ST STE 301
LAKELAND, FL 33801

RUC ALACHUA LLC
3800 COLONNADE PKWY 250
BIRMINGHAM, AL 35243

RYAN LARMANN INSURANCE AGENCY I
15560 NW HWY 441 STE #110
ALACHUA, FL 32615

SANTA FE HILLS CHURCH OF CHRIST
C/O ROBERT MATHENY
1026 NW 125TH DR
NEWBERRY, FL 32669

SCHOOL BOARD OF ALACHUA COUNT
620 E UNIV AVE SANTA FE HIGH SCHO
GAINESVILLE, FL 32601

SINGH LAKHVIR
PO BOX 2092
ALACHUA, FL 32616

TOMOKA HILLS FARM INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

TOMOKA HILLS FARMS INC
1301 DIXIANA DOMINO RD
LEXINGTON, KY 40511

WAITCUS GREGORY MICHAEL SR TRUS
15218 NW 258TH PL
ALACHUA, FL 32615

WAITCUS HENRIETTA TRUSTEE
7453 SW 116TH TER
GAINESVILLE, FL 32608

WAITCUS JOHN J TRUSTEE
7453 SW 116TH TER
GAINESVILLE, FL 32608

Michele L. Lieberman
County Manager
12 SE 1st Street
Gainesville, Fl 32601

Antoinette Endelicato
5562 NW 93rd Avenue
Gainesville, Fl 32653

Linda Dixon, AICP
Assistant Director Planning
PO Box 115050
Gainesville, Fl 32611

Tamara Robbins
PO Box 2317
Alachua, Fl 32615

Lynda Coon
7216 NW 126th Avenue
Alachua, Fl 32615

Joseph & Phyllis Strickland
14103 NW 156th Place
Alachua, Fl 32615

MAILED
APR 2 8 2025

Jean Calderwood
14095 NW 174th Avenue
Alachua, Fl 32615

Lynn Horton
19005 NW 138th Avenue
Alachua, Fl 32615

Stephen Hofstetter
Environmental Protection Department
14 NE 1st Street
Gainesville, Fl 32601



Carson J. Crockett, AICP Candidate
Planner, Planning and Community Development Department

Carson J. Crockett, AICP Candidate, is a Planner for the City of Alachua. He supports the functions of the Planning and Community Development Department, assists in the development review process and regularly communicates with members of the public. Crockett holds a master's degree in Urban and Regional Planning from the University of Florida, and he is currently working toward an American Institute of Certified Planners (AICP) certification.

EDUCATION

University of Florida
Bachelor of Science in Sustainability and the Built Environment
Graduated: April 2022
Master of Urban and Regional Planning
Graduated: May 2023

St. Petersburg Collegiate High School
High School Diploma
Graduated: May 2019

WORK EXPERIENCE

City of Alachua, Florida | Planner | Jun 2023-Present
15100 NW 142nd Ter, Alachua, Fl 32615 | (386) 418-6121

George F. Young, Inc. | Planning Intern | May-Aug 2021 and 2022
299 Dr. Martin Luther King Jr. St N, Saint Petersburg, Fl 33701 | (727) 822-4317

PROFESSIONAL ORGANIZATIONS

American Planning Association | San Felasco Section, Florida Chapter
Member | Nov 2020-Present
Student Planning Association | University of Florida
Member | August 2020-May 2023

CERTIFICATES AND OTHER SKILLS

AICP Candidate | Nov 2023-Present
ArcGIS Pro | Competent
ArcGIS Desktop | Competent
Microsoft Office Certified | Word PowerPoint | Excel

Robert's Rules of Order | Proficient
Public Speaking | Proficient