Mayor Walter Welch
Vice Mayor Shirley Green Brown
Commissioner Jacob Fletcher
Commissioner Jennifer Ringersen
Commissioner Dayna Williams

City Manager Rodolfo Valladares
City Attorney Marian Rush

The City Commission will conduct a

Regular City Commission Meeting
At 6:00 PM

to address the item(s) below.

Meeting Date: June 23, 2025

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

City Commission 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

APPROVE READING OF PROPOSED ORDINANCES AND RESOLUTIONS BY TITLE ONLY

I. SPECIAL PRESENTATIONS

A) FISCAL ANALYSIS REPORT FOR FY 2024-2025 THROUGH MAY 31, 2025

II. COMMENTS FROM CITIZENS ON SUBJECTS NOT ON THE AGENDA
(Please Limit to 3 Minutes. Any citizen who is unable to speak at this time will have an opportunity to speak at the end of the meeting)

III. COMMITTEE REPORTS/COMMITTEE APPOINTMENTS/CITY ANNOUNCEMENTS

A) APPOINTMENT TO THE CITIZEN ADVISORY TASK FORCE

B) OPTIONS REGARDING THE CITY'S ORDINANCE ON ALCOHOL SALES IN PROXIMITY TO CHURCHES

C) DISCUSSION ON STRATEGIES TO INCREASE PUBLIC ENGAGEMENT AND TRANSPARENCY

IV. PUBLIC HEARINGS AND ORDINANCES

(Presentations, other than the applicant, please limit to 3 Minutes)

A) 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 (FIRST READING; LEGISLATIVE HEARING).

B) 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 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 (FIRST READING; QUASI-JUDICIAL HEARING).

C) RESOLUTION 25-11: A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA; DESIGNATING THE PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT AS THE ADMINISTRATIVE AUTHORITY TO RECEIVE, REVIEW, AND PROCESS FINAL PLAT AND REPLAT SUBMITTALS; DESIGNATING THE LAND DEVELOPMENT REGULATIONS ADMINISTRATOR AS THE RESPONSIBLE ADMINISTRATIVE OFFICIAL FOR APPROVING, APPROVING WITH CONDITIONS, OR DENYING THE PROPOSED FINAL PLAT OR REPLAT.

V. AGENDA ITEMS

A) FLORIDA POLICE BENEVOLENT ASSOCIATION, INC. PETITIONER V. CITY OF ALACHUA, RESPONDENT CASE NUMBER RC – 2025-112

B) INTERIM CITY MANAGER CONTRACT

VI. COMMENTS FROM CITIZENS ON SUBJECTS NOT ON THE AGENDA

(Please Limit to 3 Minutes. Any citizen who did not speak during the Citizen Comments period at the beginning of the meeting may do so at this time.)

VII. COMMENTS FROM CITY MANAGER AND CITY ATTORNEY

VIII. COMMISSION COMMENTS/DISCUSSION

ADJOURN

CONSENT AGENDA

Consent Agenda items represent routine City operations and business. These items are approved at the beginning of the Regular City Commission meeting upon approval of the meeting agenda.

A) APPROVE THE MAY 19, 2025, CITY COMMISSION MEETING MINUTES.

B) APPROVE THE MAY 19, 2025, JOINT COUNTY CITY COMMISSION MEETING MINUTES.

C) APPROVE THE JUNE 09, 2025, CITY COMMISSION MEETING MINUTES.

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda Item

MEETING DATE: June 23, 2025
SUBJECT: Fiscal Analysis Report for FY 2024-2025 through May 31, 2025
PREPARED BY: Tyler Williams
RECOMMENDED ACTION:
Receive the presentation.

Summary

The Finance & Administrative Services Department periodically prepares fiscal analysis reports for the purpose of conveying the City's general fiscal operating condition to the City Comission and the residents of the City of Alachua.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

ATTACHMENTS

1. 20250531 Presentation
2. 20250531 Fiscal Analysis

CITY OF ALACHUA

FISCAL ANALYSIS REPORT

FISCAL YEAR 2024-2025

THROUGH MAY 31, 2025

JUNE 23, 2025

Key Terms

- **Fiscal year: period beginning October 1, 2024 and ending September 30, 2025.**
- **Amended budget: budget including all changes since the beginning of the fiscal year.**
- **Period benchmark: percentage of fiscal year that has transpired - 66.7%.**
- **Encumbrances: Funds committed for future expenses.**

ALL FUNDS SUMMARY

	FY 24/25 AMENDED BUDGET	PERCENT OF TOTAL BUDGET
GENERAL FUND	20,673,002	30.67%
SPECIAL REVENUE FUNDS	4,789,616	7.11%
DEBT SERVICE FUND	797,657	1.18%
CAPITAL PROJECTS FUNDS	40,414	0.06%
ENTERPRISE FUNDS	36,859,984	54.68%
INTERNAL SERVICE FUND	4,243,960	6.30%
	67,404,633	**100.00%**

General Fund

- **Primary Revenue Source: Taxes**

- **Programs Funded:**
  - City Commission
  - City Manager (City Manager, Special Expense)
  - City Attorney
  - Finance & Admin. Svcs. (Finance, Grants, Purchasing, Facilities, Information & Tech.)
  - Human Resources (Human Resources, Deputy City Clerk)
  - Community Planning & Development (Planning, Codes)
  - Compliance & Risk Management
  - Building Inspections
  - Residential Waste Collection
  - Public Works
  - Police
  - Recreation & Culture

General Fund

- **Sources of Funding (86%) –**
  - Current Revenues: $ 13.5M (65%)
  - Budgeted Balances: $ 4.4M (21%)
- **Uses of Funding (71%) –**
  - Expenses: $ 13.1M (63%)
  - Encumbrances: $ 1.5M (7%)

Special Revenue Funds

- **Primary Revenue Source: Intergovernmental Revenue and Taxes**

- **Programs Funded:**
  - Law Enforcement Training
  - Tree Bank
  - APD Explorers
  - T K Basin
  - Infrastructure Surtax
  - Wild Spaces Public Places
  - Donation
  - Community Redevelopment Agency (CRA)

Special Revenue Funds

- **Sources of Funding (89%) –**
  - Current Revenues: $ 2.1M (43%)
  - Budgeted Balances: $ 2.2M (46%)
- **Uses of Funding (30%) –**
  - Expenses: $ 751K (16%)
  - Encumbrances: $ 702K (15%)

Debt Service Fund

- **Primary Revenue Source: Inter-fund Transfers**

- **Programs Funded:**
  - **Series 2016 Debt Payments**

Debt Service Fund

- **Sources of Funding (100%) –**
  - Current Revenues: $ 797K (100%)
  - Budgeted Balances: $ 1K (0%)
- **Uses of Funding (100%) –**
  - Expenses: $ 797K (100%)
  - Encumbrances: $ ------ (0%)

Capital Projects Funds

- **Primary Revenue Source: Intergovernmental Revenue**

- **Programs Funded:**
  - **Heritage Oaks**
  - **CDBG – Neighborhood Revitalization**
  - **CDBG – Economic Development**

CAPITAL PROJECTS FUNDS

- **Sources of Funding (100%) –**
  - Current Revenues: $ 0K (0%)
  - Budgeted Balances: $ 40K (100%)
- **Uses of Funding (108%) –**
  - Expenses: $ 36K (89%)
  - Encumbrances: $ 7K (19%)

Enterprise Funds

- **Primary Revenue Source: Charges for Services**

- **Programs Funded:**
  - **Electric**
  - **Water**
  - **Waste Water**
  - **Mosquito**

Enterprise Funds

- **Sources of Funding (76%) –**
  - Current Revenues: $ 16.8M (46%)
  - Budgeted Balances: $ 10.9M (30%)
- **Uses of Funding (55%) –**
  - Expenses: $ 15.9M (43%)
  - Encumbrances: $ 4.4M (12%)

Internal Service Fund

- **Primary Revenue Source: Charges for Services**

- **Programs Funded:**
  - Utility Operations
  - Utility Billing
  - Utility Administration
  - Warehouse Operations
  - Human Resources
  - Information & Technology
  - Water Distribution/Collection

Internal Service Fund

- **Sources of Funding (100%) –**
  - Current Revenues: $ 2.3M (55%)
  - Balances: $ 1.9M (45%)
- **Uses of Funding (58%) –**
  - Expenses: $ 2.4M (56%)
  - Encumbrances: $ 73K (2%)

ALL FUNDS SUMMARY

- **Amended FY 24/25 Budget = $ 67,404,633**

- **Sources of Funding (82%) –**
  - Current Revenues: $ 35.5M (53%)
  - Budgeted Balances: $ 19.5M (29%)

- **Uses of Funding (59%) –**
  - Expenses: $ 37.4M (56%)
  - Encumbrances: $ 2.3M (3%)

Investments / Cash Holdings

- **Investment portfolio total = $ 1,786,231.10**
  - State Board of Administration (SBA) = $ 1.2M
  - Money Market Account = $ 522K
  - Certificate of Deposit = $ 30K

- **Cash holdings total = $ 31,671,600.62**
  - Operating Account = $ 25.5M
  - CRA Account = $ 1.1M
  - Customer Deposit Accounts = $ 2.2M
  - Series 2016 Repayment Account = $ 878K
  - SRF Money Market account = $ 79K
  - ARPA Account = $ 1.7M
  - Other Accounts = $ 70K

CONCLUSION

- **Revenues and Expenses**
- **FY 2025-2026 Budget**



FINANCE AND ADMINISTRATIVE SERVICES
FISCAL ANALYSIS
FY 2024-2025
THROUGH MAY 31, 2025

TABLE OF CONTENTS

Introduction I

General Fund Summary 1
General Fund Revenues 4
General Fund Expenditures by Major Category 5
Special Revenue Funds Summary 9
Special Revenue Funds Revenues 10
Special Revenue Funds Expenditures by Major Category 11
Debt Service Fund Summary 13
Debt Service Fund Revenues 14
Debt Service Fund Expenditures by Major Category 15
Capital Projects Funds Summary 16
Capital Projects Funds Revenues 17
Capital Projects Funds Expenditures by Major Category 18
Enterprise Funds Summary 19
Enterprise Funds Revenues 20
Enterprise Funds Expenditures by Major Category 21
Internal Service Fund Summary 22
Internal Service Fund Revenues 23
Internal Service Fund Expenditures by Major Category 24
All City Funds Summary 26
Revenues by Major Category All City Funds 27
Expenditures by Major Category All City Funds 28
Budget Performance by Function All City Funds 29
Investments and Cash 30

INTRODUCTION TO FISCAL ANALYSIS REPORT

Purpose

The fiscal analysis report is used to report the operating condition of the City, and where applicable, identify potential trends and, if necessary, recommend options for corrective action. The report first looks at the major fund types (General Fund, Enterprise Funds, etc.), and then looks at all City Funds. This report is merely a snapshot that fairly represents the City's financial position at a given point in time. While materially accurate, these are unaudited figures.

Defining Revenue

Revenues are the financial resources available to the City. The City of Alachua has a variety of revenue sources. These revenue sources include taxes, permits and fees, charges for services, fines and forfeitures, grants, and other miscellaneous revenues.

Defining Expenditure

Expenditures constitute a use of financial resources. There are four basic types of expenditures: personal services, operating, capital and debt. Personal services include all salary and salary related expenditures. Operating expenditures include the day-to-day expenses such as supplies, utilities, and equipment purchases. Capital expenditures include construction of roads, parks, buildings and the purchase of land. Debt is the expense related to principal and interest on long-term bonds and notes issued by the City. Expenditure figures within this report include encumbrances. Encumbrances are expenditure commitments that have not yet been actually incurred.

Defining Expenditure Function

Expenditure functions are expenditure classifications according to the principal purposes for which expenditures are made. Examples are general government, public safety, economic environment, physical environment, transportation, and culture/recreation.

Defining Fund Balance

Fund balances are the funds carried over from the previous fiscal year. The City has a variety of uses for fund balance including reserve for future capital projects, for emergencies and catastrophes, for certain bond issues, and for other contingencies and expenditures.

Conclusion

The report gives a more comprehensive view by fund type of the financial operations of the City. The Finance and Administrative Services Department welcomes any feedback you may have.

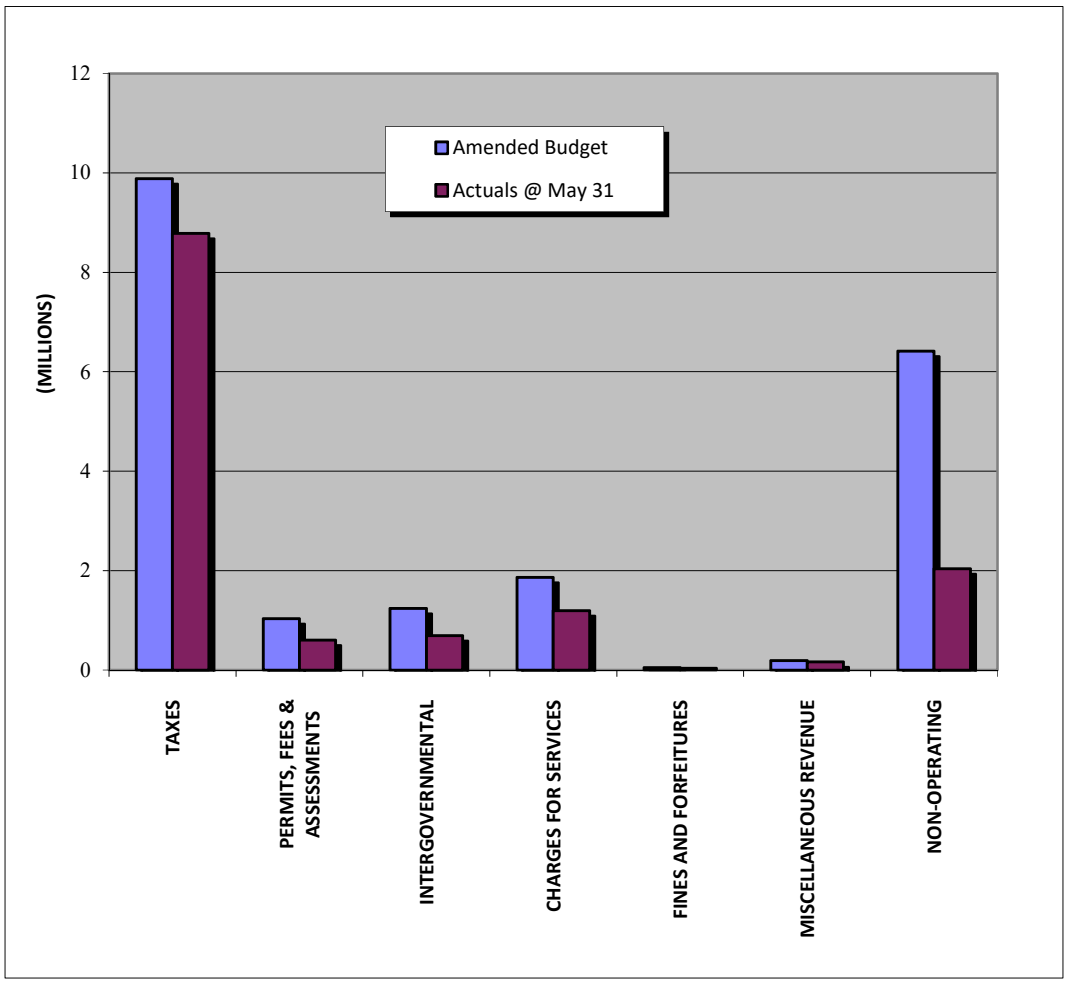
CITY OF ALACHUA **GENERAL FUND**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

FUND 001 - GENERAL FUND: The General Fund is the general operating fund for the Alachua City Commission. This fund is used to account for all financial resources, except those required to be accounted for separately. These resources provide funding for programs such as Fire Services, Recreation Services, General Government Administration, Capital Improvement Projects, Law Enforcement and Planning Services to all residents of the City of Alachua.

	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT OF BUDGET COLLECTED OR EXPENDED
REVENUES:				
TAXES	9,882,225	9,882,225	8,782,920	89%
PERMITS, FEES & ASSESSMENTS	1,035,000	1,035,000	600,577	58%
INTERGOVERNMENTAL	1,213,334	1,239,254	693,880	56%
CHARGES FOR SERVICES	1,866,202	1,866,202	1,193,912	64%
FINES AND FORFEITURES	47,000	47,000	37,053	79%
MISCELLANEOUS REVENUE	187,200	187,200	164,280	88%
NON-OPERATING	6,416,121	6,416,121	2,036,087	32%
	20,647,082	20,673,002	13,508,709	65%
EXPENSES:				
GENERAL GOVERNMENT	8,135,052	7,975,071	5,411,554	68%
PUBLIC SAFETY	6,447,405	6,473,325	4,709,862	73%
ECONOMIC ENVIRONMENT	0	0	0	0%
PHYSICAL ENVIRONMENT	1,230,030	1,390,011	1,332,150	96%
TRANSPORTATION	3,426,503	3,426,503	2,201,892	64%
HUMAN SERVICES	0	0	0	0%
CULTURE & RECREATION	1,408,092	1,408,092	981,444	70%
	20,647,082	20,673,002	14,636,902	71%
MAJOR EXPENDITURE CATEGORIES:				
PERSONAL SERVICES	10,370,935	10,370,935	6,663,762	64%
OPERATING EXPENDITURES	4,819,975	5,192,758	4,164,164	80%
CAPITAL OUTLAY	3,684,586	3,497,704	2,506,889	72%
DEBT SERVICE	0	0	0	0%
GRANTS & AIDS	284,000	284,000	214,500	76%
NON-OPERATING	1,487,586	1,327,605	1,087,587	82%
POWER COSTS	0	0	0	0%
	20,647,082	20,673,002	14,636,902	71%

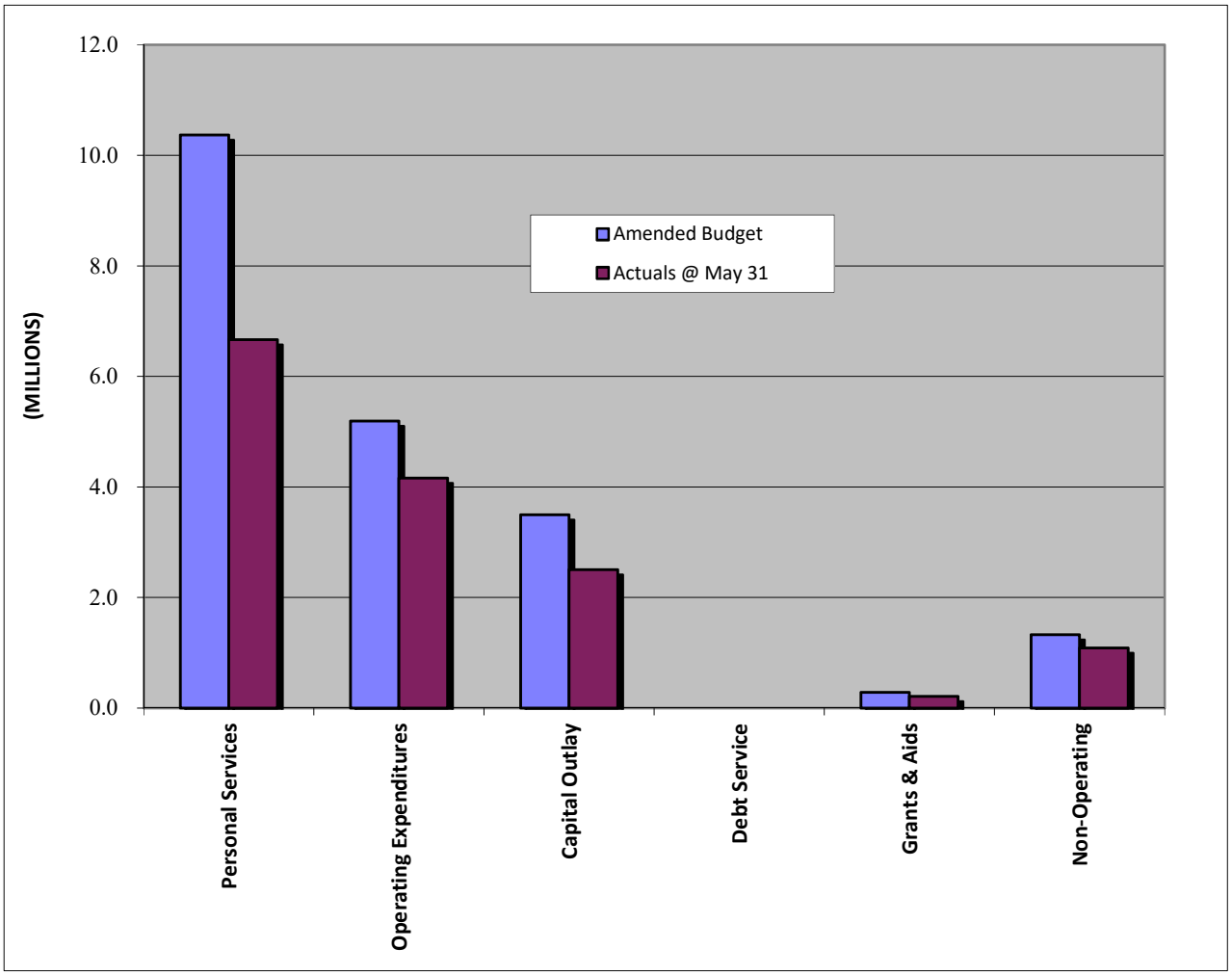
Revenues by Major Category
General Fund

As of May 31, 2025, the City of Alachua has collected 65% of budgeted General Fund revenues. Tax collections are at 89%. These revenues include property taxes, local option fuel taxes, utility taxes, and communication services taxes and account for approx. $10.0M, or just under half, of the General Fund annual budgeted revenues. Permits, Fees & Assessments are at 58%. The Intergovernmental Revenues are at 56%. Charges for Services are at 64%, Fines & Forfeitures are at 79%, Miscellaneous Revenues are at 88% and Non-Operating Revenues are at 32%.



Expenditures by Major Category
General Fund

Overall, General Fund expenditure categories were at 71%. Personal Services are at 64% with Operating Expenditures at 80%. The Capital Outlay category is at 72%, Grants & Aids are 76% and Non-Operating expenditures are at 82%. Encumbrances for legal and residential waste collection account for 4% of the expense line total ($590K).



CITY OF ALACHUA **GENERAL FUND REVENUES**

FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

REVENUE SOURCE	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT COLLECTED
TAXES				
AD VALOREM TAXES	7,667,200	7,667,200	7,380,171	96%
LOCAL OPTION FUEL TAXES	328,025	328,025	210,441	64%
UTILITY SERVICES TAXES	1,500,000	1,500,000	944,693	63%
COMMUNICATIONS SERVICES TAXES	337,000	337,000	197,521	59%
LOCAL BUSINESS TAXES	50,000	50,000	50,094	100%
SUBTOTAL	**9,882,225**	**9,882,225**	**8,782,920**	**89%**
PERMITS, FEES AND ASSESSMENTS				
BUILDING PERMITS	550,000	550,000	327,472	60%
FRANCHISE FEES	485,000	485,000	273,105	56%
SUBTOTAL	**1,035,000**	**1,035,000**	**600,577**	**58%**
INTERGOVERNMENTAL REVENUE				
STATE-SHARED REVENUES	1,213,334	1,213,334	688,880	57%
GRANTS	0	25,920	5,000	0%
SUBTOTAL	**1,213,334**	**1,239,254**	**693,880**	**56%**
CHARGES FOR SERVICES				
GENERAL GOVERNMENT	93,150	93,150	54,450	58%
PUBLIC SAFETY	334,874	334,874	163,437	49%
PHYSICAL ENVIRONMENT	1,267,200	1,267,200	847,242	67%
TRANSPORTATION	51,978	51,978	51,978	100%
CULTURE & RECREATION	119,000	119,000	76,805	65%
OTHER CHARGES FOR SVCS	0	0	0	0%
SUBTOTAL	**1,866,202**	**1,866,202**	**1,193,912**	**64%**
FINES & FORFEITURES				
FINES & FORFEITURES	47,000	47,000	34,168	73%
OTHER FINES & FORFEITURES	0	0	2,885	NA+
SUBTOTAL	**47,000**	**47,000**	**37,053**	**79%**
MISCELLANEOUS REVENUE				
INTEREST EARNINGS	160,000	160,000	108,251	68%
RENTS & ROYALTIES	0	0	0	0%
OTHER MISCELLANEOUS REVENUE	27,200	27,200	56,029	206%
SUBTOTAL	**187,200**	**187,200**	**164,280**	**88%**
NON-OPERATING				
CONTRIBUTIONS FROM ENTERPRISE	2,000,000	2,000,000	2,000,000	100%
OPERATING TRANSFERS IN	36,088	36,088	36,087	100%
FUND BALANCE & UNDER COLLECTION	4,380,033	4,380,033	0	0%
SUBTOTAL	**6,416,121**	**6,416,121**	**2,036,087**	**32%**
GENERAL FUND	**20,647,082**	**20,673,002**	**13,508,709**	**65%**

CITY OF ALACHUA **GENERAL FUND EXPENDITURES**
FINANCE DEPARTMENT ANALYSIS **BY MAJOR CATEGORY**
FOR THE PERIOD ENDING MAY 31, 2025

DEPARTMENT/DIVISION	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
CITY COMMISSION						
PERSONAL SERVICES	129,019	82,161	64%	0	0%	64%
OPERATING EXPENDITURES	30,002	19,326	64%	0	0%	64%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**159,021**	**101,487**	**64%**	**0**	**0%**	**64%**
CITY MANAGER'S OFFICE						
PERSONAL SERVICES	854,653	578,145	68%	0	0%	68%
OPERATING EXPENDITURES	65,692	31,129	47%	885	1%	49%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
GRANTS & AIDS	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**920,345**	**609,274**	**66%**	**885**	**0%**	**66%**
DEPUTY CITY CLERK						
PERSONAL SERVICES	178,295	124,670	70%	0	0%	70%
OPERATING EXPENDITURES	87,238	59,398	68%	0	0%	68%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**265,533**	**184,068**	**69%**	**0**	**0%**	**69%**
CITY ATTORNEY						
OPERATING EXPENDITURES	321,059	228,630	71%	96,087	30%	101%
TOTAL EXPENDITURES	**321,059**	**228,630**	**71%**	**96,087**	**30%**	**101%**
INFORMATION & TECHNOLOGY SERVICES						
PERSONAL SERVICES	245,238	158,008	64%	0	0%	64%
OPERATING EXPENDITURES	195,068	146,106	75%	6,920	4%	78%
CAPITAL OUTLAY	100,000	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**540,306**	**304,114**	**56%**	**6,920**	**1%**	**58%**
FINANCE						
PERSONAL SERVICES	658,168	450,742	68%	0	0%	68%
OPERATING EXPENDITURES	119,416	87,762	73%	885	1%	74%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**777,584**	**538,504**	**69%**	**885**	**0%**	**69%**

CITY OF ALACHUA **GENERAL FUND EXPENDITURES**
FINANCE DEPARTMENT ANALYSIS **BY MAJOR CATEGORY**
FOR THE PERIOD ENDING MAY 31, 2025

DEPARTMENT/DIVISION	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
HUMAN RESOURCES						
PERSONAL SERVICES	301,365	206,032	68%	0	0%	68%
OPERATING EXPENDITURES	76,512	40,248	53%	0	0%	53%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**377,877**	**246,280**	**65%**	**0**	**0%**	**65%**
FACILITIES MAINTENANCE						
PERSONAL SERVICES	712,042	444,646	62%	0	0%	62%
OPERATING EXPENDITURES	262,932	183,006	70%	17,629	7%	76%
CAPITAL OUTLAY	367,898	207,447	56%	9	0%	56%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**1,342,872**	**835,099**	**62%**	**17,638**	**1%**	**64%**
GRANTS & CONTRACTS						
PERSONAL SERVICES	0	0	0%	0	0%	0%
OPERATING EXPENDITURES	73,890	6,240	8%	10,215	14%	22%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**73,890**	**6,240**	**8%**	**10,215**	**14%**	**22%**
CP&D-PLANNING & DEVELOPMENT						
PERSONAL SERVICES	650,464	371,413	57%	0	0%	57%
OPERATING EXPENDITURES	119,956	35,457	30%	34,692	29%	58%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**770,420**	**406,870**	**53%**	**34,692**	**5%**	**57%**
COMPLIANCE & RISK MANAGEMENT						
PERSONAL SERVICES	476,342	271,273	57%	0	0%	57%
OPERATING EXPENDITURES	50,693	17,751	35%	885	2%	37%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**527,035**	**289,024**	**55%**	**885**	**0%**	**55%**
CP&D-BEAUTIFICATION BOARD						
OPERATING EXPENDITURES	37,000	9,011	24%	8,650	23%	48%
TOTAL EXPENDITURES	**37,000**	**9,011**	**24%**	**8,650**	**23%**	**48%**

CITY OF ALACHUA **GENERAL FUND EXPENDITURES**
FINANCE DEPARTMENT ANALYSIS **BY MAJOR CATEGORY**
FOR THE PERIOD ENDING MAY 31, 2025

DEPARTMENT/DIVISION	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
SPECIAL EXPENSE						
PERSONAL SERVICES	14,074	0	0%	0	0%	0%
OPERATING EXPENDITURES	138,450	84,183	61%	15,235	11%	72%
CAPITAL OUTLAY	98,000	0	0%	74,591	0%	0%
GRANTS & AIDS	284,000	214,500	76%	0	0%	76%
NON-OPERATING	1,327,605	1,087,587	82%	0	0%	82%
TOTAL EXPENDITURES	**1,862,129**	**1,386,270**	**74%**	**89,826**	**5%**	**79%**
PS-SOLID WASTE DISPOSAL						
OPERATING EXPENDITURES	1,390,011	838,387	60%	493,763	36%	96%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**1,390,011**	**838,387**	**60%**	**493,763**	**36%**	**96%**
PS-PUBLIC WORKS						
PERSONAL SERVICES	748,804	427,562	57%	0	0%	57%
OPERATING EXPENDITURES	441,626	170,912	39%	35,624	8%	47%
CAPITAL OUTLAY	2,236,073	1,286,296	58%	281,498	13%	70%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**3,426,503**	**1,884,770**	**55%**	**317,122**	**9%**	**64%**
BUILDING INSPECTIONS						
PERSONAL SERVICES	436,605	110,008	25%	0	0%	25%
OPERATING EXPENDITURES	73,625	59,180	80%	153,052	208%	288%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**510,230**	**169,188**	**33%**	**153,052**	**30%**	**63%**
APD-PATROL & ADMIN						
PERSONAL SERVICES	3,776,903	2,759,581	73%	0	0%	73%
OPERATING EXPENDITURES	934,001	486,337	52%	186,524	20%	72%
CAPITAL OUTLAY	695,733	649,521	93%	0	0%	93%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**5,406,637**	**3,895,439**	**72%**	**186,524**	**3%**	**75%**

CITY OF ALACHUA **GENERAL FUND EXPENDITURES**
FINANCE DEPARTMENT ANALYSIS **BY MAJOR CATEGORY**
FOR THE PERIOD ENDING MAY 31, 2025

DEPARTMENT/DIVISION	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
APD-COMMUNICATIONS						
PERSONAL SERVICES	479,972	260,274	54%	0	0%	54%
OPERATING EXPENDITURES	24,486	17,175	70%	0	0%	70%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**504,458**	**277,449**	**55%**	**0**	**0%**	**55%**
APD-SCHOOL CROSSING GUARDS						
OPERATING EXPENDITURES	47,000	28,210	60%	0	0%	60%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**47,000**	**28,210**	**60%**	**0**	**0%**	**60%**
APD-EXPLORERS PROGRAM						
OPERATING EXPENDITURES	2,000	0	0%	0	0%	0%
TOTAL EXPENDITURES	**2,000**	**0**	**0%**	**0**	**0%**	**0%**
APD-RESERVE PROGRAM						
OPERATING EXPENDITURES	3,000	0	0%	0	0%	0%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**3,000**	**0**	**0%**	**0**	**0%**	**0%**
RECREATION & CULTURE						
PERSONAL SERVICES	708,991	419,247	59%	0	0%	59%
OPERATING EXPENDITURES	699,101	454,986	65%	99,684	14%	79%
CAPITAL OUTLAY	0	7,527	NA-	0	0%	NA-
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**1,408,092**	**881,760**	**63%**	**99,684**	**7%**	**70%**
GENERAL FUND	**20,673,002**	**13,120,074**	**63%**	**1,516,828**	**7%**	**71%**

FUND VARIOUS - SPECIAL REVENUE FUNDS: Special Revenue Funds are used to account for the proceeds of specific revenue sources that are designated for specified purposes or are restricted in use.

	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT OF BUDGET COLLECTED OR EXPENDED
REVENUES:				
TAXES	1,527,428	1,527,428	914,748	60%
PERMITS, FEES & ASSESSMENTS	9,800	9,800	47,986	490%
INTERGOVERNMENTAL REVENUE	705,820	705,820	717,376	102%
CHARGES FOR SERVICES	0	0	0	0%
FINES AND FORFEITURES	4,900	4,900	2,528	52%
MISCELLANEOUS REVENUE	48,350	63,350	105,154	166%
NON-OPERATING	2,478,318	2,478,318	290,930	12%
	4,774,616	4,789,616	2,078,722	43%
EXPENSES:				
GENERAL GOVERNMENT	2,733,491	2,733,491	28,241	1%
PUBLIC SAFETY	13,315	13,315	1,116	8%
ECONOMIC ENVIRONMENT	1,041,399	1,041,399	940,081	90%
PHYSICAL ENVIRONMENT	27,000	27,000	13,352	49%
TRANSPORTATION	0	0	0	0%
HUMAN SERVICES	0	0	0	0%
CULTURE & RECREATION	959,411	974,411	466,522	48%
	4,774,616	4,789,616	1,449,312	30%
MAJOR EXPENDITURE CATEGORIES:				
PERSONAL SERVICES	100,167	100,167	67,942	68%
OPERATING EXPENDITURES	739,806	751,032	402,048	54%
CAPITAL OUTLAY	3,879,643	3,883,417	976,817	25%
DEBT SERVICE	0	0	0	0%
GRANTS & AIDS	25,000	25,000	6,130	25%
NON-OPERATING	30,000	30,000	0	0%
	4,774,616	4,789,616	1,452,937	30%

CITY OF ALACHUA **SPECIAL REVENUE FUNDS REVENUES**

FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

REVENUE SOURCE	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	RECEIVED TO DATE FY 24/25	PERCENT COLLECTED
TAXES				
DISCRETIONARY SALES SURTAX	1,527,428	1,527,428	914,748	60%
SUBTOTAL	**1,527,428**	**1,527,428**	**914,748**	**60%**
PERMITS, FEES AND ASSESSMENTS				
OTHER CHARGES AND FEES	0	0	40,312	NA+
SPECIAL ASSESSMENTS	9,800	9,800	7,674	78%
SUBTOTAL	**9,800**	**9,800**	**47,986**	**490%**
INTERGOVERNMENTAL REVENUE				
FEDERAL GRANTS	0	0	0	0%
STATE GRANTS	0	0	0	0%
GRANTS FROM OTHER LOCAL UNITS	333,333	333,333	344,888	103%
PAYMENTS FROM LOCAL UNITS (FOR CRA)	372,487	372,487	372,488	100%
SUBTOTAL	**705,820**	**705,820**	**717,376**	**102%**
CHARGES FOR SERVICES				
CULTURE & RECREATION	0	0	0	0%
OTHER MISCELLANEOUS CHARGES	0	0	0	0%
SUBTOTAL	**0**	**0**	**0**	**0%**
FINES AND FORFEITURES				
ADDT'L CRT COSTS-$2 FOR LEO TRAINING	4,900	4,900	2,528	52%
SUBTOTAL	**4,900**	**4,900**	**2,528**	**52%**
MISCELLANEOUS REVENUE				
INTEREST INCOME	23,350	23,350	24,814	106%
RENTALS AND LEASES	25,000	25,000	15,040	60%
CONTRIBUTIONS AND DONATIONS	0	15,000	15,000	100%
OTHER MISCELLANEOUS REVENUE	0	0	50,300	NA+
SUBTOTAL	**48,350**	**63,350**	**105,154**	**166%**
NON-OPERATING				
DEBT PROCEEDS	0	0	0	0%
TRANSFER IN	290,929	290,929	290,930	100%
USE OF FUND BALANCE/UNDERCOLLECTION	2,187,389	2,187,389	0	0%
SUBTOTAL	**2,478,318**	**2,478,318**	**290,930**	**12%**
SPECIAL REVENUE FUNDS	**4,774,616**	**4,789,616**	**2,078,722**	**43%**

CITY OF ALACHUA
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

SPECIAL REVENUE FUNDS EXPENDITURES
BY MAJOR CATEGORY

SPECIAL REVENUE FUND	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
ADDT'L COURT COST-$2 FOR LEO TRAINING FUND						
OPERATING EXPENDITURES	9,000	1,116	12%	0	0%	12%
TOTAL EXPENDITURES	**9,000**	**1,116**	**12%**	**0**	**0%**	**12%**
TREE BANK FUND						
OPERATING EXPENDITURES	350,444	28,241	8%	0	0%	8%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**350,444**	**28,241**	**8%**	**0**	**0%**	**8%**
EXPLORER SPECIAL REVENUE FUND						
OPERATING EXPENDITURES	4,315	0	0%	0	0%	0%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**4,315**	**0**	**0%**	**0**	**0%**	**0%**
TK BASIN SPECIAL ASSESSMENT						
OPERATING EXPENDITURES	17,000	7,101	42%	6,251	37%	79%
NON OPERATING	10,000	0	0%	0	0%	0%
TOTAL EXPENDITURES	**27,000**	**7,101**	**26%**	**6,251**	**23%**	**49%**
INFRASTRUCTURE SURTAX FUND						
OPERATING EXPENDITURES	0	0	0%	0	0%	0%
CAPITAL OUTLAY	2,383,047	0	0%	0	0%	0%
TOTAL EXPENDITURES	**2,383,047**	**0**	**0%**	**0**	**0%**	**0%**
WILD SPACES PUBLIC PLACES FUND						
OPERATING EXPENDITURES	0	24,587	NA-	47,918	NA-	NA-
CAPITAL OUTLAY	957,946	394,017	41%	0	0%	41%
TOTAL EXPENDITURES	**957,946**	**418,604**	**44%**	**47,918**	**5%**	**49%**
DONATION FUND						
OPERATING EXPENDITURES	16,465	3,625	22%	0	0%	22%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**16,465**	**3,625**	**22%**	**0**	**0%**	**22%**

CITY OF ALACHUA
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

SPECIAL REVENUE FUNDS EXPENDITURES
BY MAJOR CATEGORY

SPECIAL REVENUE FUND	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
CRA FUND						
PERSONAL SERVICES	100,167	67,942	68%	0	0%	68%
OPERATING EXPENDITURES	353,808	207,529	59%	75,680	21%	80%
CAPITAL OUTLAY	542,424	10,850	2%	571,950	105%	107%
DEBT SERVICE	0	0	0%	0	0%	0%
AIDS TO PRIVATE ORGANIZATIONS	25,000	6,130	25%	0	0%	25%
NON OPERATING	20,000	0	0%	0	0%	0%
TOTAL EXPENDITURES	**1,041,399**	**292,451**	**28%**	**647,630**	**62%**	**90%**
SPECIAL REVENUE FUNDS	**4,789,616**	**751,138**	**16%**	**701,799**	**15%**	**30%**

CITY OF ALACHUA **DEBT SERVICE FUND**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

FUND 070 - DEBT SERVICE FUND: The Debt Service Fund is used to account for the accumulation of resources for, and the payment of the City's general long-term debt, interest, and other related debt service charges. Debt obligations related to the Enterprise funds are accounted for in those specific funds.

	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT OF BUDGET COLLECTED OR EXPENDED
REVENUES:				
TAXES	0	0	0	0%
PERMITS, FEES & ASSESSMENTS	0	0	0	0%
INTERGOVERNMENTAL	0	0	0	0%
CHARGES FOR SERVICES	0	0	0	0%
FINES AND FORFEITURES	0	0	0	0%
MISCELLANEOUS REVENUE	0	0	52	NA+
NON-OPERATING	797,657	797,657	796,657	100%
	797,657	797,657	796,709	100%
EXPENSES:				
GENERAL GOVERNMENT	797,657	797,657	796,656	100%
PUBLIC SAFETY	0	0	0	0%
ECONOMIC ENVIRONMENT	0	0	0	0%
PHYSICAL ENVIRONMENT	0	0	0	0%
TRANSPORTATION	0	0	0	0%
HUMAN SERVICES	0	0	0	0%
CULTURE & RECREATION	0	0	0	0%
	797,657	797,657	796,656	100%
MAJOR EXPENDITURE CATEGORIES:				
PERSONAL SERVICES	0	0	0	0%
OPERATING EXPENDITURES	0	0	0	0%
CAPITAL OUTLAY	0	0	0	0%
DEBT SERVICE	797,657	797,657	796,656	100%
GRANTS & AIDS	0	0	0	0%
NON-OPERATING	0	0	0	0%
POWER COSTS	0	0	0	0%
	797,657	797,657	796,656	100%

CITY OF ALACHUA **DEBT SERVICE FUND REVENUES**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

REVENUE SOURCE	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT COLLECTED
MISCELLANEOUS REVENUE				
INTEREST EARNINGS	0	0	52	NA+
OTHER MISCELLANEOUS REVENUE	0	0	0	0%
SUBTOTAL	**0**	**0**	**52**	NA+
NON OPERATING				
DEBT PROCEEDS	0	0	0	0%
TRANSFER IN-GF	796,657	796,657	796,657	100%
FUND BALANCE & UNDER COLLECTION	1,000	1,000	0	0%
SUBTOTAL	**797,657**	**797,657**	**796,657**	**100%**
DEBT SERVICE FUND	**797,657**	**797,657**	**796,709**	**100%**

CITY OF ALACHUA
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

DEBT SERVICE FUND EXPENDITURES
BY MAJOR CATEGORY

DEBT OBLIGATION	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
OTHER DEBT COSTS						
DEBT SERVICE	1,000	0	0%	0	0%	0%
SERIES 2016 CAPITAL IMPROVEMENT						
DEBT SERVICE	796,657	796,656	100%	0	0%	100%
TOTAL EXPENDITURES	**796,657**	**796,656**	**100%**	**0**	**0%**	**100%**
DEBT SERVICE FUND	**797,657**	**796,656**	**100%**	**0**	**0%**	**100%**

CITY OF ALACHUA **CAPITAL PROJECTS FUNDS**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

FUND 3XX - CAPITAL PROJECTS FUNDS: Capital Project Funds are used to account for financial resources to be used for the acquisition, construction, or improvement of major capital facilities (other than those financed by the Enterprise Funds or Special Assessments).

	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT OF BUDGET COLLECTED OR EXPENDED
REVENUES:				
TAXES	0	0	0	0%
PERMITS, FEES & ASSESSMENTS	0	0	0	0%
INTERGOVERNMENTAL REVENUE	0	0	0	0%
CHARGES FOR SERVICES	0	0	0	0%
FINES AND FORFEITURES	0	0	0	0%
MISCELLANEOUS REVENUE	0	0	0	0%
NON-OPERATING	40,414	40,414	0	0%
	40,414	40,414	0	0%
EXPENSES:				
GENERAL GOVERNMENT	0	0	0	0%
PUBLIC SAFETY	0	0	0	0%
ECONOMIC ENVIRONMENT	0	0	0	0%
PHYSICAL ENVIRONMENT	4,326	4,326	0	0%
TRANSPORTATION	36,088	36,088	43,587	121%
HUMAN SERVICES	0	0	0	0%
CULTURE & RECREATION	0	0	0	0%
	40,414	40,414	43,587	108%
MAJOR EXPENDITURE CATEGORIES:				
PERSONAL SERVICES	0	0	0	0%
OPERATING EXPENDITURES	4,326	4,326	7,500	173%
CAPITAL OUTLAY	0	0	0	0%
DEBT SERVICE	0	0	0	0%
GRANTS & AIDS	0	0	0	0%
NON-OPERATING	36,088	36,088	36,087	100%
POWER COSTS	0	0	0	0%
	40,414	40,414	43,587	108%

CITY OF ALACHUA **CAPITAL PROJECTS FUNDS REVENUES**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

REVENUE SOURCE	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	RECEIVED TO DATE FY 24/25	PERCENT COLLECTED
TAXES				
DISCRETIONARY SALES SURTAX	0	0	0	0%
SUBTOTAL	**0**	**0**	**0**	**0%**
INTERGOVERNMENTAL REVENUE				
FEDERAL GRANTS	0	0	0	0%
STATE GRANTS	0	0	0	0%
GRANTS FROM OTHER LOCAL UNITS	0	0	0	0%
SUBTOTAL	**0**	**0**	**0**	**0%**
MISCELLANEOUS REVENUE				
INTEREST INCOME	0	0	0	0%
OTHER MISCELLANEOUS REVENUE	0	0	0	0%
SUBTOTAL	**0**	**0**	**0**	**0%**
NON-OPERATING				
DEBT PROCEEDS	0	0	0	0%
TRANSFERS IN	0	0	0	0%
USE OF FUND BALANCE	40,414	40,414	0	0%
SUBTOTAL	**40,414**	**40,414**	**0**	**0%**
CAPITAL PROJECTS FUNDS	**40,414**	**40,414**	**0**	**0%**

CITY OF ALACHUA **CAPITAL PROJECTS FUNDS EXPENDITURES**
FINANCE DEPARTMENT ANALYSIS **BY MAJOR CATEGORY**
FOR THE PERIOD ENDING MAY 31, 2025

CAPITAL PROJECT	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
HERITAGE OAKS						
OPERATING EXPENSES	4,326	0	0%	0	0%	0%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**4,326**	**0**	**0%**	**0**	**0%**	**0%**
CDBG - NEIGHBORHOOD REVITALIZATION						
OPERATING EXPENDITURES	0	0	0%	0	0%	0%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	36,088	36,087	100%	0	0%	100%
TOTAL EXPENDITURES	**36,088**	**36,087**	**100%**	**0**	**0%**	**100%**
CDBG - ECONOMIC DEVELOPMENT						
OPERATING EXPENDITURES	0	0	0%	7,500	NA-	NA-
CAPITAL OUTLAY	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**0**	**0**	**0%**	**7,500**	**NA-**	**NA-**
CAPITAL PROJECT FUNDS	**40,414**	**36,087**	**89%**	**7,500**	**19%**	**108%**

FUND 010, 020, 030, 042 - ENTERPRISE FUNDS: Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises in which the intent of the governing body is that all costs of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges. The City's Electric, Water, Wastewater, and Mosquito Control services reside in Enterprise funds.

	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT OF BUDGET COLLECTED OR EXPENDED
REVENUES:				
TAXES	0	0	0	0%
PERMITS, FEES & ASSESSMENTS	0	0	0	0%
INTERGOVERNMENTAL REVENUE	0	0	1,504,699	NA+
CHARGES FOR SERVICES	22,627,288	22,627,288	14,160,205	63%
FINES AND FORFEITURES	0	0	0	0%
MISCELLANEOUS REVENUE	558,800	558,800	1,148,444	206%
NON-OPERATING	13,673,896	13,673,896	0	0%
	36,859,984	36,859,984	16,813,348	46%
EXPENSES:				
GENERAL GOVERNMENT	0	0	0	0%
PUBLIC SAFETY	0	0	0	0%
ECONOMIC ENVIRONMENT	0	0	0	0%
PHYSICAL ENVIRONMENT	36,859,984	36,859,984	20,306,359	55%
TRANSPORTATION	0	0	0	0%
HUMAN SERVICES	0	0	0	0%
CULTURE & RECREATION	0	0	0	0%
	36,859,984	36,859,984	20,306,359	55%
MAJOR EXPENDITURE CATEGORIES:				
PERSONAL SERVICES	2,948,108	2,948,108	1,722,592	58%
OPERATING EXPENDITURES	2,711,702	2,711,702	1,914,662	71%
CAPITAL OUTLAY	14,431,061	14,431,061	7,441,498	52%
DEBT SERVICE	791,308	791,308	791,201	100%
GRANTS AND AIDS	0	0	12,692	NA-
NON-OPERATING	7,572,805	7,572,805	4,311,180	57%
POWER COSTS	8,405,000	8,405,000	4,112,534	49%
	36,859,984	36,859,984	20,306,359	55%

CITY OF ALACHUA **ENTERPRISE FUNDS REVENUES**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

REVENUE SOURCE	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	RECEIVED TO DATE FY 24/25	PERCENT COLLECTED
INTERGOVERNMENTAL REVENUE				
STATE GRANTS	0	0	30,000	NA+
FEDERAL GRANTS	0	0	1,474,699	NA+
SUBTOTAL	**0**	**0**	**1,504,699**	**NA+**
CHARGES FOR SERVICES				
PHYSICAL ENVIRONMENT-ELECTRIC	16,460,061	16,460,061	8,794,266	53%
PHYSICAL ENVIRONMENT-WATER	2,563,527	2,563,527	2,269,341	89%
PHYSICAL ENVIRONMENT-WASTEWATER	3,538,700	3,538,700	3,052,058	86%
PHYSICAL ENVIRONMENT-MOSQUITO	65,000	65,000	44,540	69%
SUBTOTAL	**22,627,288**	**22,627,288**	**14,160,205**	**63%**
MISCELLANEOUS REVENUE				
INTEREST EARNINGS	93,000	93,000	102,142	110%
RENTS & ROYALTIES	32,000	32,000	32,621	102%
OTHER MISCELLANEOUS REVENUE	433,800	433,800	1,013,681	234%
SUBTOTAL	**558,800**	**558,800**	**1,148,444**	**206%**
NON-OPERATING				
DEBT PROCEEDS	0	0	0	0%
TRANSFERS IN	2,736,625	2,736,625	0	0%
FUND BALANCE & UNDER COLLECTION	10,937,271	10,937,271	0	0%
SUBTOTAL	**13,673,896**	**13,673,896**	**0**	**0%**
ENTERPRISE FUNDS	**36,859,984**	**36,859,984**	**16,813,348**	**46%**

CITY OF ALACHUA
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

ENTERPRISE FUNDS EXPENDITURES
BY MAJOR CATEGORY

DEPARTMENT/DIVISION	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
ELECTRIC UTILITY						
PERSONAL SERVICES	1,911,783	1,101,736	58%	0	0%	58%
OPERATING EXPENDITURES	930,013	611,305	66%	328,740	35%	101%
CAPITAL OUTLAY	4,774,483	1,383,786	29%	112,850	2%	31%
DEBT SERVICE	0	0	0%	0	0%	0%
GRANTS & AIDS	0	12,692	NA-	0	0%	NA-
NON-OPERATING	5,831,705	2,795,080	48%	0	0%	48%
POWER COSTS	8,405,000	4,112,534	49%	0	0%	49%
TOTAL EXPENDITURES	**21,852,984**	**10,017,133**	**46%**	**441,590**	**2%**	**48%**
WATER UTILITY						
PERSONAL SERVICES	338,682	180,045	53%	0	0%	53%
OPERATING EXPENDITURES	545,250	176,001	32%	24,483	4%	37%
CAPITAL OUTLAY	6,799,538	1,849,316	27%	3,584,954	53%	80%
DEBT SERVICE	166,982	166,929	100%	0	0%	100%
NON-OPERATING	1,012,634	912,634	90%	0	0%	90%
TOTAL EXPENDITURES	**8,863,086**	**3,284,925**	**37%**	**3,609,437**	**41%**	**78%**
WASTEWATER UTILITY						
PERSONAL SERVICES	685,493	433,483	63%	0	0%	63%
OPERATING EXPENDITURES	1,194,681	464,341	39%	303,995	25%	64%
CAPITAL OUTLAY	2,857,040	416,442	15%	94,150	3%	18%
DEBT SERVICE	624,326	624,272	100%	0	0%	100%
NON-OPERATING	680,357	580,357	85%	0	0%	85%
TOTAL EXPENDITURES	**6,041,897**	**2,518,895**	**42%**	**398,145**	**7%**	**48%**
MOSQUITO CONTROL						
PERSONAL SERVICES	12,150	7,328	60%	0	0%	60%
OPERATING EXPENDITURES	41,758	5,797	14%	0	0%	14%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	48,109	23,109	48%	0	0%	48%
TOTAL EXPENDITURES	**102,017**	**36,234**	**36%**	**0**	**0%**	**36%**
ENTERPRISE FUNDS	**36,859,984**	**15,857,187**	**43%**	**4,449,172**	**12%**	**55%**

CITY OF ALACHUA **INTERNAL SERVICE FUND**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

FUND 700 - INTERNAL SERVICE FUND: The Internal Service Fund is used to account for the provision of goods or services by Utility Administration, Utility Operations, Utility Billing, Warehouse Operations, and postage services for the City's utility system and other departments.

	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT OF BUDGET COLLECTED OR EXPENDED
REVENUES:				
TAXES	0	0	0	0%
PERMITS, FEES & ASSESSMENTS	0	0	385	NA+
INTERGOVERNMENTAL REVENUE	0	0	0	0%
CHARGES FOR SERVICES	0	0	0	0%
FINES AND FORFEITURES	0	0	0	0%
MISCELLANEOUS REVENUE	12,000	12,000	34,294	286%
NON-OPERATING	4,231,960	4,231,960	2,311,180	55%
	4,243,960	4,243,960	2,345,859	55%
EXPENSES:				
GENERAL GOVERNMENT	3,367,184	3,367,184	2,028,330	60%
PUBLIC SAFETY	0	0	0	0%
ECONOMIC ENVIRONMENT	0	0	0	0%
PHYSICAL ENVIRONMENT	876,776	876,776	433,930	49%
TRANSPORTATION	0	0	0	0%
HUMAN SERVICES	0	0	0	0%
CULTURE & RECREATION	0	0	0	0%
	4,243,960	4,243,960	2,462,260	58%
MAJOR EXPENDITURE CATEGORIES:				
PERSONAL SERVICES	2,707,844	2,707,844	1,606,670	59%
OPERATING EXPENDITURES	1,021,209	1,033,862	501,048	48%
CAPITAL OUTLAY	95,000	82,347	74,636	91%
DEBT SERVICE	279,907	279,907	279,906	100%
GRANTS & AIDS	0	0	0	0%
NON-OPERATING	140,000	140,000	0	0%
POWER COSTS	0	0	0	0%
	4,243,960	4,243,960	2,462,260	58%

CITY OF ALACHUA **INTERNAL SERVICE FUND REVENUES**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

REVENUE SOURCE	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT COLLECTED
PERMITS, FEES & ASSESSMENTS				
OTHER LICENSES, FEES, AND PERMITS	0	0	385	NA+
SUBTOTAL	**0**	**0**	**385**	**NA+**
INTERGOVERNMENTAL REVENUE				
OTHER FEDERAL GRANTS	0	0	0	0%
SUBTOTAL	**0**	**0**	**0**	**0%**
CHARGES FOR SERVICES				
OTHER MISCELLANEOUS CHARGES	0	0	0	0%
SUBTOTAL	**0**	**0**	**0**	**0%**
MISCELLANEOUS REVENUE				
INTEREST EARNINGS	12,000	12,000	22,669	189%
RENTS & ROYALTIES	0	0	0	0%
OTHER MISCELLANEOUS REVENUE	0	0	11,625	NA+
SUBTOTAL	**12,000**	**12,000**	**34,294**	**286%**
NON-OPERATING				
CONTRIBUTIONS FROM ENTERPRISE	0	0	0	0%
SERIES 2016 DEBT PROCEEDS	0	0	0	0%
INTERFUND TRANSFER	2,311,180	2,311,180	2,311,180	100%
FUND BALANCE & UNDER COLLECTION	1,920,780	1,920,780	0	0%
SUBTOTAL	**4,231,960**	**4,231,960**	**2,311,180**	**55%**
INTERNAL SERVICE FUND	**4,243,960**	**4,243,960**	**2,345,859**	**55%**

CITY OF ALACHUA **INTERNAL SERVICE FUND EXPENDITURES**
FINANCE DEPARTMENT ANALYSIS **BY MAJOR CATEGORY**
FOR THE PERIOD ENDING MAY 31, 2025

DEPARTMENT/DIVISION	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
FAS / UTILITY OPERATIONS						
PERSONAL SERVICES	368,803	261,863	71%	0	0%	71%
OPERATING EXPENDITURES	134,780	68,592	51%	665	0%	51%
CAPITAL OUTLAY	37,347	37,347	0%	0	0%	100%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**540,930**	**367,802**	**68%**	**665**	**0%**	**68%**
FAS / UTILITY BILLING						
PERSONAL SERVICES	425,958	278,745	65%	0	0%	65%
OPERATING EXPENDITURES	178,589	113,117	63%	0	0%	63%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**604,547**	**391,862**	**65%**	**0**	**0%**	**65%**
PUBLIC SERVICES / UTILITY ADMINISTRATION						
PERSONAL SERVICES	1,184,336	622,999	53%	0	0%	53%
OPERATING EXPENDITURES	289,819	115,622	40%	24,342	8%	48%
CAPITAL OUTLAY	45,000	0	0%	37,289	83%	83%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**1,519,155**	**738,621**	**49%**	**61,631**	**4%**	**53%**
PUBLIC SERVICES-WAREHOUSE OPERATIONS						
PERSONAL SERVICES	145,447	105,237	72%	0	0%	72%
OPERATING EXPENDITURES	38,670	22,265	58%	665	2%	59%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
NON-OPERATING	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**184,117**	**127,502**	**69%**	**665**	**0%**	**70%**
ISF - HUMAN RESOURCES						
PERSONAL SERVICES	46,709	31,831	68%	0	0%	68%
OPERATING EXPENDITURES	777	582	75%	0	0%	75%
TOTAL EXPENDITURES	**47,486**	**32,413**	**68%**	**0**	**0%**	**68%**
ISF - FAS / INFORMATION						
PERSONAL SERVICES	37,042	24,304	66%	0	0%	66%
OPERATING EXPENDITURES	14,000	2,959	21%	0	0%	21%
TOTAL EXPENDITURES	**51,042**	**27,263**	**53%**	**0**	**0%**	**53%**

CITY OF ALACHUA
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

INTERNAL SERVICE FUND EXPENDITURES
BY MAJOR CATEGORY

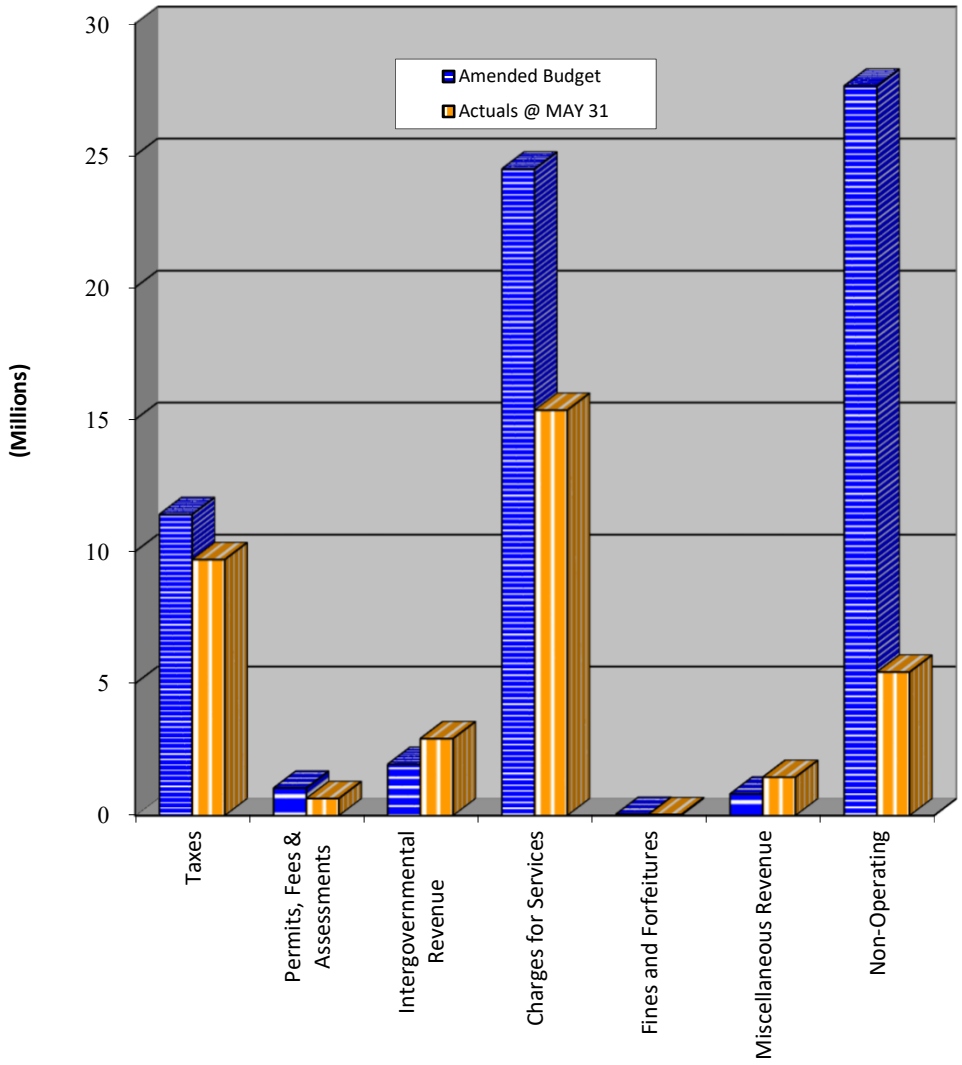
DEPARTMENT/DIVISION	FY 24/25 AMENDED BUDGET	EXPENDED TO DATE	PERCENT EXPENDED TO DATE	ENCUMBERED TO DATE	PERCENT ENCUMBERED TO DATE	PERCENT EXPENDED & ENCUMBERED TO DATE
PUBLIC SERVICES-WATER DISTRIBUTION/COLLECTION						
PERSONAL SERVICES	499,549	281,691	56%	0	0%	56%
OPERATING EXPENDITURES	377,227	142,621	38%	9,618	3%	40%
CAPITAL OUTLAY	0	0	0%	0	0%	0%
TOTAL EXPENDITURES	**876,776**	**424,312**	**48%**	**9,618**	**1%**	**49%**
DEBT SERVICE FUND - SERIES 2016						
DEBT SERVICE	279,907	279,906	100%	0	0%	100%
TOTAL EXPENDITURES	**279,907**	**279,906**	**100%**	**0**	**0%**	**100%**
INTERNAL SERVICE FUND RESERVES						
NON-OPERATING	140,000	0	0%	0	0%	0%
TOTAL EXPENDITURES	**140,000**	**0**	**0%**	**0**	**0%**	**0%**
INTERNAL SERVICE FUND	**4,243,960**	**2,389,681**	**56%**	**72,579**	**2%**	**58%**

CITY OF ALACHUA **ALL CITY FUNDS**
FINANCE DEPARTMENT ANALYSIS
FOR THE PERIOD ENDING MAY 31, 2025

	FY 24/25 APPROVED BUDGET	FY 24/25 AMENDED BUDGET	YEAR TO DATE FY 24/25	PERCENT OF BUDGET COLLECTED OR EXPENDED
REVENUES:				
TAXES	11,409,653	11,409,653	9,697,668	85%
PERMITS, FEES & ASSESSMENTS	1,044,800	1,044,800	648,948	62%
INTERGOVERNMENTAL	1,919,154	1,945,074	2,915,955	150%
CHARGES FOR SERVICES	24,493,490	24,493,490	15,354,117	63%
FINES AND FORFEITURES	51,900	51,900	39,581	76%
MISCELLANEOUS REVENUE	806,350	821,350	1,452,224	177%
NON-OPERATING	27,638,366	27,638,366	5,434,854	20%
	67,363,713	67,404,633	35,543,347	53%
EXPENSES:				
GENERAL GOVERNMENT	15,033,384	14,873,403	8,264,781	73%
PUBLIC SAFETY	6,460,720	6,486,640	4,710,978	73%
ECONOMIC ENVIRONMENT	1,041,399	1,041,399	940,081	90%
PHYSICAL ENVIRONMENT	38,998,116	39,158,097	22,085,791	56%
TRANSPORTATION	3,462,591	3,462,591	2,245,479	65%
HUMAN SERVICES	0	0	0	0%
CULTURE & RECREATION	2,367,503	2,382,503	1,447,966	61%
	67,363,713	67,404,633	39,695,076	59%
MAJOR EXPENDITURE CATEGORIES:				
PERSONAL SERVICES	16,127,054	16,127,054	10,060,966	62%
OPERATING EXPENDITURES	9,297,018	9,693,680	6,989,422	72%
CAPITAL OUTLAY	22,090,290	21,894,529	10,999,840	50%
DEBT SERVICE	1,868,872	1,868,872	1,867,763	100%
GRANTS & AIDS	309,000	309,000	233,322	76%
NON-OPERATING	9,266,479	9,106,498	5,434,854	60%
POWER COSTS	8,405,000	8,405,000	4,112,534	49%
	67,363,713	67,404,633	39,698,701	59%

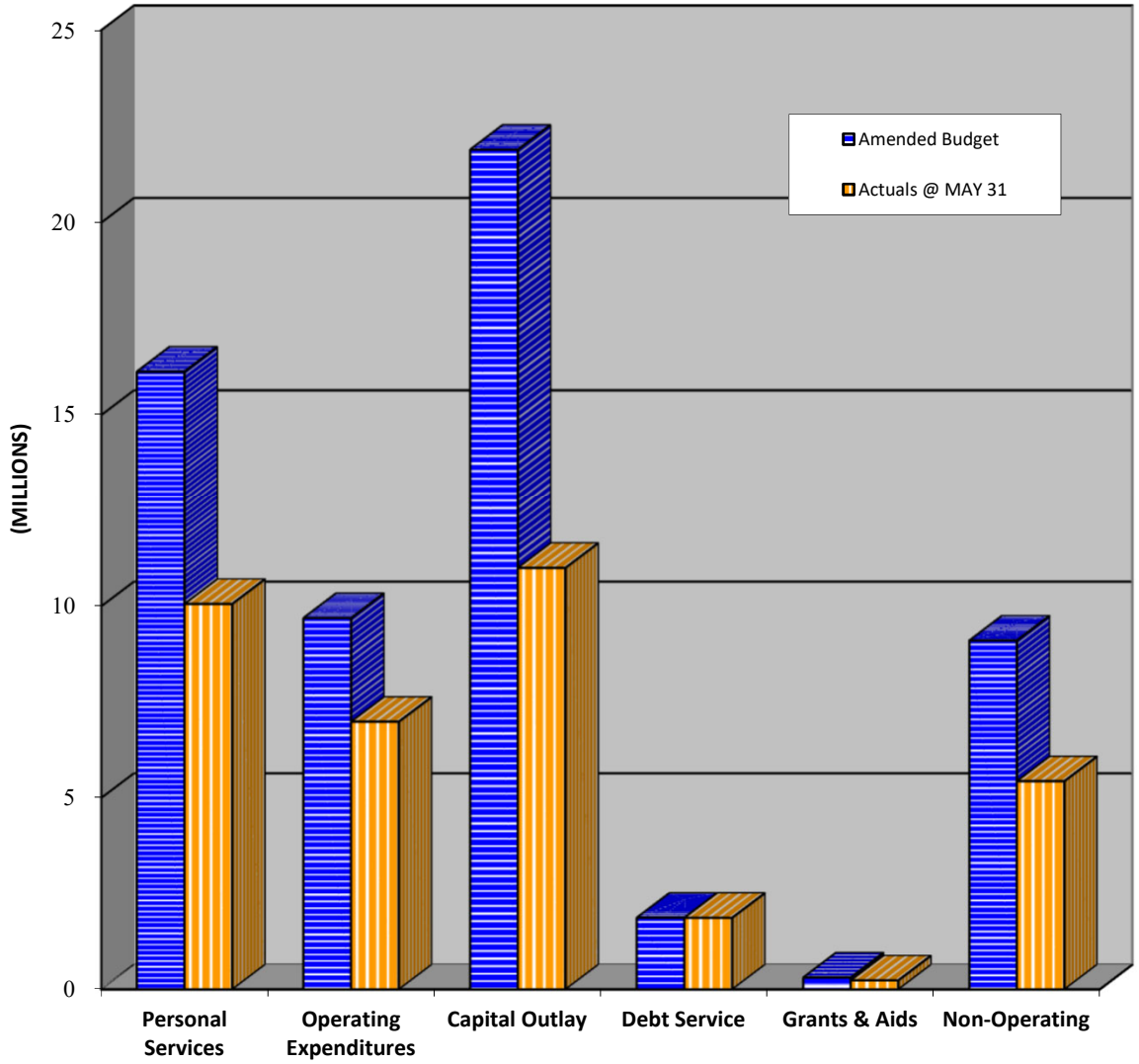
Revenues by Major Category
All City Funds

The City of Alachua's overall revenues are at 53% of budget for the fiscal year. Taxes are at 85% of budget. These include ad valorem property taxes and public utility taxes. Other revenue sources are: Permits, Fees and Assessments (62%); Intergovernmental Revenue (150%); Charges for Services (63%); Fines and Forfeitures (76%); Miscellaneous Revenue (177%); and Non-Operating Revenue (20%).



Expenditures by Major Category
All City Funds

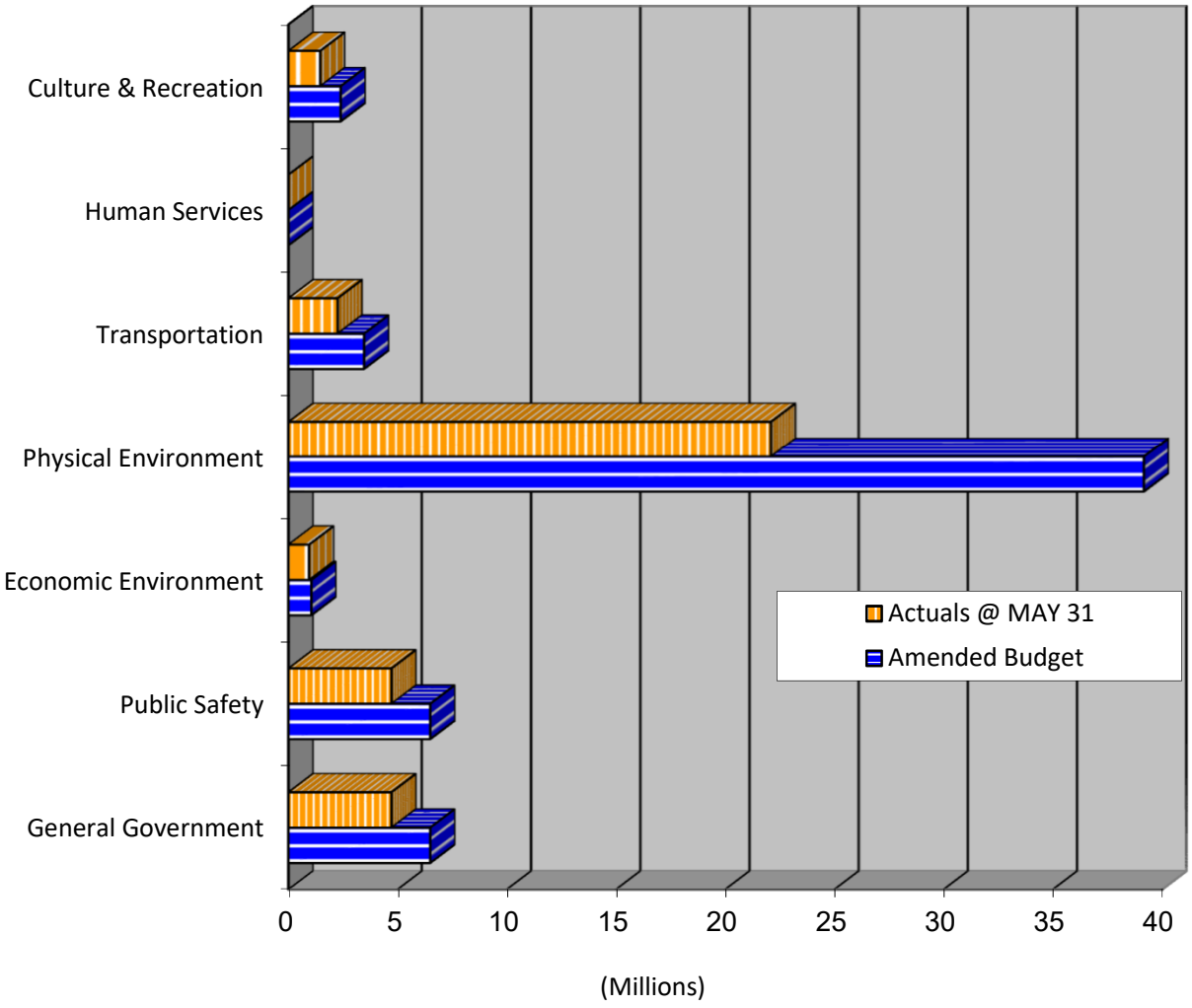
Overall, City expenditures and encumbrances are at 59% of budget for the period. The Personal Services category is at 62% of budget for the fiscal year. The Operating Expenditures category is at 72%, with encumbrances for legal and residential waste collection services of $590K. Capital Outlay is at 50%, Debt Service is 100%, Grants & Aids is 76% and Non-Operating Expenditures are at 60%. Encumbrances for future expenditures account for 3.4% (aprox. $2.3M) of the budget total.



* Encumbered activity are purchase orders that are reserved for payment, but have not been paid as of the report date.

Budget Performance by Function
All City Funds

Overall, expenditures are at 59% of budget with General Government expenses at 73%, Public Safety at 73%, Economic Environment at 90%, Physical Environment at 56% (Enterprise Funds, Water Collection and Distribution & residential waste collection services), Transportation at 65%, Human Services at 0%, and Culture & Recreation at 61%.



INVESTMENTS AND CASH

Purpose

The purpose of this section is to report the City's cash and investment holdings at the end of each month. These funds are managed in accordance with the City's Investment Policies, which are designed to ensure the prudent management of public funds, the availability of operating and capital funds when needed, and an investment return competitive with comparable funds and financial market indices.

Investment Objectives

The foremost objective of the City's investment program is the safety of the principal of those funds within the portfolios. The portfolio is managed in a manner that funds are available to meet reasonably anticipated cash flow requirements in an orderly manner. The portfolio is designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints and liquidity needs. However, return on investment is insignificant in comparison to the safety and liquidity objectives described above. The City's core investments are limited to relatively low risk investment instruments in anticipation of earning fair return relative to the risk being assumed.

Defining Principal

Principal, when dealing with investments, can be defined as the original amount invested in a security.

Defining of Portfolio

A portfolio can be defined as various investment instruments possessed by an individual or organization.

Defining Rate of Return on Investment

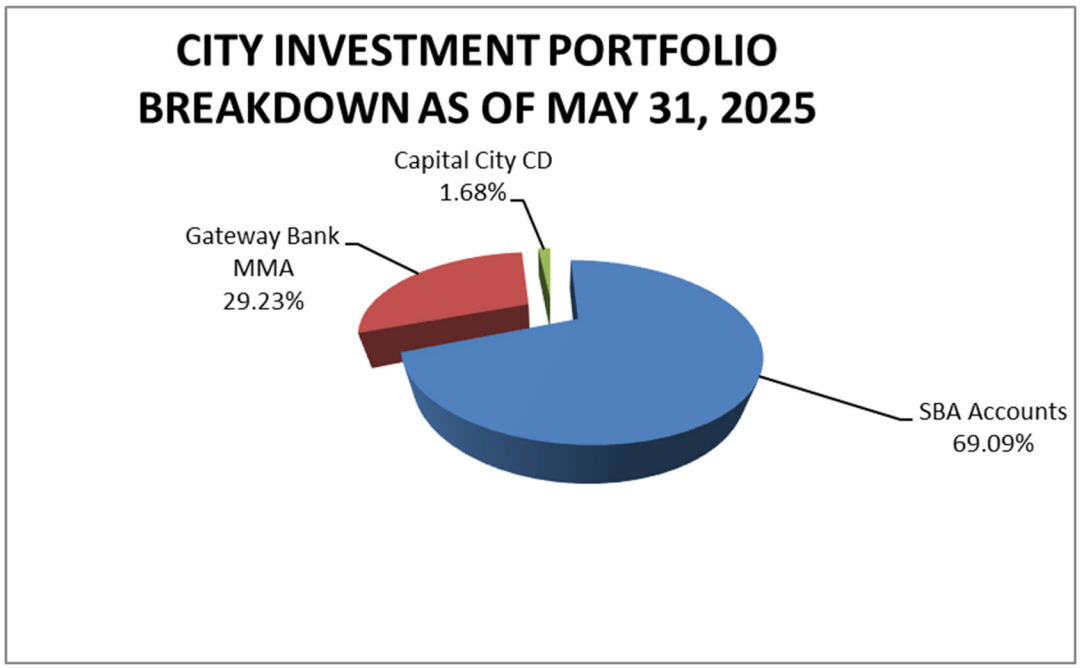
The Rate of Return on Investment refers to the benefits (the profits) to an investor or organization relative to the cost of the initial investment. It is similar to the rate of profit as a measure of profitability.

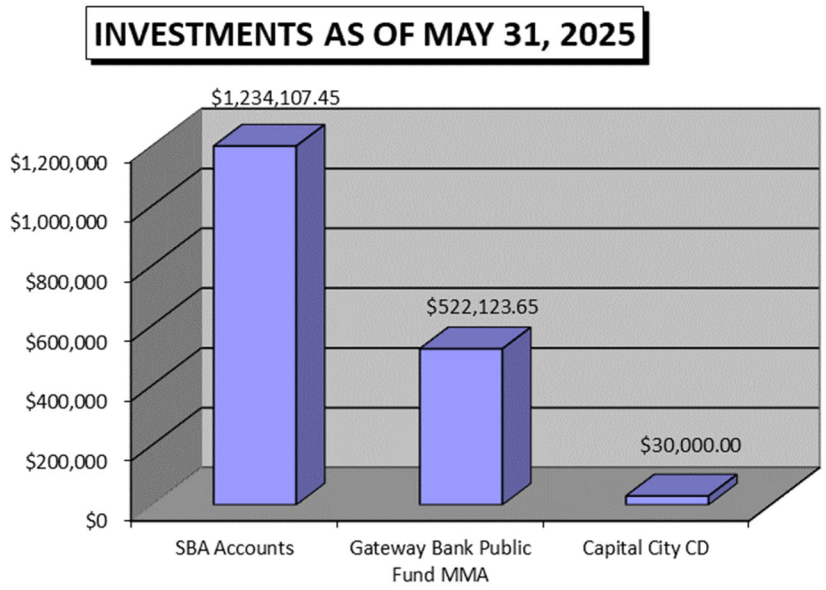
Conclusion

The City's cash and investments are pursuant to Section 218.415, Florida Statutes as well as the City's own adopted Investment Policy. To ensure that the City's funds are effectively managed, the Finance Director and other appropriate staff shall annually complete eight (8) hours of continuing professional education in subjects or courses of study related to investment practices and products.

INVESTMENTS AND CASH

As of May 31, 2025, the City's investment portfolio totaled **$1,786,231.10.** The portfolio consists of: two State Board of Administration Investment Pool (SBA) accounts, one money market account and a certificate of deposit account. The graphs below illustrate the breakdown, by percentage, of each investment.





INVESTMENTS AND CASH

As of May 31, 2025, the City had cash holdings in several accounts with Capital City Bank, South State Bank (formerly CenterState Bank) and Renasant Bank (formerly Alarion & Heritage) that totaled **$31,671,600.62.** Each bank account has a specific purpose. The accounts are listed as follows:

- Main Operating account: This account is for the City's daily deposits (utility payments, grant revenue, etc.) and expenses (vendor payments, debt service payments, etc.).
- Payroll account: This account is for payroll-related expenses (salaries payable).
- Community Redevelopment Agency (CRA) account: This account is for deposits and expenses related to CRA activities.
- Police Forfeiture account: This account is for fines and forfeiture funds received by the Alachua Police Department. Expenditures from this account will not be permitted without Commission approval.
- Series 2016 Repayment: This account is intended to be utilized to make the annual Series 2016 Debt payments.
- Restricted Deposit account: This account is for utility customer deposits only.
- Explorer account: This account is for deposits and expenses related to Police Explorer activities.
- Heritage Oaks account: This account is for funds related to the completion of improvements to the Heritage Oaks subdivision Phase I.
- SRF Repayment Money Market account: This account is for the repayment of the State Revolving Fund (SRF) loan related to the construction of the waste water facility.
- ARPA Account: This account is for funds received from the Federal Government through the American Rescue Plan Act. Funds are intended to be used to make necessary investments in water infrastructure.
- Tara Baywood Surety Account: This account is for funds related to the completion of improvements related to Tara Baywood.

The bank account balances as of the end of the report period are as follows:

Bank Account	May Balance	Percentage of Total
Operating Account	$25,537,570.48	80.63%
Payroll Account	$7,861.99	0.02%
CRA Account	$1,138,356.78	3.59%
Police Forfeiture Account	$3,390.74	0.01%
Series 2016 Repayment Account	$877,768.79	2.77%
Deposit Account	$2,228,607.50	7.04%
Tara Baywood Surety Account	$45,003.82	0.14%
Explorer Account	$9,115.29	0.03%
Heritage Oaks Account	$4,325.46	0.01%
SRF Repayment Account	$79,298.59	0.25%
ARPA Account	$1,740,301.18	5.49%
TOTAL	**$31,671,600.62**	100.00%

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda Item

MEETING DATE: June 23, 2025
SUBJECT: Appointment to the Citizen Advisory Task Force
PREPARED BY: LeAnne Williams, Deputy City Clerk
RECOMMENDED ACTION:
Appoint three (3) applicants to the Citizen Advisory Task Force with two three-year terms expiring September 30, 2026, and one three-year term expiring September 30, 2027.

Summary

The Citizen Advisory Task Force (CATF) is a five-member advisory board of the City Commission with a regular three-year term of office. Its primary purpose is to serve the City Commission by advising on matters related to Community Development Block Grant (CDBG) and Housing and Urban Development (HUD) programs.

The CATF has three (3) vacant seats, one with a term that closed on September 30, 2024, and two with terms that close on September 30, 2026. The CATF bylaws require that persons of low to moderate income represent three (3) of the five (5) seats. As a result of this requirement, these vacancies must be filled by this action.

The City advertised for applications in Alachua County Today on February 13, 2025, February 20, 2025, February 27, 2025, March 6, 2025, May 15, 2025, and May 22, 2025. Notices of the vacancy were also posted on community bulletin boards and the City's website. The City has received four (4) applications; the names of the applicants are listed below:

Diana Carlson
Vailma Fernandez
E. Stanley Richardson
Julie Smith

The applicants have been advised that the Commission will consider the item and have been invited to attend the meeting. They will be called to come forward to speak should the Commission wish to hear from them.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

ATTACHMENTS

1. App.Carlson
2. App.Fernandez
3. App.Richardson
4. App.Smith
5. Ballot
6. AD.CATF

CITY OF ALACHUA APPLICATION
CITIZEN ADVISORY TASK FORCE (CATF)
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Name Diana Carlson Date April 15, 2025

Mailing Address 312 Turkey Creek, Alachua FL 32615

Phone (Daytime) (352) 672-0089 E-mail beholditsladydi@gmail.com

Are you a current CATF member seeking reappointment? ☐ Yes ☒ No former CATF chair

IN WHAT CAPACITY ARE YOU SEEKING APPOINTMENT TO THE CATF? (Check one)

- A member of a local Community Agency or Organization? yes

If yes, please give name of Agency/Organization and office held, if any:

Alachua Chamber of Commerce, AWC

- A resident who earns at or below 80% of median income ✓
- A resident who has a general interest ✓

Are you a City Resident? ☒ Yes ☐ No

Are you available to meet at least semiannually? ☒ Yes ☐ No

Why would you like to be appointed to the CATF?

I want to become a part of CATF to help underpriveledged neighborhoods. My membership on this board had lapsed as we had no grants and city commissioners were serving.

What experience and skills do you have that would be of assistance to the CATF?

Former teacher of Title I schools; Grant writer; Public speaker; mentor teacher. Affable personality. I know many of the people in Alachua, having served for 5 years as the receptionist for City hall. I also was the city decorator for 20 years.

Signature Diana L R Carlson

PLEASE RETURN THIS COMPLETED APPLICATION BY MAIL TO: CITY OF ALACHUA, ATTN: DEPUTY CITY CLERK, P.O. BOX 9, ALACHUA, FL 32616-0009; BY FAX 386.418.6100; OR BRING TO CITY HALL.

CITY OF ALACHUA
CITIZEN ADVISORY TASK FORCE (CATF) MEMBER

Please circle your Household Size.*

Household Size	1 person	2 person	3 person	4 person	5 person	6 person	7 person	8 person

Please circle your Total Annual Household Income amount.*

Total Annual Household Income	less than $58,250	less than $66,600	less than $74,900	less than $83,200	less than $89,900	less than $96,550	less than $103,200	less than $109,850

Certification: I, the undersigned, certify that the information stated above is true and accurately reflects my household composition and income data.

CATF Member: Diana L R Carlson Date: 4/15/2025
Signature

Diana L. R. Carlson
Typed or Printed Name

*As required by the Department of Commerce (Commerce), the CATF shall have at least five members and must be comprised of residents of the City and at least 51% of the members must be from LMI households. None of the members can be an elected official and only one member can be an employee of the City. Income data available from the following HUD website: http://www.huduser.org/portal/datasets/il.html

CITY OF ALACHUA APPLICATION
CITIZEN ADVISORY TASK FORCE (CATF)
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Name Vailma Roca Fernández Date 04.30.2025

Mailing Address 14146 NW 154th PL., Alachua, FL 32615

Phone (Daytime) (305)903-1990 E-mail vailma.roca@me.com

Are you a current CATF member seeking reappointment? ☐ Yes ☑ No

IN WHAT CAPACITY ARE YOU SEEKING APPOINTMENT TO THE CATF? (Check one)

- A member of a local Community Agency or Organization? _____

If yes, please give name of Agency/Organization and office held, if any:

_____

- A resident who earns at or below 80% of median income _____
- A resident who has a general interest ✓

Are you a City Resident? ☑ Yes ☐ No

Are you available to meet at least semiannually? ☑ Yes ☐ No

Why would you like to be appointed to the CATF?

I am a proactive U.S. citizen who loves her city and is dedicated to maintain harmony in our neighborhoods. I aim to provide information and reports for discussion during our meetings, and I strive to beautify our city, which is in a constant growing. City of Alachua deserves to offer family oriented environments along new businesses preserving its charm.

What experience and skills do you have that would be of assistance to the CATF?

I am a legal consultant and Educator. Currently I am a candidate for a master's Degree in Mass Communication - Multimedia storytelling and Digital Journalism. I work for the school board of Alachua as an interpreter and translator. My skills could be a plus for our community.

Signature [signature]

PLEASE RETURN THIS COMPLETED APPLICATION BY MAIL TO: CITY OF ALACHUA, ATTN: DEPUTY CITY CLERK, P.O. BOX 9, ALACHUA, FL 32616-0009; BY FAX 386.418.6100; OR BRING TO CITY HALL.

CITY OF ALACHUA
CITIZEN ADVISORY TASK FORCE (CATF) MEMBER

Please circle your Household Size.*

Household Size	1 person	2 person	3 person	4 person	5 person	6 person	7 person	8 person

Please circle your Total Annual Household Income amount.*

Total Annual Household Income	less than $53,400	less than $61,000	less than $68,650	less than $76,250	less than $82,350	less than $88,450	less than $94,550	less than $100,650

Certification: I, the undersigned, certify that the information stated above is true and accurately reflects my household composition and income data.

CATF Member: _____ Date: 04.30.2025
Signature

Vailma Roca Fernández
Typed or Printed Name

*As required by the Department of Economic Opportunity (DEO), the CATF shall have at least five members and must be comprised of residents of the City and at least 51% of the members must be from LMI households. None of the members can be an elected official and only one member can be an employee of the City. Income data available from the following HUD website: http://www.huduser.org/portal/datasets/il.html

CITY OF ALACHUA APPLICATION
CITIZEN ADVISORY TASK FORCE (CATF)
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

ENROLL

Name E. Stanley Richardson Date May 22, 2025

Mailing Address 14437 NW 143 Place

Phone (Daytime) 352-792-2846 E-mail estanleyrichardson@gmail.com

Are you a current CATF member seeking reappointment? ☐ Yes ■ No

IN WHAT CAPACITY ARE YOU SEEKING APPOINTMENT TO THE CATF? (Check one)

- A member of a local Community Agency or Organization? Yes

If yes, please give name of Agency/Organization and office held, if any:
ARTSPEAKSgnv, Inc., Executive Director

- A resident who earns at or below 80% of median income ~~Yes~~ NO
- A resident who has a general interest Yes

Are you a City Resident? ■ Yes ☐ No

Are you available to meet at least semiannually? ■ Yes ☐ No

Why would you like to be appointed to the CATF?

See Attachment

What experience and skills do you have that would be of assistance to the CATF?
See Attachment
See Attachment
See Attachment
See Attachment

Signature

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CITY OF ALACHUA
CITIZEN ADVISORY TASK FORCE (CATF) MEMBER

Please circle your Household Size.*

Household Size	1 person	2 person	3 person	4 person	5 person	6 person	7 person	8 person

Please circle your Total Annual Household Income amount.*

Total Annual Household Income	less than $53,400	less than $61,000	less than $68,650	less than $76,250	less than $82,350	less than $88,450	less than $94,550	less than $100,650

Certification: I, the undersigned, certify that the information stated above is true and accurately reflects my household composition and income data.

CATF Member: _____ Date: 5/22/25
Signature

Erroll S. Richardson
Typed or Printed Name

*As required by the Department of Economic Opportunity (DEO), the CATF shall have at least five members and must be comprised of residents of the City and at least 51% of the members must be from LMI households. None of the members can be an elected official and only one member can be an employee of the City. Income data available from the following HUD website: http://www.huduser.org/portal/datasets/il.html

CITY OF ALACHUA APPLICATION CITIZEN ADVISORY TASK FORCE (CATF)
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Submitted by E. Stanley Richardson, May 22, 2025

Why would you like to be appointed to the CATF?

As a lifelong resident of the City of Alachua, I am passionate about the success of the city and the citizens. The Citizen Advisory Task Force, allows me the opportunity to work for the benefit of the community by assisting with grant opportunities, working to share information regarding city services and events to our various community groups and citizens.

What experience and skills do you have that would be of assistance to the CATF?

I am experienced in grant-writing, research and evaluation, creating and developing community based programs, and creating collaborative projects. I am the Executive Director/Founder of a non-profit literary organization, ARTSPEAKSgnv, Inc and am the current Poet Laureate (2020-present) for Alachua County, where I write content for various events. I have presented at NASA, University of Florida, Washington, DC and Virginia using my platform to address issues in healthcare, education, cultural heritage and affordable housing. I have worked on the UF Health Cancer Center Community and External Advisory Board, to review grants for funding for cancer research. I currently serve as Vice-President of the Matheson History Museum. I've served on the Alachua County Rural Concerns Advisory Board, where we evaluated issues affecting smaller and rural communities from land development, ecotourism, environment and affordable housing. I have served on the Alachua County Recreation and Open Spaces Board where, we evaluated opportunities for parks, and trails. I am also a member of the Florida Association of Public Art Professionals. I believe my skills and passion for the City of Alachua, would allow me to be a valuable member of the Citizen Advisory Task Force to serve in this important volunteer role.

CITY OF ALACHUA APPLICATION
CITIZEN ADVISORY TASK FORCE (CATF)
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Name Julie Smith Date 4.24.2025

Mailing Address 14924 NW 125th Street Alachua

Phone (Daytime) 352-857-9037 E-mail JuliSmi10@gmail.com

Are you a current CATF member seeking reappointment? ☐ Yes ☒ No

IN WHAT CAPACITY ARE YOU SEEKING APPOINTMENT TO THE CATF? (Check one)

- A member of a local Community Agency or Organization? yes

If yes, please give name of Agency/Organization and office held, if any:
Alachua Business League, Alachua Chamber, Alachua Hospitality Council

- A resident who earns at or below 80% of median income yes
- A resident who has a general interest yes

Are you a City Resident? ☒ Yes ☐ No

Are you available to meet at least semiannually? ☒ Yes ☐ No

Why would you like to be appointed to the CATF?

Signature Julie Smith

PLEASE RETURN THIS COMPLETED APPLICATION BY MAIL TO: CITY OF ALACHUA, ATTN: DEPUTY CITY CLERK, P.O. BOX 9, ALACHUA, FL 32616-0009; BY FAX 386.418.6100; OR BRING TO CITY HALL.

Why would you like to be appointed to the CATF?

As a dedicated resident of the City of Alachua, I am honored to express my interest in serving on the Citizen Advisory Task Force (CATF). I believe this board plays an essential role in keeping our “Good Life Community” informed, engaged, and represented in the decisions that shape its future.

The CATF is due for a revitalization—one that brings fresh energy, transparency, and consistent communication between city leadership and residents. I want to help lead that effort. Our citizens deserve to have their voices heard on the issues that directly affect them, and I am ready to serve as that advocate—working to bridge the gap between public policy and public perspective.

I am actively involved in local government and civic life, regularly attending City Commission and Planning Board meetings to stay informed and share critical updates with the broader community. My commitment to civic engagement was recognized when I received the ABLE Award from the Alachua Business League for leadership and advocacy. I also proudly serve on the Visit Natural North Florida Tourism Task Force, the Alachua Harvest Festival Committee, the Alachua Chamber of Commerce, and the Alachua Business League, where I support economic development, community events, and policy awareness.

As the founder of High Springs What’s Happening LLC, I created a trusted platform that now includes over 100 paid business sponsors, connecting residents to verified local information, small businesses, and community updates. This work underscores my passion for strengthening local voices and ensuring transparency in civic matters.

What experience and skills do you have that would be of assistance to the CATF?

My education in Business Law and Marketing from Daytona State College, along with over 25 years of leadership in public relations and community development, gives me a strong foundation for contributing to the CATF. I hold a ServSafe Manager Certification and was a licensed Florida Realtor from 1999 to 2004, a time when I gained firsthand insight into the real estate market’s growth—and its downturn when the housing market crashed. This experience taught me the importance of adaptability, resilience, and understanding the economic forces that impact residents and small businesses.

I’m highly skilled in digital tools like Meta Business Suite, Salesforce, QuickBooks, and Google Workspace, enabling me to streamline communication, manage outreach, and support transparency. Through my work with High Springs What’s Happening and various public-sector collaborations, I’ve honed my ability to interpret complex issues, provide clear updates to the public, and facilitate meaningful dialogue between citizens and city leadership.

These combined experiences allow me to bring not only technical expertise but also a real-world understanding of the challenges our community faces—making me well-prepared to contribute as a dedicated, informed, and community-focused member of the CATF.

CITY OF ALACHUA
CITIZEN ADVISORY TASK FORCE (CATF) MEMBER

Please circle your Household Size.*

Household Size	1 person	2 person	3 person	4 person	5 person	6 person	7 person	8 person

Please circle your Total Annual Household Income amount.*

Total Annual Household Income	less than $53,400	less than $61,000	less than $68,650	less than $76,250	less than $82,350	less than $88,450	less than $94,550	less than $100,650

Certification: I, the undersigned, certify that the information stated above is true and accurately reflects my household composition and income data.

CATF Member: Julie Smith Date: 4.24.2025

Signature

Julie Smith

Typed or Printed Name

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Citizen Advisory Task Force Term Ballot

Vote for up to two applicants:

_____ Diana Carlson

_____ Vailma Roca Fernandez

Vote for only one applicant:

_____ E. Stanley Richardson

_____ Julie Smith

_____June 23, 2025
Signature

...PD with additional information about Davis or Scott

...messages and images. Investigators say she also arranged unsupervised meetings with the victim without parental consent.

Nicholas Scott, 35, of Gainesville, is charged with using a two-way communication device to facilitate a felony and distributing obscene material to a minor. Authorities allege that Scott sent explicit images to one of the victims and communicated with the minor in violation of Florida law.

The investigation began after a report was made by a concerned parent. Police said both suspects were known to the victims and had previously interacted with the families under the pretense of friendship.

"Due to the sensitive nature of the crimes and to protect the identities of the victims, no further information will be released," said Alachua Police Chief Jesse Sandusky.

The Alachua Police Department expressed gratitude to the assisting agencies that contributed to the investigation.

Anyone with additional information or who may be a victim is encouraged to contact Detective Jacob Eady at 386-588-3328 or jeady@alachuapd.org.

# # #

Email cwalker@alachuatoday.com

Alachua man arrested, charged with lewd behavior

By C.M. WALKER
Today Reporter

ALACHUA – A 38-year-old Alachua man faces charges of lewd and lascivious behavior stemming from allegations he inappropriately touched a 13-year-old girl he knew during an incident last fall, according to the Alachua County Sheriff's Office.

Dustin Adam Zamzow was arrested April 10, 2025, after prosecutors formally charged him on April 4. An arrest warrant was issued shortly after charges were filed.

The sheriff's report states the alleged incident occurred in the fall of 2024. Authorities said Zamzow encountered the victim walking along a road, and because they had known each other for several years, the victim agreed to accompany him to pick up pizza.

During the drive, investigators say Zamzow allegedly encouraged the victim to sit on his lap to steer the vehicle and reportedly touched the victim's genitals over their clothing. On the return trip, Zamzow again allegedly had the victim sit in his lap and reportedly touched her under her bra.

According to the arrest report, Zamzow allegedly instructed the victim not to tell anyone about the incident, stating he could be jailed if others found out.

Formal charges were filed on April 4, and a warrant was issued for Zamzow's arrest a few days later. He has been charged with lewd/lascivious behavior with a victim under the age of 16.

Prosecutors initially argued that Zamzow should be held without bail, citing concerns about potential harm to the community and referencing Zamzow's prior criminal history, which includes two misdemeanor convictions for stalking. They also cited a previous allegation from New York with an 8-year-old victim when Zamzow was 15 years old.

However, Judge William Davis ordered him released on his own recognizance with requirements for a GPS monitor and no unsupervised contact with minors, including his own children.

Further court proceedings in this case are pending.

# # #

Email cwalker@alachuatoday.com

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Tel: (386) 462-7LAW (7529)

City of ALACHUA

NOTICE OF VACANCY CITIZEN ADVISORY TASK FORCE (CATF)

The City of Alachua is accepting applications for the vacancy/vacancies on the CATF. Appointments will be for three (3) year terms. The CATF is the advisory body to the Alachua City Commission on the CDBG Program. It is a five (5) member committee that meets at least semiannually at City Hall. Applicants must reside in the City of Alachua and fall within income limits.

Applications may be obtained in person at Alachua City Hall, 15100 NW 142nd Terrace, Monday through Thursday, between 7:30 A.M. and 6:00 PM. For electronic applications, visit the City website at:

www.cityofalachua.com

All applications must be received on or before June 05, 2025, by the close of business at 6:00 p.m. Applications can be returned by mail to: City of Alachua, Attn: Deputy City Clerk, P.O. Box 9, Alachua, FL 32616-0009; by fax to 386-418-6177; or dropped off at City Hall.

Please refer any questions to Robert Bonetti, Finance and Administrative Services Director, at 386- 418-6100.

(Published: Alachua County Today - May 15 & 22, 2025)

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda Item

MEETING DATE: June 23, 2025

SUBJECT: Options regarding the City's ordinance on alcohol sales in proximity to churches

PREPARED BY: David Wisener, Economic Development Manager

RECOMMENDED ACTION:

Receive the report.

Summary

At the May 5 Regular City Commission meeting, members of the Alachua Chamber of Commerce and other local business representatives expressed a desire for the Commission to consider amending a City ordinance that prohibits the sale of alcohol within 450 feet of a religious institution. This request emanates from a desire from members of the community to allow the possibility of a brewery and/or wine bar to locate in the business district along Main Street which, because of the close proximity of three churches, is currently restricted because of this ordinance. The Commission requested Staff return at a future meeting to present possible options. On May 22, Staff sent emails to the three affected churches inviting them to this meeting to share their thoughts on this discussion if desired.

For context, the full portion of the relevant ordinance is Section 4.3, which reads: "It is unlawful for any sale of alcoholic beverage to take place or occur, whether for consumption on or off a premises, within 450 feet of a religious institution, as defined by the City's Land Development Regulations unless authorized by a special event permit issued pursuant to Section 4.6, special events, of the Land Development Regulations (LDRs), or unless authorized for a temporary event where the sale of alcoholic beverages will not exceed a period of three days for a single event. Such distance shall be measured from the center of the main entrance of the licensed premises and follow the most direct public route of pedestrian travel to the center of the main entrance of the religious institution. However, this section shall not apply to those sales of beer and malt beverages for consumption off the premises and for locations that are licensed as restaurants which derive at least 51 percent of gross revenue from the sale of food and nonalcoholic beverages or for a premises licensed on or before July 1, 1999 and continuously operating."

There is no State statute that requires a municipality to have an alcohol sales prohibition in relation to distance from religious institutions. The only State prohibition that is similar is in Section 562.45(2)(a): "a location for on-premises consumption of alcoholic beverages may not

be located within 500 feet of the real property that comprises a public or private elementary school, middle school, or secondary school unless the county or municipality approves the location as promoting the public health, safety, and general welfare of the community [as decided through a public hearing process]." There are not currently any schools located in a proximity to Main Street that would affect this discussion.

Therefore, whether there is a prohibition on alcohol sales in proximity to religious institutions is solely at the discretion of municipalities, and if there is a prohibition, the distance is likewise at the discretion of municipalities. For example, the other seven Alachua County municipalities have the following ordinance restrictions in place regarding distance of alcohol sales from religious institutions:

- Archer - 600 feet
- Gainesville - no restrictions
- Hawthorne - no restrictions
- High Springs - 500 feet
- Micanopy - no restrictions
- Newberry - 300 feet
- Waldo - 500 feet

Specific to Alachua's Main Street, because Living Word Church of Faith is located on Main Street in the heart of the northern business district, maintaining a prohibition of any significant distance would eliminate a large portion of buildings from alcohol sales. In the southern business district, a prohibition of approximately 200 feet would likely allow sufficient distance from First Baptist to qualify those business buildings.

Because there is no State requirement, all options are open to the City Commission depending on its preference. Some of those options are:

- Remove the prohibition on alcohol sales in proximity to religious institutions altogether
- Remove the prohibition on alcohol sales in proximity to religious institutions within a specific area of the City (for example, along Main Street, or within the CRA, or some other specified area)
- Specify a new distance prohibiting alcohol sales in proximity to religious institutions
- Amend the City's Land Development Regulations to create a category for "brewery" and/or "wine bar," then exempt those categories from the prohibition
- Maintain the existing ordinance as is

FINANCIAL IMPACT

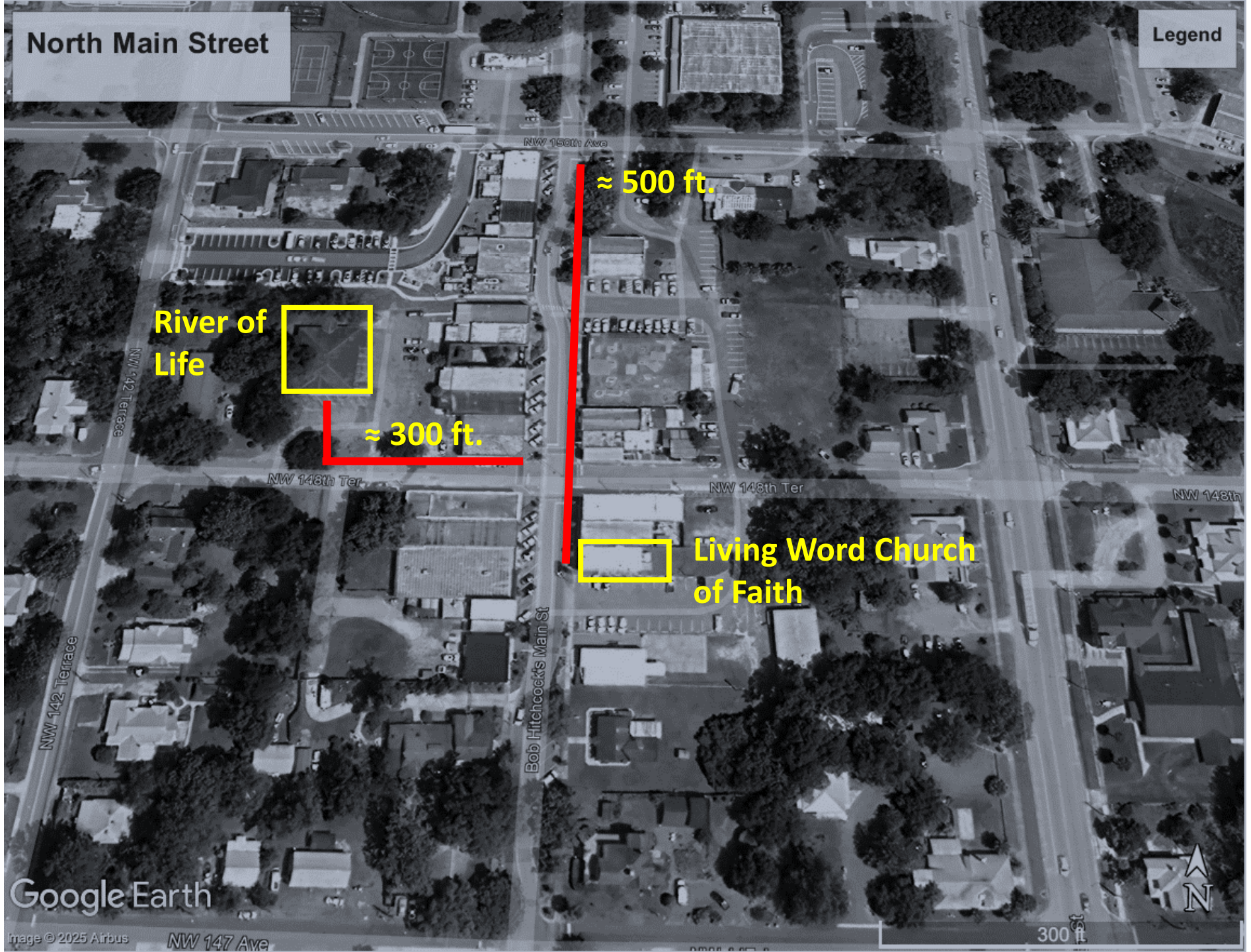
ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

Economic Development
Quality of LIfe
Community Enhancement

ATTACHMENTS

1. Alcohol sales ordinance church distances


North Main Street
Legend
≈ 500 ft.
River of Life
≈ 300 ft.
Living Word Church of Faith
NW 150th Ave
NW 142 Terrace
NW 148th Ter
NW 148th
Bob Hitchcock's Main St
NW 147 Ave
Google Earth
Image © 2025 Airbus
300 ft
N


South Main Street
Legend
NW 147 Ave
NW 142 Terrace
NW 146 Ave
Bob Hitchcock's Main St
≈ 490 ft.
NW 140th St
NW 145 Ave
First
Baptist
Google Earth
Image © 2025 Airbus
300 ft
N

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda Item

MEETING DATE: June 23, 2025
SUBJECT: Discussion on Strategies to Increase Public Engagement and Transparency
PREPARED BY: Jacob Fletcher, Commissioner
RECOMMENDED ACTION:
Receive presentation from Commissioner Jacob Fletcher and discuss strategies to enhance public engagement and transparency in City processes, including the creation of accessible educational content, expansion of digital outreach, and the exploration of a citywide public survey to understand resident priorities better and direct the City Manager to take appropriate actions based on the Commission's discussion.

Summary

During the May 5th public comment period, community member Soorya Lindberg proposed several key suggestions aimed at improving public participation and transparency in City governance. These suggestions reflect a shared value of public engagement, offering valuable opportunities to enhance understanding of City processes and ensure that community voices are more effectively integrated into decision-making. The Commission is requested to discuss the following ideas to strengthen public engagement and ensure that local governance reflects the diverse needs of all those impacted by City policies and actions:

- **Creating accessible, plain-language content** to explain how City decisions are made and provide residents with the tools to participate more actively in the process.
- **Expanding public notice methods** to include social media platforms such as Facebook, thereby increasing outreach to a broader and more engaged audience.
- **Exploring the feasibility of a citywide public survey** to gather insights on resident priorities and concerns, helping guide future policy and planning decisions.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

ATTACHMENTS

1. Lindberg Email Engagement

Let's Improve Civic Engagement

Soorya Lindberg <soorya.lindberg@gmail.com>

Tue 5/6/2025 4:00 PM

Inbox

To:City Commissioners <commissioners@cityofalachua.org>;

Hello Commissioners!

I wanted to follow-up on my public comment from last night (May 5th) in regards to increasing public engagement with the City. Here I will share the idea I spoke about, and two new ideas I didn't have time to bring up. I just love participating and I want more people to do so too!

1. Create content about how things work at City Hall

I encourage the City to create accessible, plain-language content that helps the public better understand how city decisions are made—particularly around land use and policy changes. Clear, proactive communication like this would empower residents to participate earlier and more meaningfully in civic matters. For example:

- A simple overview of how ordinances and rezoning requests move through the approval process. What stays at the Planning & Zoning level? What's the difference between quasi-judicial and not? When do you get three or five minutes to speak?
- How and when to submit public comments before a meeting and those deadlines. (This can improve participation and address accessibility for those who cannot attend in-person public comments due to work schedules, access to childcare, experiencing illness, or without transportation)
- How to access supporting documents before meetings. (This is why I LOVE the option of a library binder since they are open everyday of the week and can reduce foot traffic and attention from City staff. This is also perfect for many without home computers. I've tried reading agenda documents on my phone and the interface isn't friendly for that so an ongoing option for a hard copy at the library is exciting.)

2. Post Public Notices on Facebook

I've seen in staff documents that public notice hearings are always from the Alachua County Today newspaper... Considering the current news, people can be less inclined to pick that paper up. But what most people definitely do, is open Facebook multiple times per day and then share information with their friends or other groups. I see Alachua County posts their public notices on Facebook stories and posts, can the City of Alachua do the same along with the paper? I try to keep up and post things in a local word of mouth group but I'm just one person, people look to the official City accounts for what's happening. If you want a volunteer to keep an eye on posts, I'll be happy to! I'm already online all day looking at a computer for my day job.

3. City Survey

Has the City ever conducted a survey to understand what's important to residents? In my workplace, which has thousands of employees, we use Gallup to gather feedback at scale and identify trends.

At the last meeting we heard from downtown business owners that alcohol permits can improve foot traffic and then actions were taken to explore that. It was awesome to witness! I wonder what else is out there that we can learn to improve the quality of life for businesses and families? As the Commission considers ordinance changes to code with long-lasting effects: What do people whom you or I will never meet think about mixed-use development in our community? A thoughtfully designed public survey can offer insight to guide long-term planning and foster stronger alignment between City actions and community priorities.

Of course when designing a survey, it's important that the City ensures the process is inclusive, transparent, and unbiased. Partnering with a third-party organization—like Gallup or another experienced survey firm—can help ensure those best practices are followed. These organizations specialize in crafting neutral questions, reaching a representative mix of residents, and analyzing results with statistical rigor. A trusted third party can also help protect respondent confidentiality, increasing participation and trust in the process. This approach gives the Commission reliable, actionable insights into what the community thinks and needs.

Thank you for reading and your consideration!
Soorya Lindberg

Commission Agenda Item

MEETING DATE: June 23, 2025

SUBJECT: 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 (First Reading; Legislative Hearing).

PREPARED BY: Carson Crockett

RECOMMENDED ACTION:

Staff recommends that, in accordance with Section 2.2.11 of the City's LDRs, the City Commission refer the application for a large-scale Comprehensive Plan amendment for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC back to City Staff for review of the major changes to the application proposed by the applicant. The application would then return to the Planning & Zoning Board.

Recommended Motion: I move that, in accordance with Section 2.2.11 of the City's LDRs, this Commission refer the application for a large-scale Comprehensive Plan amendment for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC back to City Staff for review of the major changes to the application by the applicant.

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.

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.

Planning & Zoning Board Recommendation

On May 13, 2025, the Planning & Zoning Board moved to transmit the application to the City Commission with a recommendation to approve; however, the vote failed 2-2. As such, the Planning & Zoning Board transmitted the application to the City Commission with a recommendation to deny.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

ATTACHMENTS

1. Ordinance 25-09
2. Referral Request by Applicant
3. Staff Report
4. Application Materials
5. Traffic Impact Analysis
6. Public Notice Materials
7. Carson J. Crockett, AICP - Resume on File

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 denial 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,

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.

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 23rd day of June, 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:

Rodolfo Valladares, Interim City Manager/Clerk

APPROVED AS TO FORM

Marian B. Rush, City Attorney

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

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.

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

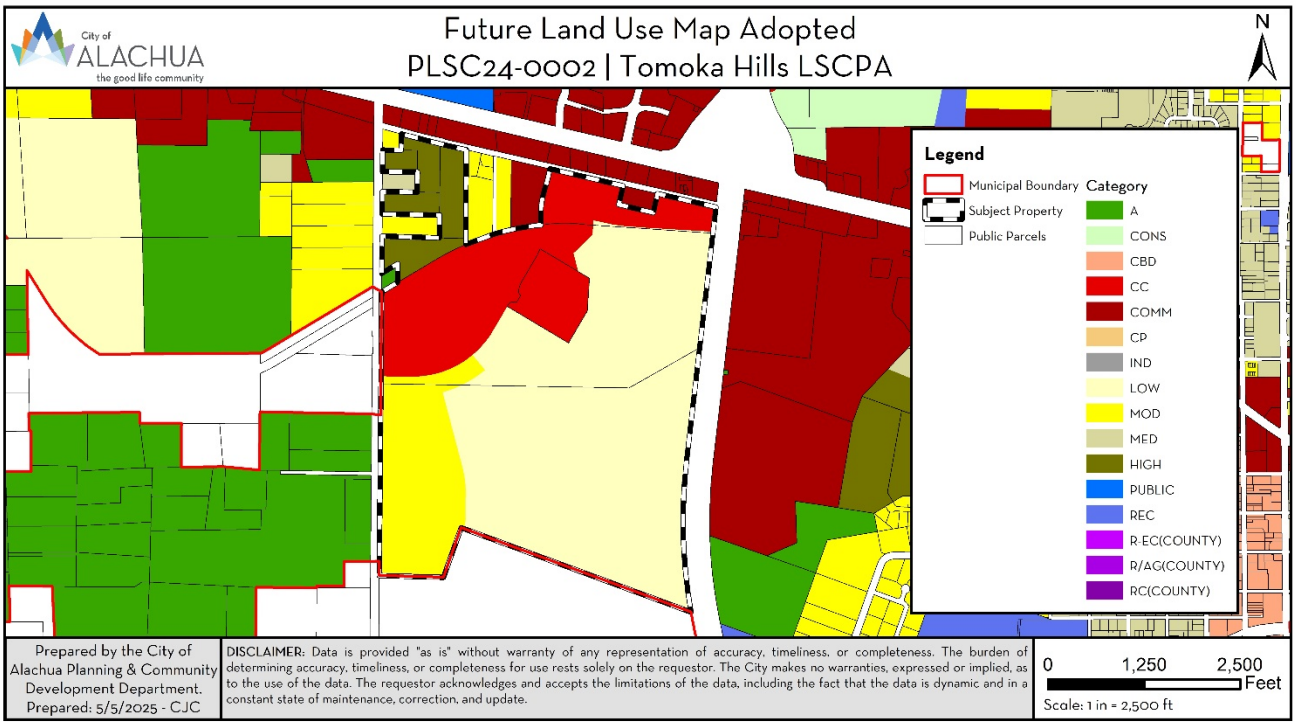
A PARCEL OF LAND SITUATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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

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.

EXHIBIT "B"


City of ALACHUA
the good life community
Future Land Use Map Adopted
PLSC24-0002 | Tomoka Hills LSCPA
N
Legend
Municipal Boundary
Subject Property
Public Parcels
Category
A
CONS
CBD
CC
COMM
CP
IND
LOW
MOD
MED
HIGH
PUBLIC
REC
R-EC(COUNTY)
R/AG(COUNTY)
RC(COUNTY)
Prepared by the City of Alachua Planning & Community Development Department.
Prepared: 5/5/2025 - CJC
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0 1,250 2,500 Feet
Scale: 1 in = 2,500 ft

June 18, 2025

Mr. Rodolfo Valladares, P.E., Interim City Manager
City of Alachua, FL
Post Office Box 9
Alachua, Florida 32616

Subject: PLSC24-0002 – Substantive changes to major elements of the Tomoka Hills Large-scale Comprehensive Plan Amendment Application.

Dear Mr. Valladares:

As authorized agent for the applicant, I am requesting application number PLSC24-0002 be removed from the June 23rd City Commission meeting agenda and be referred back to city staff for evaluation of new substantive changes to major elements of the Tomoka Hills Large-scale Comprehensive Plan Amendment (LsCPA) and companion Planned Development (PD) Rezoning applications. We are making these changes to address public comments and questions raised at the May 13th Planning and Zoning Board (PZB) meeting (which involved discussion about inclusion of a golf course within the Tomoka Hills PD Master Plan) and which we believe are likely to be considered "Major Changes" to the application under the City's Land Development Regulations (LDRs).

Pursuant to Section 2.2.11 (A) of the City's LDRs, substantive changes to major elements of development proposals that are made after a notice of a public hearing has occurred are required to be referred back to staff for evaluation. Additionally, Section 2.2.11(a) requires preparation of a revised staff report prior to an amended application being considered by a decision-making body. Based on questions and comments raised at the PZB meeting on May 13, we would like to continue working with City staff to fully address all questions and comments about the golf course's inclusion in the Tomoka Hills LsCPA and PD Rezoning applications.

We agree and understand that making this request also means that a new neighborhood meeting and subsequent PZB public hearing must be held to consider any substantive or major changes to the applications prior to coming before the City Commission for final approval.

Thank you for your consideration of this referral request.

Sincerely,
NV5

Ryan Thompson
Sr. Project Manager

CC: Marian Rush, Esq., City Attorney
Bryan Thomas, AICP, Planning & Community Development, Director
Carson Crockett, AICP, Planning & Community Development, Planner
Byron Flagg, Esq., Applicant's Legal Counsel

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.

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.

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.		

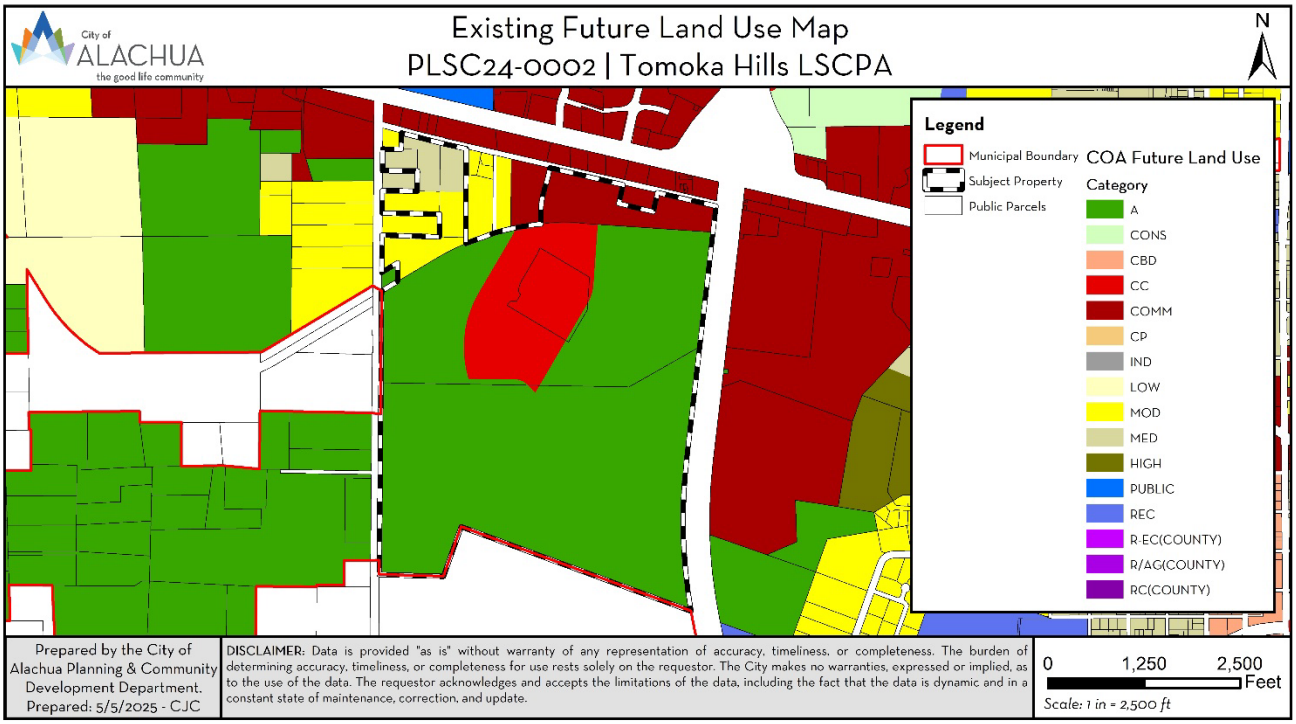


Figure 1. Subject Property with Existing Future Land Use Map

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.		

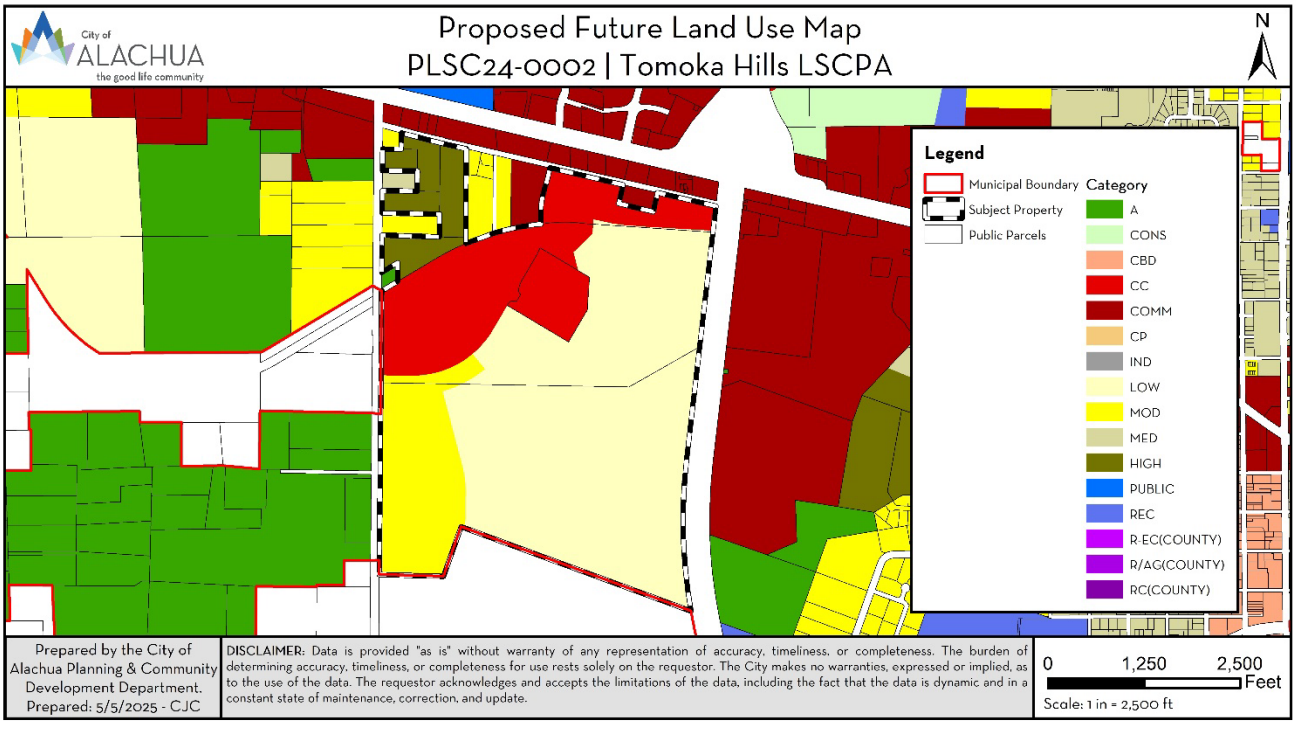


Figure 2. Subject Property with Proposed Future Land Use Map

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)

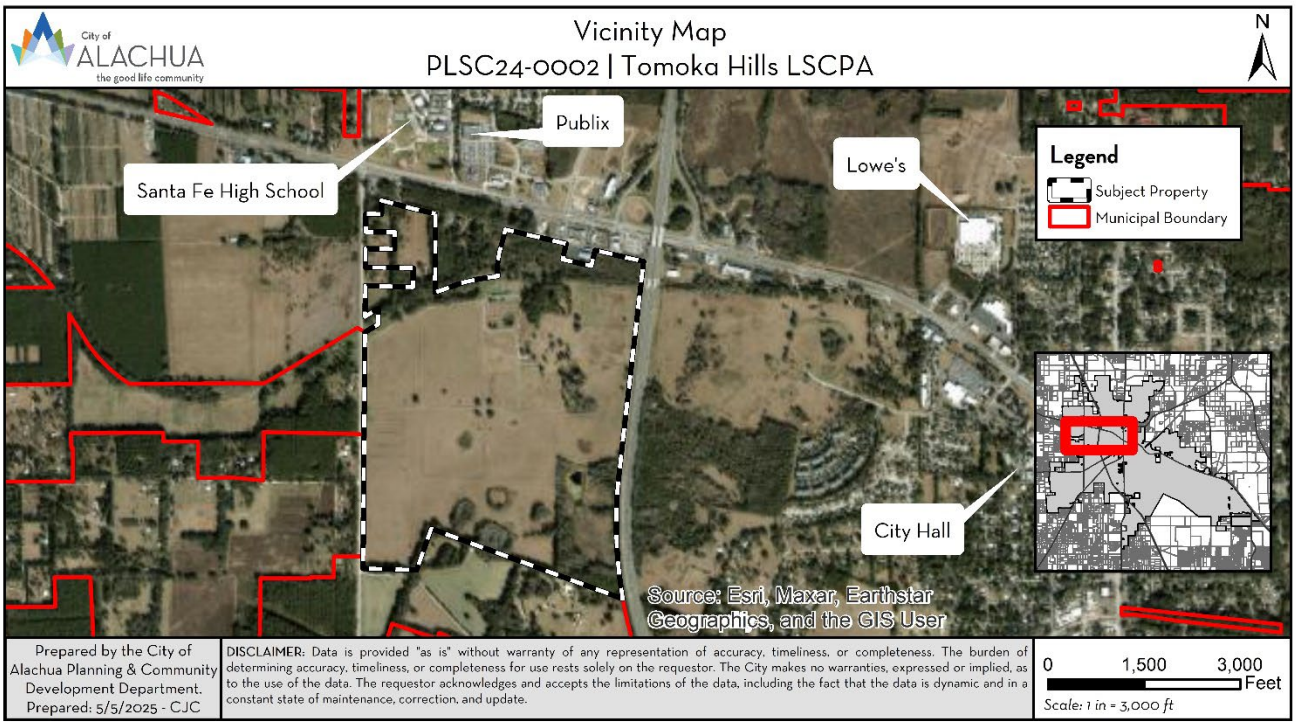


Figure 3. Vicinity Map

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.

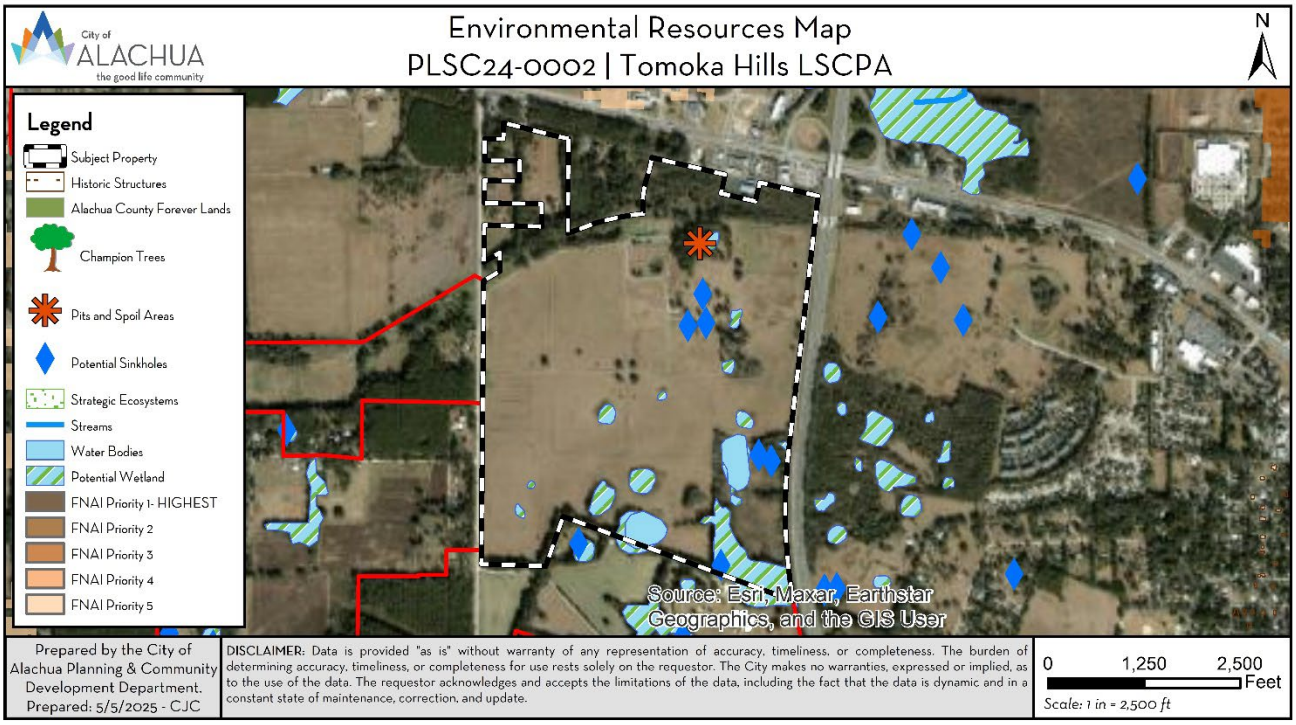


Figure 4. Environmental Resources Map

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,

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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

DRAFT

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.

DRAFT

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

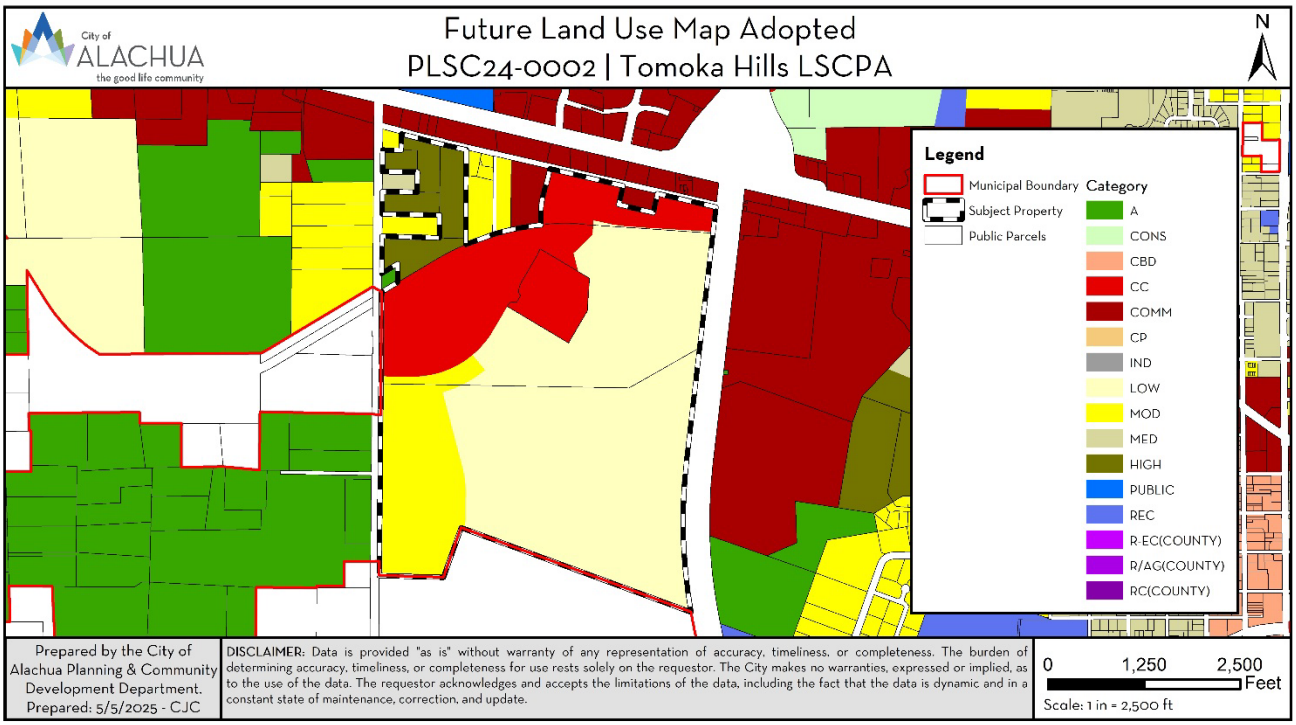
DRAFT

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.

DRAFT

EXHIBIT "B"



DRAFT

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:

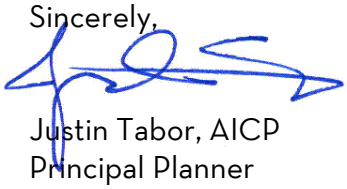
On September 11, 2024 the City of Alachua received your revised LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±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

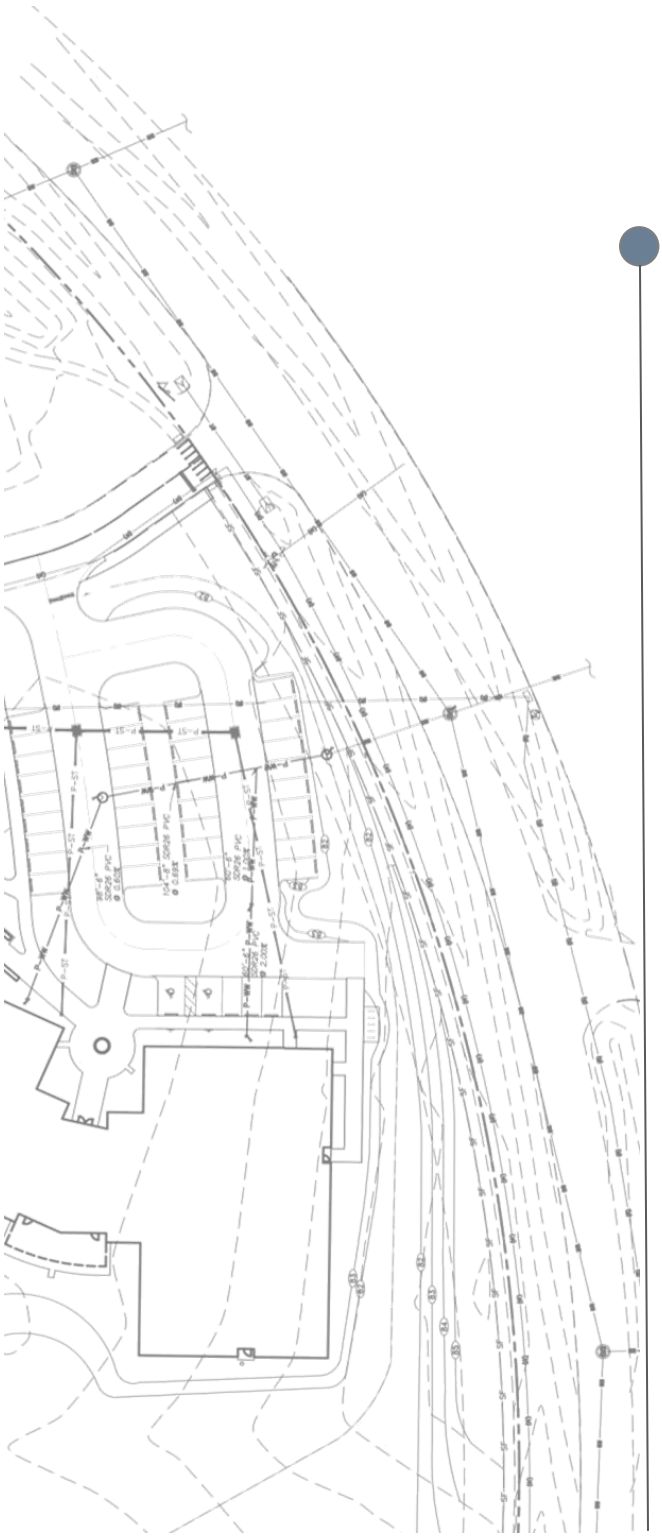
1. **Submittal Requirements:** Provide electronic copies of all application materials in digital (PDF) format. Application materials may be submitted on a compact disc (CD) or by emailing a Cloud or FTP link to download the materials to planning@cityofalachua.com.
2. **Application Attachment #6, Mailing 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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7. Justification Report
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9. Map Set
10. Environmental Exhibits

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

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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.

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

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

Laser Generated by © Display Systems, Inc., 2003 (863) 763-5555 Form FLWD-1

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

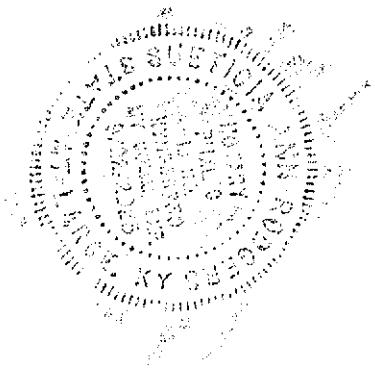
By: _____
William J. Shively, President

(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

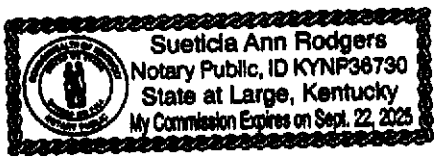


EXHIBIT "A"

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

A20909

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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)

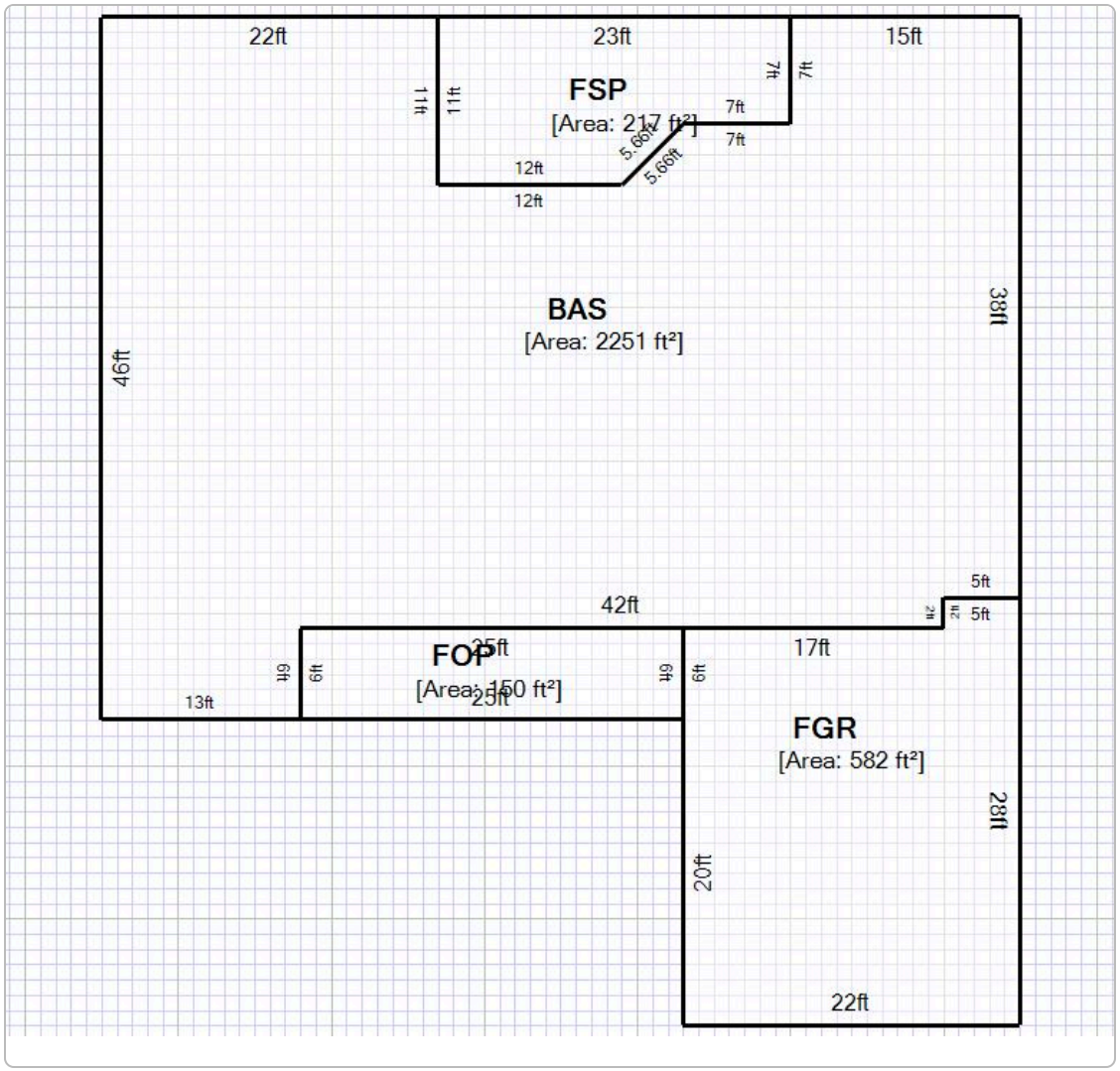
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

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

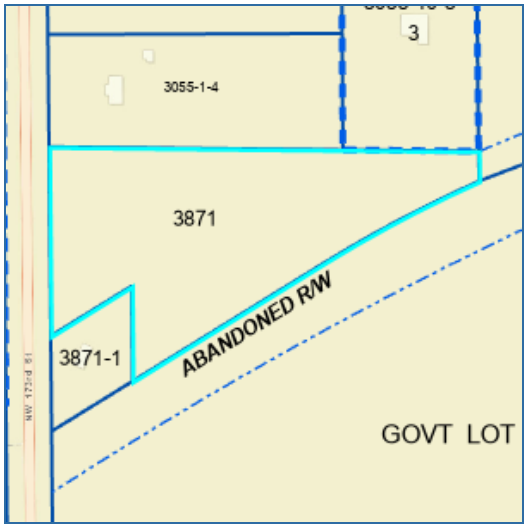
Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
9905	AC NON AG < 10	6.29	273992.4	0	0	RSF-4

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)

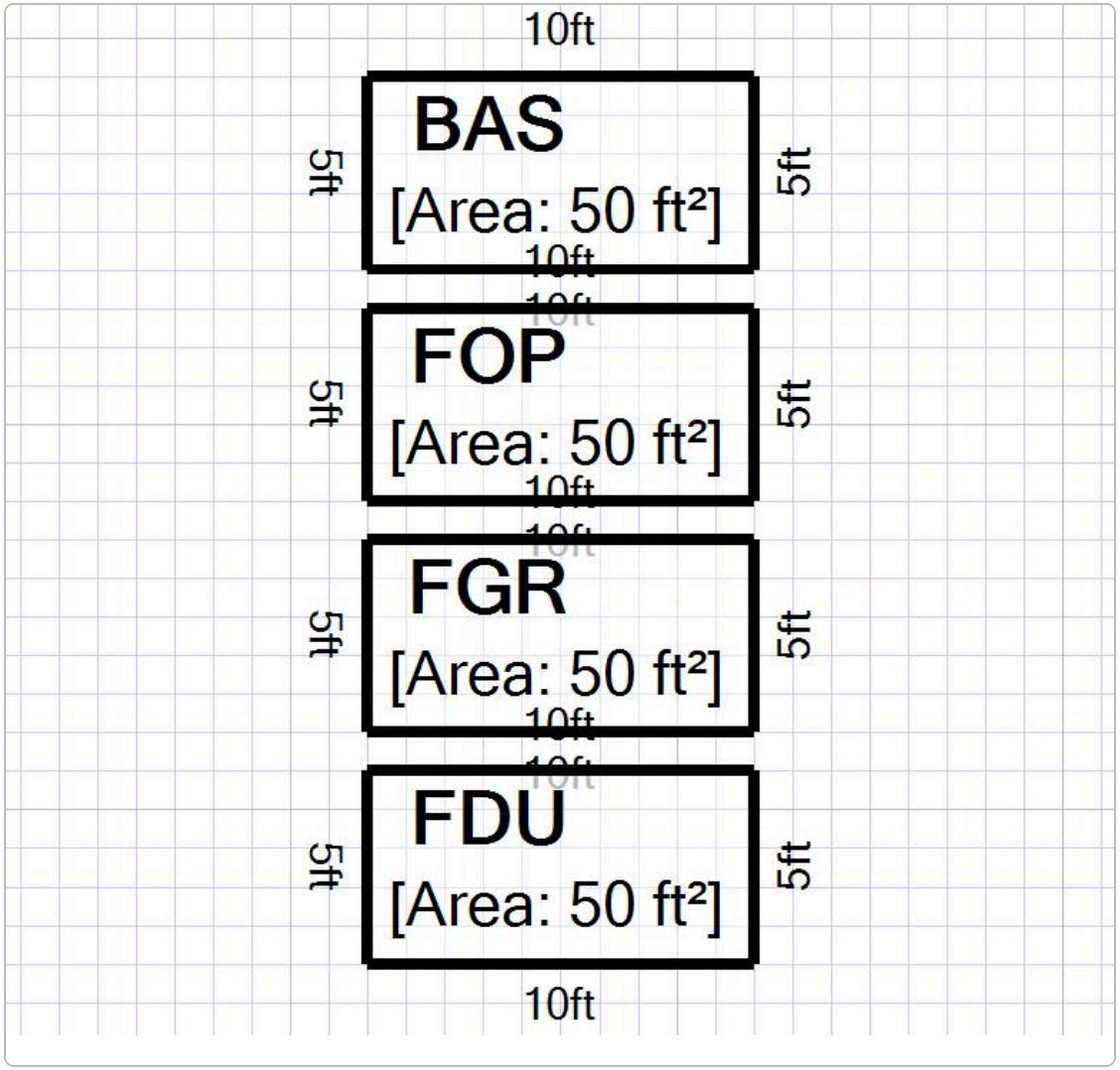
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Permits

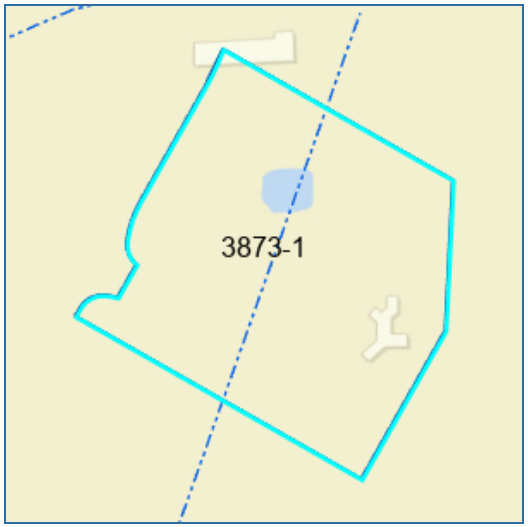
Permit Number	Type	Primary	Active	Issue Date	Value
P12-23-2072	COMM REMODEL PERMIT	Yes	Yes	5/15/2024	$14,731,781
P04-22-9258	DEMOLITION PERMIT	Yes	No	4/14/2022	$25,000
11-00000	OVER THE COUNTER INSPECT	Yes	No	8/31/2011	$0
06-10835	ROOFING	Yes	No	12/20/2006	$45,240
06-10831	REMODEL SFD	Yes	No	12/18/2006	$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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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)

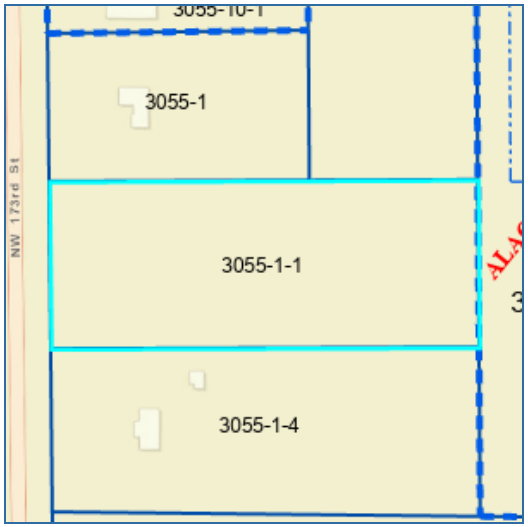
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

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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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

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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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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)

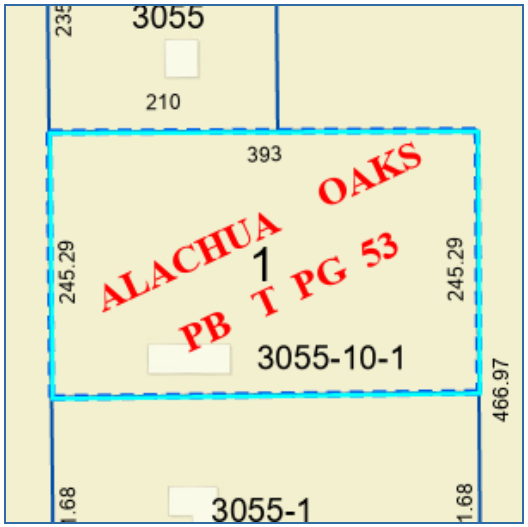
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

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

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



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

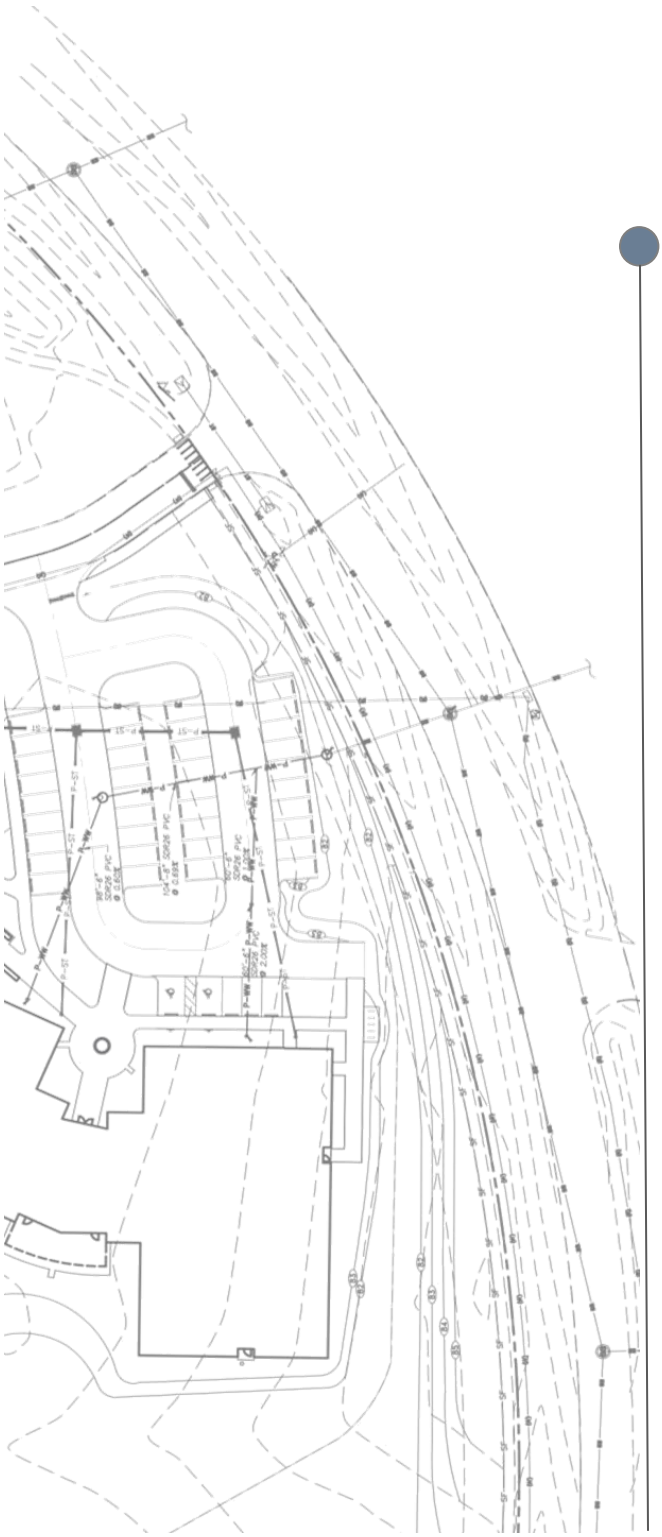
Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$841.41**.

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. 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
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

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.

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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

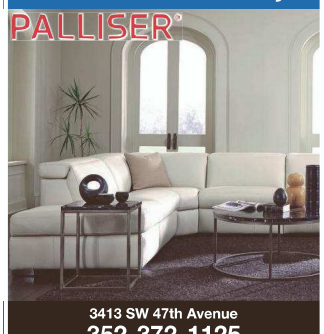
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Time: 6:00 pm on August 21, 2024
Location: CHW Office, 11801 Research Drive, Alachua, FL, 32615
Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976

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

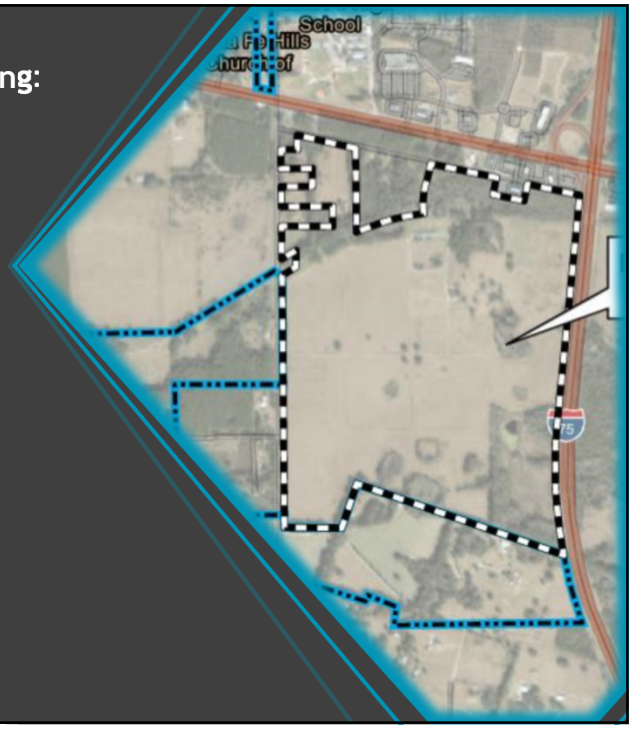
1

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.

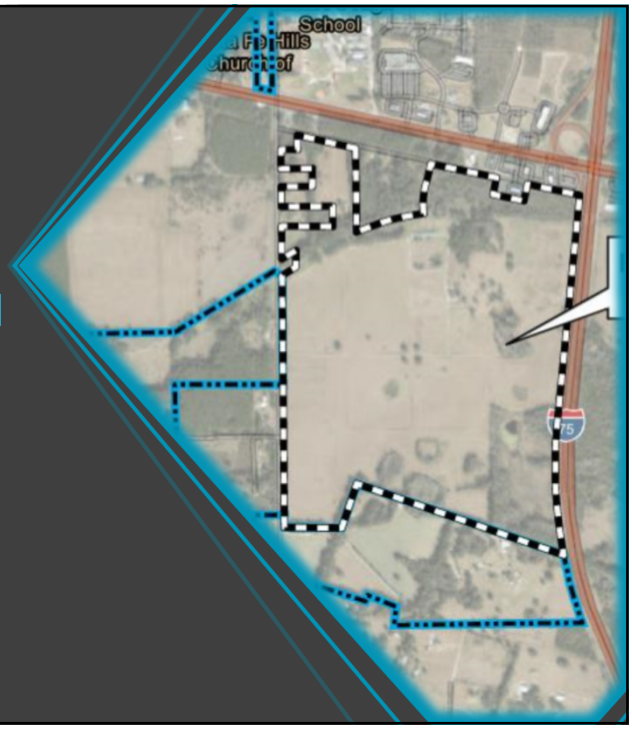


CHW AN NV5 COMPANY

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)**

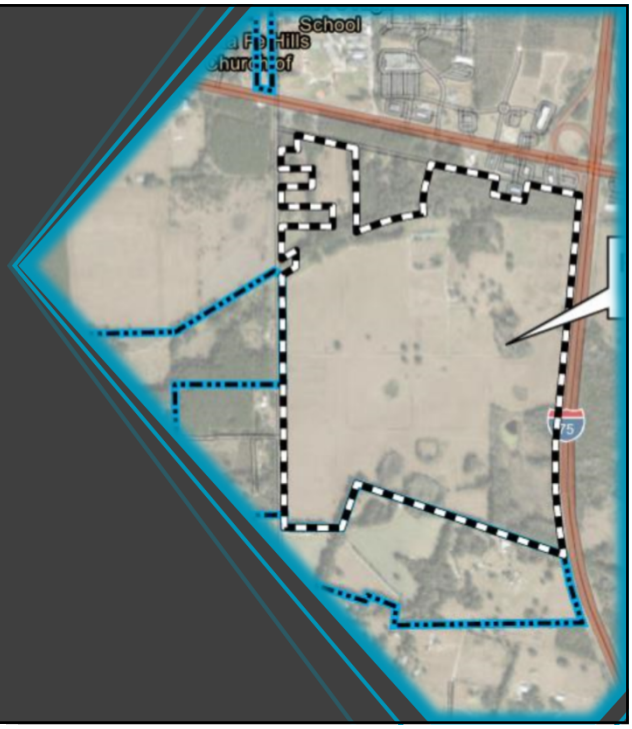


3

REQUEST:

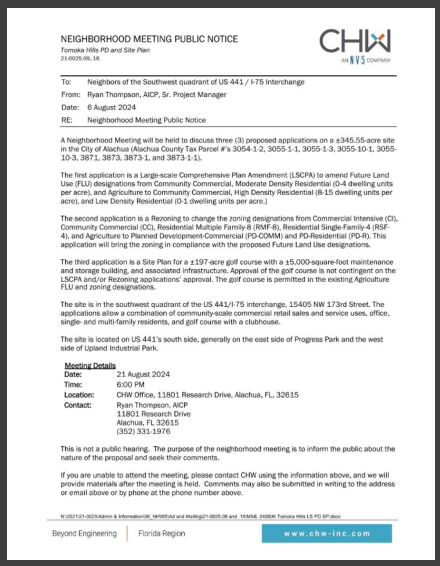
- Site Plan Application
  - Golf course with a maintenance and storage buildings, and associated infrastructure

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

CHW
AN NV5 COMPANY

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_NN\NN\Ad 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

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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5

ESTIMATED TIMELINE
LSCPA, REZONING, AND SITE PLAN

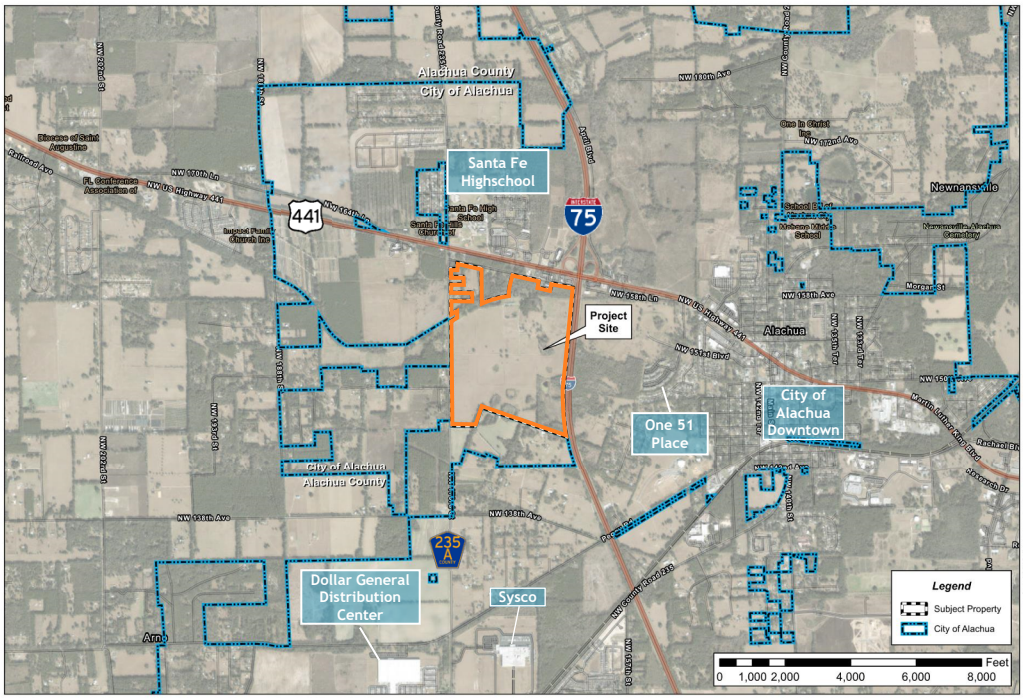
Pre-Application Meeting	First Neighborhood Meeting	Submit LSCPA & Rezoning applications	Second Neighborhood Meeting	Submit Site Plan application
July 23, 2024	August 21, 2024	August 29, 2024	September 2024	Sept. 30, 2024

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)

CHW
AN NV5 COMPANY

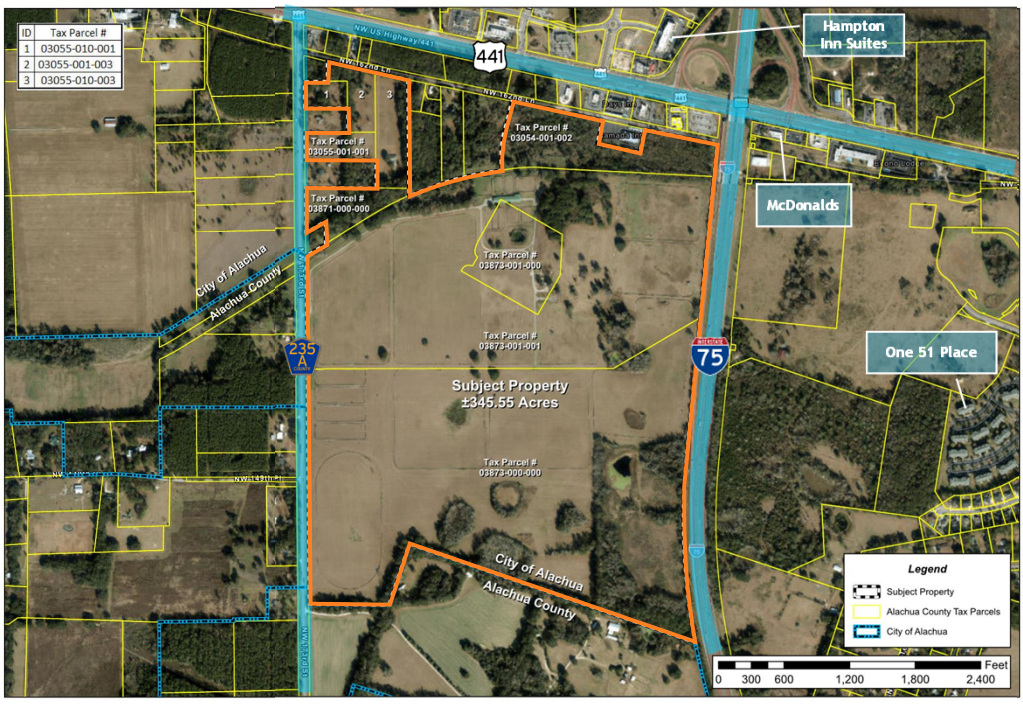
6

Context Map



7

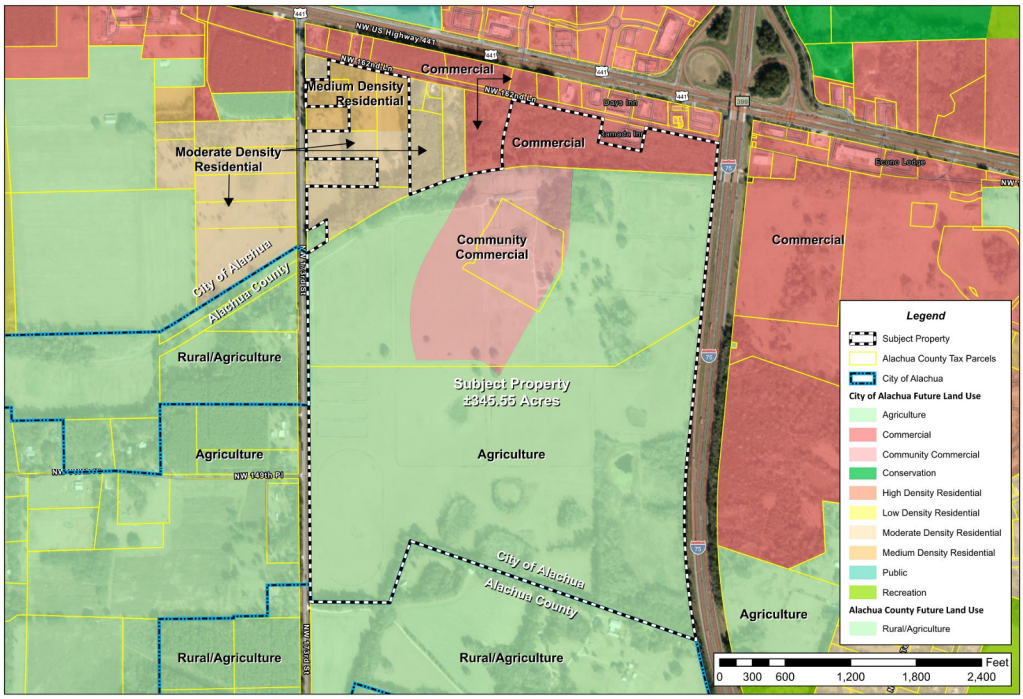
Aerial Map



8

Existing Future Land Use Map

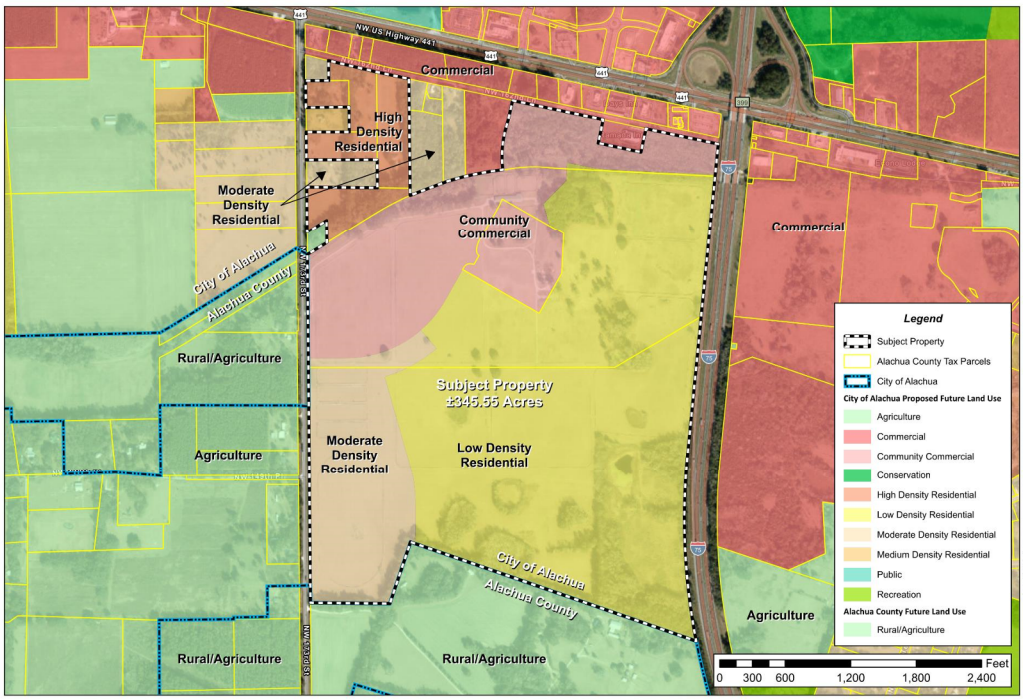
Existing FLU: Medium Density Residential; Moderate Density Residential; Commercial; Community Commercial; & Agriculture



9

Proposed Future Land Use Map

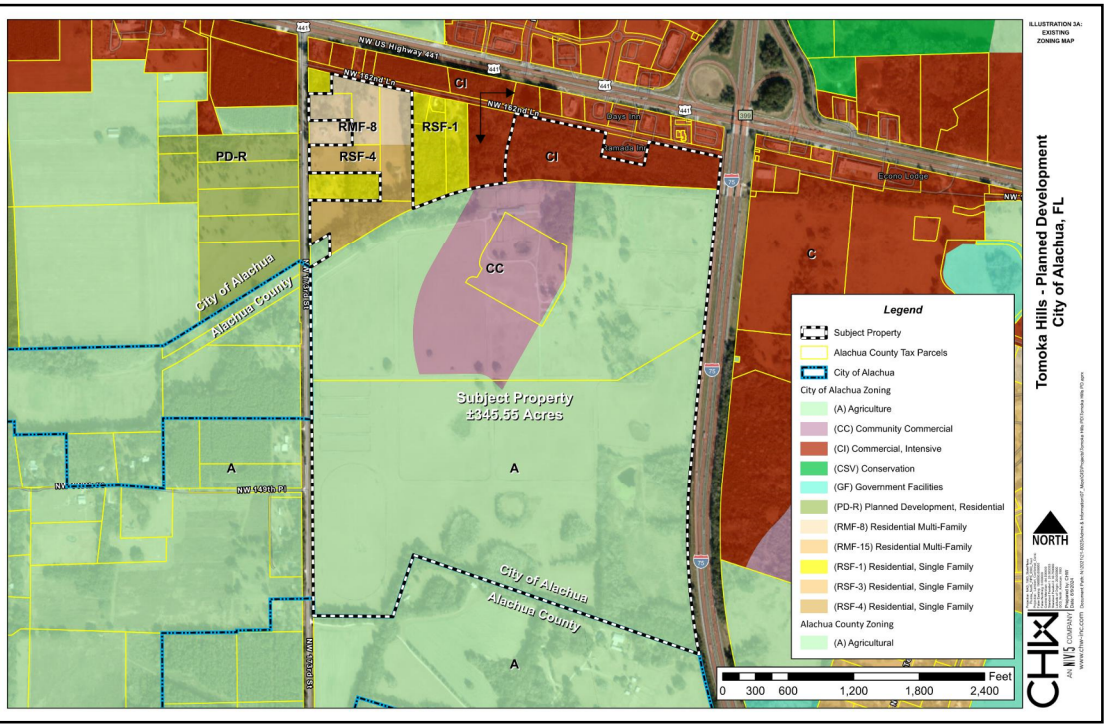
Proposed FLU: High Density Residential; Community Commercial; Moderate Density Residential; & Low Density Residential



10

Existing Zoning Map

Zoning: Residential, Single Family (RSF-4); Residential, Multi-Family (RMF-8); Commercial, Intensive (CI); Community Commercial (CC); & Agriculture (A)

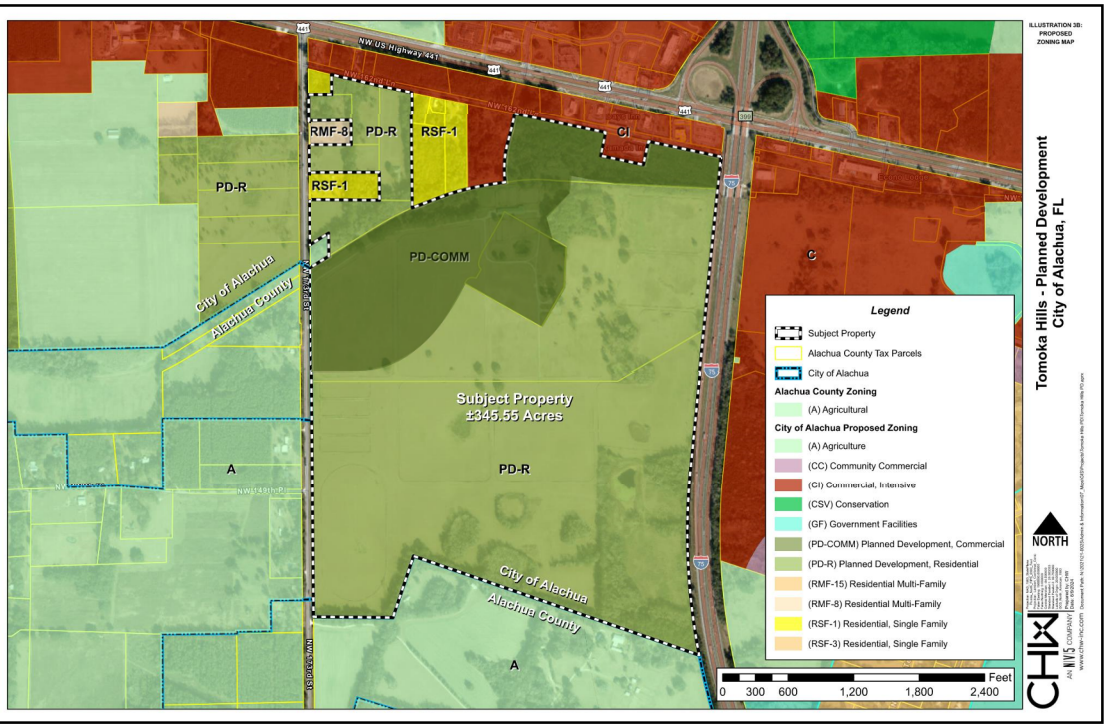


11

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

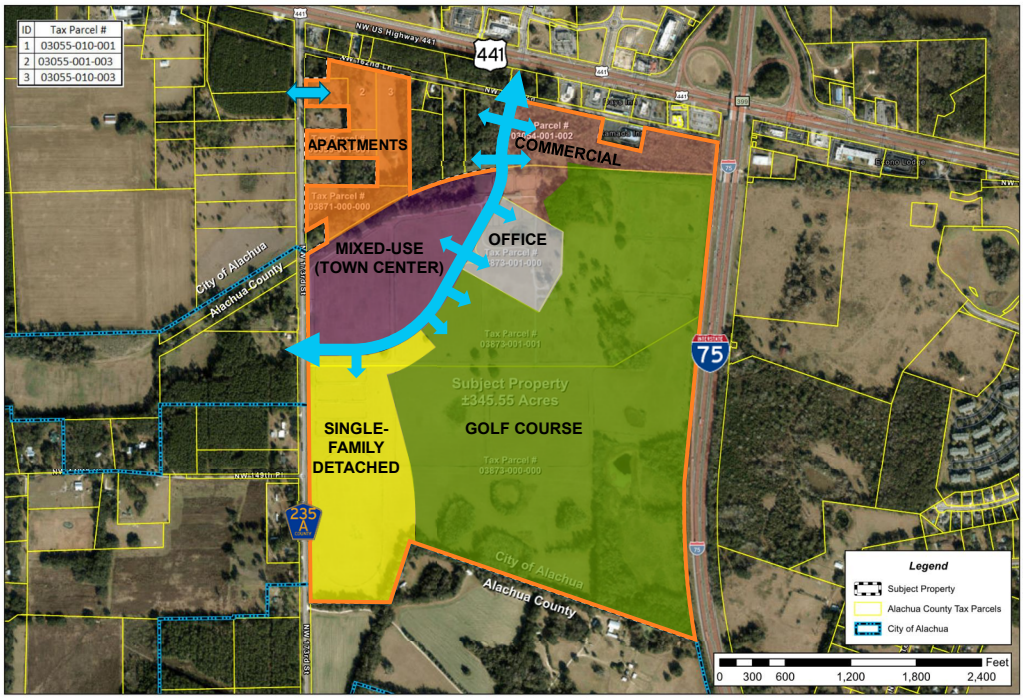
Commercial:
135,000 sf

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.

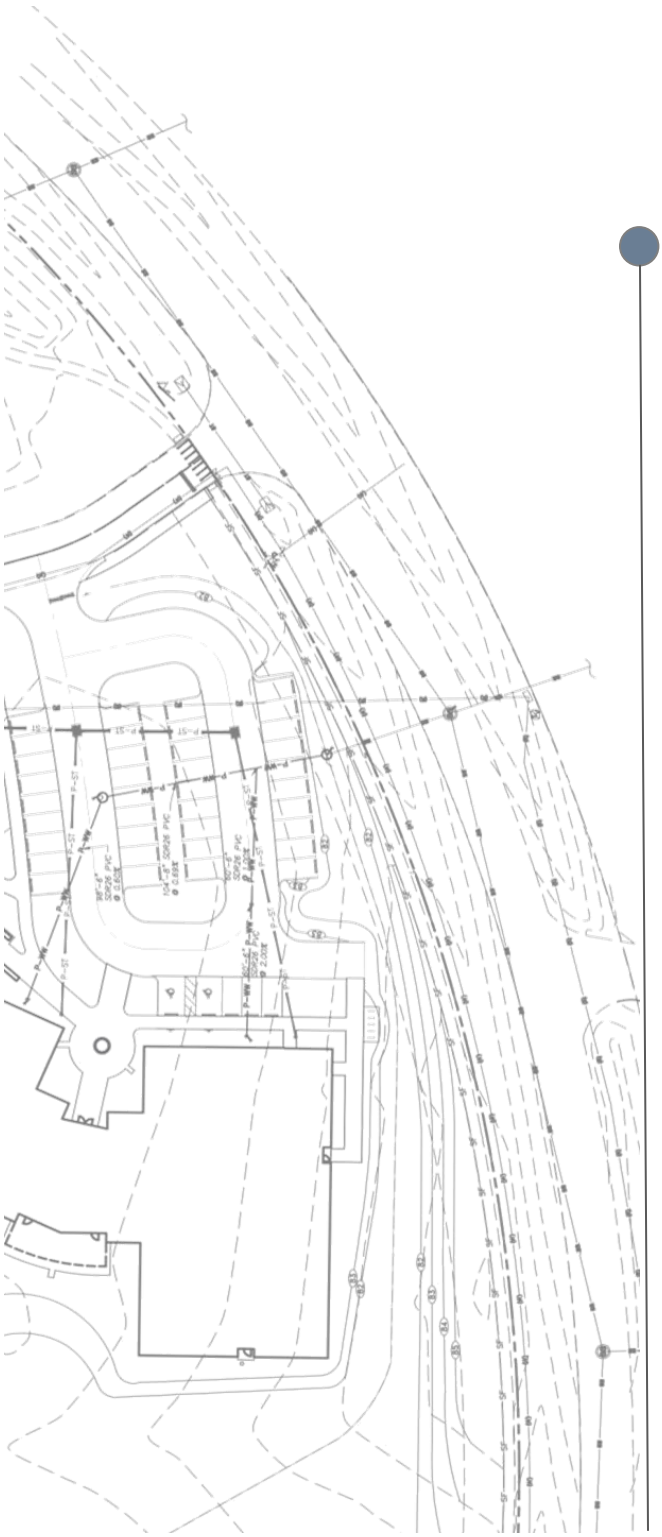
Comment: I own property adjacent to this project (tax parcel 03056-001-000) and I am concerned that the construction you are proposing cause significant negative impacts on my well, which is located within 30 feet of the property boundary. The City should consider converting the few residential properties 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 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

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

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,

> **"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

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.

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

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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

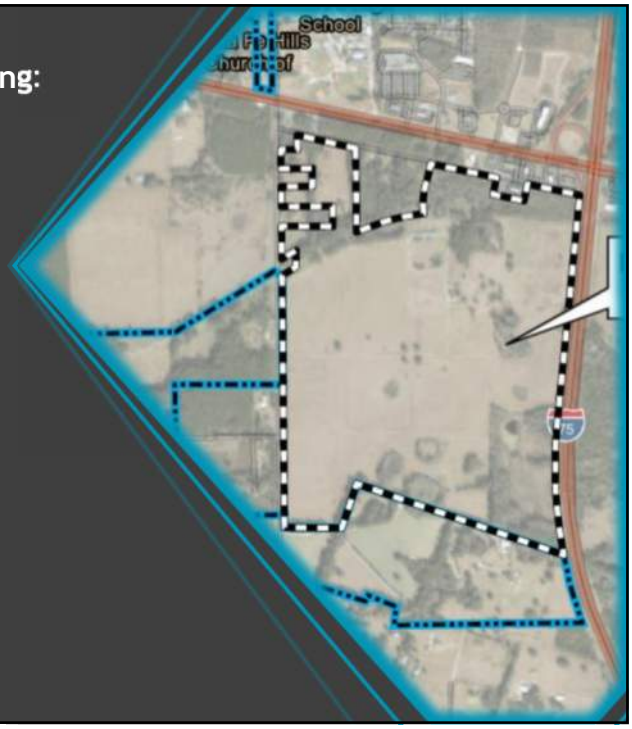
1

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.

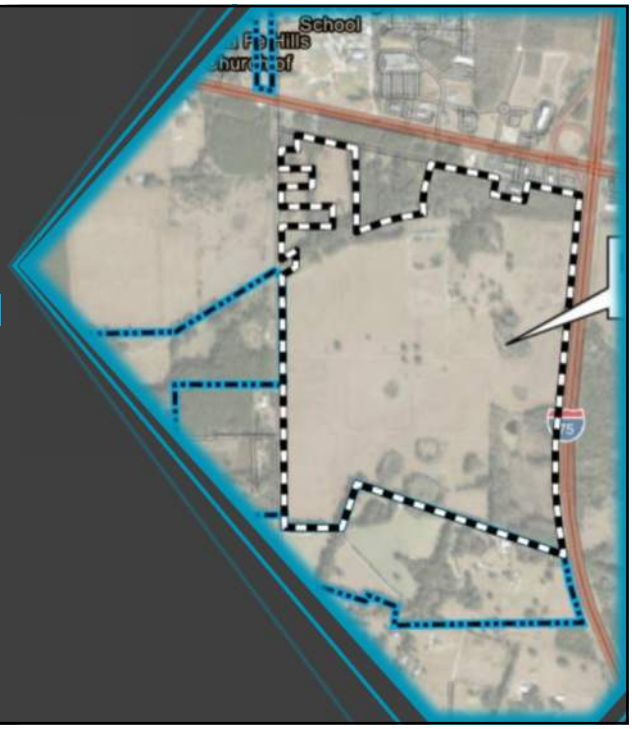


CHW

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)**

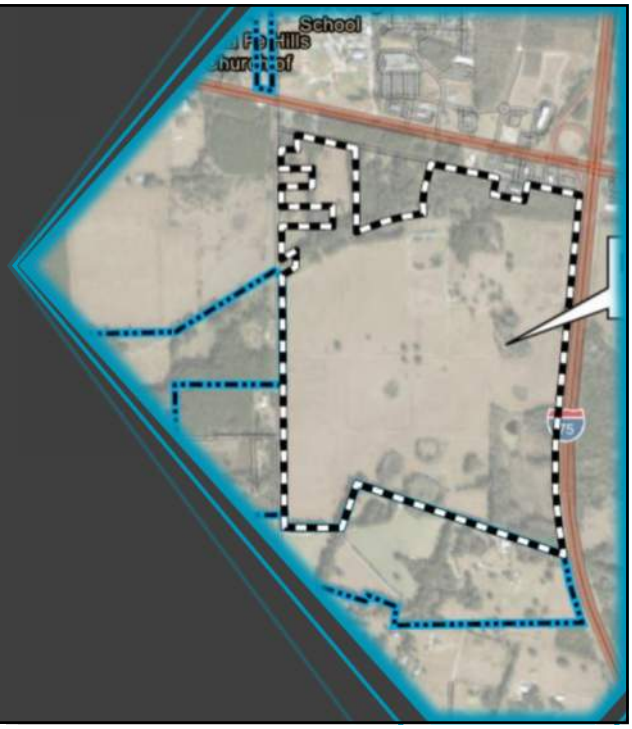


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REQUEST:

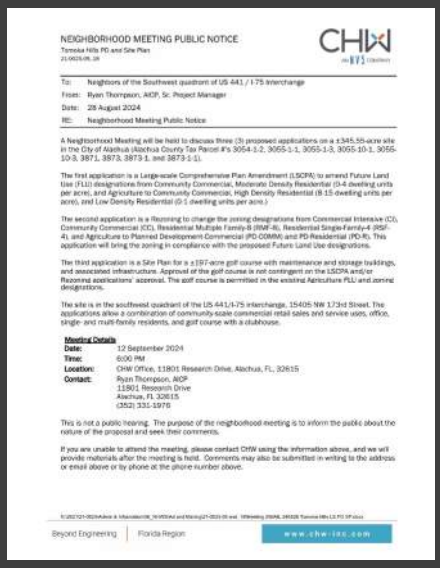
- Site Plan Application
  - Golf course with a maintenance and storage buildings, and associated infrastructure

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

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.)

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

Dow reaches record close as Wall Street ends higher

PUBLIC NOTICE

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5

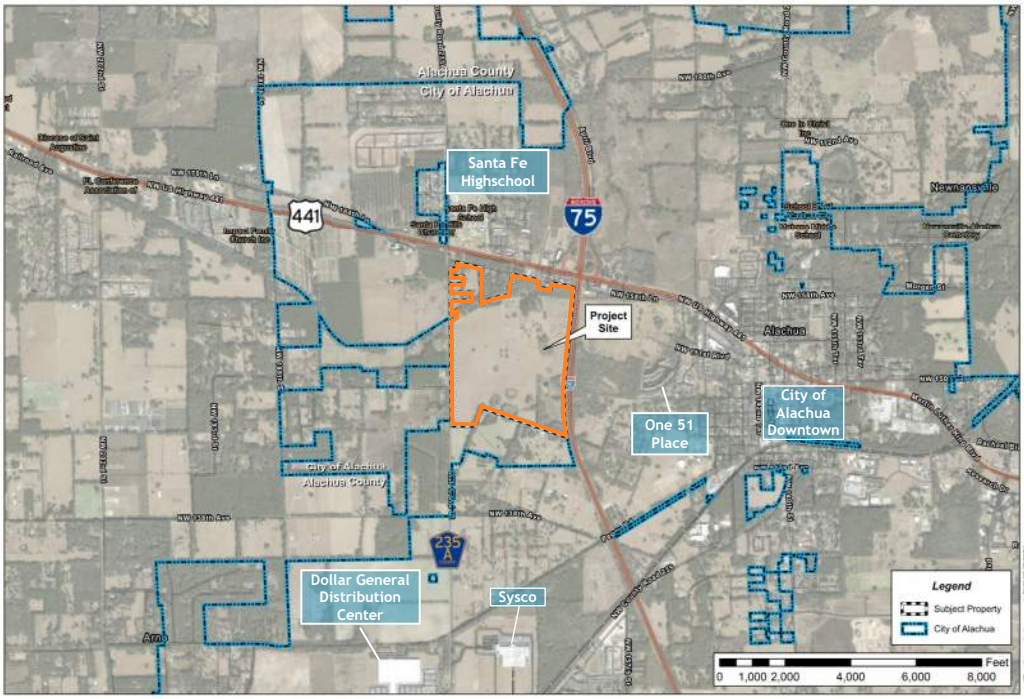
ESTIMATED TIMELINE
LSCPA, REZONING, AND SITE PLAN

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



7

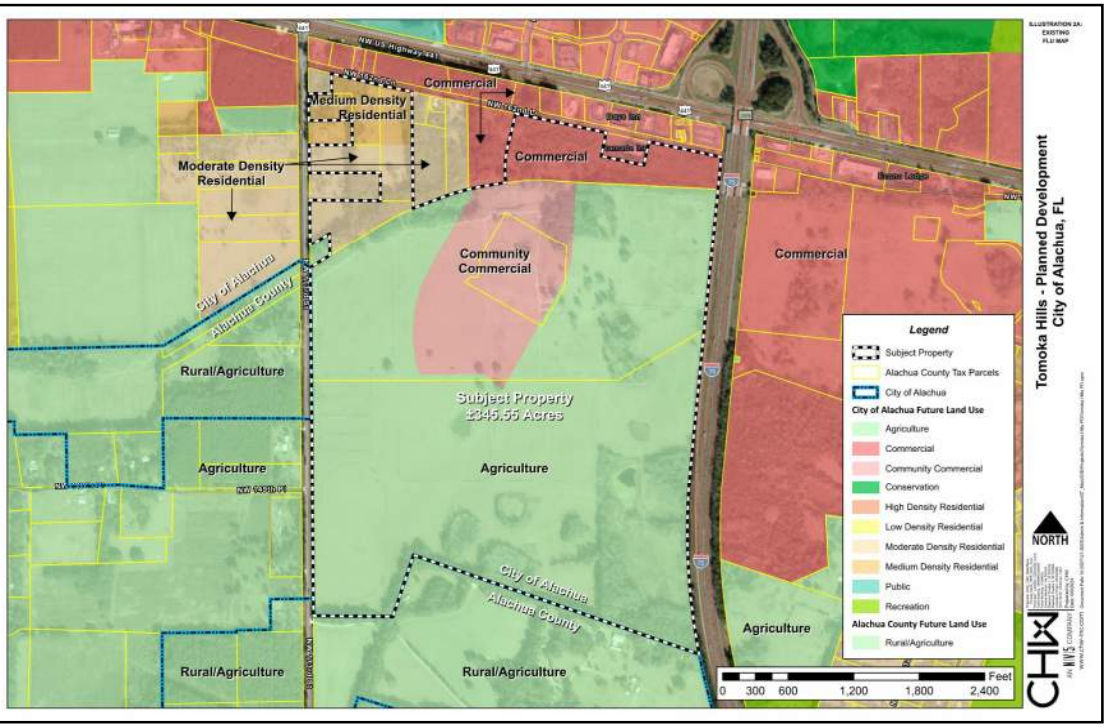
Aerial Map



8

Existing Future Land Use Map

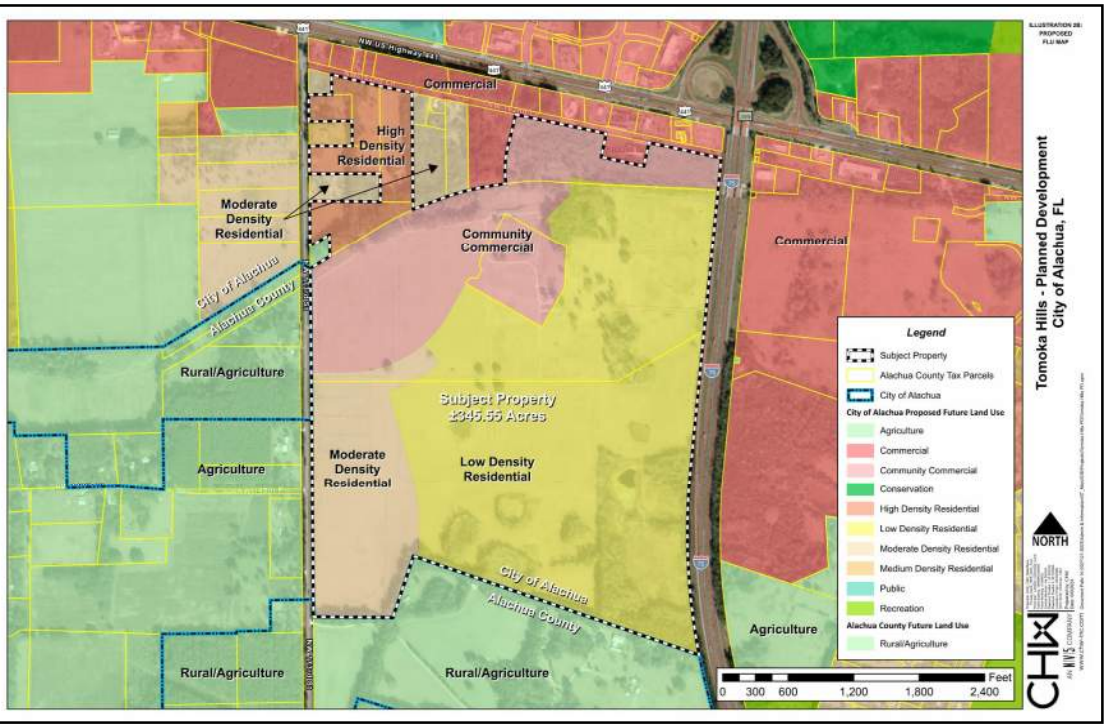
Existing FLU: Medium Density Residential; Moderate Density Residential; Commercial; Community Commercial; & Agriculture



9

Proposed Future Land Use Map

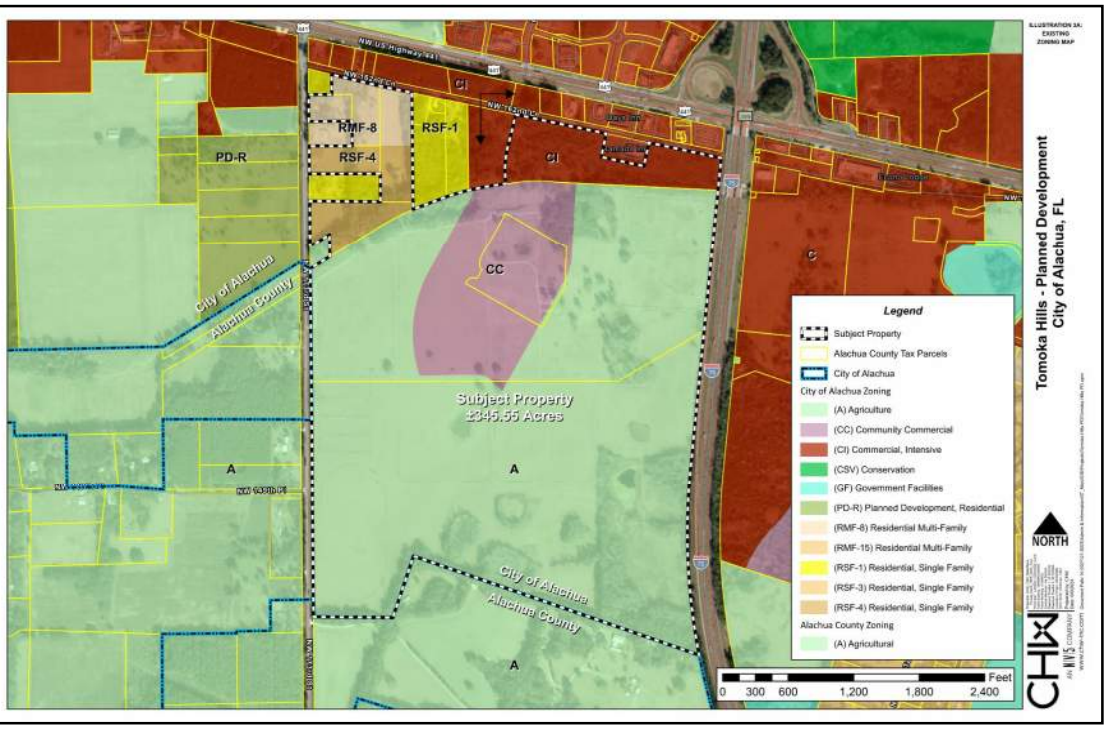
Proposed FLU: High Density Residential; Community Commercial; Moderate Density Residential; & Low Density Residential



10

Existing Zoning Map

Zoning: Residential, Single Family (RSF-4); Residential, Multi-Family (RMF-8); Commercial, Intensive (CI); Community Commercial (CC); & Agriculture (A)

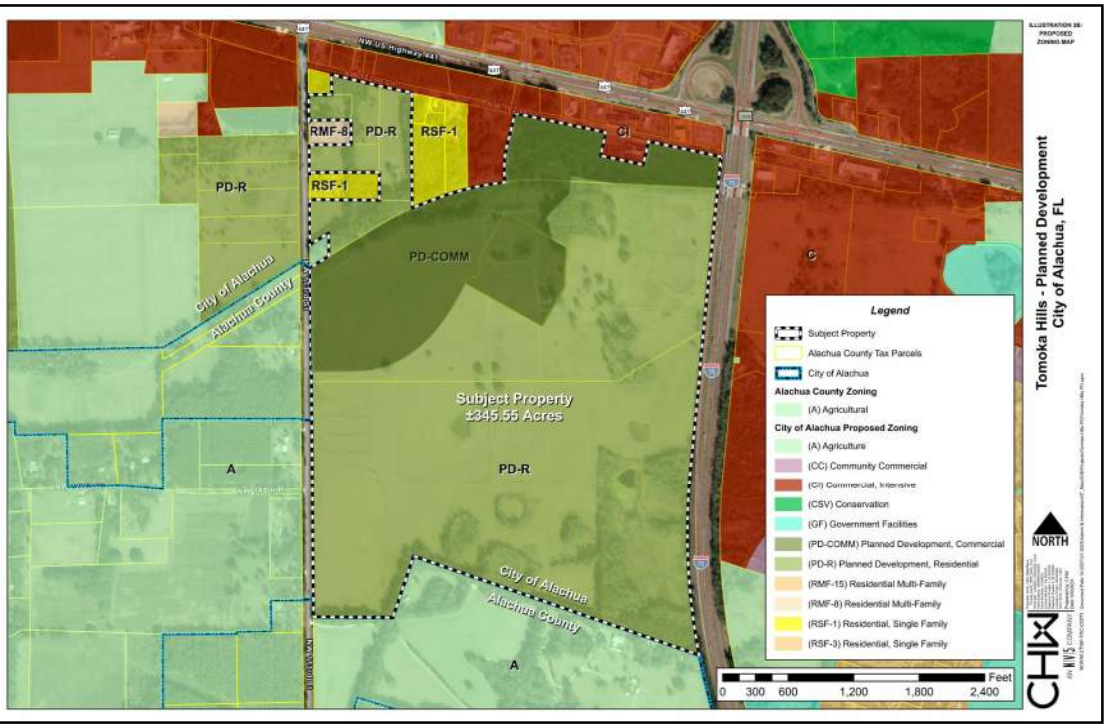


11

Proposed Zoning Map

Proposed Zoning: Planned Development, Commercial (PD-Comm); and Planned Development, Residential (PD-R)

PD-R permits a golf course



12

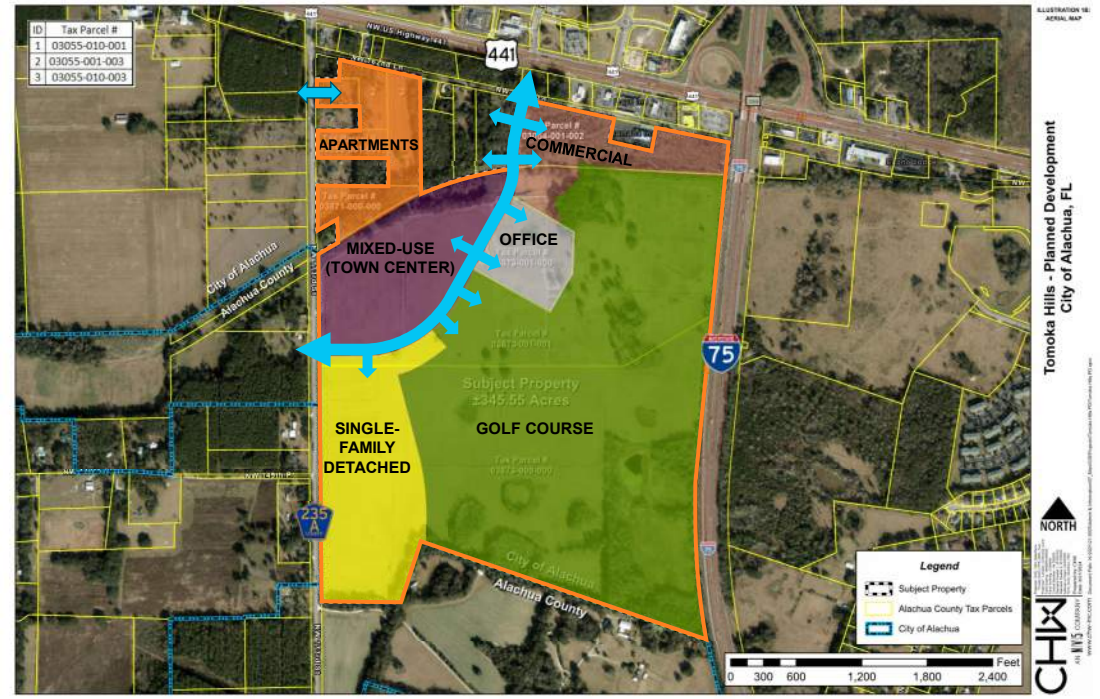
Concept

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 Bustamante	15201 NW 147th Ave STE 1200-332 Alachua	
2	Victor Bustamante	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]

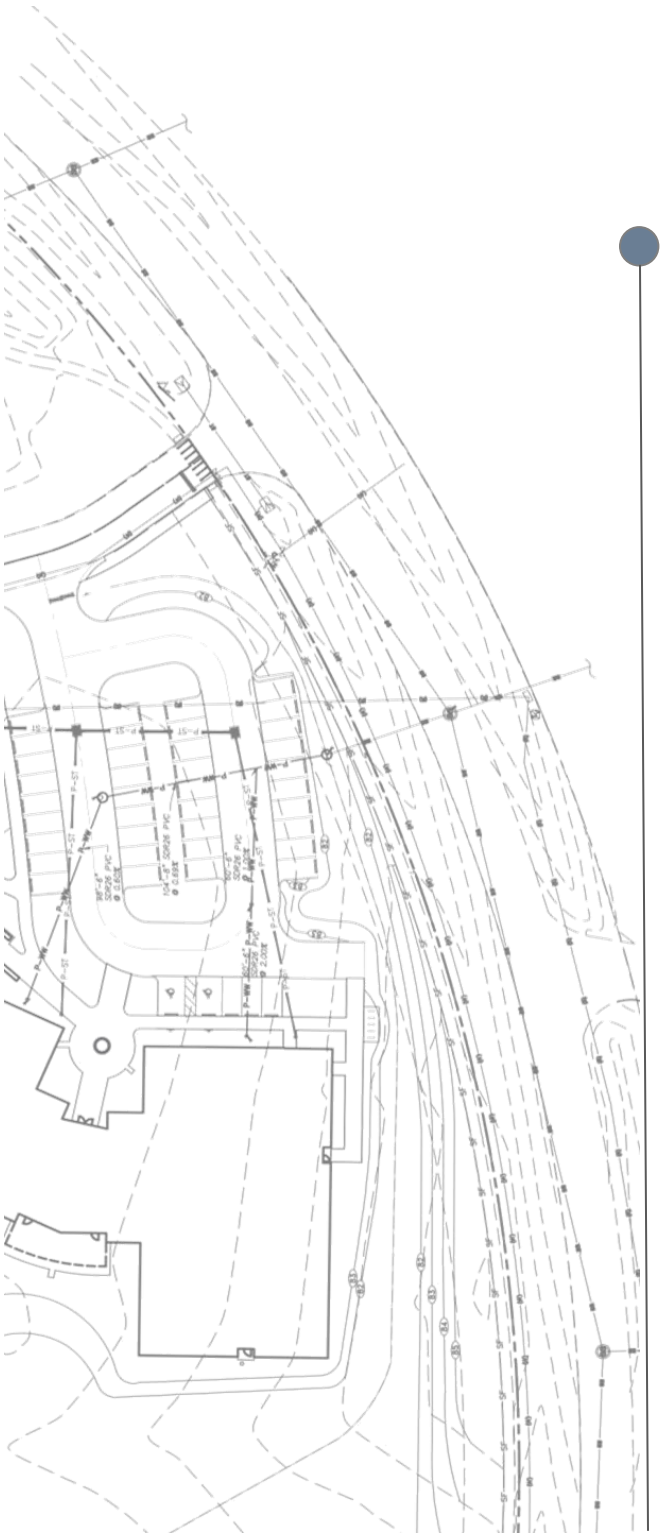
Question: I was OK with the Moderate and Medium density residential at the north but now it is high density?
Response: Yes, the client would like the option to construct an apartment complex in that area, if the market demand warrants such. Anything from townhomes to apartments could be permitted in 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.



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
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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 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.

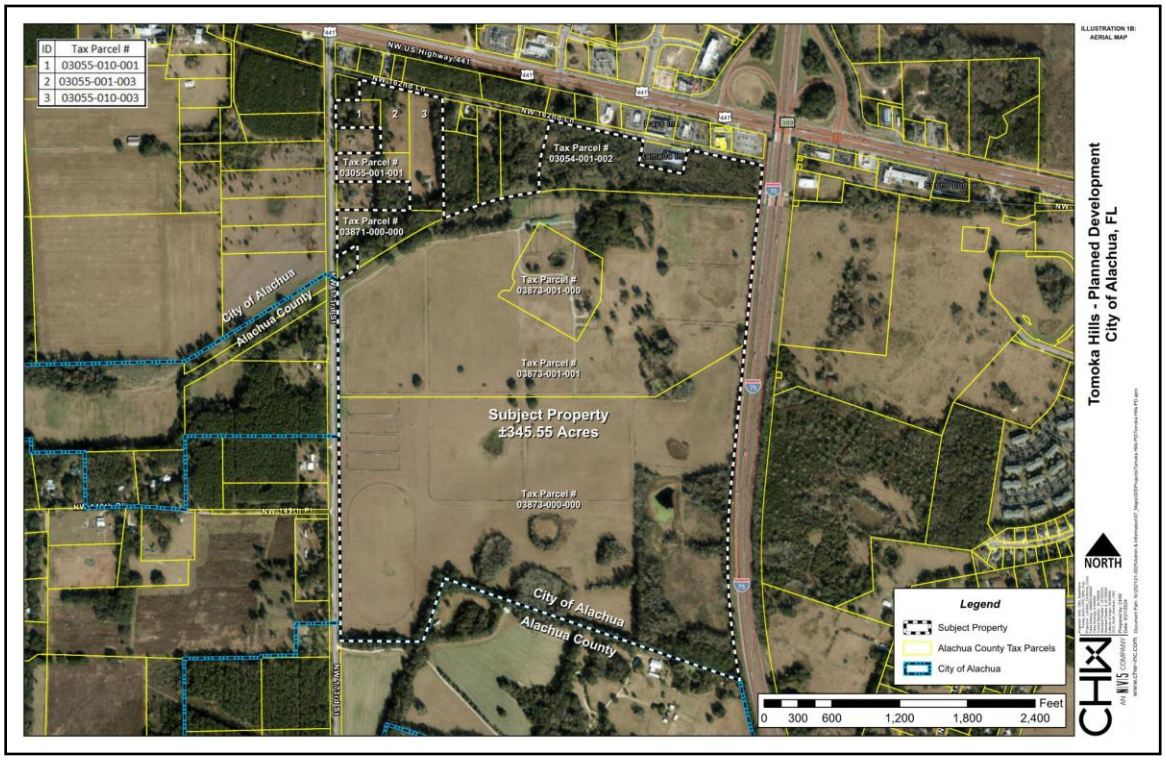


Figure 1: Aerial Map

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

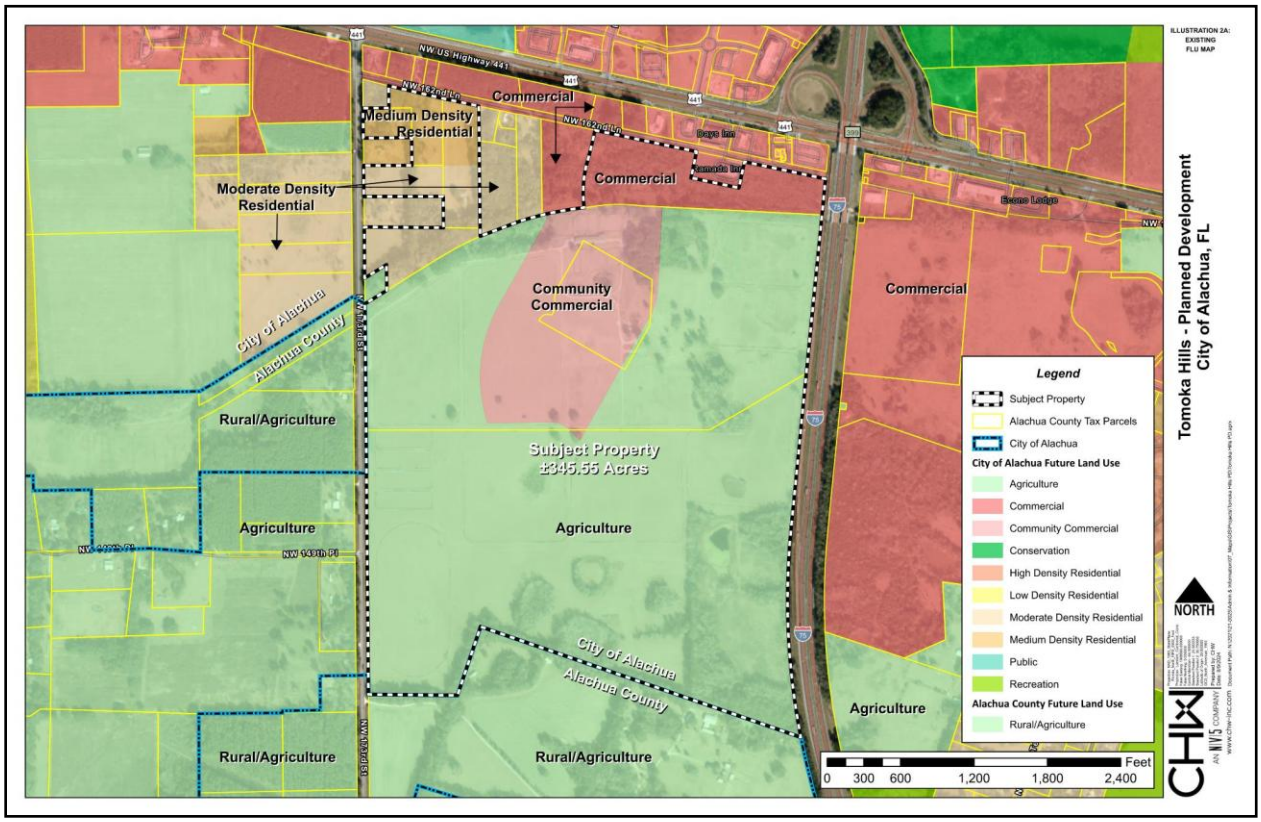


Figure 2: Existing Future Land Use Map

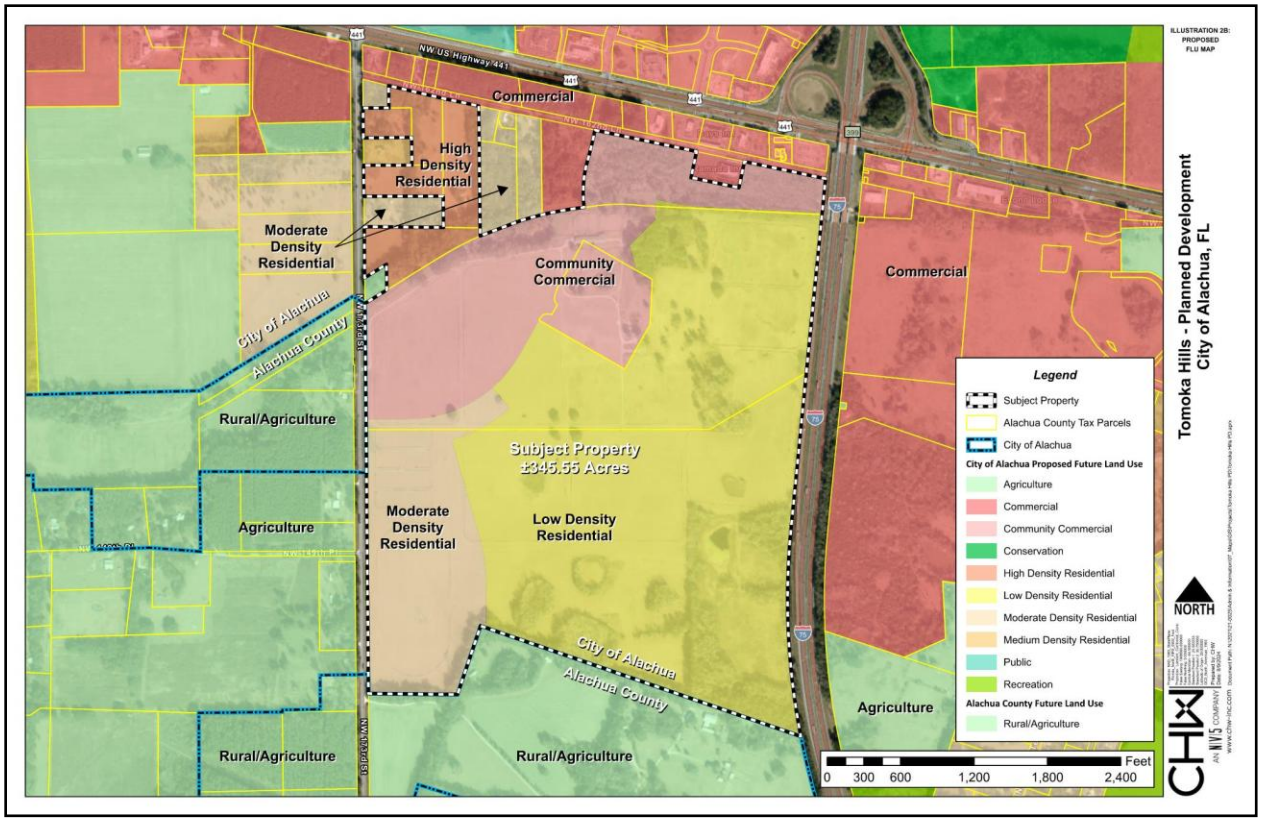


Figure 3: Proposed Future Land Use Map

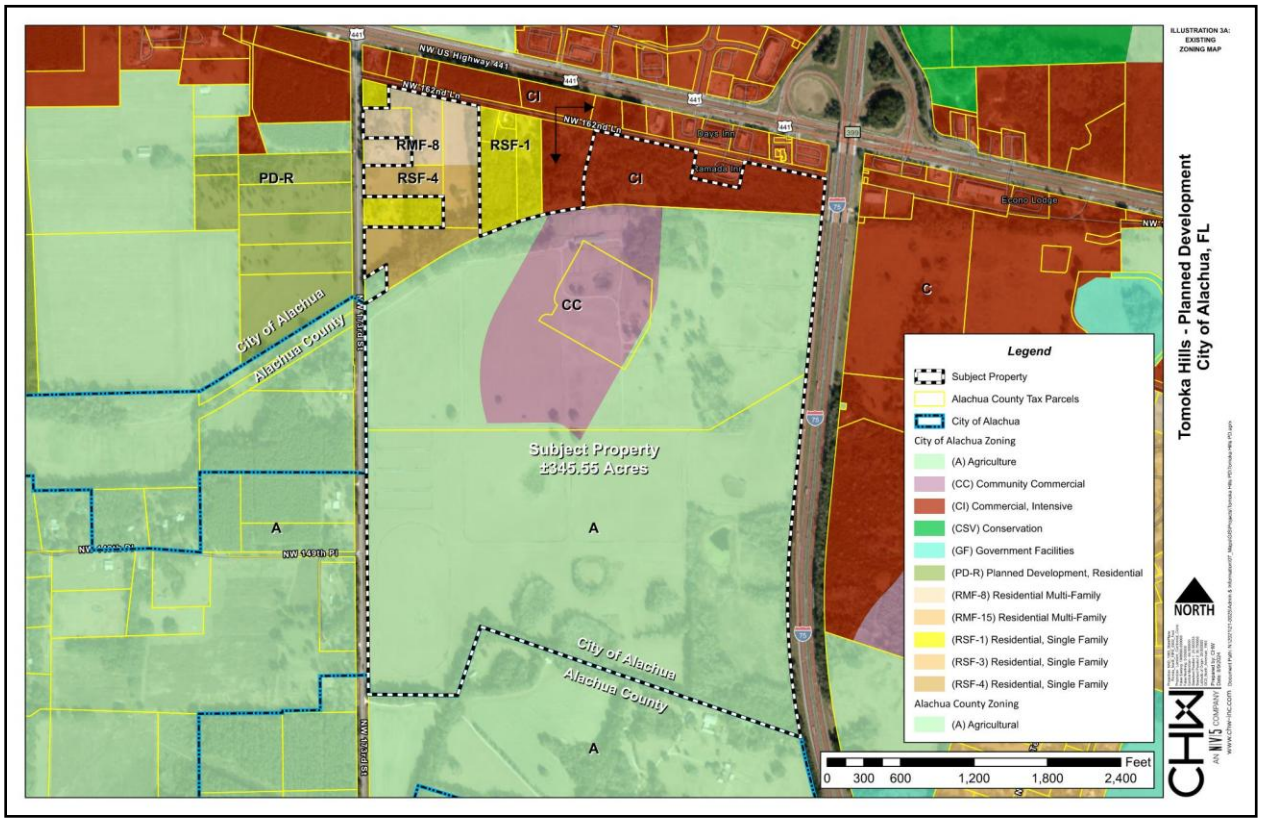


Figure 4: Existing Zoning Map

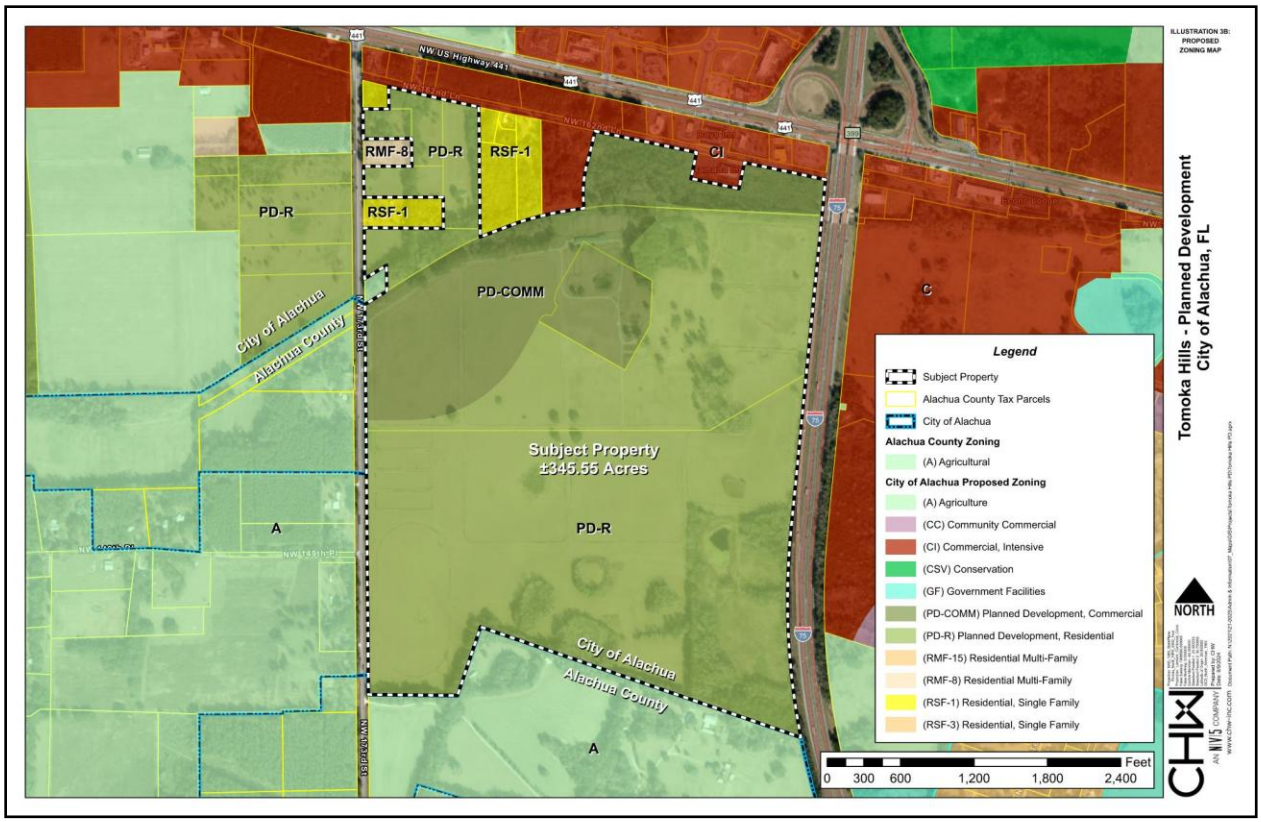


Figure 5: Proposed Zoning Map

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.

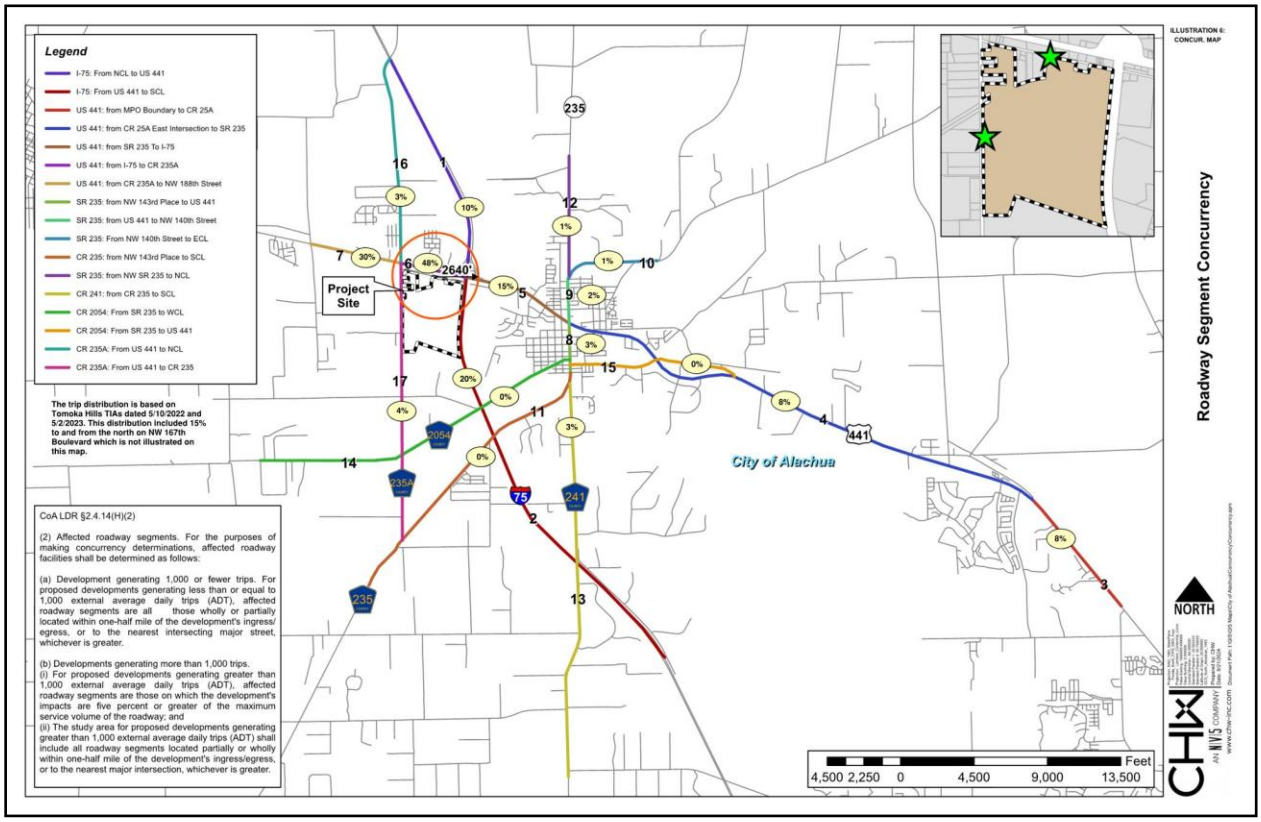


Figure 6: Projected Trip Distribution Map

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

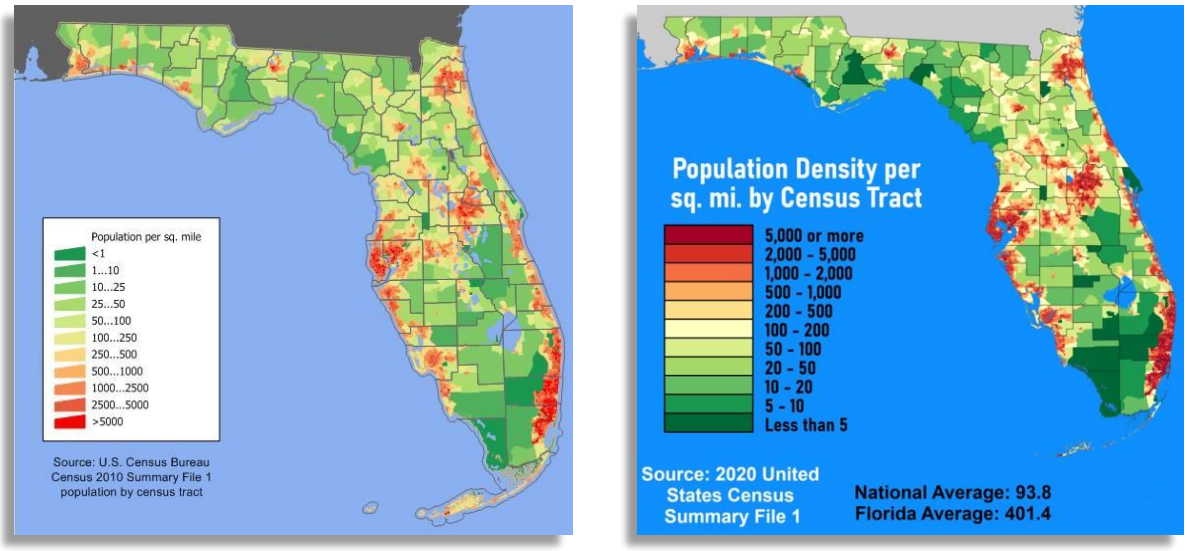


Figure 7: Population Density per Square Mile by Census Tract, 2010 and 2020

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.

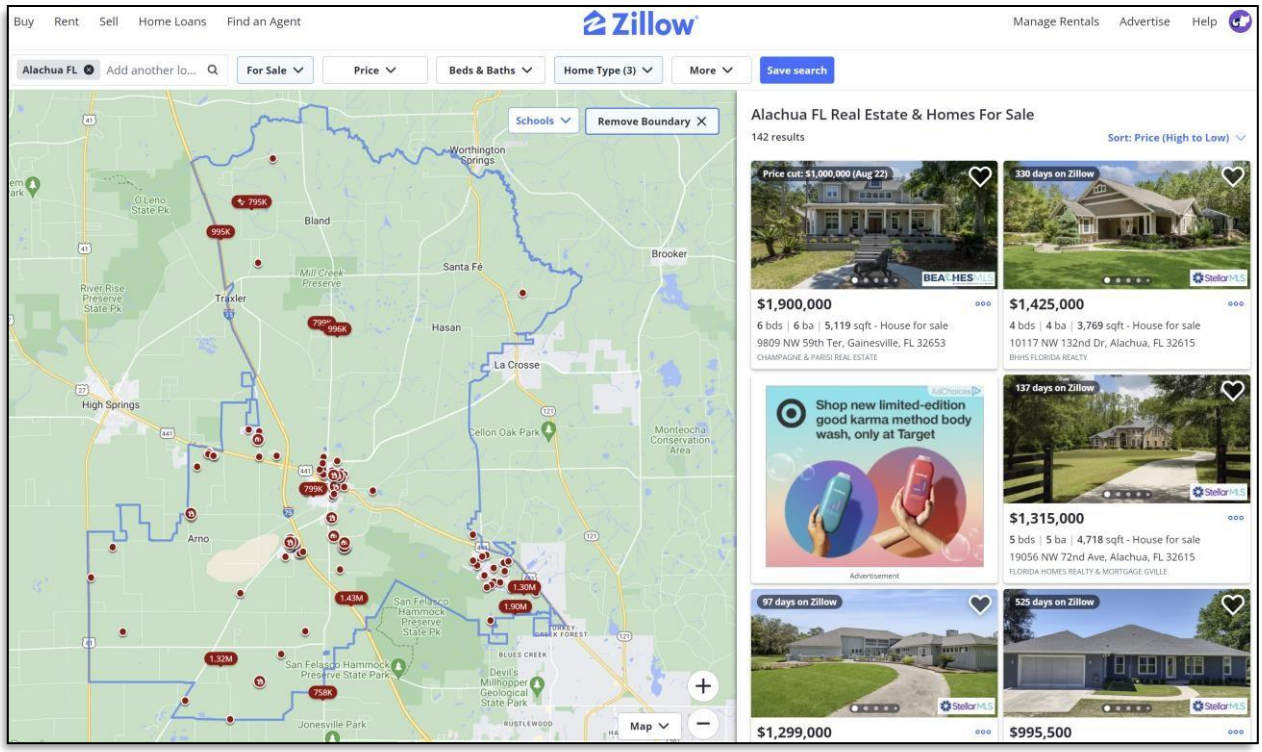


Figure 8: Zillow MLS Listing within the City of Alachua, FL

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:

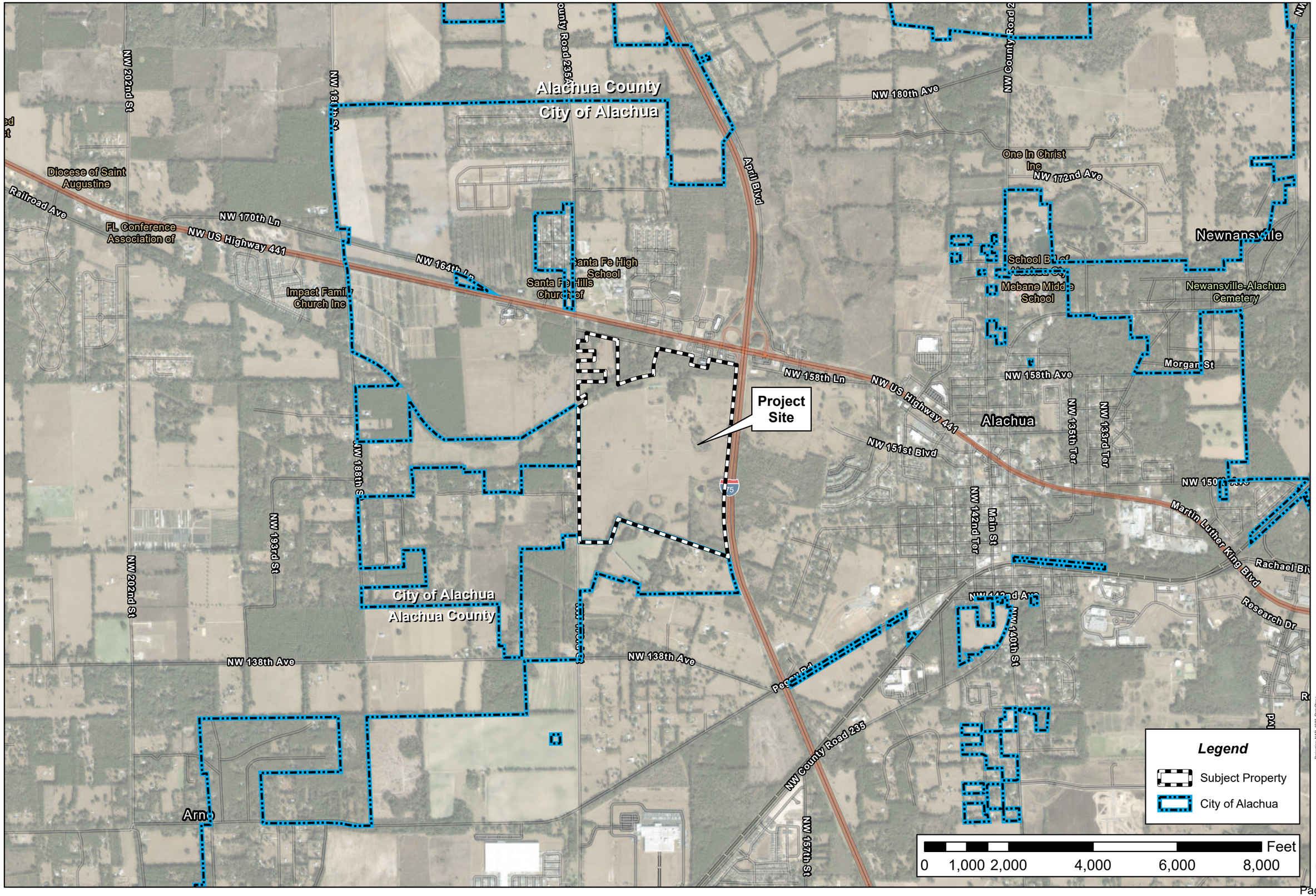
Page 3

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

ILLUSTRATION 1A:
CONTEXT MAP

Tomoka Hills - Planned Development
City of Alachua, FL



CHW
AN NV5 COMPANY
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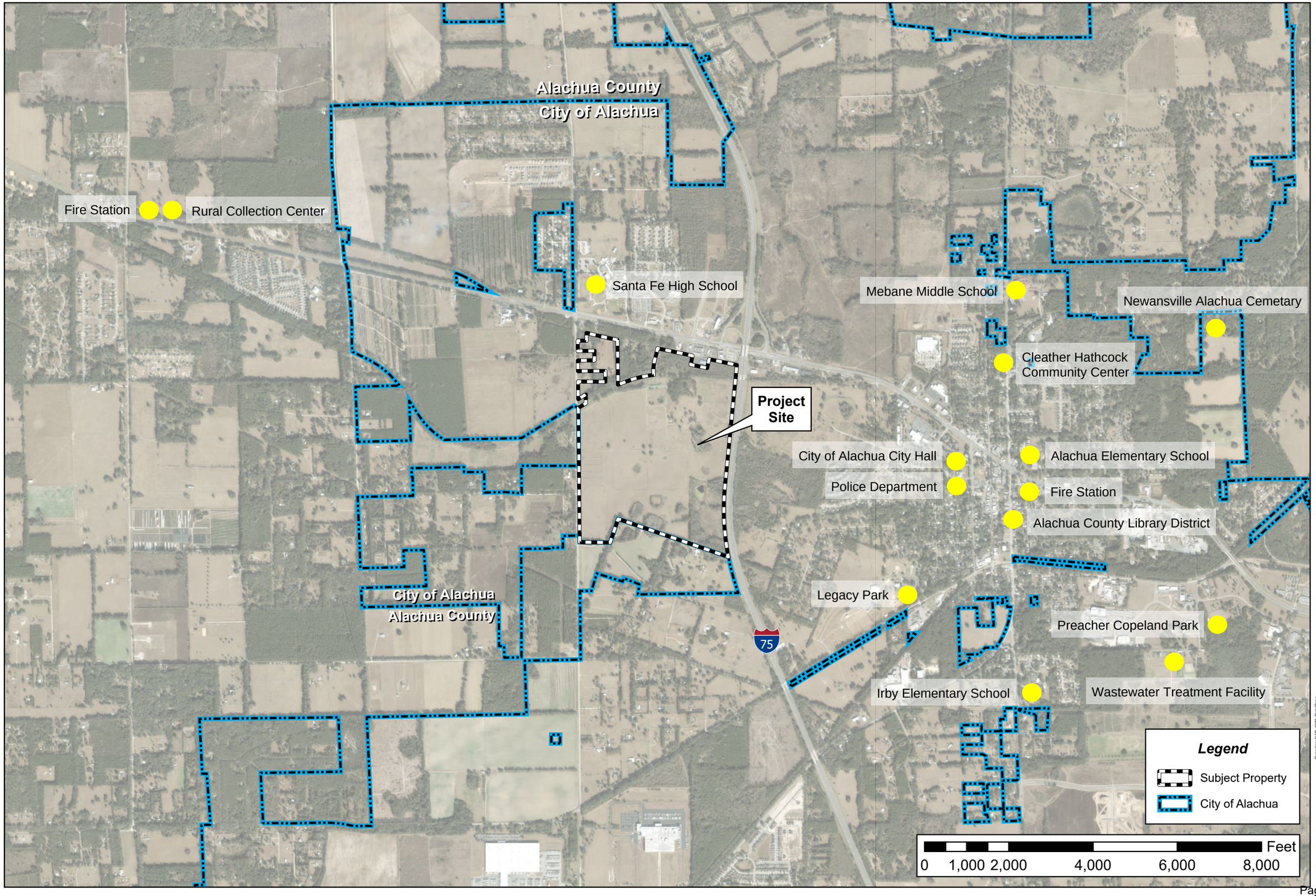
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Projection: Lambert_Conformal_Conic
False Easting: 1,968,500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Standard Parallel 1: 29.583333
Standard Parallel 2: 30.750000
Latitude Of Origin: 29.000000
GCS_North_American_1983

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

ILLUSTRATION 1A:
CONTEXT MAP

Tomoka Hills - Planned Development
City of Alachua, FL



Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_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: 8/28/2024

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
Tr

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

Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

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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
False Easting: 1968500.000000
False Northing: 0.000000
Central Meridian: -84.500000
Latitude Of Origin: 29.000000
Standard Parallel 1: 30.750000
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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 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

NW 173rd St

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 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
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: 8/9/2024

Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

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ILLUSTRATION 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
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

441

399

75

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
False Easting: 1,968,500.000000
False Northing: 0.000000
Central Meridian: -84.500000
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Standard Parallel 2: 30.750000
Latitude Of Origin: 29.000000
Units: Foot_US
Datum: North_American_1983

Prepared by: CHW
Date: 8/6/2024

Document Path: N:\2021\21-0025\Admin & Information\07_Maps\GIS\Projects\Tomoka Hills PD\Tomoka Hills PD.aprx

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ILLUSTRATION 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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Latitude Of Origin: 29.000000
Linear Unit: Foot_US
GCS: North_American_1983

Prepared by: CHW
Date: 8/29/2024

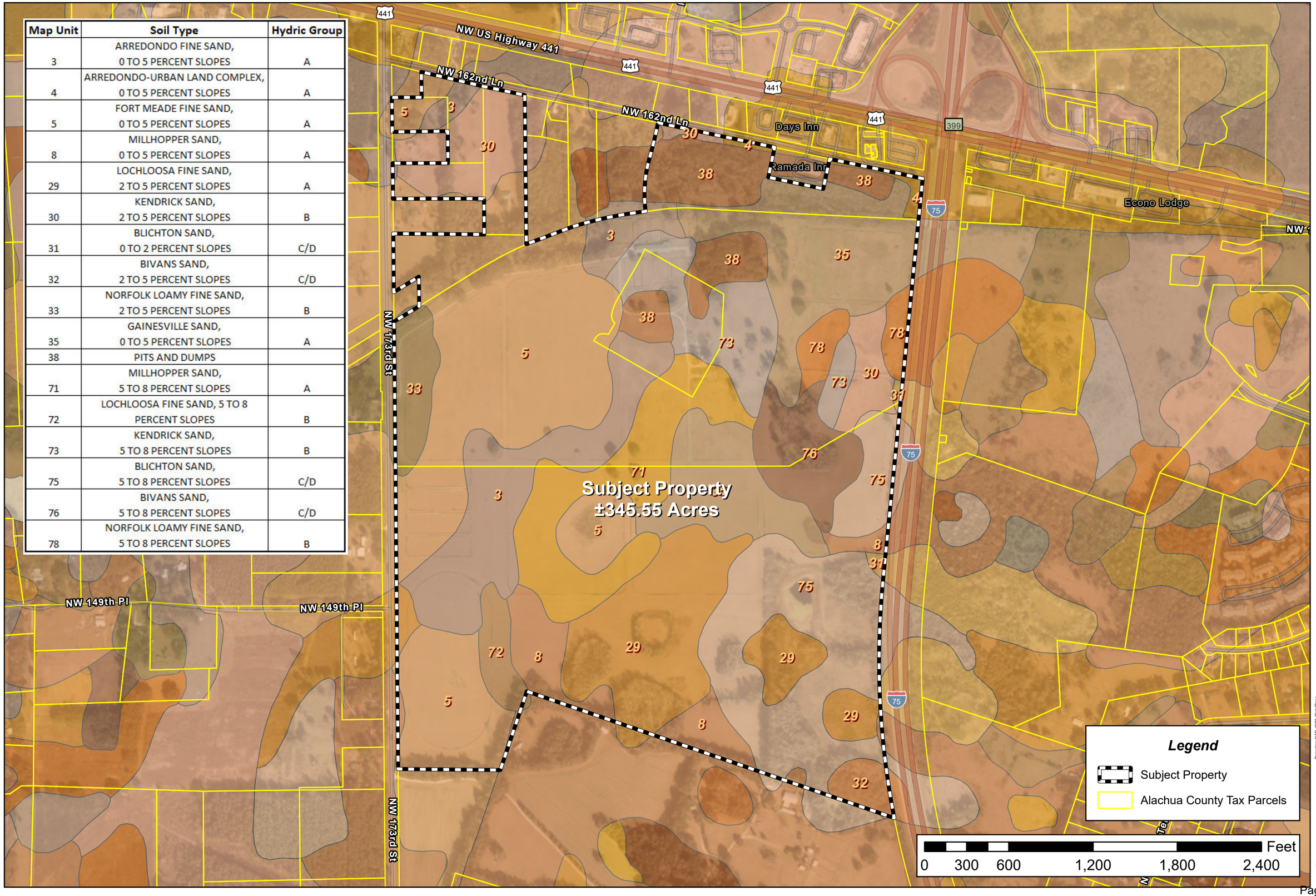
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ILLUSTRATION 5:
SOILS MAP

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



Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
Projection: Lambert_Conformal_Conic
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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

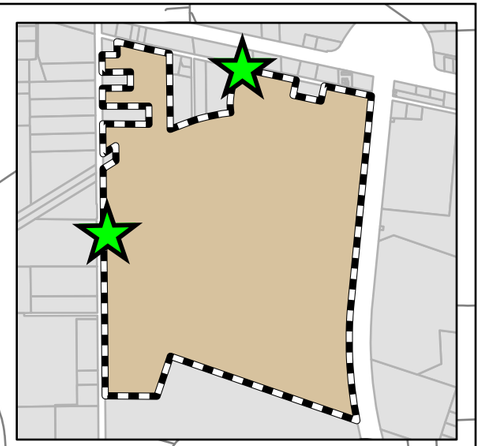
The trip distribution is based on Tomoka Hills TIAs dated 5/10/2022 and 5/2/2023. This distribution included 15% to and from the north on NW 167th Boulevard which is not illustrated on this map.

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

NORTH

Feet
4,500 2,250 0 4,500 9,000 13,500

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
Projection: Lambert_Conformal_Conic
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False Northing: 0.000000
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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

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
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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

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386.754.0401

DIXIE
Dixie County Advocate
174 County Road 351
Cross City, FL 32628
352.498.3312

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17 NE 3rd Street
Chiefland, FL 32626
352.493.4796

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Madison Carrier
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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

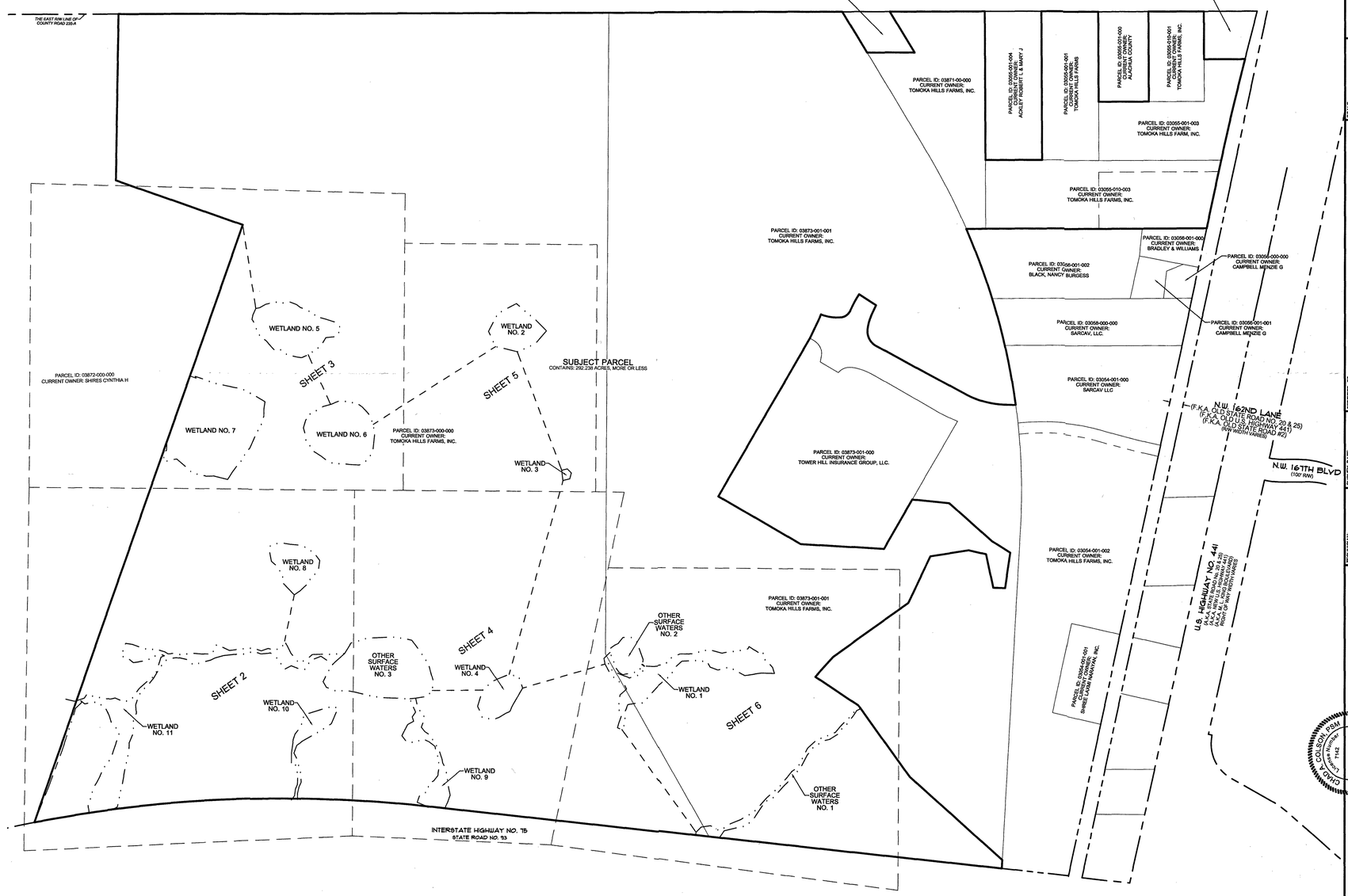
LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

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, 63.67 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

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 ON ORIGINAL DRAWING
0 1" 2"
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 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:\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'
L139(M)	N 34°21'01" W	34.42'
L140(M)	N 43°29'33" W	36.53'
L141(M)	N 58°47'40" W	36.10'
L142(M)	N 43°36'16" W	44.83'
L143(M)	S 8°41'25" E	69.55'
L144(M)	S 7°21'29" E	31.19'
L145(M)	S 24°39'36" W	61.86'
L146(M)	S 63°00'24" E	47.73'
L147(M)	S 0°58'13" W	45.94'
L148(M)	S 4°05'50" W	44.00'
L149(M)	S 8°15'07" E	43.30'
L150(M)	S 7°53'54" W	32.26'
L151(M)	S 4°25'00" E	27.98'
L152(M)	S 30°16'17" W	17.62'
L153(M)	S 15°14'23" W	47.24'
L154(M)	S 4°08'06" E	29.25'
L155(M)	S 15°50'37" W	37.79'
L156(M)	S 19°32'36" W	33.09'
L157(M)	S 7°55'08" W	30.09'

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°42'56" 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'

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

SEE SHEET 4 MATCH LINE SEE SHEET 2

SEE SHEET 3 MATCH LINE SEE SHEET 2

PARCEL 1
PARCEL ID: 03873-000-000
SEE SHEET 3

PARCEL ID: 03872-000-000
CURRENT OWNER: SHIRES CYNTHIA H

N 78°32'02" W 206.55'
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

WETLAND NO. 8
CONTAINS: 0.731 ACRES, MORE OR LESS

WETLAND NO. 11
CONTAINS: 2.115 ACRES, MORE OR LESS

OTHER SURFACE WATERS NO. 3
CONTAINS: 2.279 ACRES, MORE OR LESS

WETLAND NO. 10
CONTAINS: 0.438 ACRES, MORE OR LESS

WETLAND DELINEATION FLAG AND DESIGNATION NUMBER

WETLAND DELINEATION LINE

WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

INTERSTATE HIGHWAY NO. 75
STATE ROAD NO. 93
(SR 93)

C12

C11

C10

N 71°00'52" W 560.416'(C)

GRAPHIC SCALE
0 40 80 160

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1801 Research Drive
Alachua, FL 32615
(352) 331-1976
www.chw-inc.com
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SCALE: 1" = 80'
VERIFY SCALE BAR IS CORRECT FOR PLOTTED SIZE
0 40 80 160 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: KWM
DREW CHIEF: WAS
CHECKED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

CHAD A. COLSON
Professional Surveyor & Mapper Fla. License No. 7142

SEE SHEET ONE OF SIX

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

Tech: chde 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:

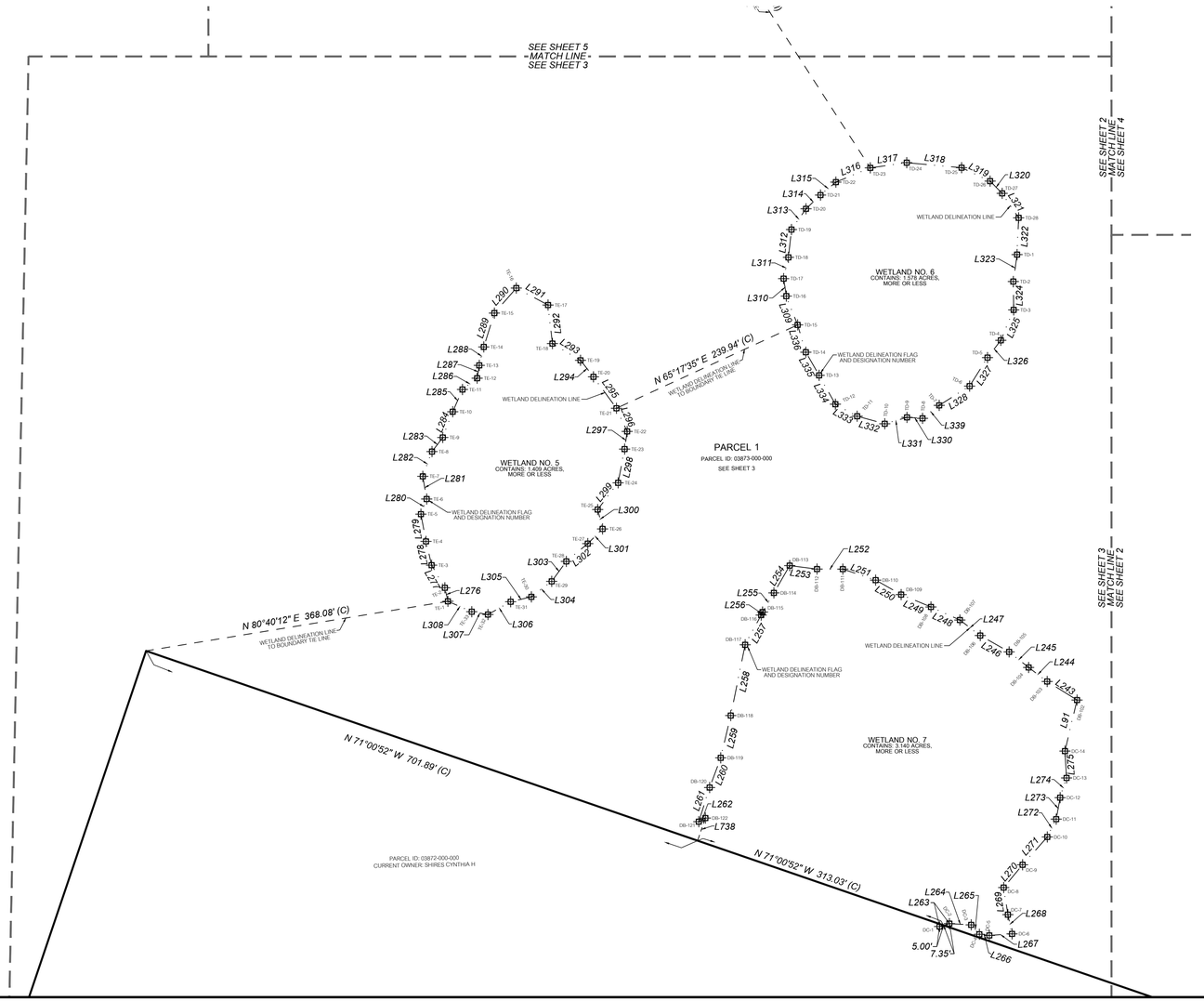
1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA 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	27.36'
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

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SCALE: 1" = 80'
VERIFY SCALE BAR IS CORRECT ON PLOTTED DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.
0 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

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Certificate of Authorization No. LB. 5075
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SHEET NO.: 3 OF 6

Tech: sbode Plot Date: Dec 21,2023 5:40pm Filename: C:\Users\Resources\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

GRAPHIC SCALE
0 40 80 160

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

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'

SEE SHEET 6 MATCH LINE SEE SHEET 4

SEE SHEET 5 MATCH LINE SEE SHEET 4

SEE SHEET 2 MATCH LINE SEE SHEET 4

SEE SHEET 4 MATCH LINE SEE SHEET 2

N 16°30'14" W 378.39' (M)
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

N 74°44'34" W 882.64' (M)
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

N 1°04'02" W 222.58' (M)
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

WETLAND NO. 4
CONTAINS: 0.589 ACRES, MORE OR LESS

WETLAND NO. 9
CONTAINS: 0.608 ACRES, MORE OR LESS

OTHER SURFACE WATERS NO. 3
CONTAINS: 2.279 ACRES, MORE OR LESS

WETLAND DELINEATION FLAG AND DESIGNATION NUMBER

WETLAND DELINEATION LINE

PARCEL 1
PARCEL ID: 03873-000-000
SEE SHEET 3

SEE DETAIL "A"

INTERSTATE HIGHWAY NO. 75
STATE ROAD NO. 93
(300' R/W)

DETAIL "A"
SCALE: 1" = 20'

29.67'
L105
2.53'
S 5°42'30" W 84.19'
10.39'
8.94'
L361
C6
RW CROSS OF CURVATURE TO WETLAND DELINEATION LINE
L360

11801 Research Drive
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 TRUE WHEN PLOTTING AT 24x36
0 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\AcPubWork_1764\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:

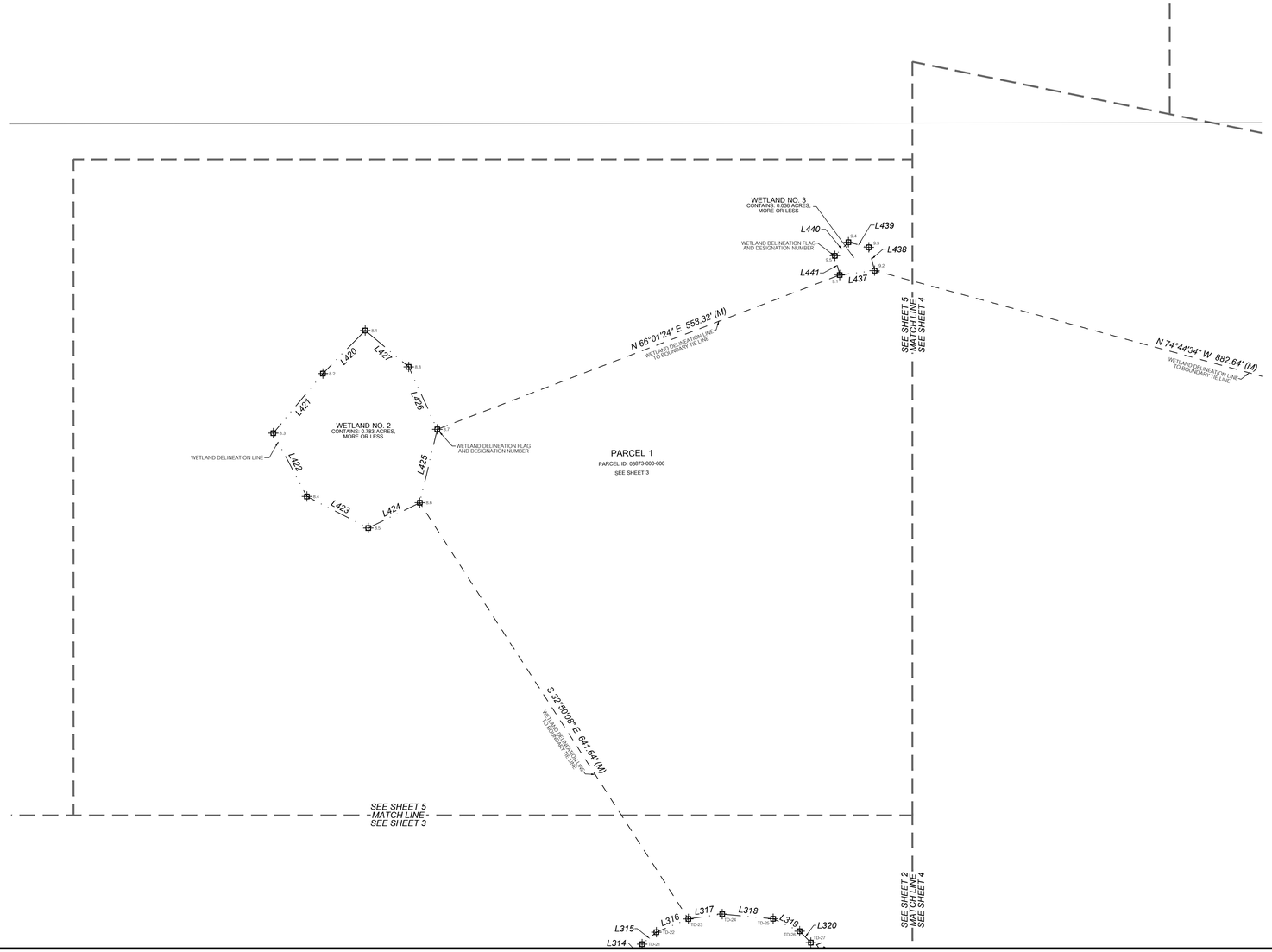
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= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

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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VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET ADJUST
SCALES ACCORDINGLY.
0 1"

TOMOKA HILLS

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
CREW CHIEF: MM
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:
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VALID ONLY WITHOUT ORIGINAL SIGNATURE AND SEAL OF 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_17541\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:

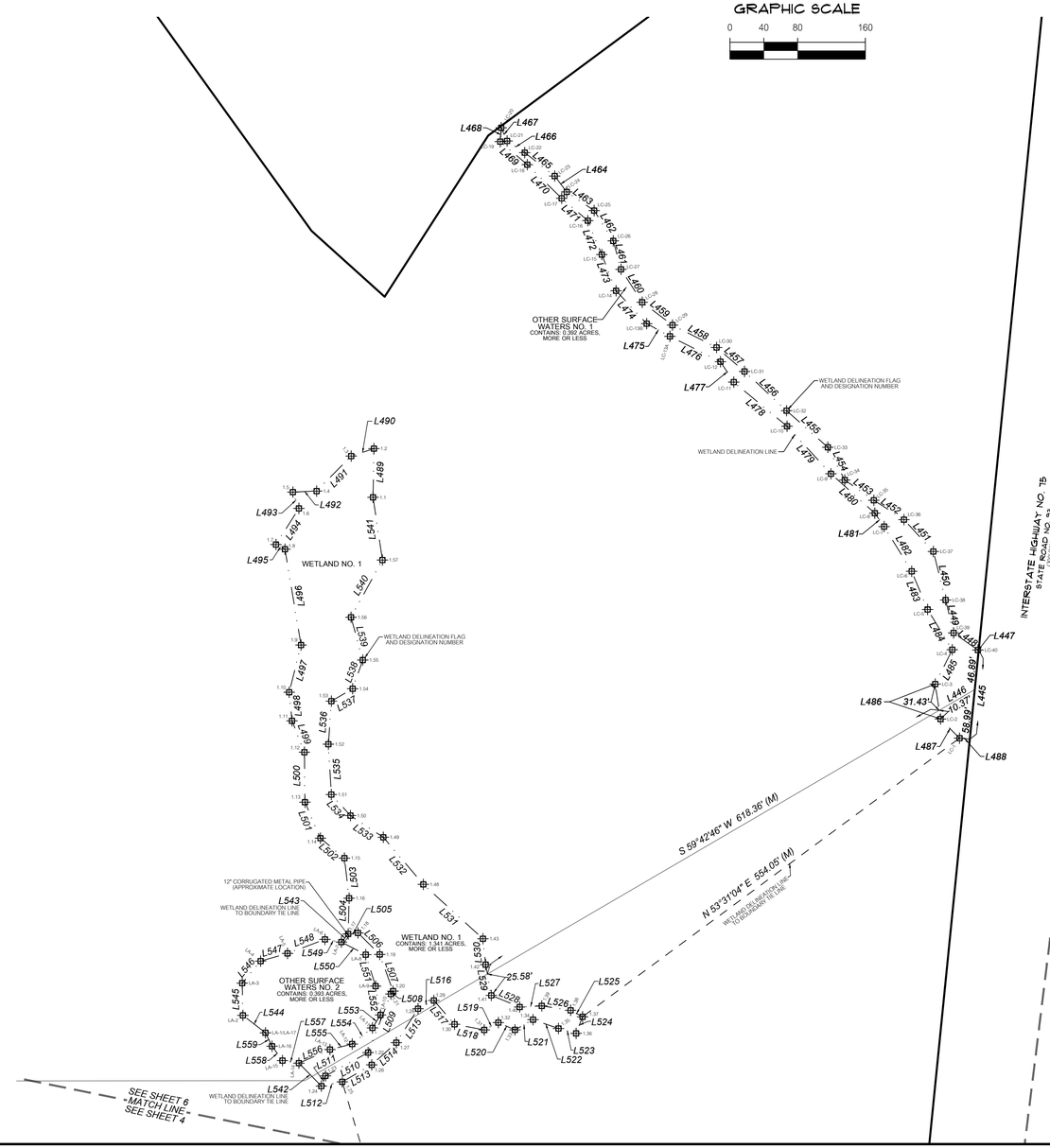
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= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

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

11801 Research Drive
Alachua, FL 32615
(352) 331-1976
www.chw-inc.com
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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:
APPROVED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

TOMOKA HILLS

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 EMBOSSED DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 6 OF 6

Tech: sbade Plot Date: Dec 21,2023 8:40pm Filename: C:\UsedResources\Temp\AcPublish_17\6A21~0025 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

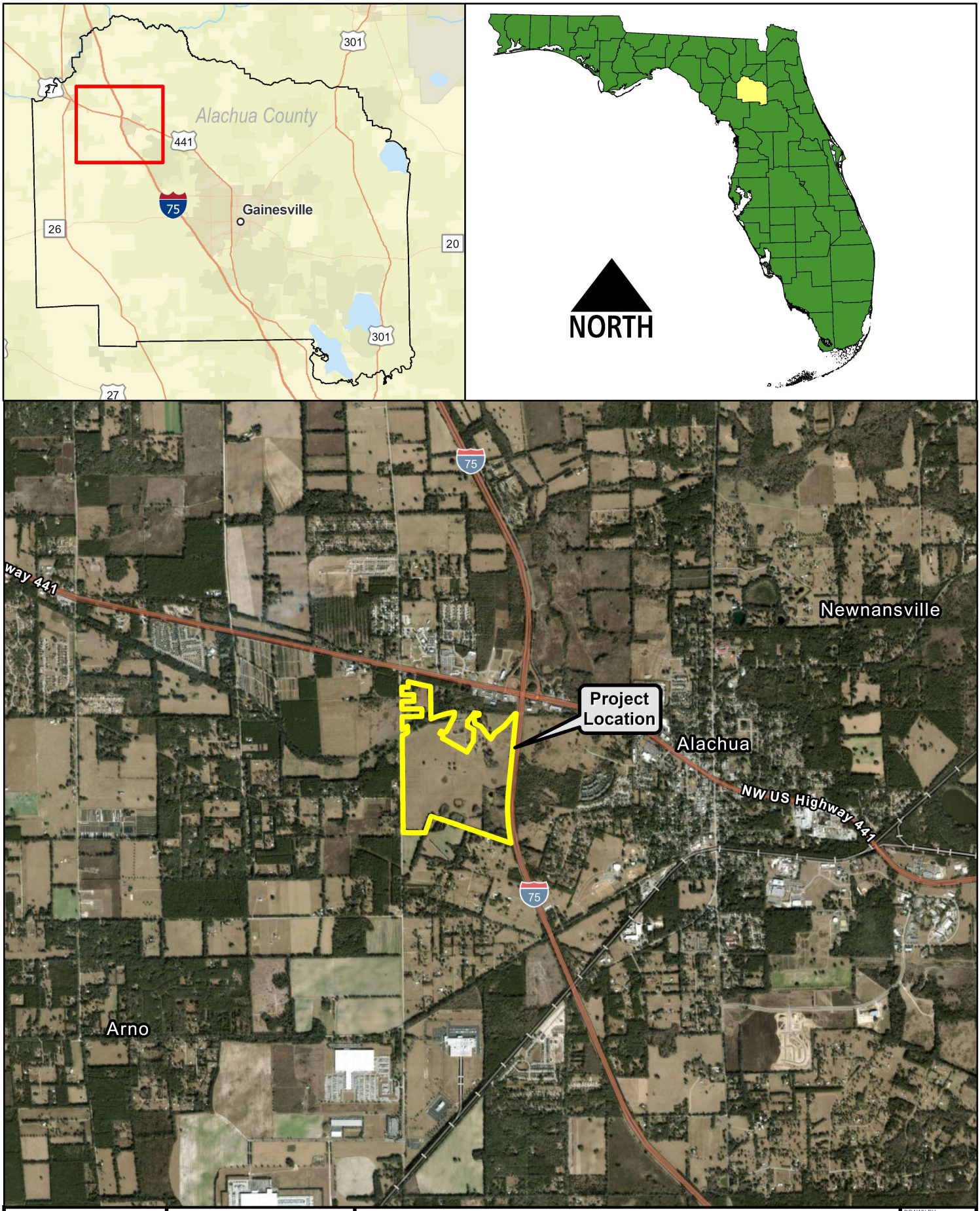
CHW ecologists conducted a literature review and field survey to determine if the Project is being utilized by threatened and endangered species. The Project is not within any USFWS consultation areas. There are no agency documented occurrences of threatened or endangered species on or in the vicinity 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.



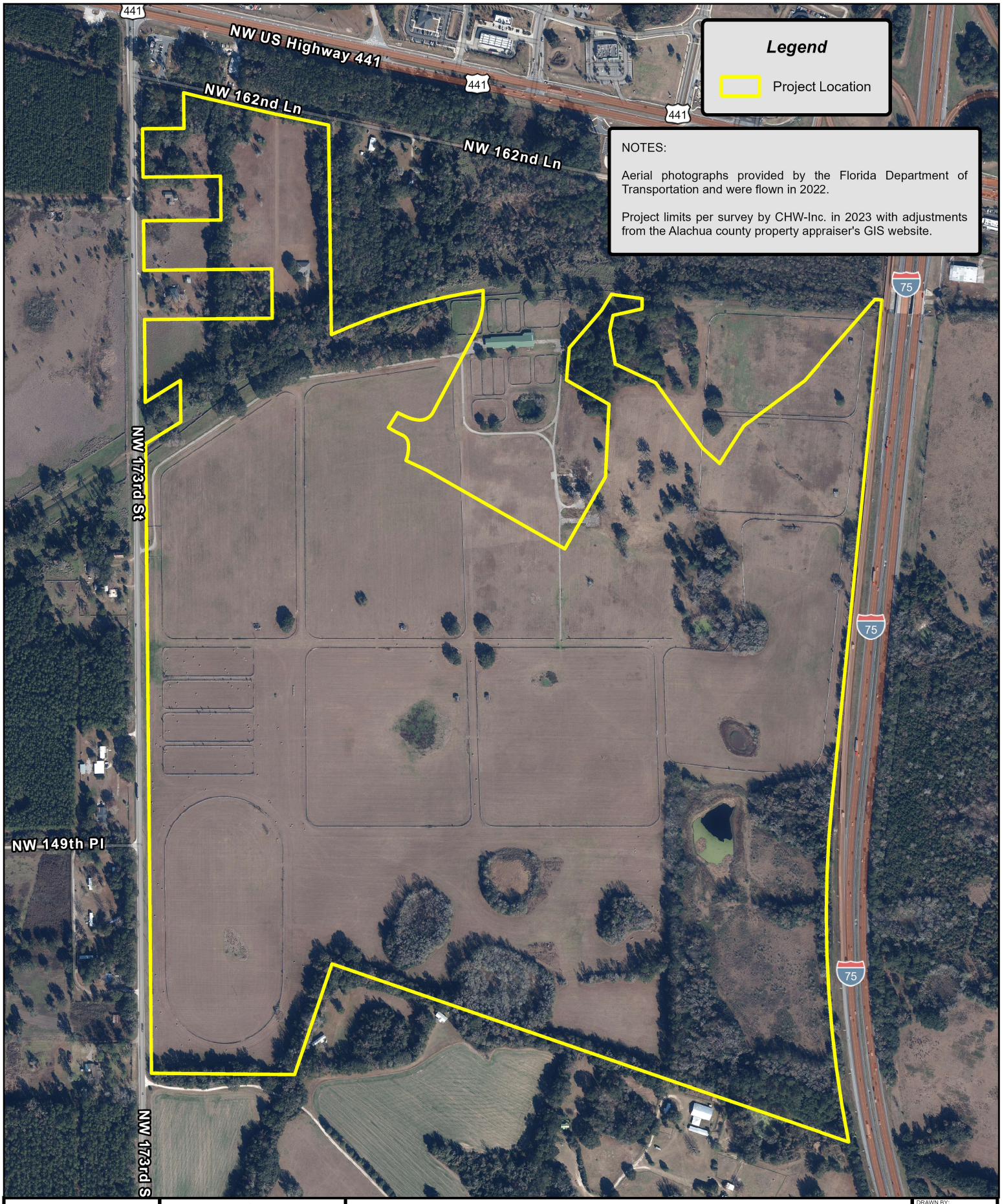
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NORTH
0 0.5 1
Miles

Project Location Map
Tomoka Hills

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DRAWING DATE: 06/10/24
REVIEWED BY: A.W.
EXHIBIT NUMBER: 1

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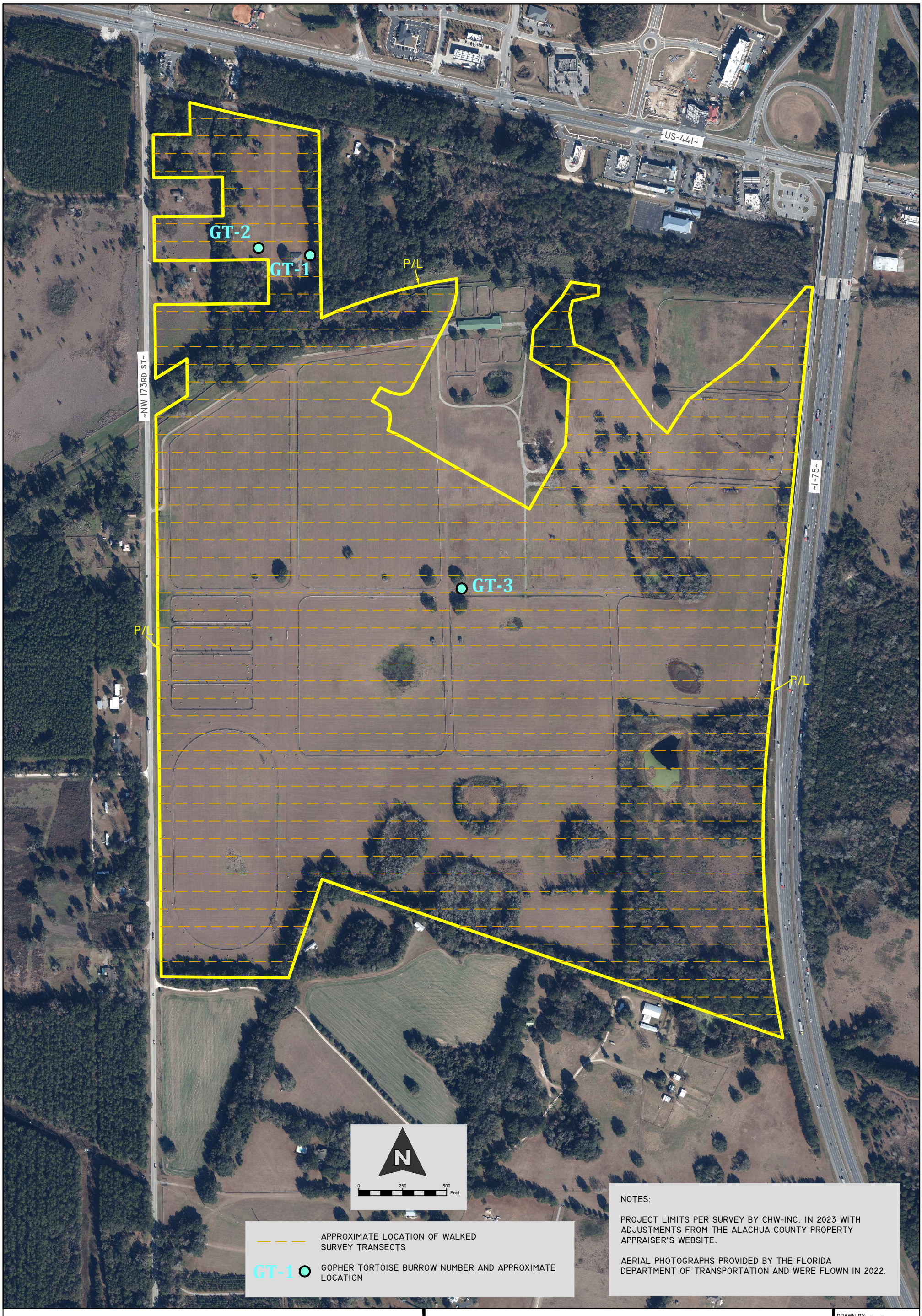
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NORTH
0 150 300 600
Feet

Aerial With Boundary
Tomoka Hills

DRAWN BY: D.B.
DRAWING DATE: 06/10/24
REVIEWED BY: A.W.
EXHIBIT NUMBER: 2

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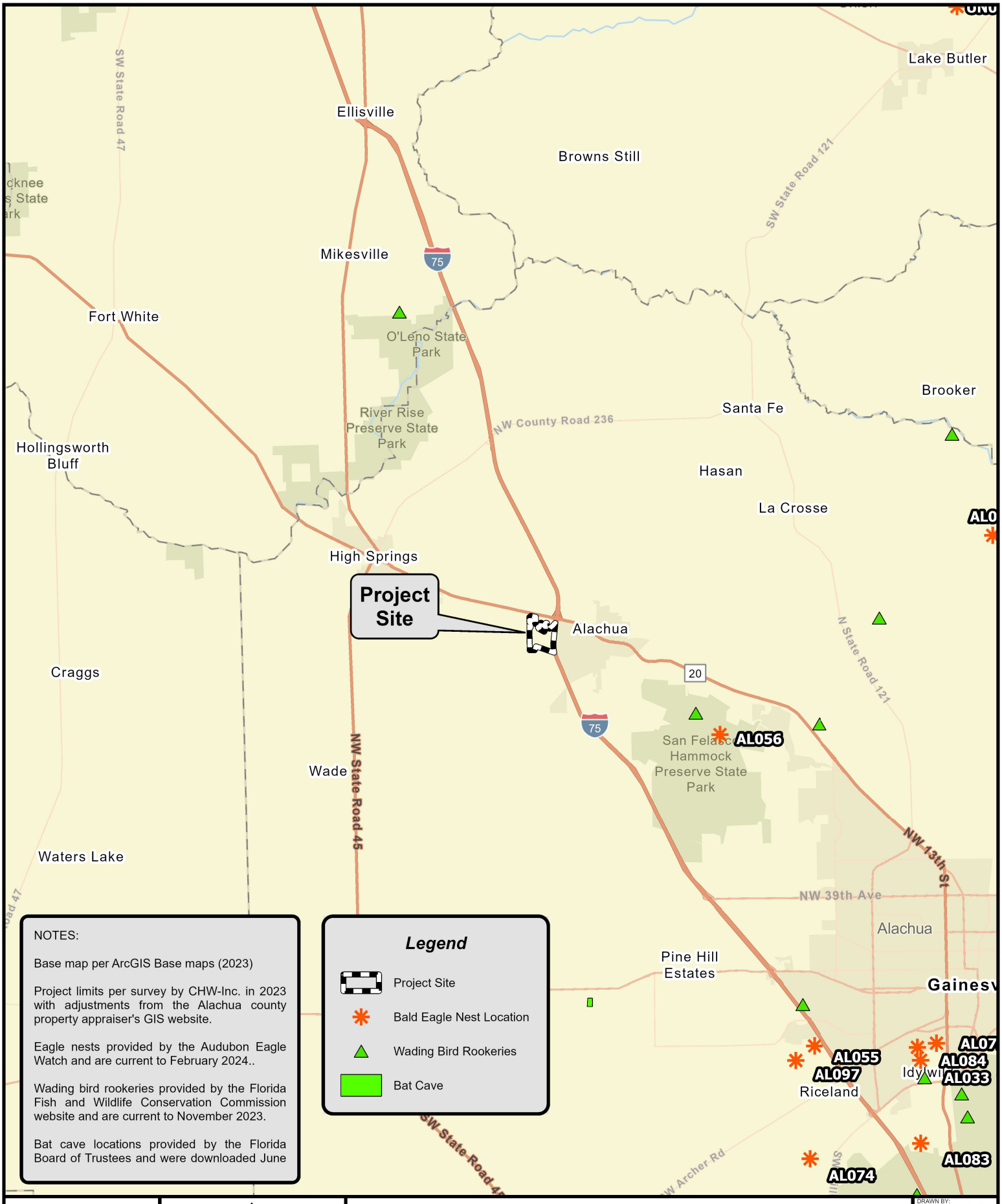
CHW
AN NV5 COMPANY
11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA
CA-5075

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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Documented Occurrences of Listed Species
Tomoka Hills

DRAWN BY: D.B.
DRAWING DATE: 06/10/24
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
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 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**.

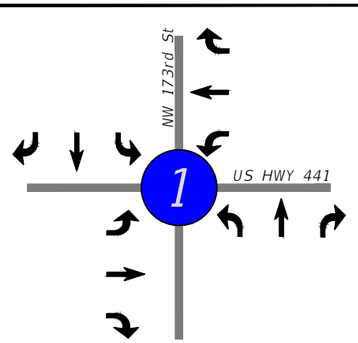
The Tomoka Hills Master Plan includes the following maximum buildout:

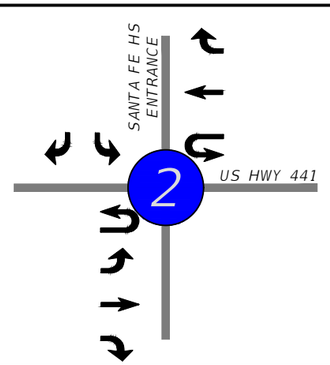
- Single family homes – 110 dwelling units
- Multifamily home development – 350 dwelling units
- Multifamily home development – 300 dwelling units
- Non-residential development – 540,000 square feet
    - 140,000 SF will be office land use, and the remaining 400,000 square feet will be assumed to be 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.

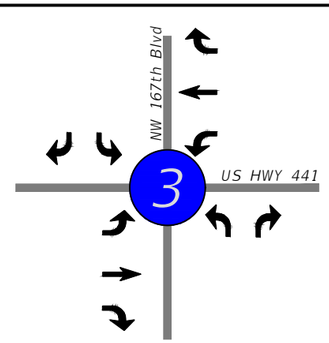
For the purpose of the TIA, a full site buildout year of 2035 will be used to forecast the traffic volumes. Any development phase that occurs after 2035 should require an updated traffic impact analysis. The Tomoka Hill Master Plan is provided in **Appendix A**. The study is in conformance with the methodology 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**:

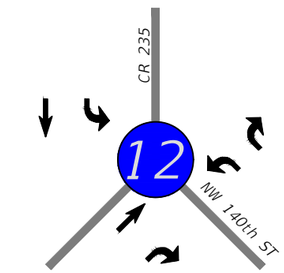
- US HWY 441 at NW 167th Boulevard - This intersection is being modified to a signalized thru-cut intersection undergoing final permit approval with FDOT.
- NW 173rd Street (CR 235A) at the proposed NW 167th Blvd South intersection (Access A), located approximately 2,770 FT south of NW 162nd Lane
- NW 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

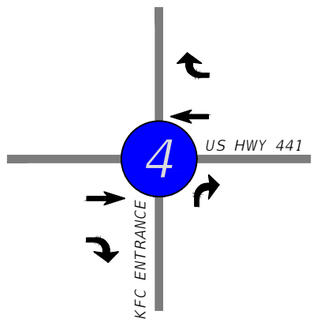


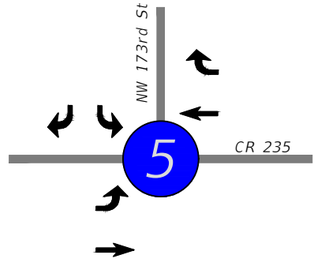


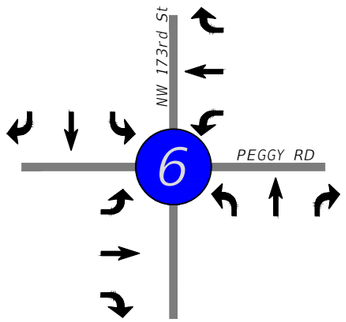


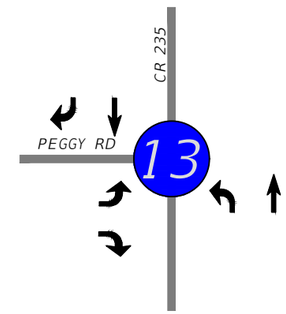


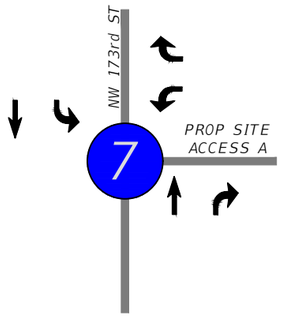


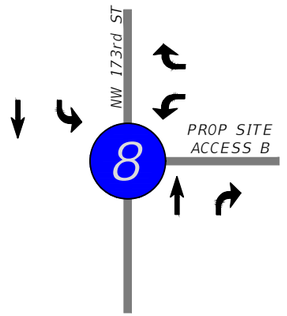


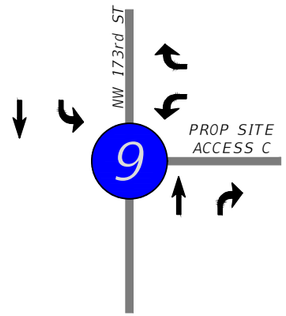


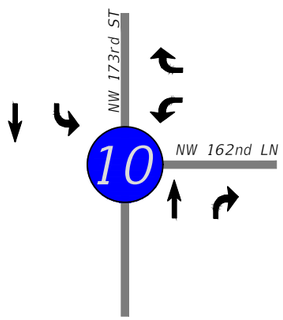


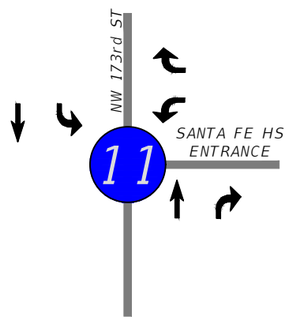












Key:

Figure 1
Study
Intersections

Tomoka Hills

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
CHW
AN KIMLEY-HORN COMPANY
est. 1988 FLORIDA CA-5075

SHEET NO.
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:

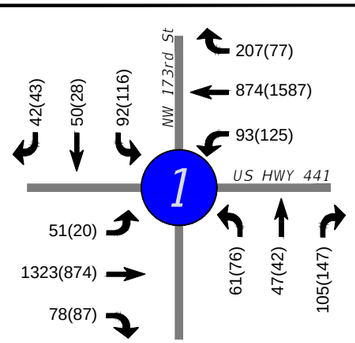
- US HWY 441 at NW 173rd St (CR 235A) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- US HWY 441 at Santa Fe Driveway (7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM)
- US HWY 441 at KFC Driveway located 340 FT east of NW 167th Blvd (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at CR 235 (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)

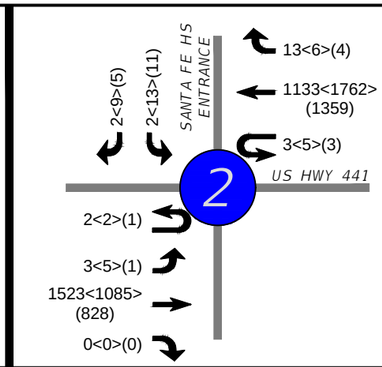
Additional turning movement counts were collected along NW 173rd Street on November 19th, 2024, at the following intersections:

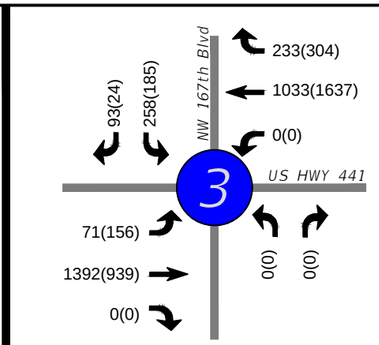
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054) (6:00 AM to 8:00 PM)
- NW 173rd St (CR 235A) at NW 149th Pl (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at NW 162nd Ln (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)

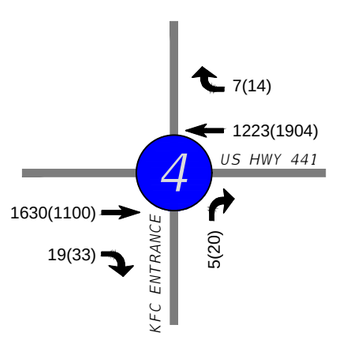
The raw count data is provided in **Appendix D**. The count data was adjusted based on the seasonal adjustment factor to derive the peak season turning movements.

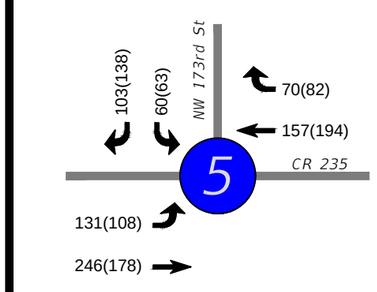
Growth rates were determined based on historical ADT from FDOT Traffic Online to derive the 2035 background volumes. **Appendix E** provides the data used to determine the peak season factor and growth rates used to forecast the background volumes. The background information and volumes are provided 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.

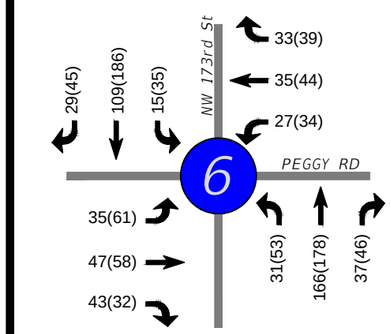


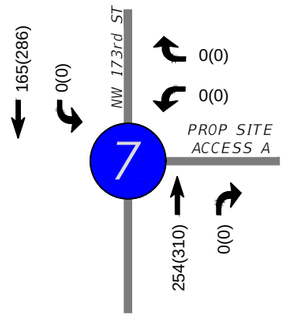


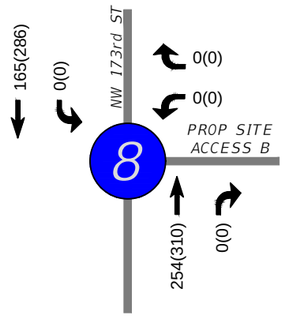


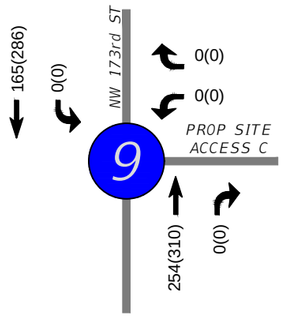


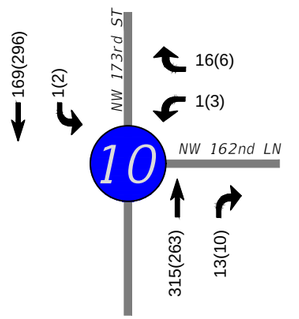


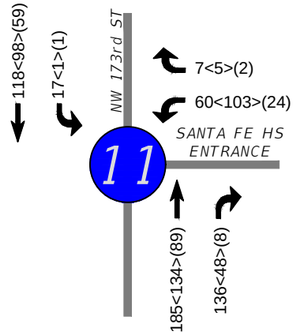




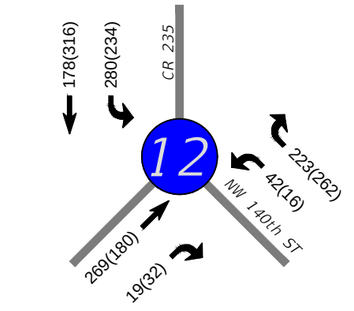


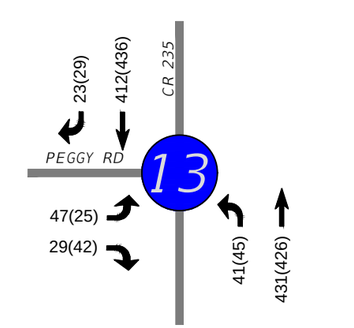












Key:

##(##) - Peak Existing AM(PM)

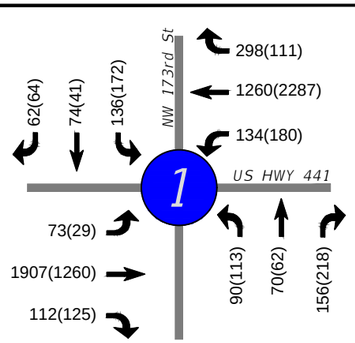
Figure 2

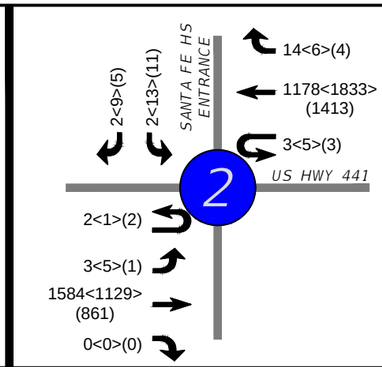
Tomoka Hills

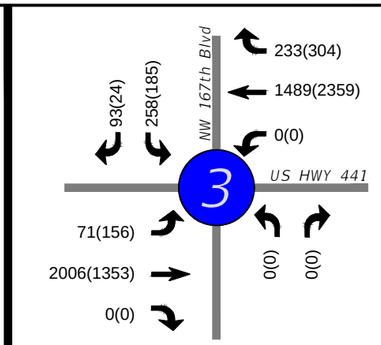
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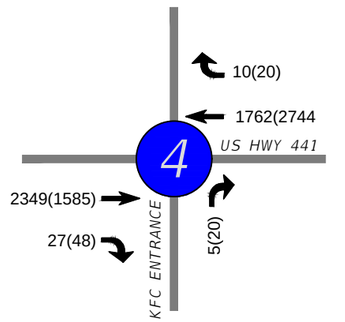
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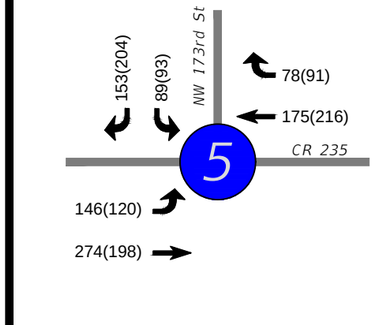
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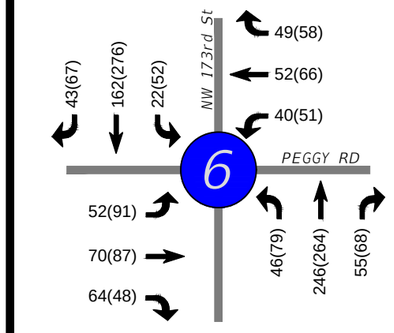


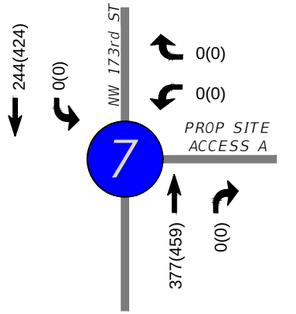


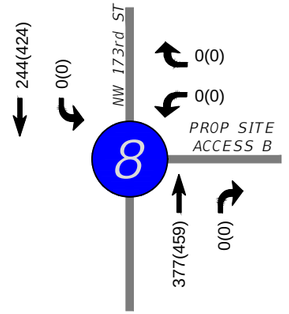


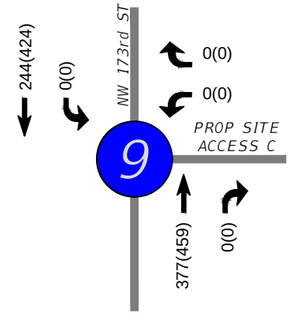


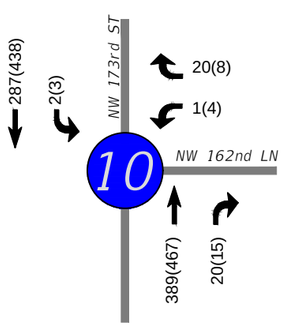


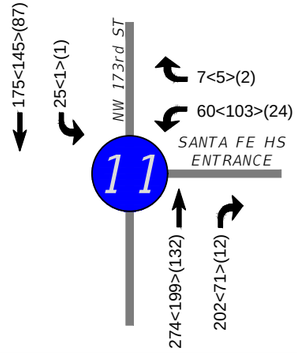




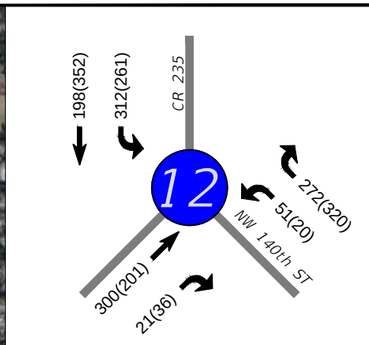


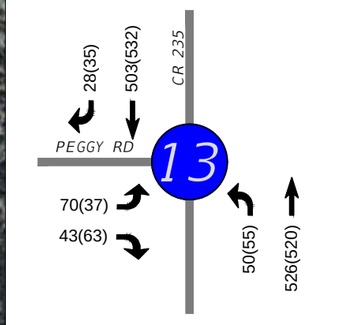












Key:

##(##) - Background AM(PM)

Figure 3
Background 2035

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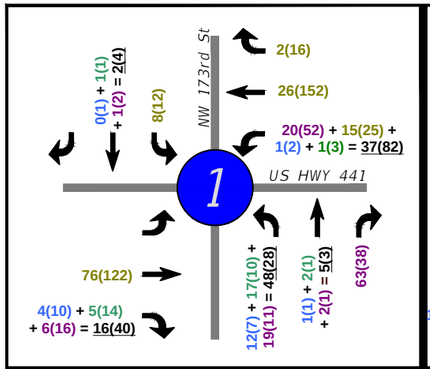
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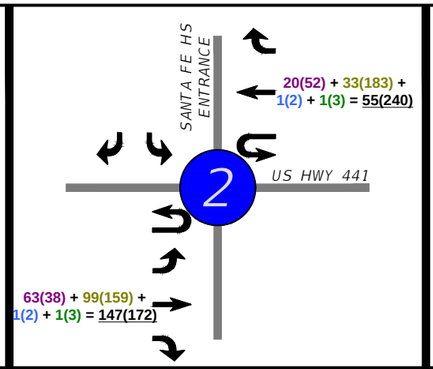
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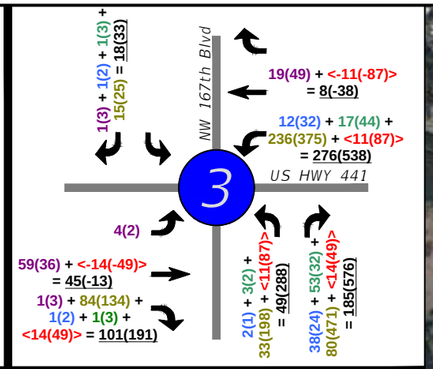
4. TRIP DISTRIBUTION

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**.

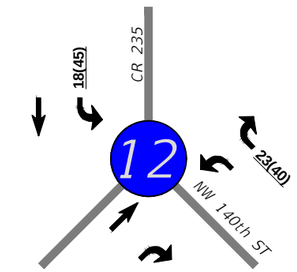
The combined background trips and project trips form the buildout conditions provided in **Appendix F** and illustrated in **Figure 5**.

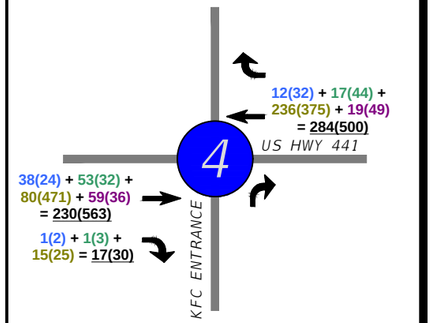


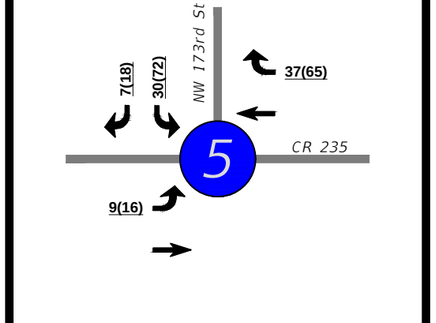


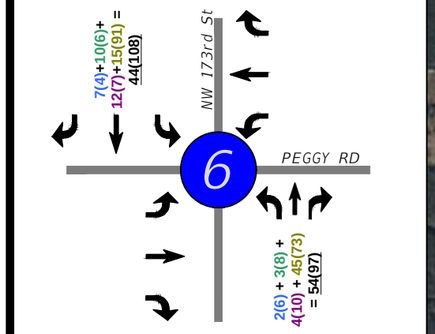


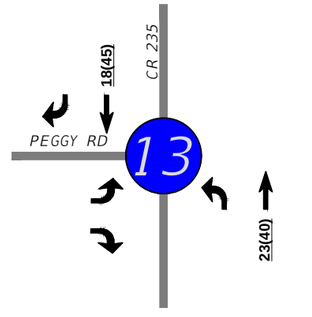


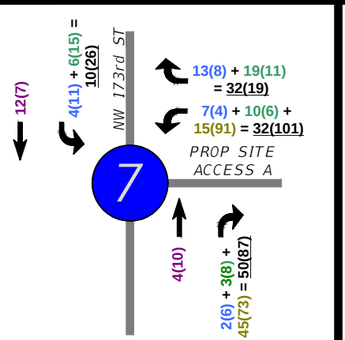


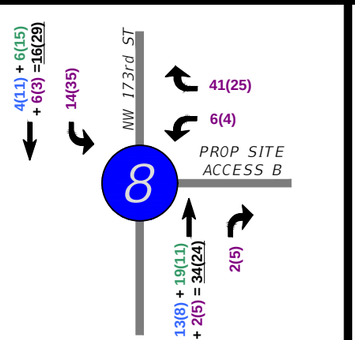


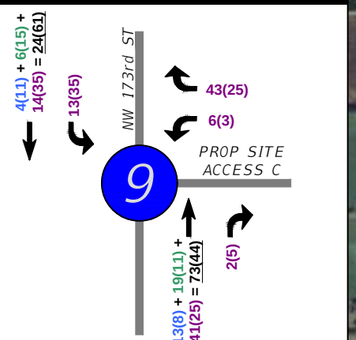


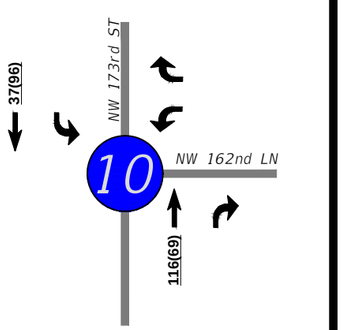


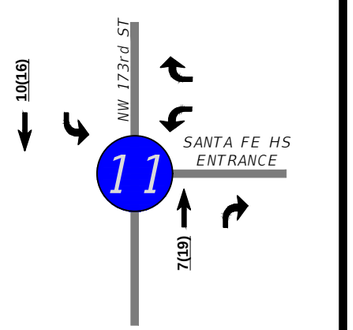












Key:

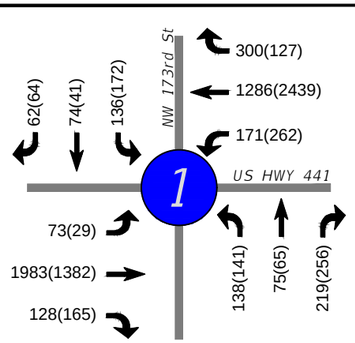
AM(PM) = Single Family Detached Housing | AM(PM) = Multi Family Housing Zone B | AM(PM) = Multi Family Housing Zone C | AM(PM) = Combined Shopping and Office | <AM(PM)> = Pass-By Trips | AM(PM) = Total Trips

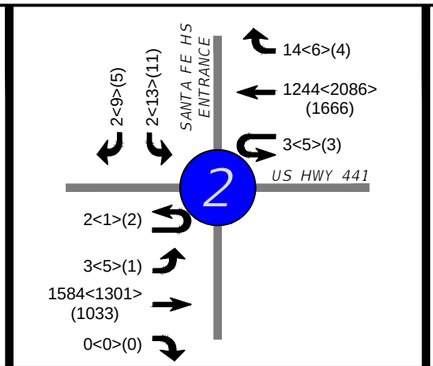
Figure 4
Project Trips

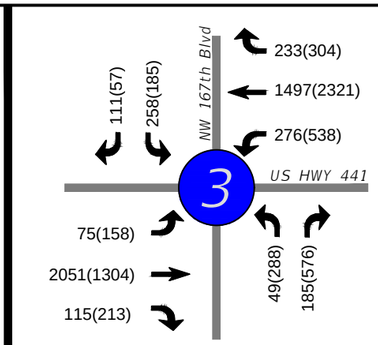
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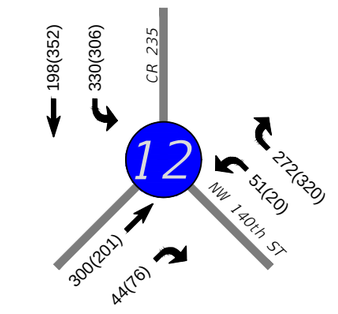
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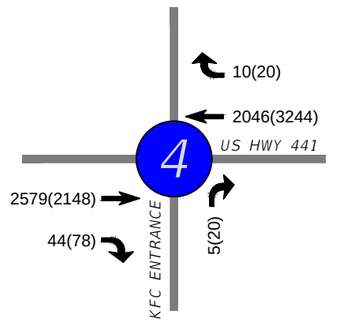


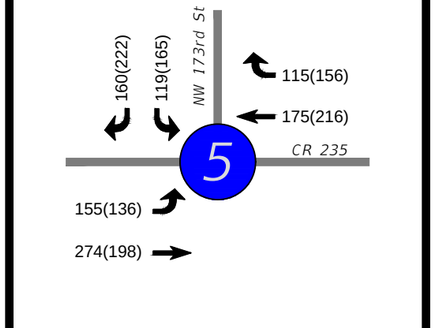


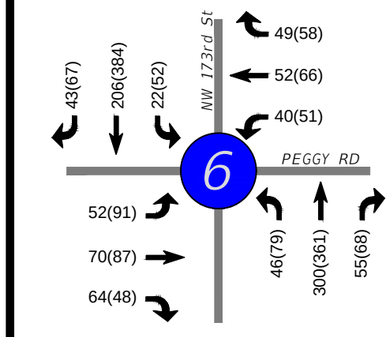


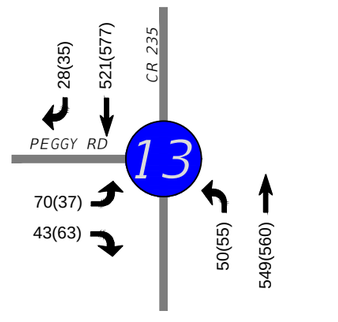


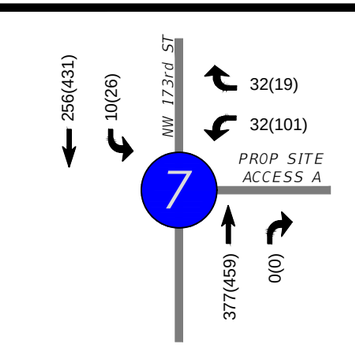


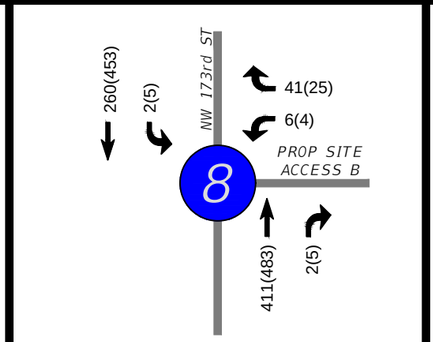


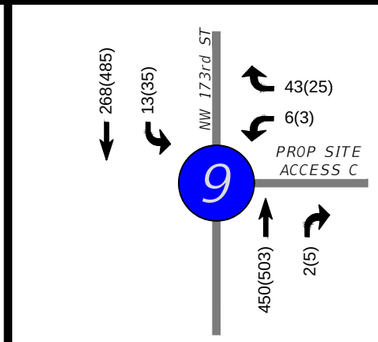


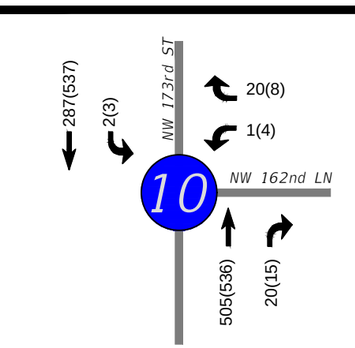


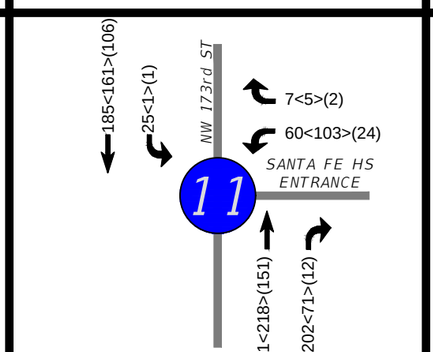












Key:

##(##) - Peak Buildout
AM(PM)

Figure 5
Final Buildout
2035

Tomoka Hills

CHW
AN KIMLEY-HORN COMPANY
11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-5075

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 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

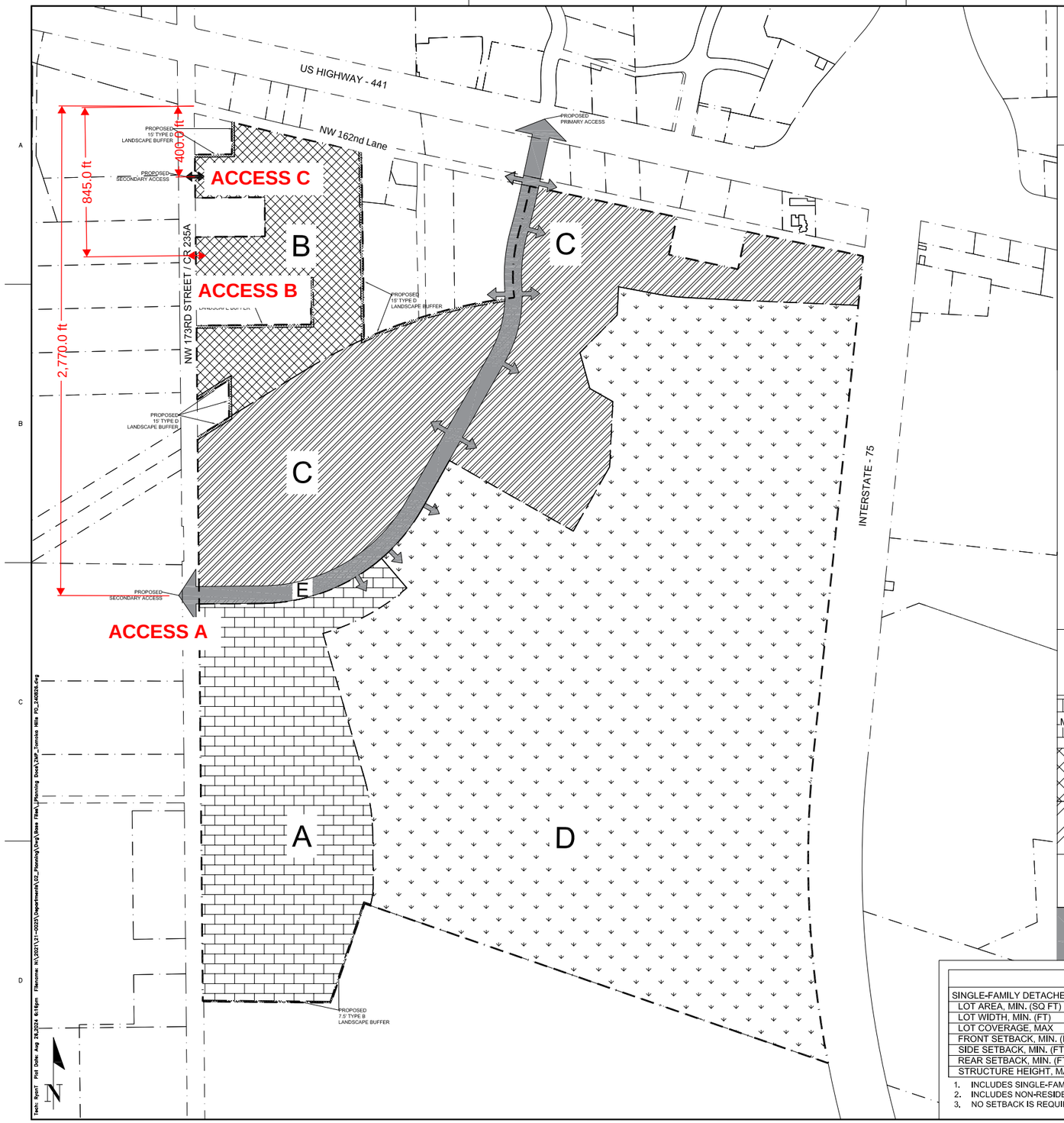
- Provide a 2nd 225 FT northbound left turn lane.
- Provide a 2nd westbound left-turn lane and extend the dual left turn lanes to approximately 575 FT in length.

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.
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
(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

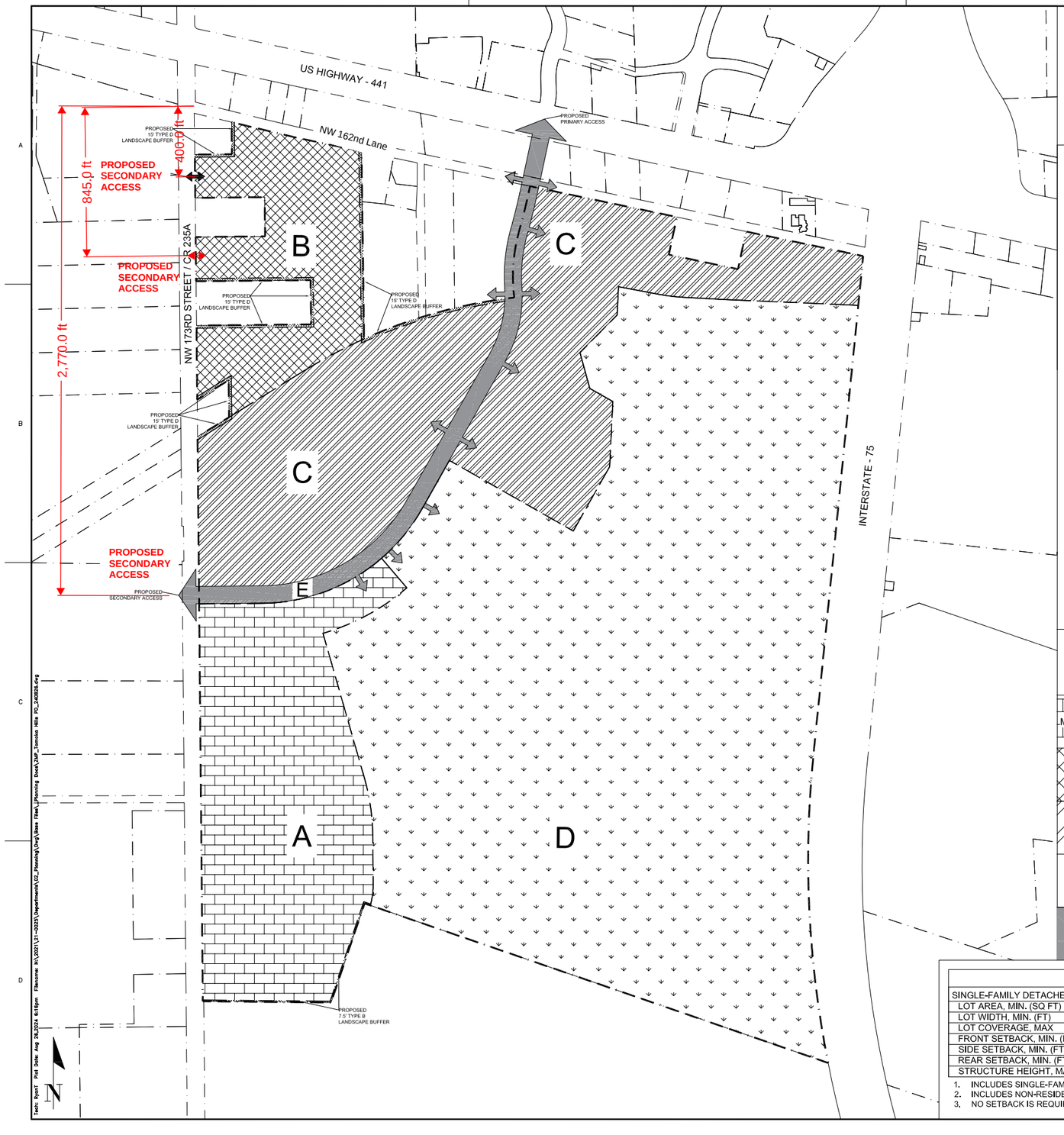
Following any revisions, based on staff comments, we will prepare a final signed and sealed report. Please provide concurrence if you agree with this methodology. Thank you for your review and consideration.

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.
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.
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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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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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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
(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

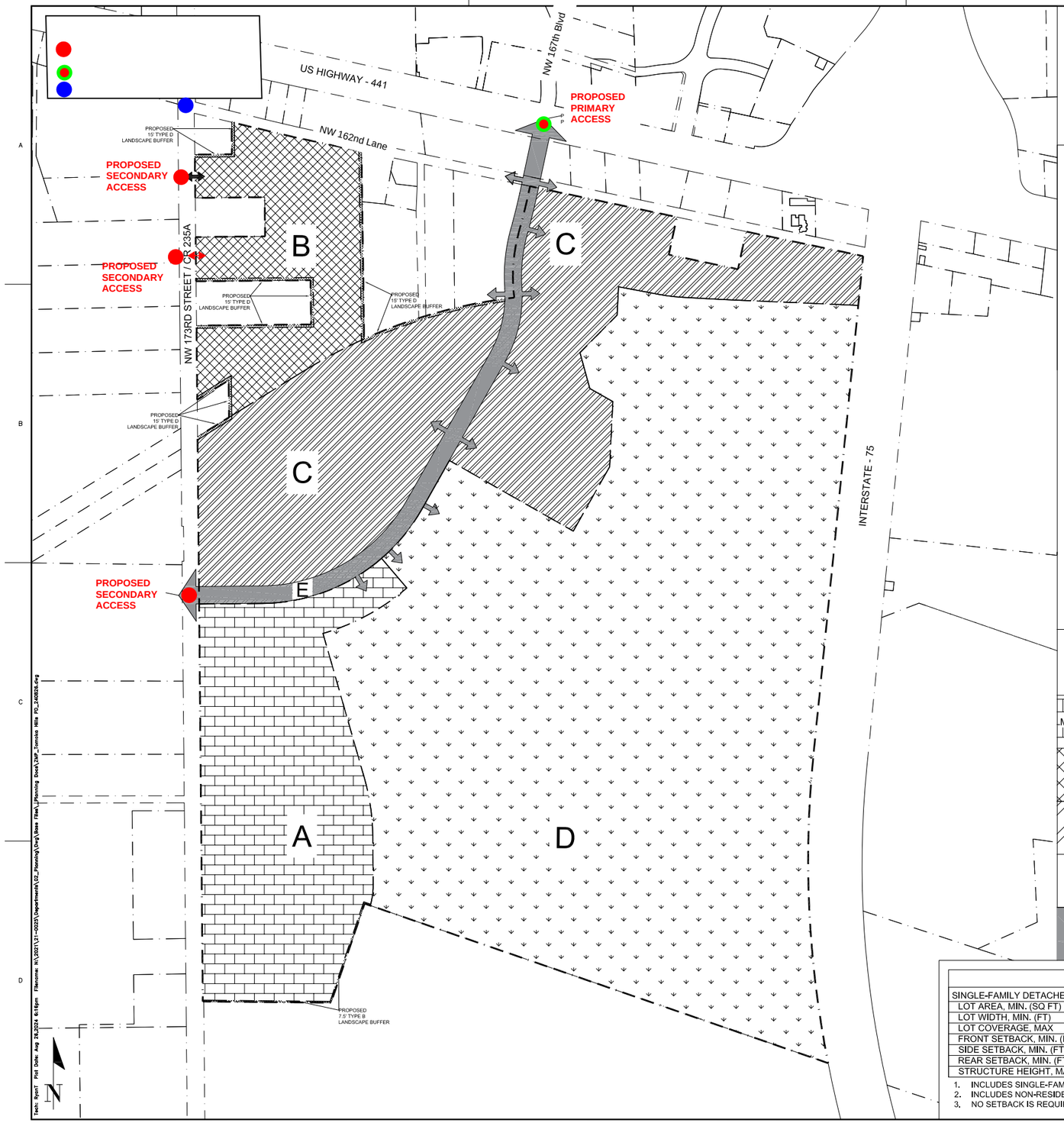
CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

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_Service 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
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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		

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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 ON EACH DRAWING
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

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)

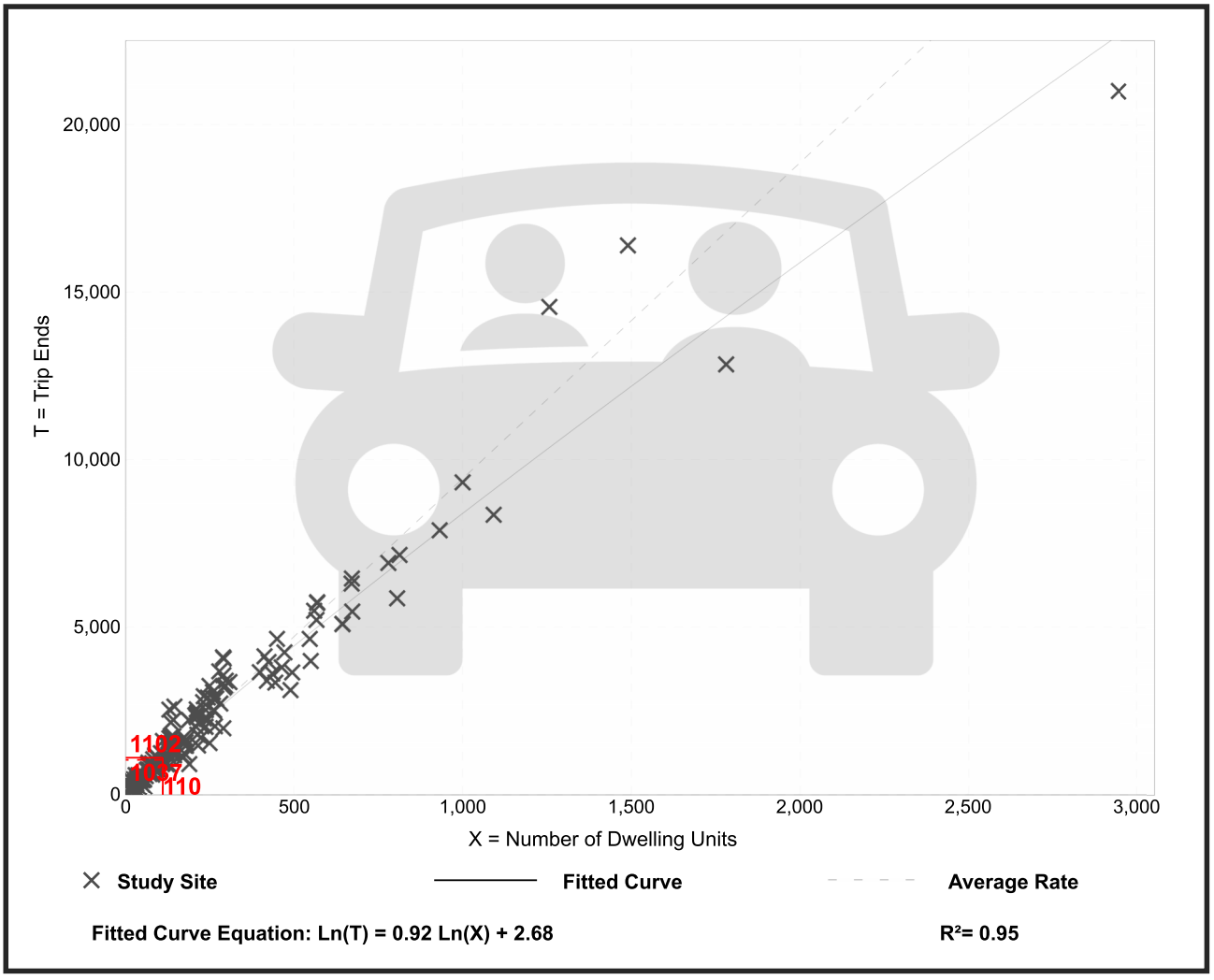
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

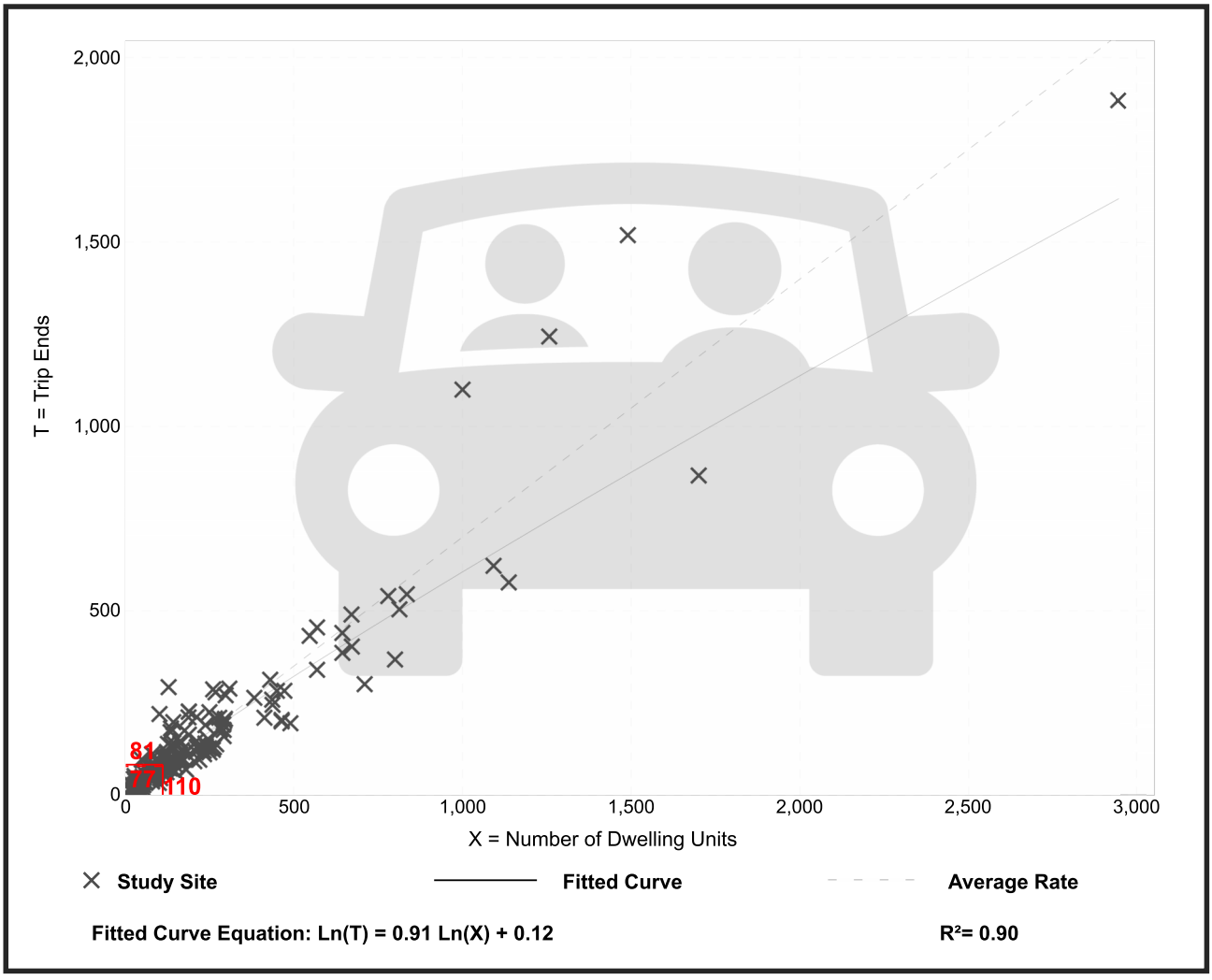
Single-Family Detached Housing
(210)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

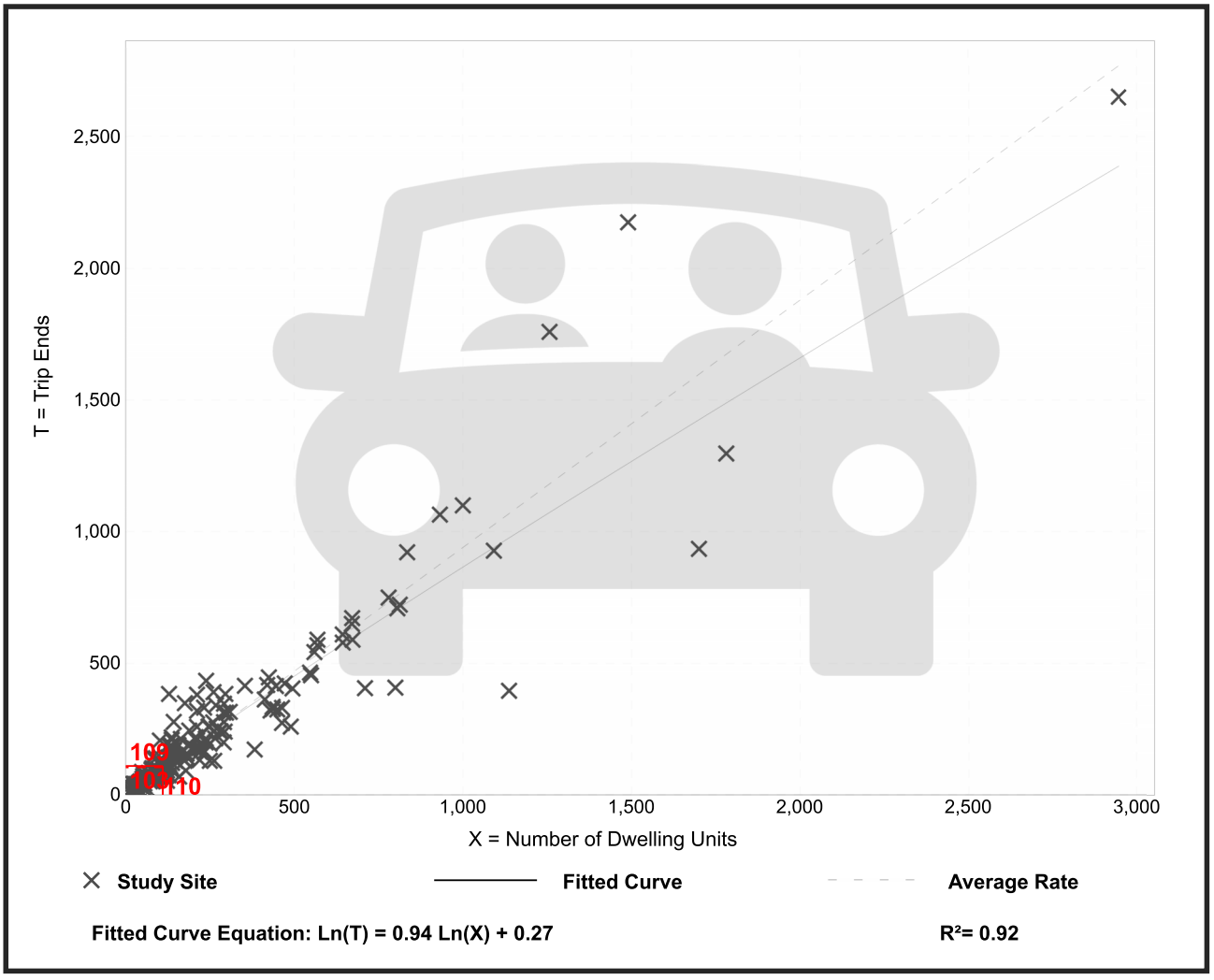
Single-Family Detached Housing
(210)

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)

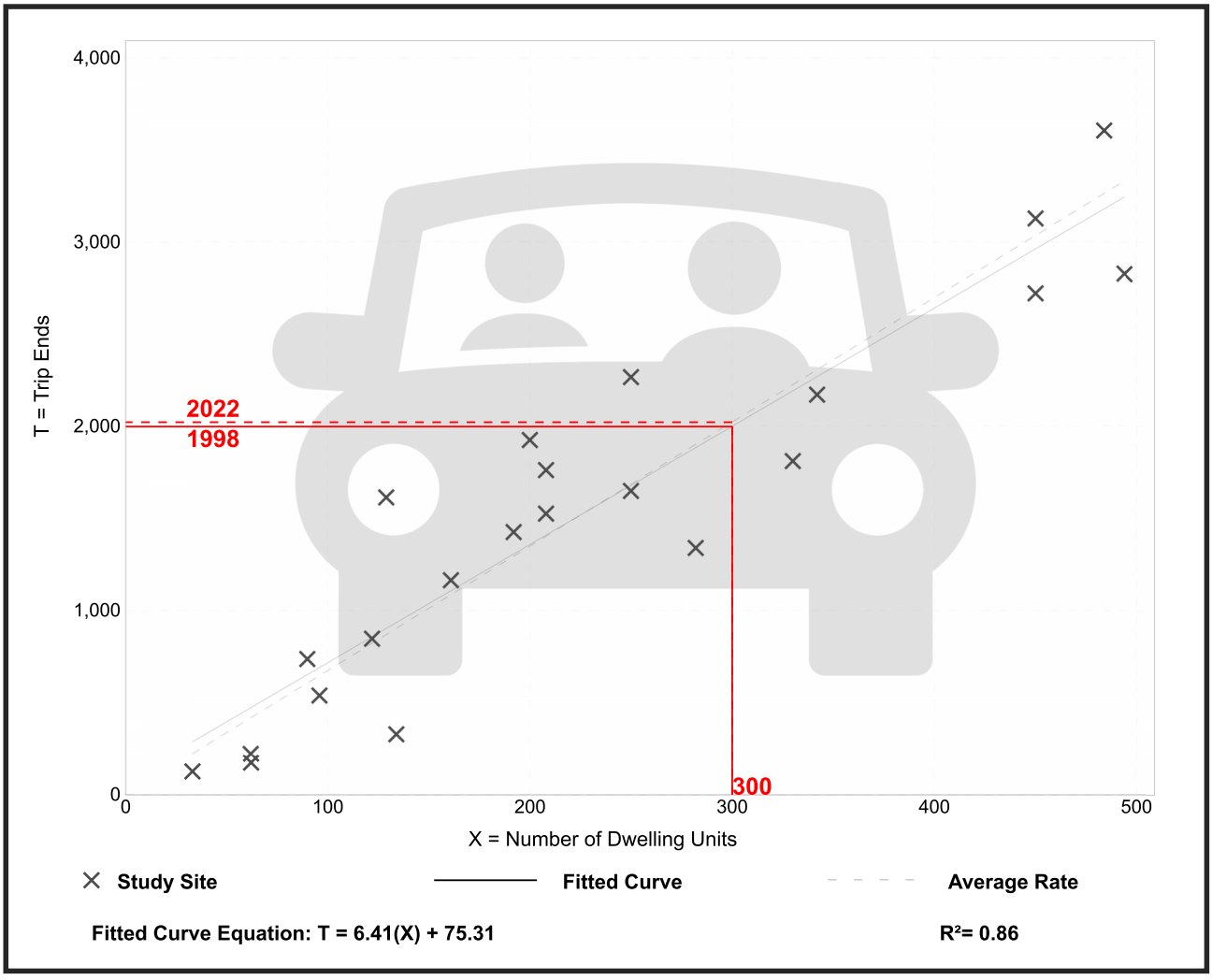
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

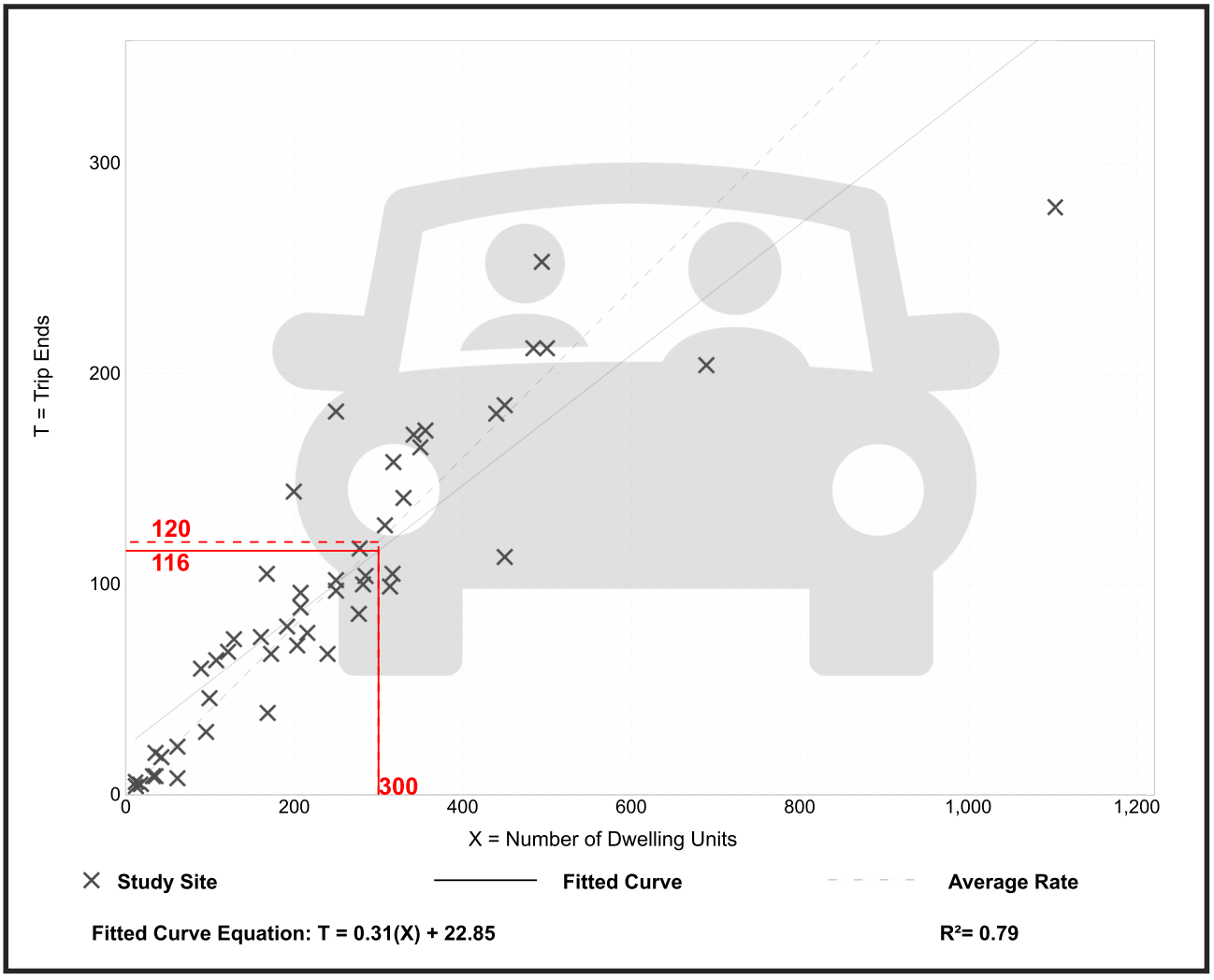
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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

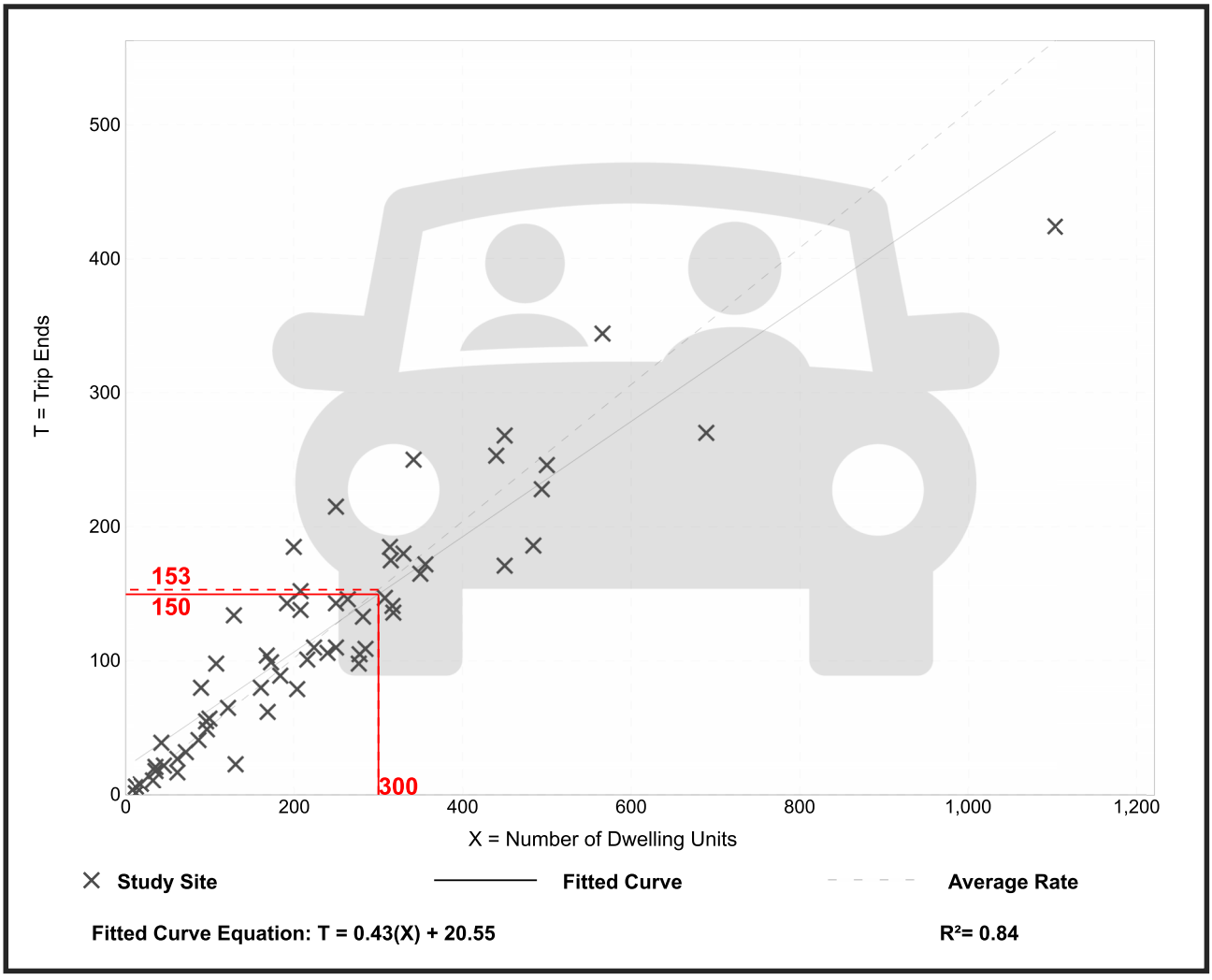
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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)

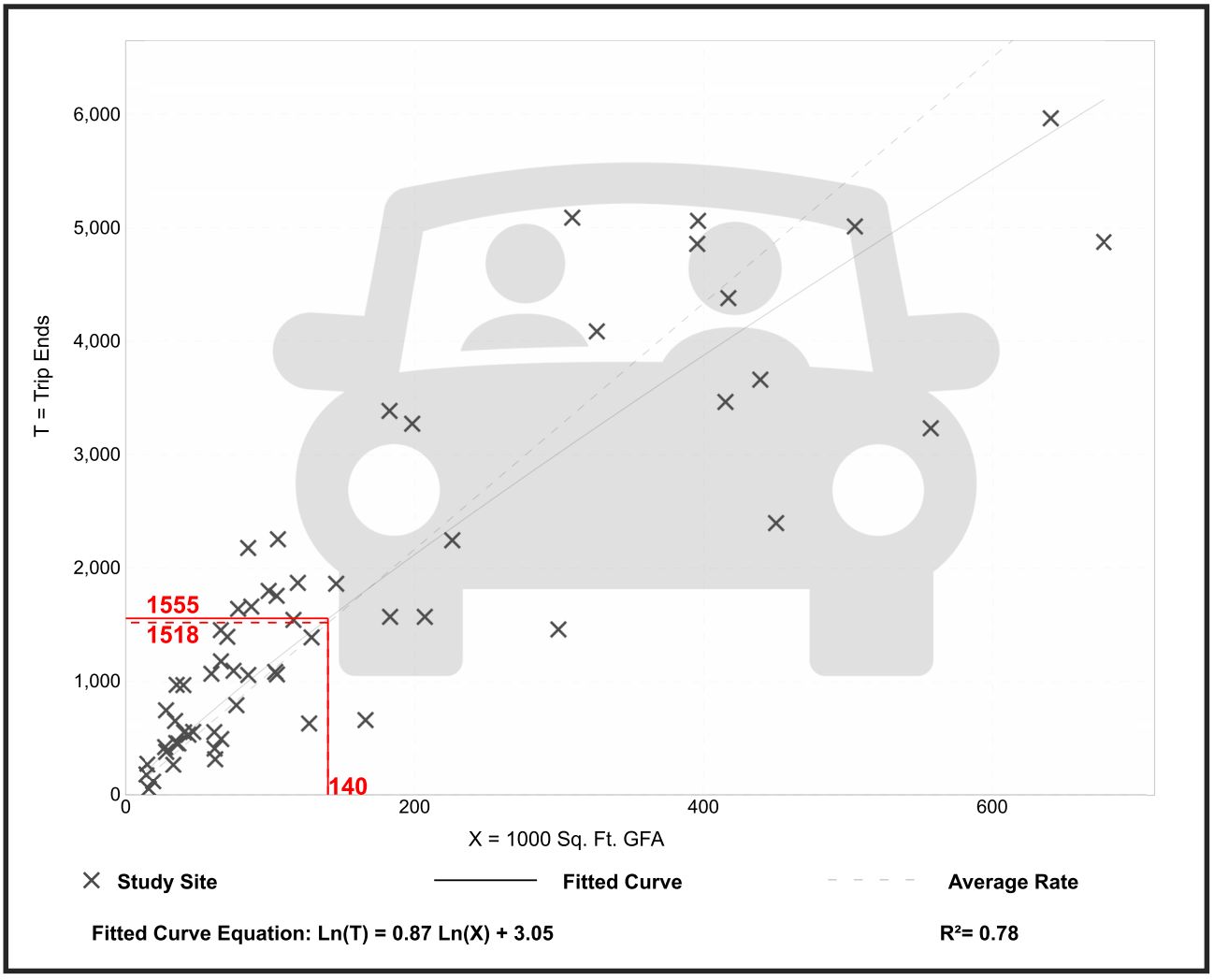
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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

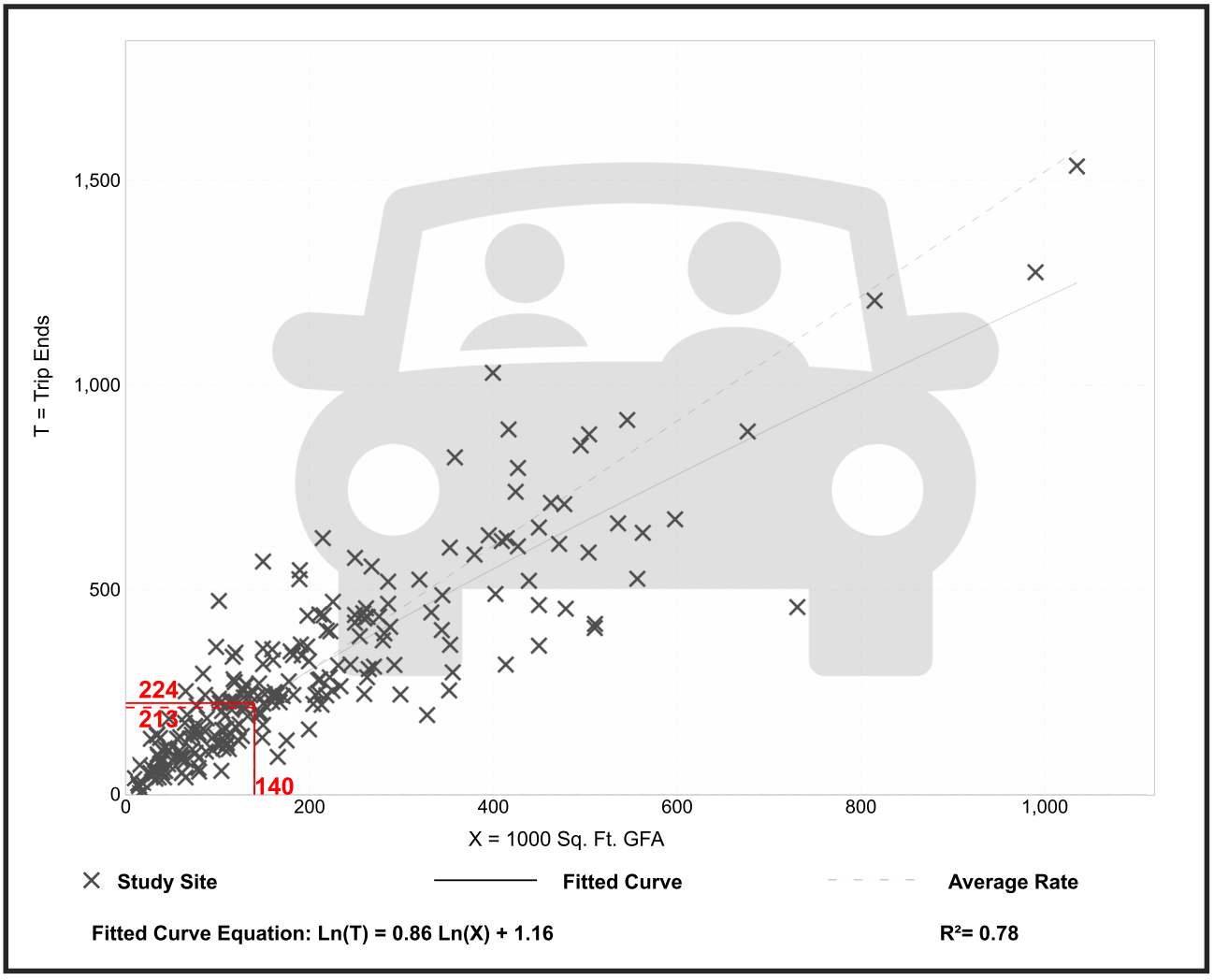
General Office Building
(710)

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

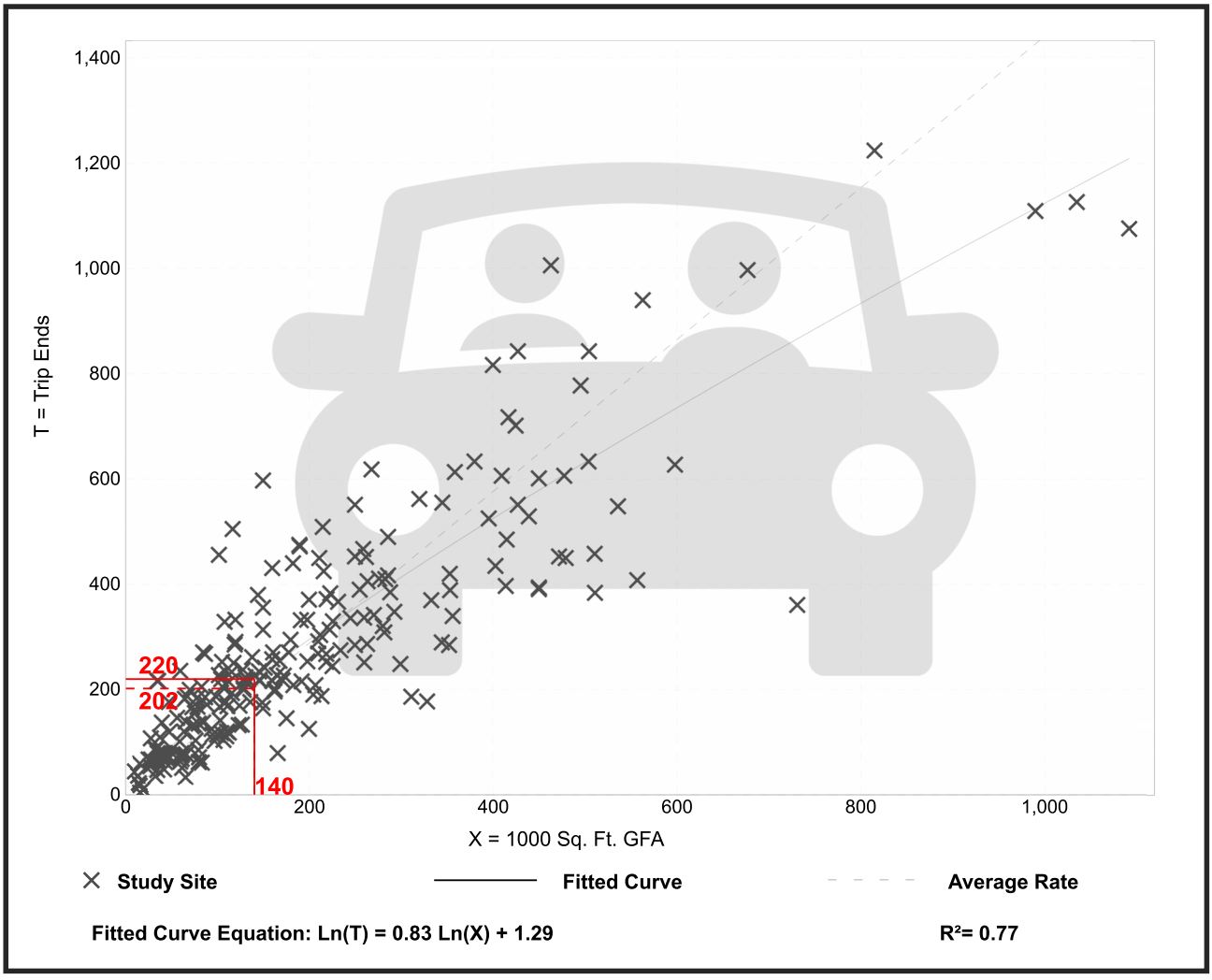
General Office Building
(710)

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)

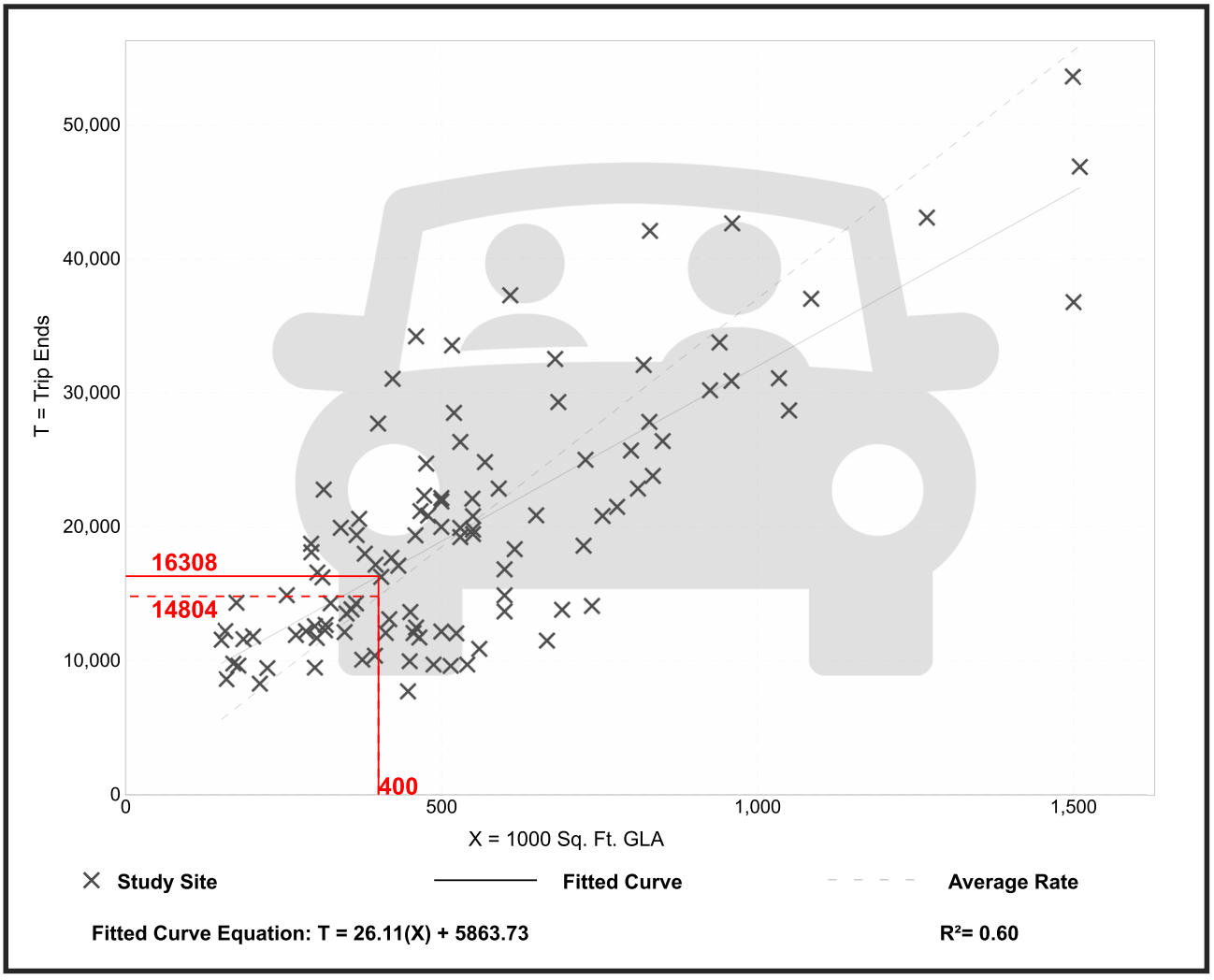
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

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

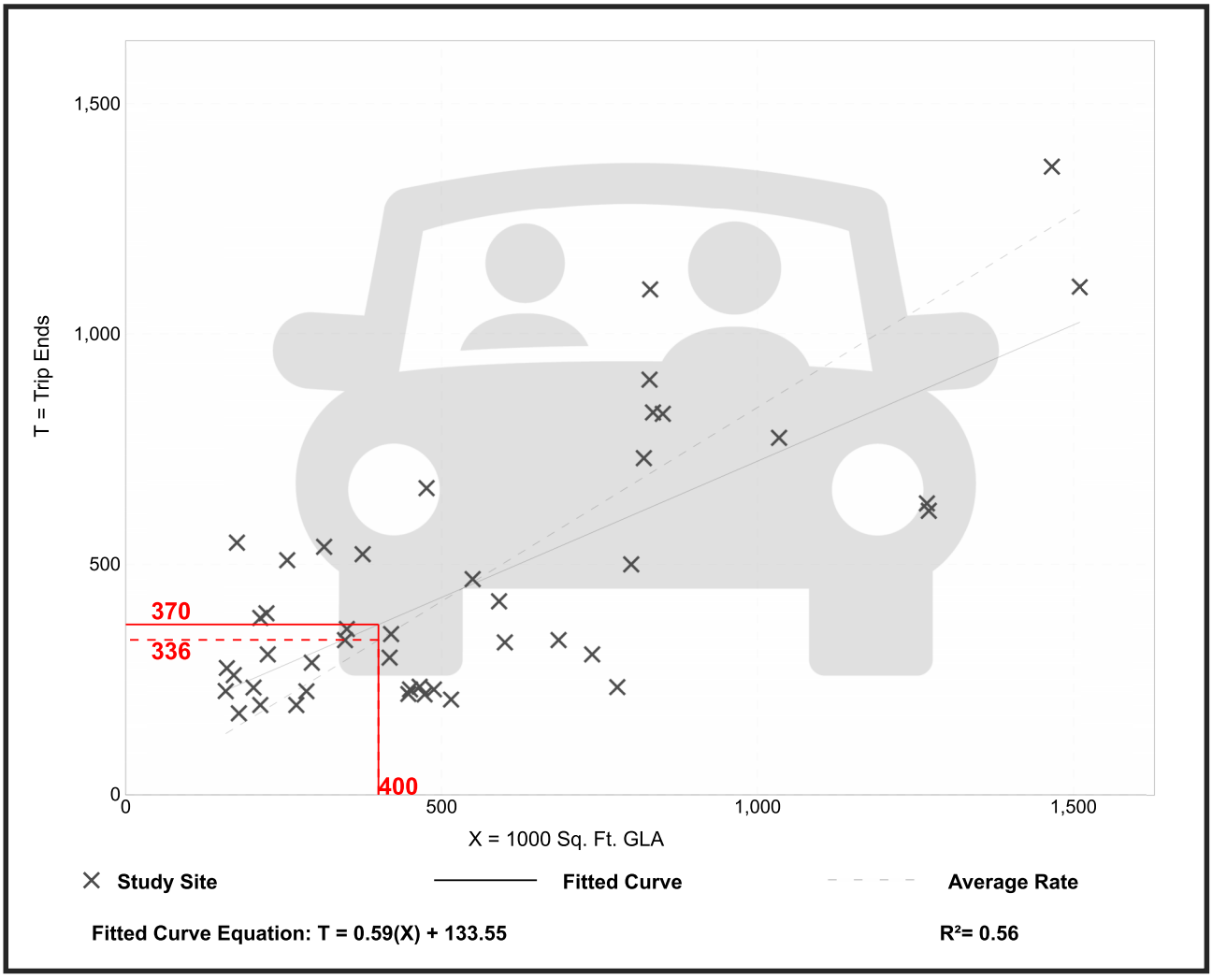
Shopping Center (>150k)
(820)

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

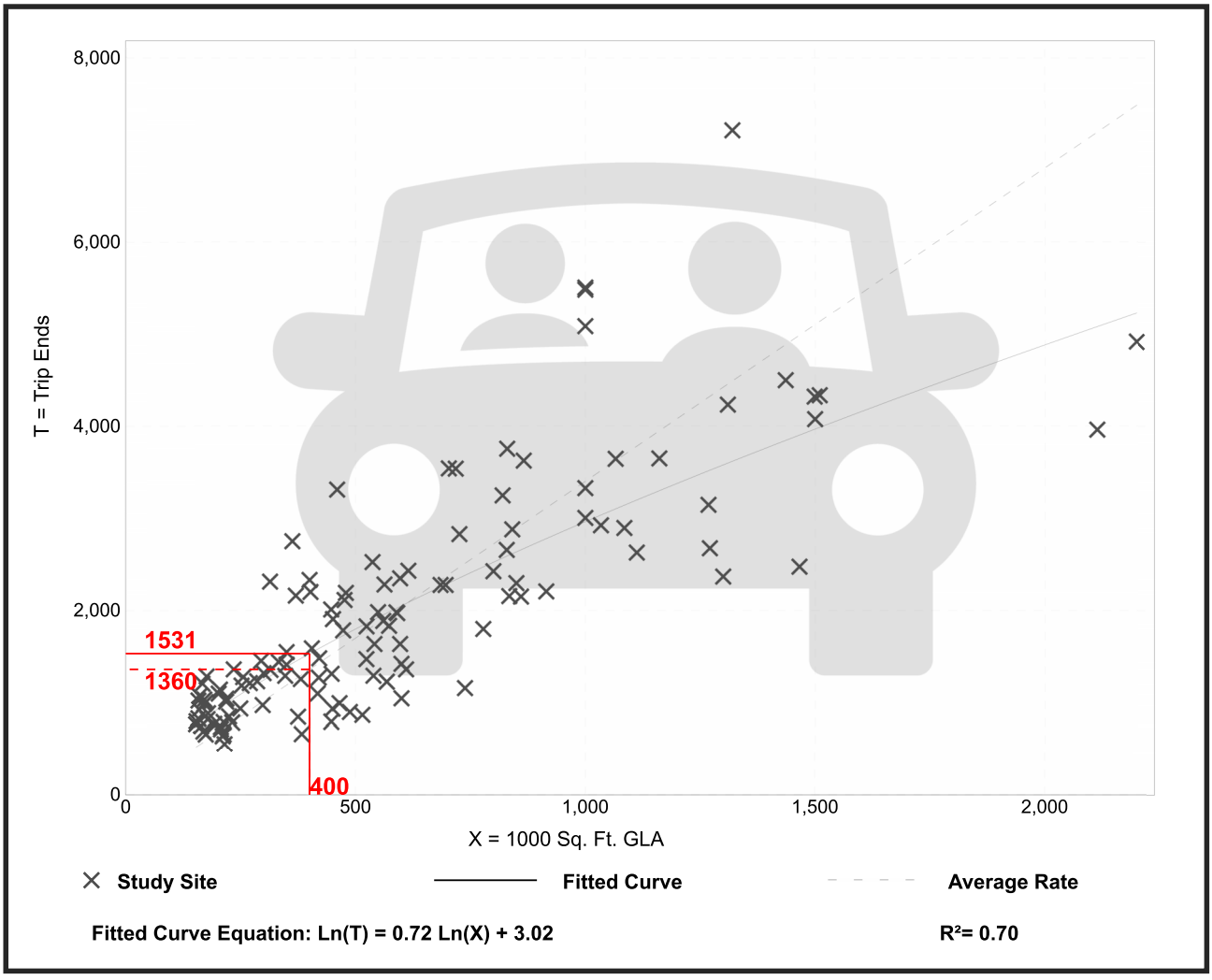
Shopping Center (>150k)
(820)

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)

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 <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

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**
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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)

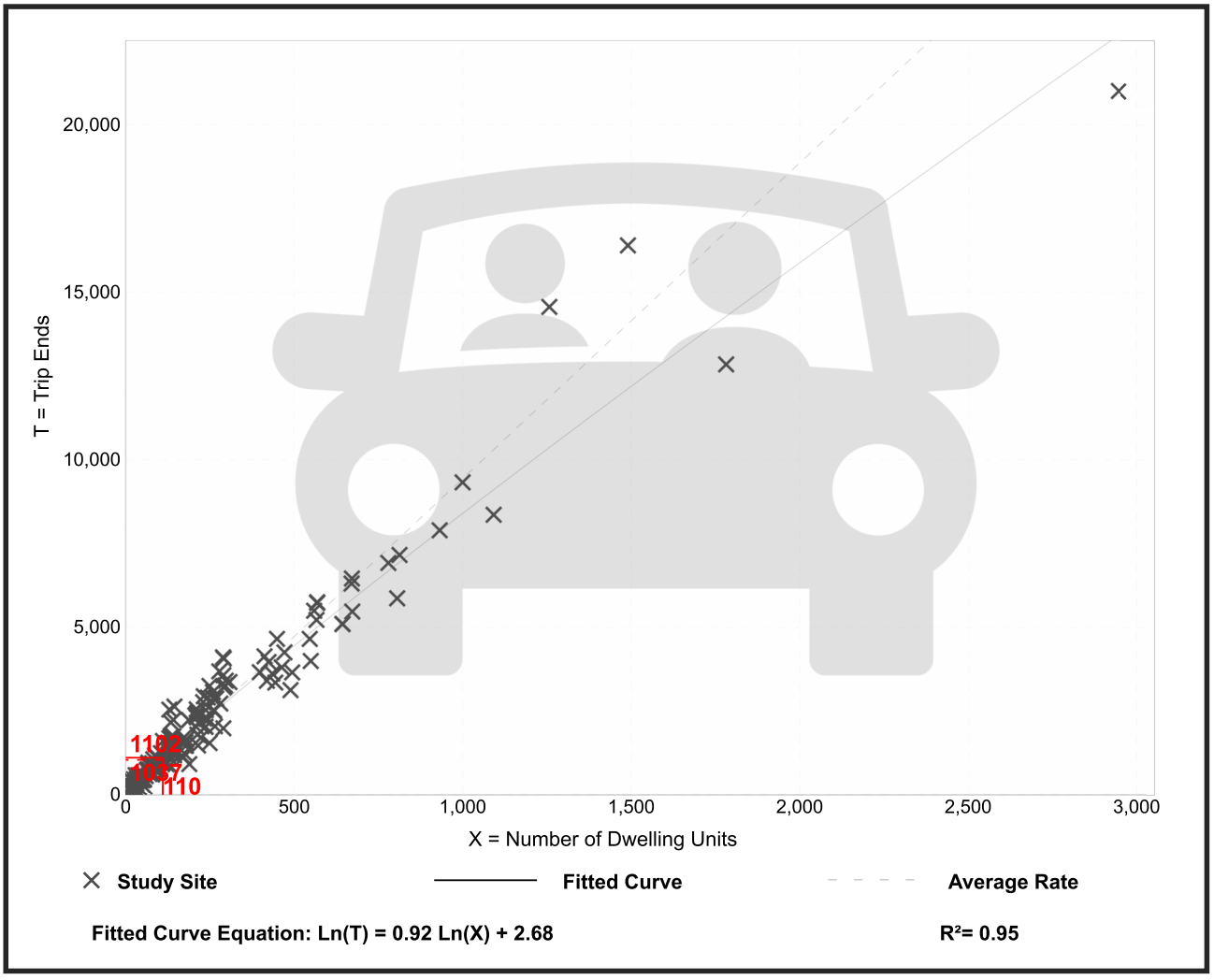
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

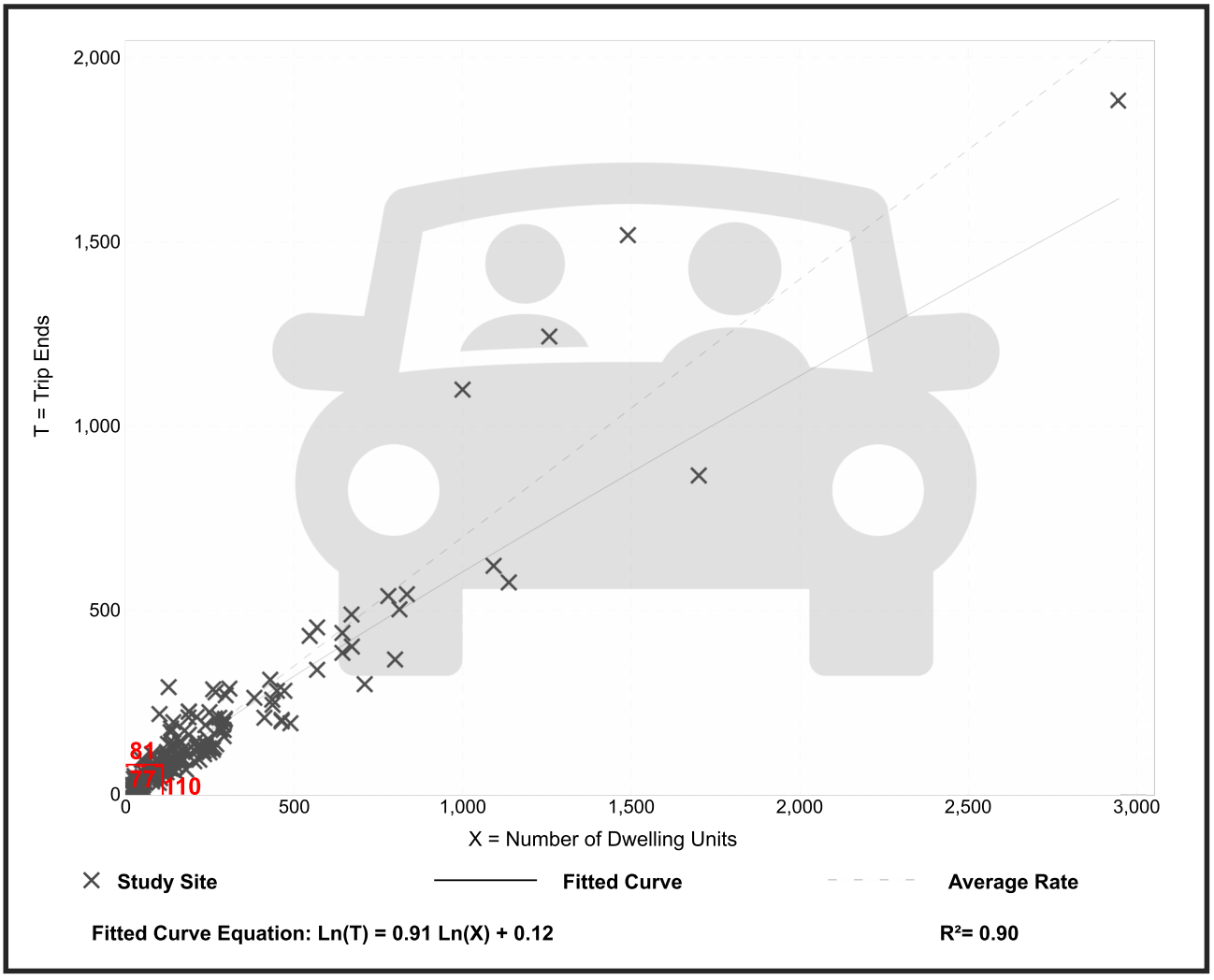
Single-Family Detached Housing
(210)

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

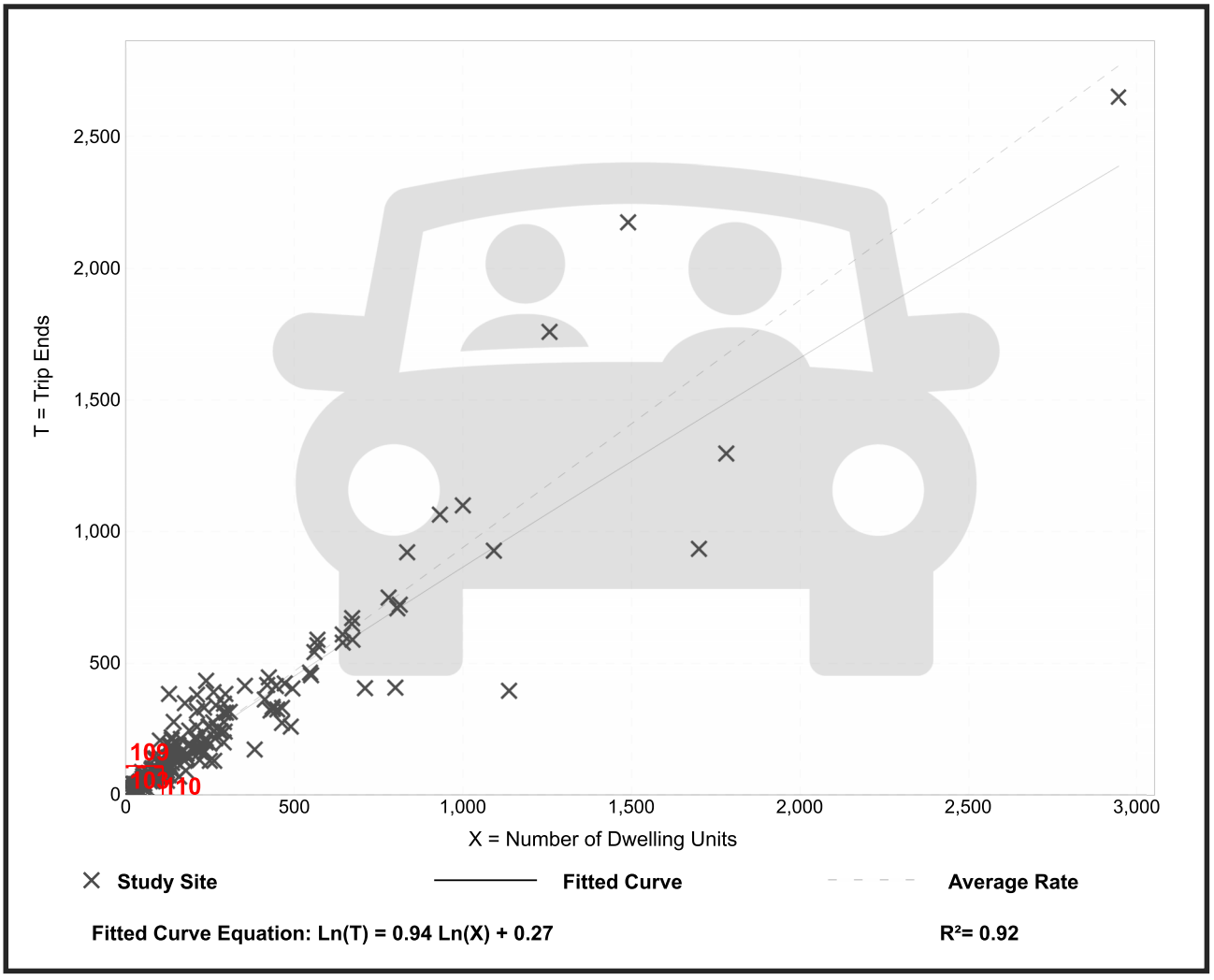
Single-Family Detached Housing
(210)

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)

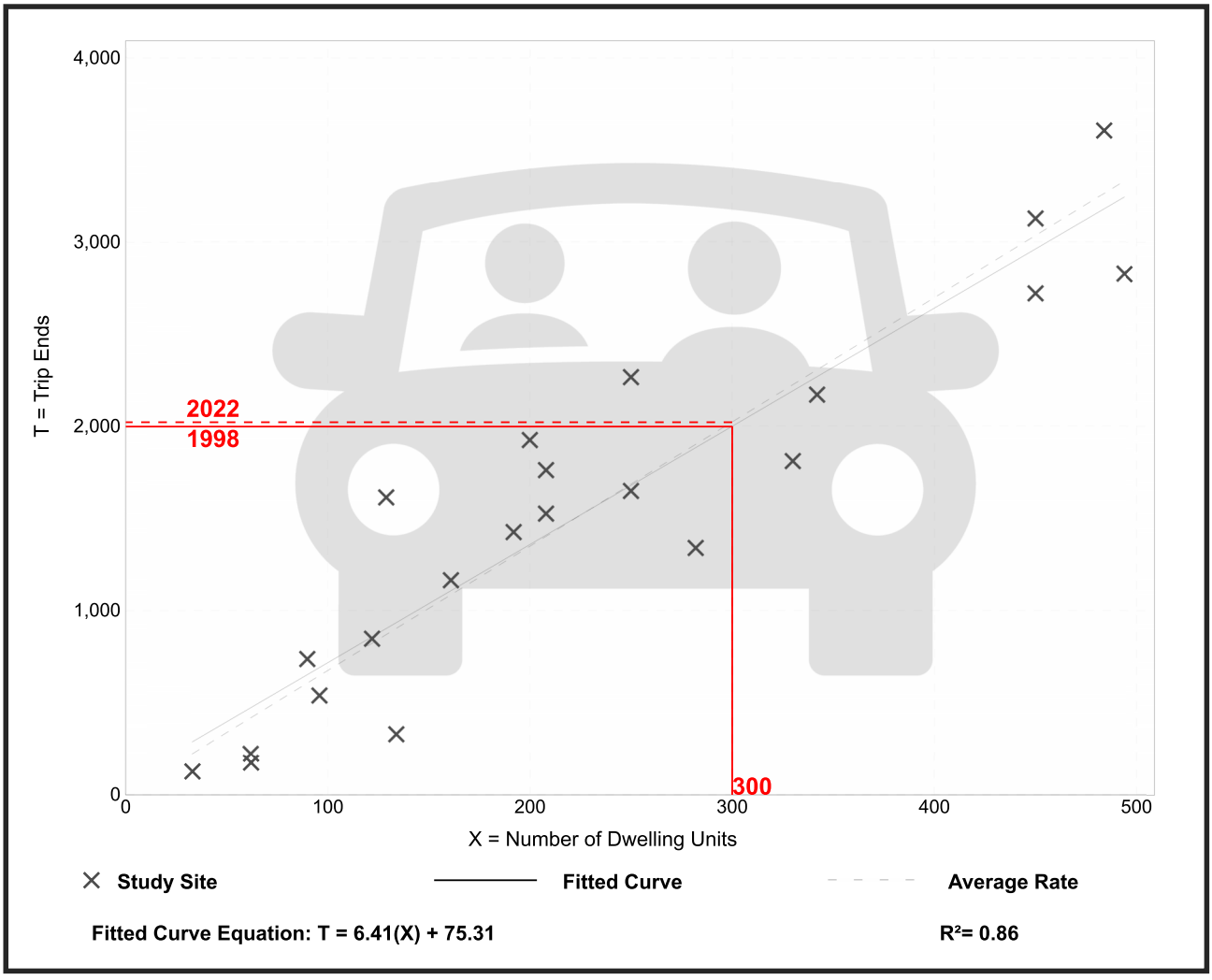
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

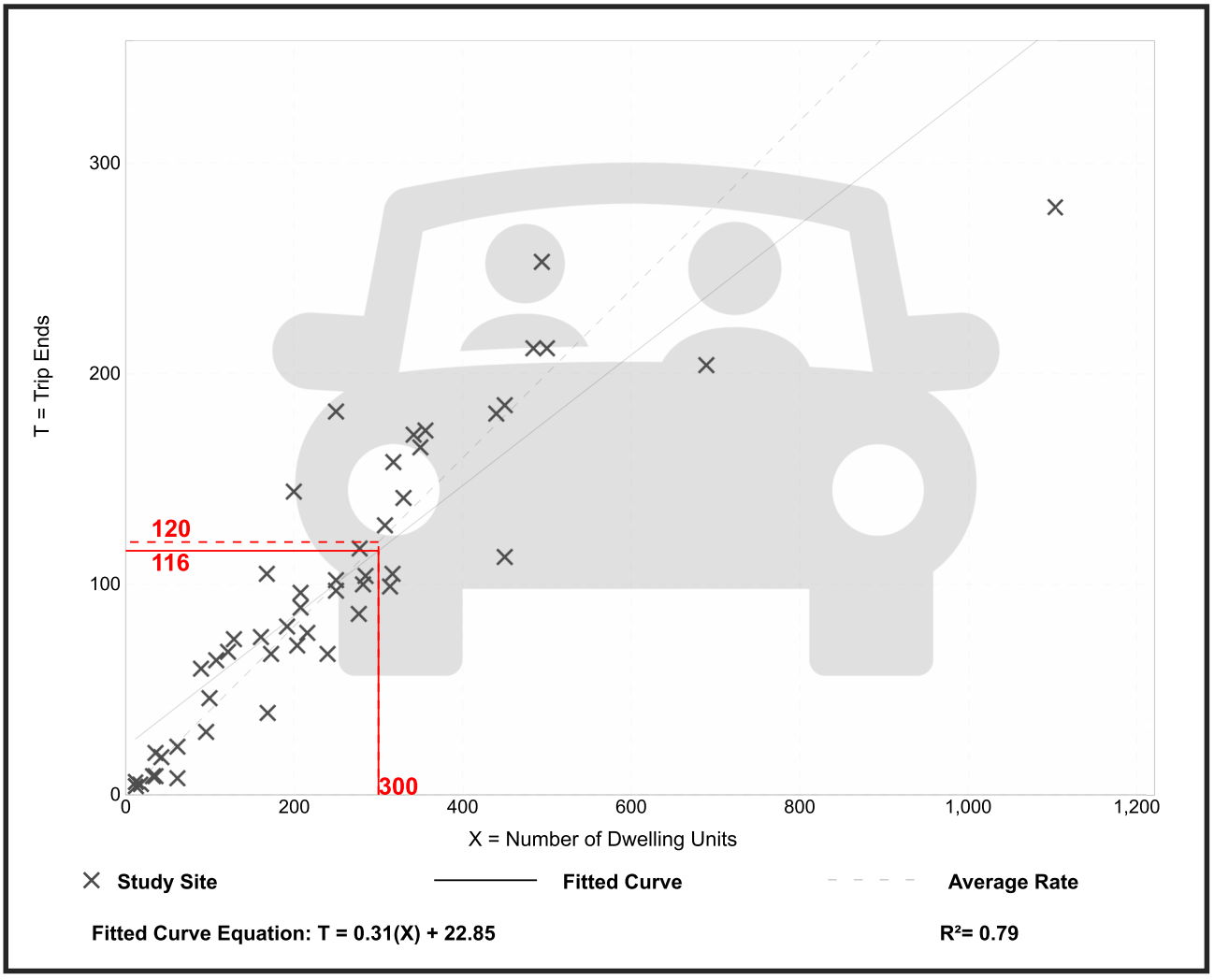
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



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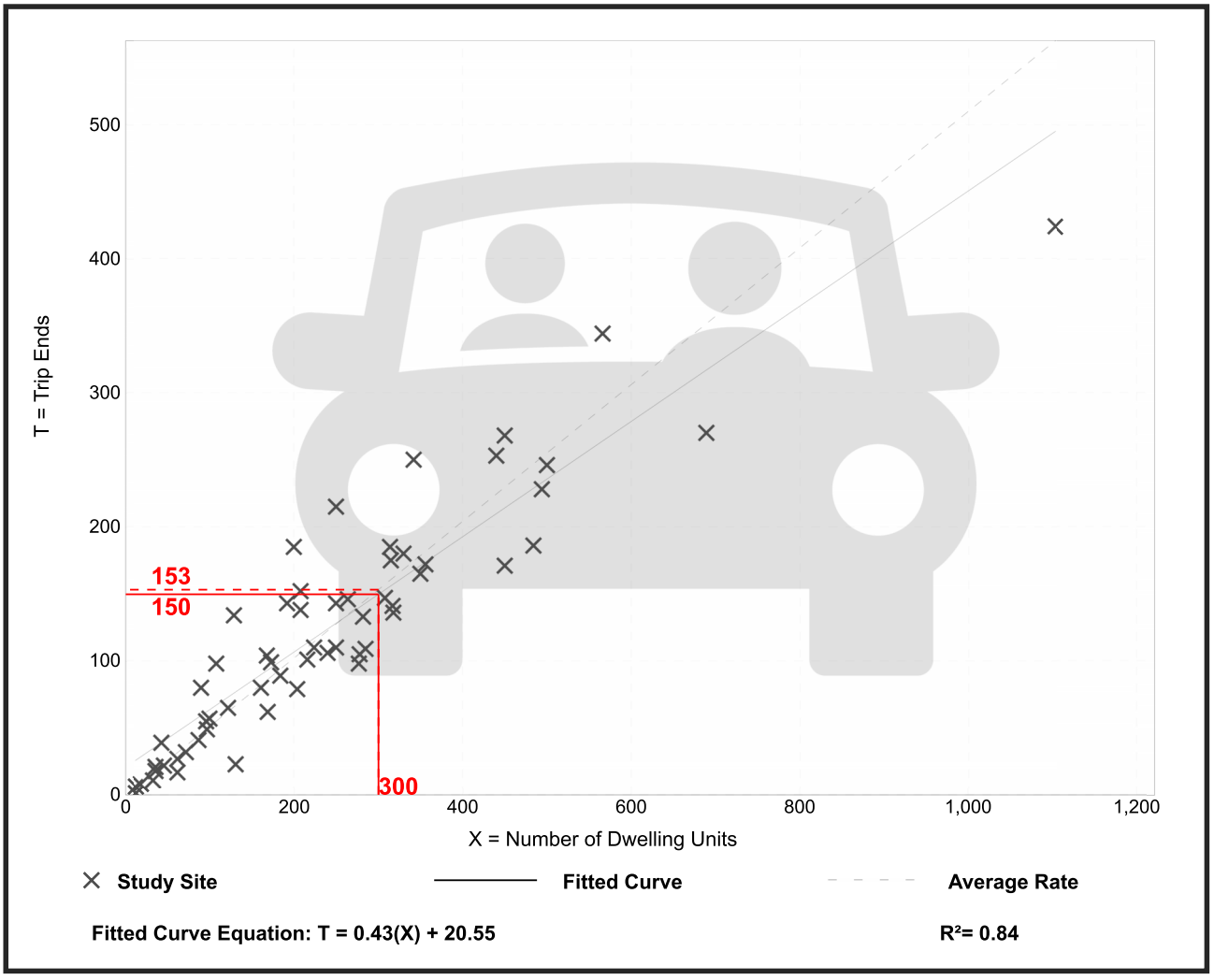
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

General Office Building
(710)

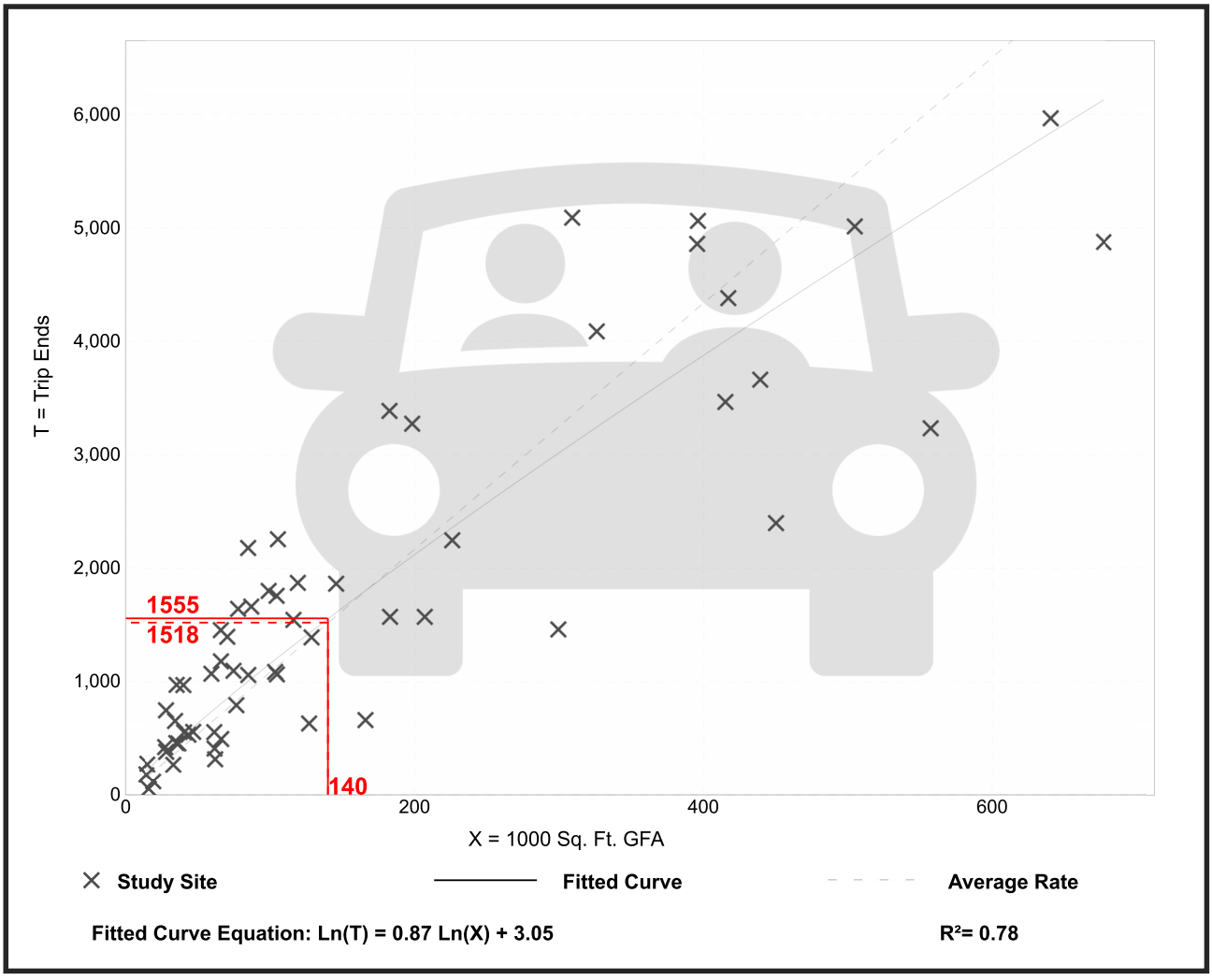
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



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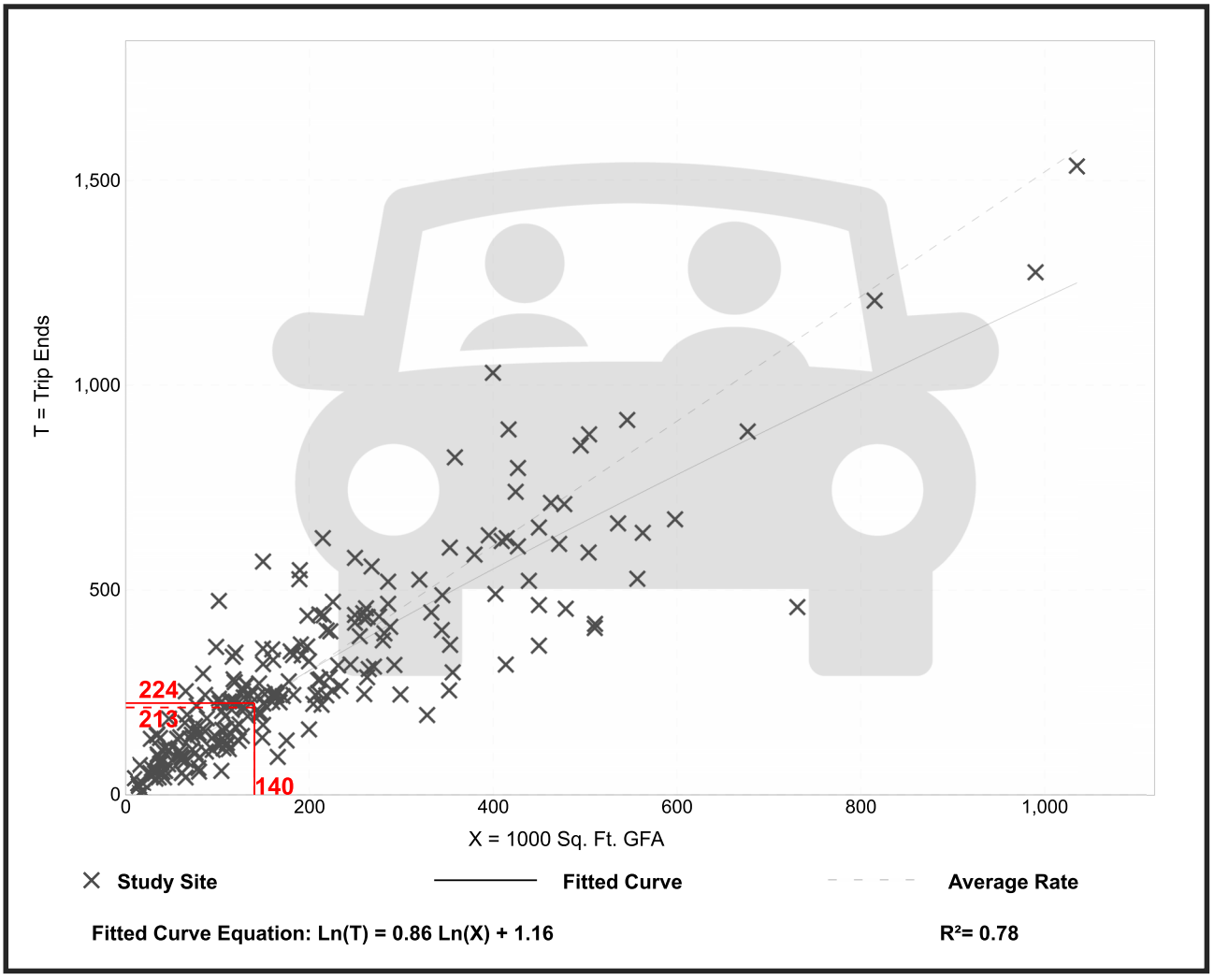
General Office Building
(710)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

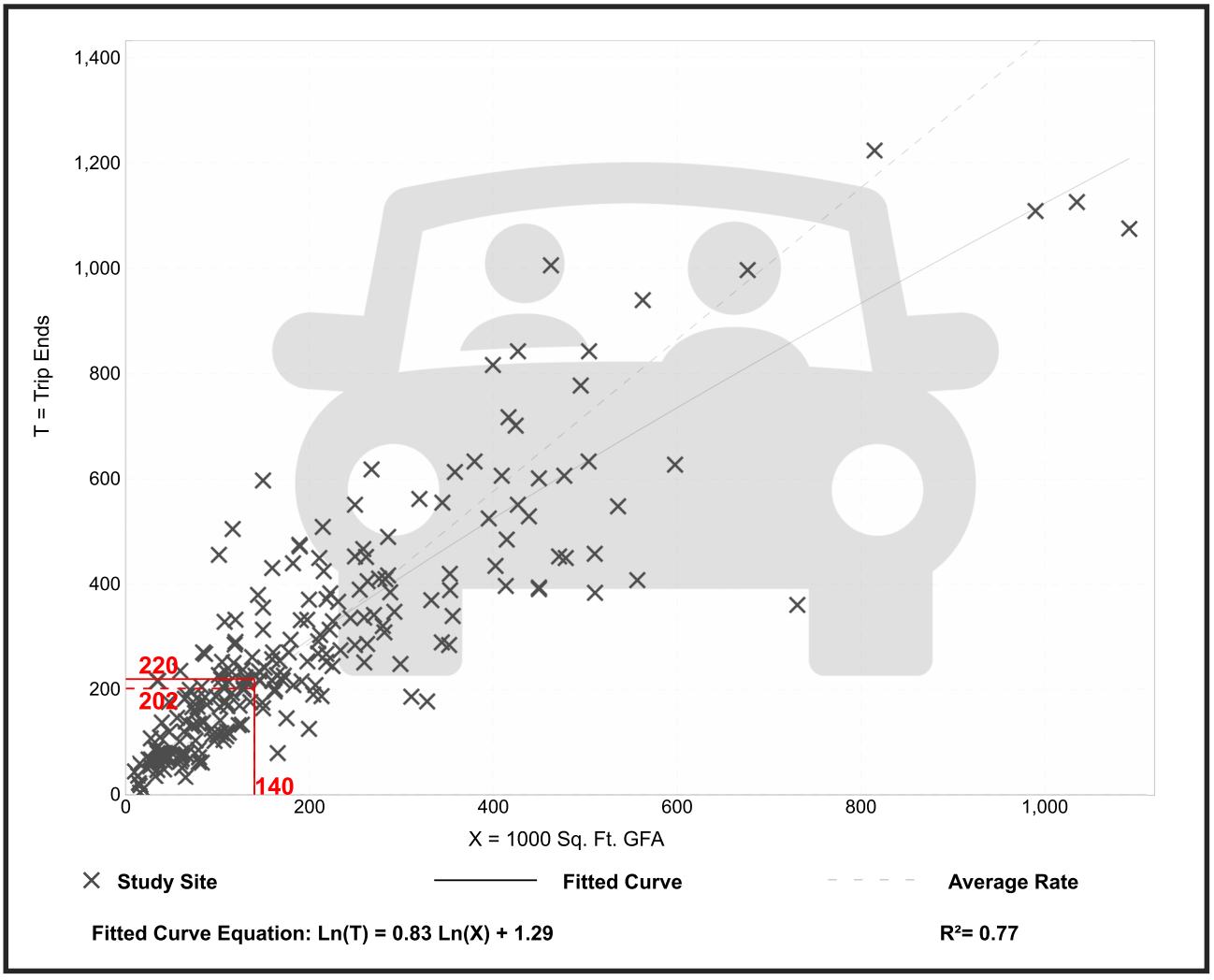
General Office Building
(710)

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



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Shopping Center (>150k)
(820)

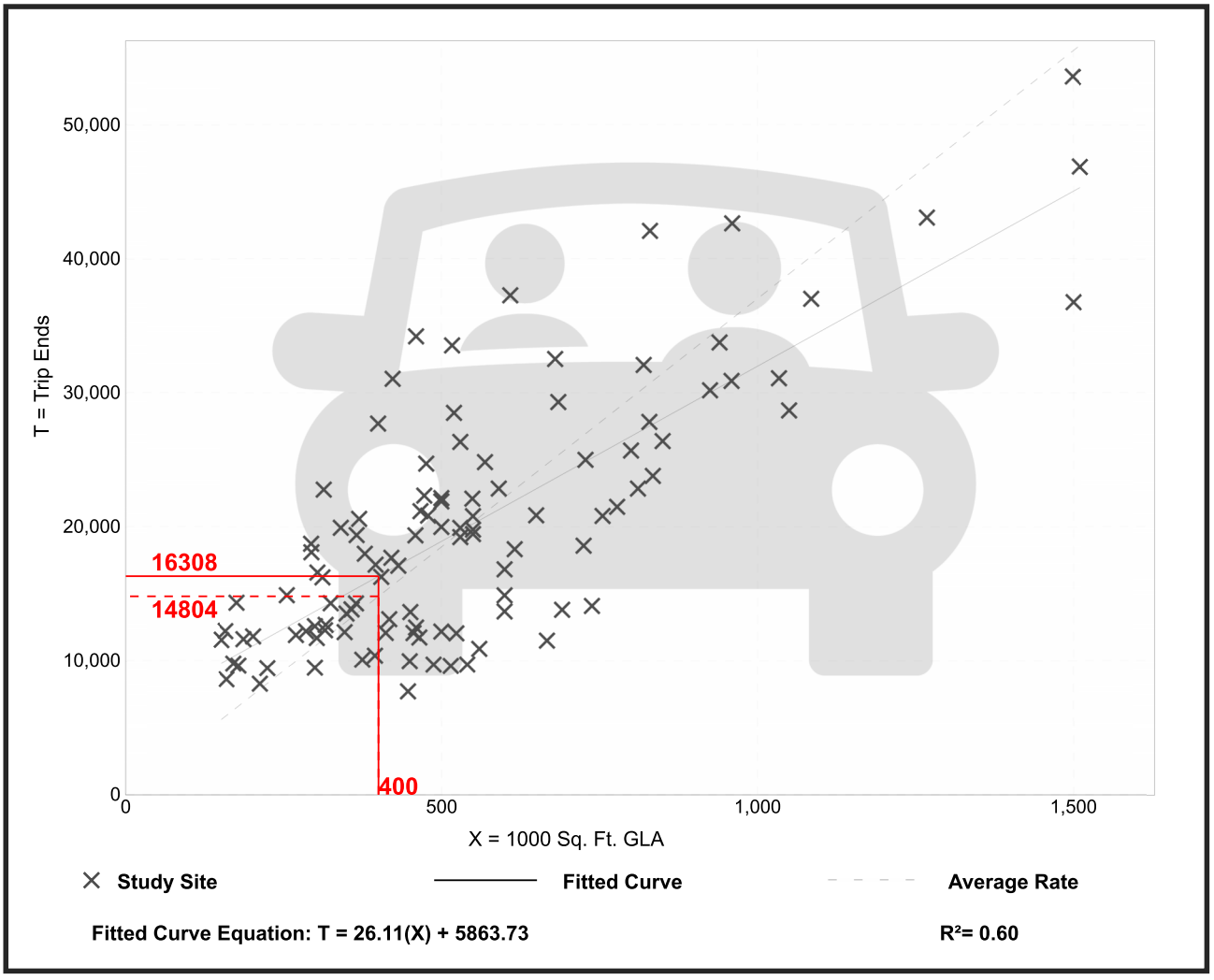
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

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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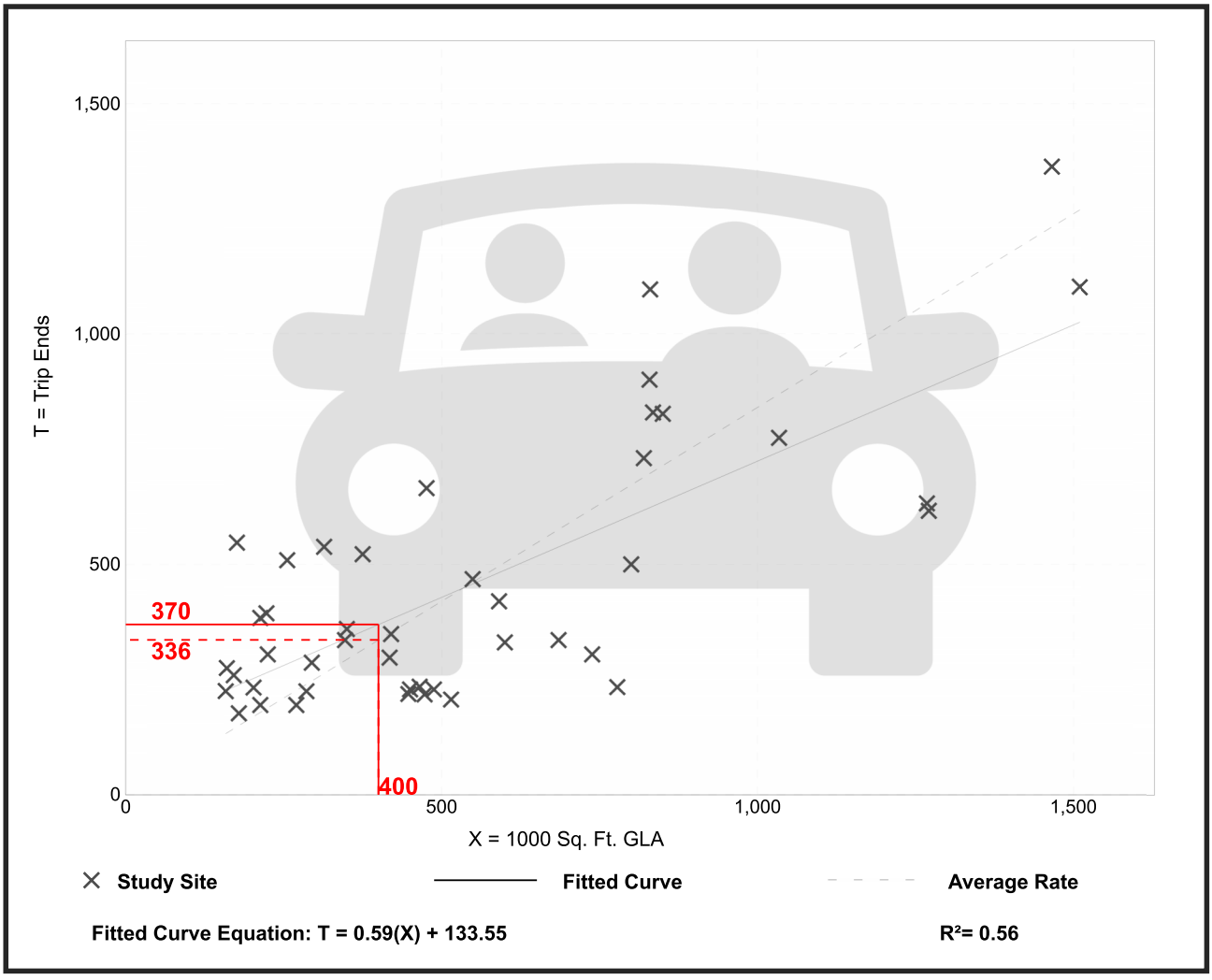
Shopping Center (>150k)
(820)

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

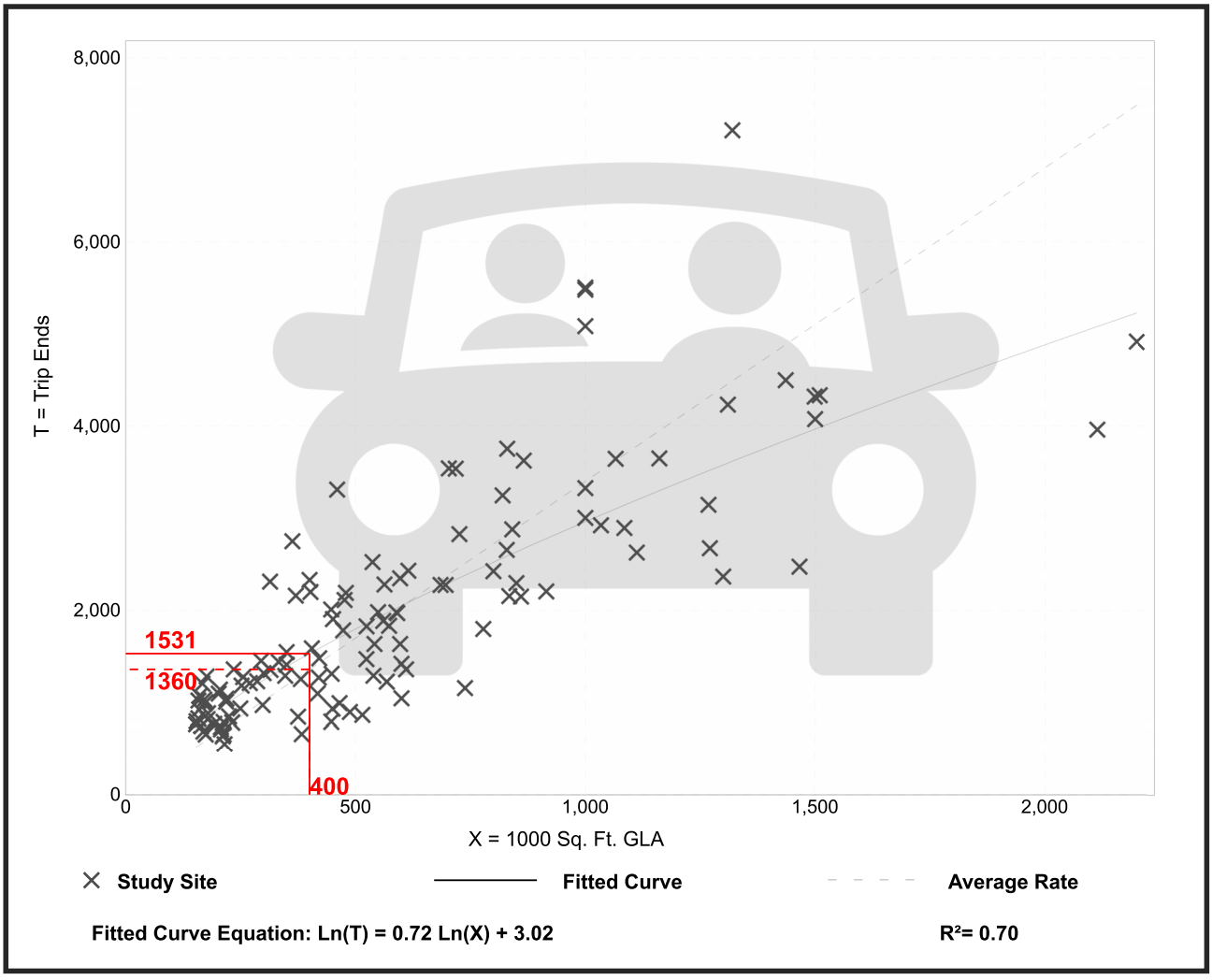
Shopping Center (>150k)
(820)

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



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

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

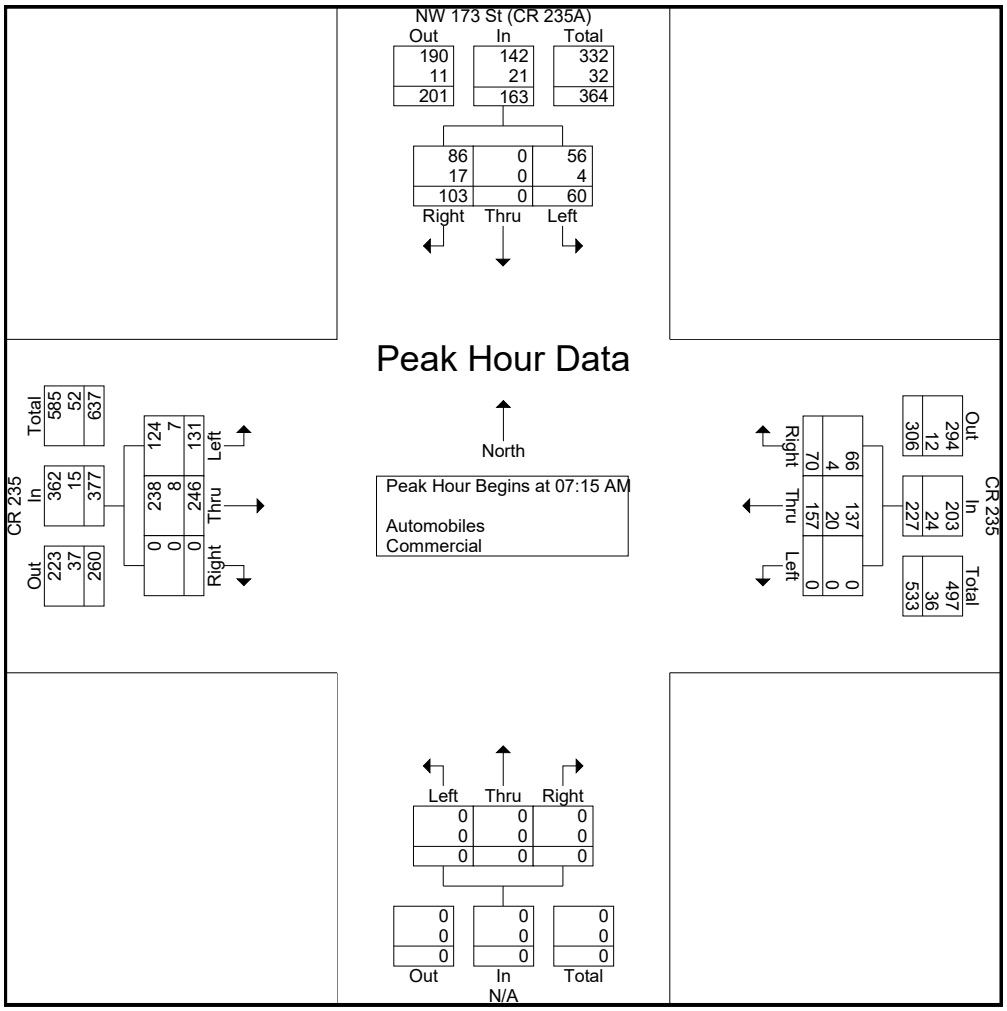
	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak 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

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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

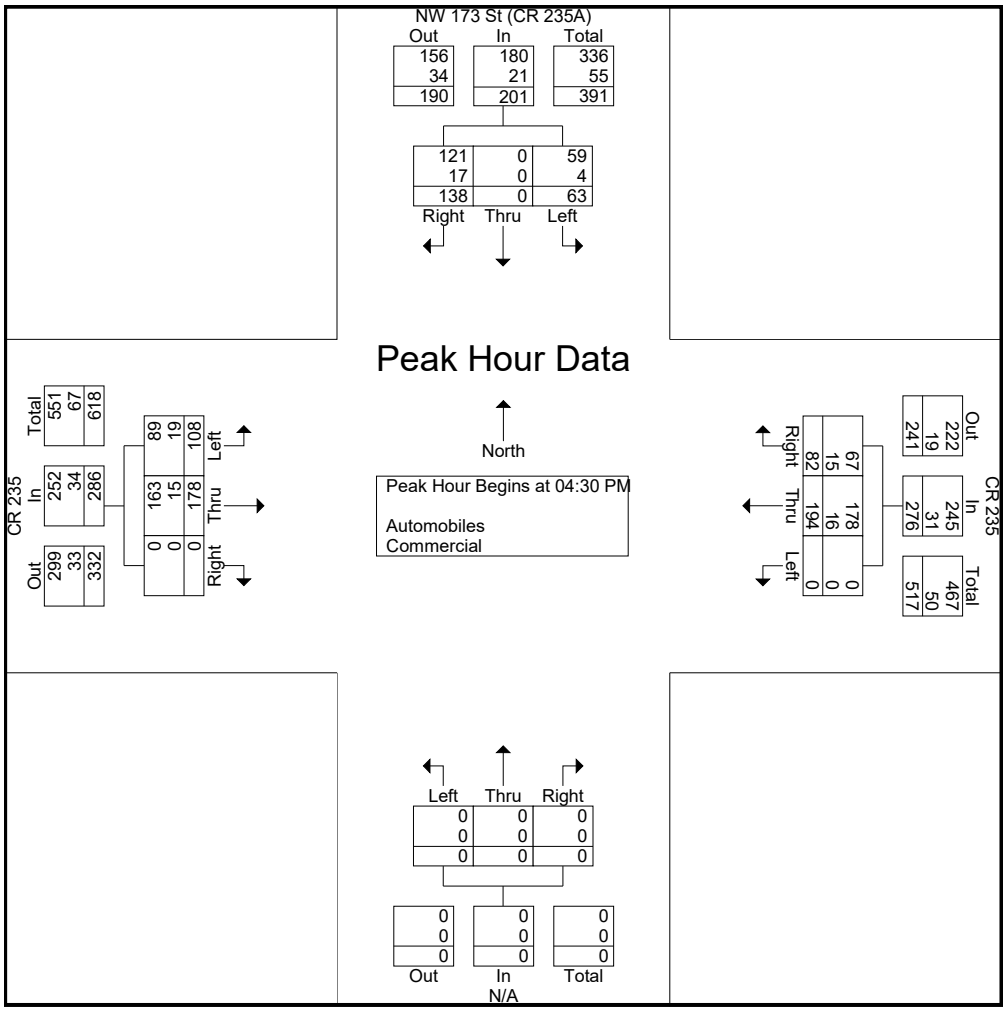
	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak 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

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 : 2

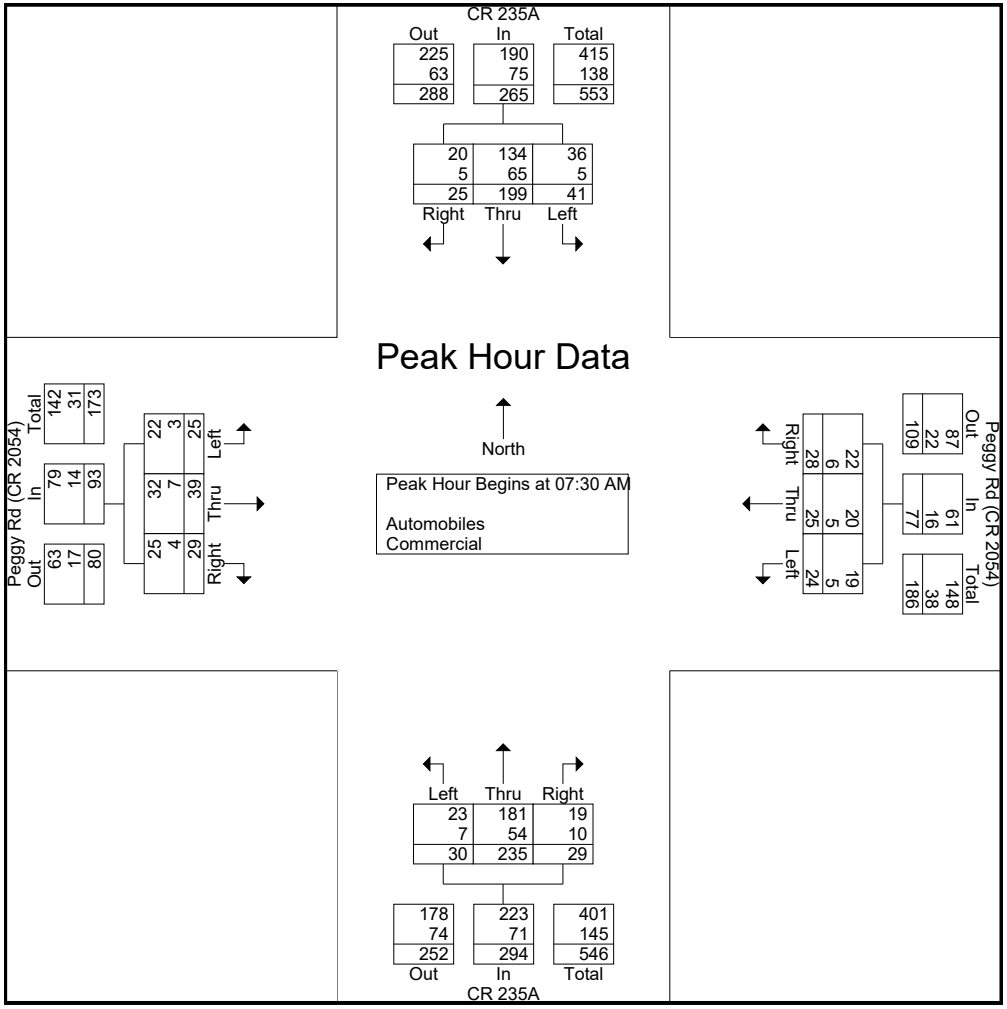
	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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



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 : 4

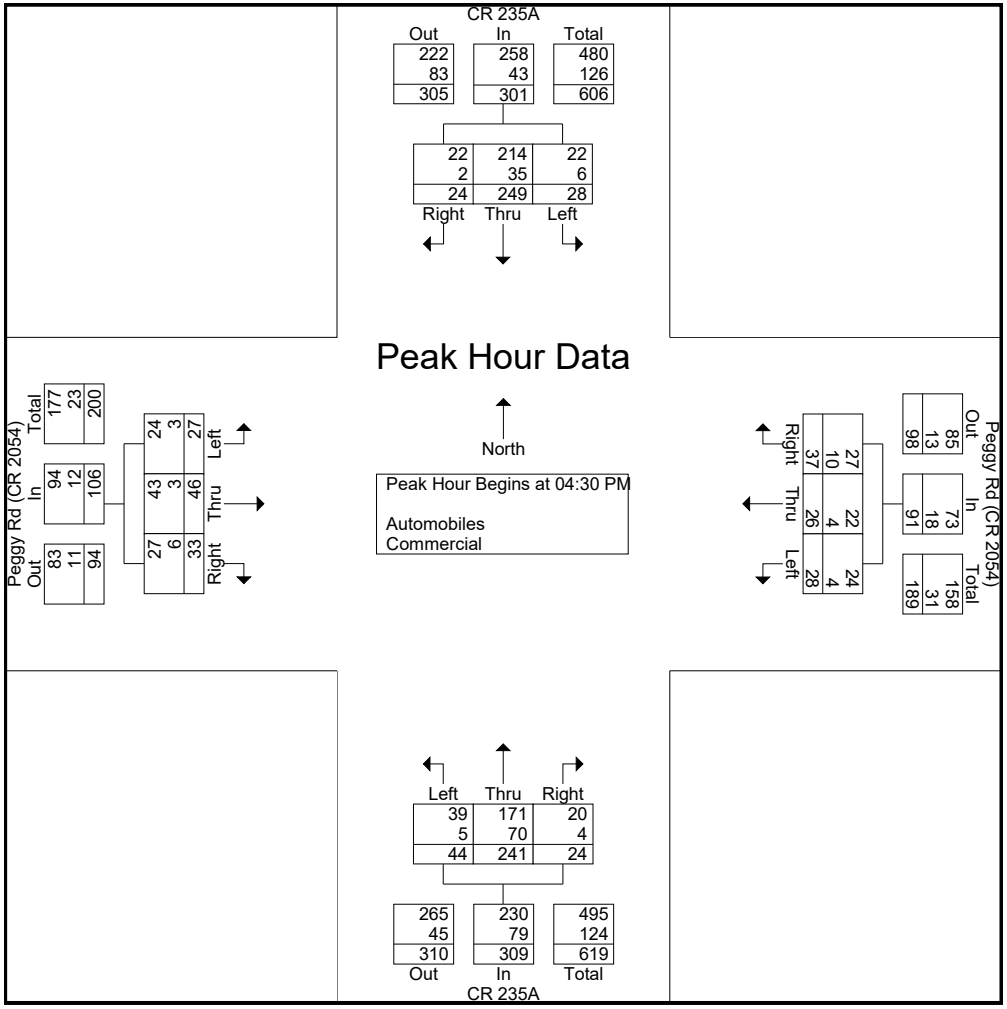
	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
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



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 : 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

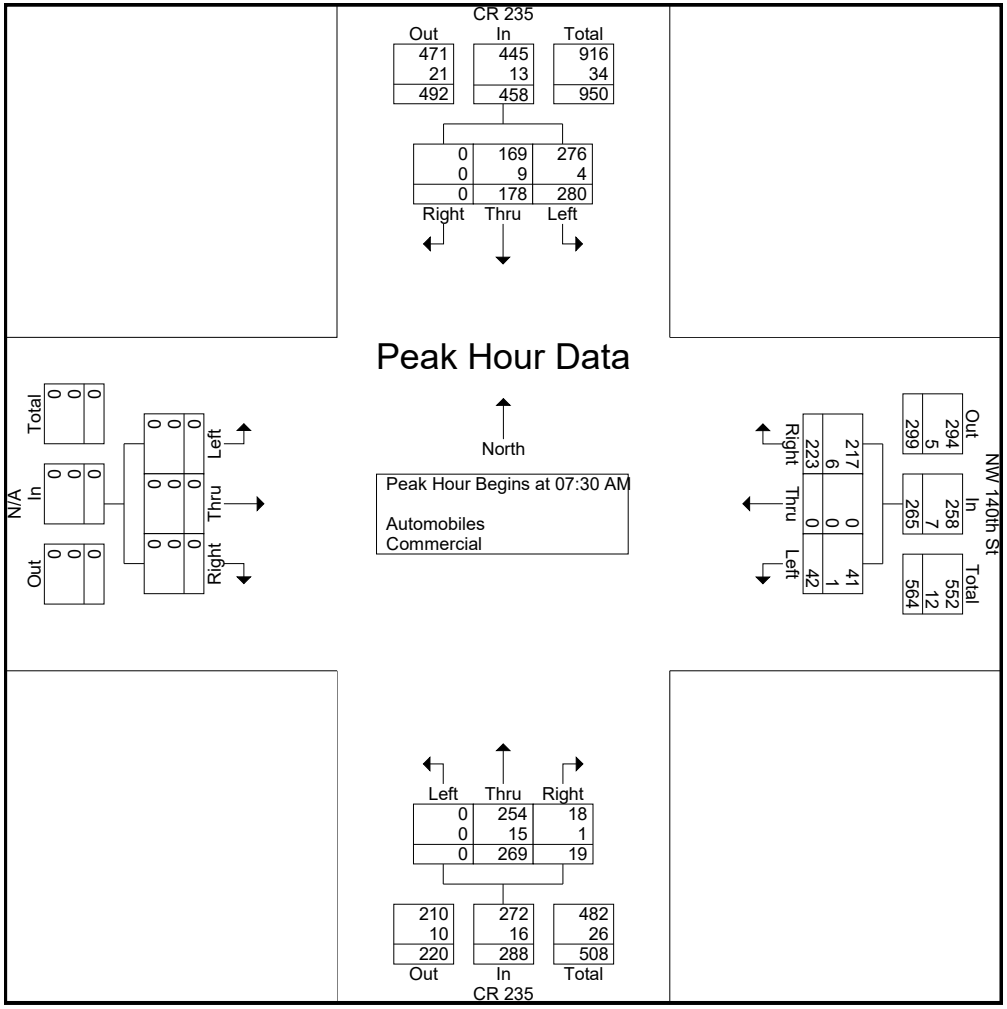
	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour 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



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 : 4

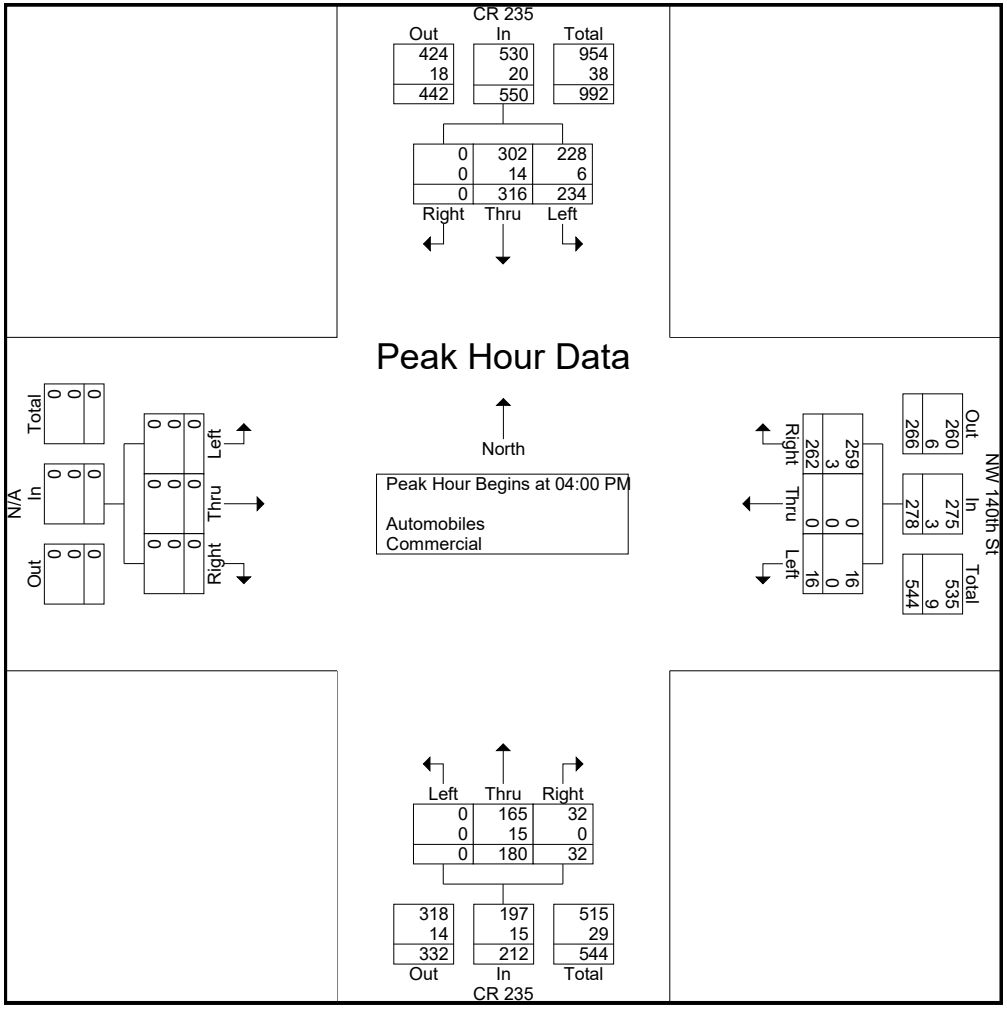
	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour 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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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

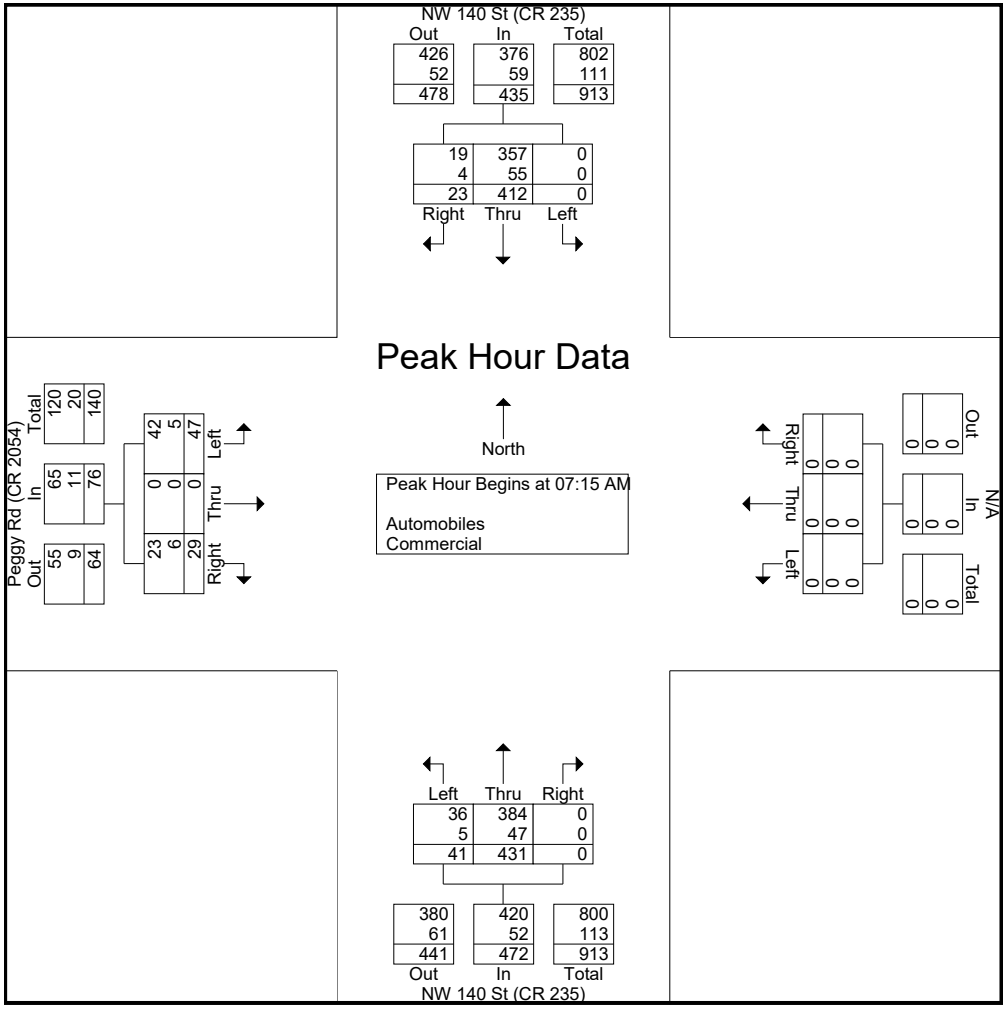
	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 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

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 : 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

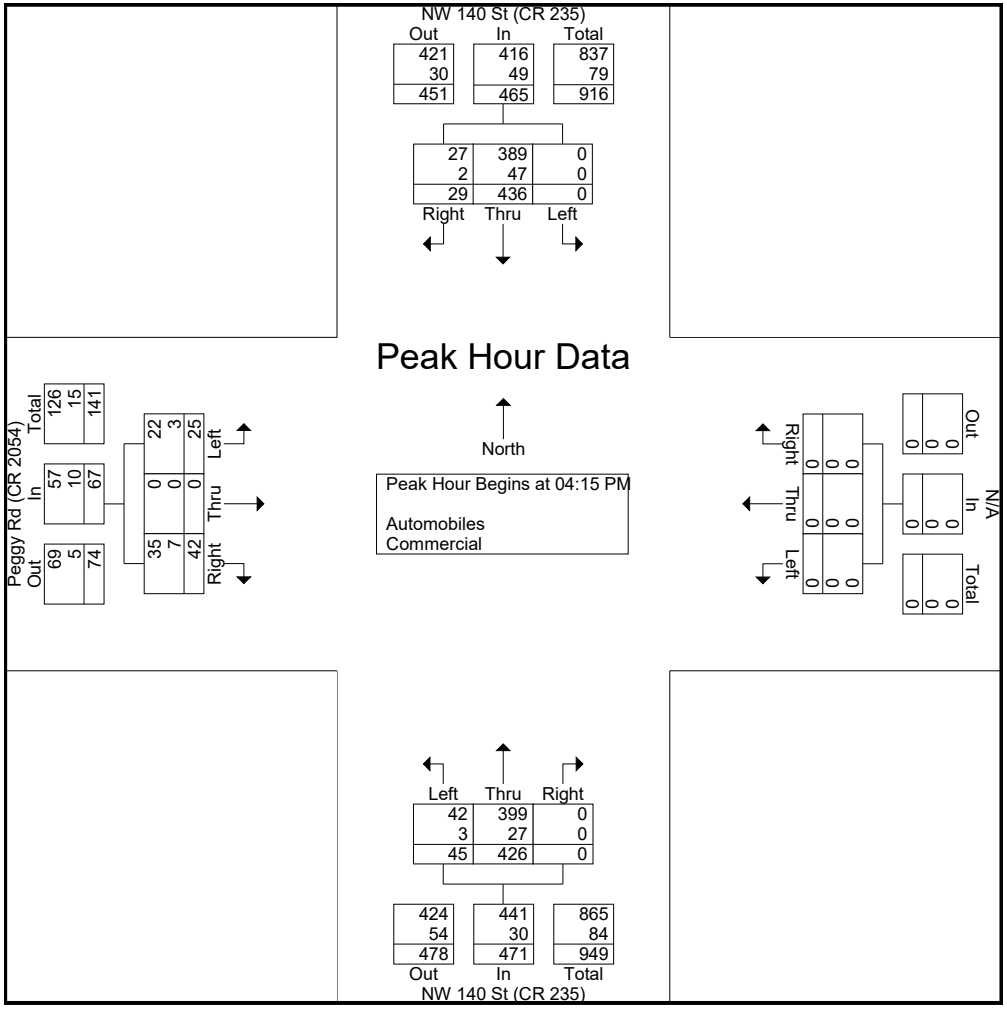
	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 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

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 : 5



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 : 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

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NW 173rd St/CR 235A at US 441
Alachua County, Fl

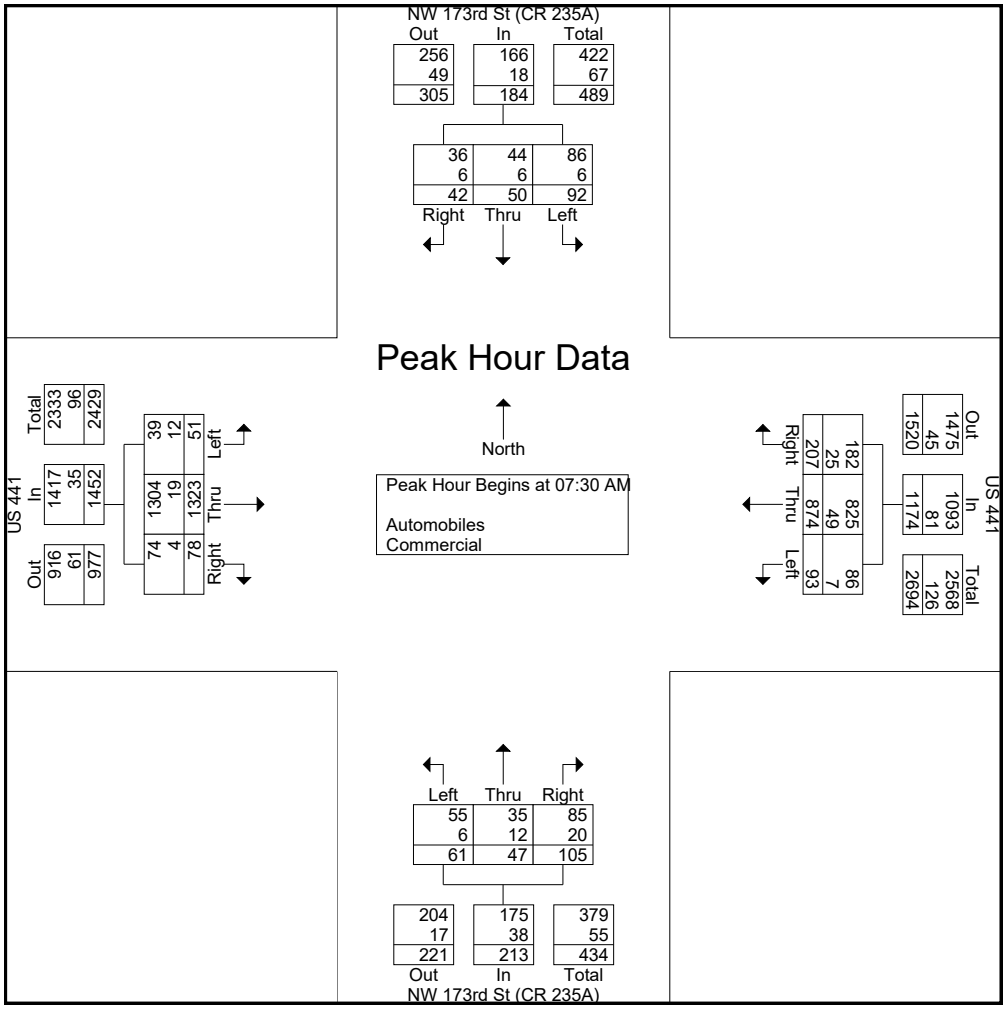
File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 2

	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

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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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NW 173rd St/CR 235A at US 441
Alachua County, Fl

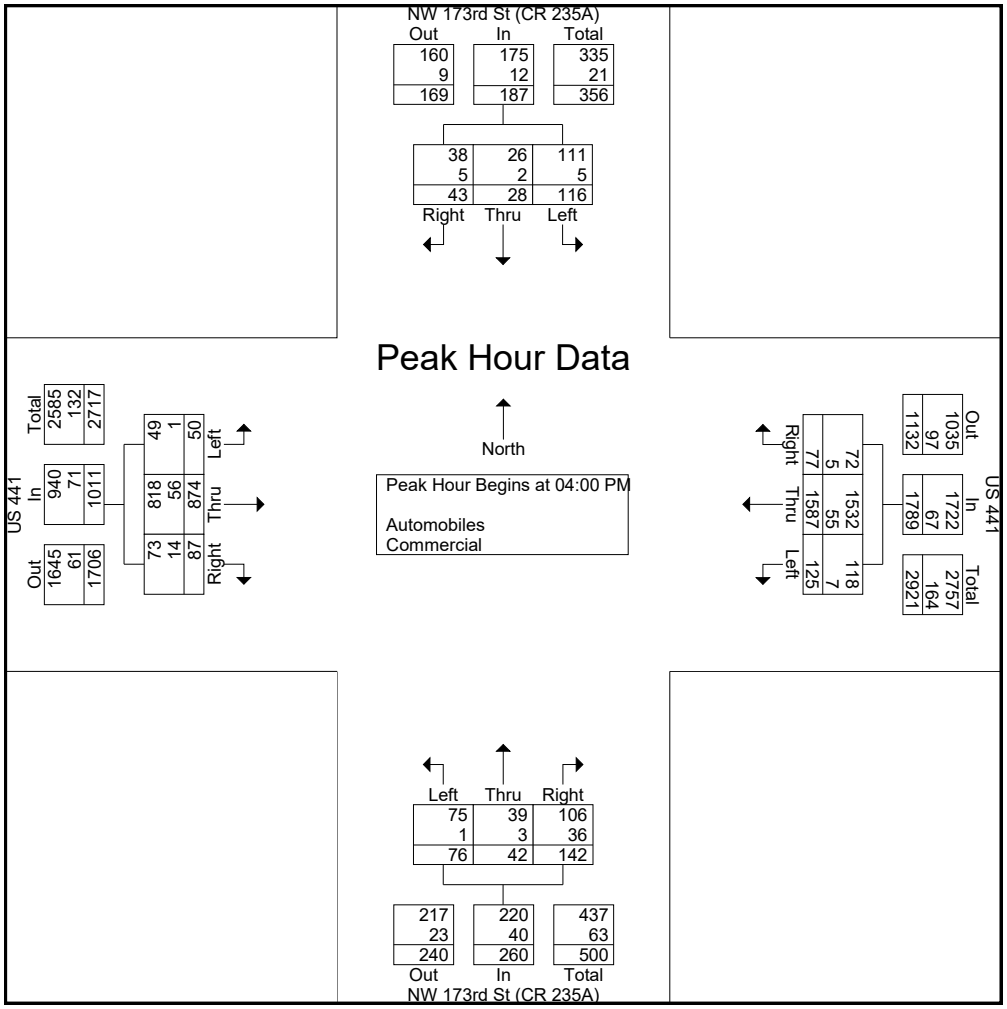
File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 4

	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

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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

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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	

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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 : 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

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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 : 2

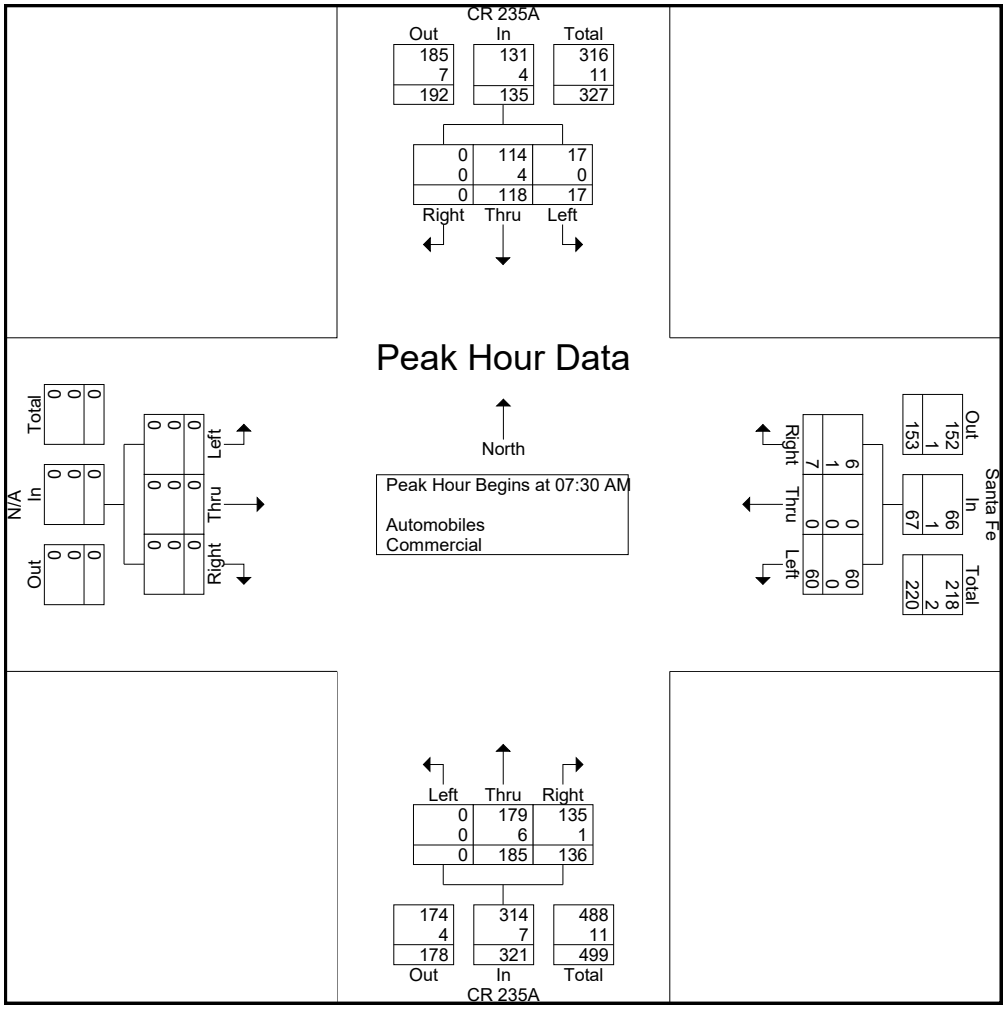
	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for 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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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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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

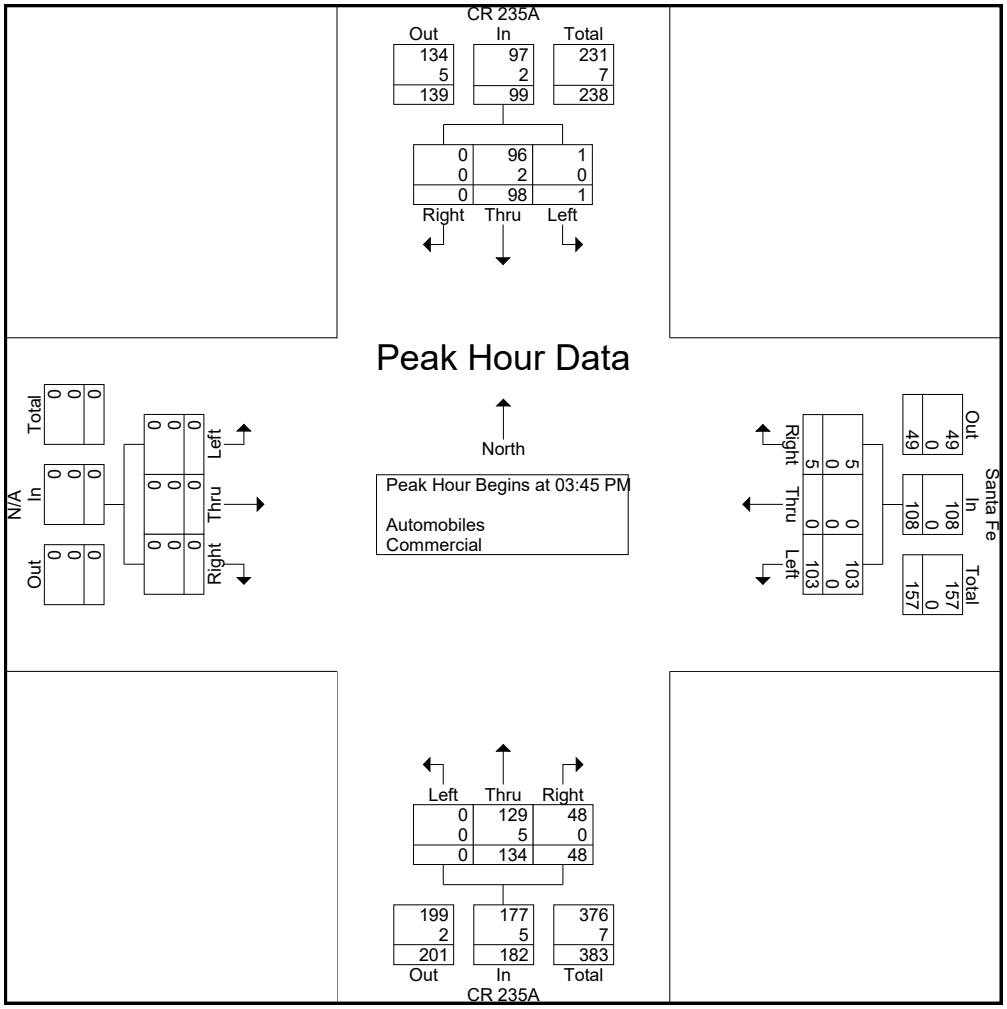
	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for 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

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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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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

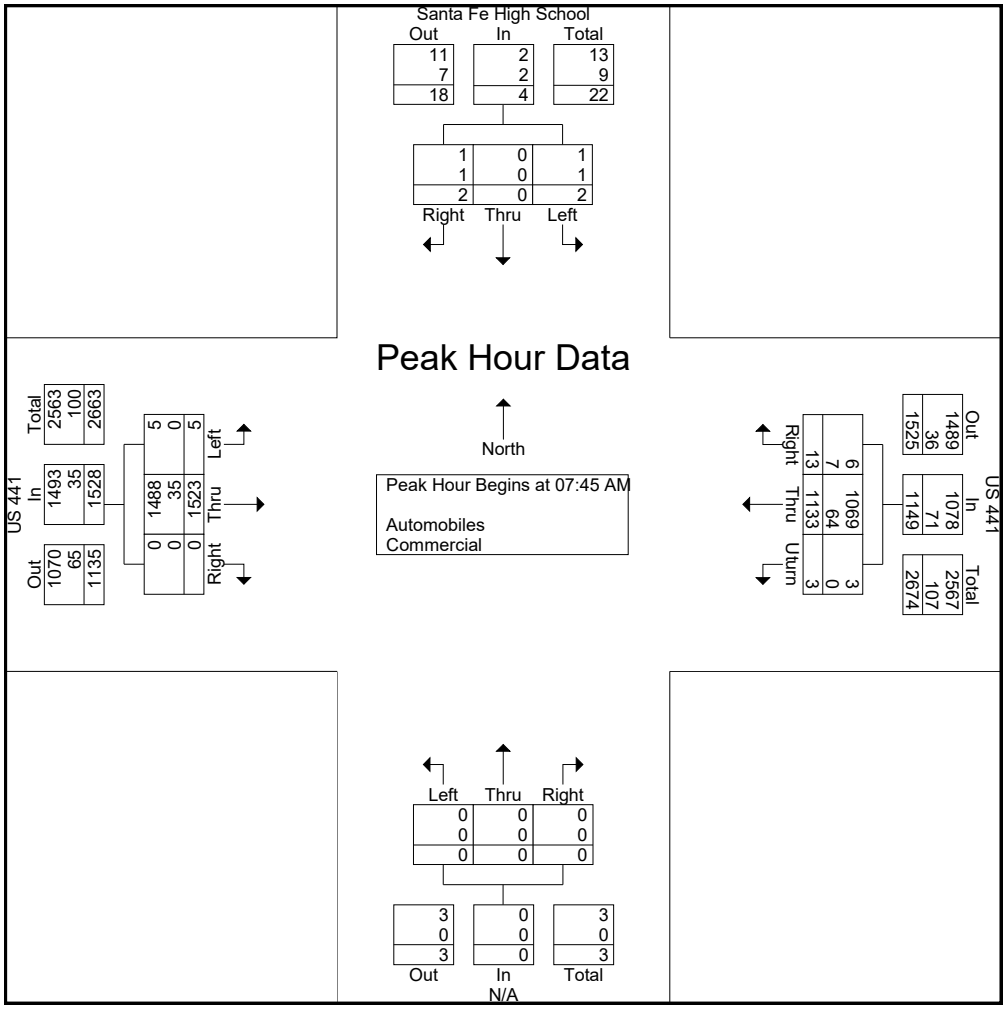
	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
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

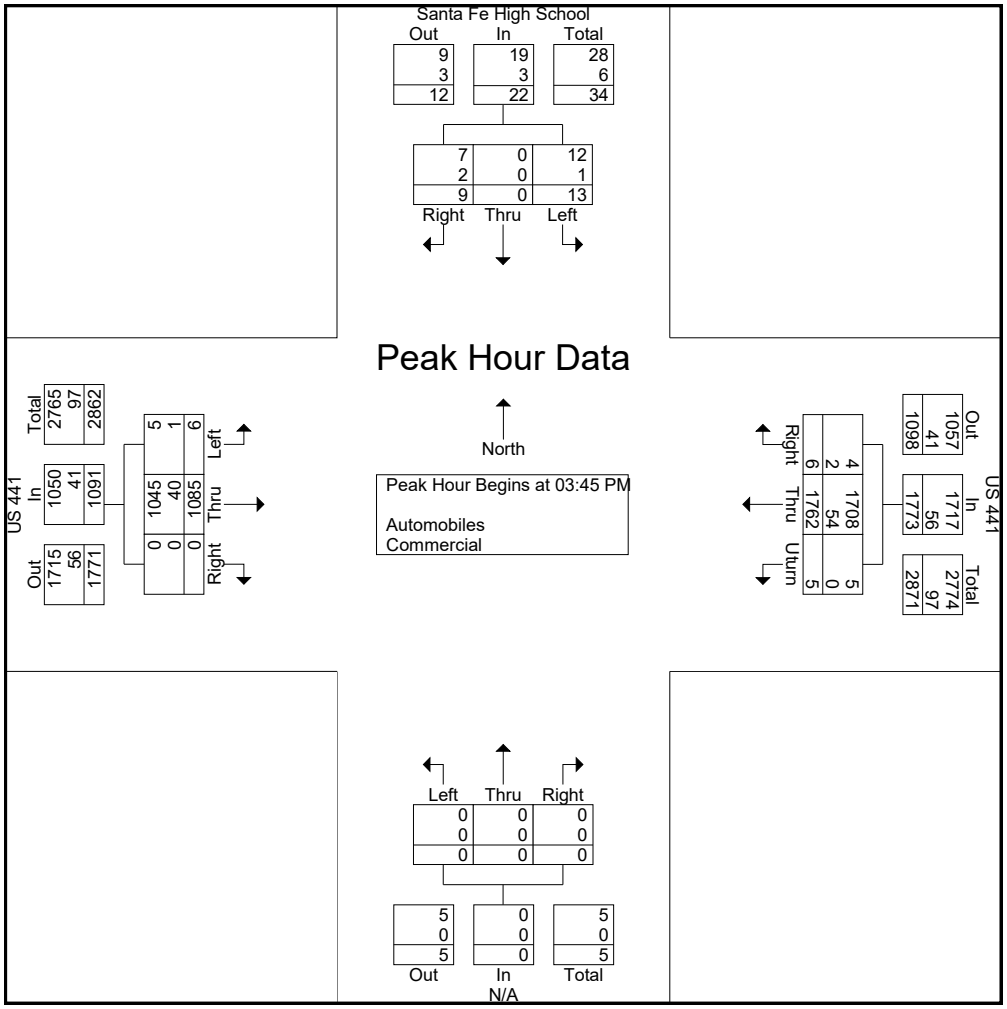
	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																		
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	

DE TRAFFIC

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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

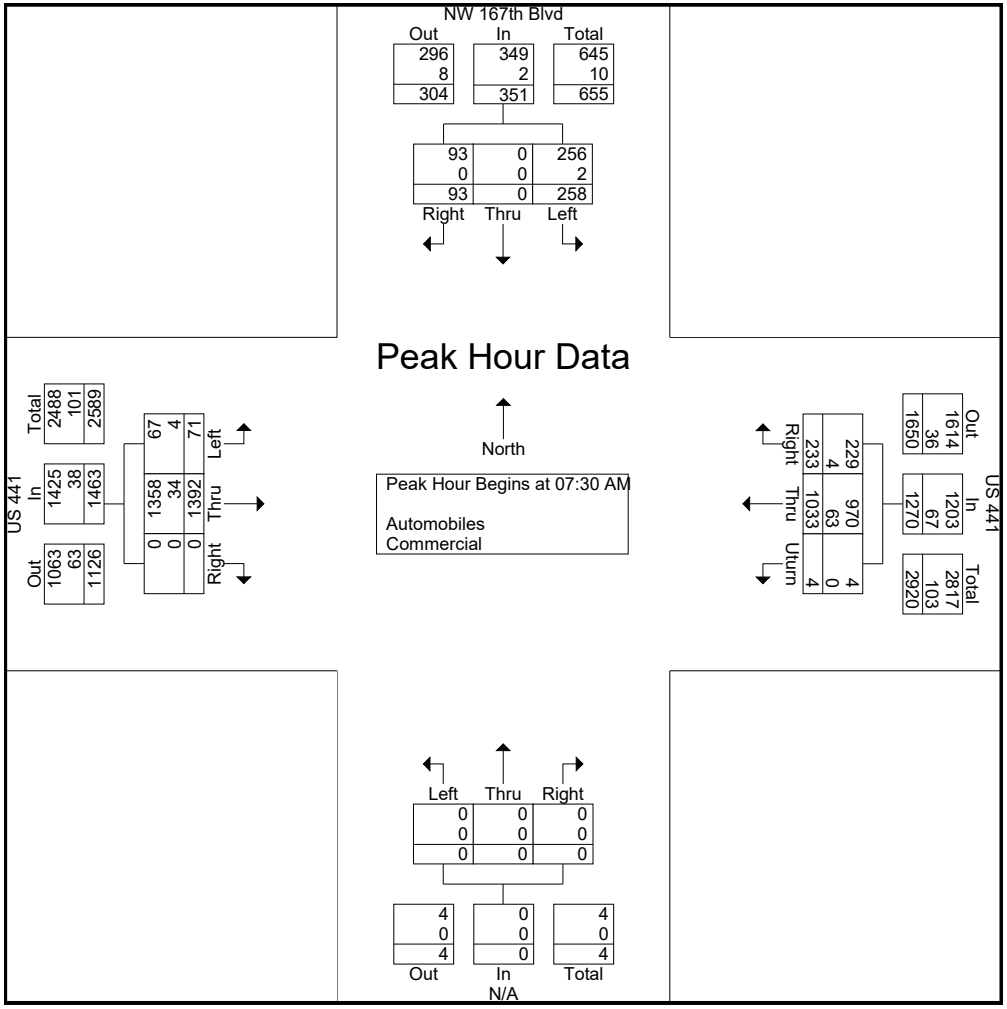
	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour 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



DE TRAFFIC

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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

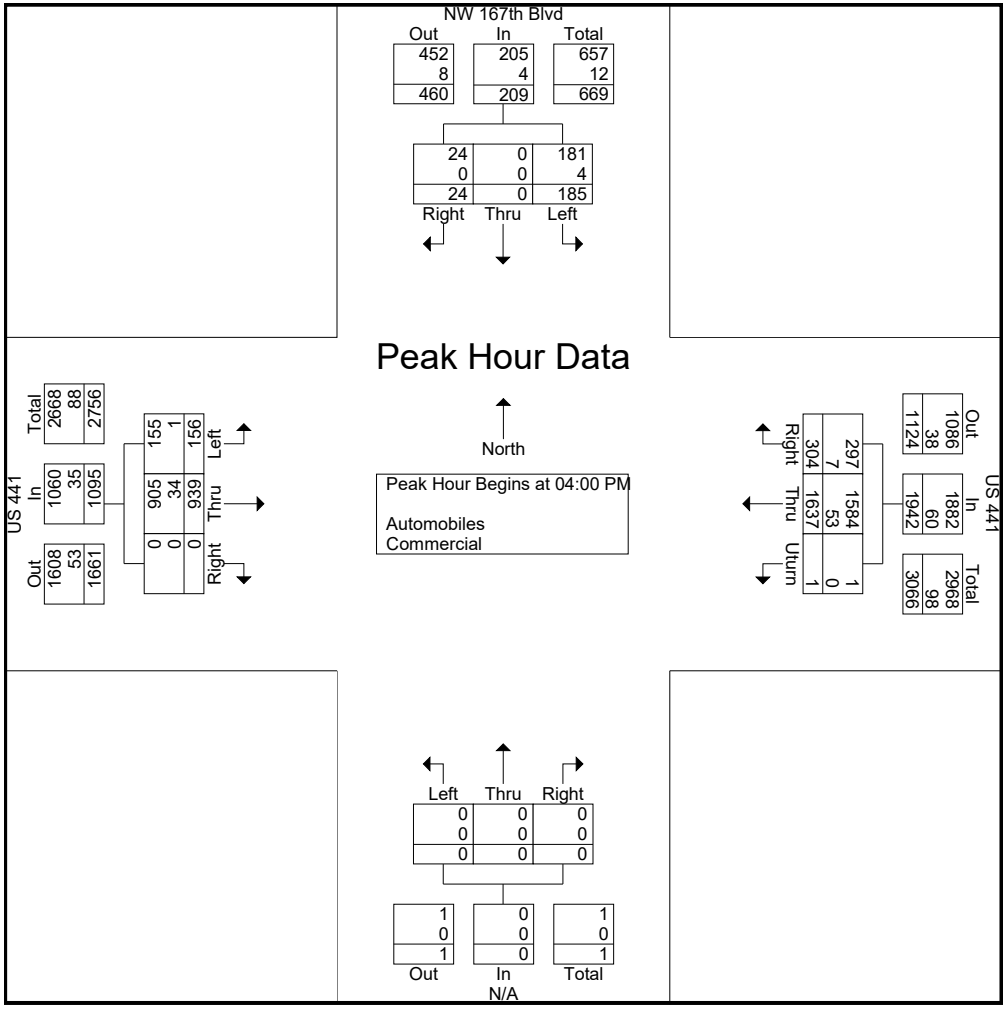
	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour 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



DE TRAFFIC

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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

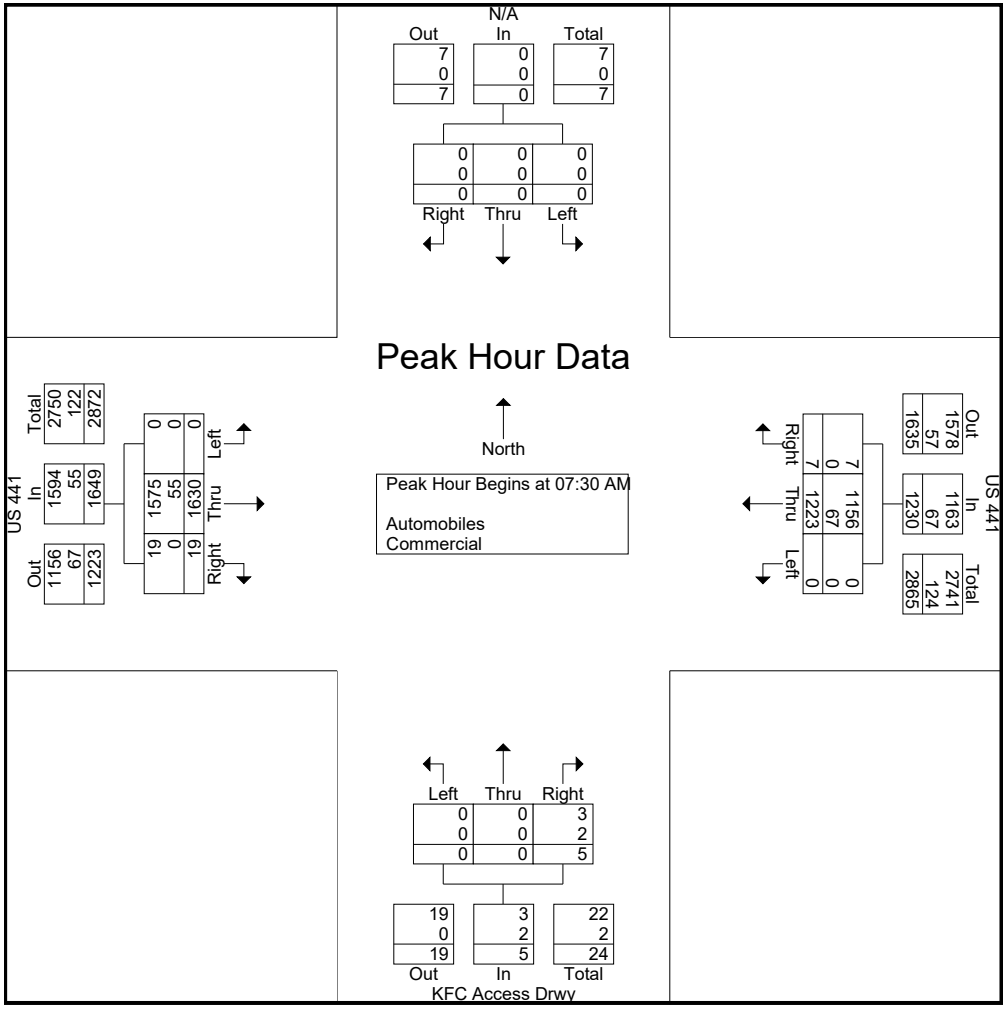
	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour 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

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 : 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 : 4

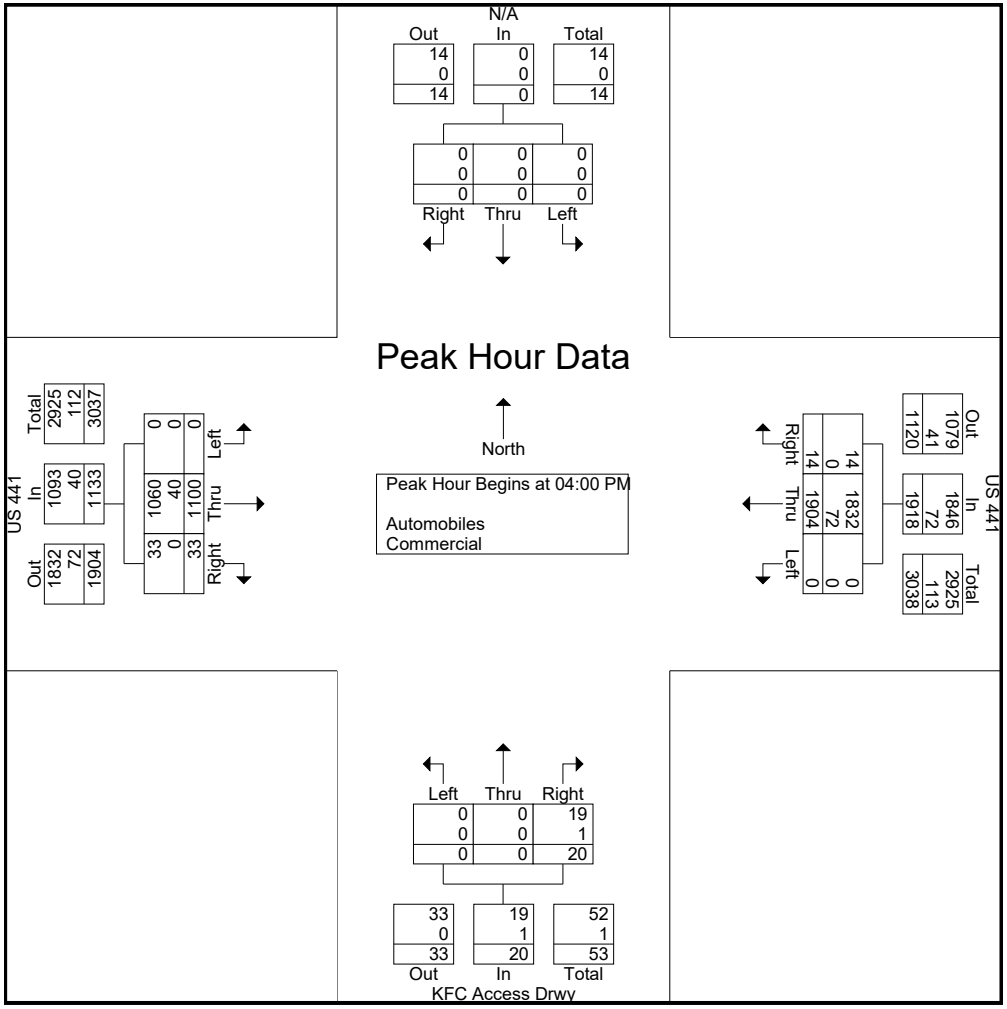
	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour 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

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 : 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

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 : 4

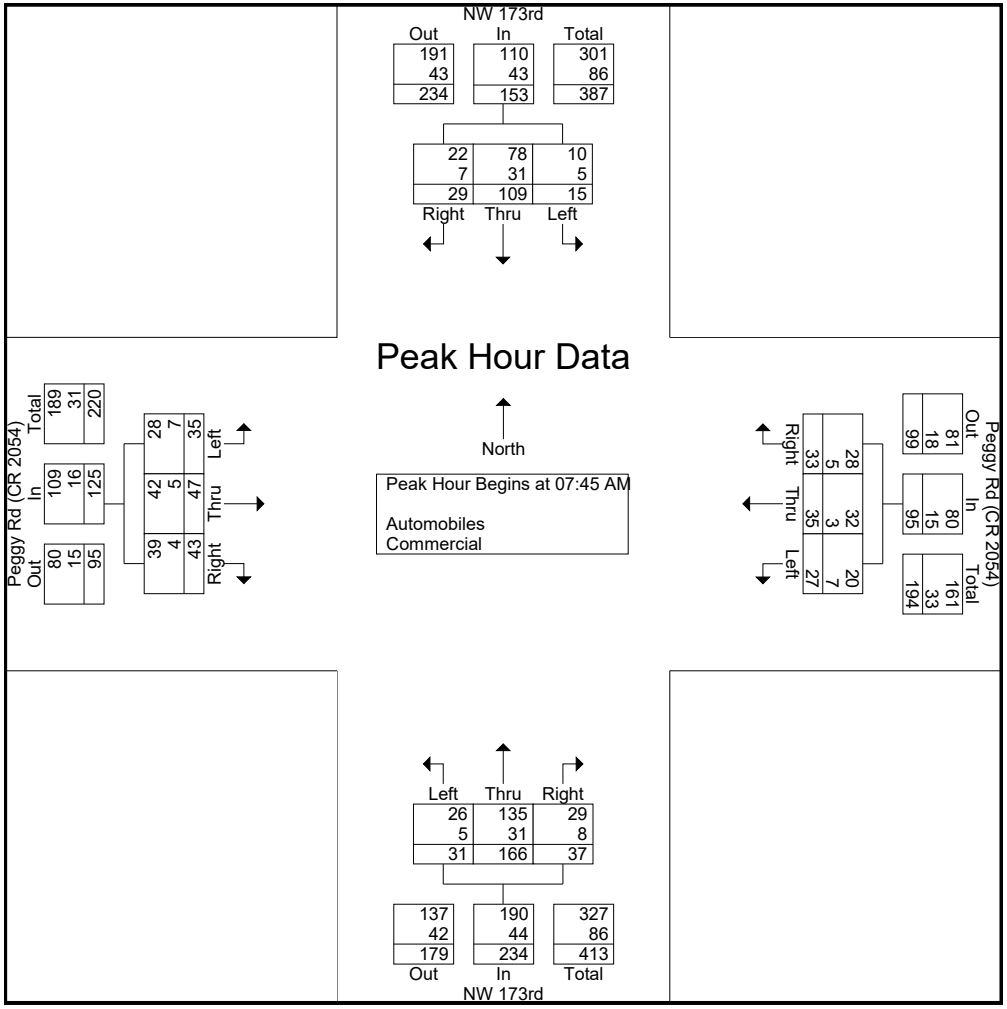
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
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

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 : 6

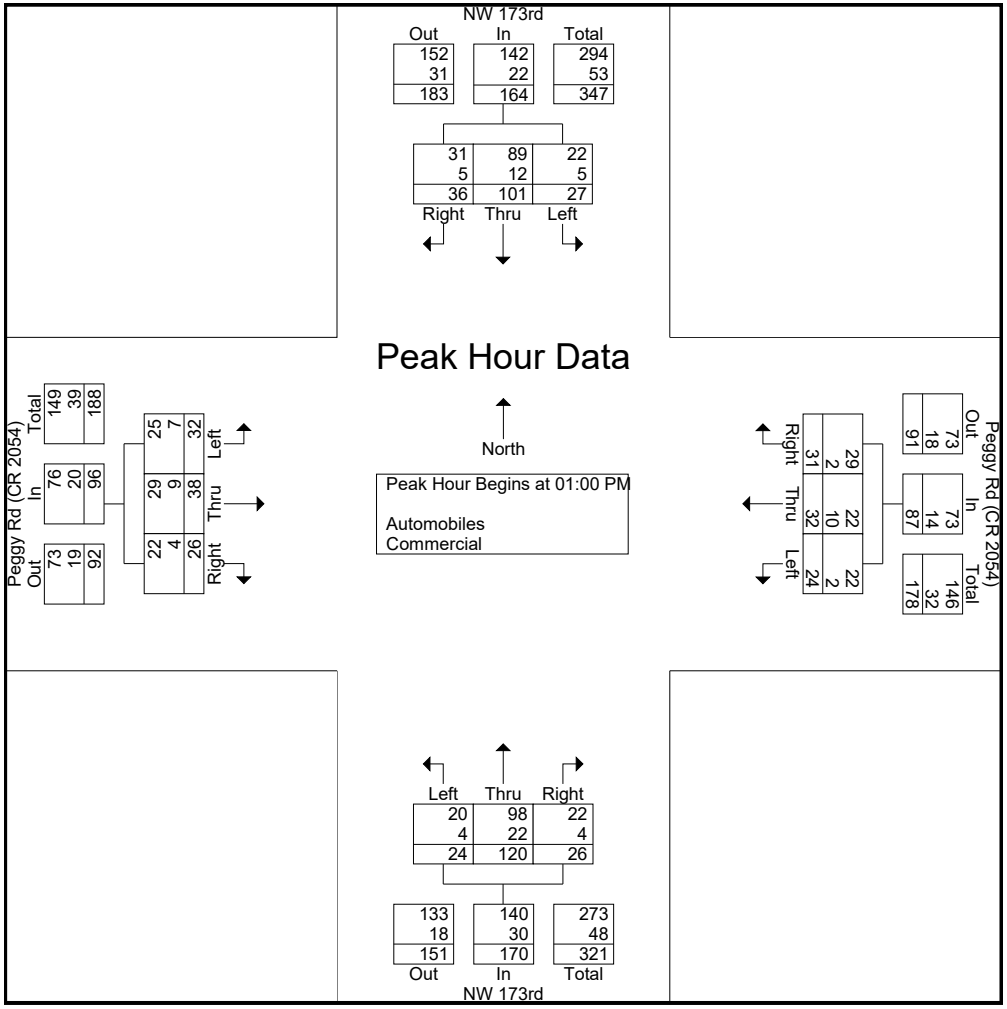
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
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

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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

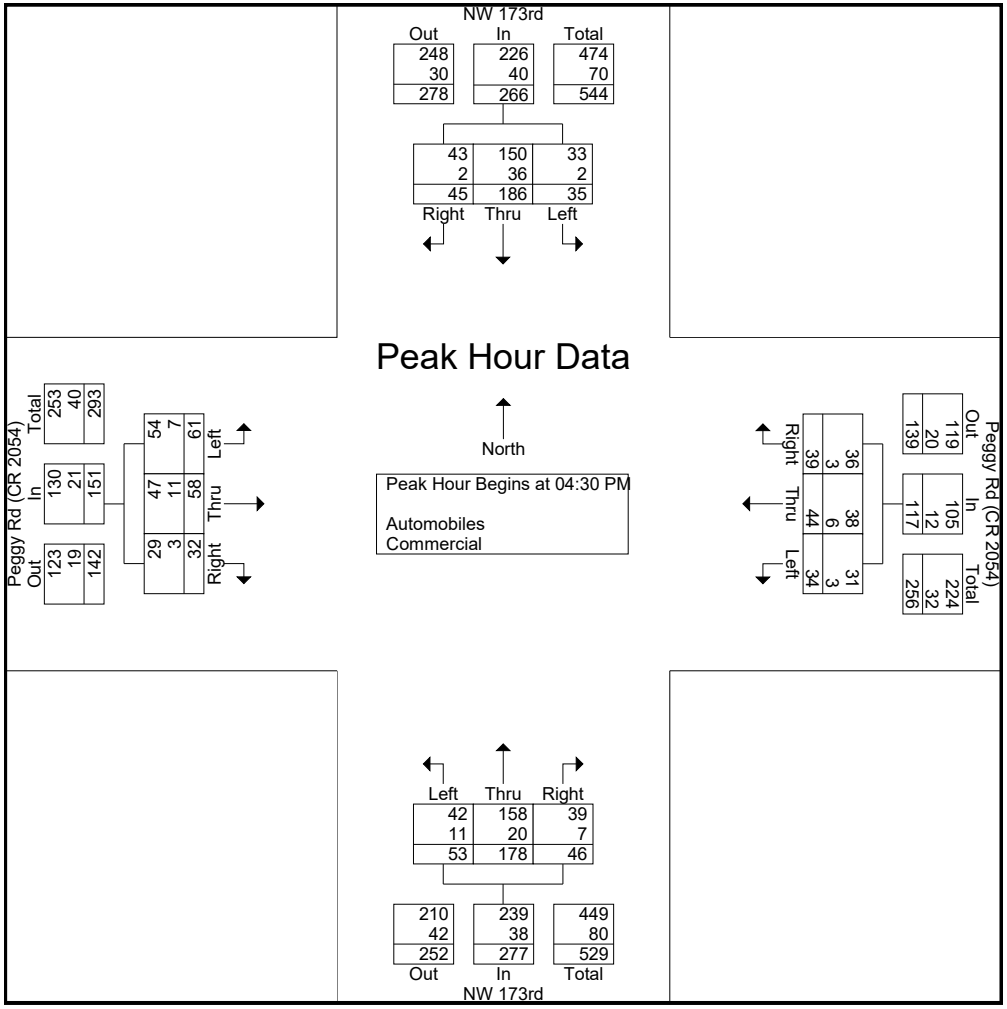
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1																	
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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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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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

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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

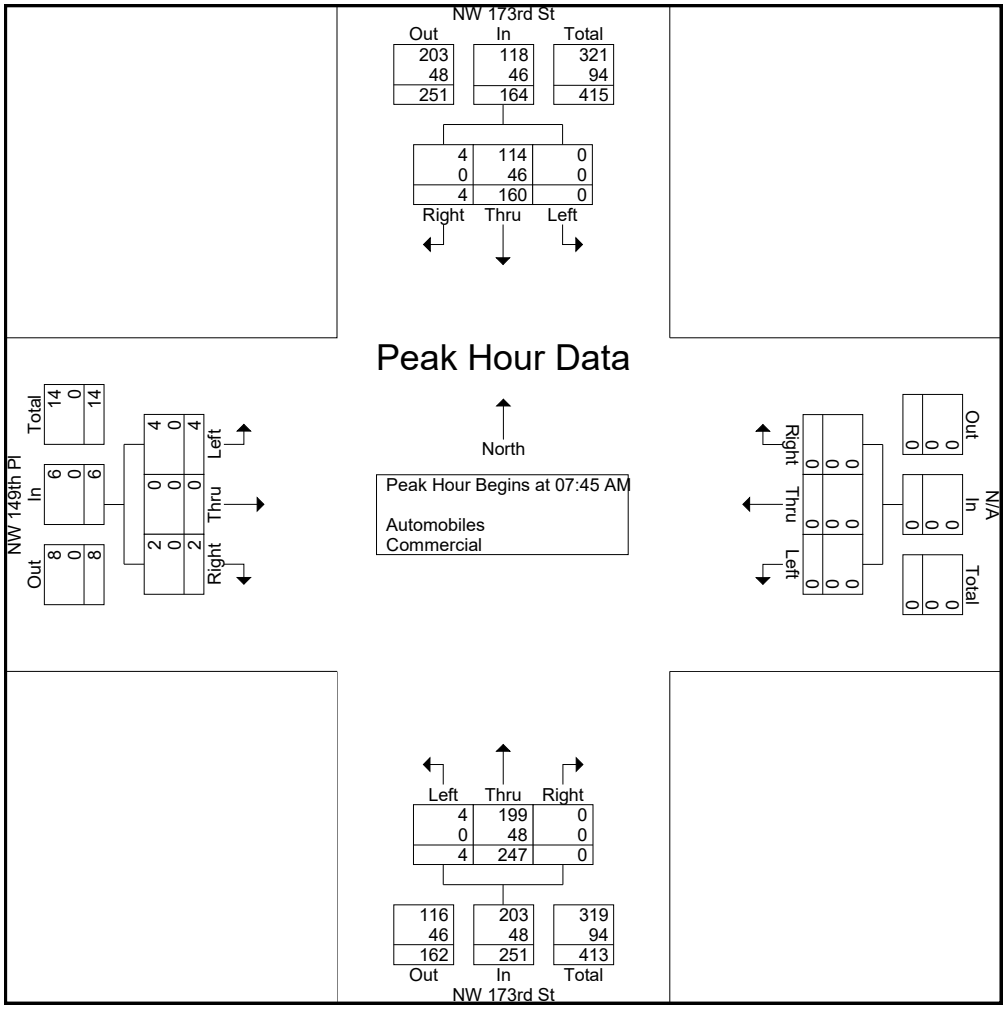
	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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

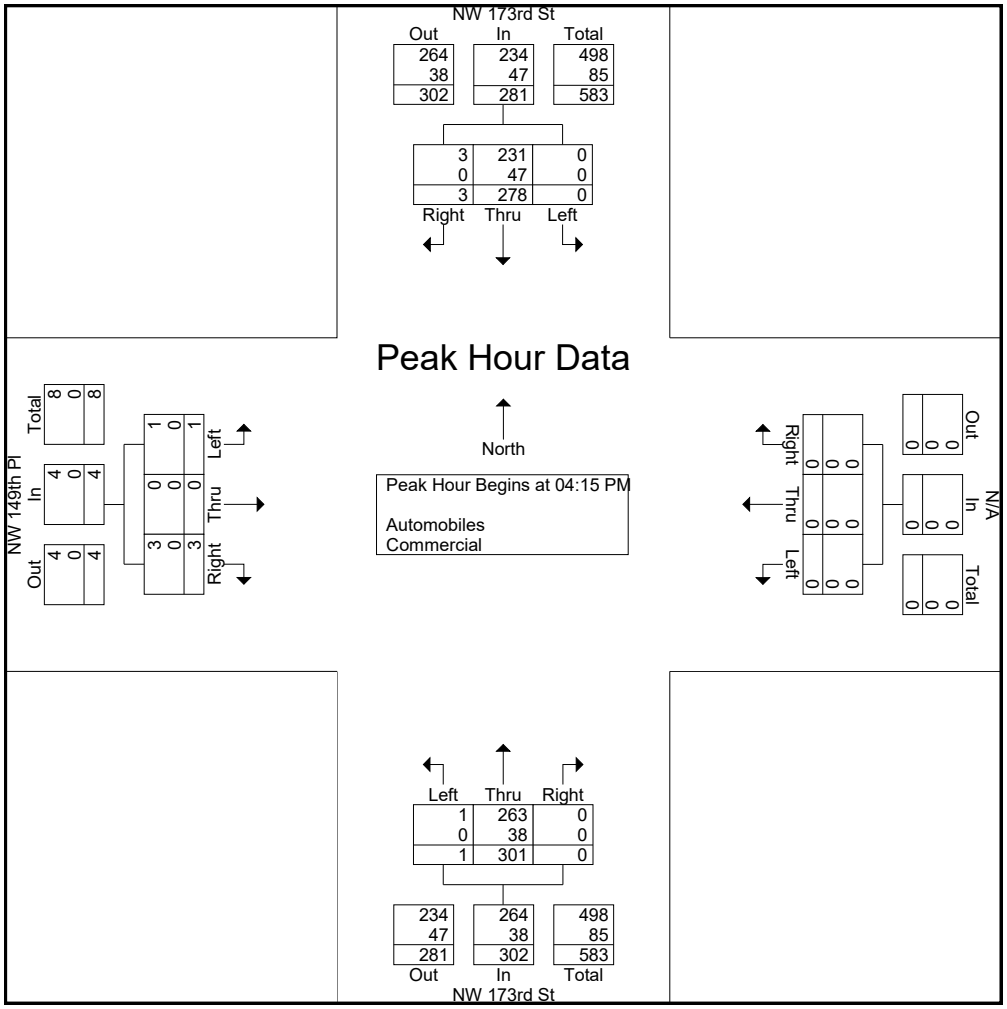
	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 2

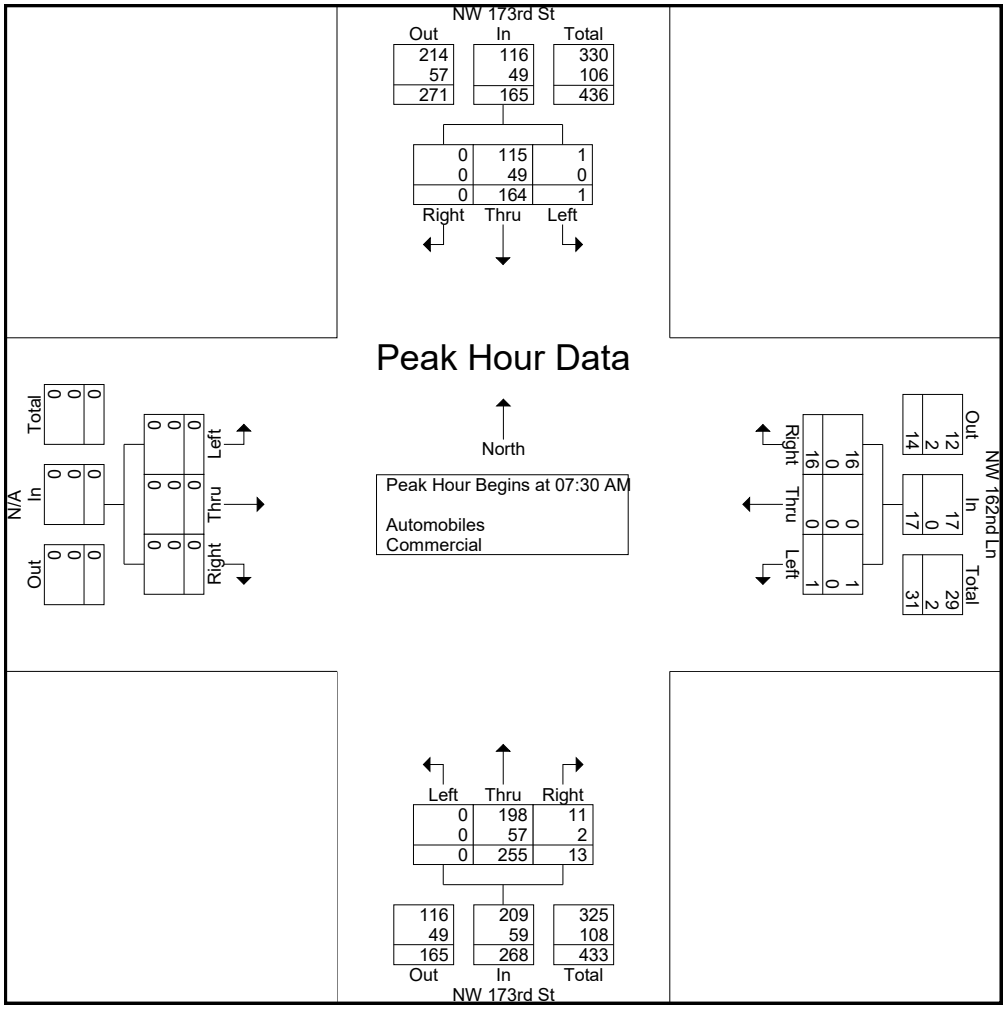
	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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

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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



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

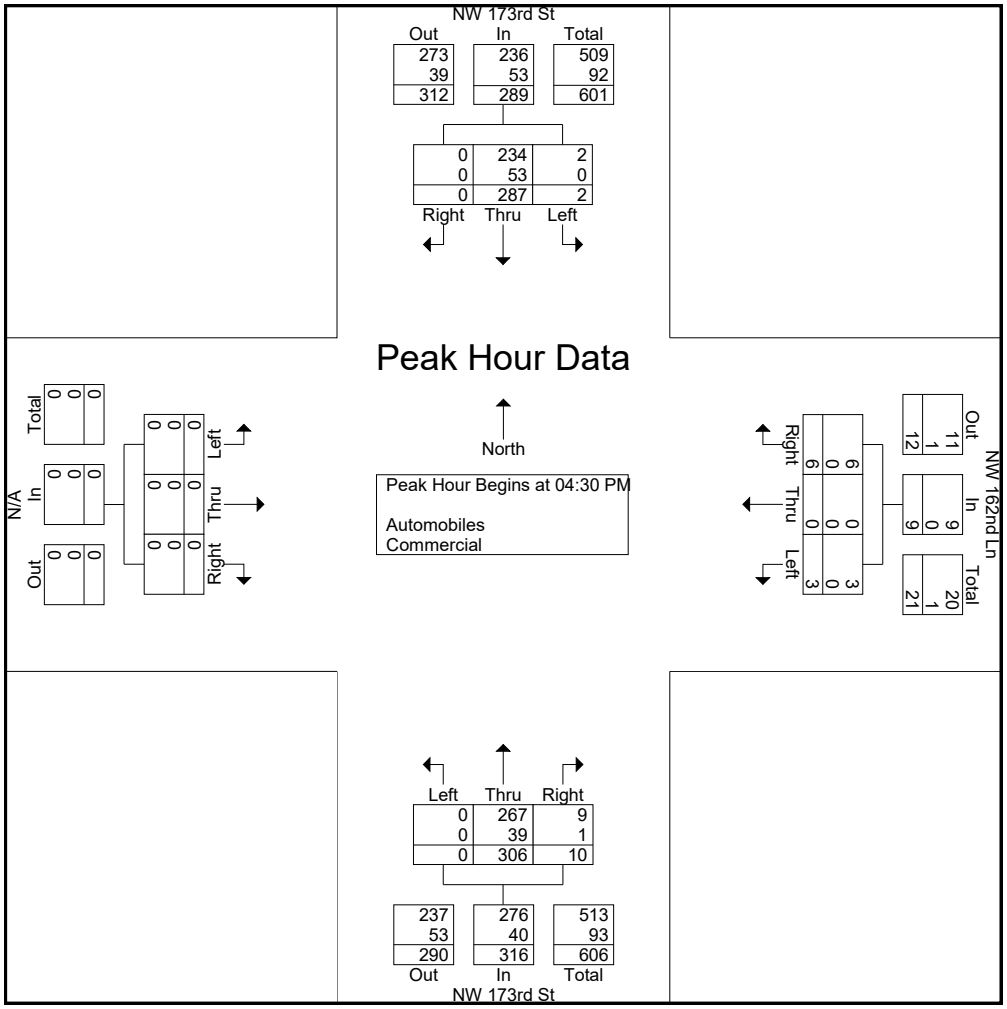
	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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

de traffic	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

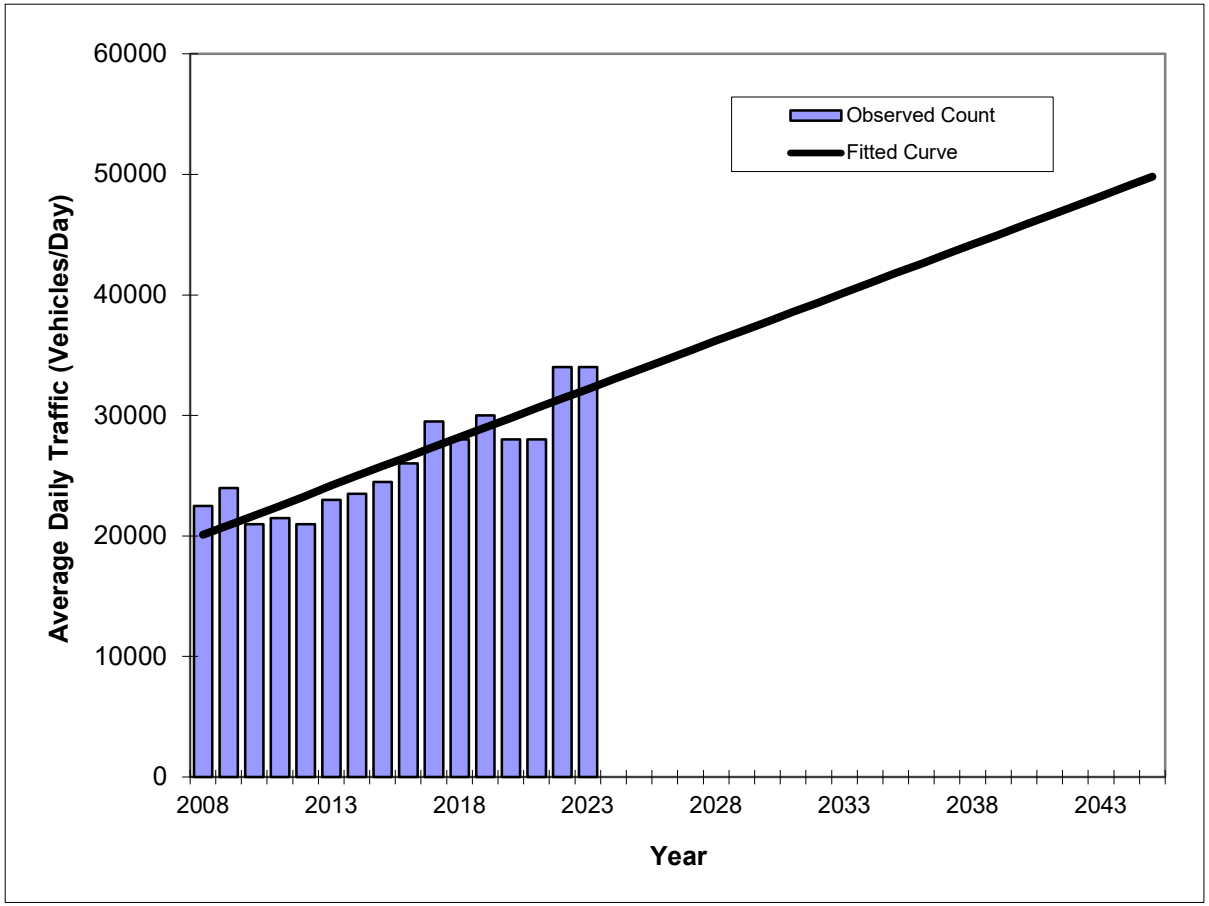
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

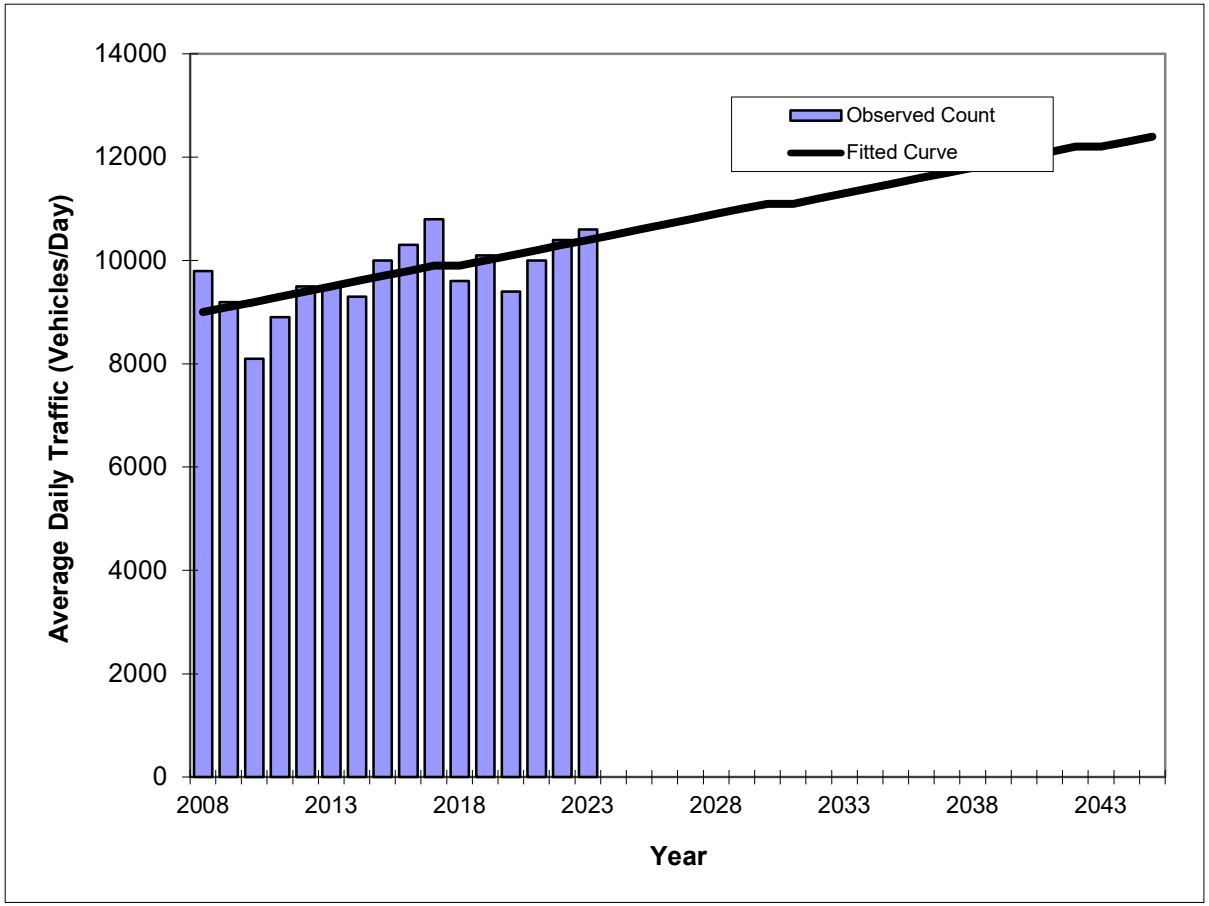
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

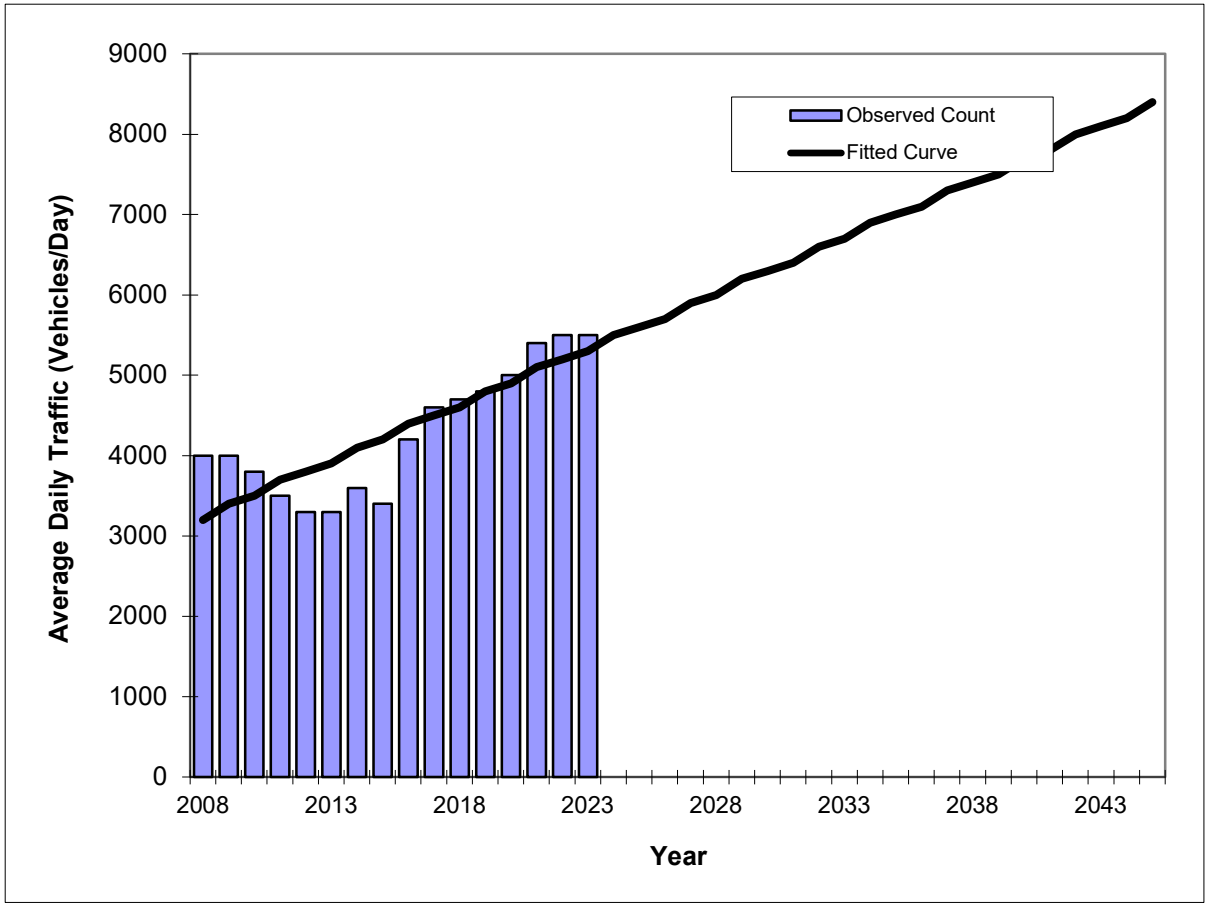
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

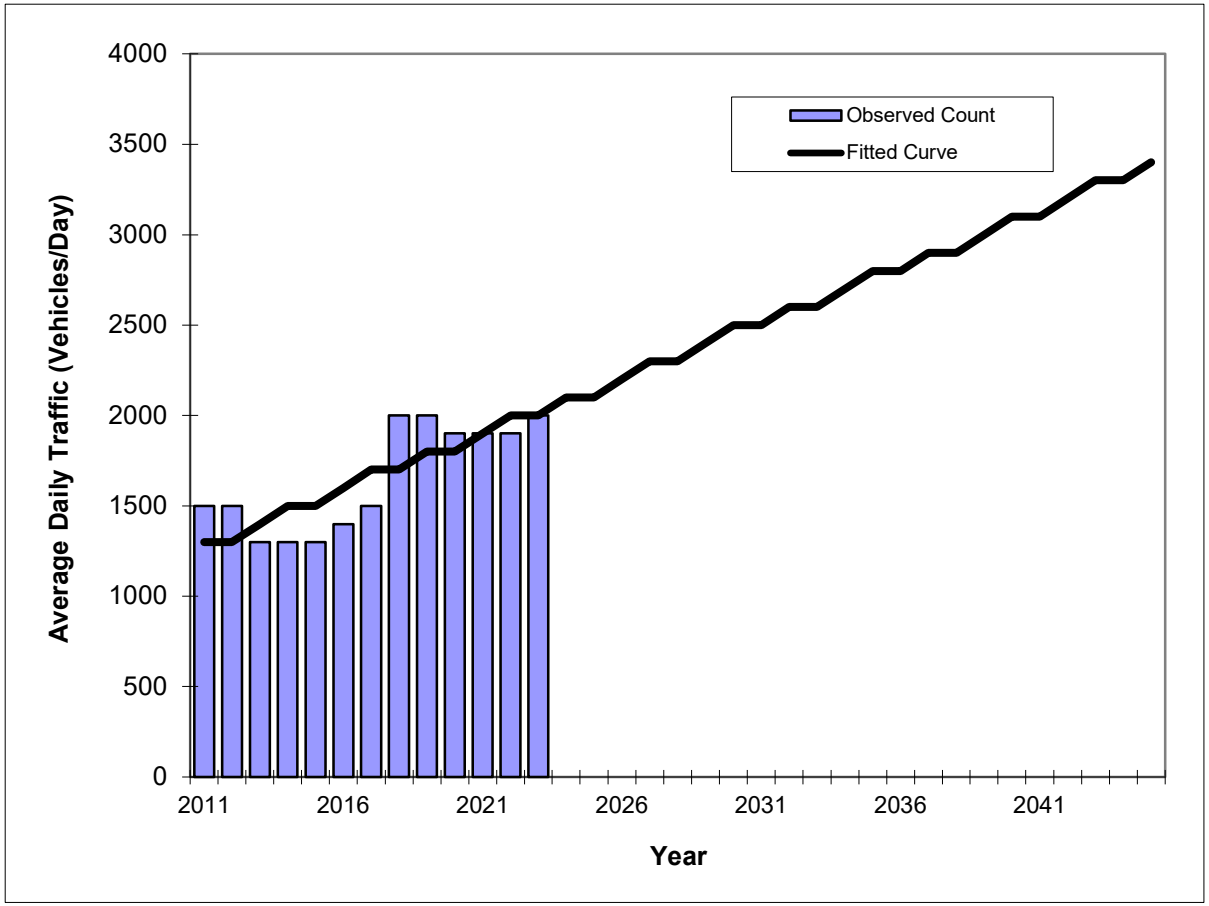
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CR 2054 --

FIN#	9109
Location	1

County:	Alachua (26)
Station #:	9109
Highway:	CR 2054



** 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	

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		

*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)

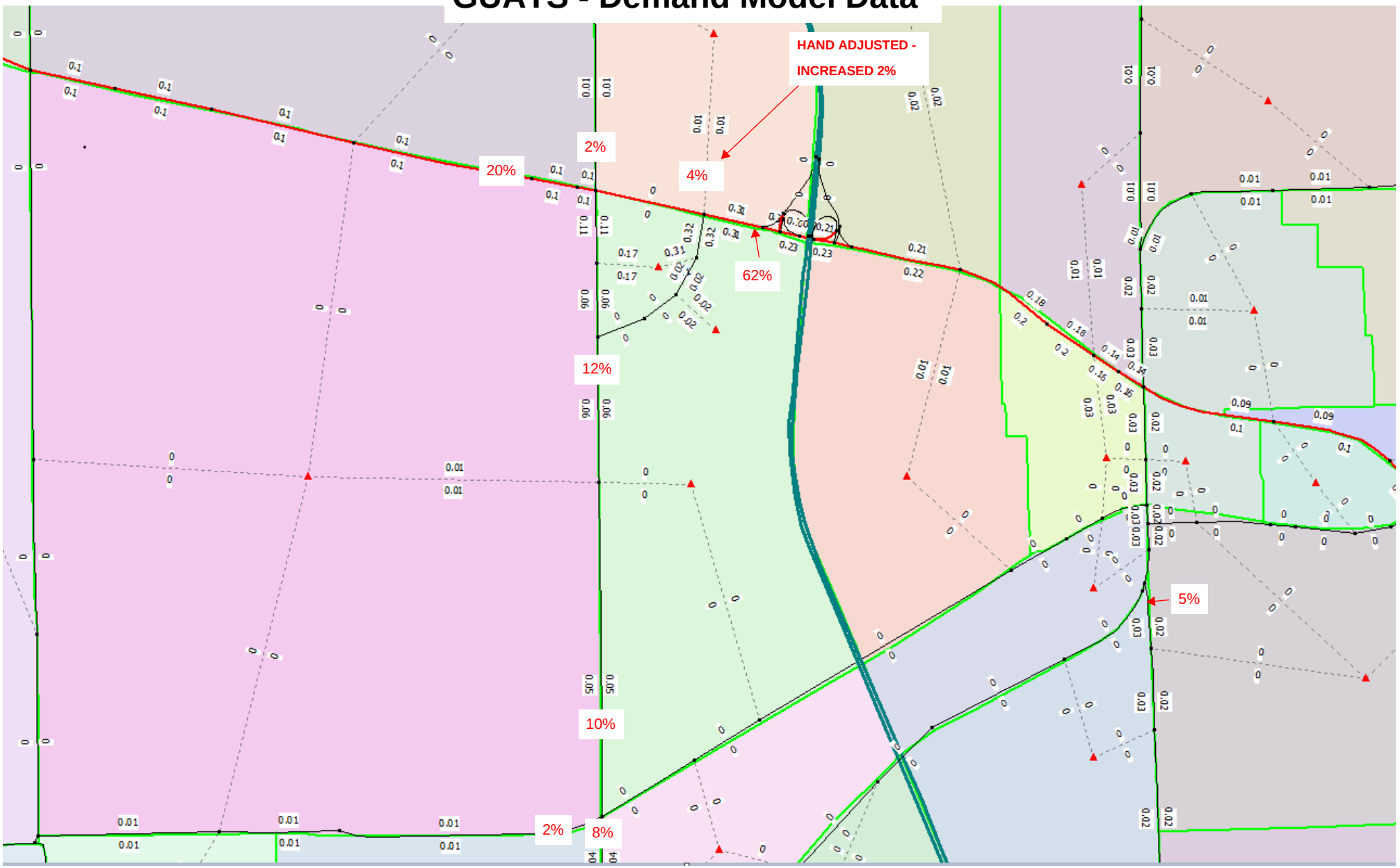
NW 140th St(CR 235) at Peggy Rd(CR 2054) - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 140th St(CR 235)	N/A	2.00%	1.220
Peggy Rd(CR 2054)	4.49%	4.49%	1.494

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		

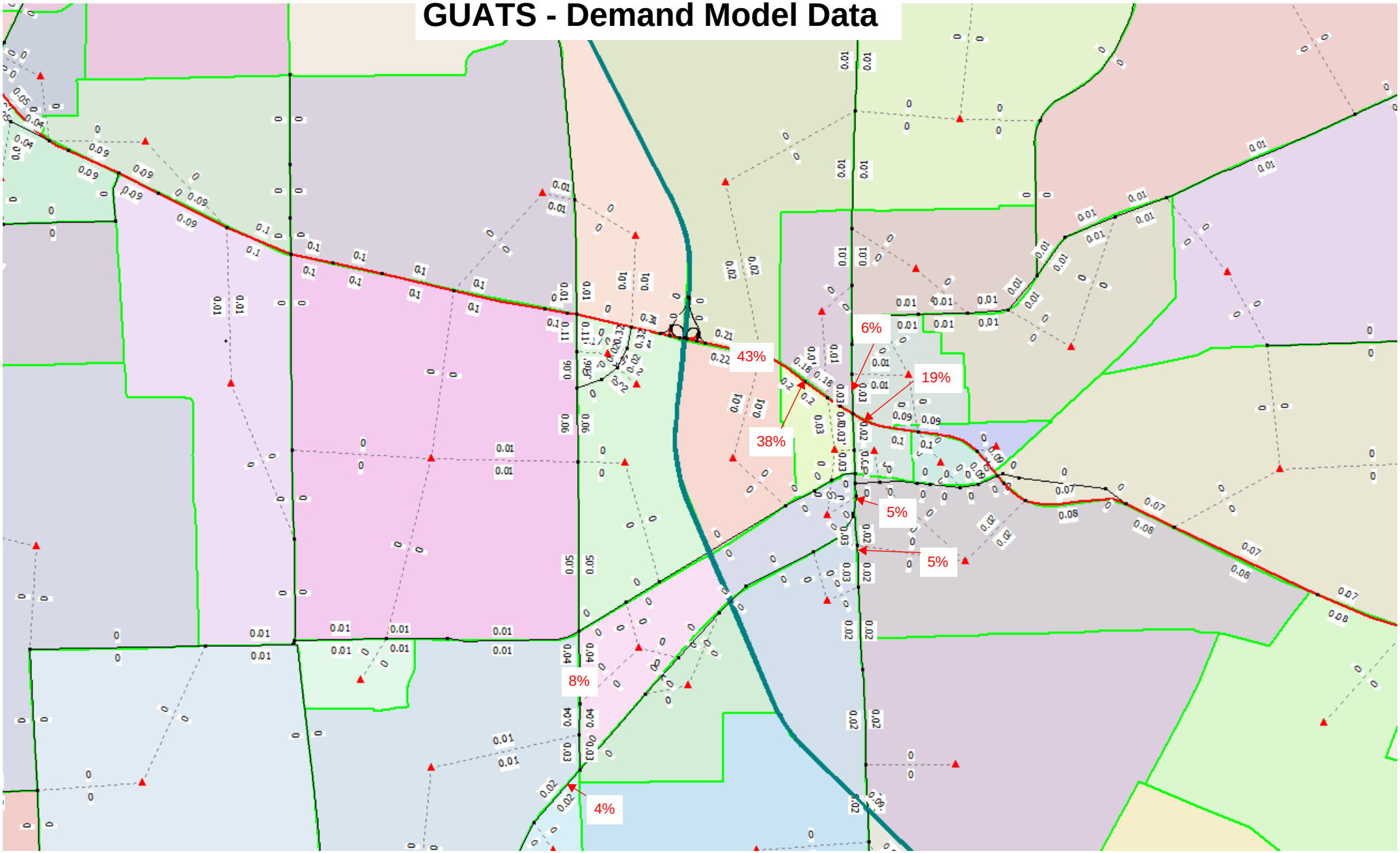
Appendix G
Trip Distribution and Assignment

GUATS - Demand Model Data

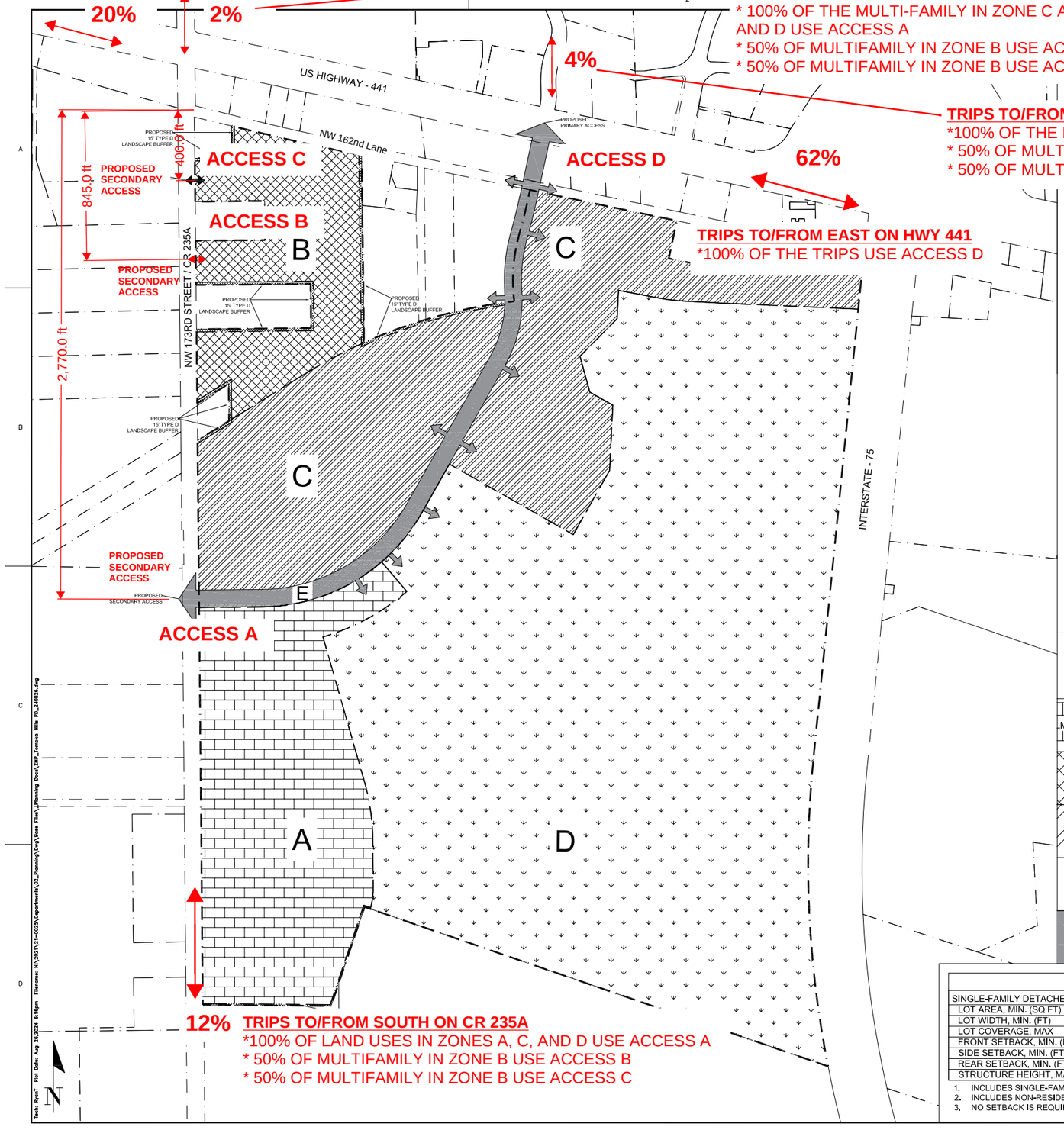


Text in red provides the calculated trip distribution and any hand adjustments made to the distribution.

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'.

11801 Research Drive
Alachua, Florida 32615
(386) 462-3615
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 ARE, 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

TEAM/QAM: 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 Dwg\ZAP_Service 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

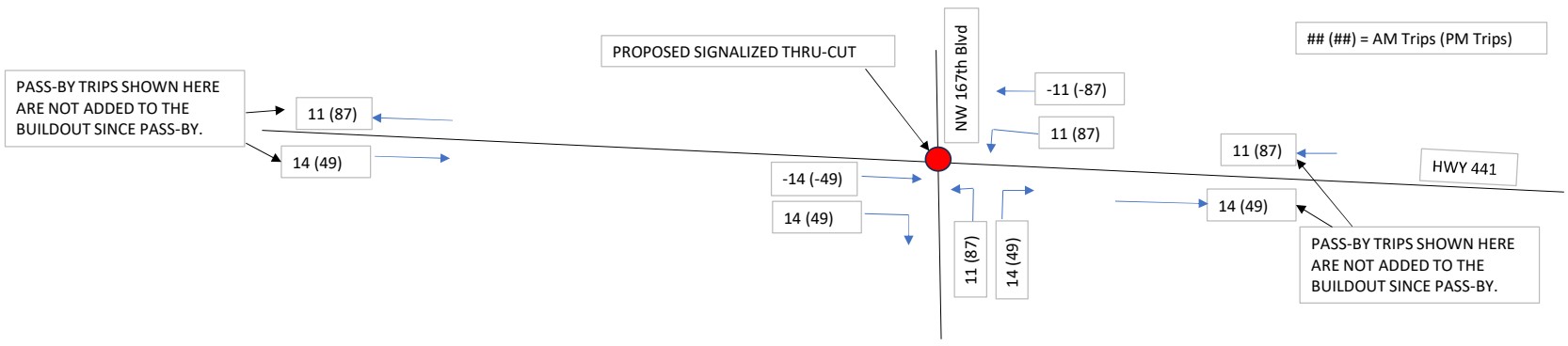
	Prevailing Traffic Flow (from TMC at 441/167th Blvd)			
	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
Prevailing Traffic Volumes	1463	1270	1095	1942
Directional Distribution	0.54	0.46	0.36	0.64

	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.

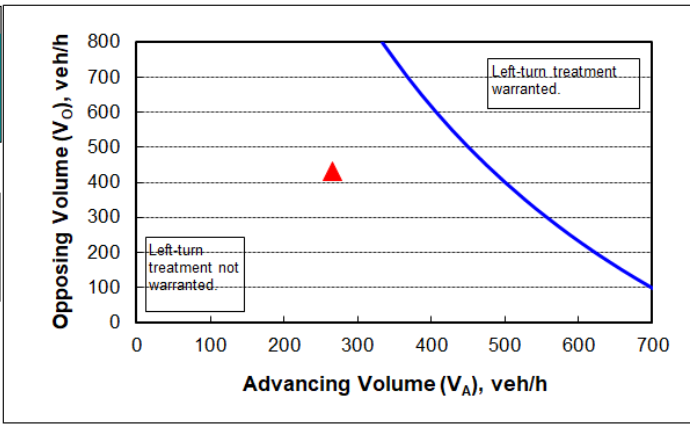
2-lane roadway (English)

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.

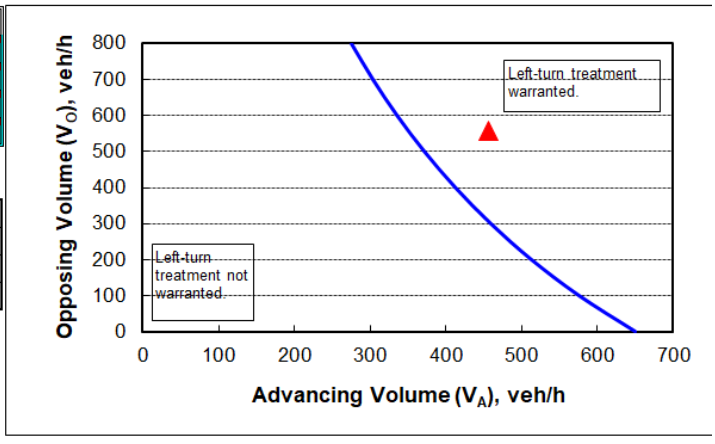
2-lane roadway (English)

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

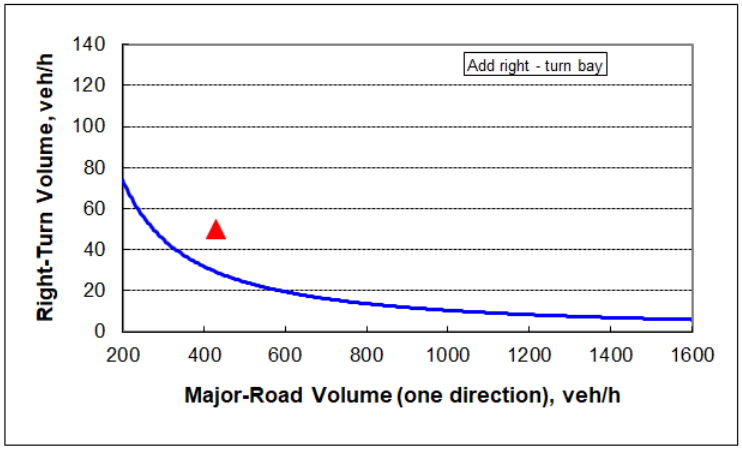
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

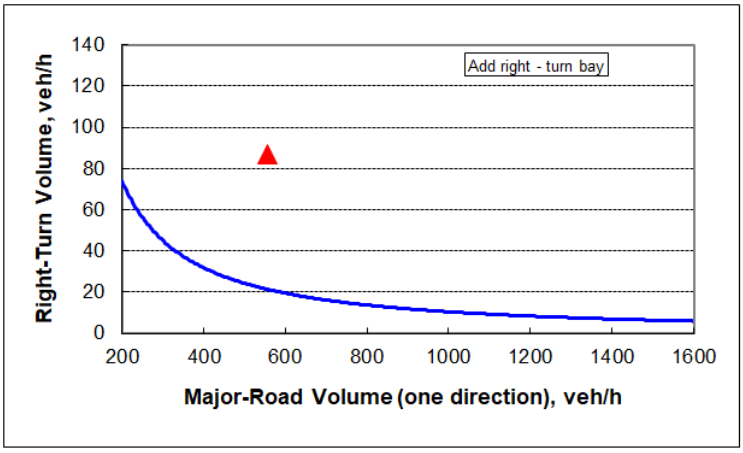
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.

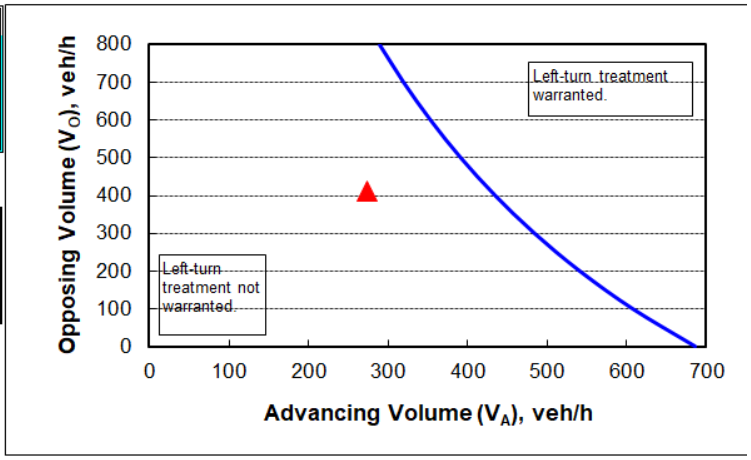
2-lane roadway (English)

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.

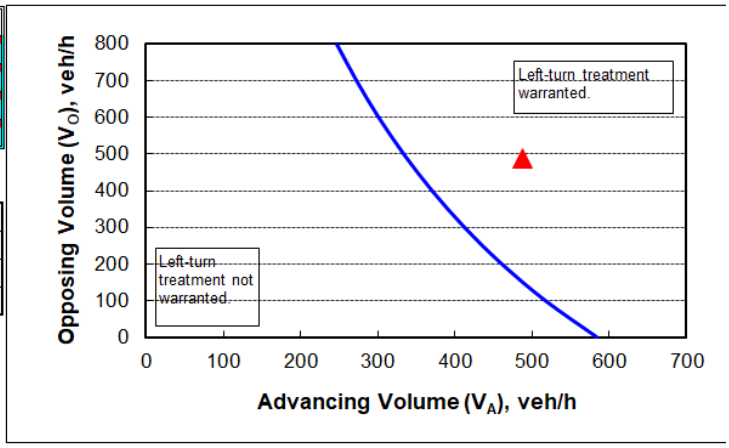
2-lane roadway (English)

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

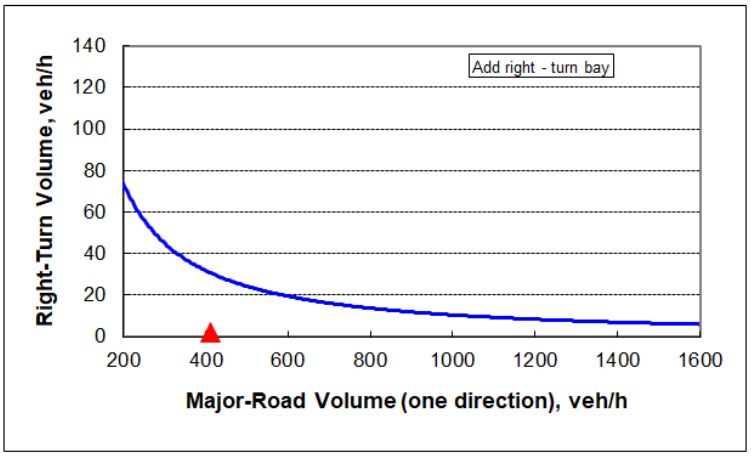
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

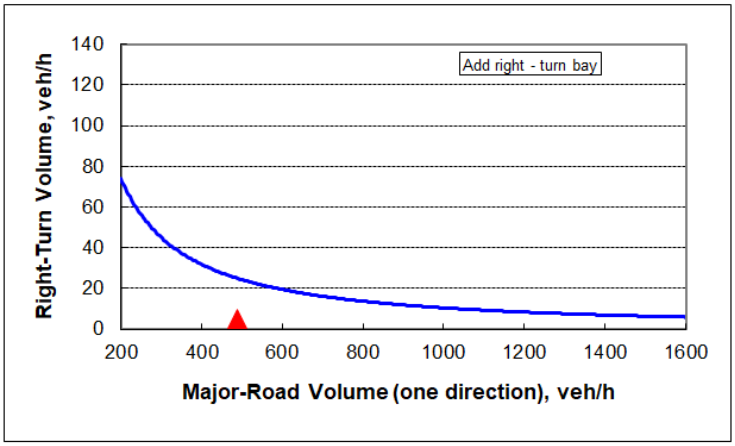
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.

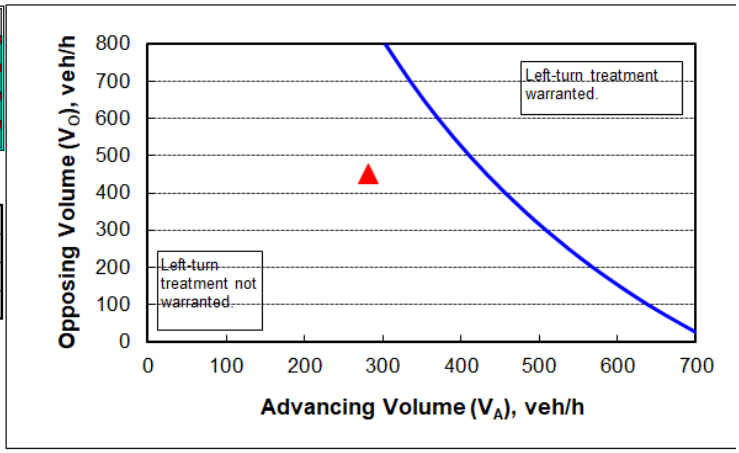
2-lane roadway (English)

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.

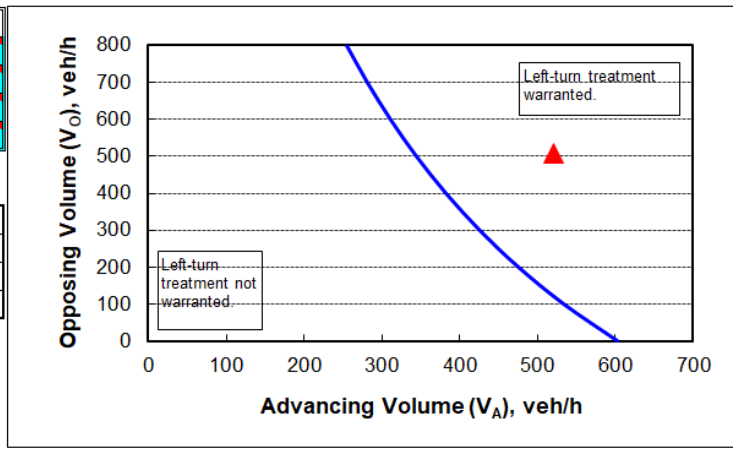
2-lane roadway (English)

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

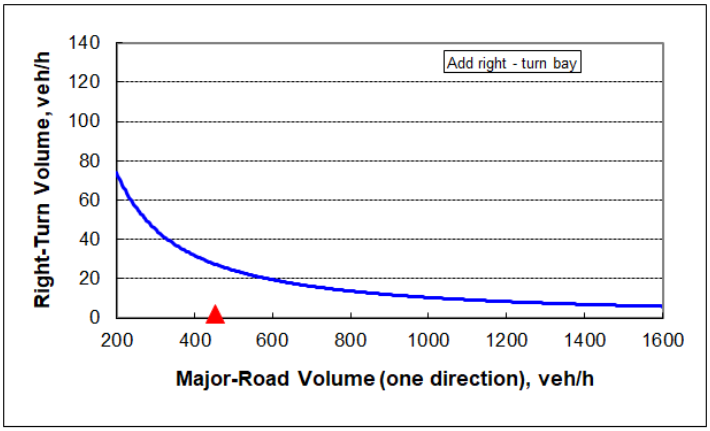
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

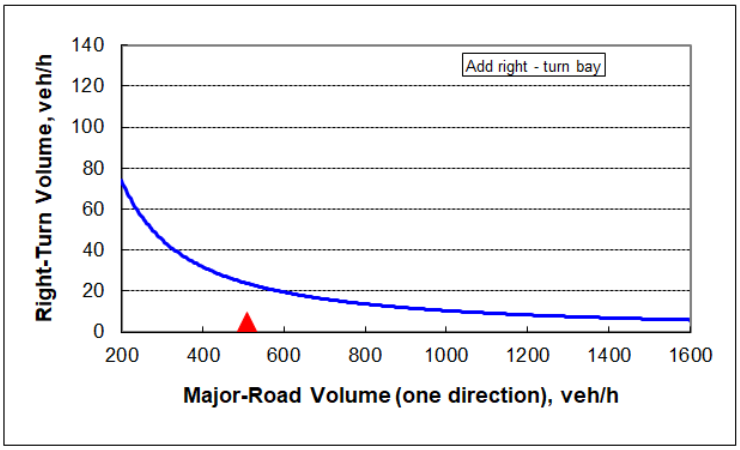
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

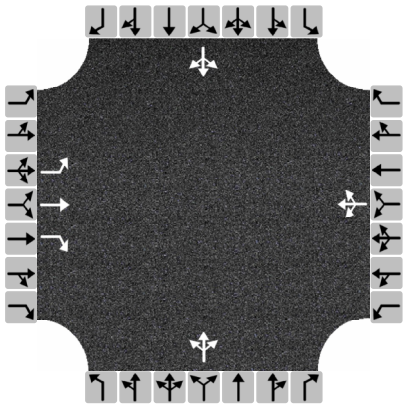
Project Information

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

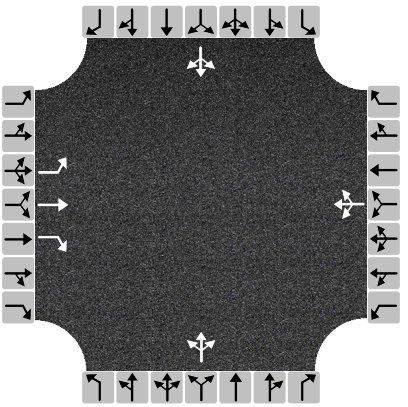
Project Information

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

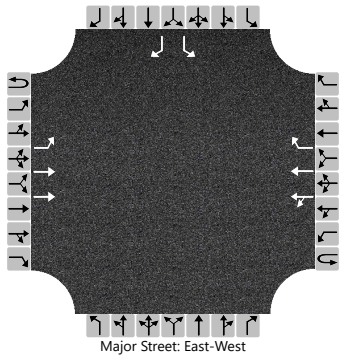
General Information

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

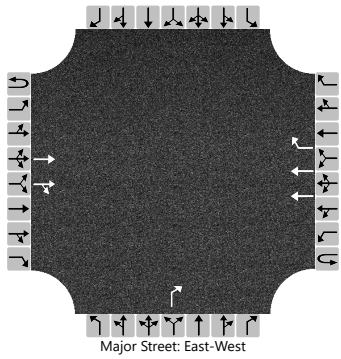
General Information

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

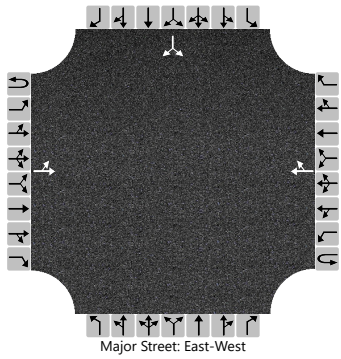
General Information

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

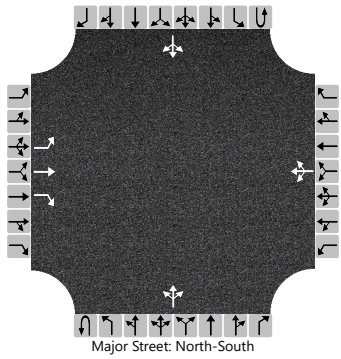
General Information

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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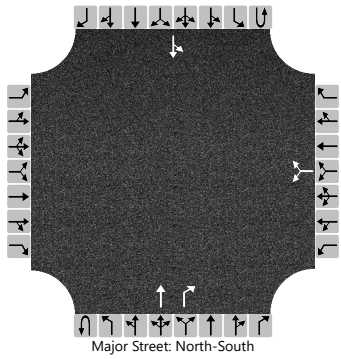
General Information

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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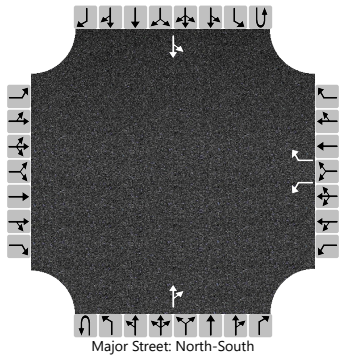
General Information

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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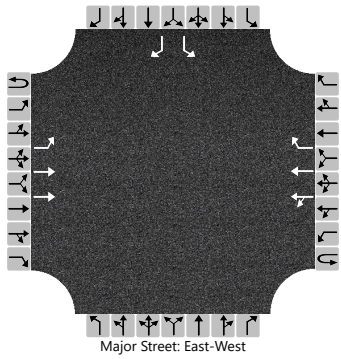
General Information

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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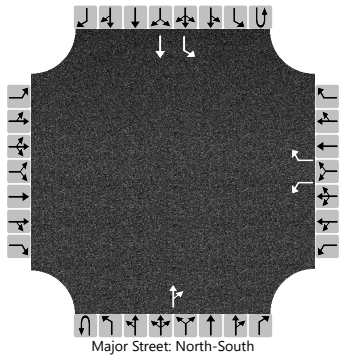
General Information

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

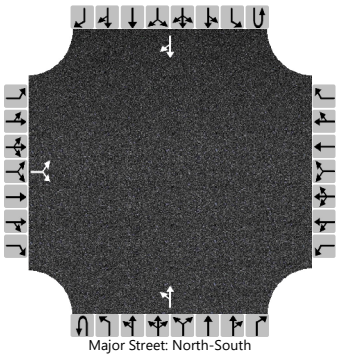
General Information

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														

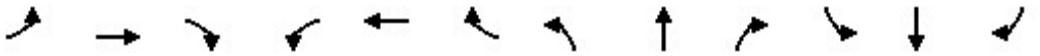
Critical and Follow-up Headways

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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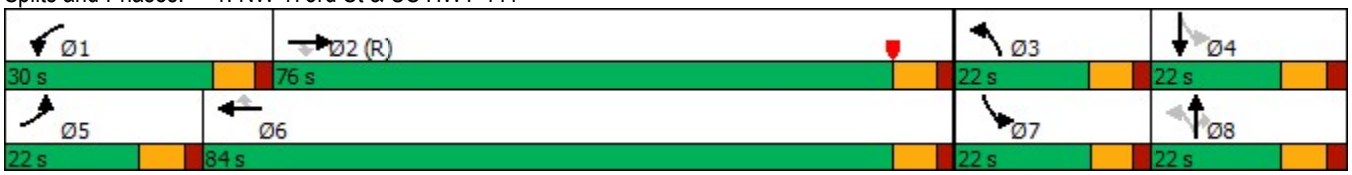


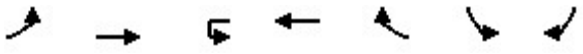
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	1323	78	93	874	207	61	47	105	92	50	42
Future Volume (vph)	51	1323	78	93	874	207	61	47	105	92	50	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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





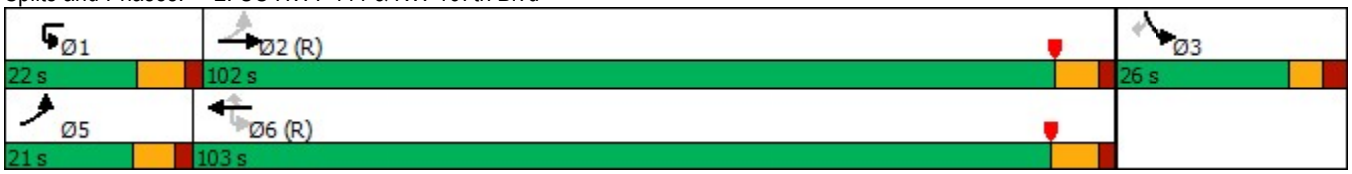
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	71	1392	4	1033	233	258	93
Future Volume (vph)	71	1392	4	1033	233	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		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

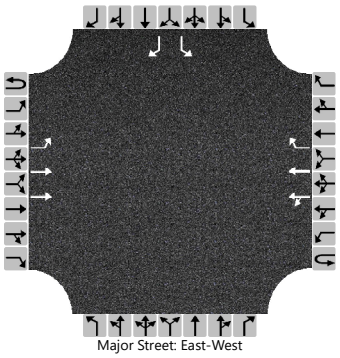
General Information

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

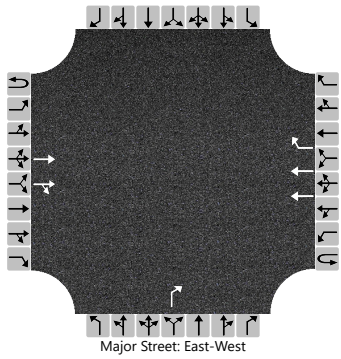
General Information

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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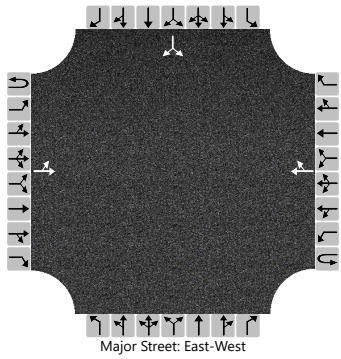
General Information

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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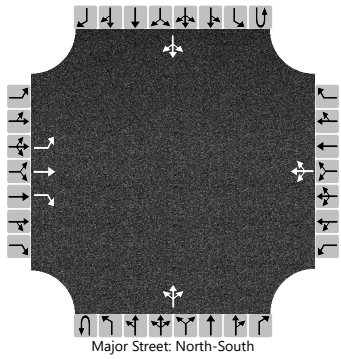
General Information

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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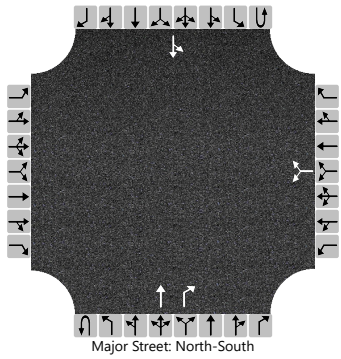
General Information

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

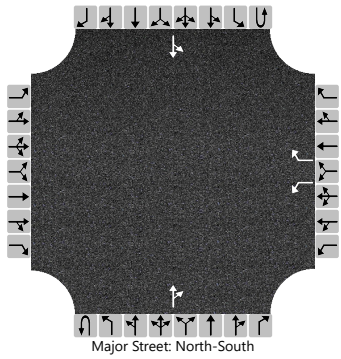
General Information

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

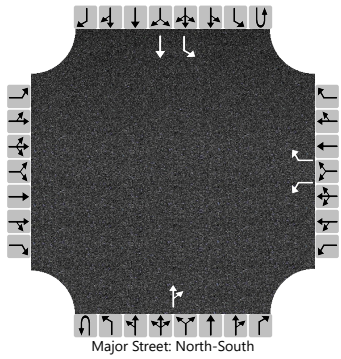
General Information

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

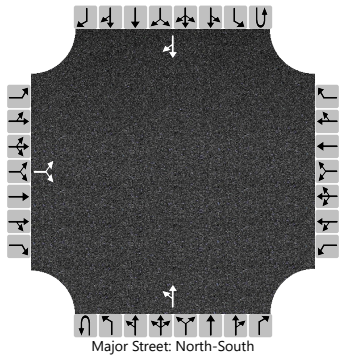
General Information

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														

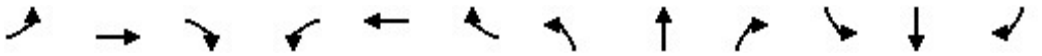
Critical and Follow-up Headways

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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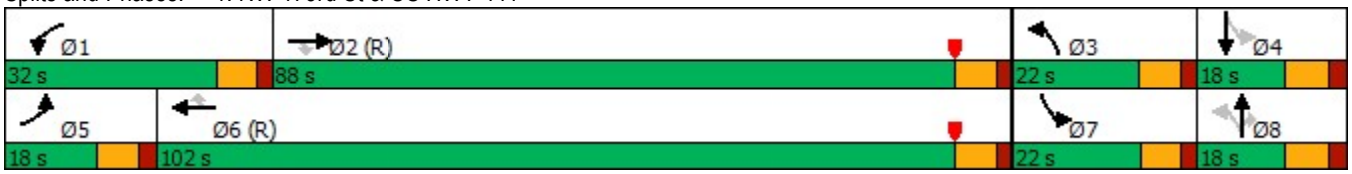


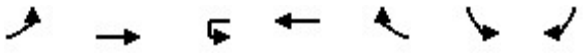
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1260	125	180	2287	111	113	62	218	172	41	64
Future Volume (vph)	29	1260	125	180	2287	111	113	62	218	172	41	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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



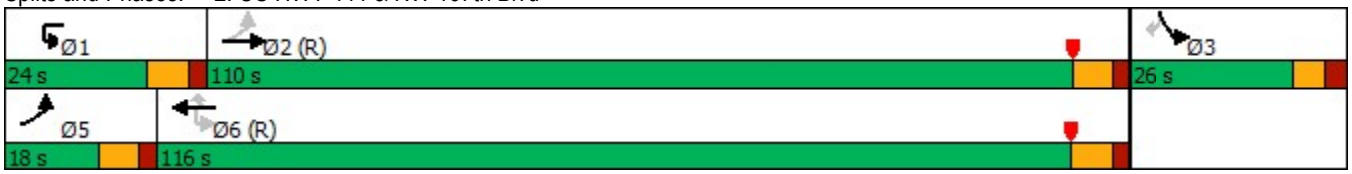


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	156	1353	1	2359	304	185	24
Future Volume (vph)	156	1353	1	2359	304	185	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		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

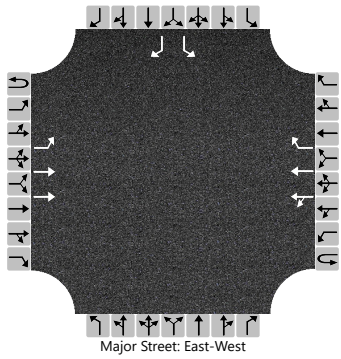
General Information

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

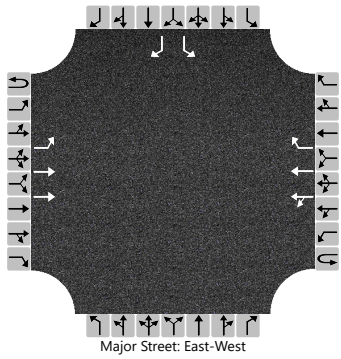
General Information

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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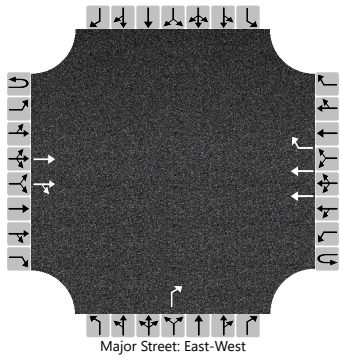
General Information

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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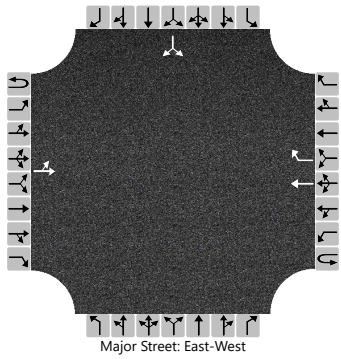
General Information

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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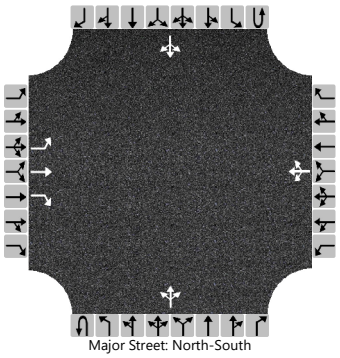
General Information

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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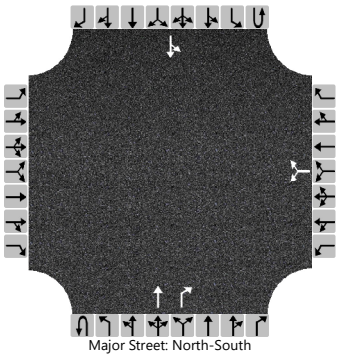
General Information

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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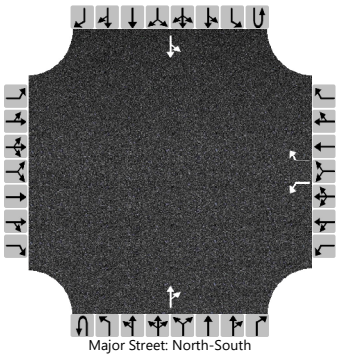
General Information

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

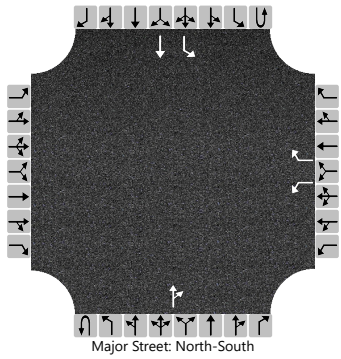
General Information

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

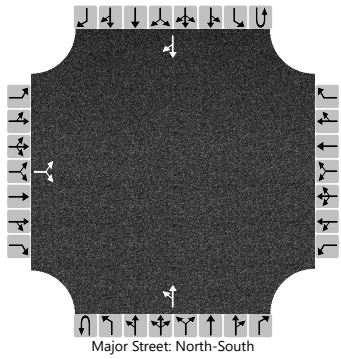
General Information

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 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														

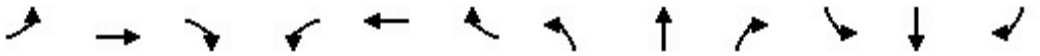
Critical and Follow-up Headways

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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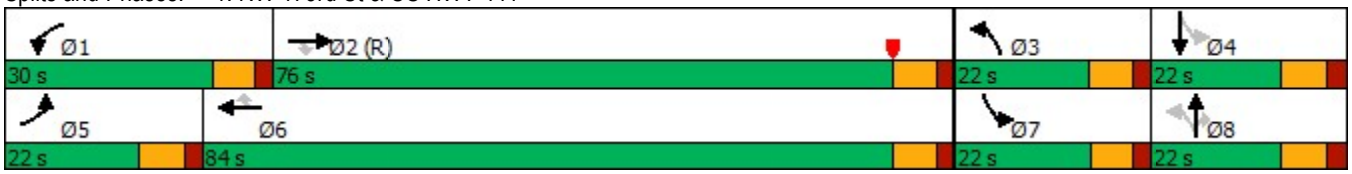


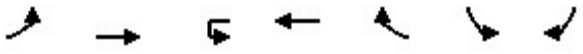
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1907	112	134	1260	298	90	70	156	136	74	62
Future Volume (vph)	73	1907	112	134	1260	298	90	70	156	136	74	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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





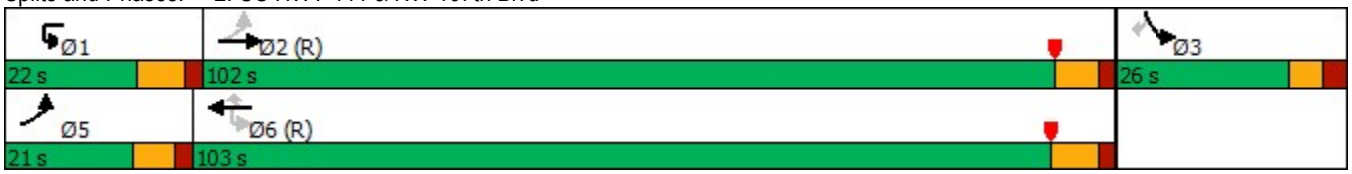
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	71	2006	6	1489	233	258	93
Future Volume (vph)	71	2006	6	1489	233	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		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

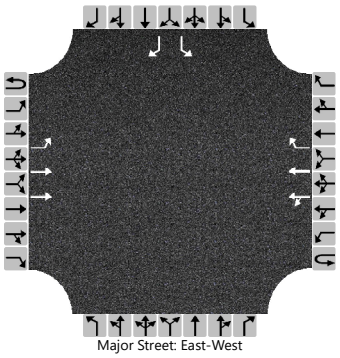


PM Background

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Cobi Wood	Intersection	Santa Fe High School @ US HWY 441
Agency/Co.	CHW, an NV5 Company	Jurisdiction	City of Alachua
Date Performed	12/3/2024	East/West Street	US HWY 441
Analysis Year	2024	North/South Street	Santa Fe High School
Time Analyzed	PM Peak Existing	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Tomoka Tower Hill		

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

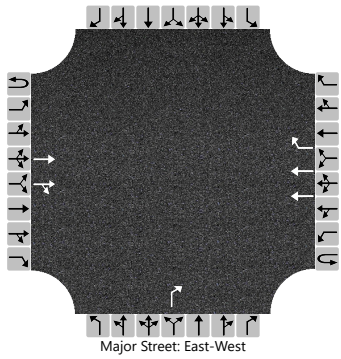
General Information

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

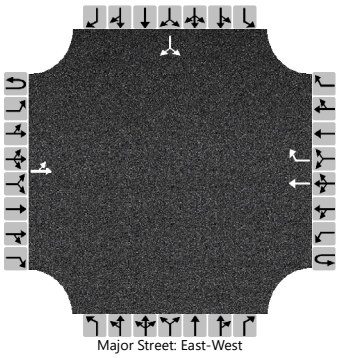
General Information

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

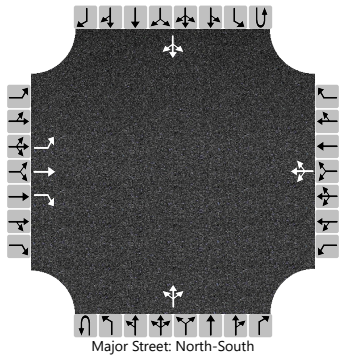
General Information

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

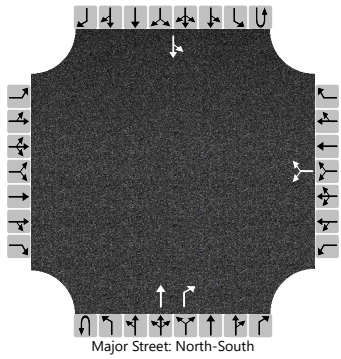
General Information

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

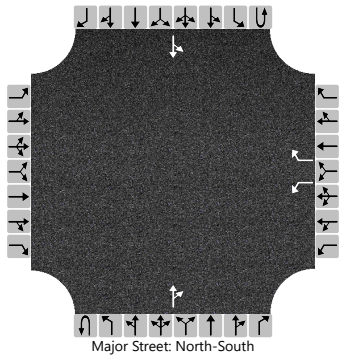
General Information

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

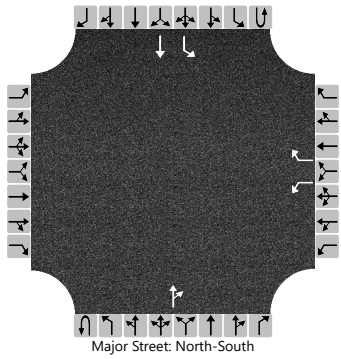
General Information

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

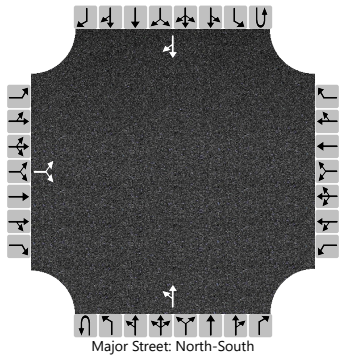
General Information

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

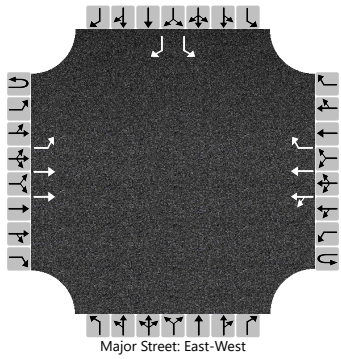
General Information

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



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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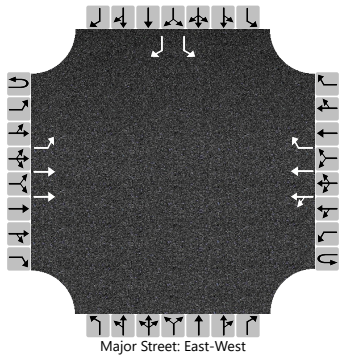
General Information

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

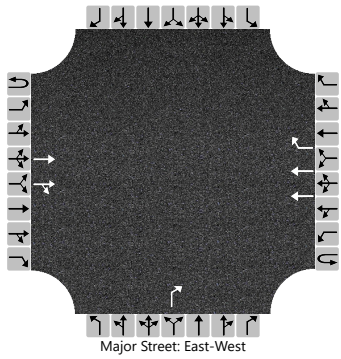
General Information

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

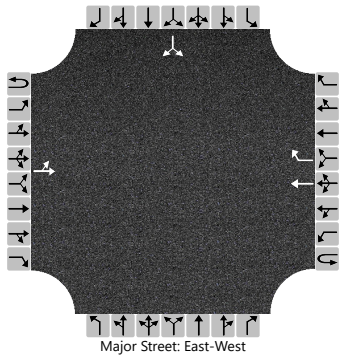
General Information

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

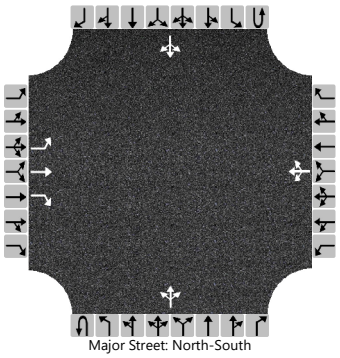
General Information

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

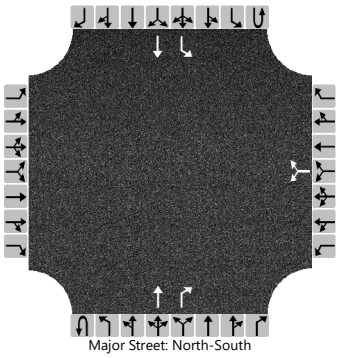
General Information

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

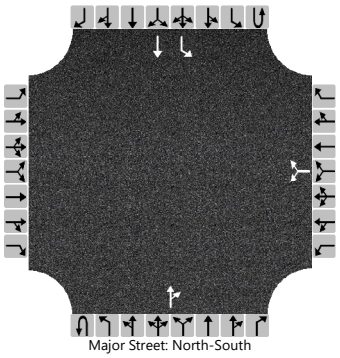
General Information

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

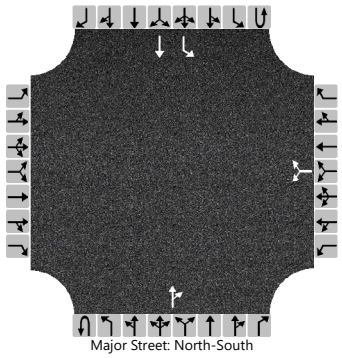
General Information

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


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

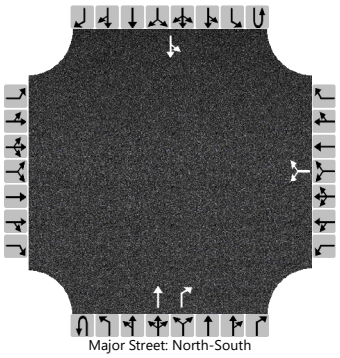
General Information

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


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		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

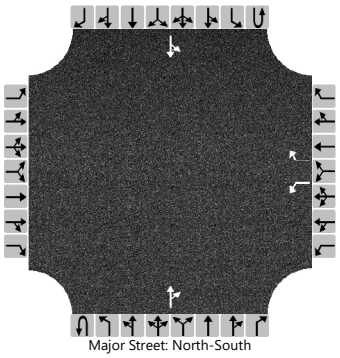
General Information

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

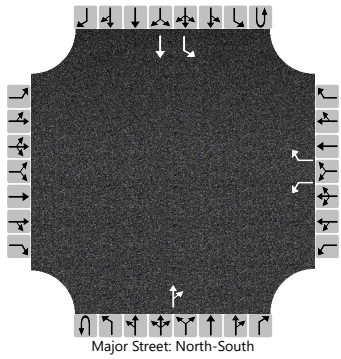
General Information

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

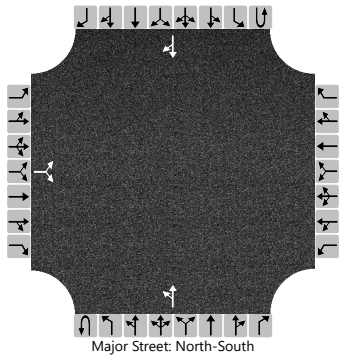
General Information

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														

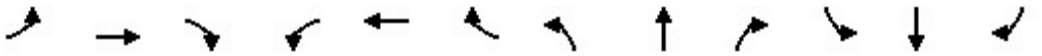
Critical and Follow-up Headways

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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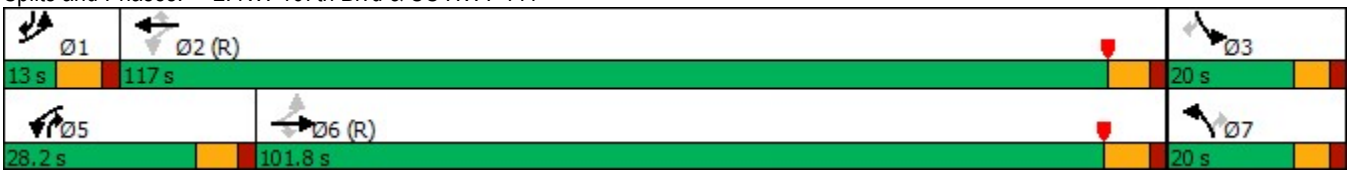


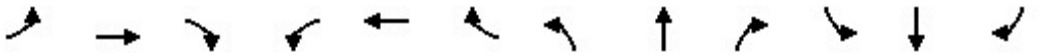
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Future Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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





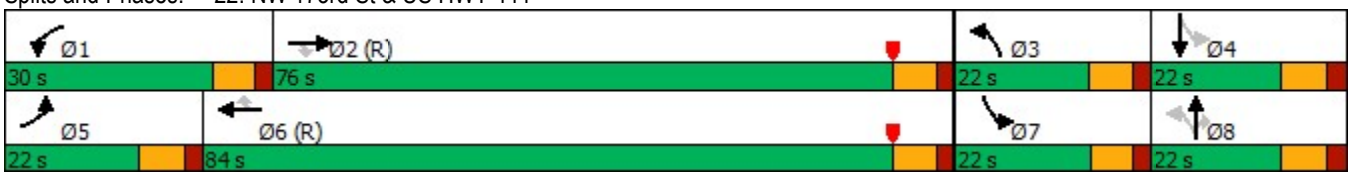
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Future Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

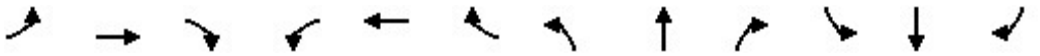
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	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





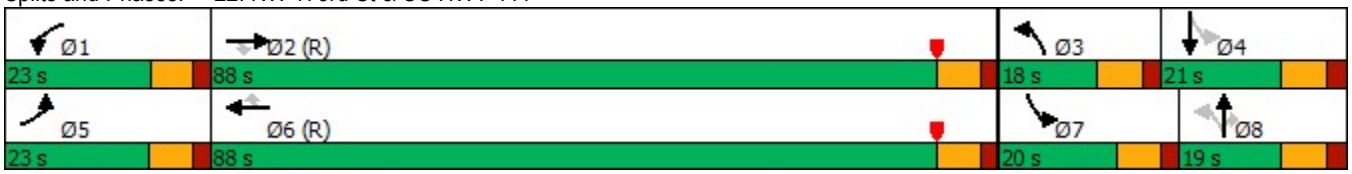
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Future Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

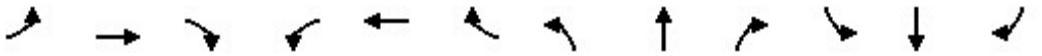
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	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





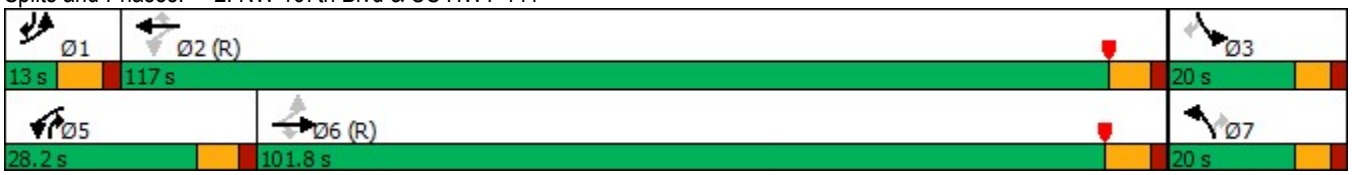
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Future Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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

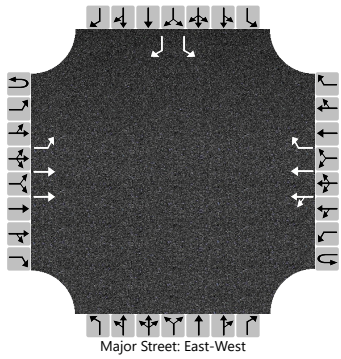
General Information

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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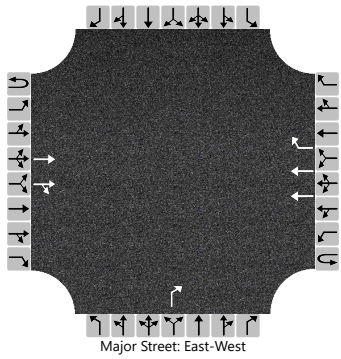
General Information

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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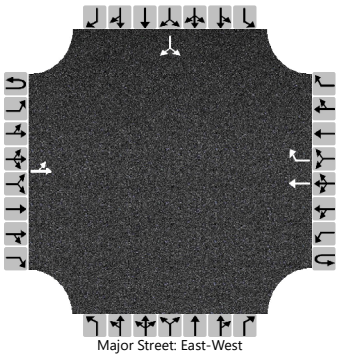
General Information

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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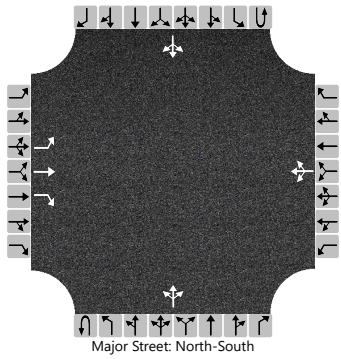
General Information

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

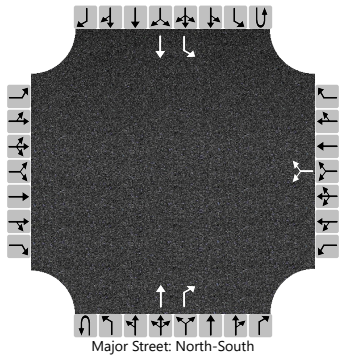
Flow Rate, v (veh/h)		94	90	49			180			81				54		
Capacity, c (veh/h)		73	159	606			123			982				1057		
v/c Ratio		1.28	0.56	0.08			1.47			0.08				0.05		
95% Queue Length, Q_{95} (veh)		7.4	2.9	0.3			12.6			0.3				0.2		
Control Delay (s/veh)		298.5	53.3	11.5			313.2			9.0	1.0	1.0		8.6	0.6	0.6
Level of 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		Site Information	
Analyst	Cobi Wood	Intersection	NW 173rd St @ Proposed Access A
Agency/Co.	CHW, an NV5 Company	Jurisdiction	City of Alachua
Date Performed	12/3/2024	East/West Street	Proposed Access A
Analysis Year	2035	North/South Street	NW 173rd St
Time Analyzed	PM Buildout	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Tomoka Tower Hill		

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)						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

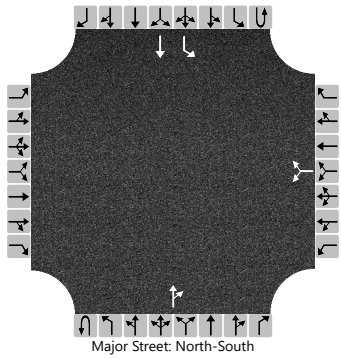
General Information

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

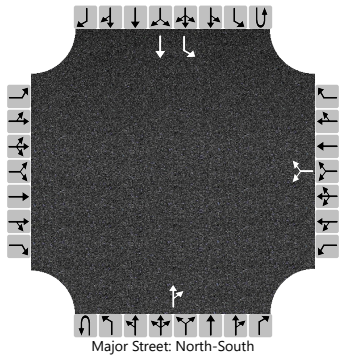
General Information

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

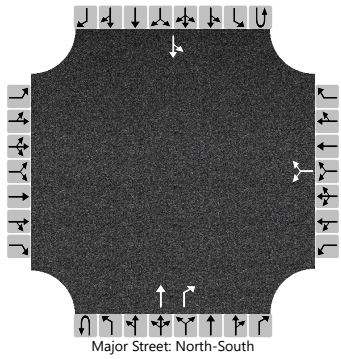
General Information

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

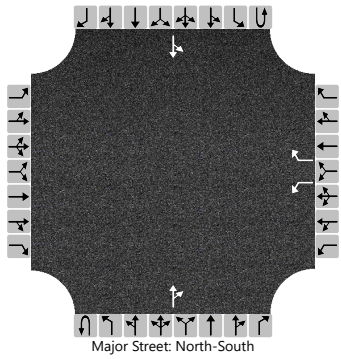
General Information

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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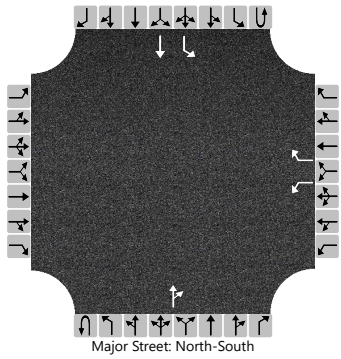
General Information

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

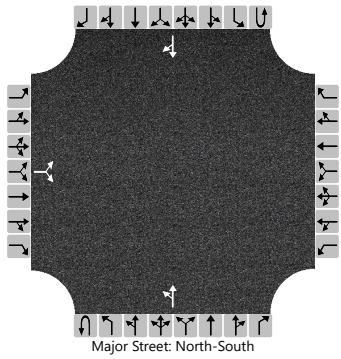
General Information

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														

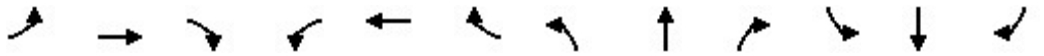
Critical and Follow-up Headways

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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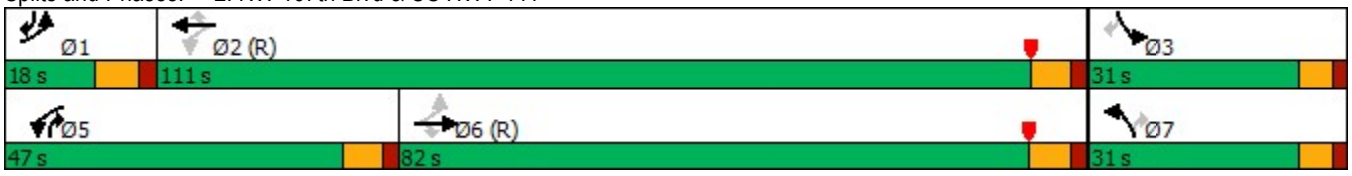
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	213	539	2321	304	288	0	576	185	0	57
Future Volume (vph)	158	1304	213	539	2321	304	288	0	576	185	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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

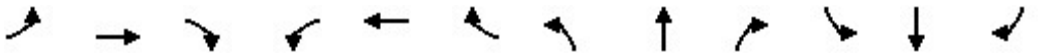
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		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





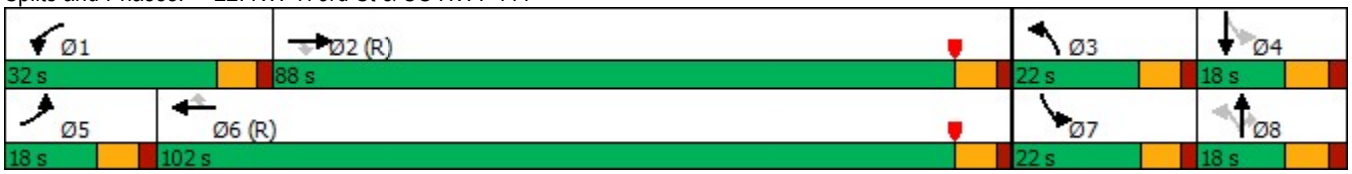
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Future Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

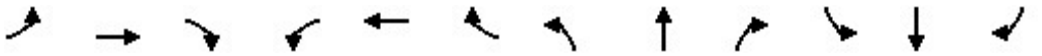
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	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





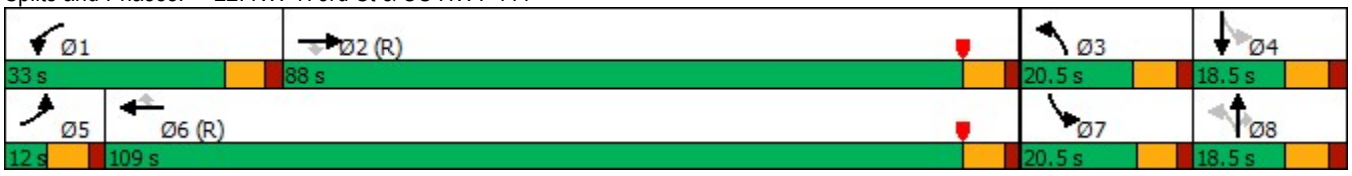
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Future Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

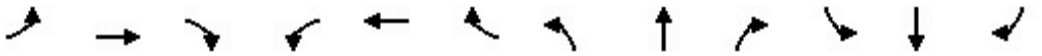
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	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





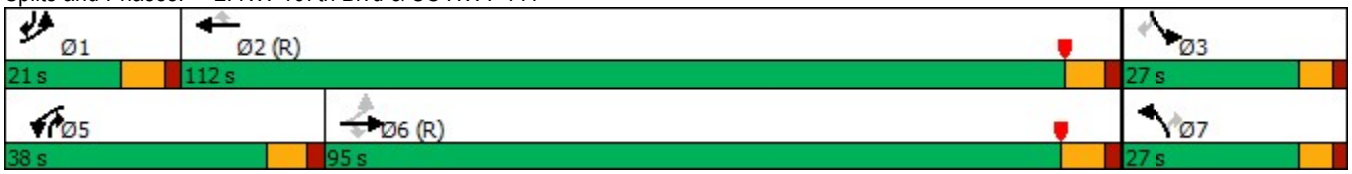
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Future Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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

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

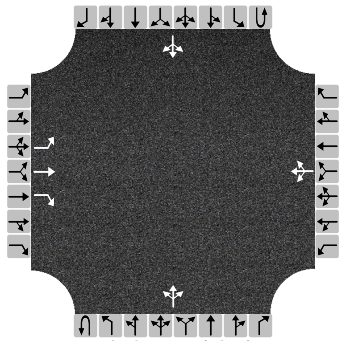
General Information

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			

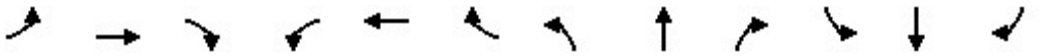
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Threshold - Turn Lane Improvements at the Intersection of HWY 441 at NW 167th Blvd

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.**

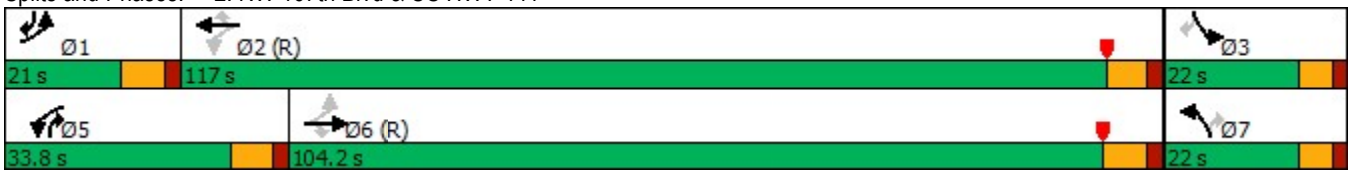


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1329	25	270	2340	304	144	0	288	200	0	26
Future Volume (vph)	157	1329	25	270	2340	304	144	0	288	200	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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

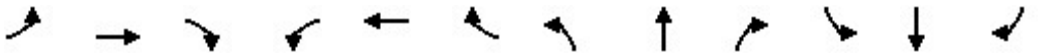
With the accumulation of all residential, all office, and 350 KSF of Shopping Center the intersection at 441/NW 167th Blvd operates near capacity.

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			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		

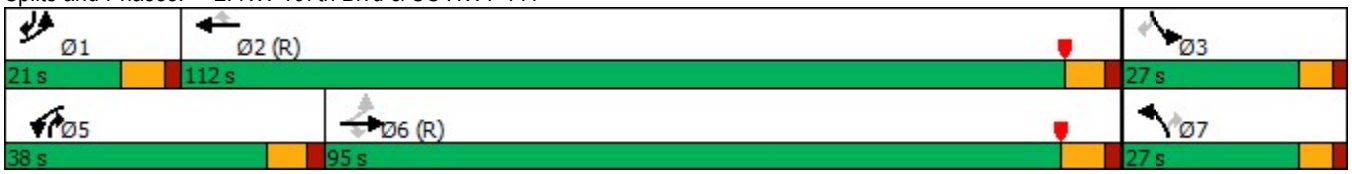


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Future Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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.			

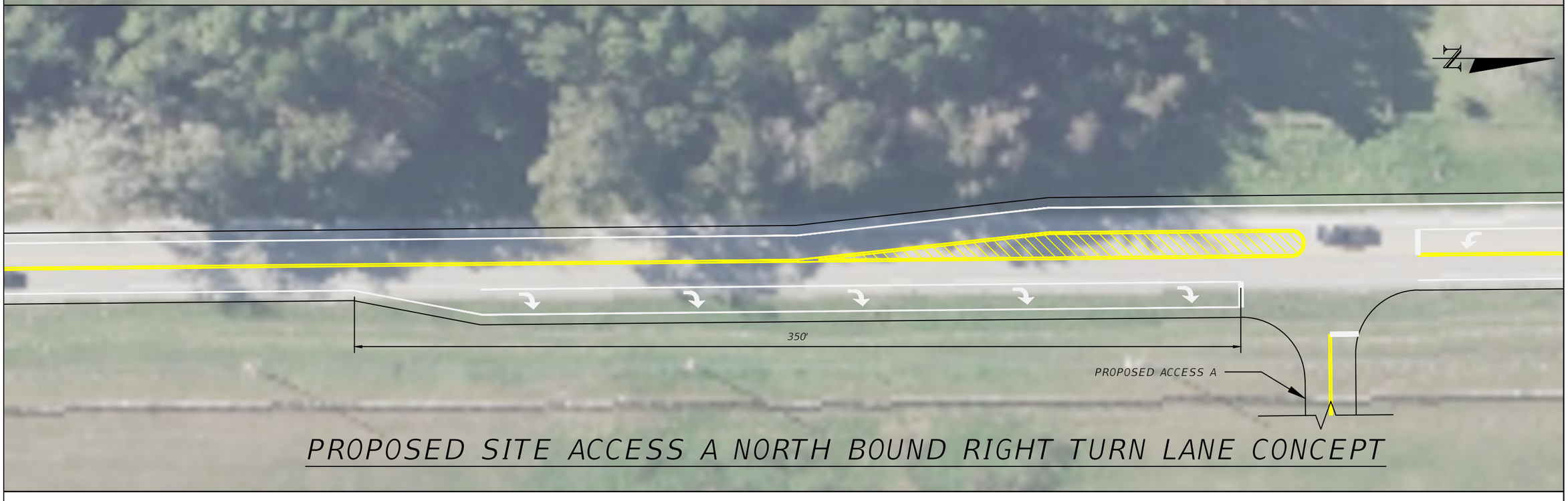
Splits and Phases: 2: NW 167th Blvd & US HWY 441



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


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

plan for the property, Hectus said during the presentation.

As part of the approval, commissioners also voted to authorize the transmittal of the ordinance to the Florida Department of Commerce for required state-level review.

The application was submitted by NV5 Global, Inc., acting as agent for property owners Charlie L. Futch and Juanita H. Futch. The request affects a portion of a larger, undivided 159.43-acre parcel located along Southwest 15th Avenue, between State Road 45 and Southwest 234th Terrace.

The proposed development, CountryWay II, would be a residential-only project with no commercial components. If approved on second reading, it would allow the construction of up to 500 dwelling units over a projected 20-year build-out period.

"A companion rezoning application requesting a zoning district change from Agricultural (A) to Planned Residential Development (PRD) has been received by the City and will be heard by the Planning and Zoning Board and City Commission in the coming weeks," Hectus added.

The ordinance must return for a second reading and final approval before the land use change becomes official.

Fireworks Update

In other business, the City Commission unanimously approved an update to the city's fireworks ordinance during its regular meeting, tightening regulations on the sale and use of fireworks while allowing limited exceptions in accordance with Florida law.

Community Development Director Stacey Hectus presented the ordinance changes to the commission, outlining the types of pyrotechnic devices covered under Section 38-7 of the city's Code of Ordinances. These include firecrackers, rockets, torpedoes, Roman candles, detonating canes, blank cartridges and other devices intended for pyrotechnic display.

As adopted, the revised ordinance generally prohibits the manufacture, sale, use, possession, display or discharge of fireworks within the city limits. However, exceptions are allowed for private use and the sale of consumer fireworks during designated state-authorized holidays: question. Inspections from both the City's Building and Fire Departments are also required.

The new rules limit permitted sales locations to non-residential parcels that are adjacent to either State Road 26 or U.S. Highway 27/41. All manufacturing and sales of fireworks are banned in residential zones.

Public fireworks displays are not permitted unless conducted or authorized by the City of Newberry. The number of allowable sales locations is capped at two per holiday citywide. Homeowners association (HOA) rules remain enforceable, and the city ordinance does not override any such restrictions. Fireworks used for agricultural pest control purposes are excluded from the ordinance.

The commission also amended Section 38-97 to adopt a rate and fee schedule for fire department services related to fireworks inspections and permitting.

The approved updates to Chapter 38 of the City Code are intended to clarify local enforcement, increase safety, and ensure alignment with Florida Statutes regarding consumer fireworks.

City Clerk Position

The Commission unanimously appointed Randa Paul as the city's next clerk following the planned retirement of longtime City Clerk Judy Rice, who will step down this fall.

The decision follows direction from commissioners during a May 5 special meeting, where they instructed staff to update the position's responsibilities. As part of the changes, the incoming City Clerk will also be responsible for maintaining the minutes of the Community Redevelopment Agency (CRA), a task not previously included in the role.

Minimum qualifications were established, and the Commission set a starting salary of $60,000 per year. The position was posted for internal applicants only on Monday, May 12, with a deadline of Monday, May 19.

Only one internal application was received, and Paul's appointment was approved without opposition.

While Rice served in the role without a formal employment contract, commissioners requested that a written contract be drafted for Paul's appointment. Mayor Tim

At the June 9 meeting, former Mayor Jordan that a broader discussion on Champions Park would can sit down to enjoy a free meal. Additionally, the

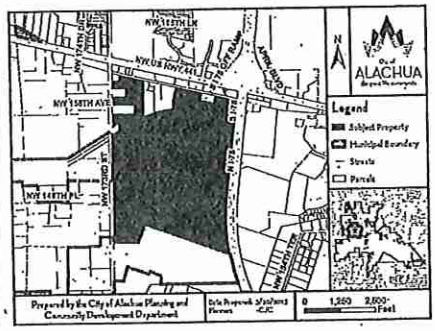
City of ALACHUA

PUBLIC 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 June 23, 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:

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.



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.

(Published: Alachua County Today - June 12, 2025)

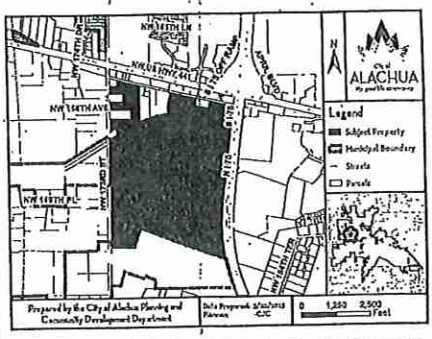
City of ALACHUA

PUBLIC NOTICE OF ENACTMENT OF AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA

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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.



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(Published: Alachua County Today - June 12, 2025)

City of ALACHUA
the good life community

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT

MAILED
JUN 09 2025

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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;

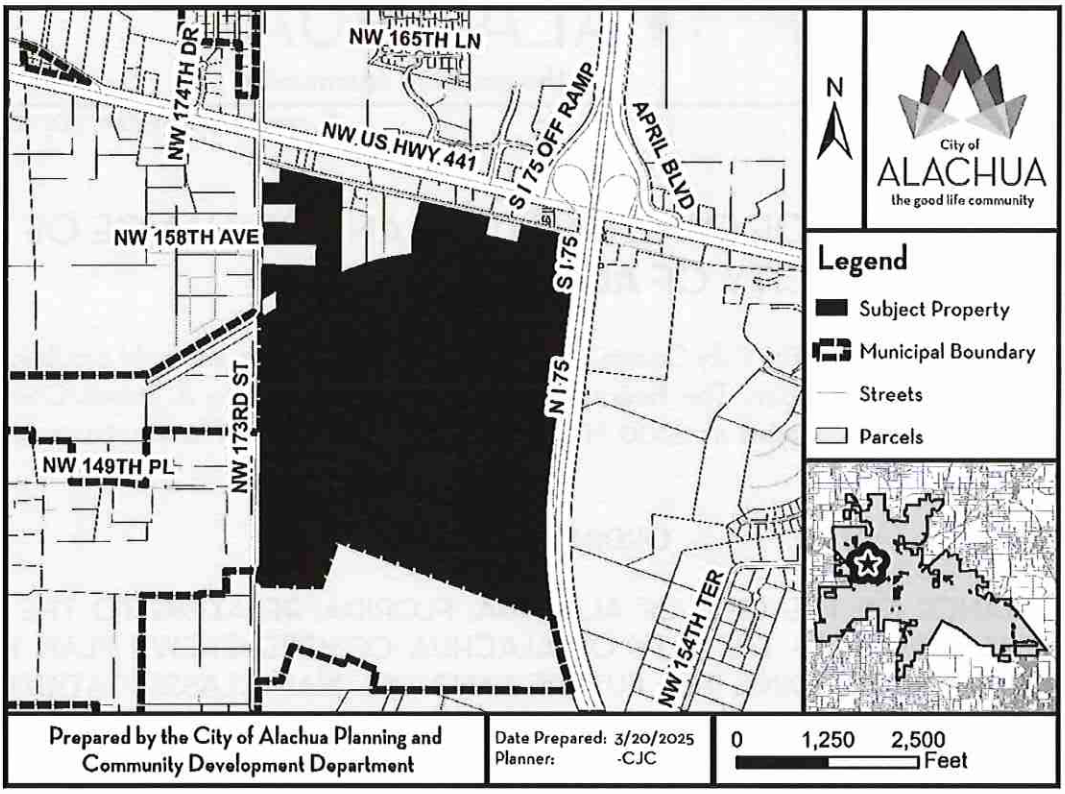
Zone District: Agricultural (A), Residential Single-Family – 4 (RSF-4), Residential Multiple Family – 8 (RMF-8), Community Commercial (CC), Commercial Intensive (CI);

Overlay District: U.S. Highway 441/Interstate 75 Gateway Overlay District (portion thereof).

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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Allez à avery.ca/gabarits
Etiquettes d'adresse Easy Peel



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

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

Go to avery.com/templates
Use Avery Template 5160
Easy Peel Address Labels
Feed along the top-opening tab first
AVERY 5960

Allez à avery.ca/gabarits
Utilisez Cabaret Avery 5160

Étiquettes d'adresse Easy Peel

Go to avery.com/templates
Use Avery Template 5160

Easy Peel Address Labels
Bend along line to expose Pop-up Edge

AVERY 5960

MAILED
JUN 09 2025

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

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

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

03870-000-000
CITY OF ALACHUA
PO BOX 9
ALACHUA, FL 32616

03872-000-000
SHIRES CYNTHIA H
PO BOX 1259
ALACHUA, FL 32616

Soorya Lindberg
16630 NW 173rd Ter.
Alachua, FL 32615

03863-100-000
MALBEC II LLC
100 S BISCAYNE BLVD SUITE 900
MIAMI, FL 33131

03863-000-000
ALACHUA HOLDINGS LTD
PO BOX 1990
ALACHUA, FL 32616



MAILED
JUN 09 2025

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

AFFIDAVIT FOR POSTED LAND USE SIGN

I, C. Ryan Thompson, POSTED THE LAND USE SIGN(S)
(Print Name)

ON June 9, 2025 FOR THE Tomoka Hills LSCPA
(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**

_____ **AT** _____ **PM**

June 23, 2025 **AT** 6:00 **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
Planner
Planning and Community Development Department

Carson J. Crockett, AICP 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.

EDUCATION

University of Florida
Bachelor of Science in Sustainability and the Built Environment
Graduated: Apr 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 | Aug 2020-May 2023

CERTIFICATES AND OTHER SKILLS

AICP | Jun 2025-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: June 23, 2025

SUBJECT: 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 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 (First Reading; Quasi-Judicial Hearing).

PREPARED BY: Carson Crockett

RECOMMENDED ACTION:

Staff recommends that, in accordance with Section 2.2.11 of the City's LDRs, the City Commission refer the application for a site-specific amendment to the Official Zoning Atlas for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC back to City Staff for review of the major changes to the application proposed by the applicant. The application would then return to the Planning & Zoning Board.

Recommended Motion: *I move that, in accordance with Section 2.2.11 of the City's LDRs, the City Commission refer the application for a site-specific amendment to the Official Zoning Atlas for Tomoka Hills Farms, Inc. and Tower Hill Insurance Group, LLC back to City Staff for review of the major changes to the application proposed by the applicant.*

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 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.

Planning & Zoning Board Recommendation

On May 13, 2025, the Planning & Zoning Board voted 4-0 to transmit the application to the City Commission with a recommendation to deny.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

ATTACHMENTS

1. Ordinance 25-10
2. Draft PD Agreement
3. Referral Request by Applicant

4. Staff Report
5. Application Materials
6. PD Master Plan
7. Traffic Impact Analysis
8. Public Notice Materials
9. Carson J. Crockett, AICP - Resume on File

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 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.

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 denial 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

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)(± 266.90-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%

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.

Commented [CJC1]: Definition for golf course, public and private, from Article 10, Definitions, of the LDRs. Public and Private definition from A Planner's Dictionary published by the APA as the LDRs do not define public or private.

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.

   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.

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.

Commented [CJC2]: Adjustment made from 75' to 100'. Note that additional compliance requirements have been made explicit, though they would apply regardless of their addition to this condition.

Commented [CJC3]: Please review amended condition. The threshold set is the expected total PM Peak generation based on the current valid TIA. The three-year expiration is based on outside review of the original TIA by Brian D. Kanely, P.E.to ensure projections are being met accurately and required/recommended improvements are being made concurrent to development.

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.

Commented [CJC4]: Proposed addition made. Slightly reworded; however, substantially the same.

Commented [CJC5]: This condition was added with the intent to apply PD wide, not just to Final PD Plans. As such, proposed preface of "For all Final PD Plans," has been omitted.

Commented [CJC6]: Proposed amendment made. Slightly reworded; however substantially the same.

Commented [CJC7]: Proposed amendment made.

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. 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.

Commented [CJC8]: Proposed amendment made. Added a qualifier of which timeframe applies in case of conflict.

Commented [CJC9]: Noted that the practice and council name has changed; however, these are requirements of the City's Land Development Regulations. Amending that language in the LDRs may be warranted, but this is the current City requirement and as such will remain in the Ordinance as written for consistency with City documents and requirements.

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.

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 23rd day of June, 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:

_____
Rodolfo Valladares, Interim City Manager/Clerk

APPROVED AS TO FORM

_____
Marian B. Rush, City Attorney

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.

EXHIBIT "B"

OFFICIAL ZONING ATLAS

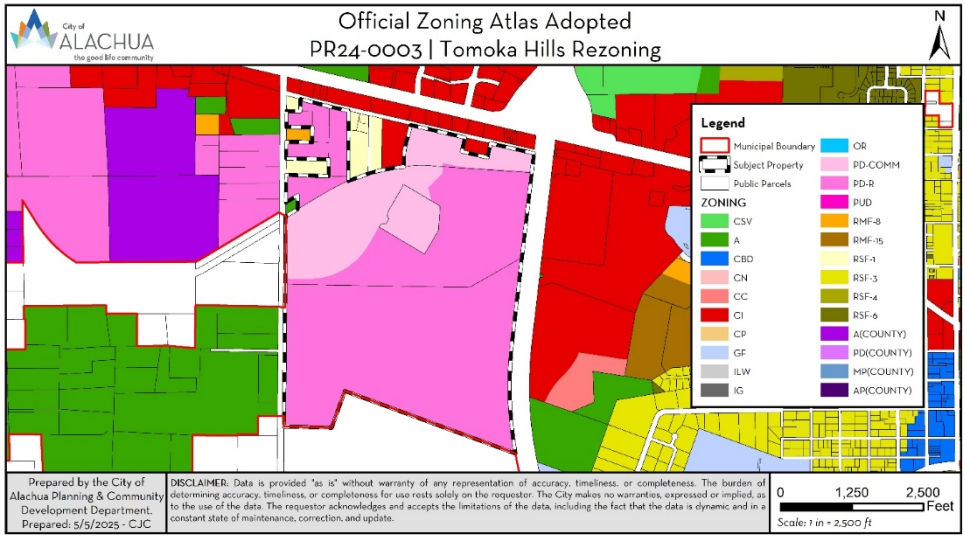


EXHIBIT "C"

PD MASTER PLAN

EXHIBIT "D"

PD AGREEMENT

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.

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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:

DRAFT

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

June 18, 2025

Mr. Rodolfo Valladares, P.E., Interim City Manager
City of Alachua, FL
Post Office Box 9
Alachua, Florida 32616

Subject: PR24-0003, Major Changes to the Tomoka Hills Planned Development (PD) Rezoning Application

Dear Mr. Valladares:

As authorized agent for the applicant, I am requesting application number PR24-0003 be removed from the June 23rd City Commission meeting agenda and be referred back to city staff for evaluation of new substantive changes to major elements of the Tomoka Hills Planned Development (PD) Rezoning application. We are making these changes to address public comments and questions raised at the May 13th Planning and Zoning Board (PZB) meeting (which involved discussion about inclusion of a golf course within the Tomoka Hills PD Master Plan) and which we believe are likely to be considered "Major Changes" to the application under the City's Land Development Regulations (LDRs).

Pursuant to Section 2.2.11 (A) of the City's LDRs, substantive changes to major elements of development proposals that are made after a notice of a public hearing has occurred are required to be referred back to staff for evaluation. Additionally, Section 2.2.11(a) requires preparation of a revised staff report prior to an amended application being considered by a decision-making body. Based on questions and comments raised at the PZB meeting on May 13, we would like to continue working with City staff to fully address all questions and comments about the golf course's inclusion in the Tomoka Hills PD.

We agree and understand that making this request also means that a new neighborhood workshop and subsequent PZB public hearing must be held to consider any substantive or major changes to the application prior to coming before the City Commission for final approval.

Thank you for your consideration of this referral request.

Sincerely,
NV5

Ryan Thompson
Sr. Project Manager

CC: Marian Rush, Esq., City Attorney
Bryan Thomas, AICP, Planning & Community Development, Director
Carson Crockett, AICP, Planning & Community Development, Planner
Byron Flagg, Esq., Applicant's Legal Counsel

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.

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.

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.

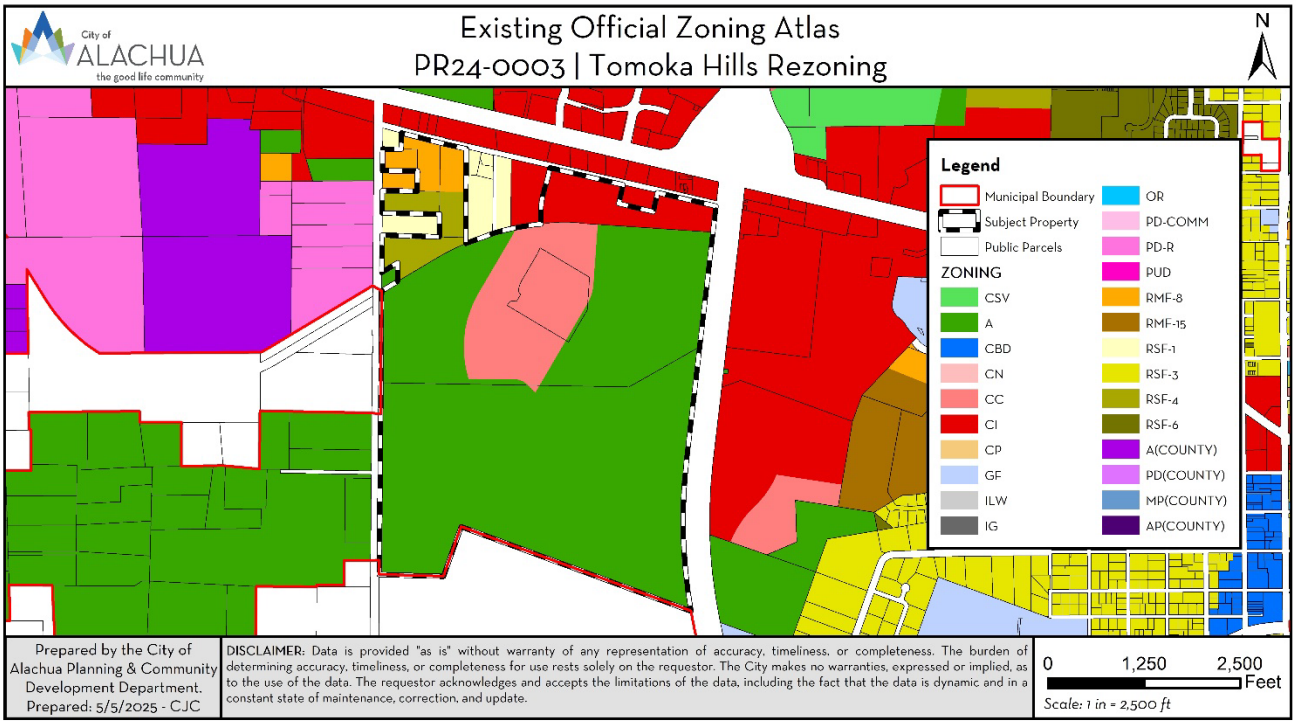


Figure 1. Subject Property with Existing Official Zoning Atlas

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)***	

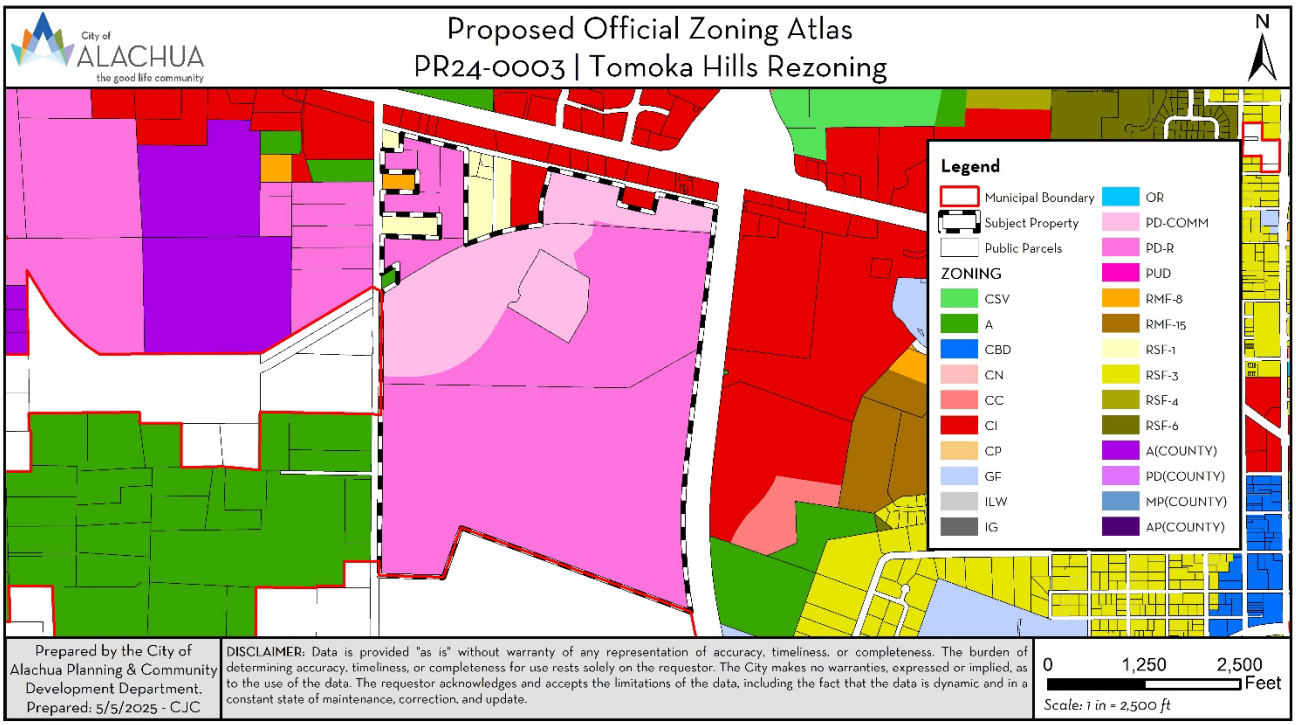


Figure 2. Subject Property with Proposed Official Zoning Atlas

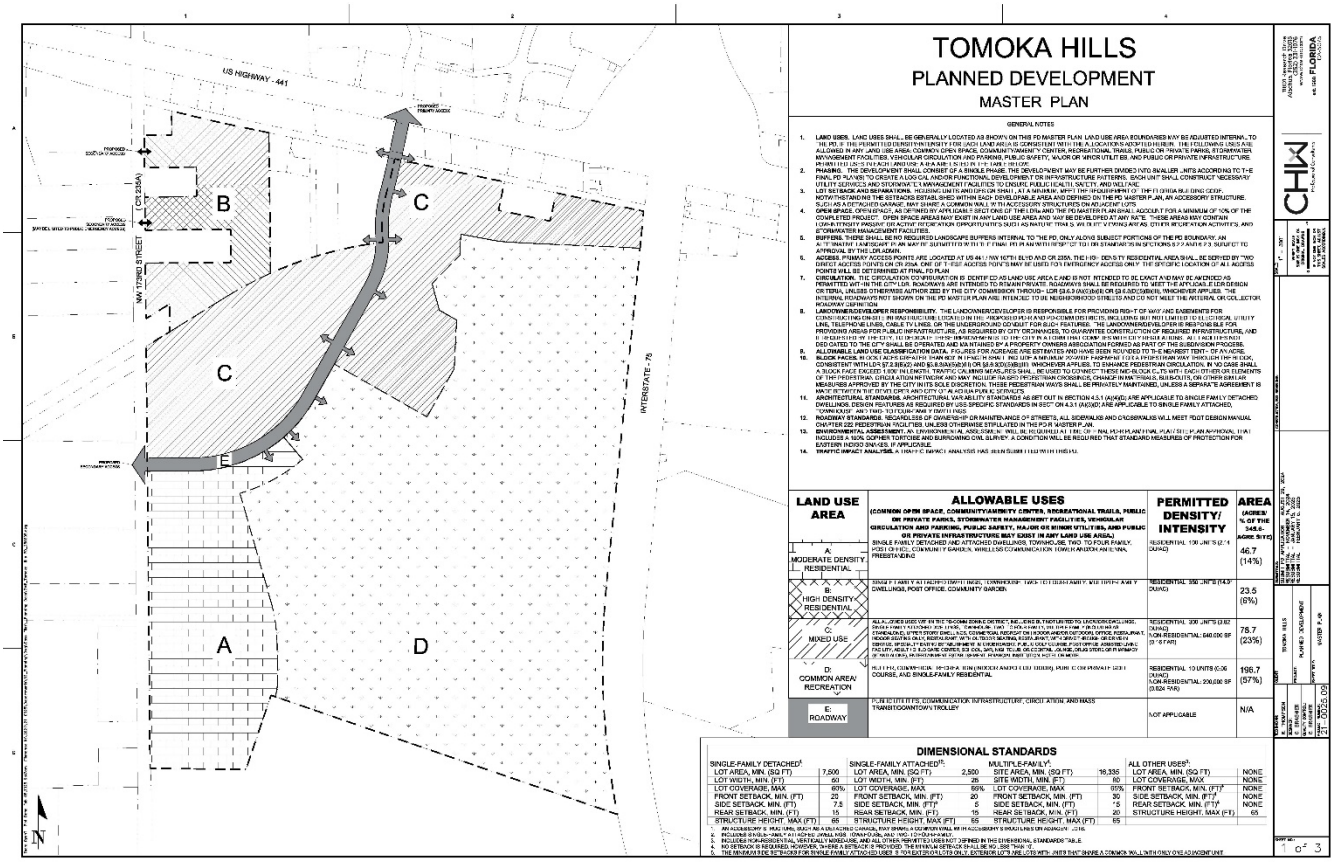


Figure 3. Proposed PD Master Plan

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)

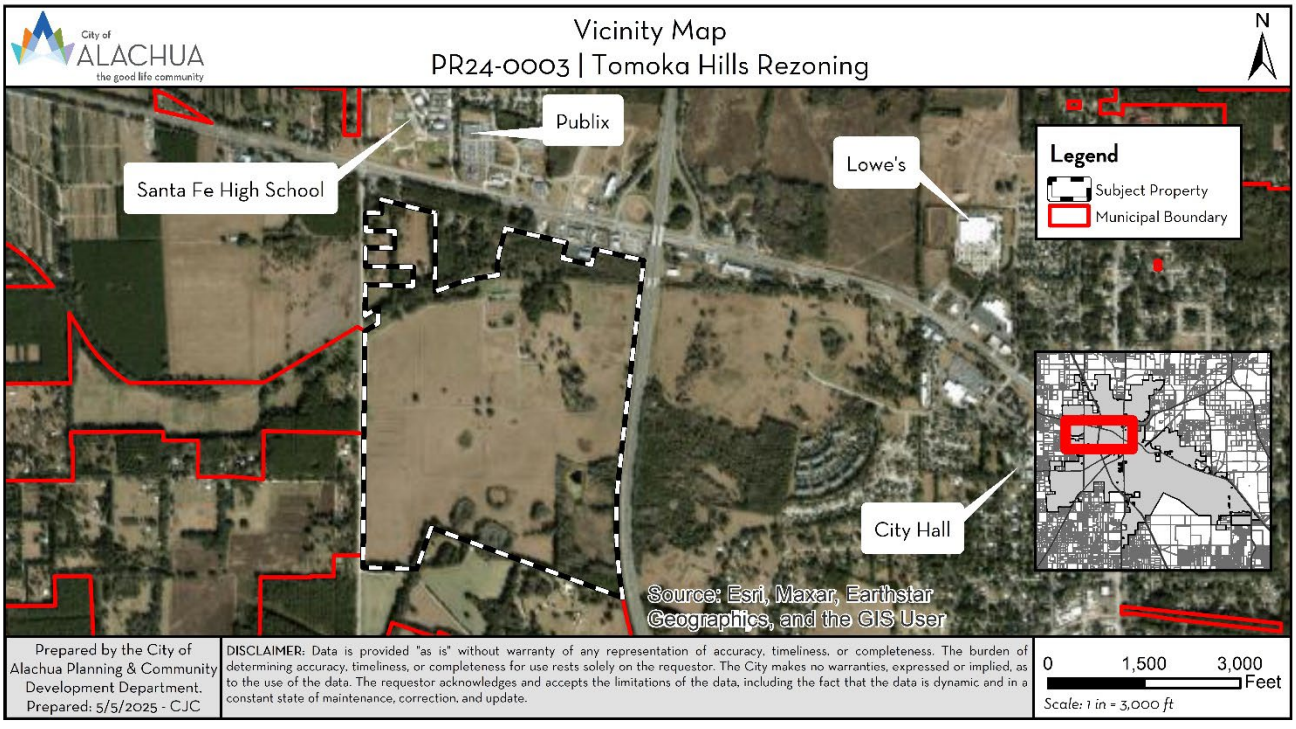


Figure 4. Vicinity Map

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.

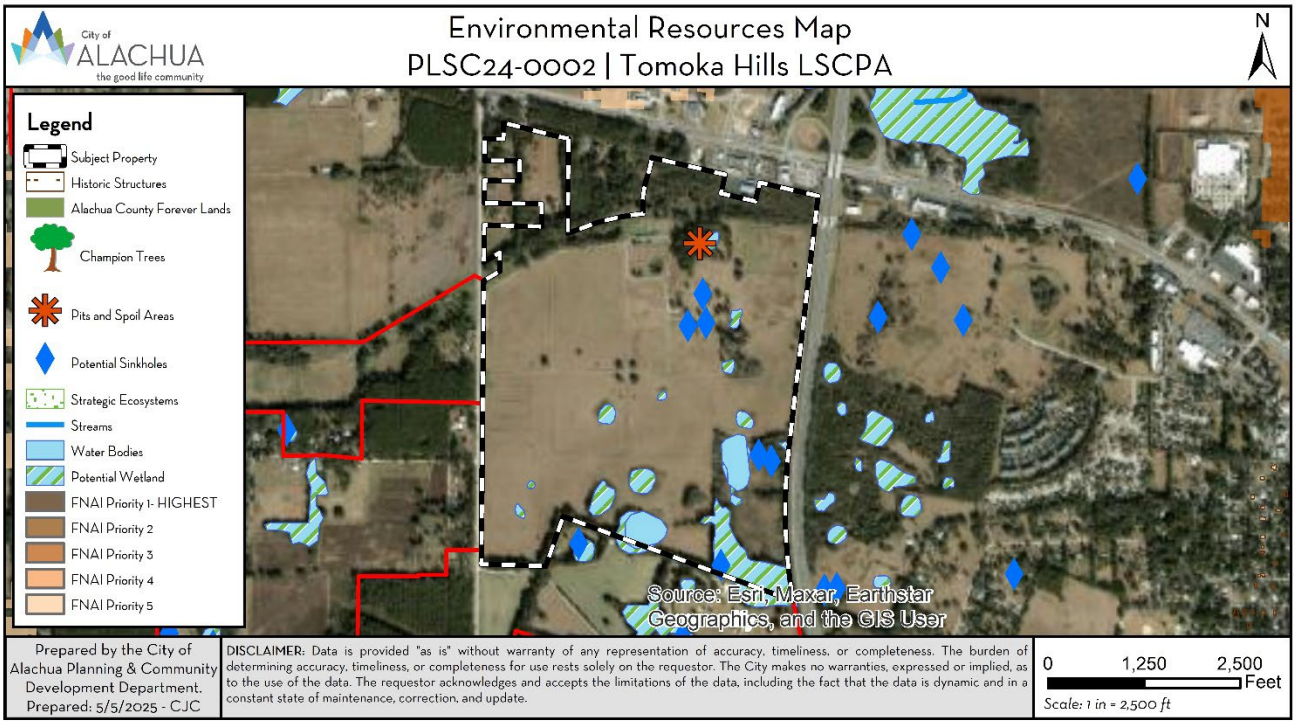


Figure 5. Environmental Resources Map

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

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"

OFFICIAL ZONING ATLAS

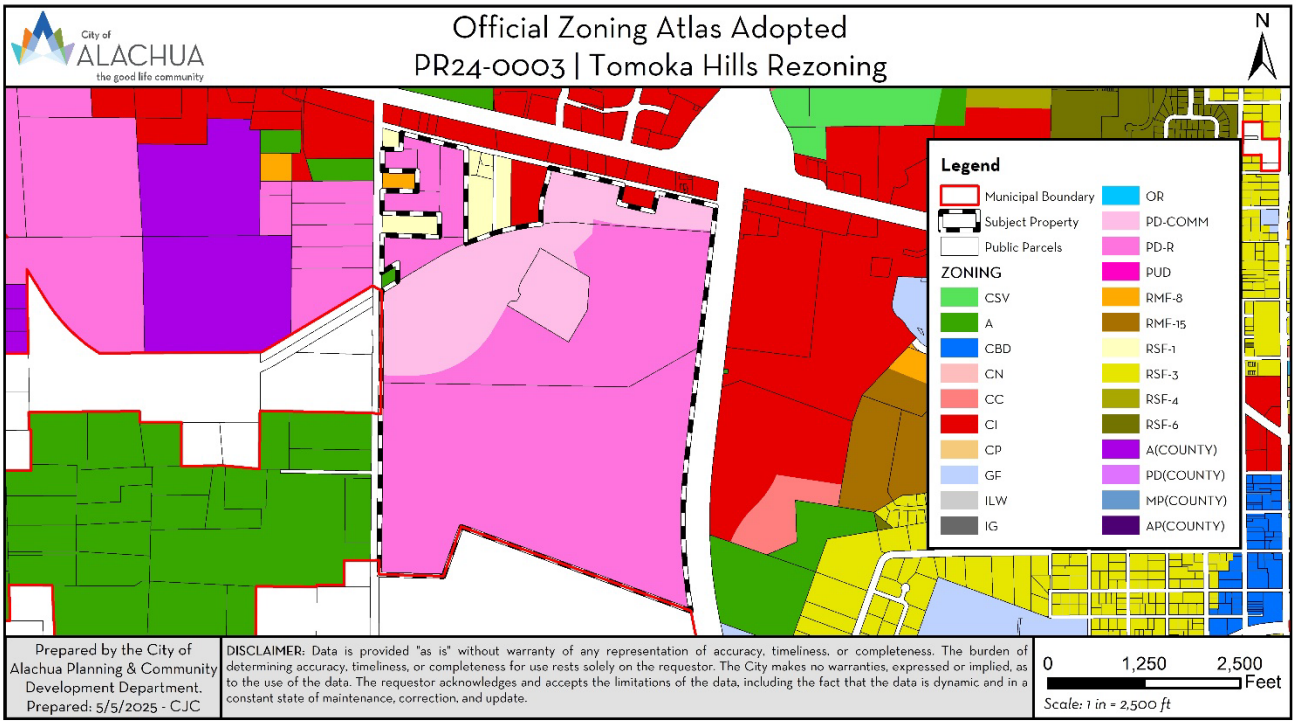
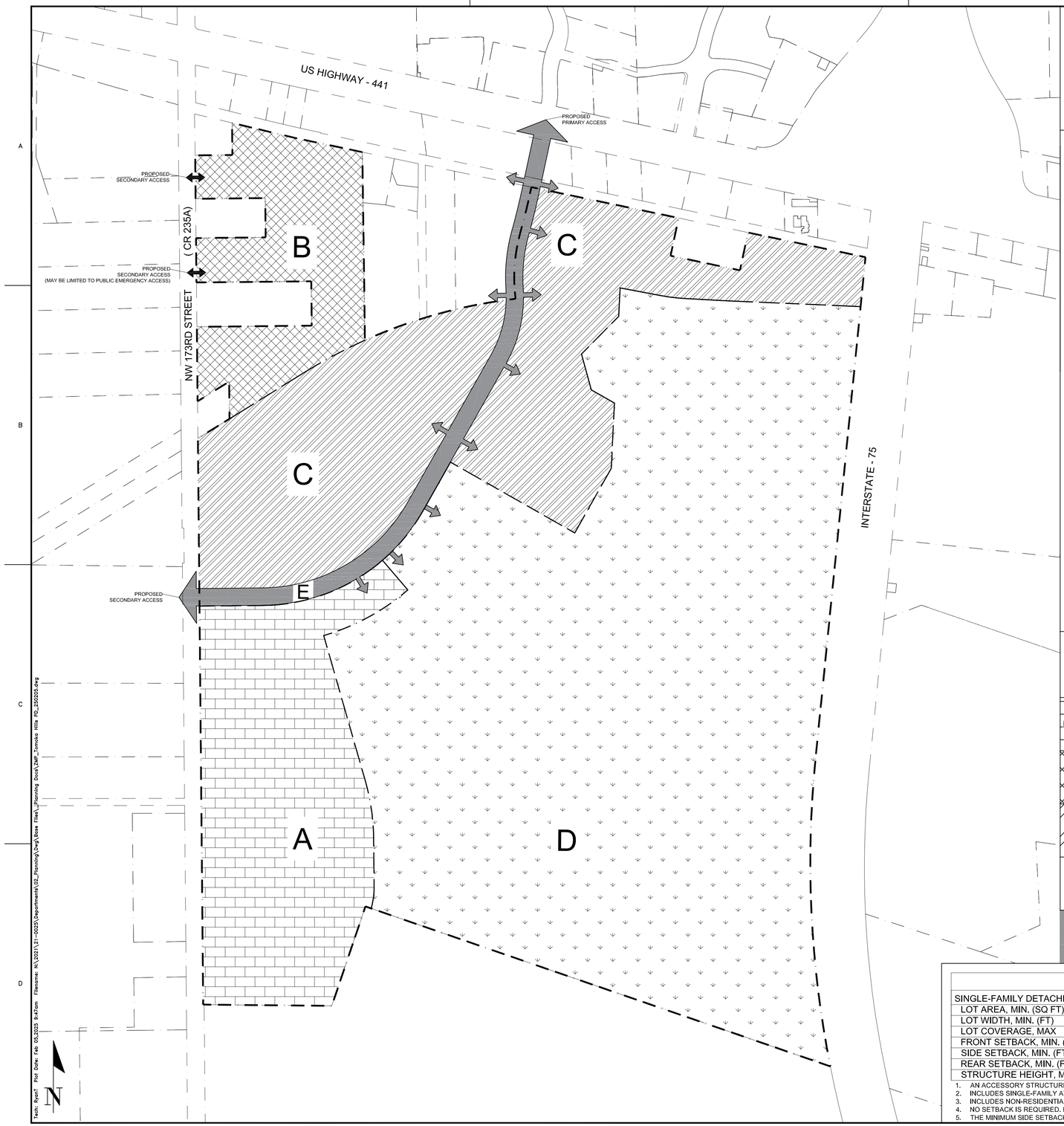


EXHIBIT "C"

PD MASTER PLAN

DRAFT



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.

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chwinc.com
est. 1988 FLORIDA CA-5075
CHW Professional Consultants

SCALE: 1" = 300'

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

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:

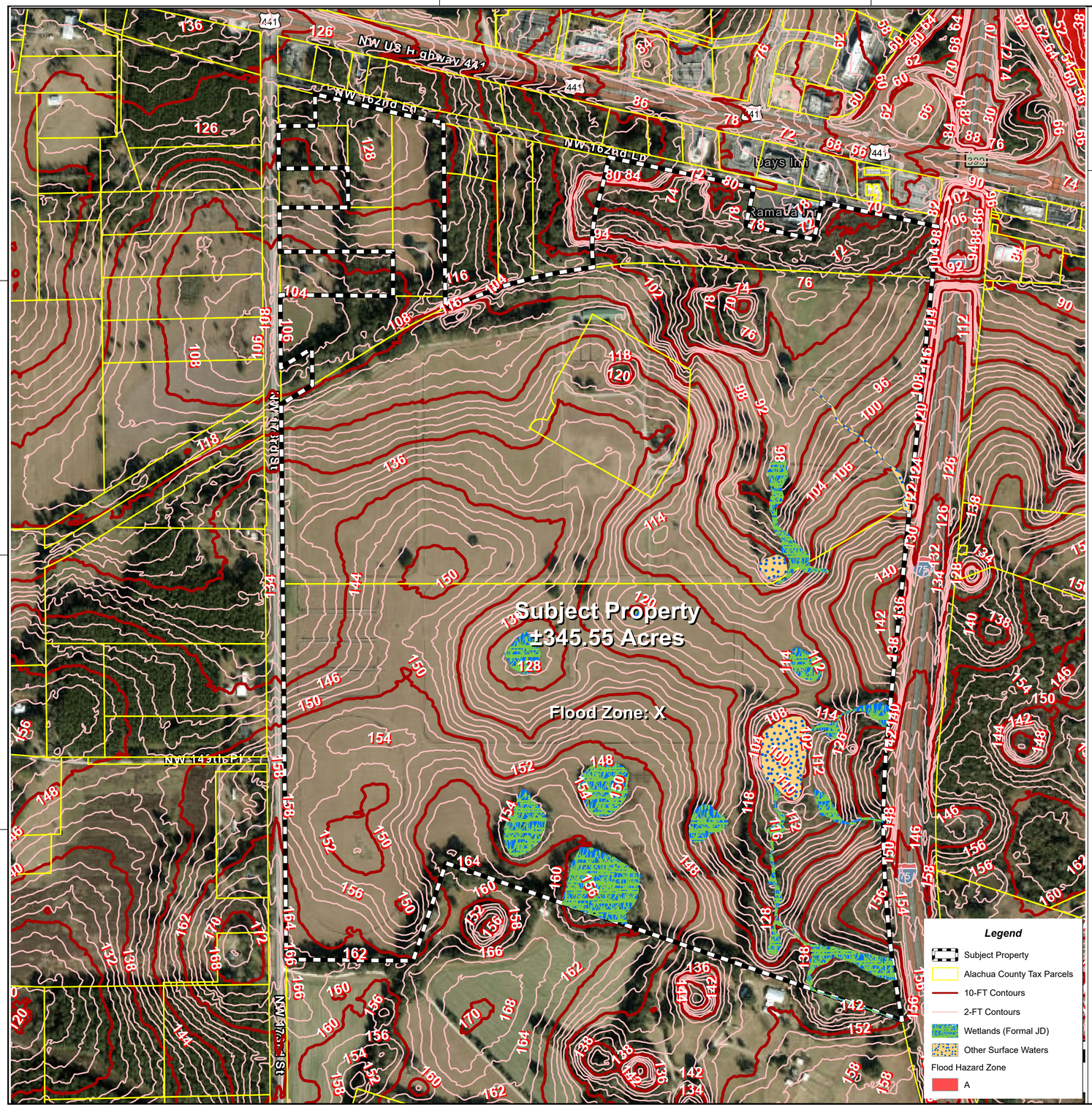
SUBMITTALS:
SUBMITTAL – PD REZONING, AUGUST 29, 2024

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\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

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:

DRAFT

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:

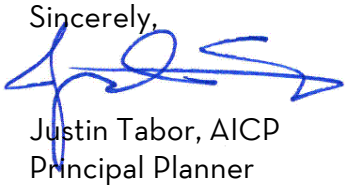
On September 11, 2024 the City of Alachua received your revised LSCPA and Rezoning applications on behalf of Tomoka Hills Farms, Inc and Tower Hill Insurance Group, LLC. The LSCPA application proposes to amend the Future Land Use Map (FLUM) Designation of the ±345.48 acre subject property from Agriculture (±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
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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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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: 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: Suticia Rodgers

Witness Name: Michael Mulder

Tomoka Hills Farms, Inc., a Florida corporation

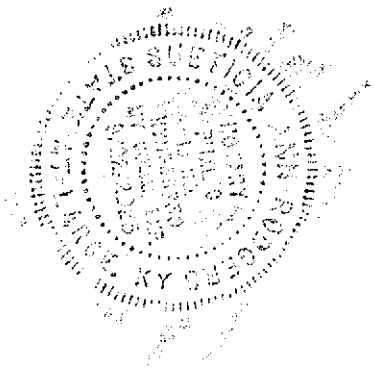
By: _____
William J. Shively, President

(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

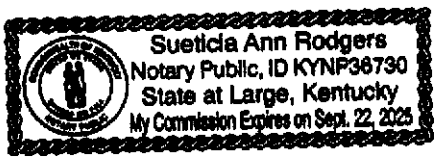


EXHIBIT "A"

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

Witness Name: _____

By: _____
Norvell Olive
Executive Director

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)

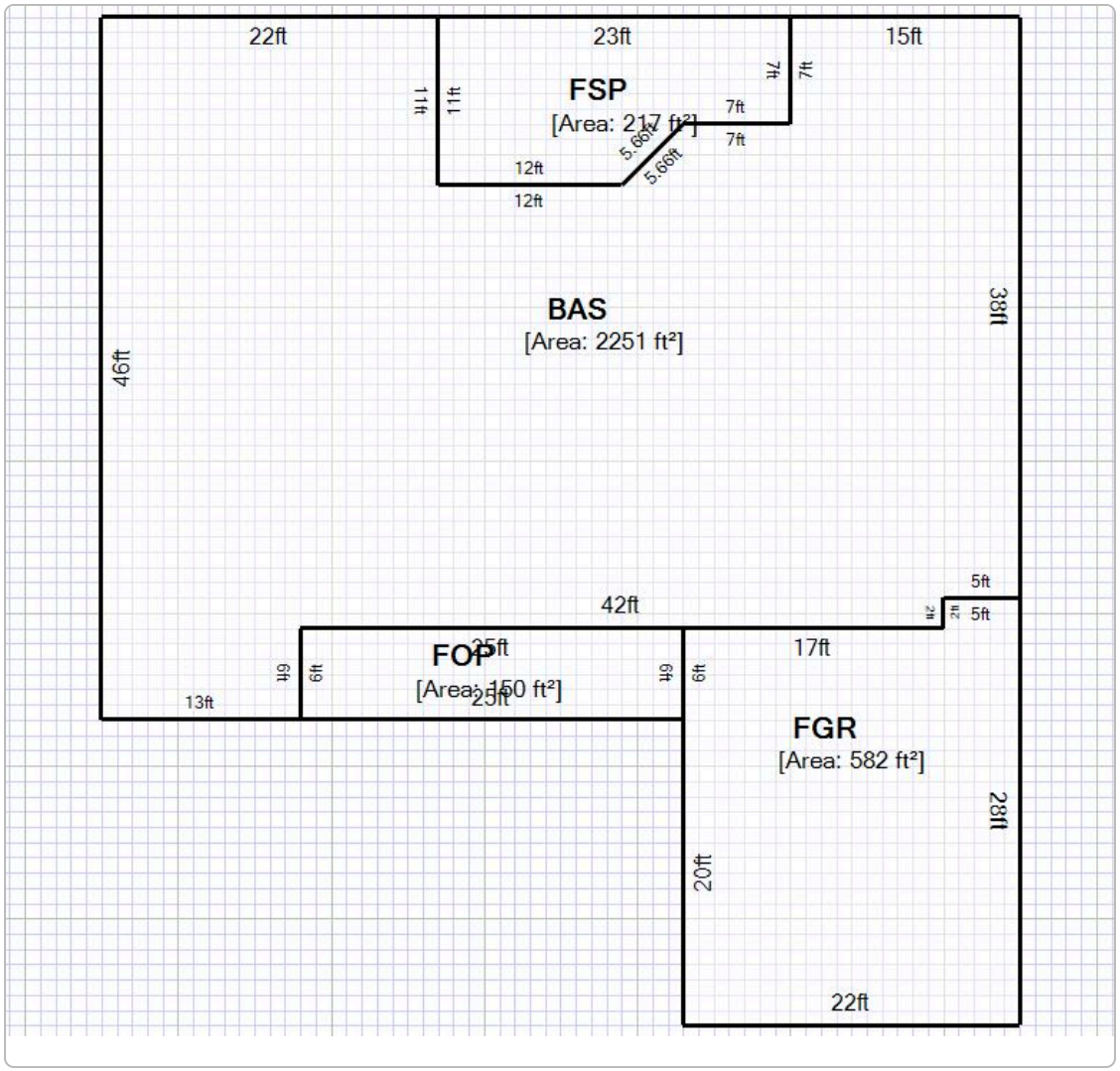
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

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
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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Schneider GEOSPATIAL

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

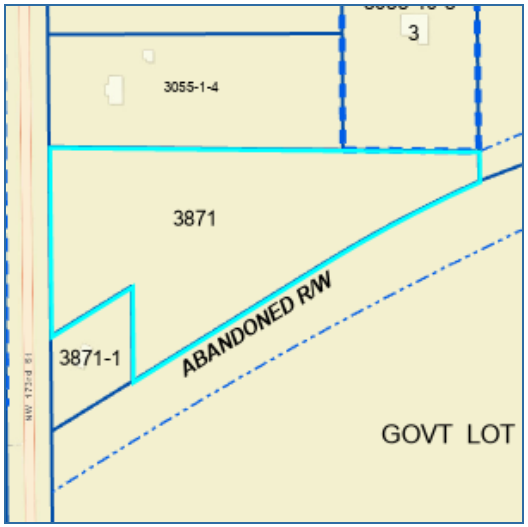
Land Use	Land Use Desc	Acres	Square Feet	Eff. Frontage	Depth	Zoning
9905	AC NON AG < 10	6.29	273992.4	0	0	RSF-4

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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Contact Us

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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)

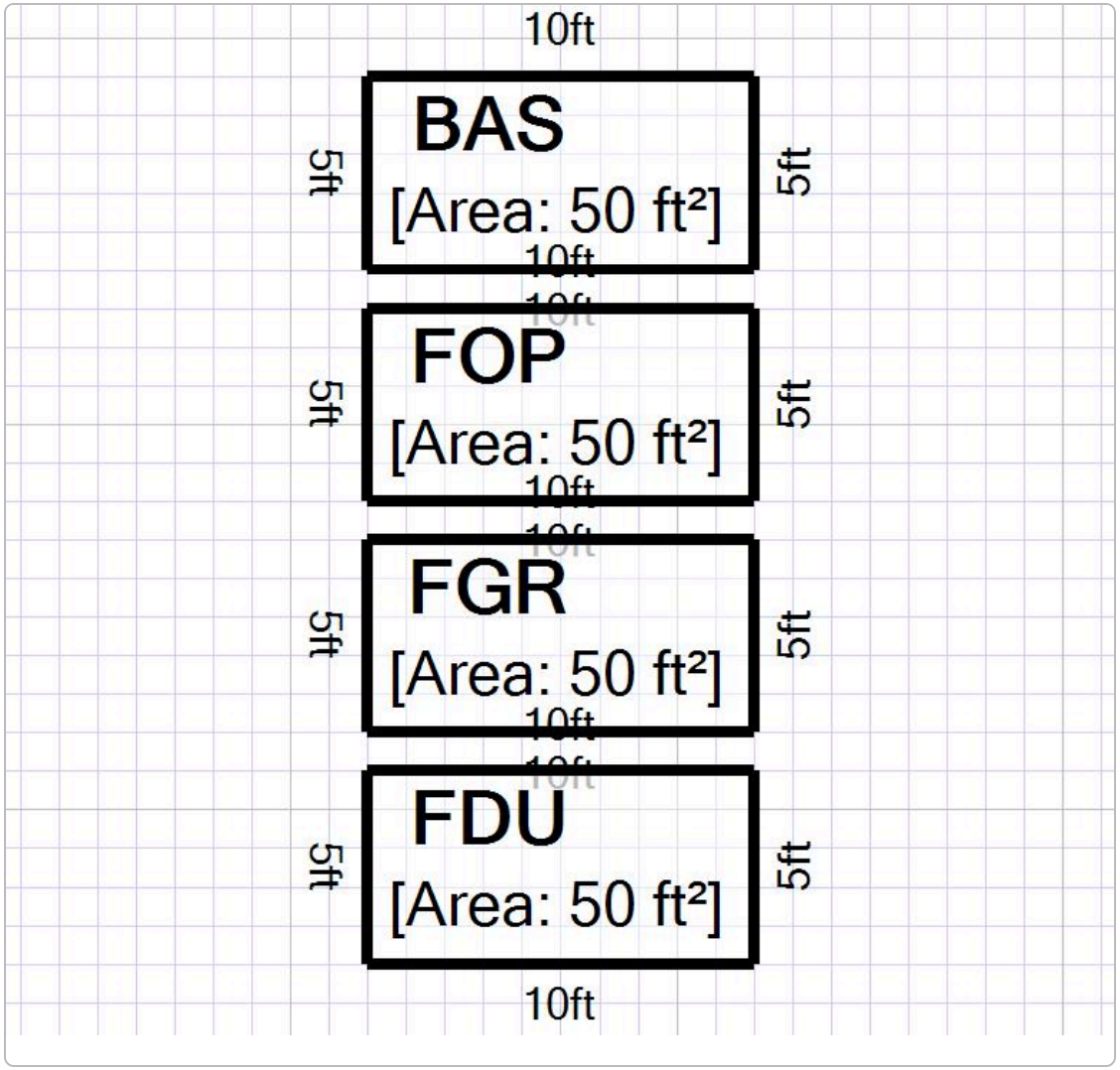
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Permits

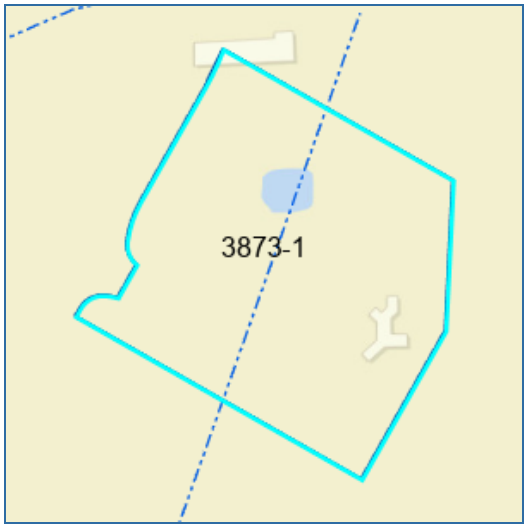
Permit Number	Type	Primary	Active	Issue Date	Value
P12-23-2072	COMM REMODEL PERMIT	Yes	Yes	5/15/2024	$14,731,781
P04-22-9258	DEMOLITION PERMIT	Yes	No	4/14/2022	$25,000
11-00000	OVER THE COUNTER INSPECT	Yes	No	8/31/2011	$0
06-10835	ROOFING	Yes	No	12/20/2006	$45,240
06-10831	REMODEL SFD	Yes	No	12/18/2006	$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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Sign Up for Property Watch

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)

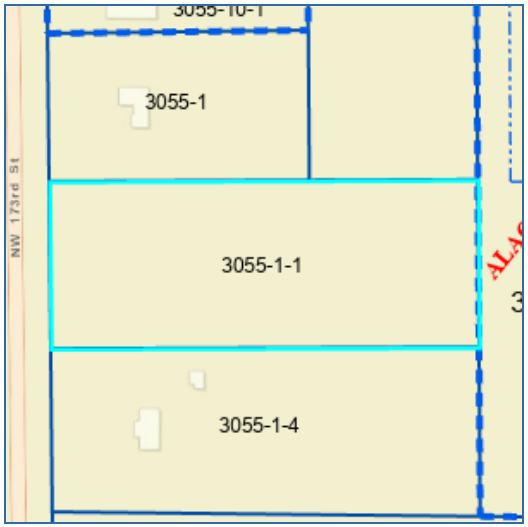
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

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

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Map



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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

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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)

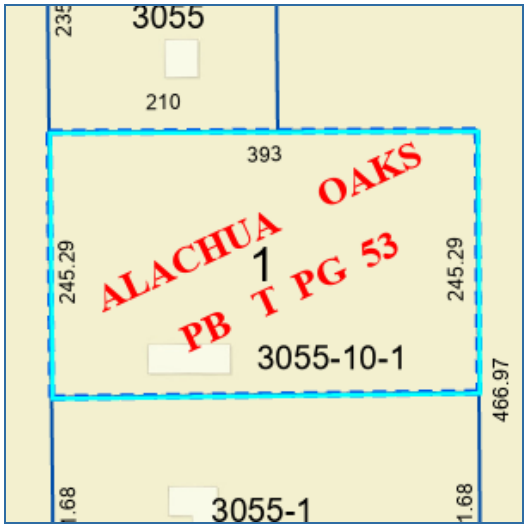
Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

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

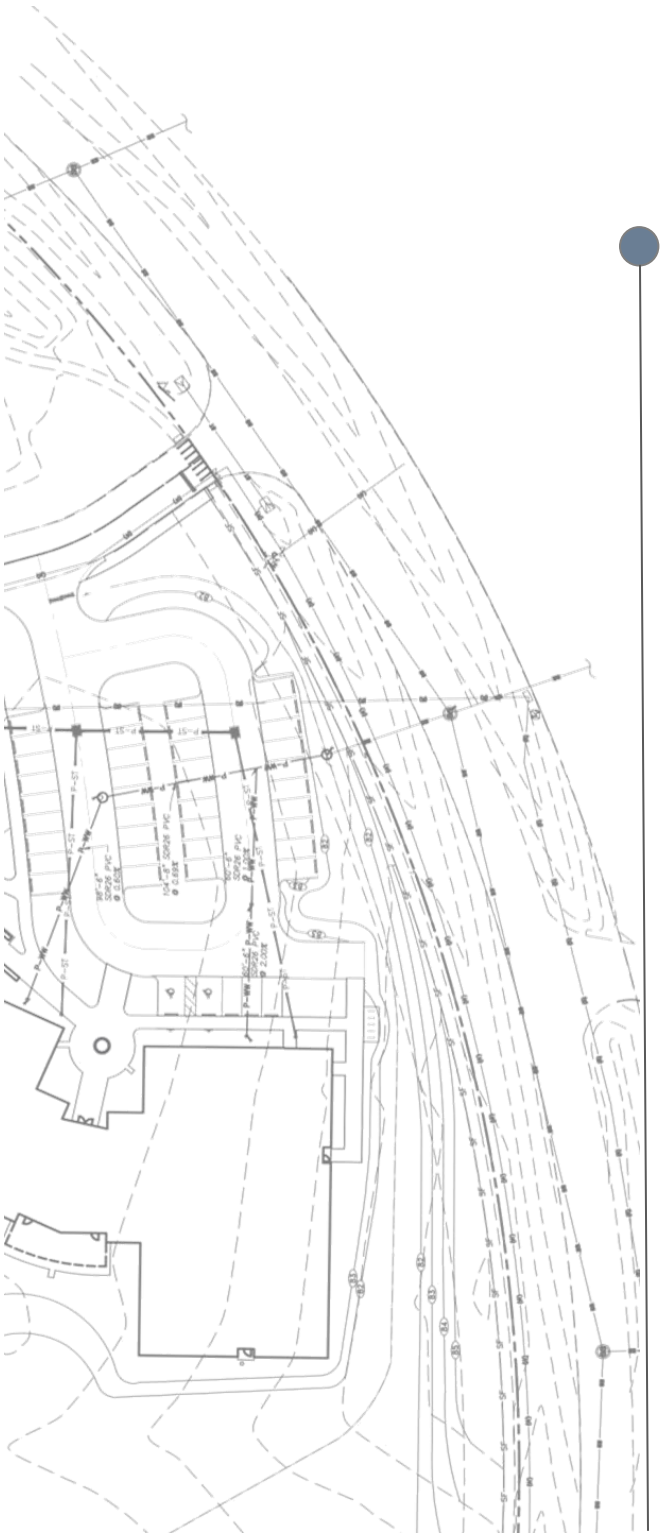
Your account is **paid in full**. There is nothing due at this time.
Your last payment was made on **11/15/2023** for **$841.41**.

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. 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).

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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.

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
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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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

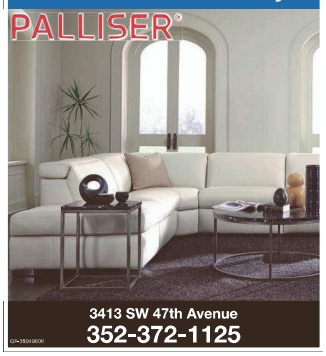
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CHW AN NV5 COMPANY

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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

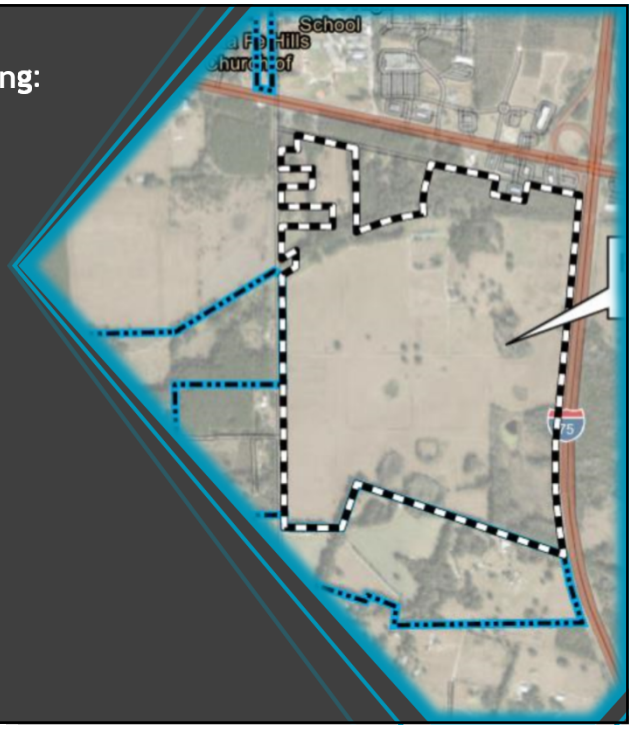
1

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.

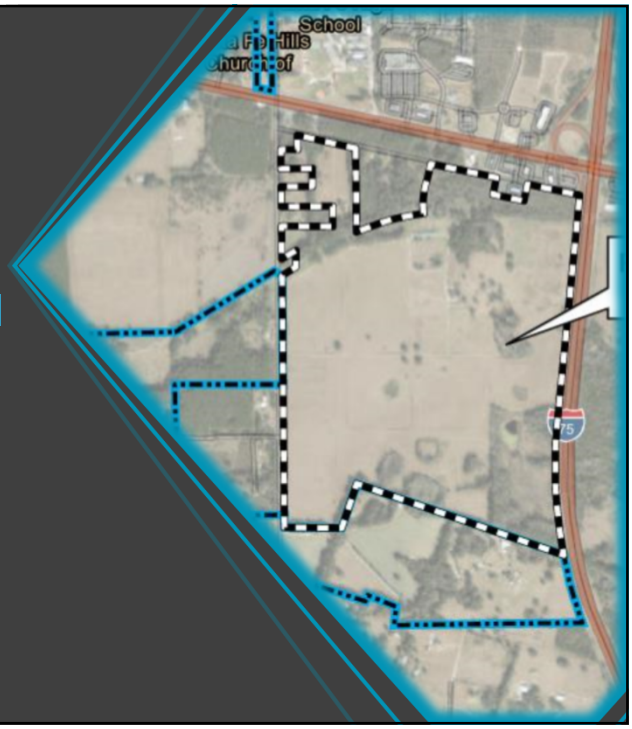


CHW AN NV5 COMPANY

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)**

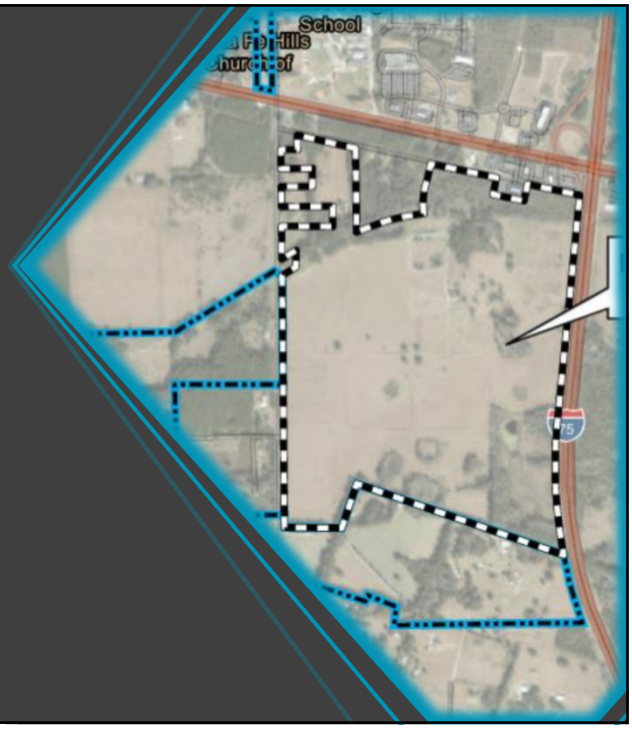


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REQUEST:

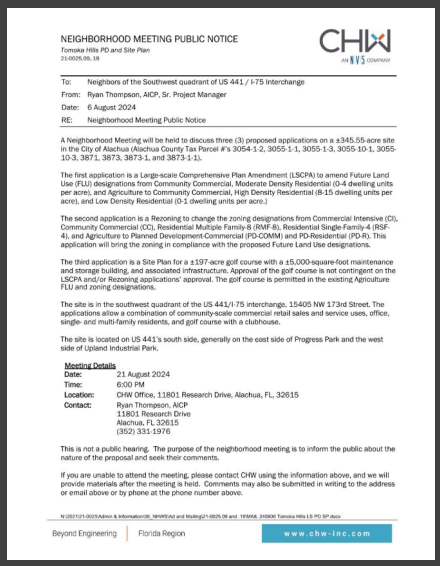
- Site Plan Application
  - Golf course with a maintenance and storage buildings, and associated infrastructure

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
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N:\2021\21-0025\Admin & Information\06_NN\NN\Ad 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

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

5

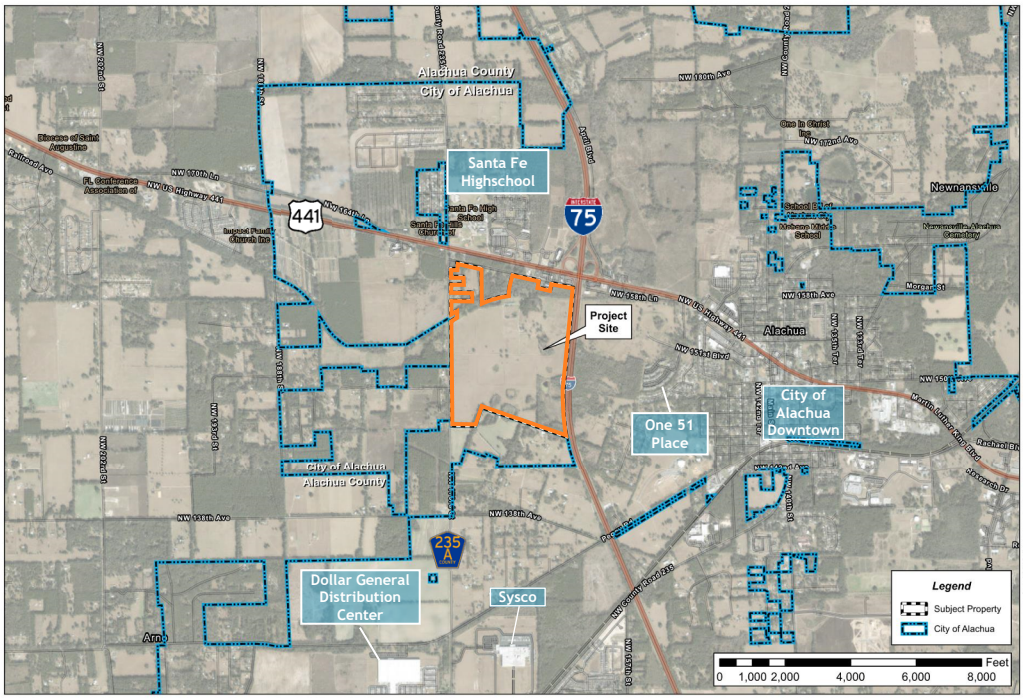
ESTIMATED TIMELINE
LSCPA, REZONING, AND SITE PLAN

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)

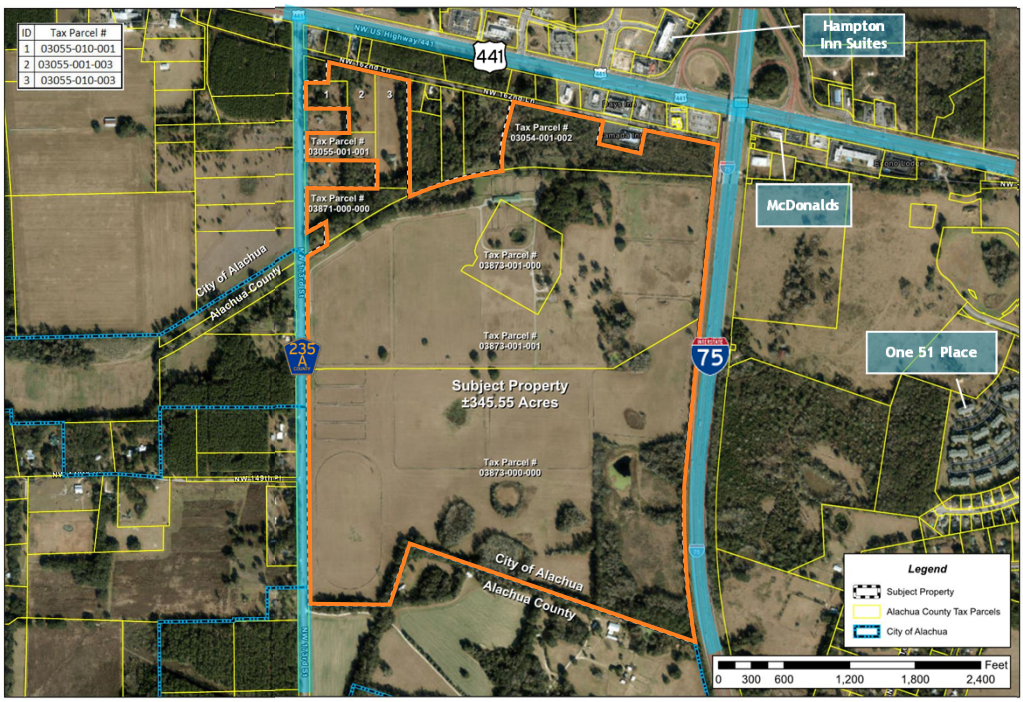
6

Context Map



7

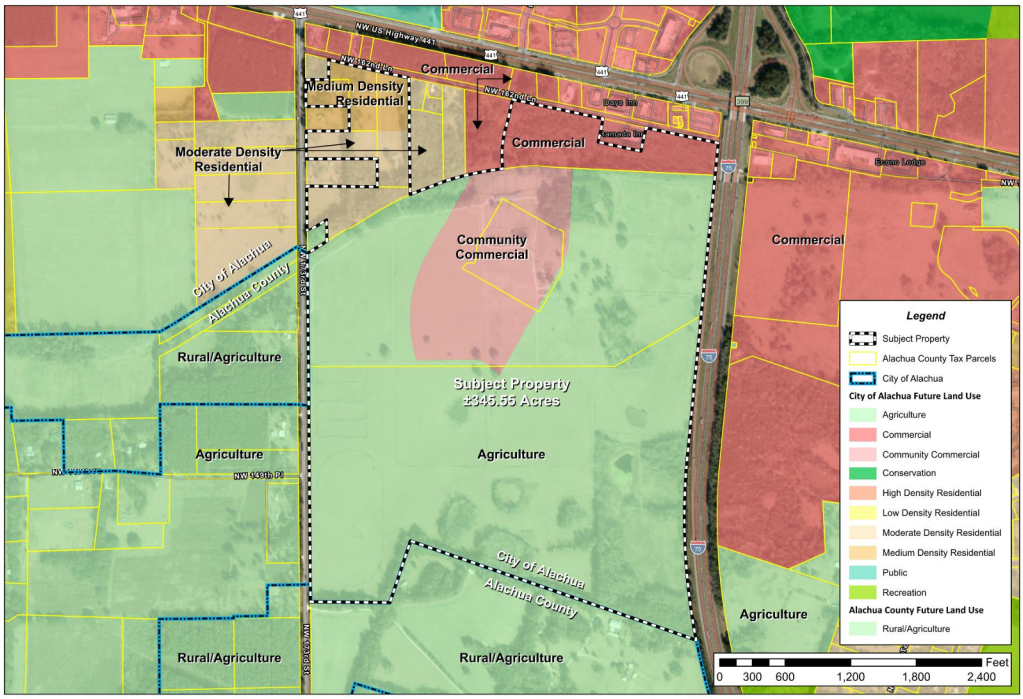
Aerial Map



8

Existing Future Land Use Map

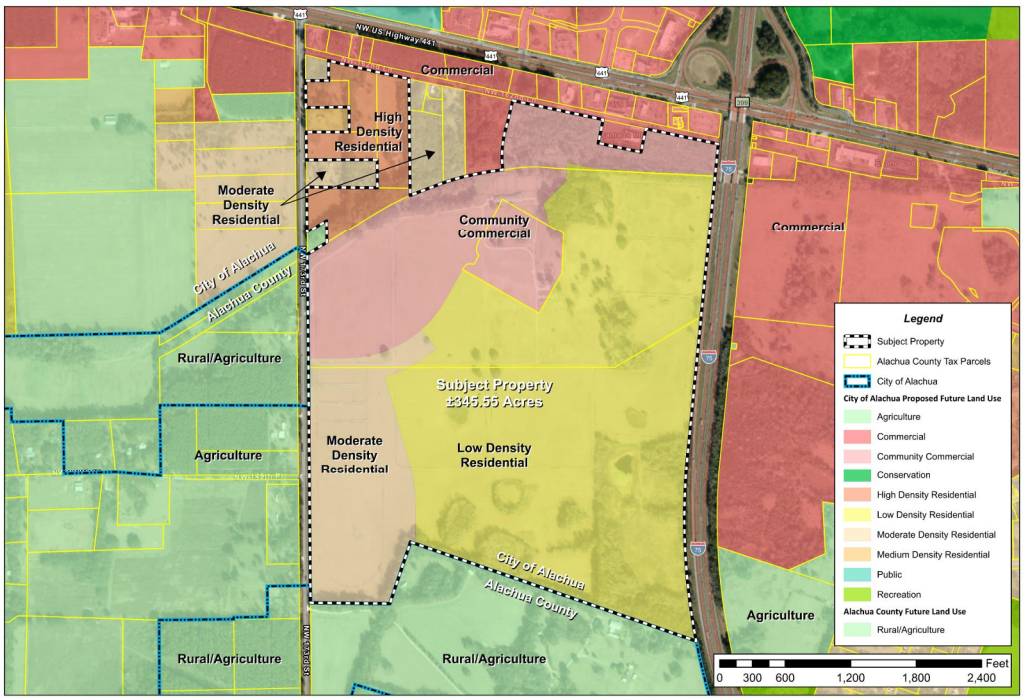
Existing FLU: Medium Density Residential; Moderate Density Residential; Commercial; Community Commercial; & Agriculture



9

Proposed Future Land Use Map

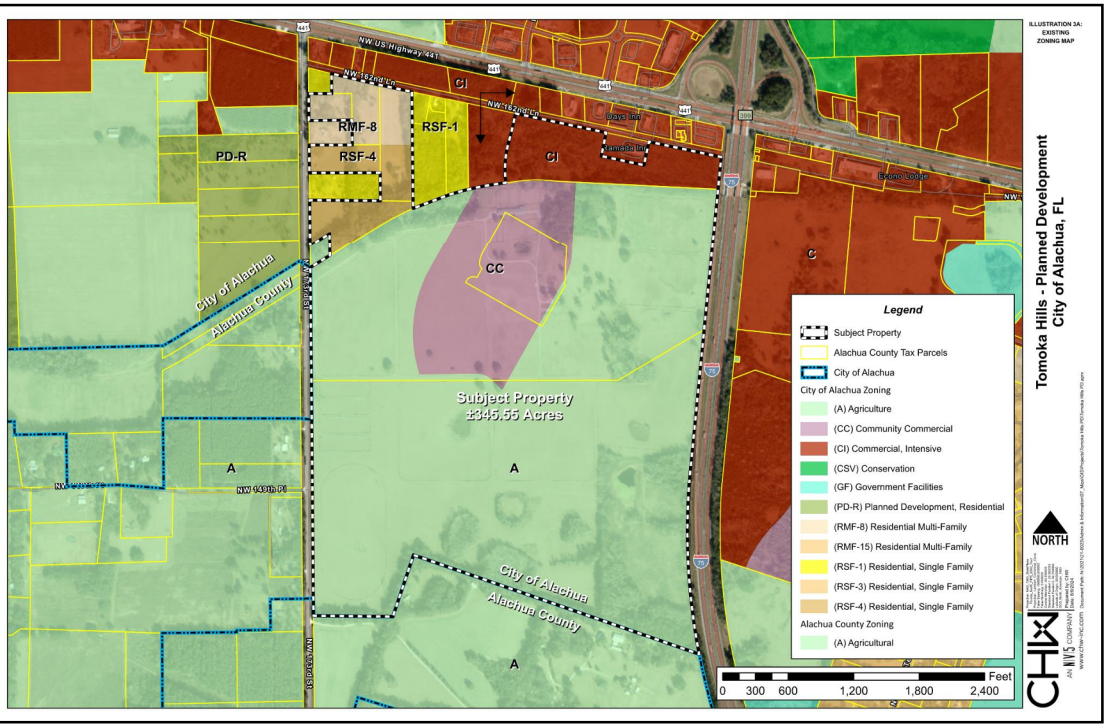
Proposed FLU: High Density Residential; Community Commercial; Moderate Density Residential; & Low Density Residential



10

Existing Zoning Map

Zoning: Residential, Single Family (RSF-4); Residential, Multi-Family (RMF-8); Commercial, Intensive (CI); Community Commercial (CC); & Agriculture (A)

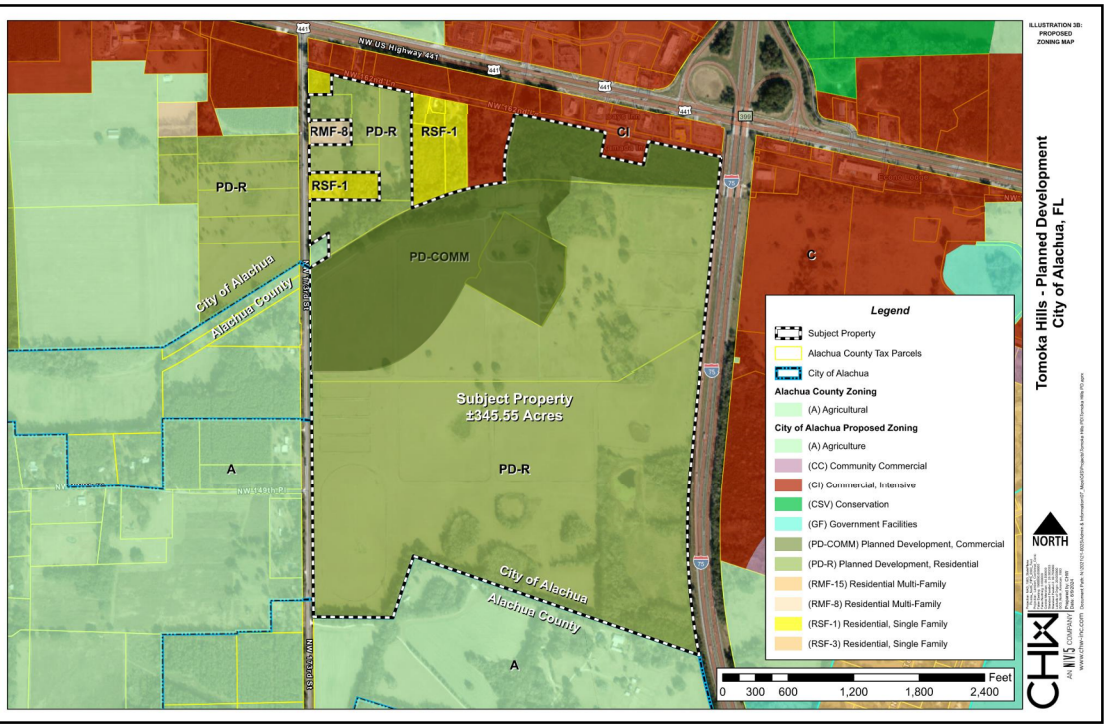


11

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

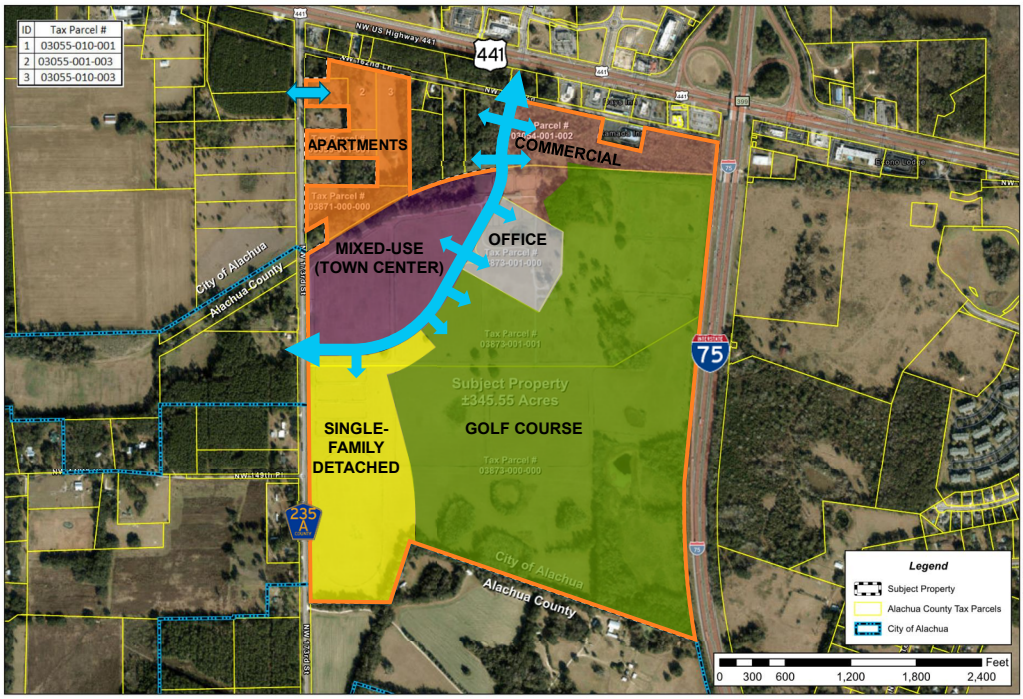
Commercial:
135,000 sf

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	menziecampbellemsn.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.

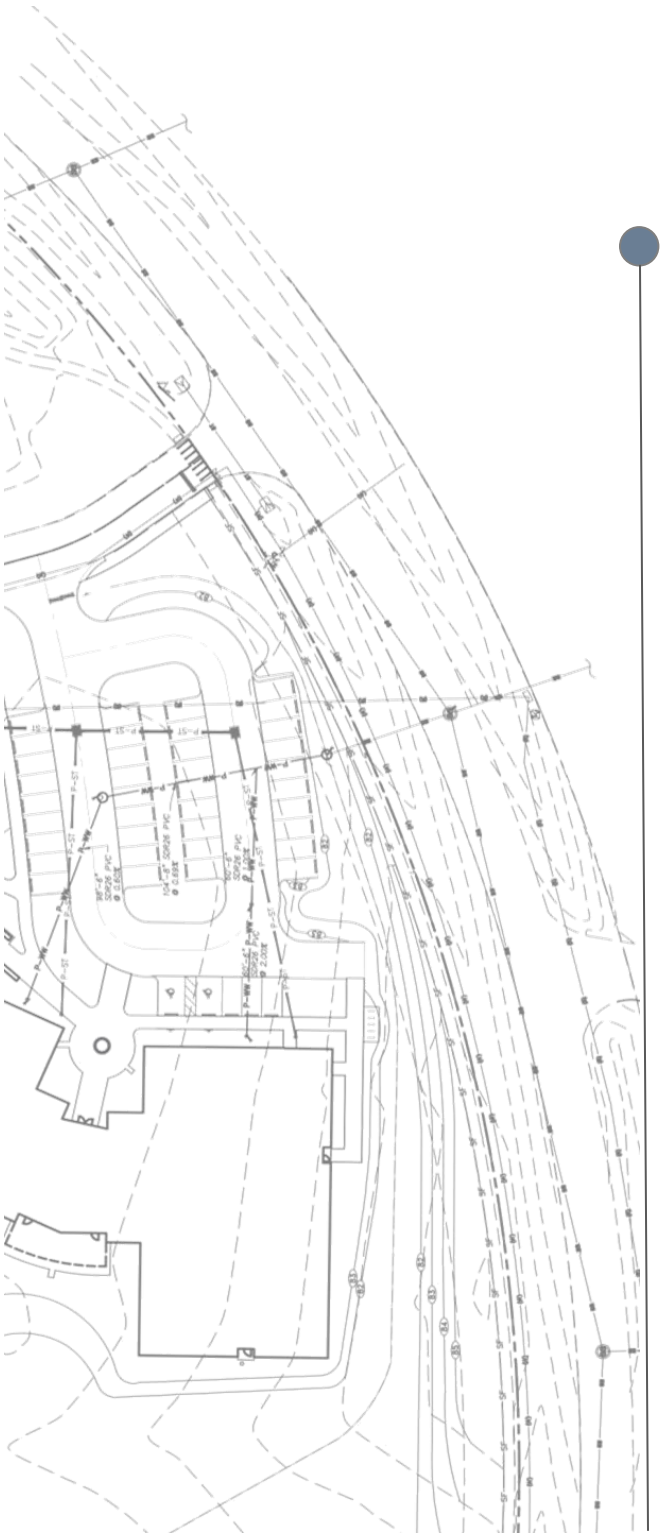
Comment: I own property adjacent to this project (tax parcel 03056-001-000) and I am concerned that the construction you are proposing cause significant negative impacts on my well, which is located within 30 feet of the property boundary. The City should consider converting the few residential properties 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.)

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.

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

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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

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 maintenance and storage buildings, 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 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

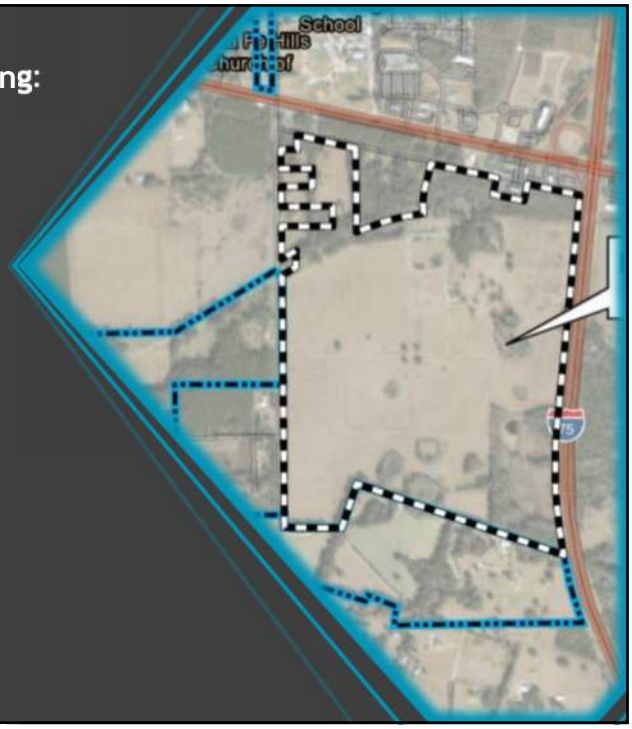
1

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.

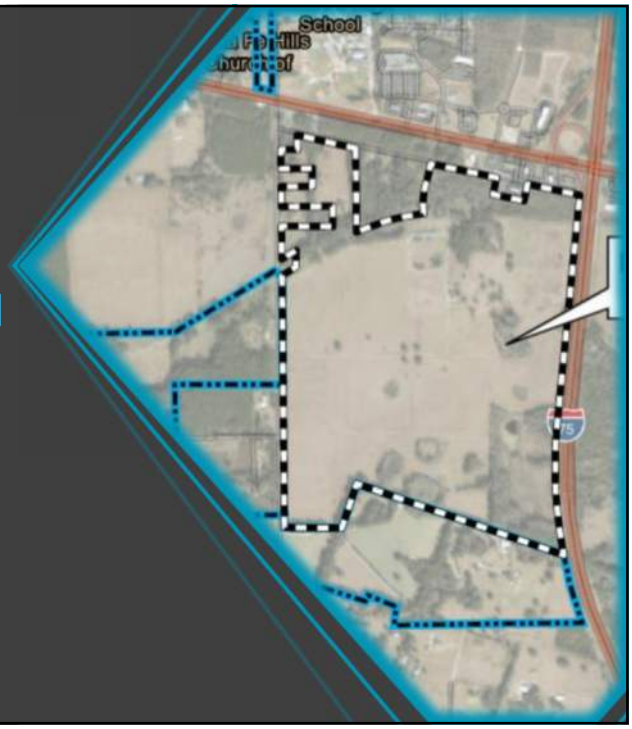


CHW

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)**

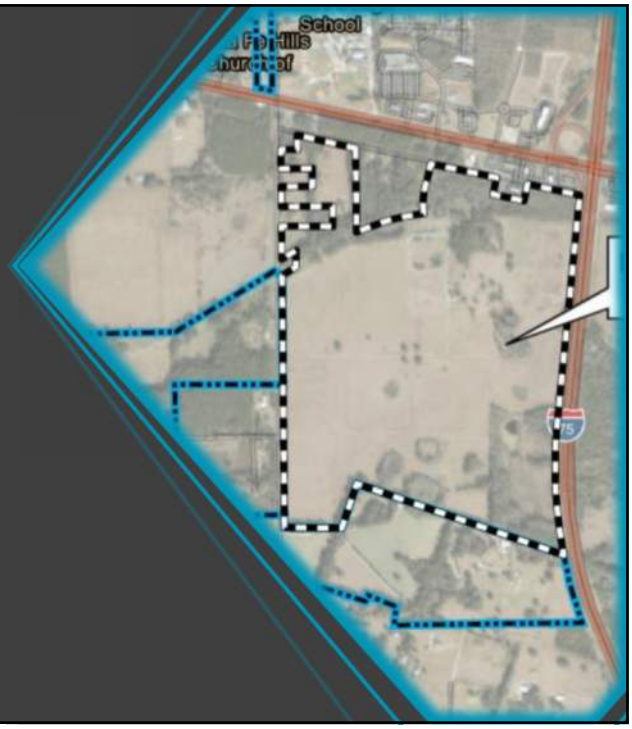


3

REQUEST:

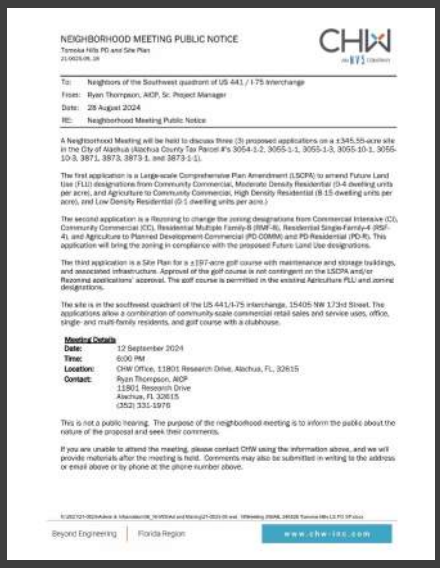
- Site Plan Application
  - Golf course with a maintenance and storage buildings, and associated infrastructure

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

CHW

Tomoka 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

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

CHW

CHW

5

ESTIMATED TIMELINE
LSCPA, REZONING, AND SITE PLAN

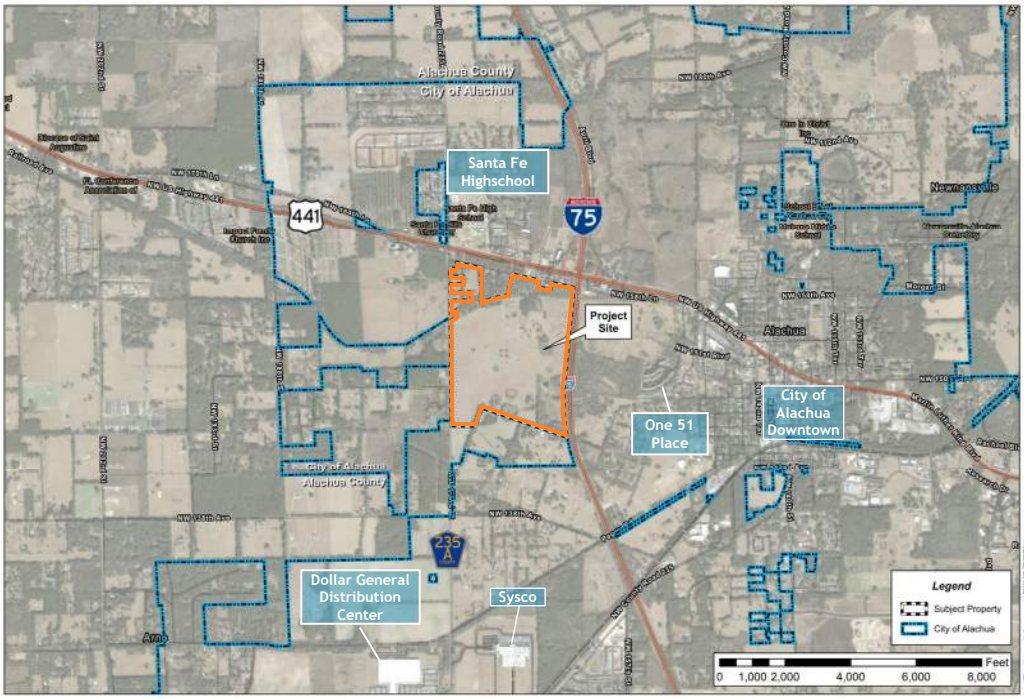
Pre-Application Meeting	First Neighborhood Meeting	Submit LSCPA & Rezoning applications	Second Neighborhood Meeting	Submit Site Plan application
July 23, 2024	August 21, 2024	August 29, 2024	September 12, 2024	Sept. 30, 2024

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)

CHW

6

Context Map



7

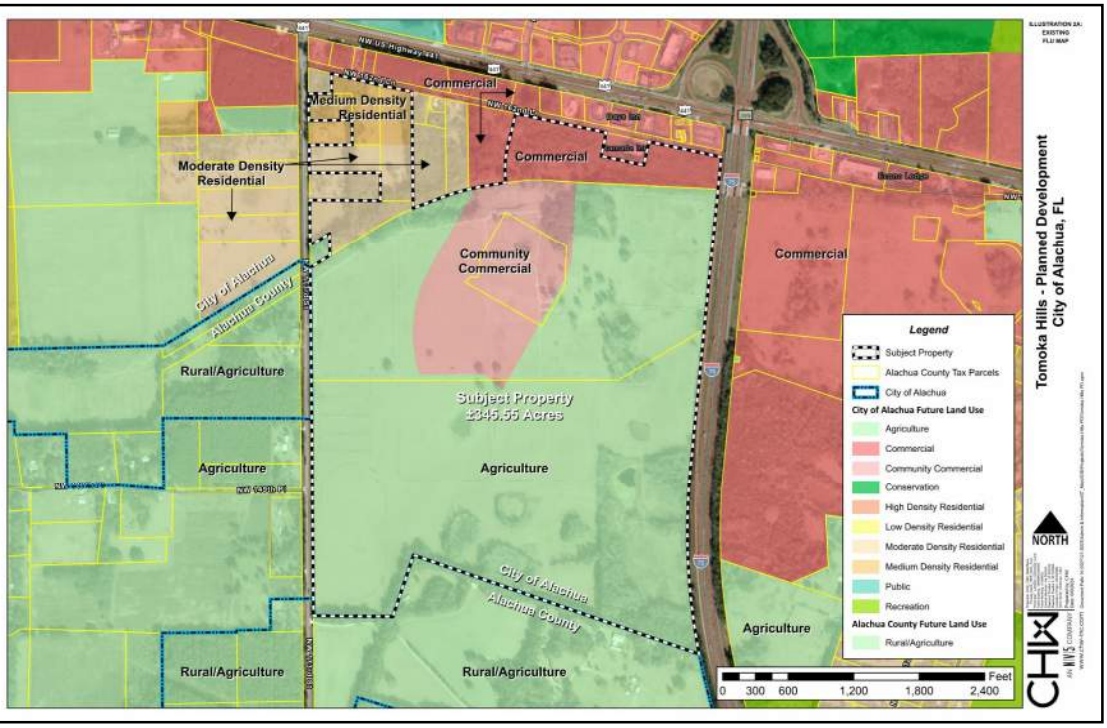
Aerial Map



8

Existing Future Land Use Map

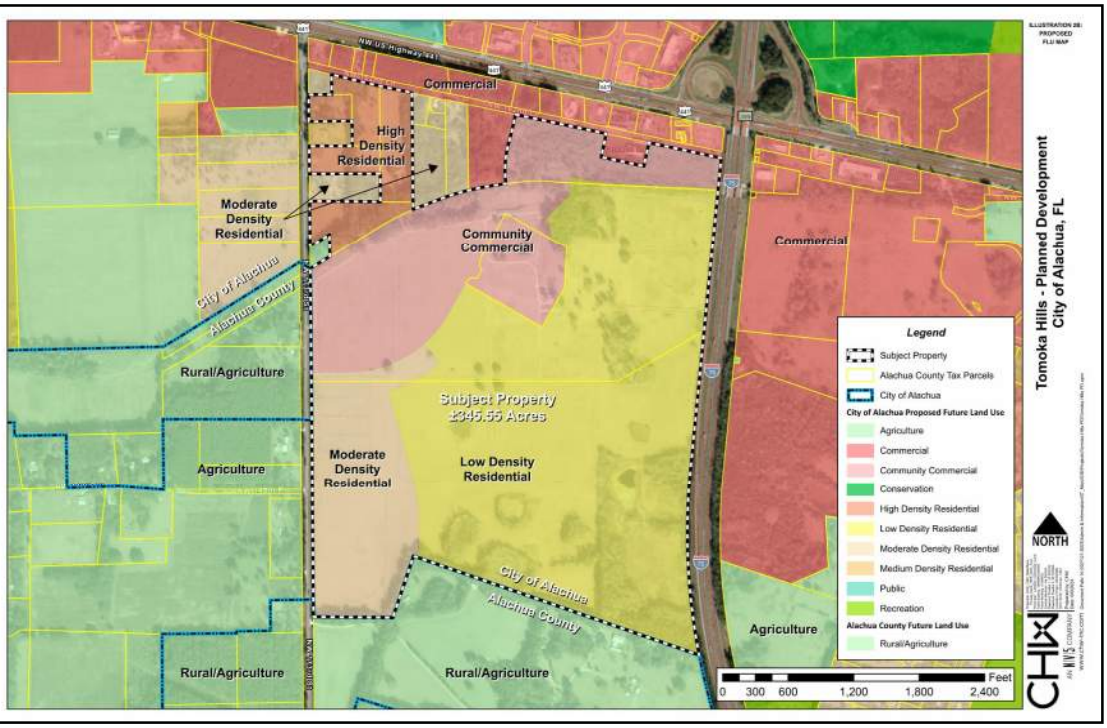
Existing FLU: Medium Density Residential; Moderate Density Residential; Commercial; Community Commercial; & Agriculture



9

Proposed Future Land Use Map

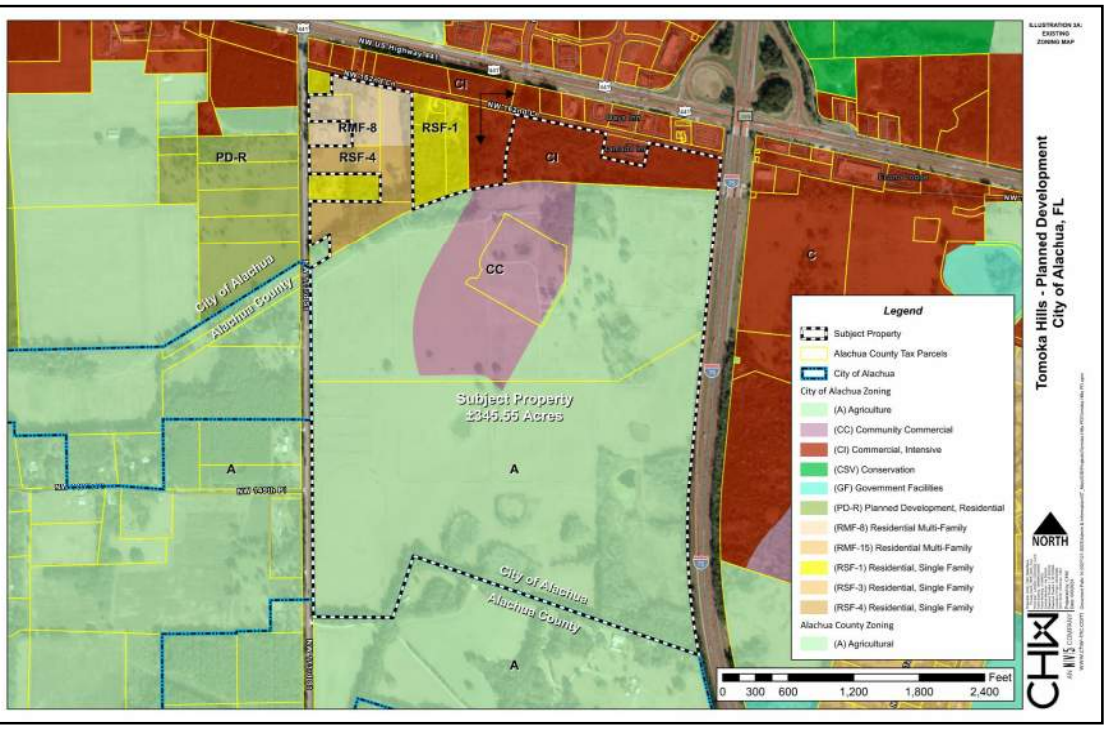
Proposed FLU: High Density Residential; Community Commercial; Moderate Density Residential; & Low Density Residential



10

Existing Zoning Map

Zoning: Residential, Single Family (RSF-4); Residential, Multi-Family (RMF-8); Commercial, Intensive (CI); Community Commercial (CC); & Agriculture (A)

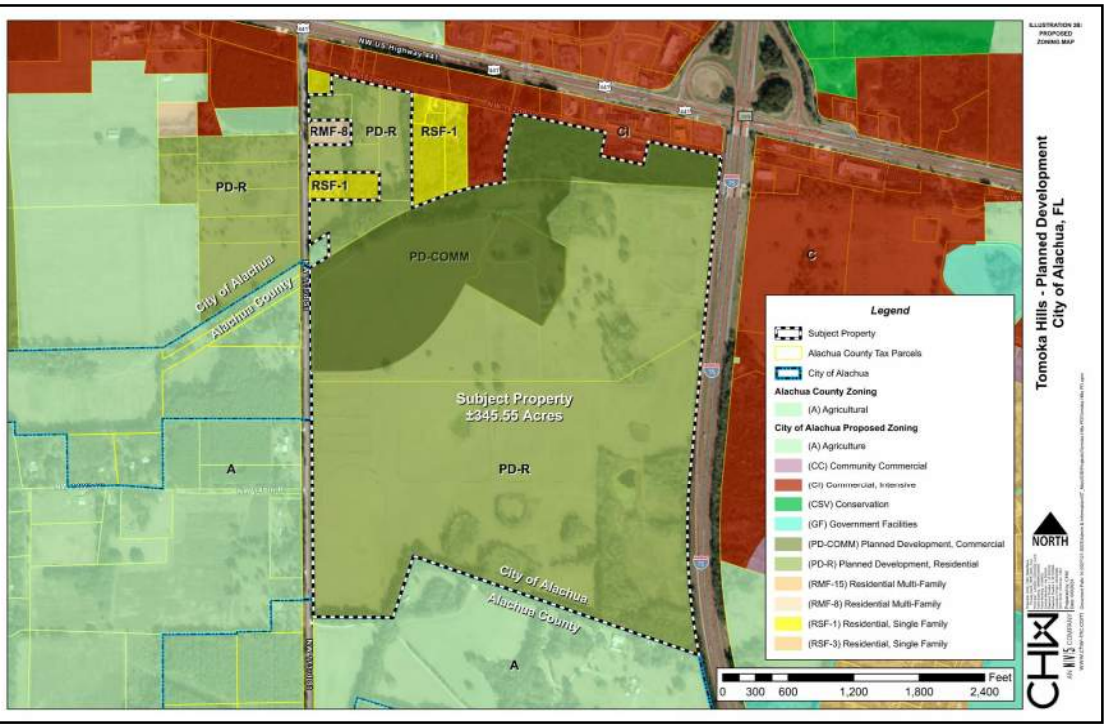


11

Proposed Zoning Map

Proposed Zoning: Planned Development, Commercial (PD-Comm); and Planned Development, Residential (PD-R)

PD-R permits a golf course



12

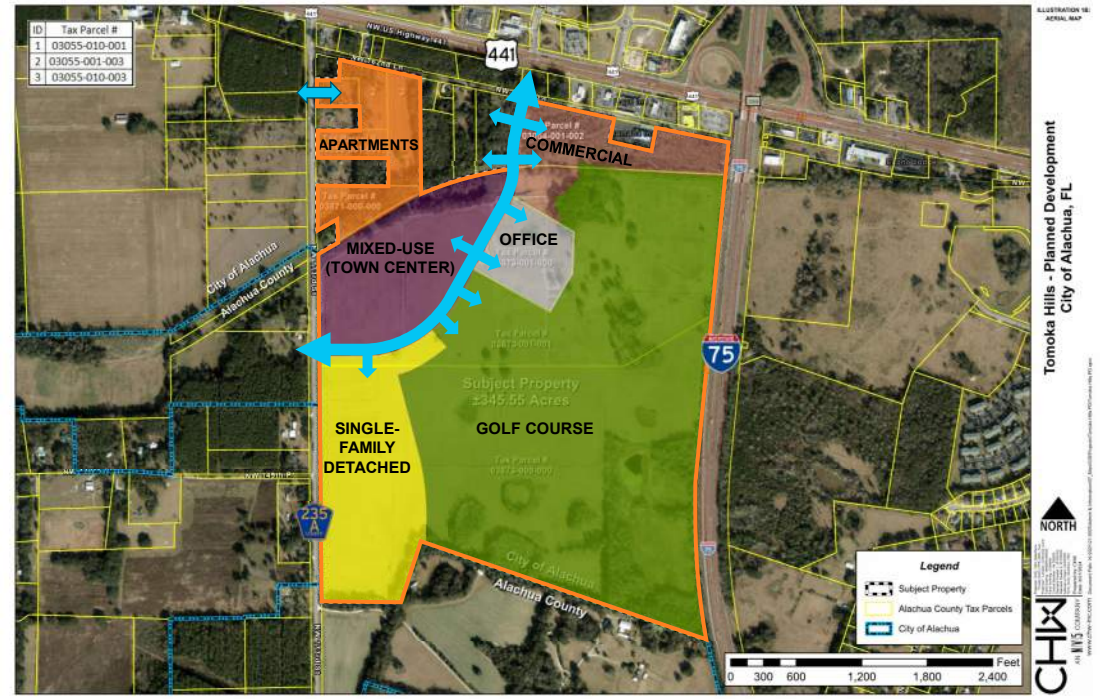
Concept

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 Bustamante	15201 NW 147th Ave STE 1200-332 Alachua	
2	Victor Bustamante	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			

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.

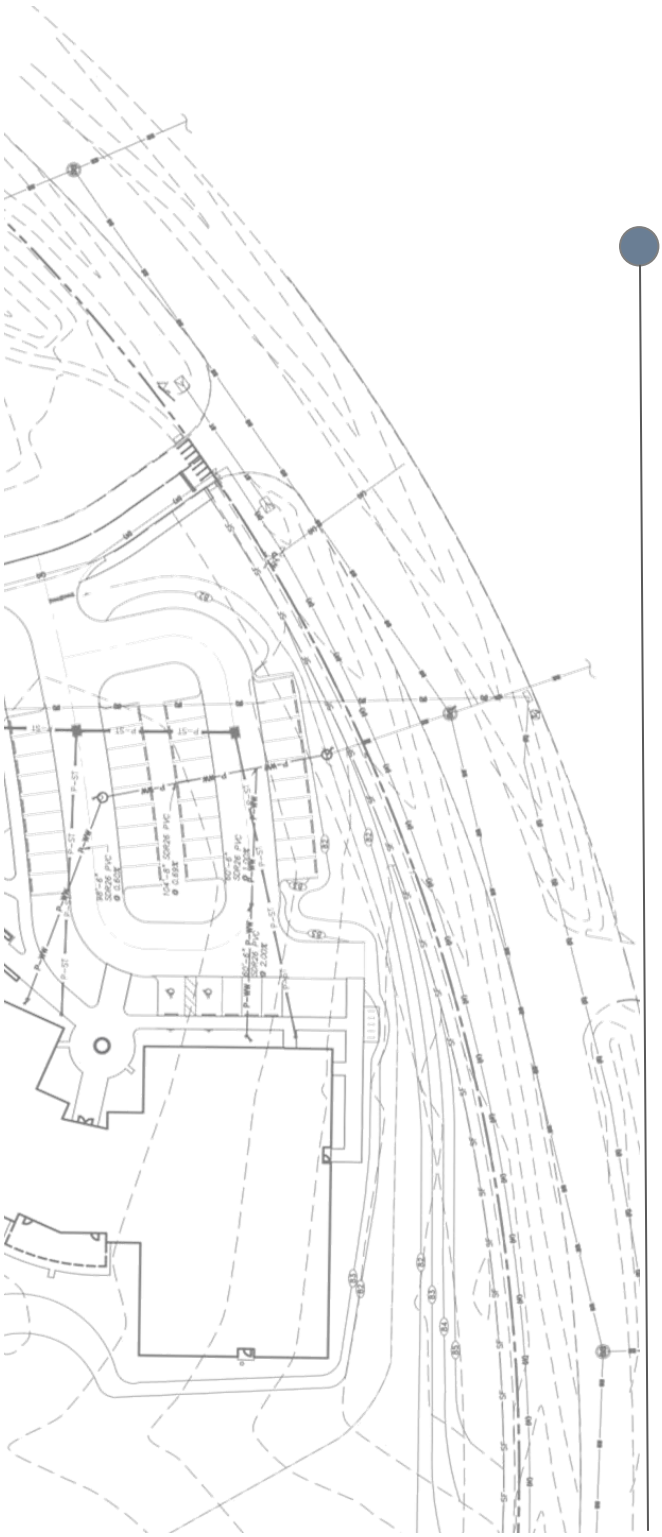
Comment: My farm is going into conservation. I'm already negotiating with the County and they have the funding. I will never sell my property.

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.

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
N:\2021\21-0025\Departments\02_Planning\Reports\21-0025.09 PD\RPT 241121 Tomoka Hills - JR REZ.docx

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.

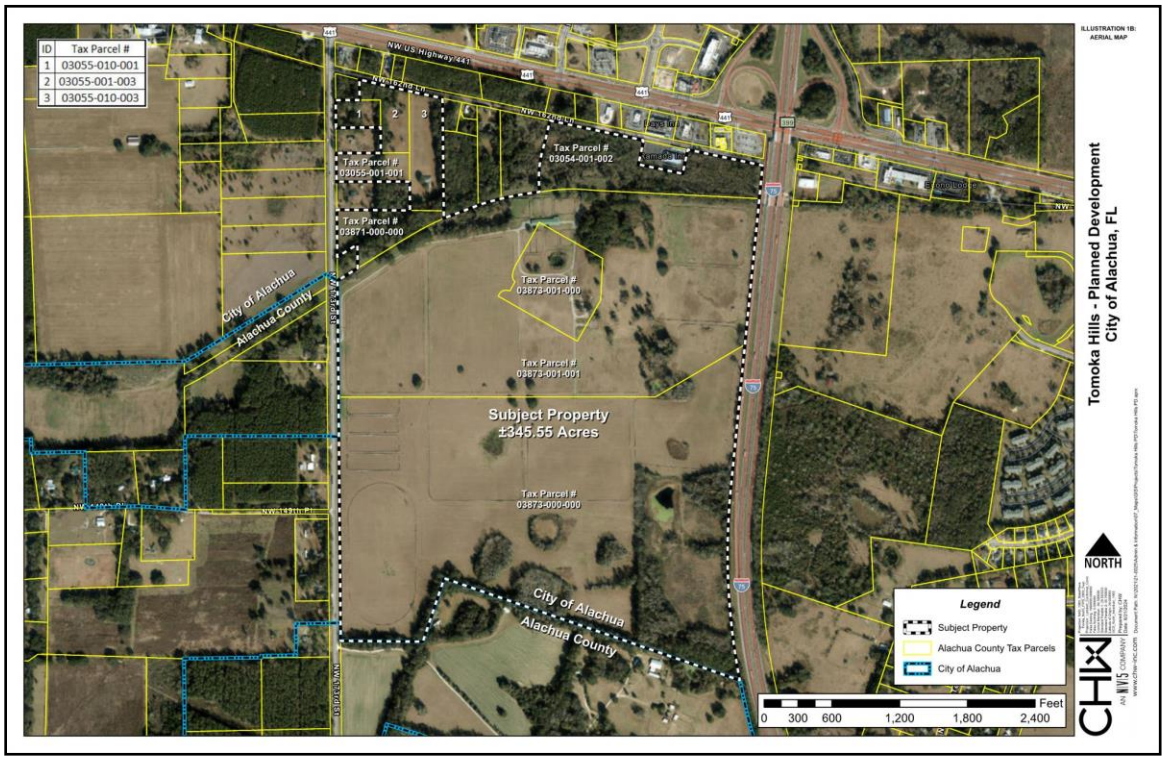


Figure 1: Aerial Map

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

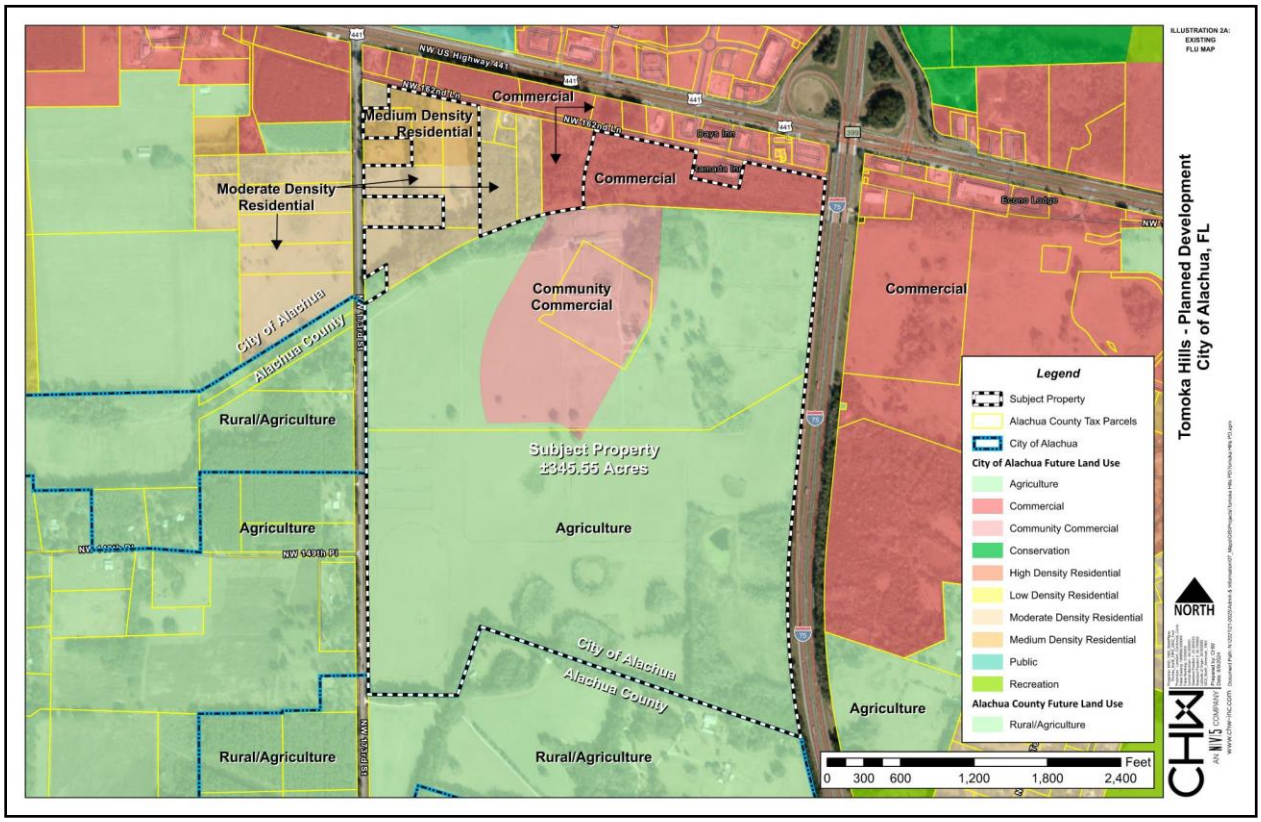


Figure 2: Existing Future Land Use Map

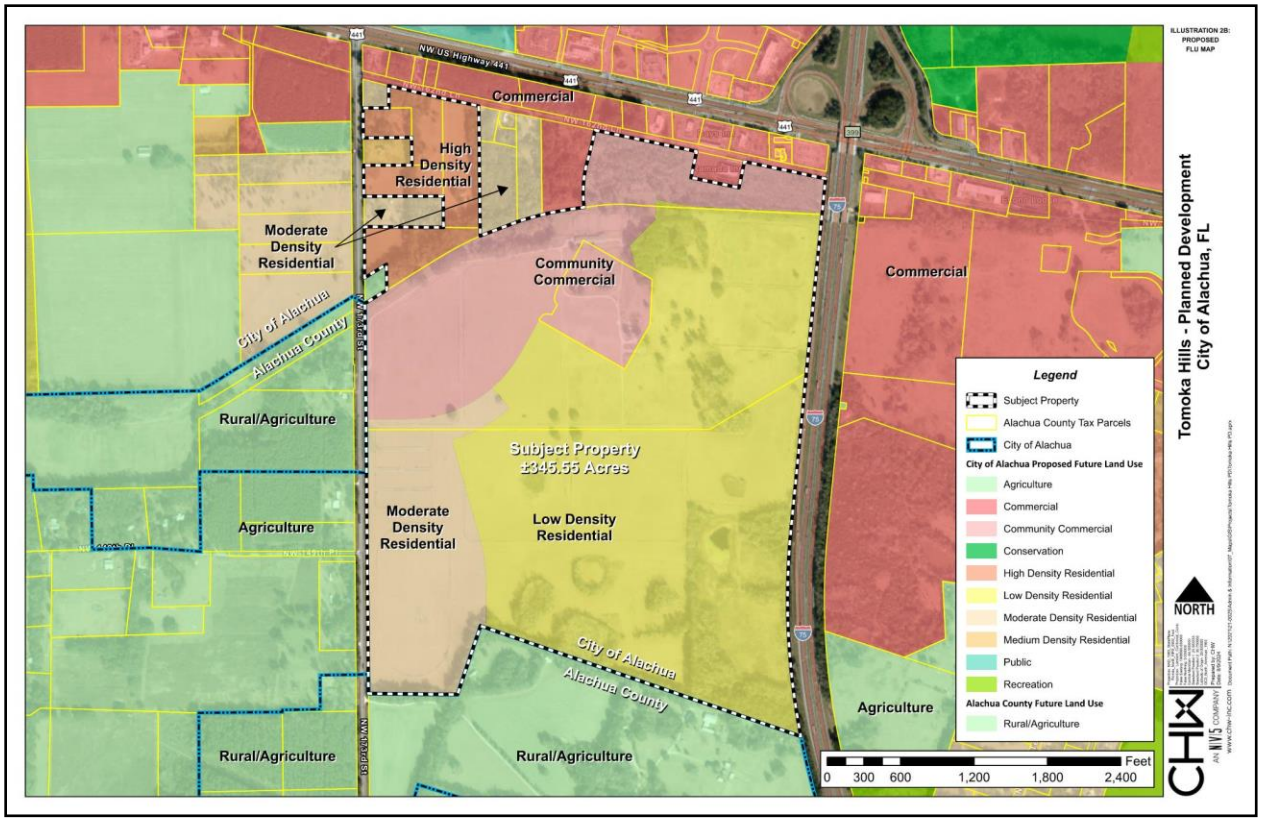


Figure 3: Proposed Future Land Use Map

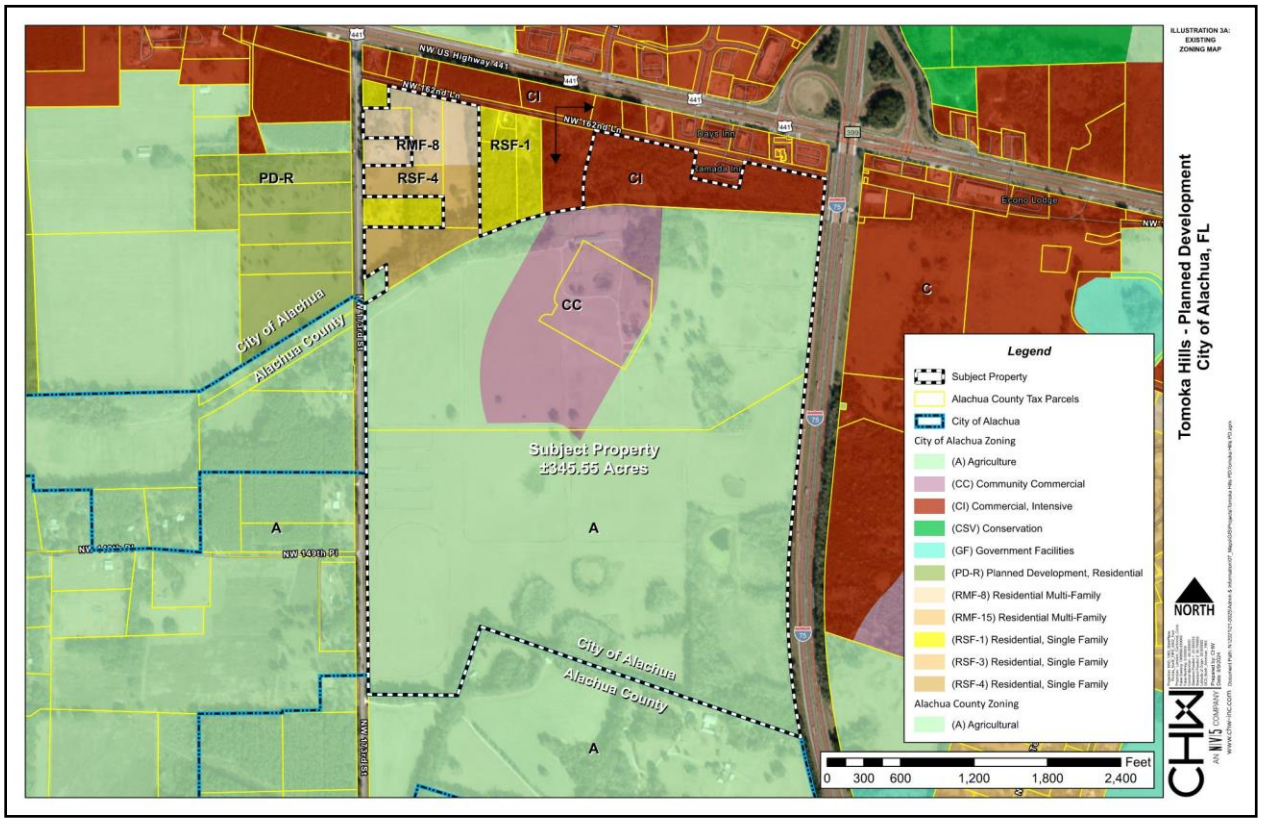


Figure 4: Existing Zoning Map

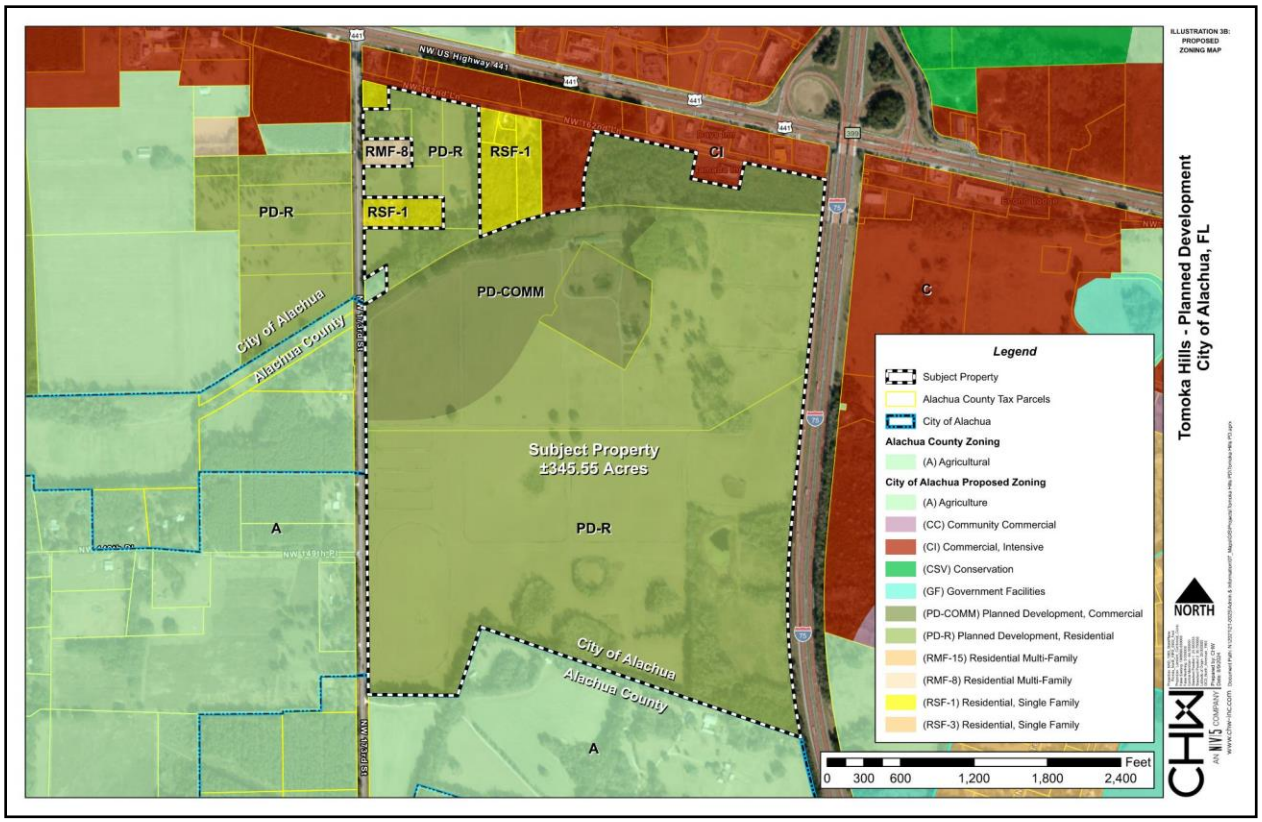


Figure 5: Proposed Zoning Map

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

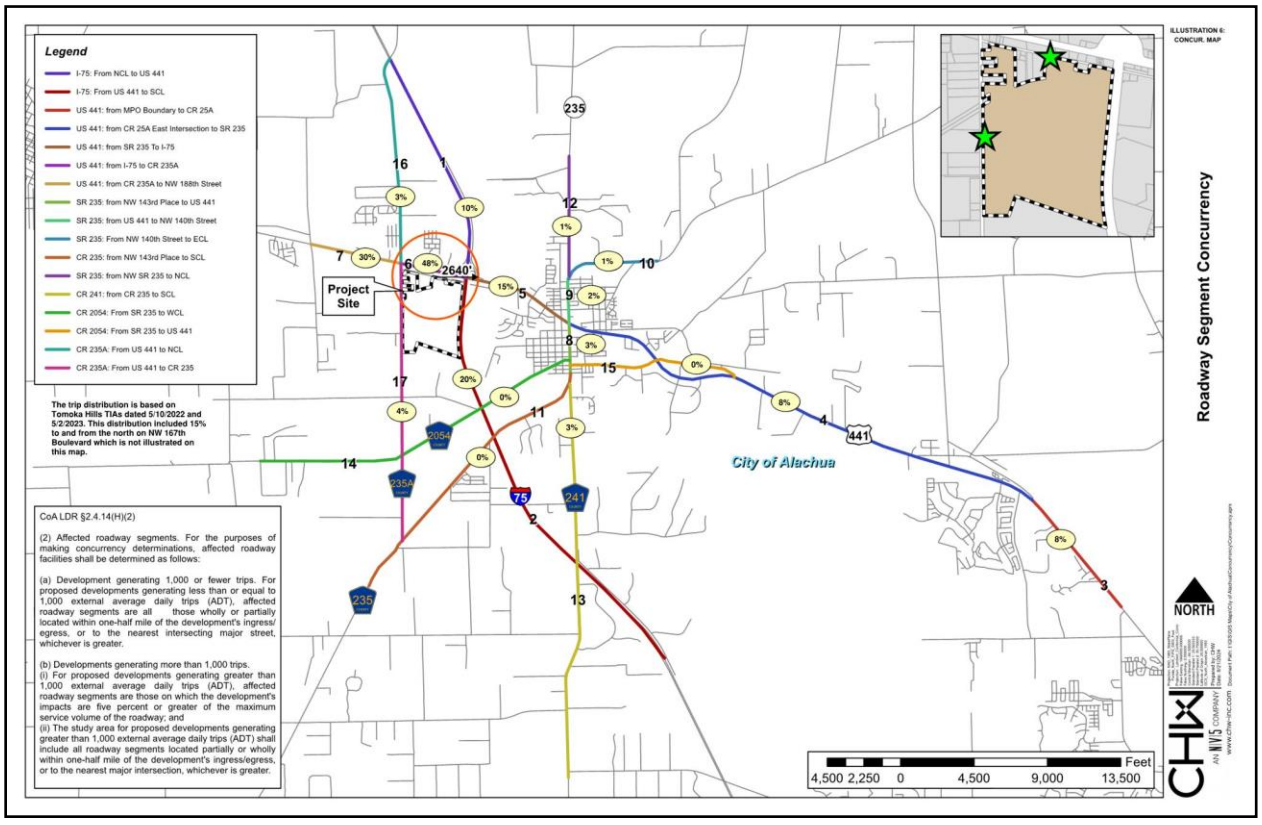


Figure 6: Projected Trip Distribution Map

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.

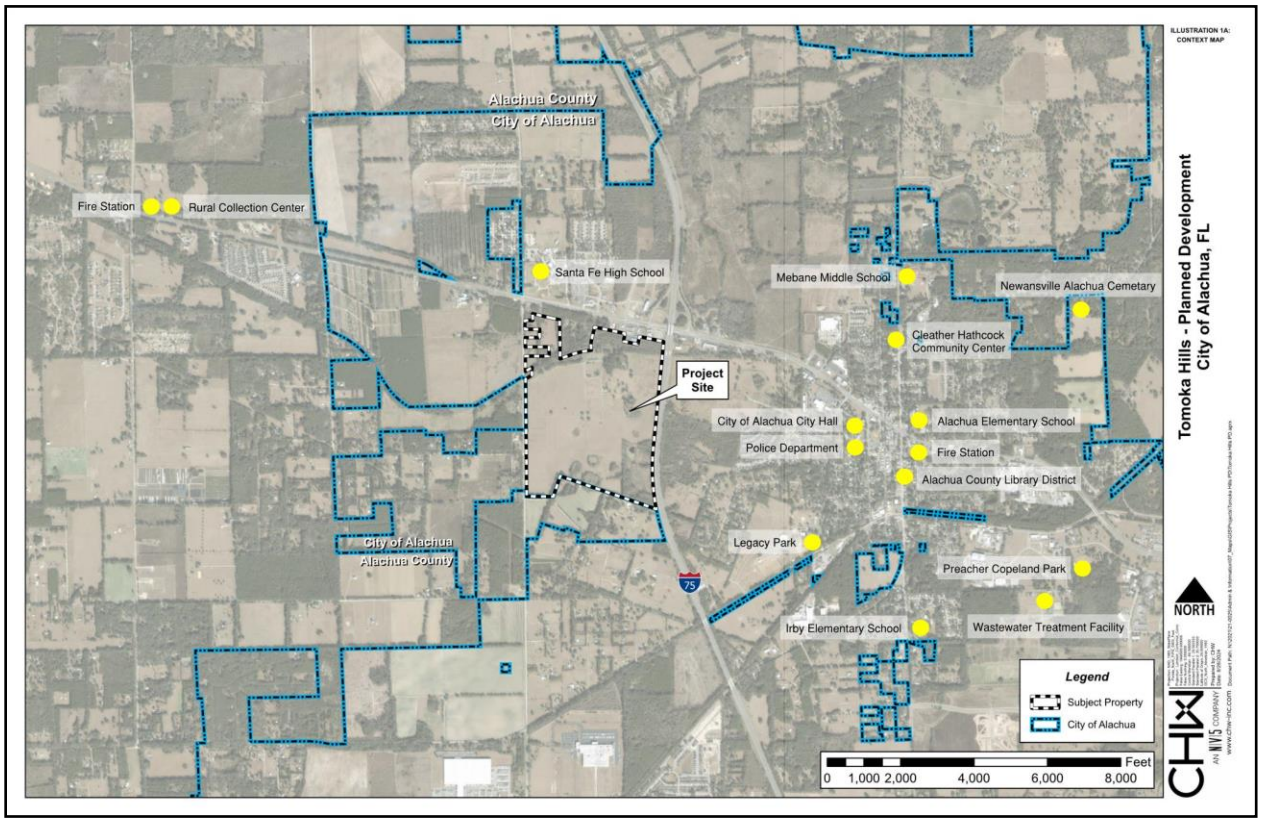


Figure 7: Public Facilities Map

(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
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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: _____

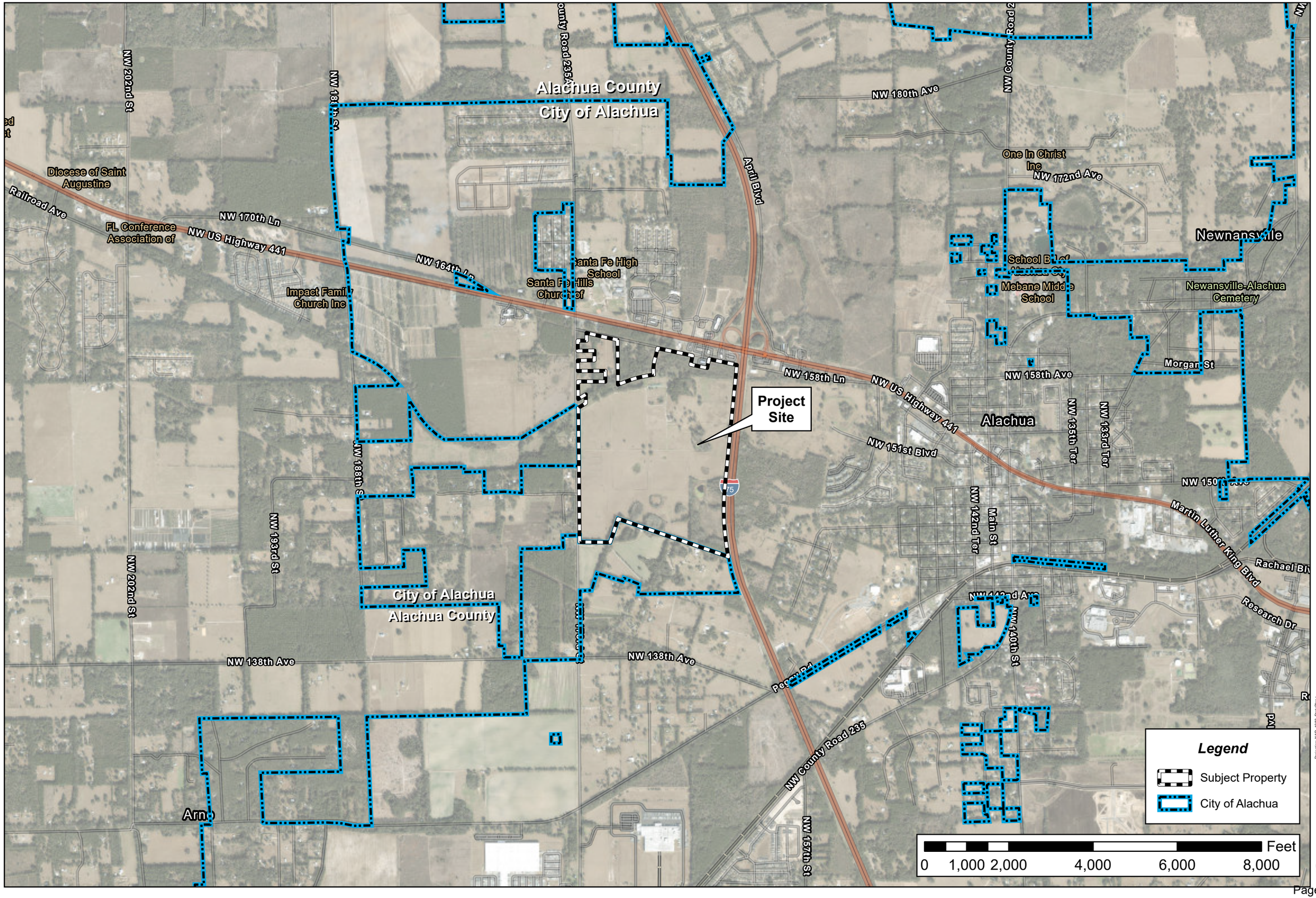
Page 3

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Table of Contents

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ILLUSTRATION 1A:
CONTEXT MAP

Tomoka Hills - Planned Development
City of Alachua, FL



Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1,000,000.0000
False Northing: 1,000,000.0000
Central Meridian: -84.5000000
Standard Parallel 1: 29.5833333
Standard Parallel 2: 30.7500000
Latitude Of Origin: 29.0000000
GCS North American 1983

Prepared by: CHW
Date: 8/9/2024

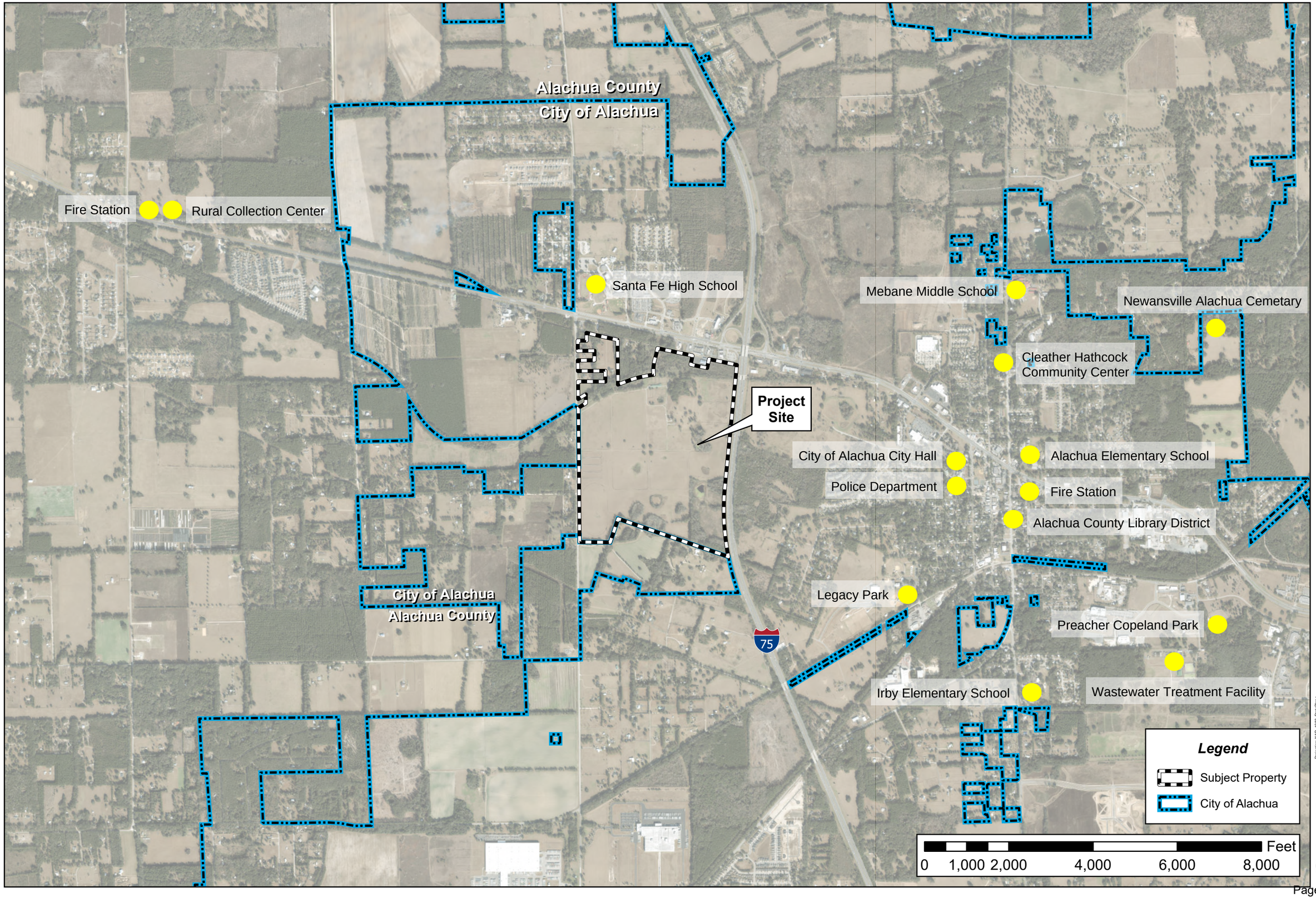
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ILLUSTRATION 1A:
CONTEXT MAP

Tomoka Hills - Planned Development
City of Alachua, FL



Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
Projection: Lambert_Conformal_Conic
False Easting: 1,640,416.666667
False Northing: 1,000,000.000000
Central Meridian: -84.500000
Latitude Of Origin: 29.000000
Standard Parallel 1: 30.750000
Standard Parallel 2: 30.750000
GCS North American 1983
Datum: D_North_American_1983

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

Tax Parcel # 03055-001-001

Tax Parcel # 03871-000-000

Tax Parcel # 03054-001-002

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 US Highway 441
NW 162nd Ln
NW 173rd St
NW 149th Pl
Days Inn
Ramada Inn
Econo Lodge
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
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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

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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False Northing: 0.000000
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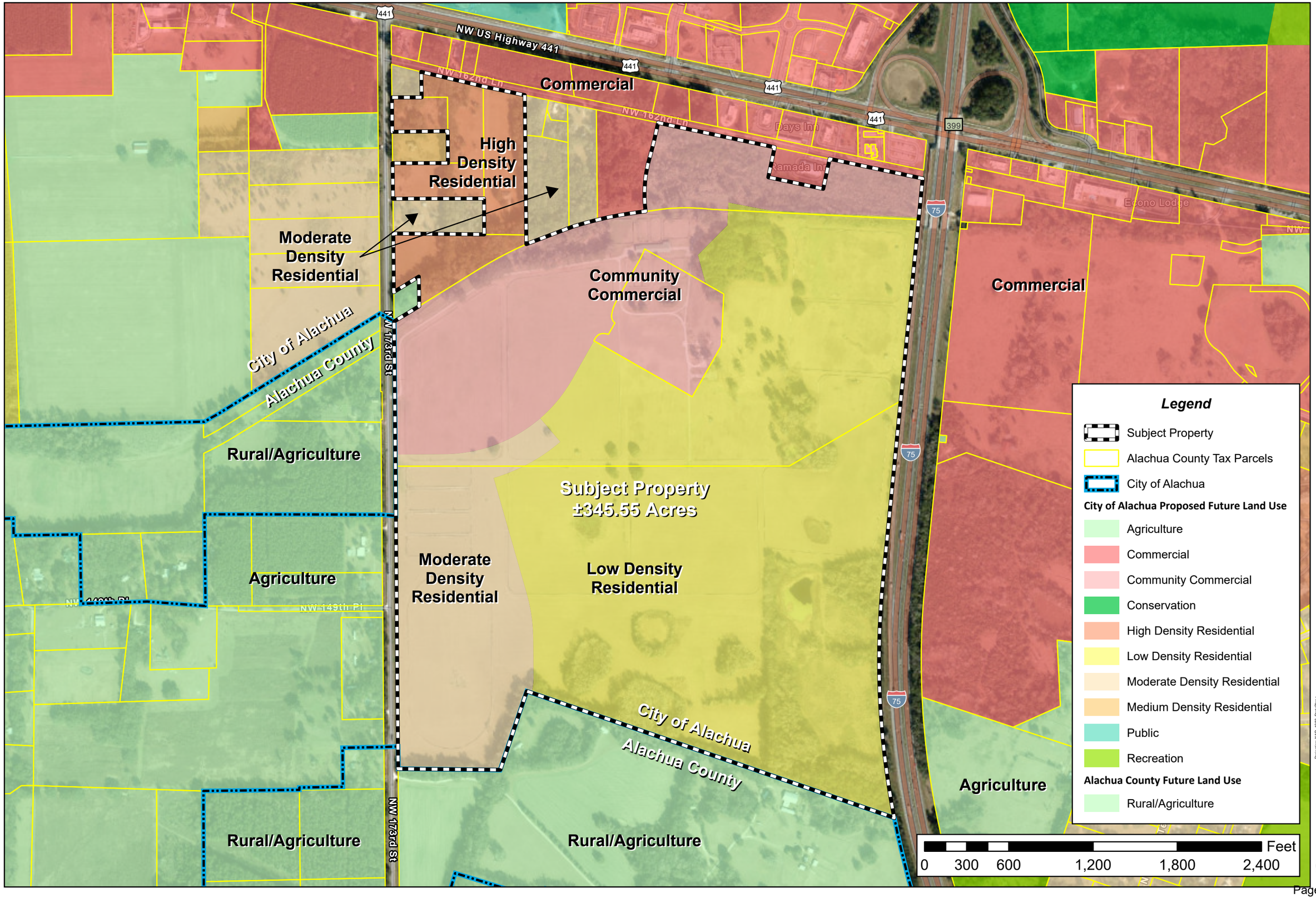
Prepared by: CHW
Date: 8/9/2024

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ILLUSTRATION 2B:
PROPOSED
FLU MAP

Tomoka Hills - Planned Development
City of Alachua, FL



NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
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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
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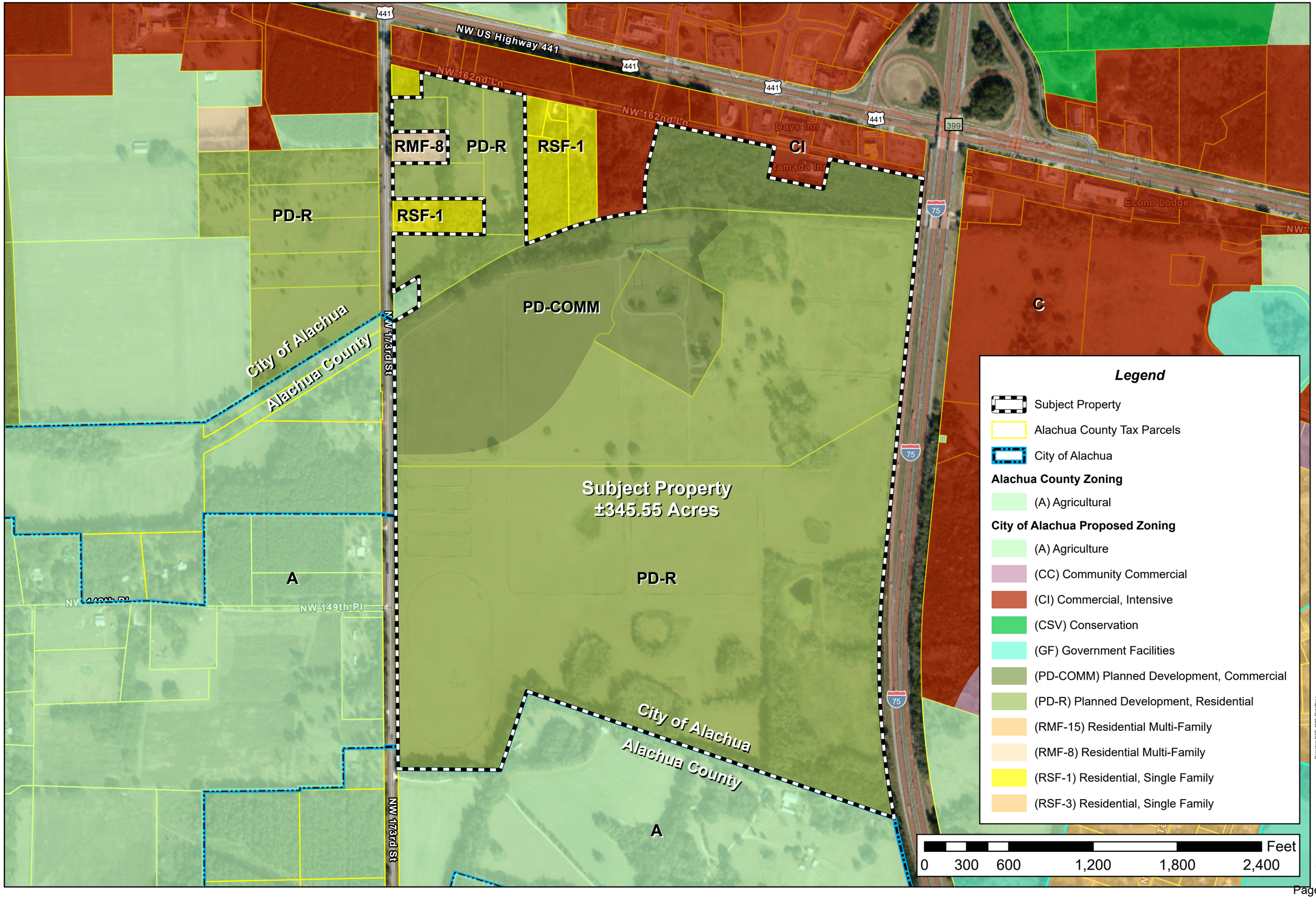
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ILLUSTRATION 3B:
PROPOSED
ZONING MAP

Tomoka Hills - Planned Development
City of Alachua, FL



NORTH

Projection: NAD_1983_StatePlane_Florida_North_FIPS_0903_Feet
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False Northing: 0.000000
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Linear Unit: Foot_US (0.304801)
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 173rd 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
Standard Parallel 1: 29.583333
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

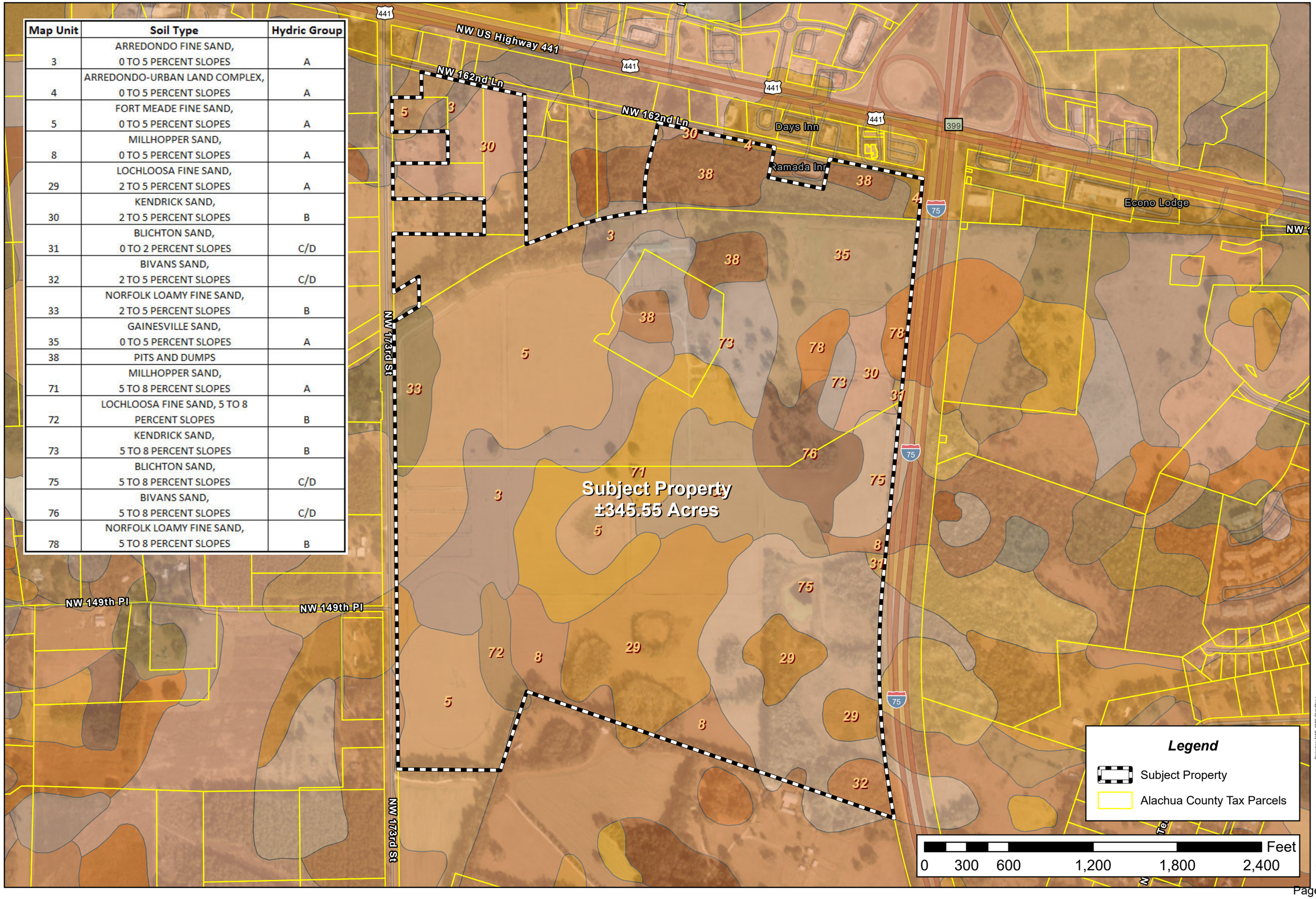
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ILLUSTRATION 5:
SOILS MAP

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



Projection: NAD_1983_StatePlane_Florida_North_FIPS_0901_Feet
Projection: Lambert_Conformal_Conic
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False Northing: 0.000000
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Standard Parallel 2: 29.583333
Latitude Of Origin: 29.000000
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

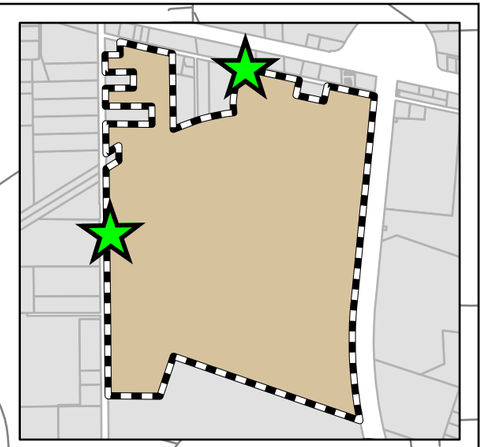
The trip distribution is based on Tomoka Hills TIAs dated 5/10/2022 and 5/2/2023. This distribution included 15% to and from the north on NW 167th Boulevard which is not illustrated on this map.

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

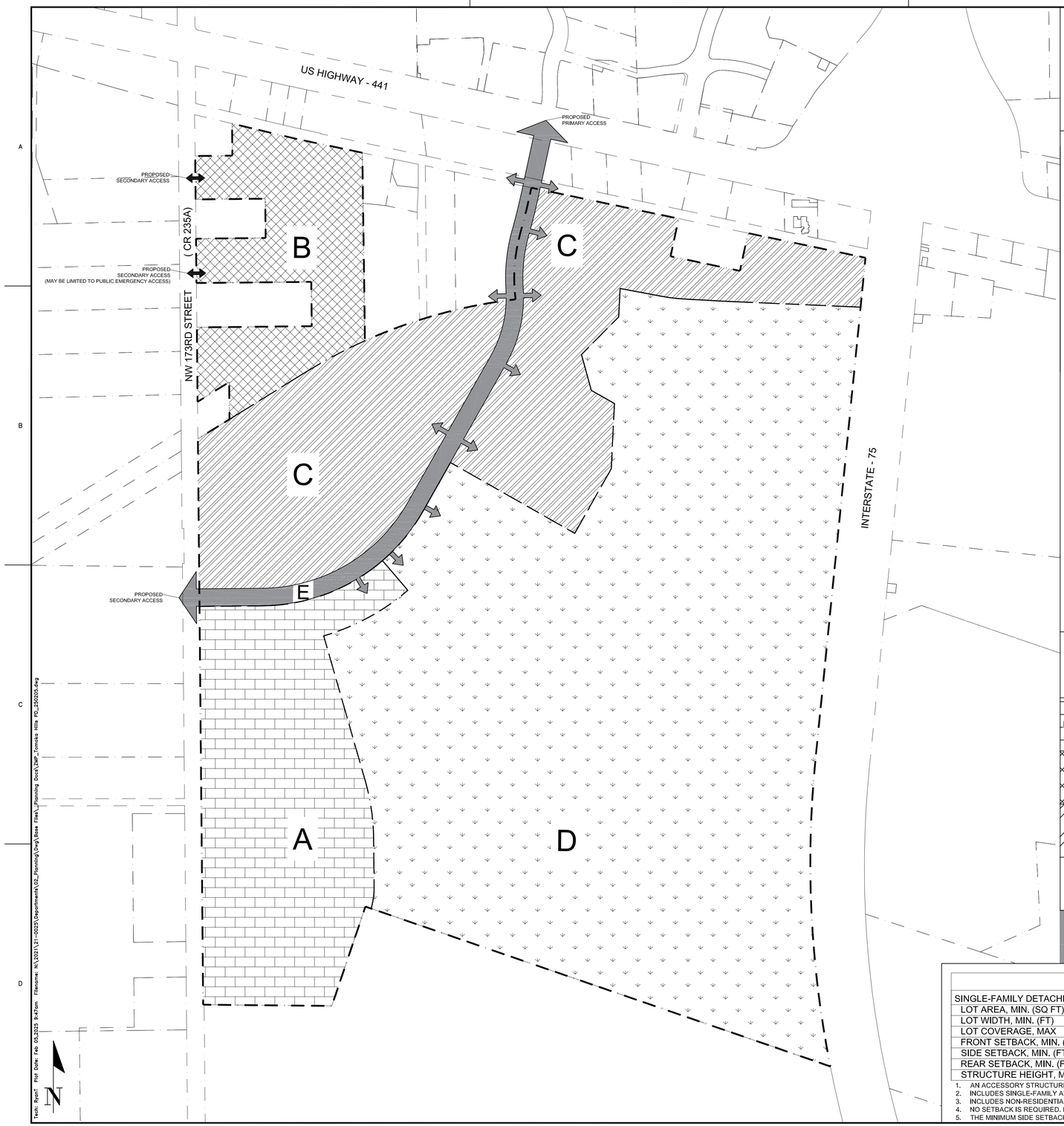
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GCS_North_American_1983
Prepared by: CHW
Date: 8/21/2024
Document Path: I:\GIS\GIS Maps\City of Alachua\Concurrency\Concurrency.aprx

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11. Environmental Exhibits
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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Alachua, Florida 32615
(352) 331-1976
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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: M:\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

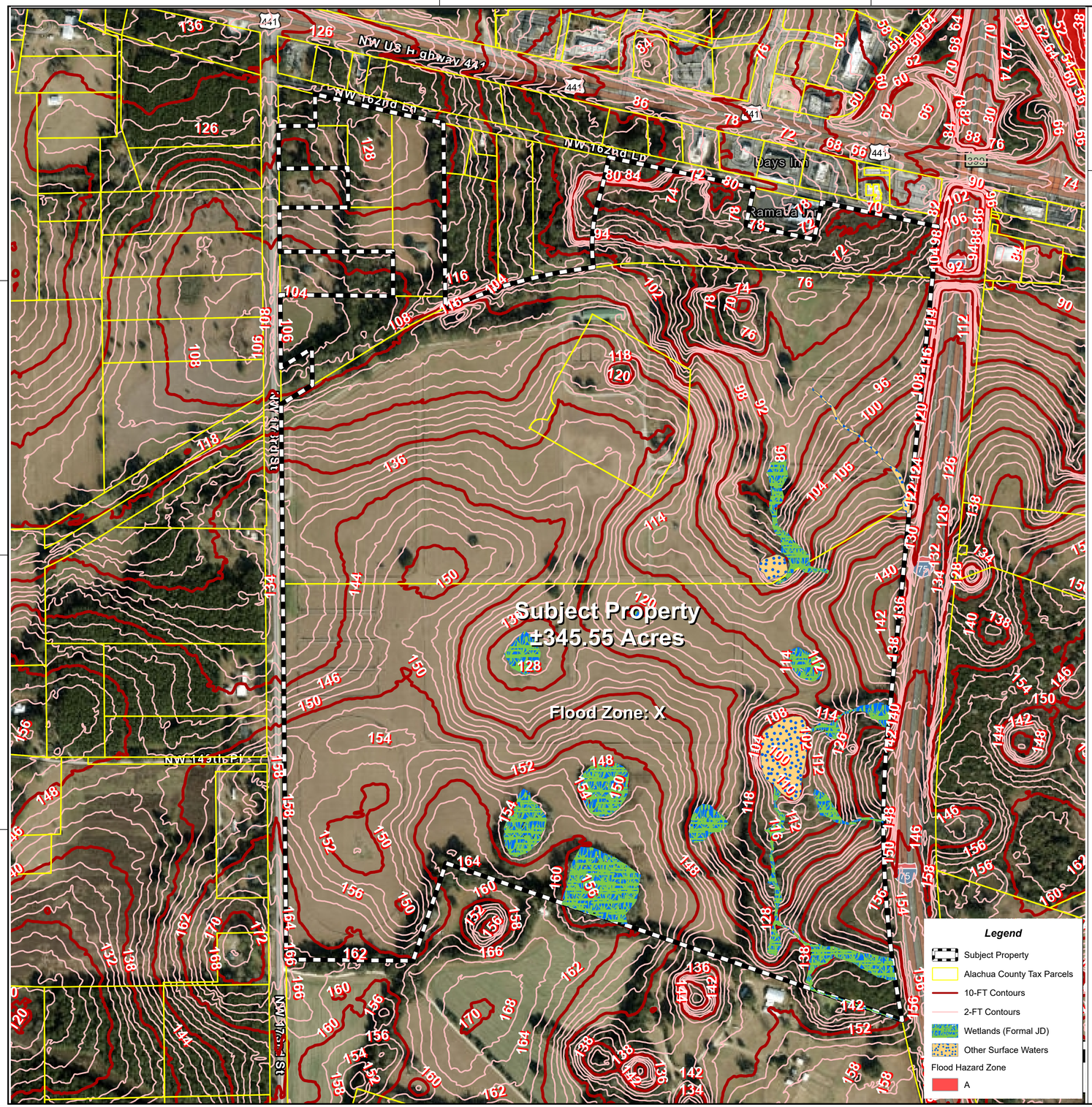
PROJECT: PLANNED DEVELOPMENT

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: H:\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: 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

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

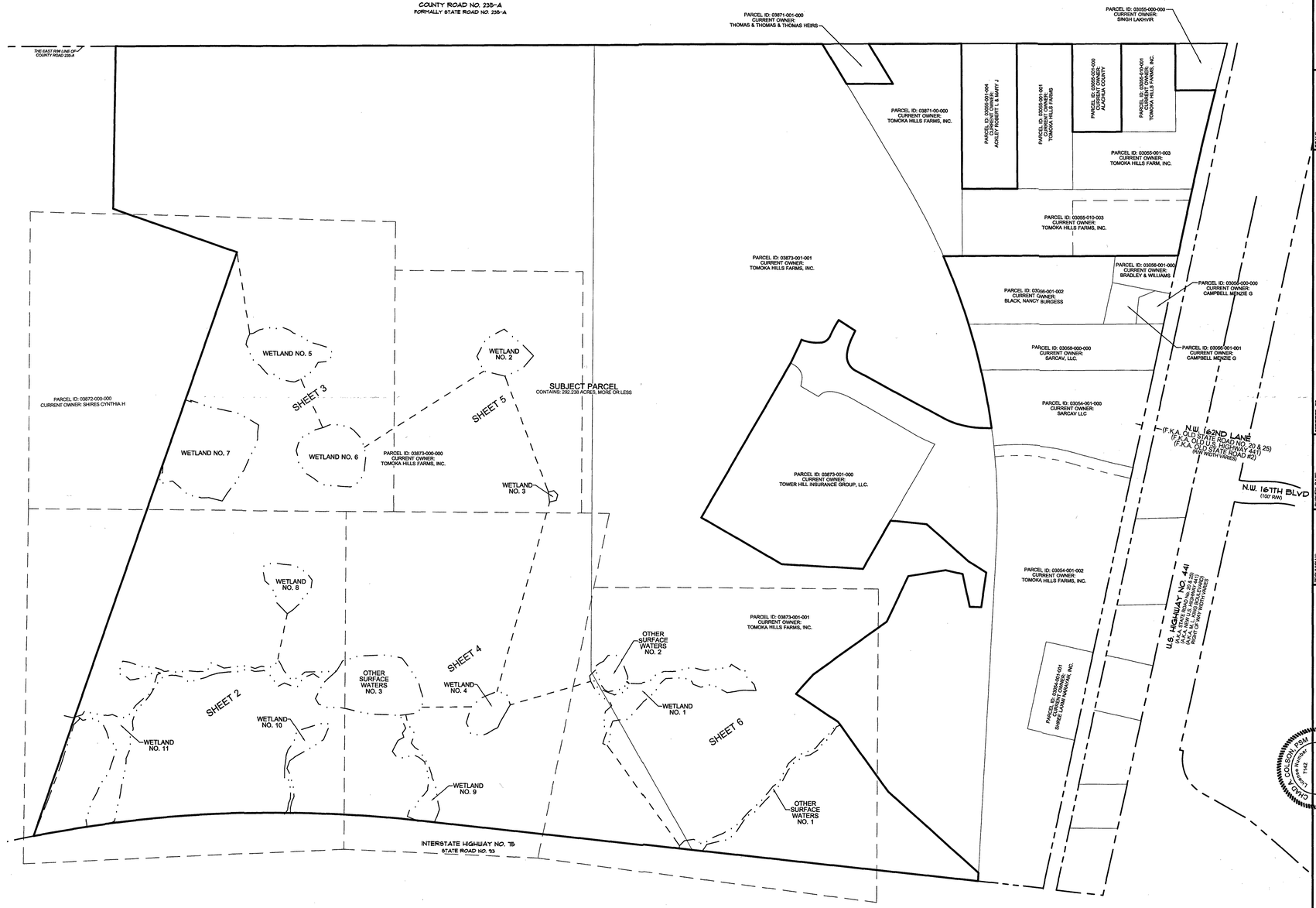
LOCATED IN SECTIONS 9 & 16, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA

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.



GRAPHIC SCALE
0 125 250 500

N

LEGEND:

= SUBJECT PARCEL LINE
= RIGHT OF WAY LINES
= PARCEL LINES
= WETLAND / SURFACE TIE LINE
= WETLAND / SURFACE WATER LINE
DB-75 = WETLAND / SURFACE WATER FLAGS

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
CHECKED 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
STATE OF FLORIDA
COLSON, PSM
License Number 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:\Vaultfileserver\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'
L139(M)	N 34°21'01" W	34.42'
L140(M)	N 43°29'33" W	36.53'
L141(M)	N 58°47'40" W	36.10'
L142(M)	N 43°36'16" W	44.83'
L143(M)	S 8°41'25" E	69.55'
L144(M)	S 7°21'29" E	31.19'
L145(M)	S 24°39'36" W	61.86'
L146(M)	S 63°00'24" E	47.73'
L147(M)	S 0°58'13" W	45.94'
L148(M)	S 4°05'50" W	44.00'
L149(M)	S 8°15'07" E	43.30'
L150(M)	S 7°53'54" W	32.26'
L151(M)	S 4°25'00" E	27.98'
L152(M)	S 30°16'17" W	17.62'
L153(M)	S 15°14'23" W	47.24'
L154(M)	S 4°08'06" E	29.25'
L155(M)	S 15°50'37" W	37.79'
L156(M)	S 19°32'36" W	33.09'
L157(M)	S 7°55'08" W	30.09'

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'
L139(M)	N 34°21'01" W	34.42'
L140(M)	N 43°29'33" W	36.53'
L141(M)	N 58°47'40" W	36.10'
L142(M)	N 43°36'16" W	44.83'
L143(M)	S 8°41'25" E	69.55'
L144(M)	S 7°21'29" E	31.19'
L145(M)	S 24°39'36" W	61.86'
L146(M)	S 63°00'24" E	47.73'
L147(M)	S 0°58'13" W	45.94'
L148(M)	S 4°05'50" W	44.00'
L149(M)	S 8°15'07" E	43.30'
L150(M)	S 7°53'54" W	32.26'
L151(M)	S 4°25'00" E	27.98'
L152(M)	S 30°16'17" W	17.62'
L153(M)	S 15°14'23" W	47.24'
L154(M)	S 4°08'06" E	29.25'
L155(M)	S 15°50'37" W	37.79'
L156(M)	S 19°32'36" W	33.09'
L157(M)	S 7°55'08" W	30.09'

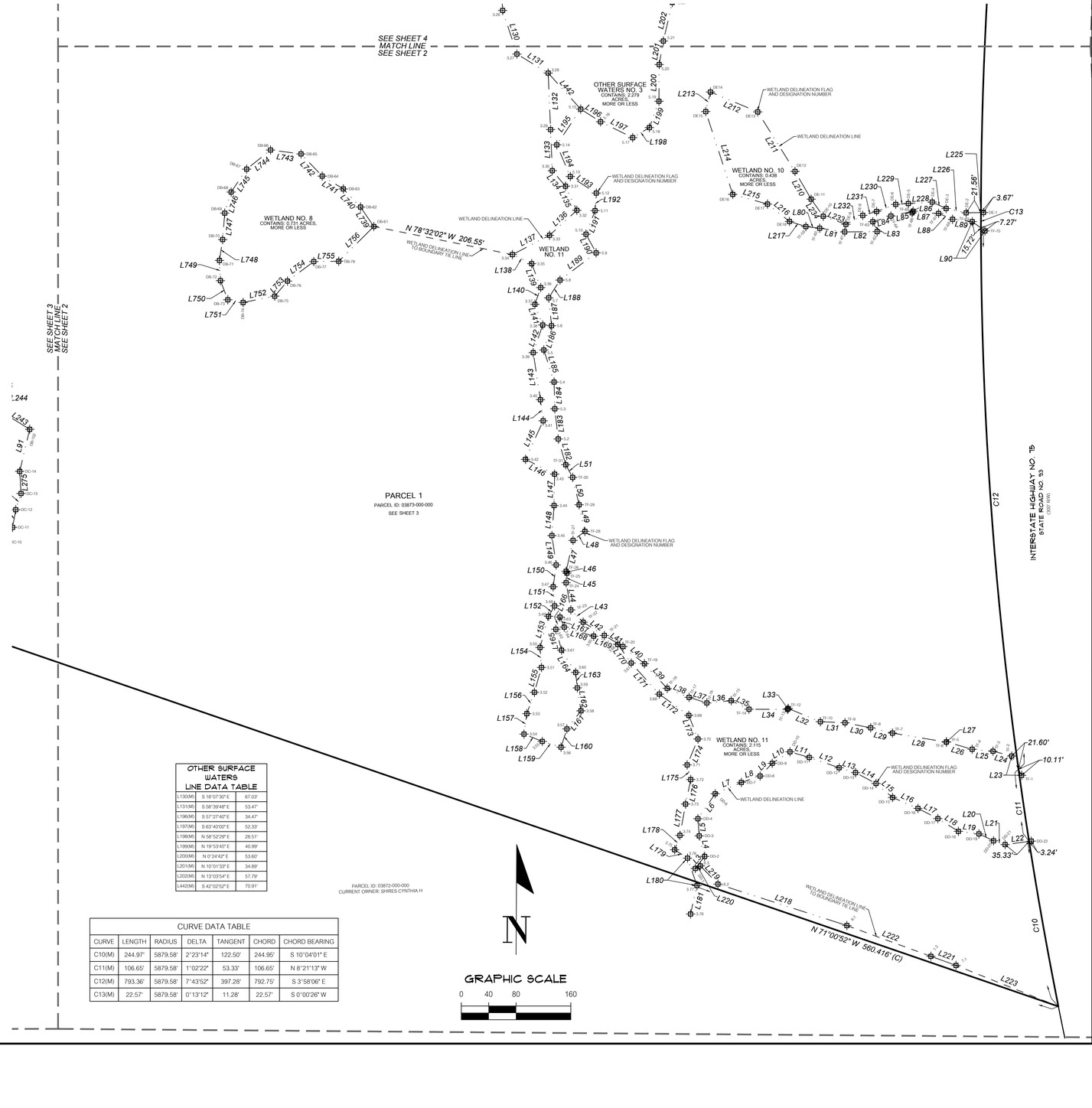
WETLAND FLAG COORDINATES		
FLAG NUMBER	NORTHING	EASTING
3.29	293423	2597269
3.30	293363	2597272
3.31	293340	2597291
3.32	293305	2597308
3.33	293268	2597268
3.34	293240	2597214
3.35	293227	2597242
3.36	293192	2597255
3.37	293167	2597246
3.38	293137	2597258
3.39	293097	2597244
3.40	293028	2597255
3.41	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 80 160 1"

CERTIFIED TO:

SURVEY DATE: 05/10/2022
REVISION DATE: N/A
PROJECT NUMBER: 21-0025

TECHNICIAN: KWM
DREW CHIEF: WB
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

TOMOKA HILLS

SHEET NO.: 2 OF 6

Tech: chobe Plot Date: Dec 21,2023 5:40pm File:N:\new 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:

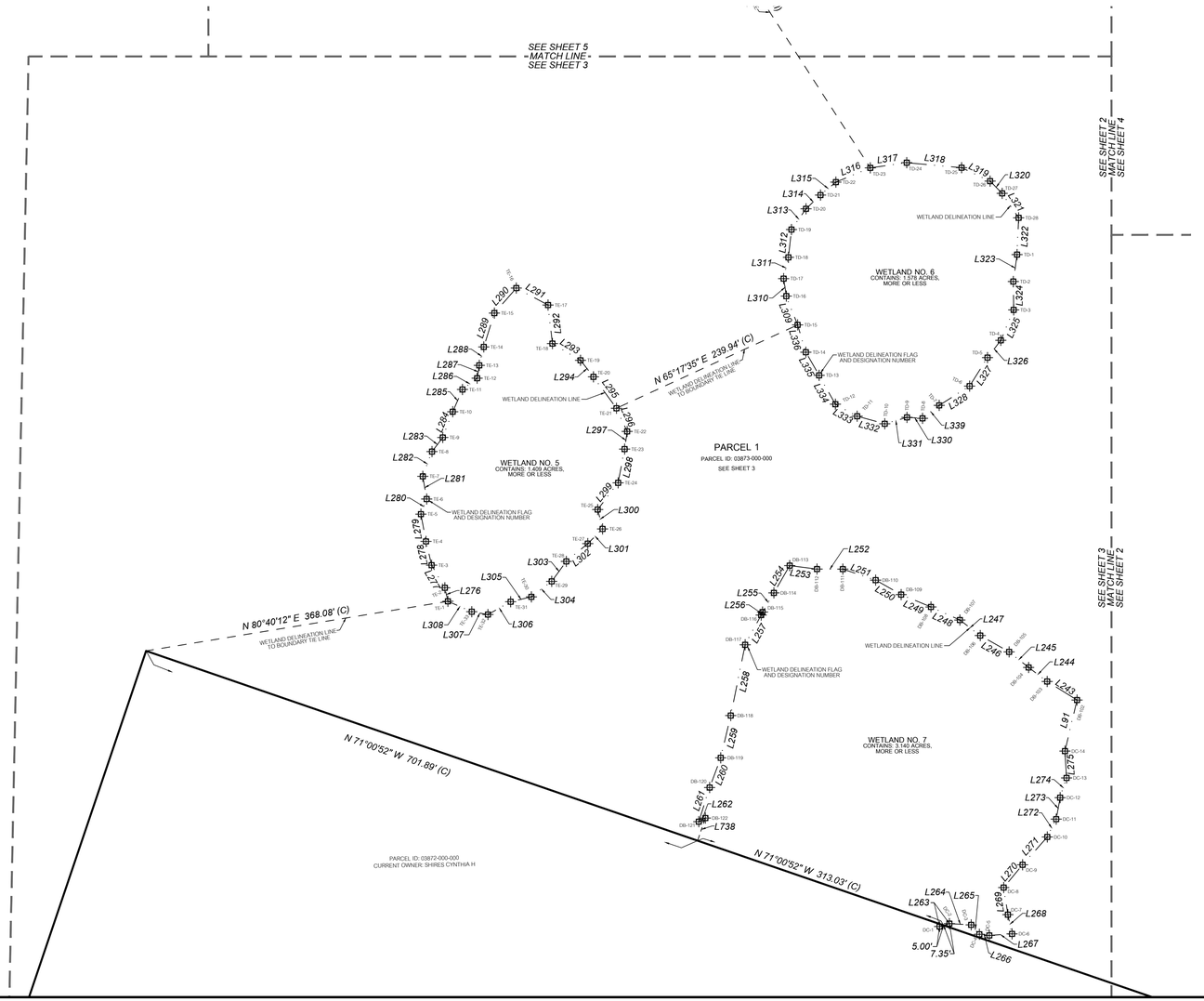
1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA 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°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°56'56" 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.

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. LB. 5075
VOID UNLESS WITH ORIGINAL, EMBOSSED OR ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 3 OF 6

TOMOKA HILLS

Tech: sbode Plot Date: Dec 21,2023 5:43pm 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 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

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'

SEE SHEET 6 MATCH LINE SEE SHEET 4

SEE SHEET 5 MATCH LINE SEE SHEET 4

SEE SHEET 2 MATCH LINE SEE SHEET 4

SEE SHEET 4 MATCH LINE SEE SHEET 2

N 16°30'14" W 378.39' (M)
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

N 74°44'34" W 882.64' (M)
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

N 1°04'02" W 222.58' (M)
WETLAND DELINEATION LINE TO BOUNDARY TIE LINE

WETLAND NO. 4
CONTAINS: 0.589 ACRES, MORE OR LESS

WETLAND NO. 9
CONTAINS: 0.608 ACRES, MORE OR LESS

OTHER SURFACE WATERS NO. 3
CONTAINS: 2.279 ACRES, MORE OR LESS

WETLAND DELINEATION FLAG AND DESIGNATION NUMBER

WETLAND DELINEATION LINE

PARCEL 1
PARCEL ID: 03873-000-000
SEE SHEET 3

SEE DETAIL "A"

INTERSTATE HIGHWAY NO. 75
STATE ROAD NO. 93
(300' R/W)

DETAIL "A"
SCALE: 1" = 20'

29.67'
L105
2.53'
S 5°42'30" W 84.19'
10.39'
8.94'
L361
C6
R/W POINT OF CURVATURE TO WETLAND DELINEATION LINE
L360

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SCALE: 1" = 80'
VERIFY SCALE BAR IS CORRECT ON PLOTTED DRAWING
0 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 WITHOUT THE ORIGINAL SIGNATURE AND RAISED SEAL OF THE 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:\AccelResources\Temp\AcPubWork_1764\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:

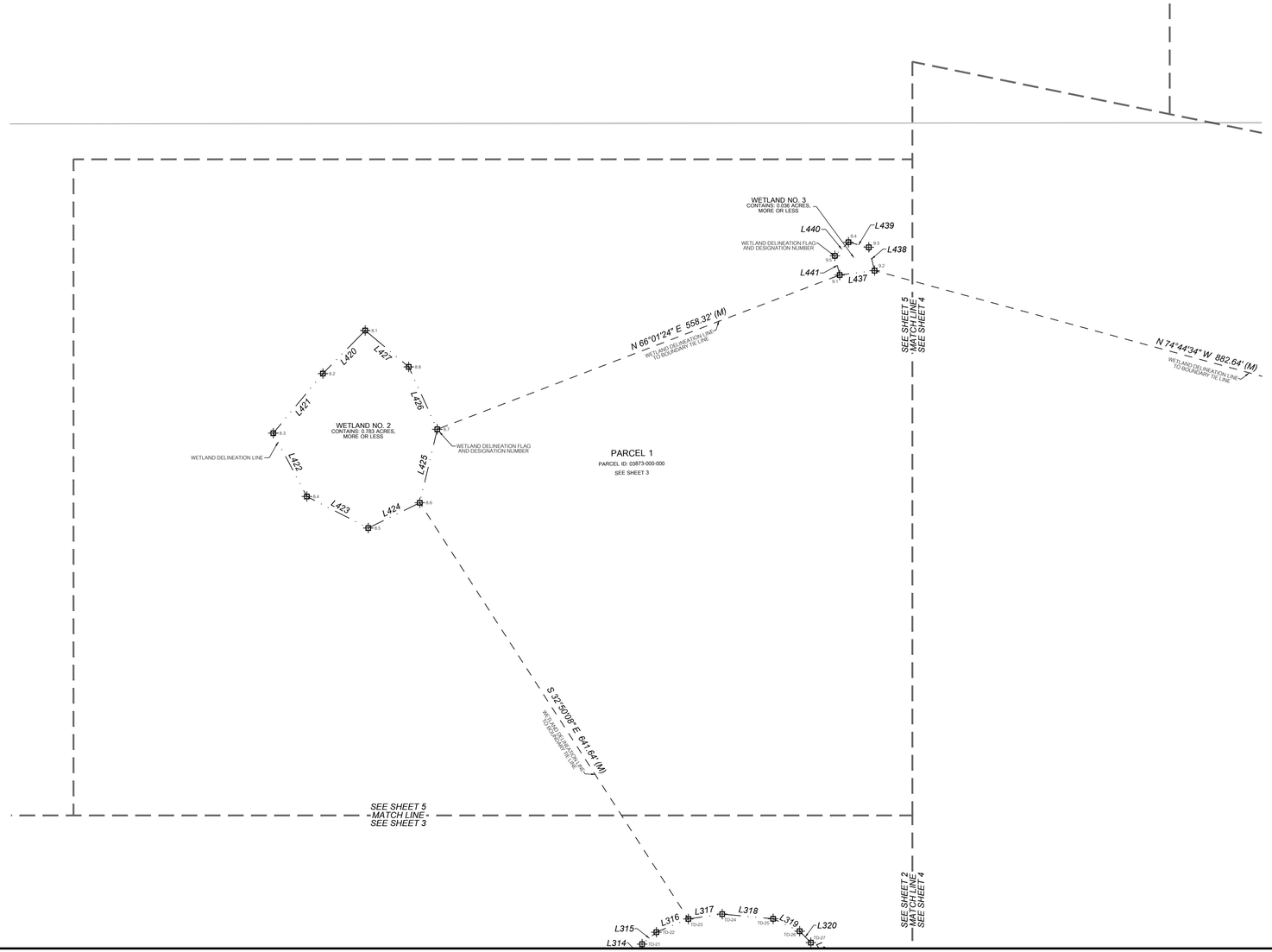
1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE LOCATION OF WETLAND / SURFACE WATER FLAGS (FLAGGED BY CHW - ECOLOGY GROUP) WITHIN THE SUBJECT PARCEL.
2. THIS IS NOT A BOUNDARY SURVEY.
3. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON STATE PLANE FLORIDA NORTH ZONE 83/86 DATUM PROJECTED FROM ALACHUA 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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SCALE: 1" = 80'

VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET ADJUST
SCALES ACCORDINGLY.
0 1"

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 THE ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER

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:

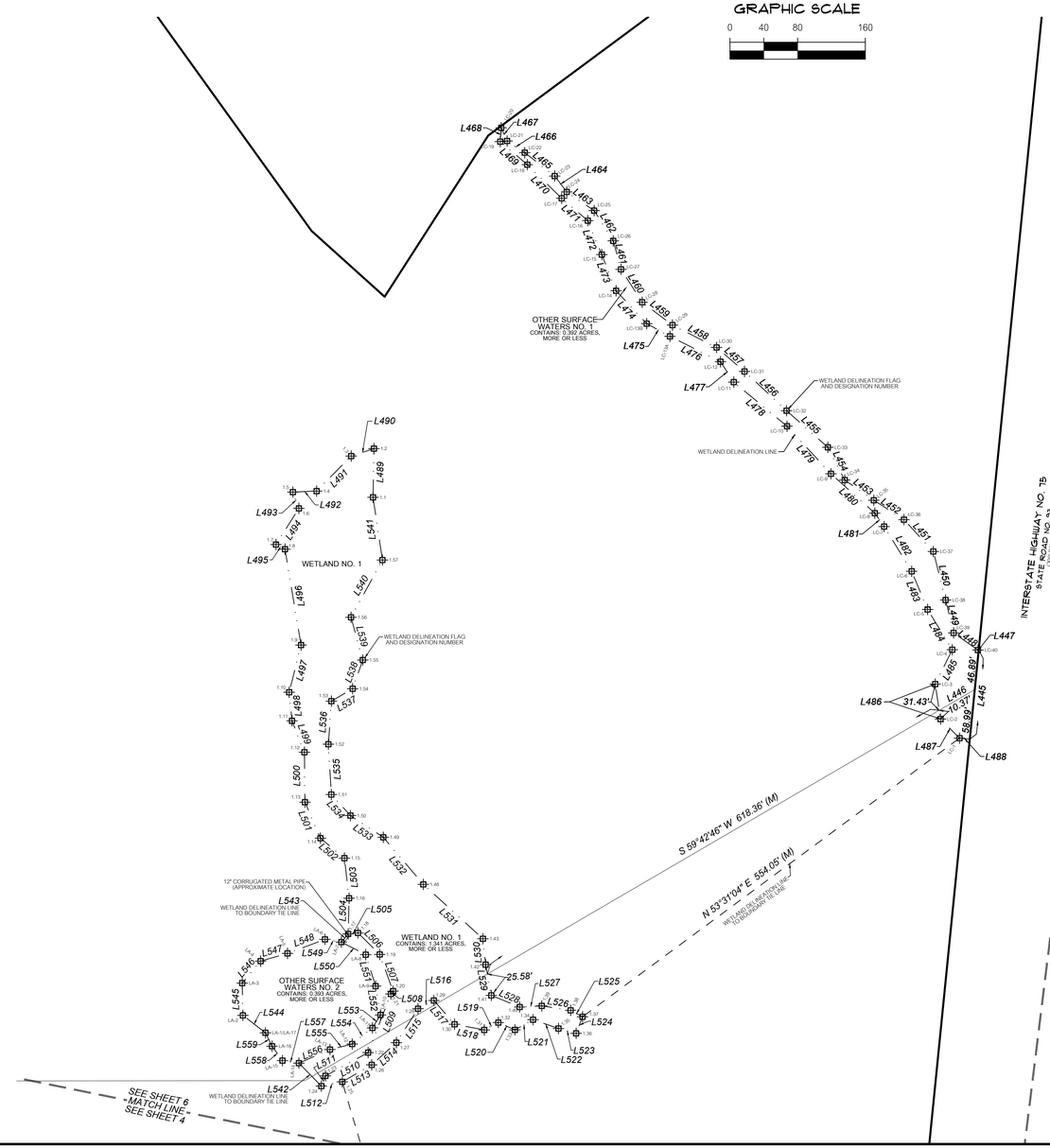
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4. THIS SURVEY CONSISTS OF SIX SHEETS AND IS NOT COMPLETE WITHOUT ALL SHEETS.

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°47'10" 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	48.86'
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'
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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
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LC-28	295577	2597659
LC-29	295550	2597695
LC-30	295524	2597747
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LC-34	295367	2597899
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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:
APPROVED BY: CAC
FIELD BOOK & PAGE: 635 / 69 & 650 / 4

TOMOKA HILLS

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 THE ELECTRONIC 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

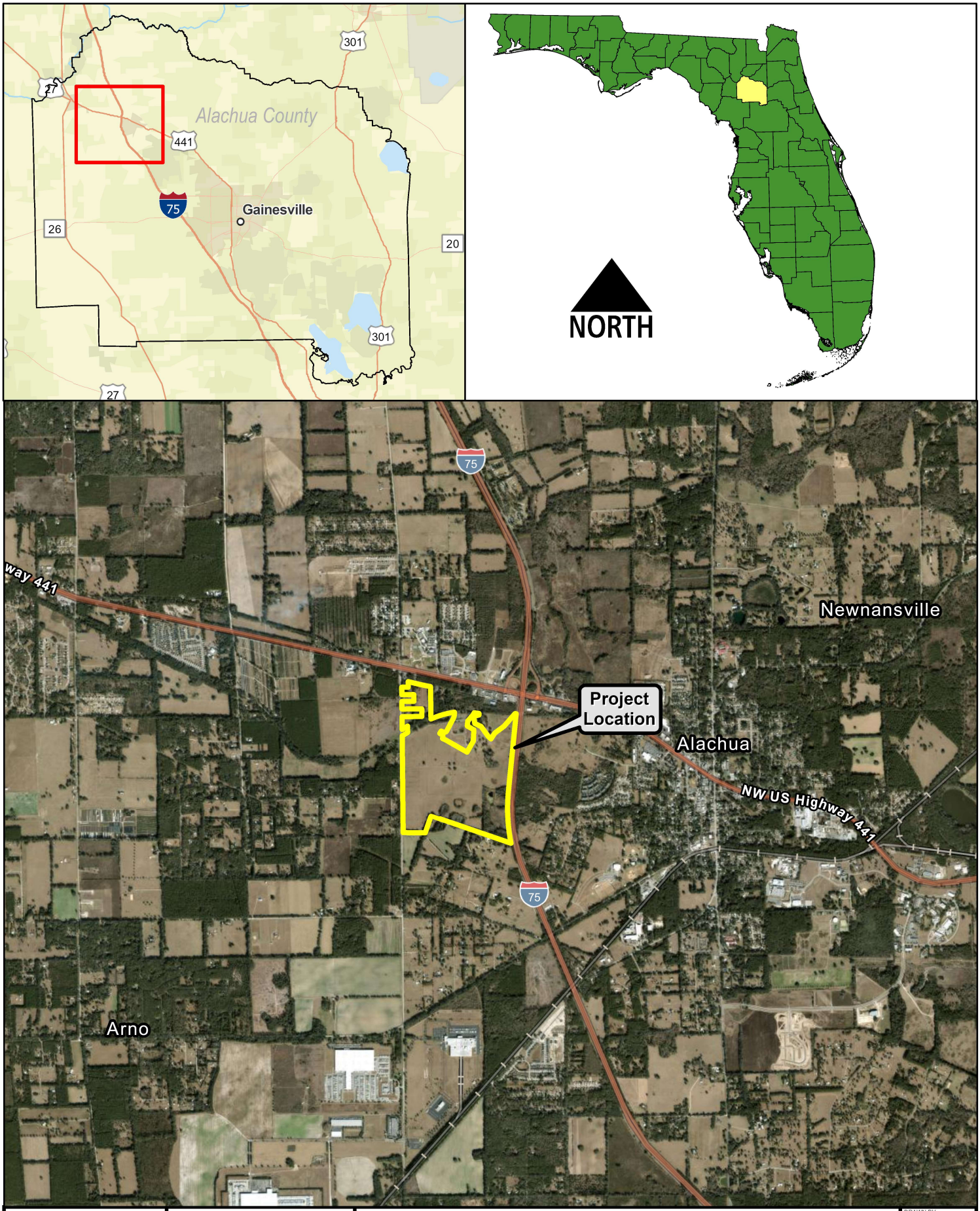
CHW ecologists conducted a literature review and field survey to determine if the Project is being utilized by threatened and endangered species. The Project is not within any USFWS consultation areas. There are no agency documented occurrences of threatened or endangered species on or in the vicinity 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.



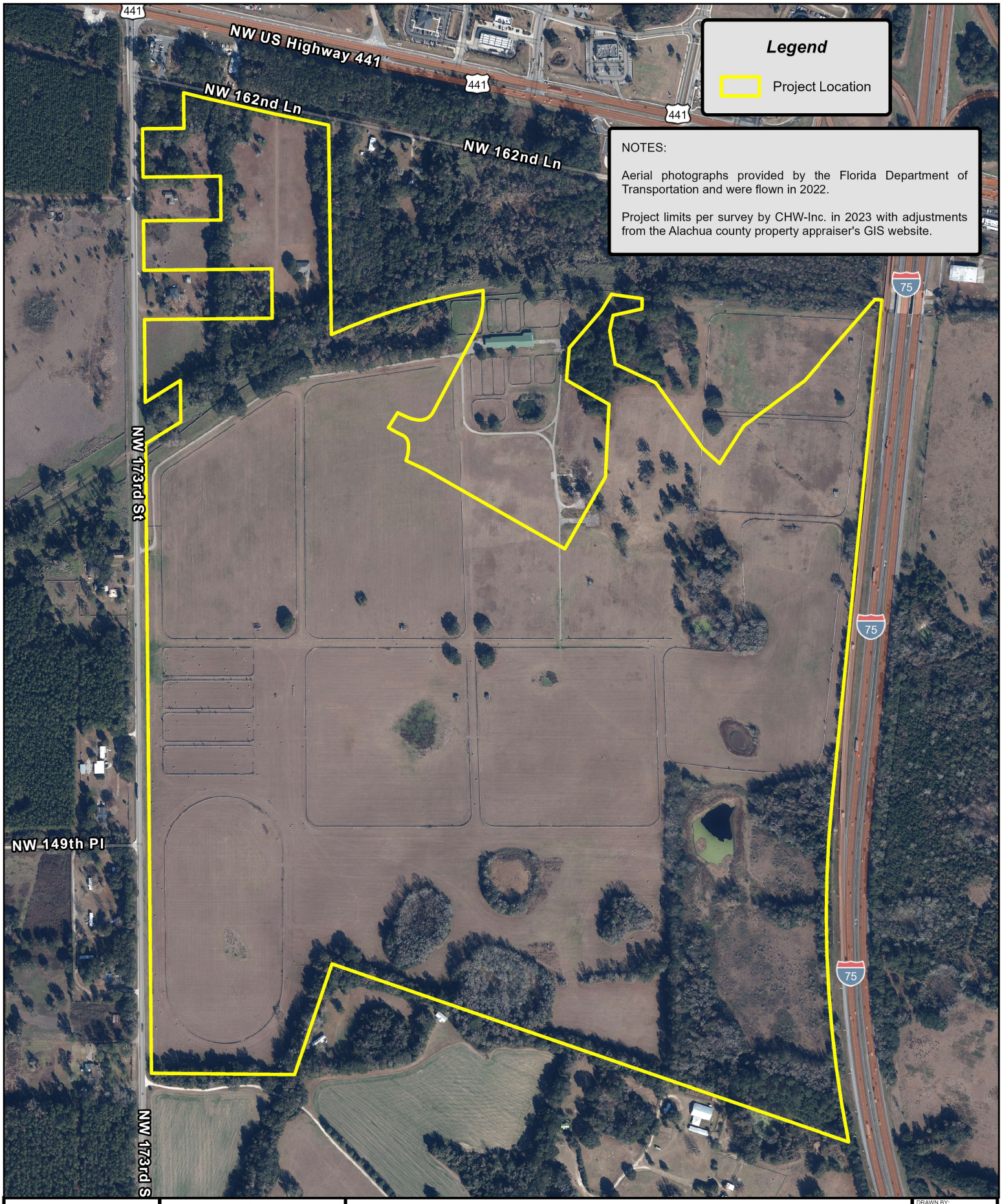
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NORTH
0 0.5 1
Miles

Project Location Map
Tomoka Hills

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DRAWING DATE: 06/10/24
REVIEWED BY: A.W.
EXHIBIT NUMBER: 1

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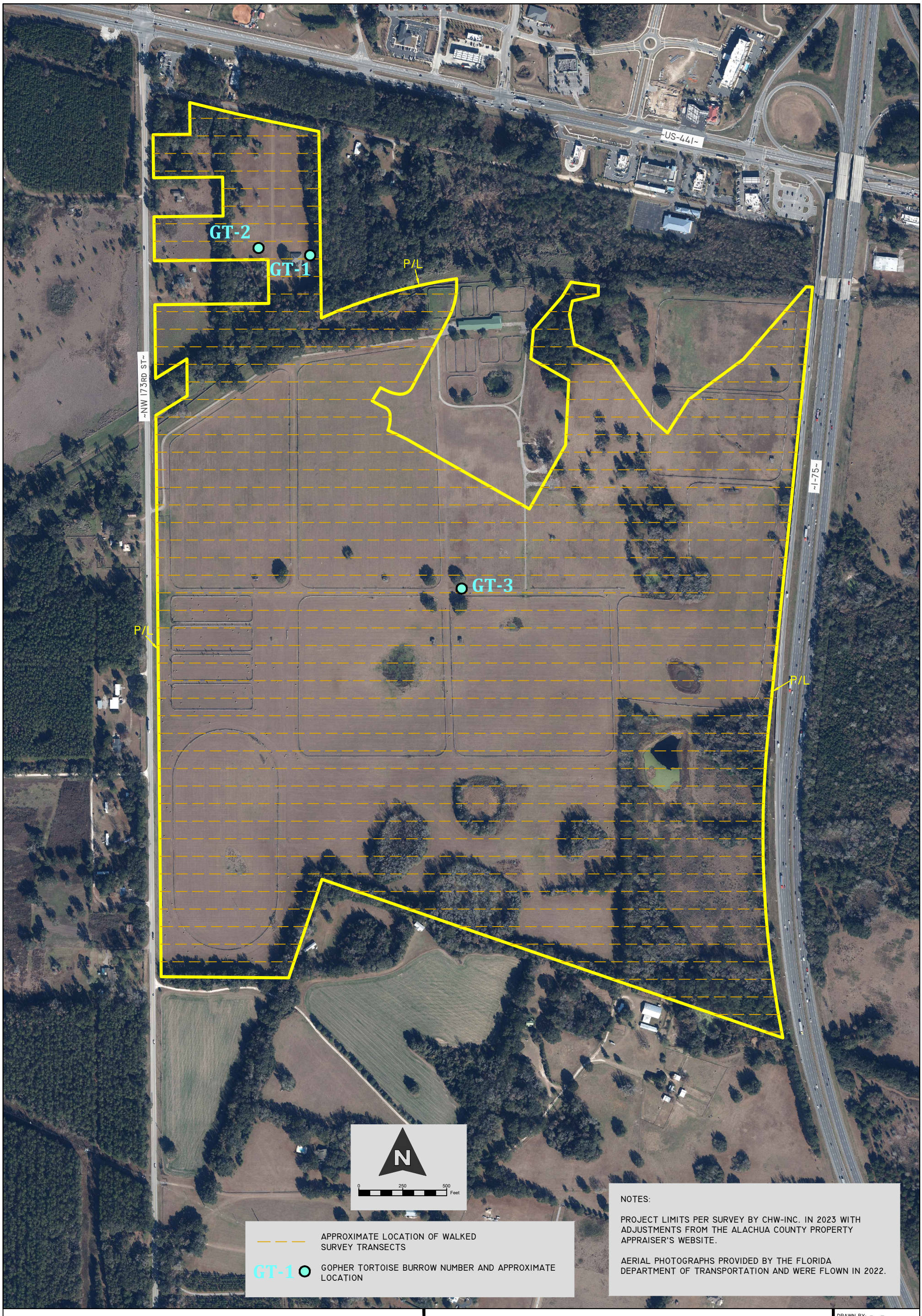
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NORTH
0 150 300 600
Feet

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



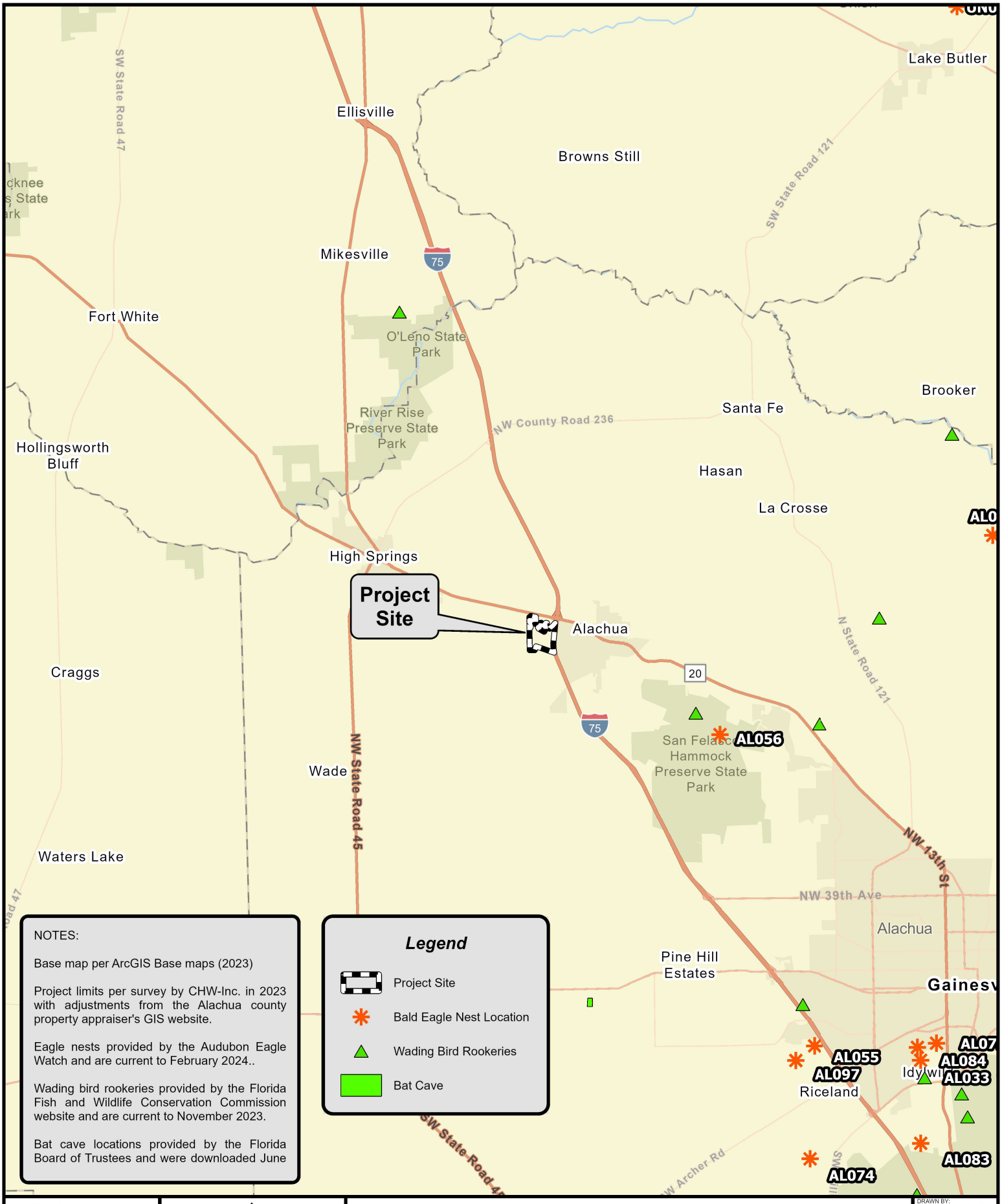
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AN NV5 COMPANY
11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA
CA-5075

Aerial With Survey Transects and Listed Species Location Map

Tomoka Hills

DRAWN BY: D.B.
DRAWING DATE: 06/10/24
REVISED:
EXHIBIT NUMBER: 3

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CHW
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NORTH
0 0.5 1 2
Miles

Documented Occurrences of Listed Species
Tomoka Hills

DRAWN BY: D.B.
DRAWING DATE: 06/10/24
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

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

- Mark Hoyer, University of Florida
- 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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Program Grant from the U.S. Environmental Protection Agency. This current edition was reviewed by FDEP staff: Kevin Coyne, Theodore Saltos, and Celeste Lyon.

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

Putting Green

Short Game Area/Course

Practice Range

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

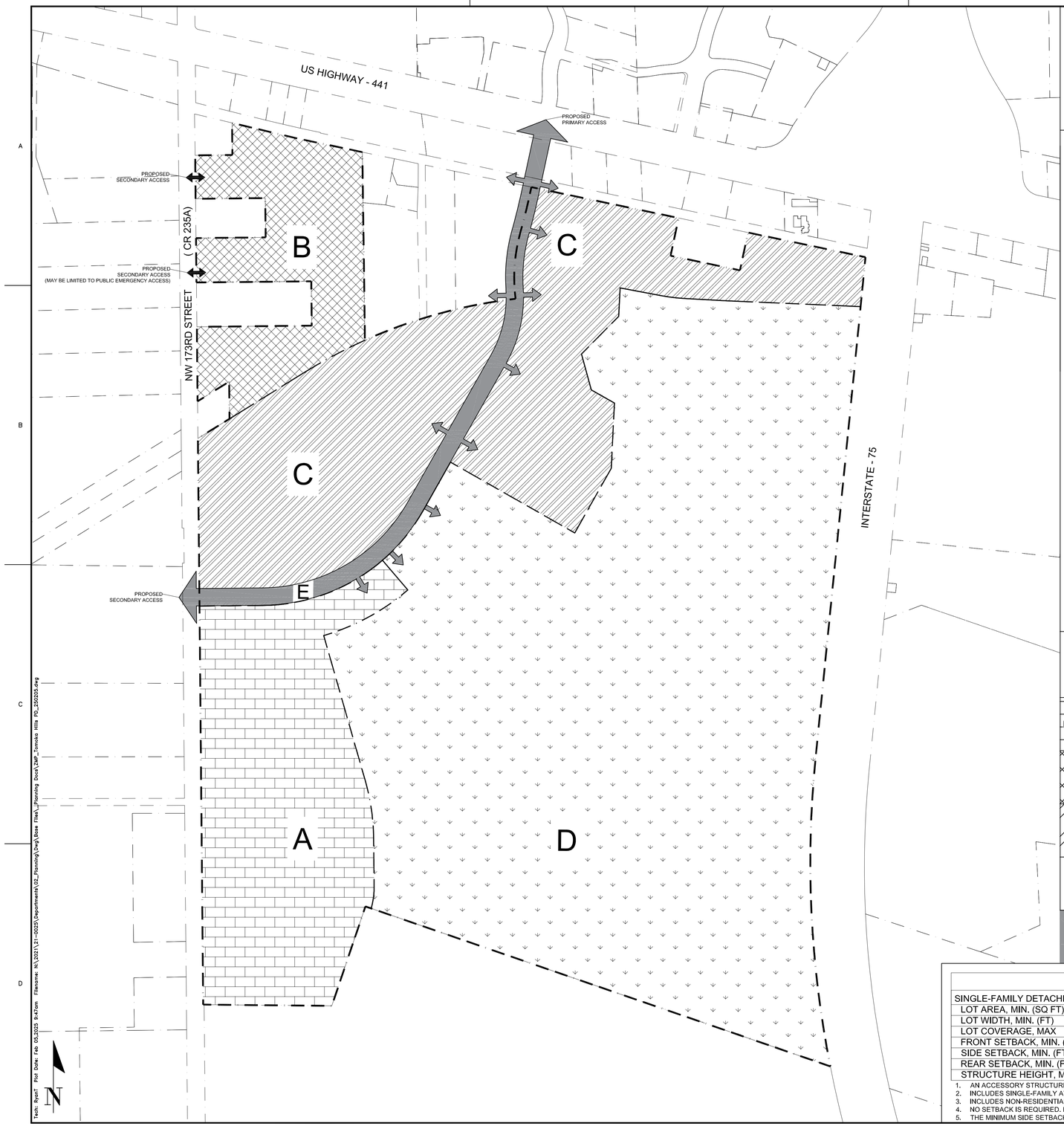
BUNKERS

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.

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chwinc.com
est. 1988 FLORIDA CA-5075
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SUBMITTALS:
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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SUBMITTALS:
SUBMITTAL – PD REZONING, AUGUST 29, 2024

CLIENT: TOMOKA HILLS

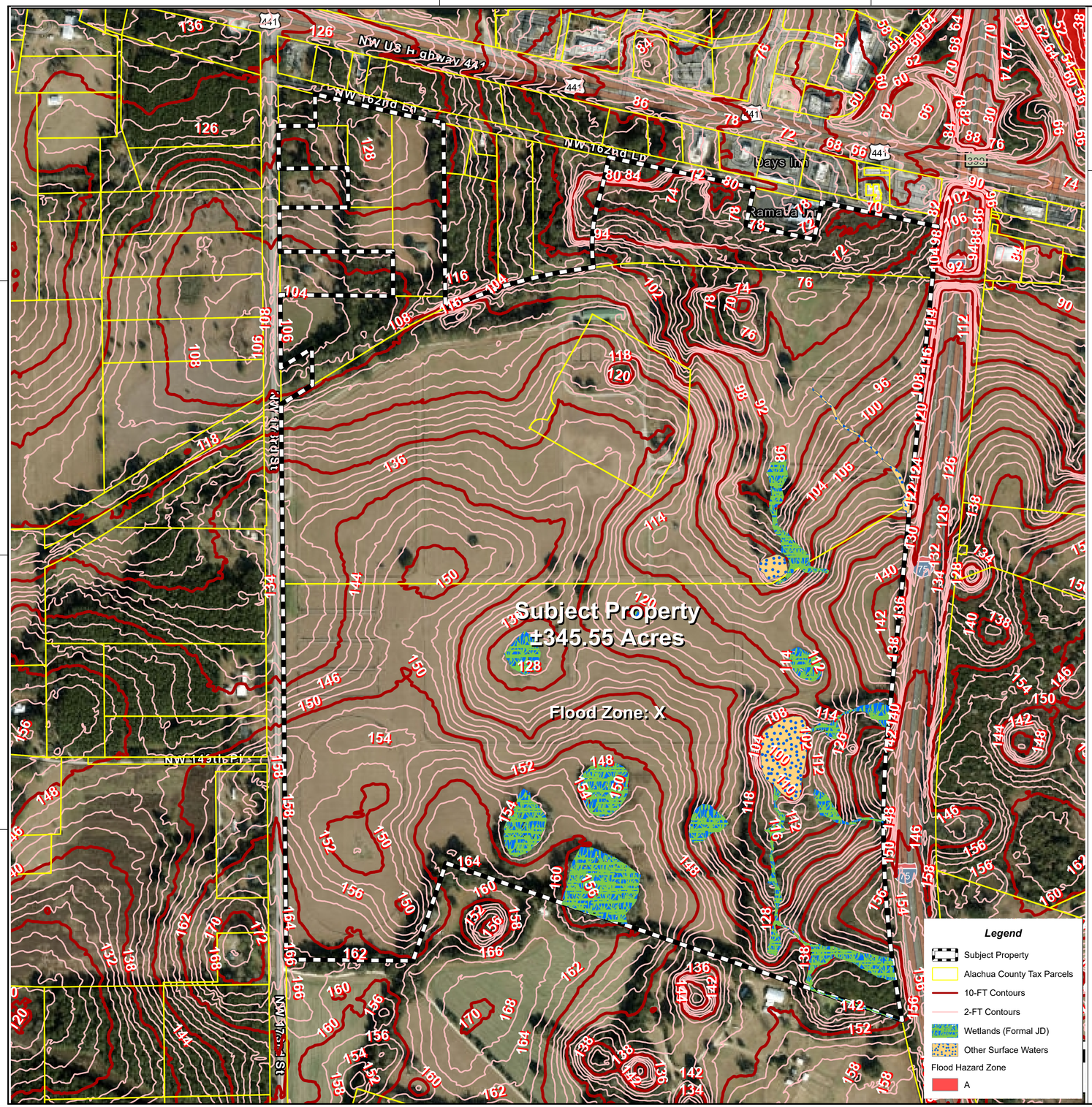
PROJECT: PLANNED DEVELOPMENT

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

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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.

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
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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 NO.: 21-0025.09

SHEET NO.: 3 of 3

Tech: Ryan Plot Date: Nov 14,2024 5:42pm Filename: N:\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.

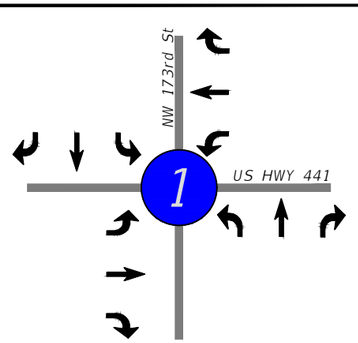
The Tomoka Hills Master Plan includes the following maximum buildout:

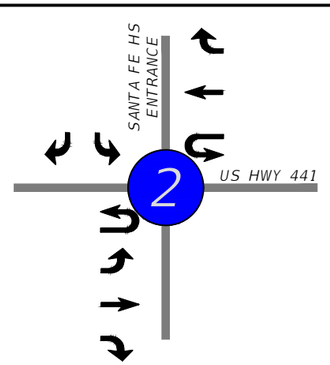
- Single family homes – 110 dwelling units
- 2 X multifamily home developments – 350 dwelling units and 300 dwelling units
- Non-residential development – 540,000 square feet
    - 140,000 SF will be office land use, and the remaining 400,000 square feet will be assumed to be retail for the purpose of this analysis.
- Non-residential recreational development – 200,000 square feet
    - The recreation development will be ancillary to the office land use.

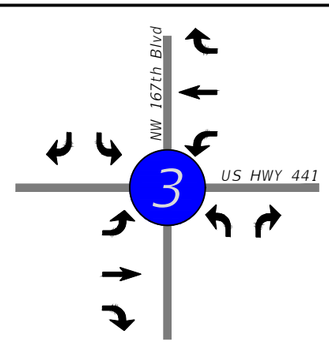
For the purpose of the TIA, a full site buildout year of 2035 will be used to forecast the traffic volumes. Any development phase that occurs after 2035 should require an updated traffic impact analysis. The Tomoka Hill Master Plan is provided in **Appendix A**. The study is in conformance with the methodology letter dated August 16, 2024, see **Appendix B**. **Figure 1** provides the Study Intersections agreed upon in the methodology.

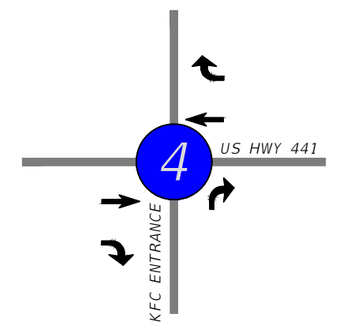
The following connections are proposed with this project, as illustrated in **Appendix A**:

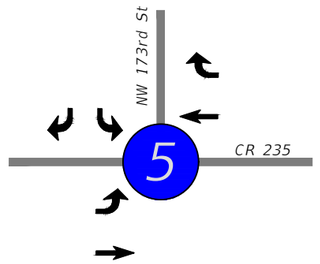
- US HWY 441 at NW 167th Boulevard - This intersection is being modified to a signalized thru-cut intersection undergoing final permit approval with FDOT.
- NW 173rd Street (CR 235A) at the proposed NW 167th Boulevard South intersection (Access A), located approximately 2,770 FT south of NW 162nd Lane
- 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

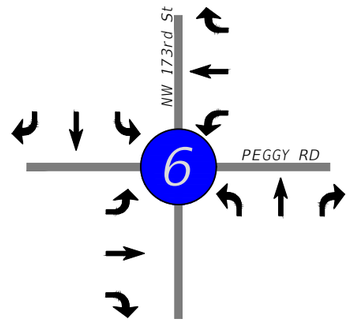


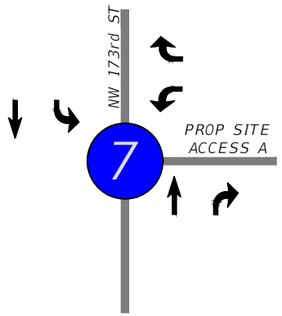


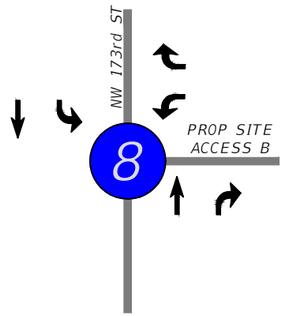


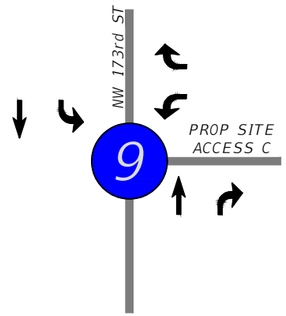


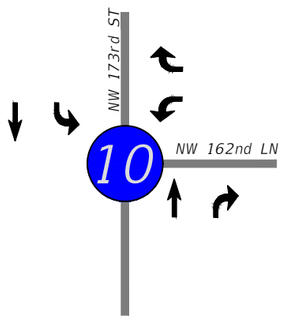


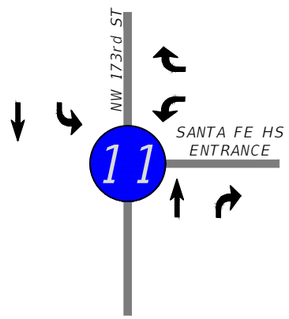




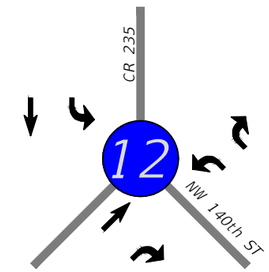


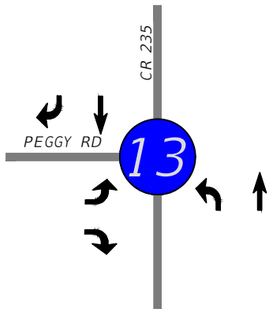












Key:

Figure 1

Tomoka Hills

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AN KIMLEY-HORN COMPANY
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Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-5075

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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:

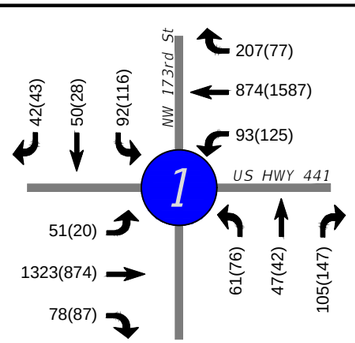
- US HWY 441 at NW 173rd St (CR 235A) (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- US HWY 441 at Santa Fe Driveway (7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM)
- US HWY 441 at KFC Driveway located 340 FT east of NW 167th Blvd (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at CR 235 (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)

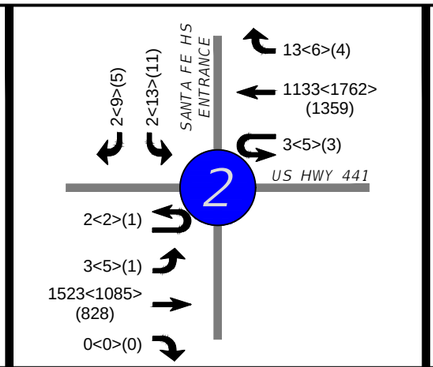
Additional turning movement counts were collected along NW 173rd Street on November 19th, 2024, at the following intersections:

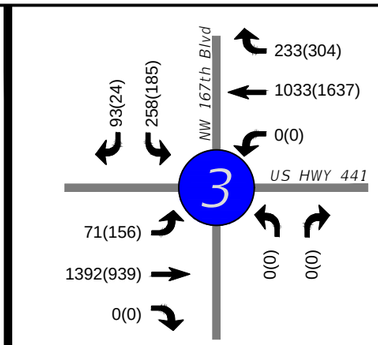
- NW 173rd St (CR 235A) at Peggy Rd (CR 2054) (6:00 AM to 8:00 PM)
- NW 173rd St (CR 235A) at NW 149th Pl (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)
- NW 173rd St (CR 235A) at NW 162nd Ln (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM)

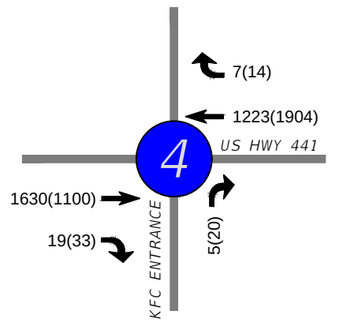
The raw count data is provided in **Appendix D**. The count data was adjusted based on the seasonal adjustment factor to derive the peak season turning movements.

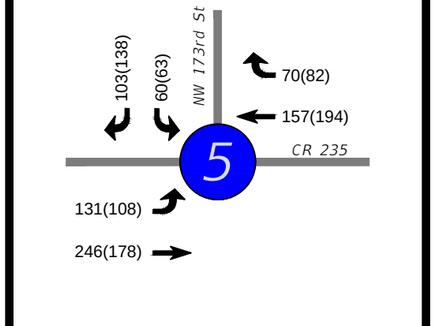
Growth rates were determined based on historical ADT from FDOT Traffic Online to derive the 2035 background volumes. **Appendix E** provides the data used to determine the peak season factor and growth rates used to forecast the background volumes. The background information and volumes are provided 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.

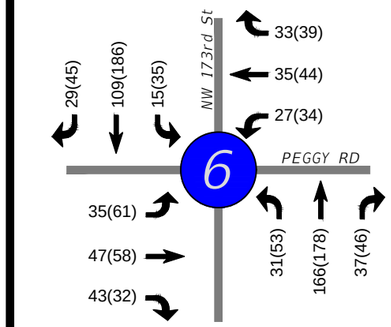


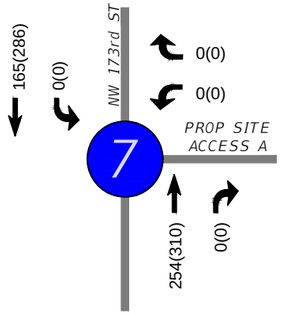


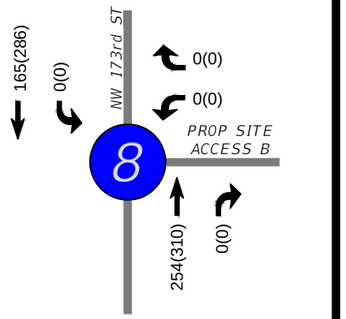


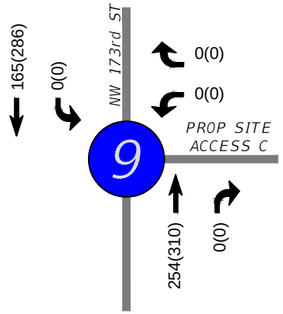


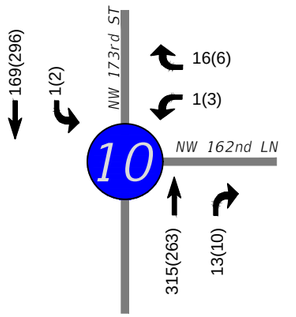


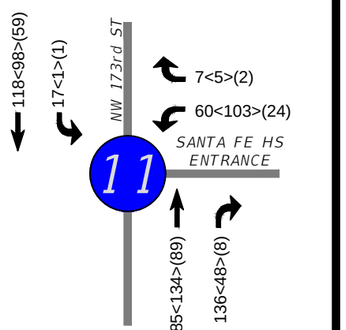




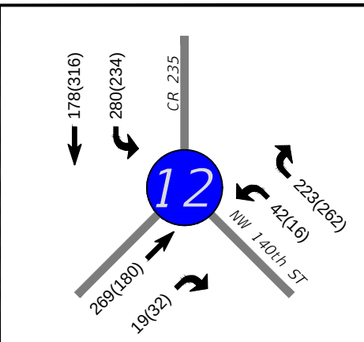


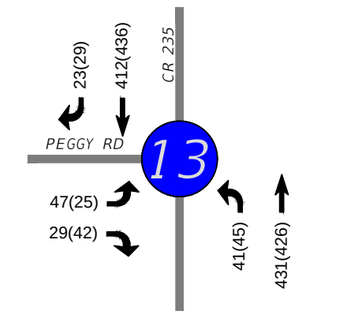












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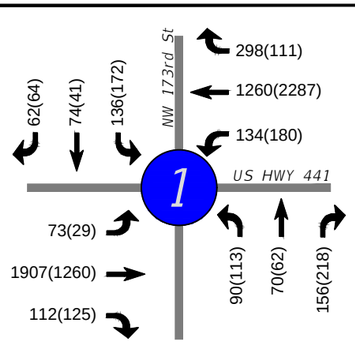
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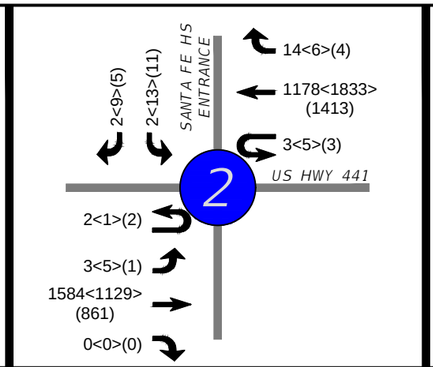
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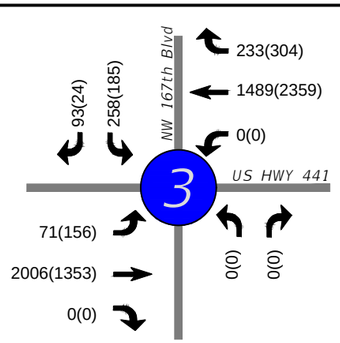
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(352) 331-1976
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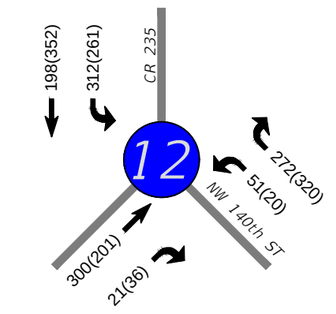
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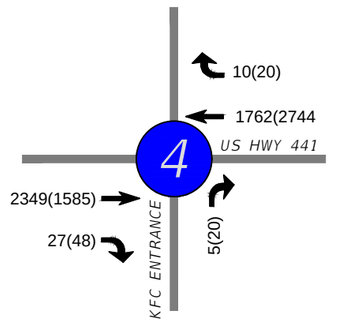


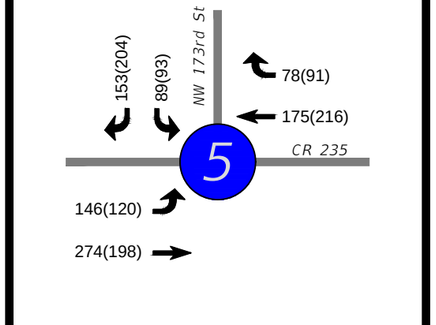


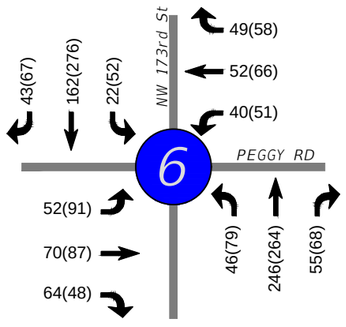


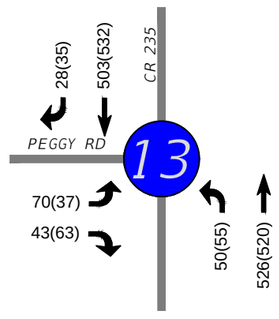


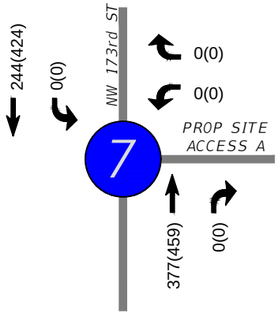


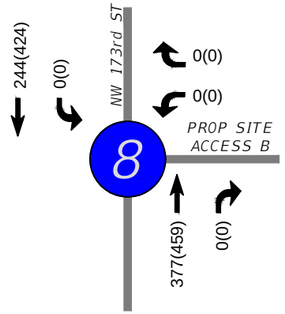


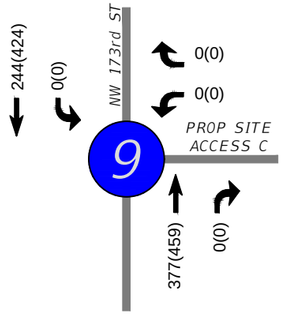


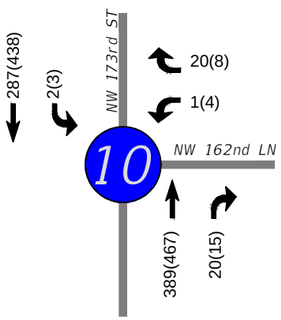


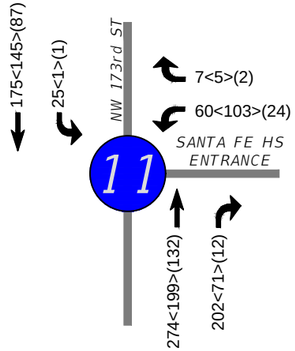












Key:

##(##) - Background AM(PM)

Figure 3

Tomoka Hills

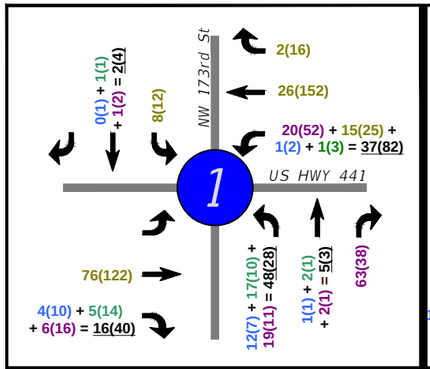
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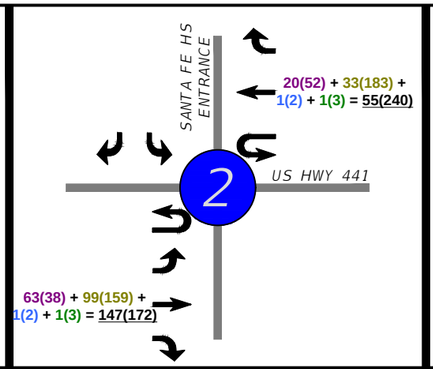
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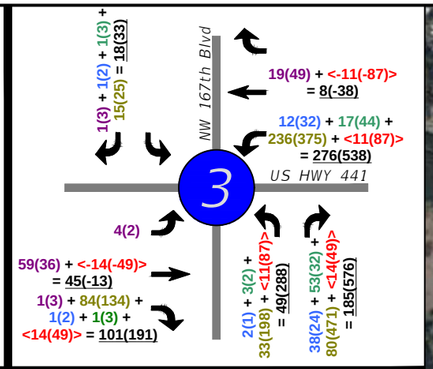
4. TRIP DISTRIBUTION

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**.

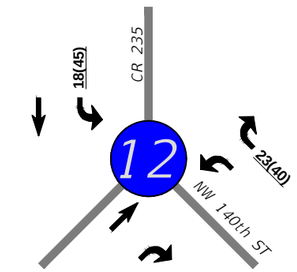
The combined background trips and project trips form the buildout conditions provided in **Appendix F** and illustrated in **Figure 5**.

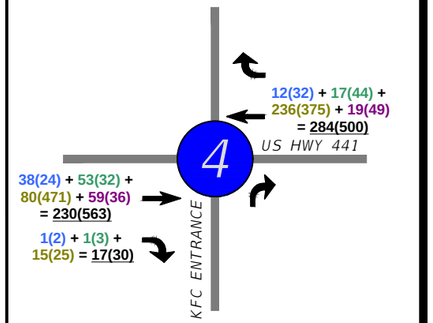


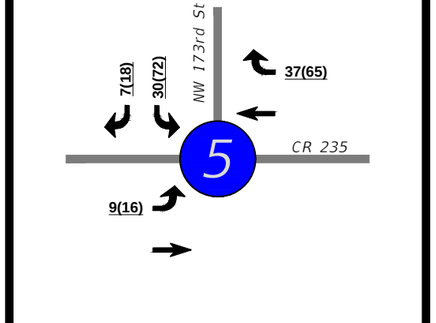


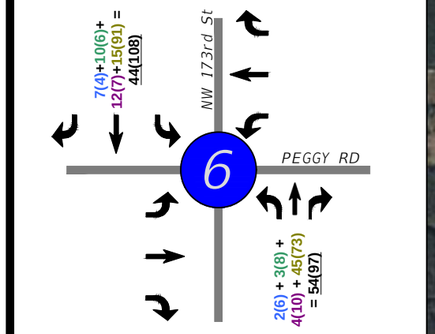


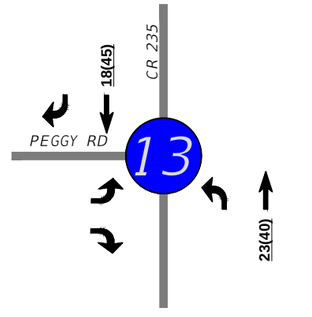


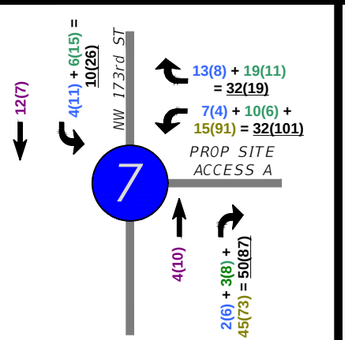


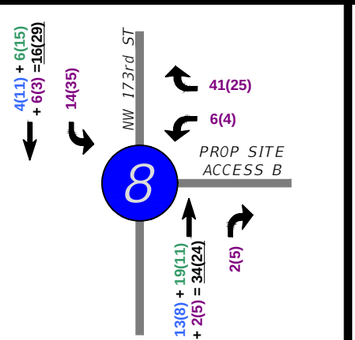


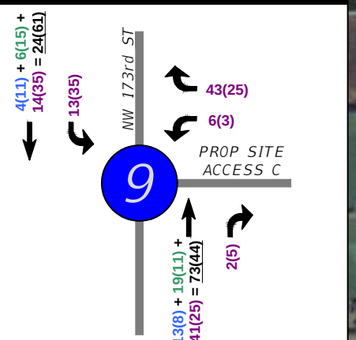


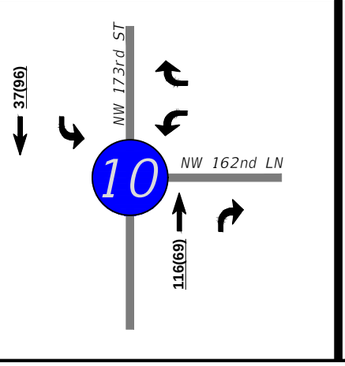


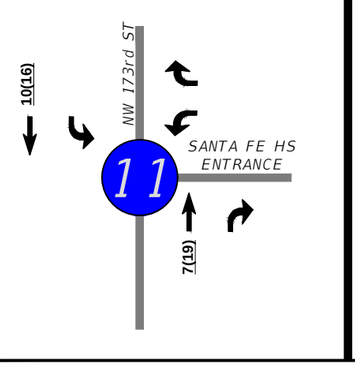












Key:

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

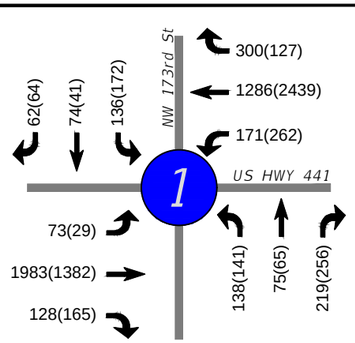
AM(PM) = Total Trips

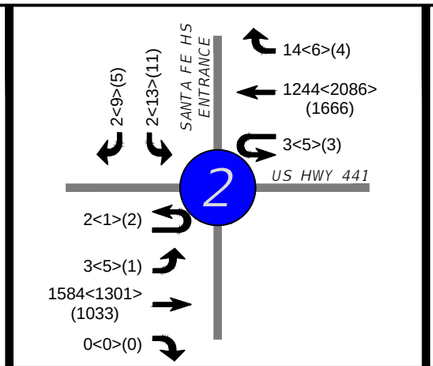
Figure 4

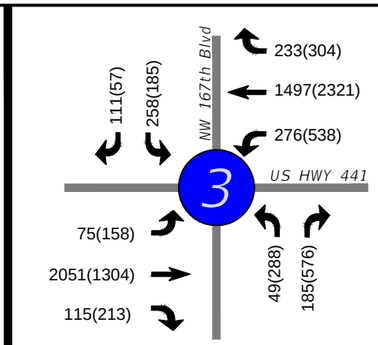
Tomoka Hills

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www.chw-inc.com
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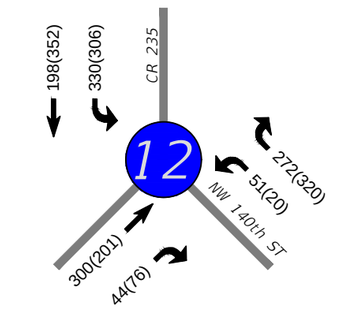
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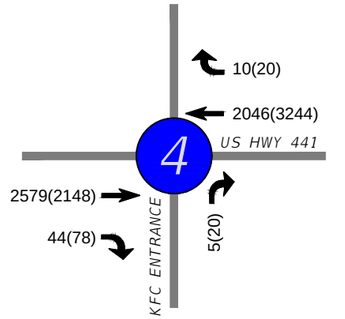


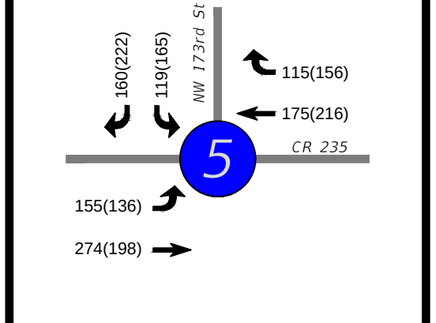


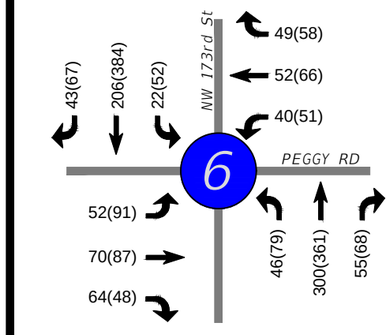


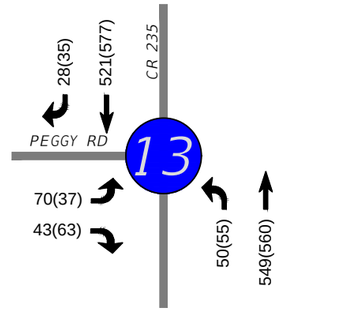


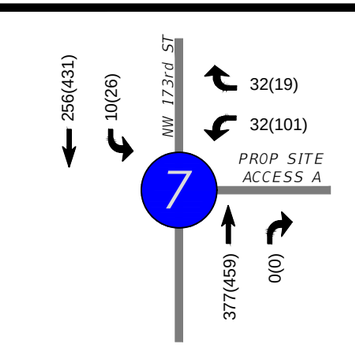


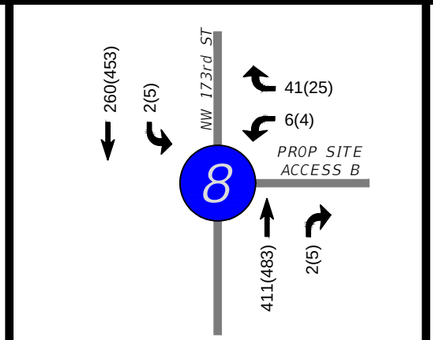


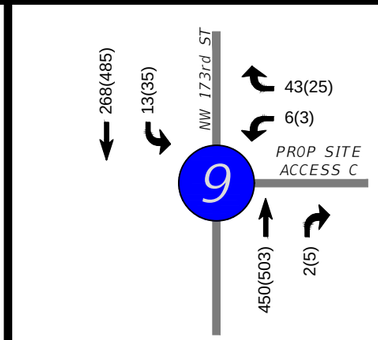


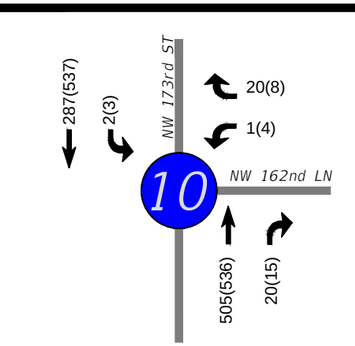


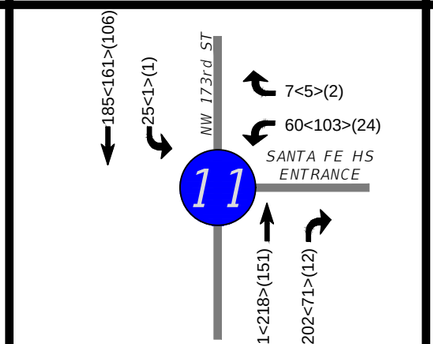












Key:

##(##) - Peak Existing AM(PM)

Figure 5

Tomoka Hills

CHW AN NIVIS COMPANY
11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-5075

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

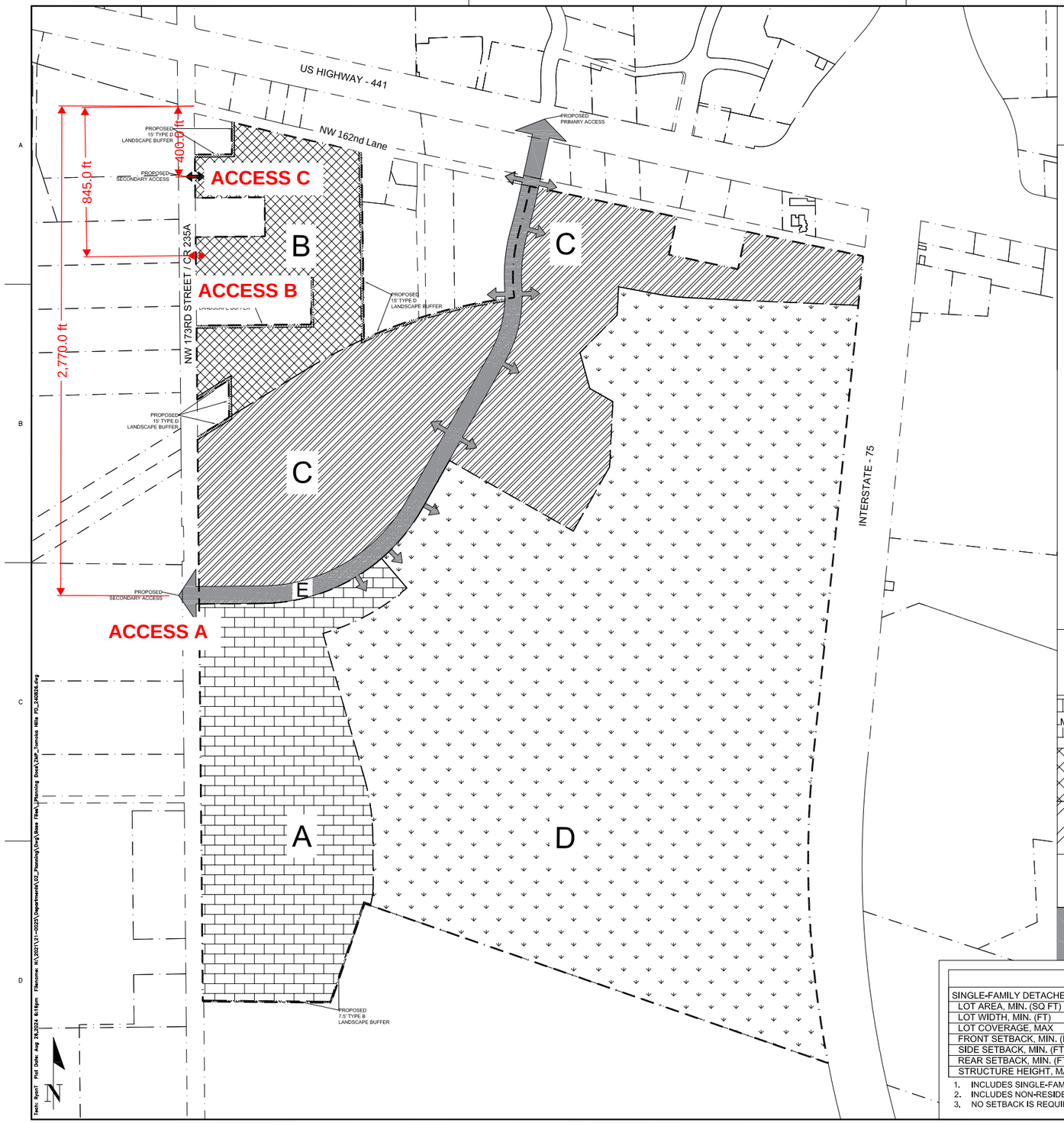
- Provide a 2nd 225 FT northbound left turn lane.
- Provide a 2nd westbound left-turn lane and extend the dual left turn lanes to approximately 575 FT in length.

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'.

11801 Research Drive
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 OF DRAWING
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.

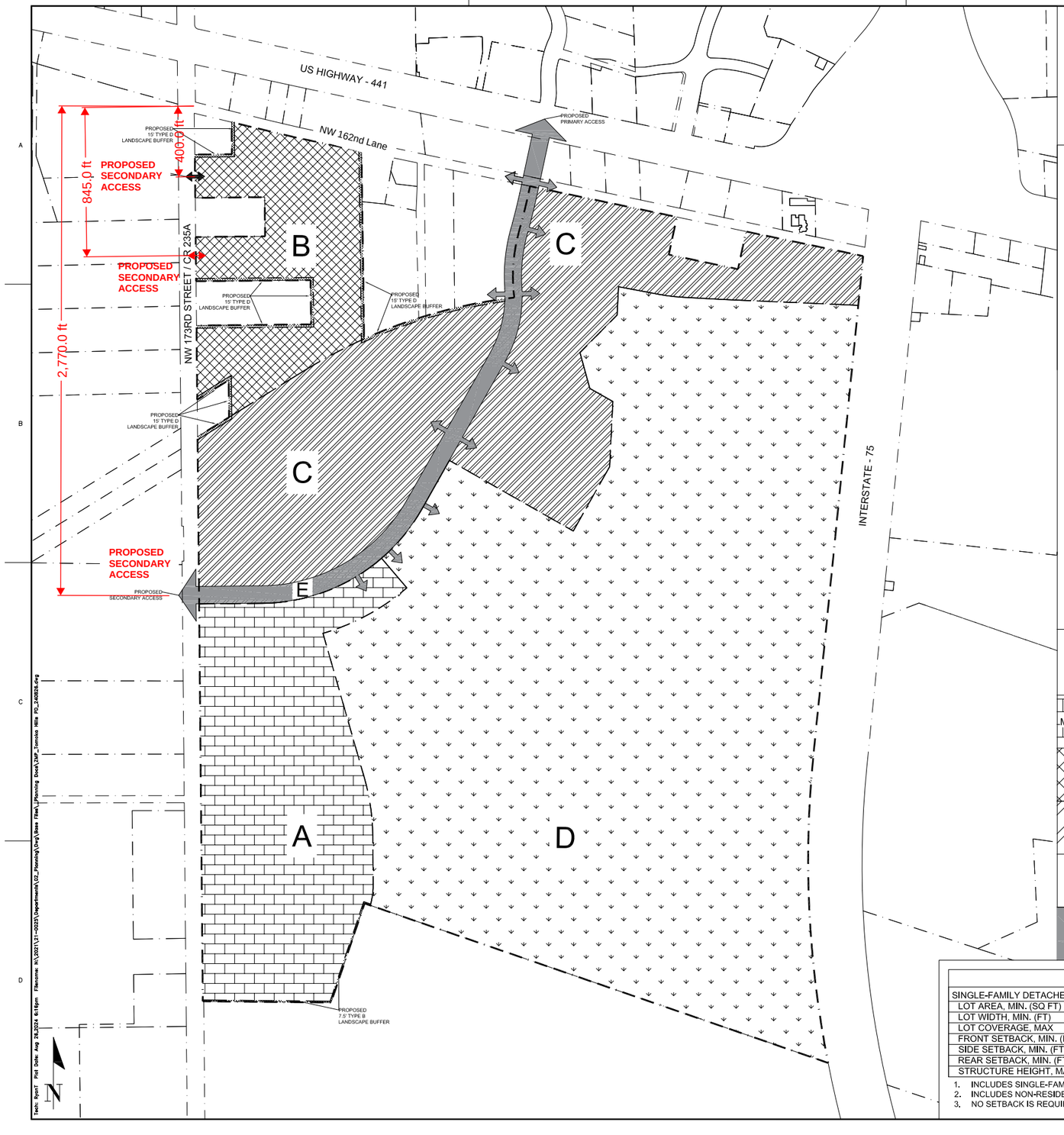
Sincerely,
CHW



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.
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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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www.chw-inc.com
est. 1980 FLORIDA CA-0000075

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

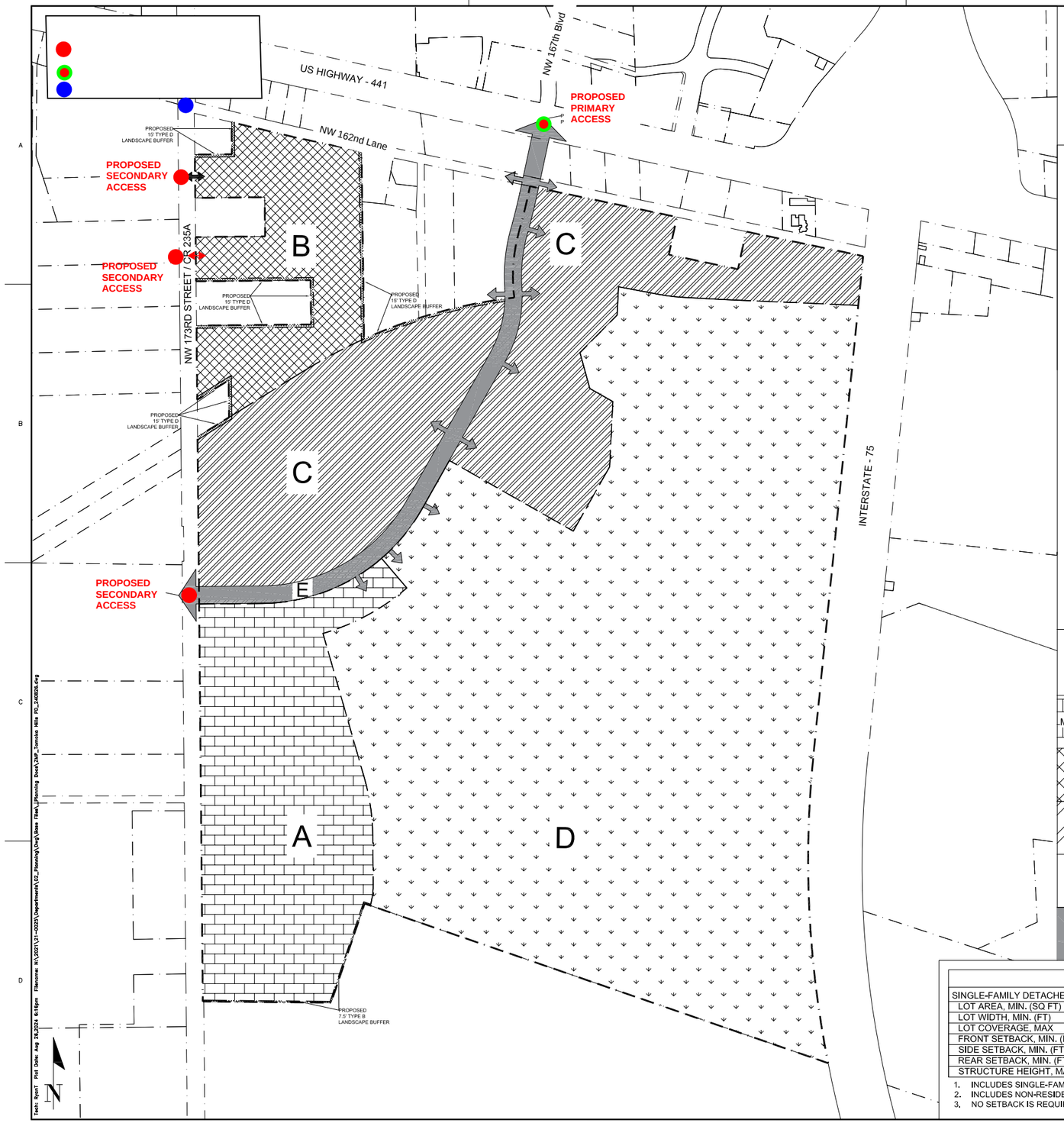
CLIENT: TOMOKA HILLS
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: MASTER PLAN

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\Zoll_Service 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 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

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)

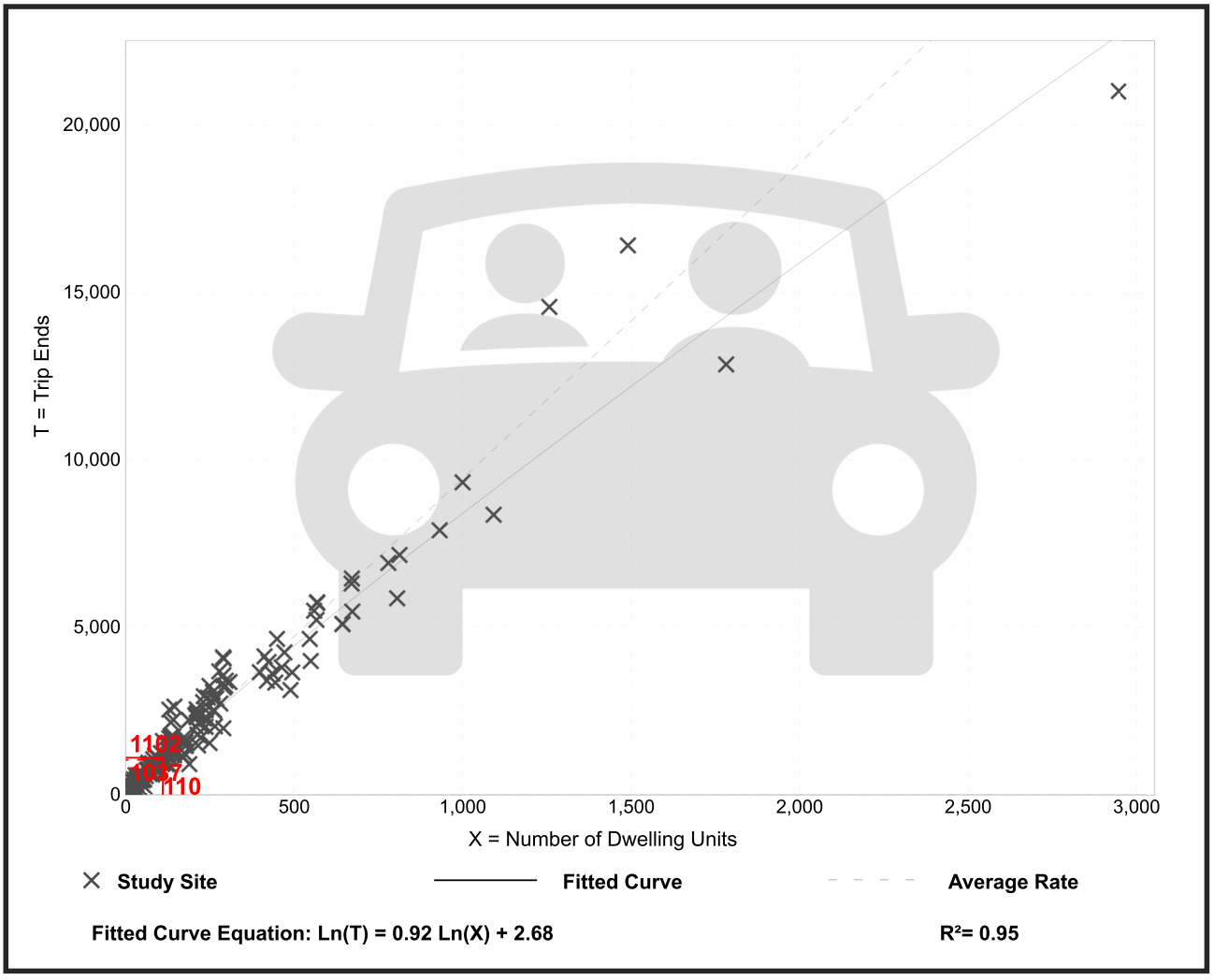
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

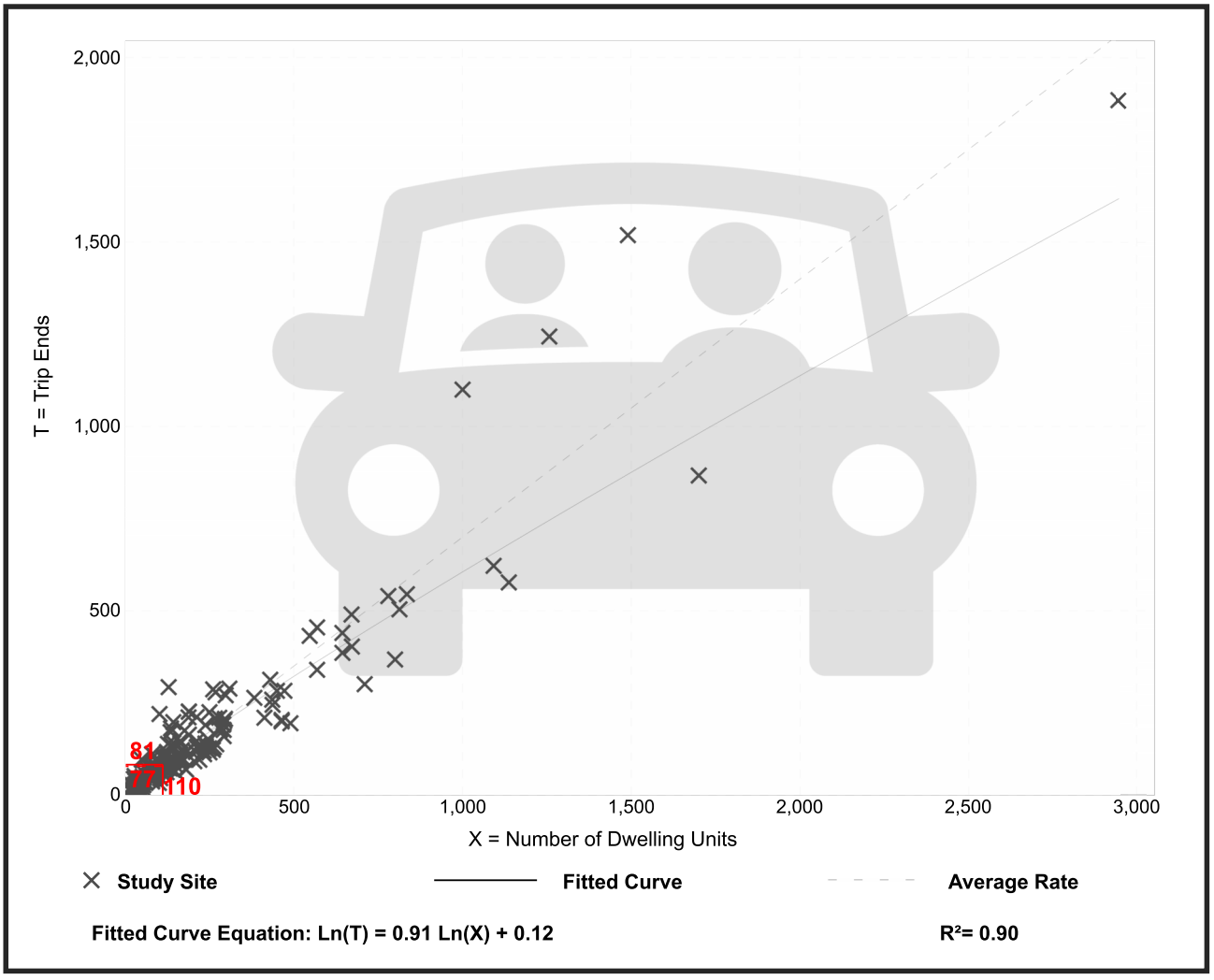
Single-Family Detached Housing
(210)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

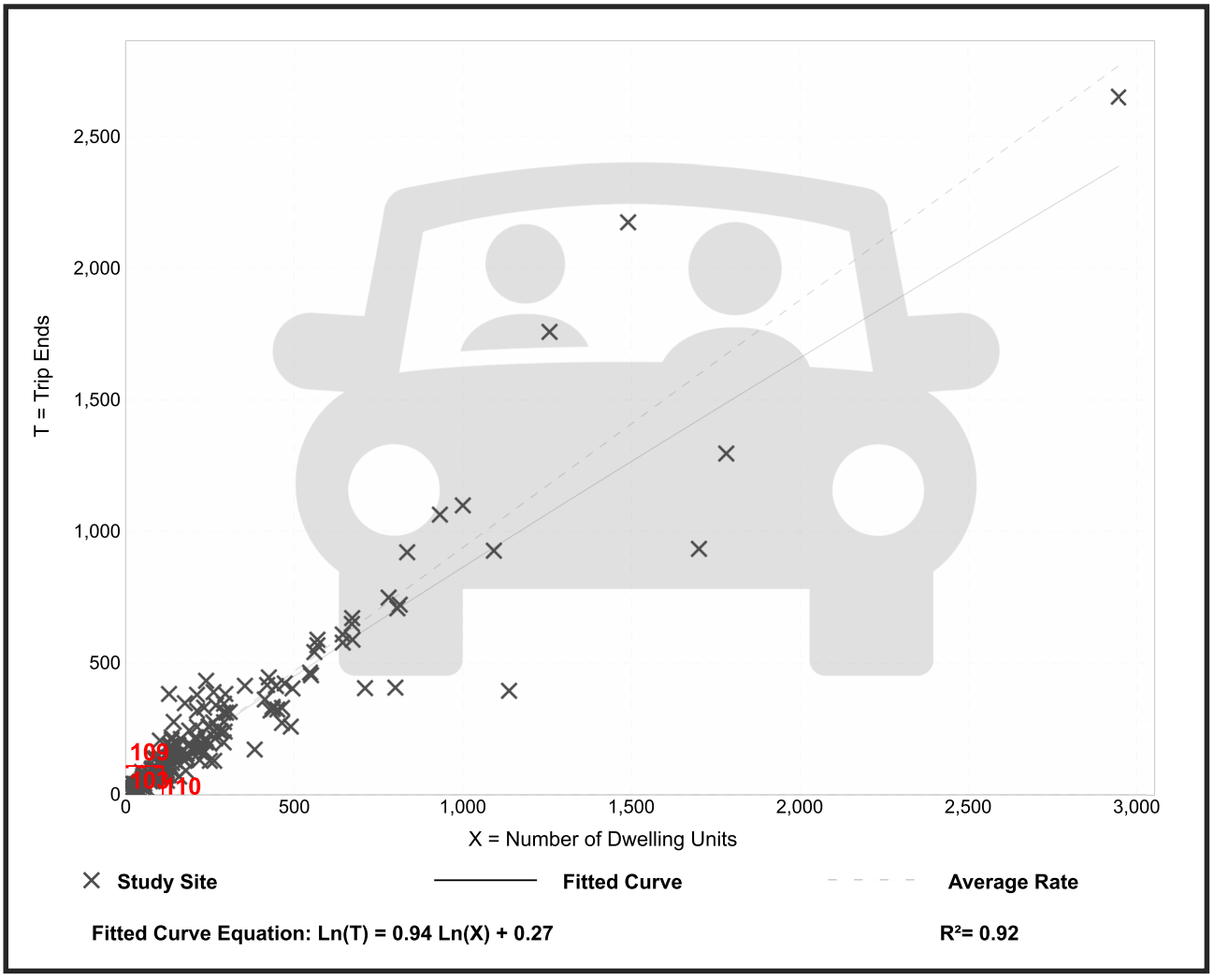
Single-Family Detached Housing
(210)

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)

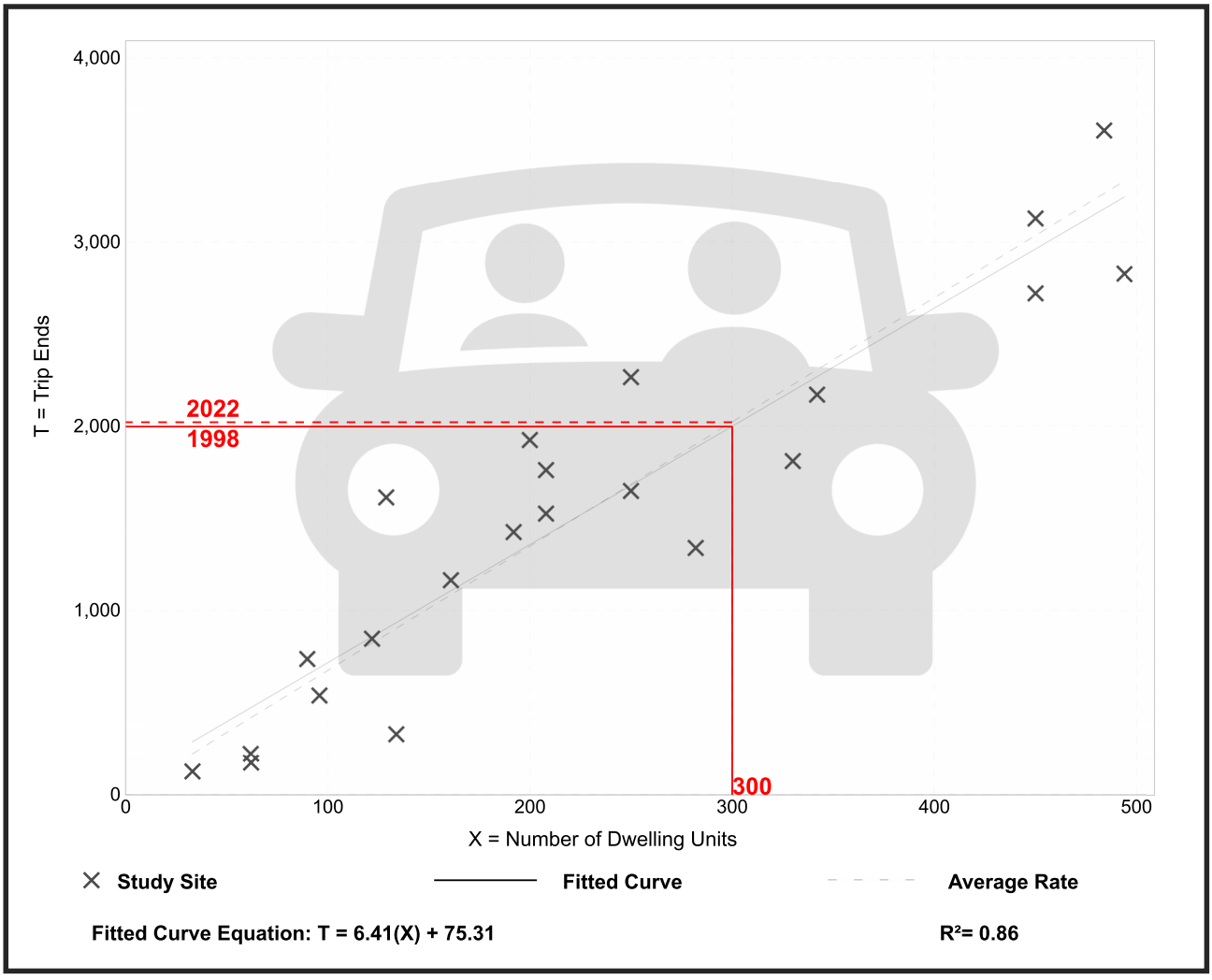
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

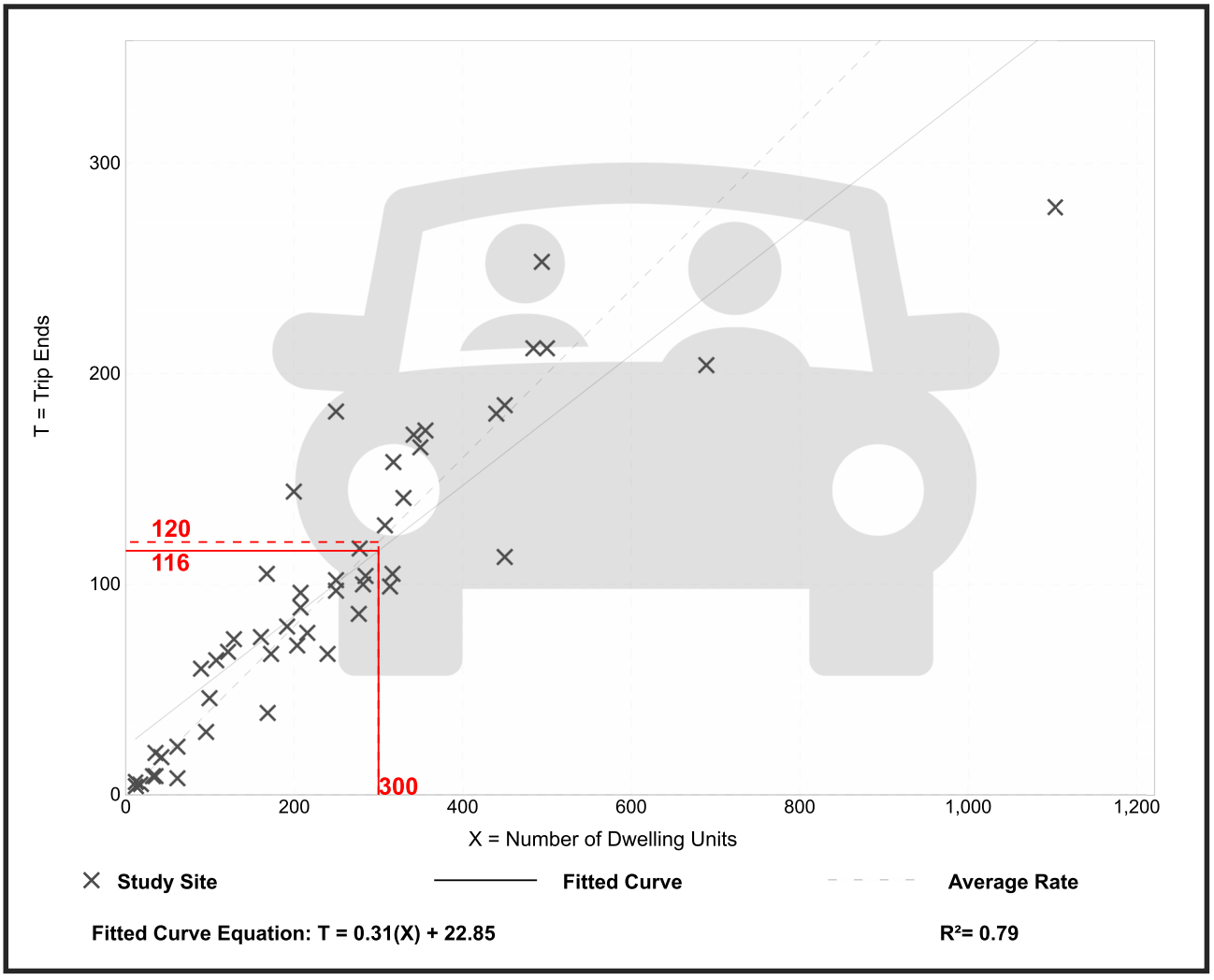
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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

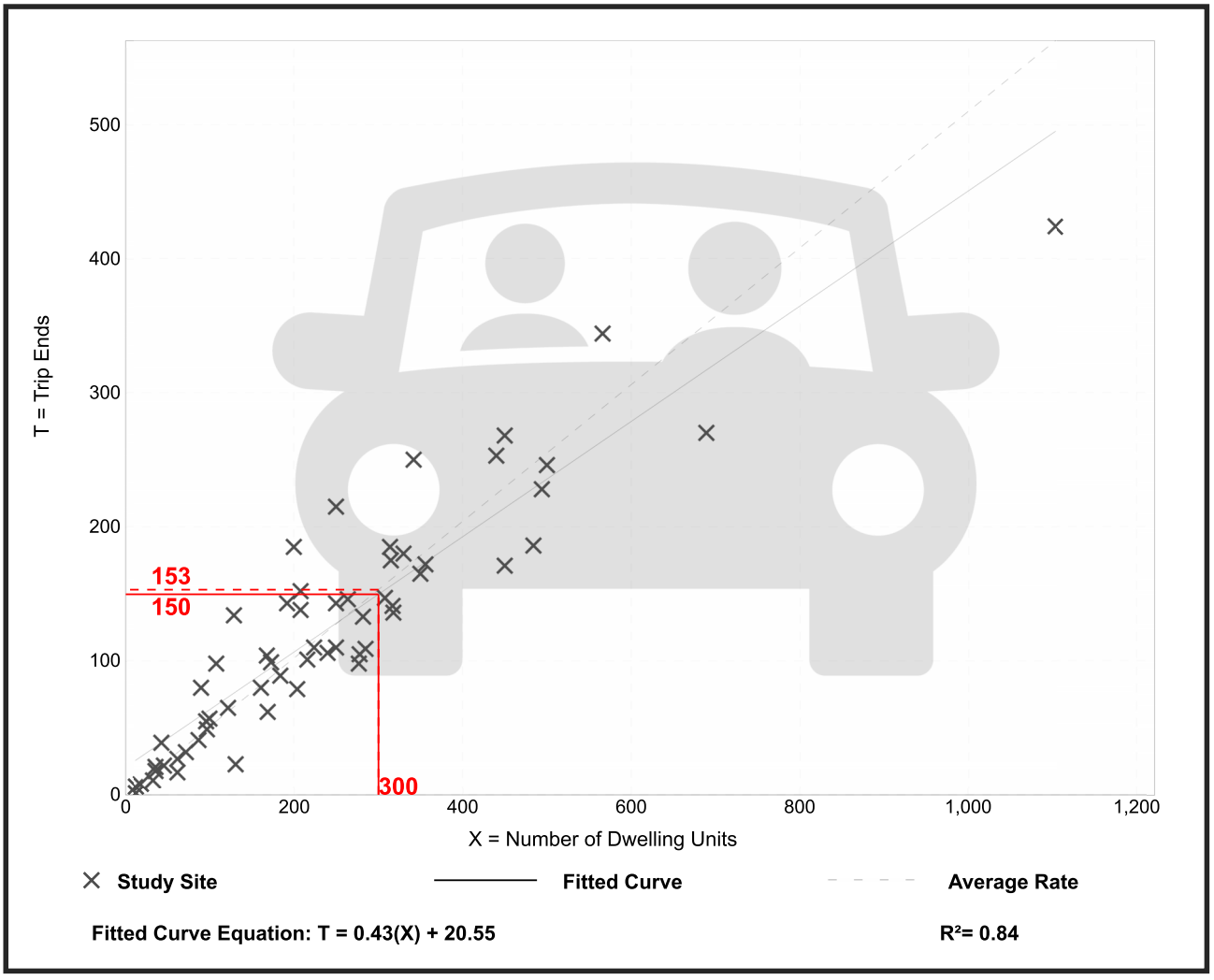
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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)

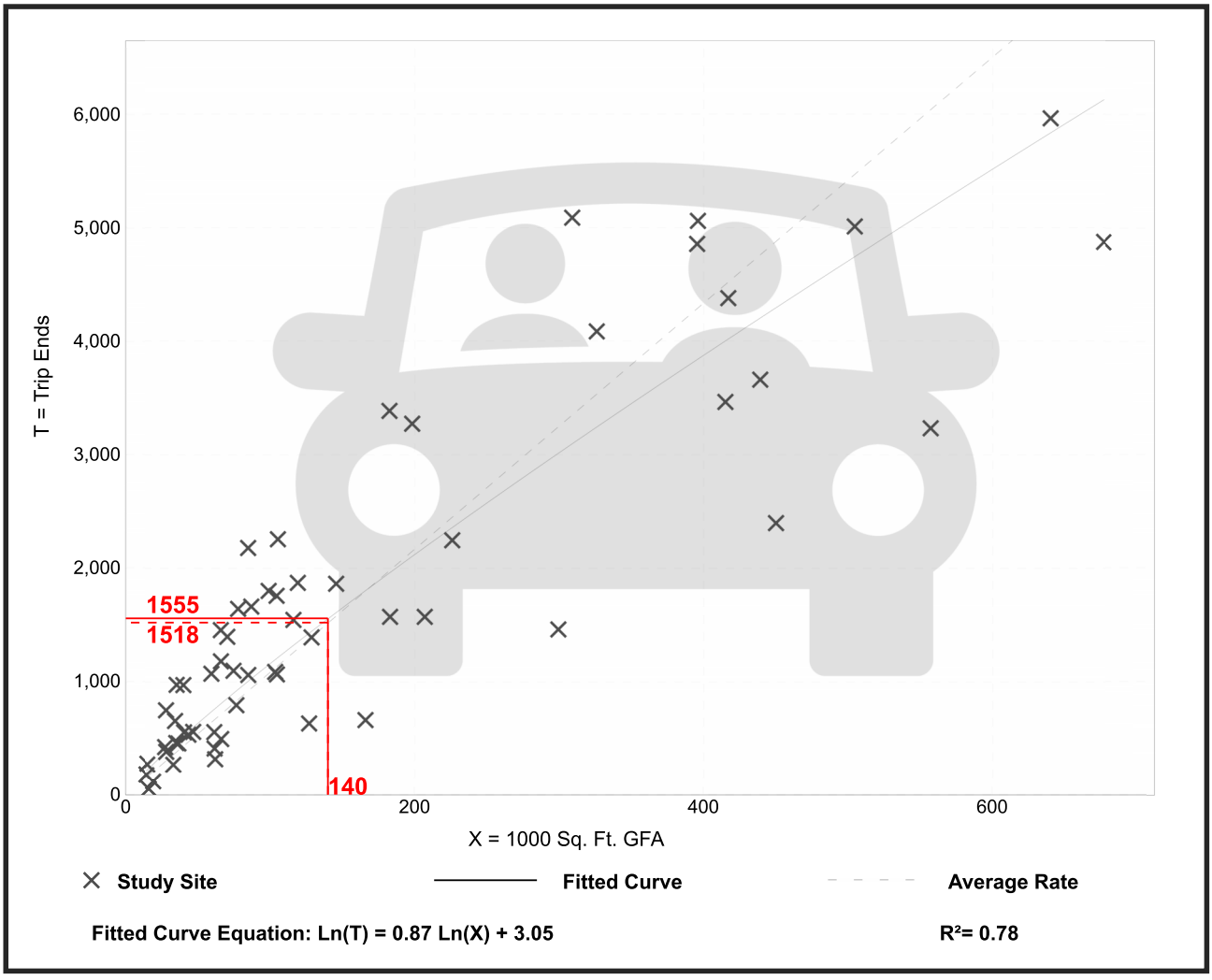
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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

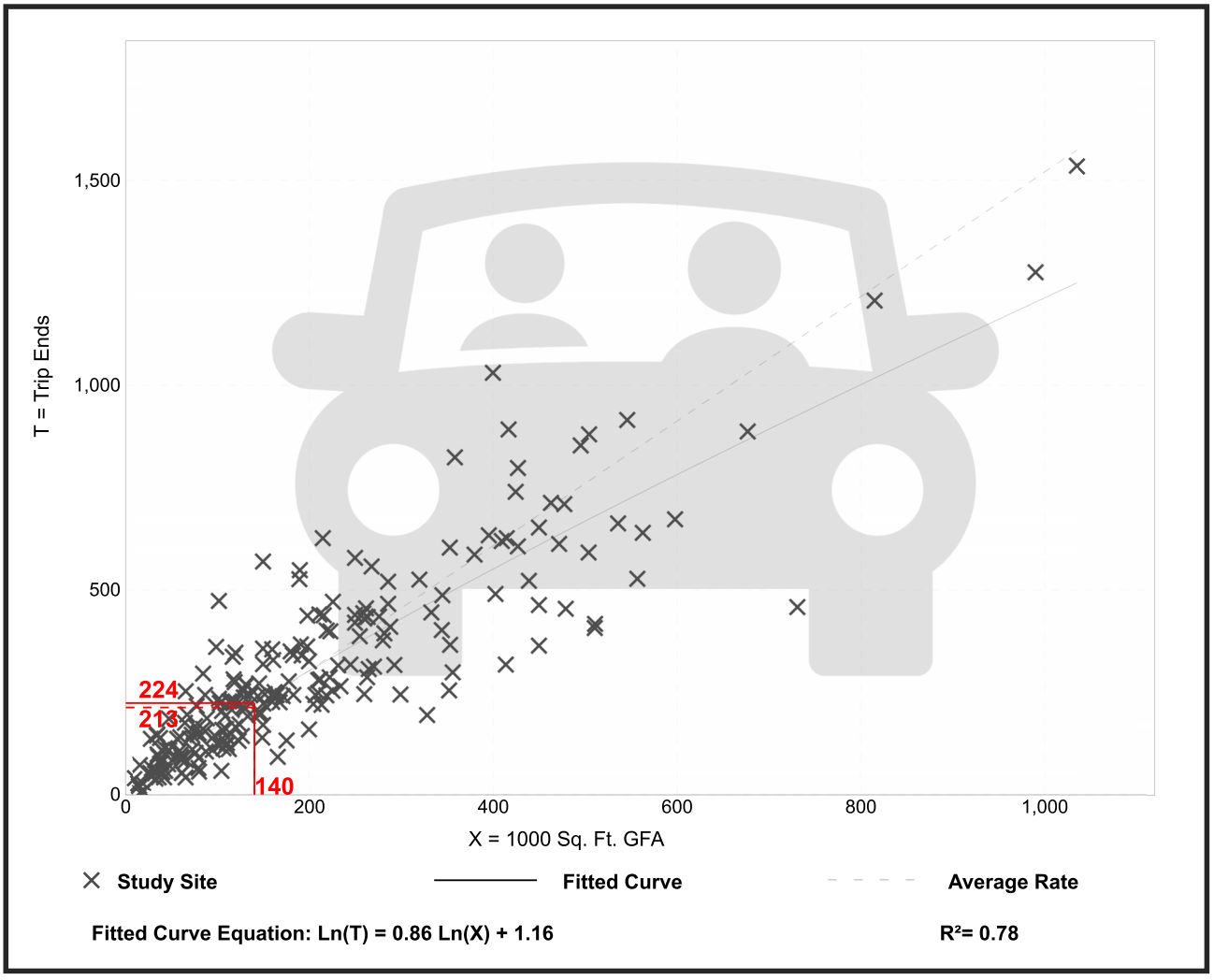
General Office Building
(710)

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

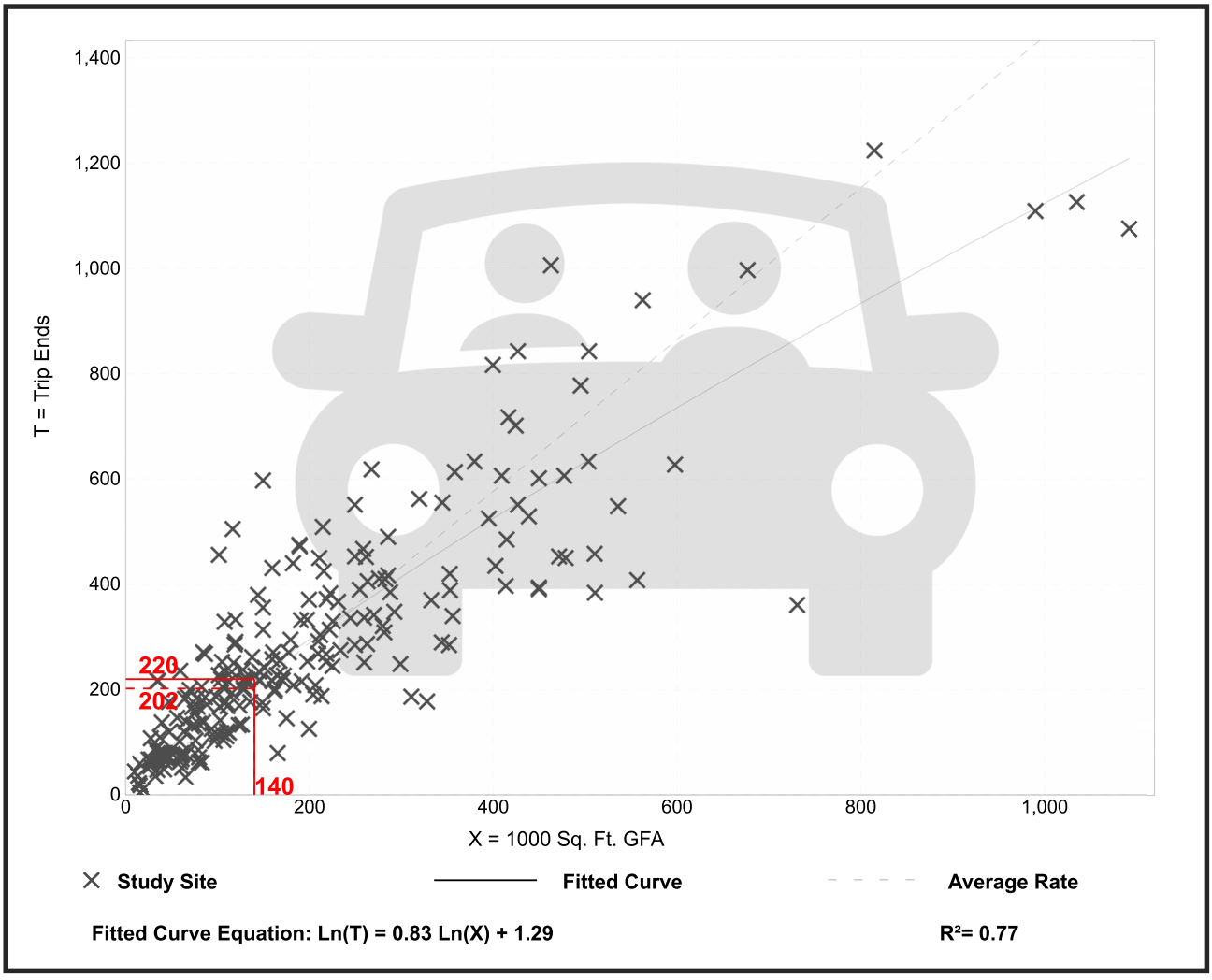
General Office Building
(710)

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)

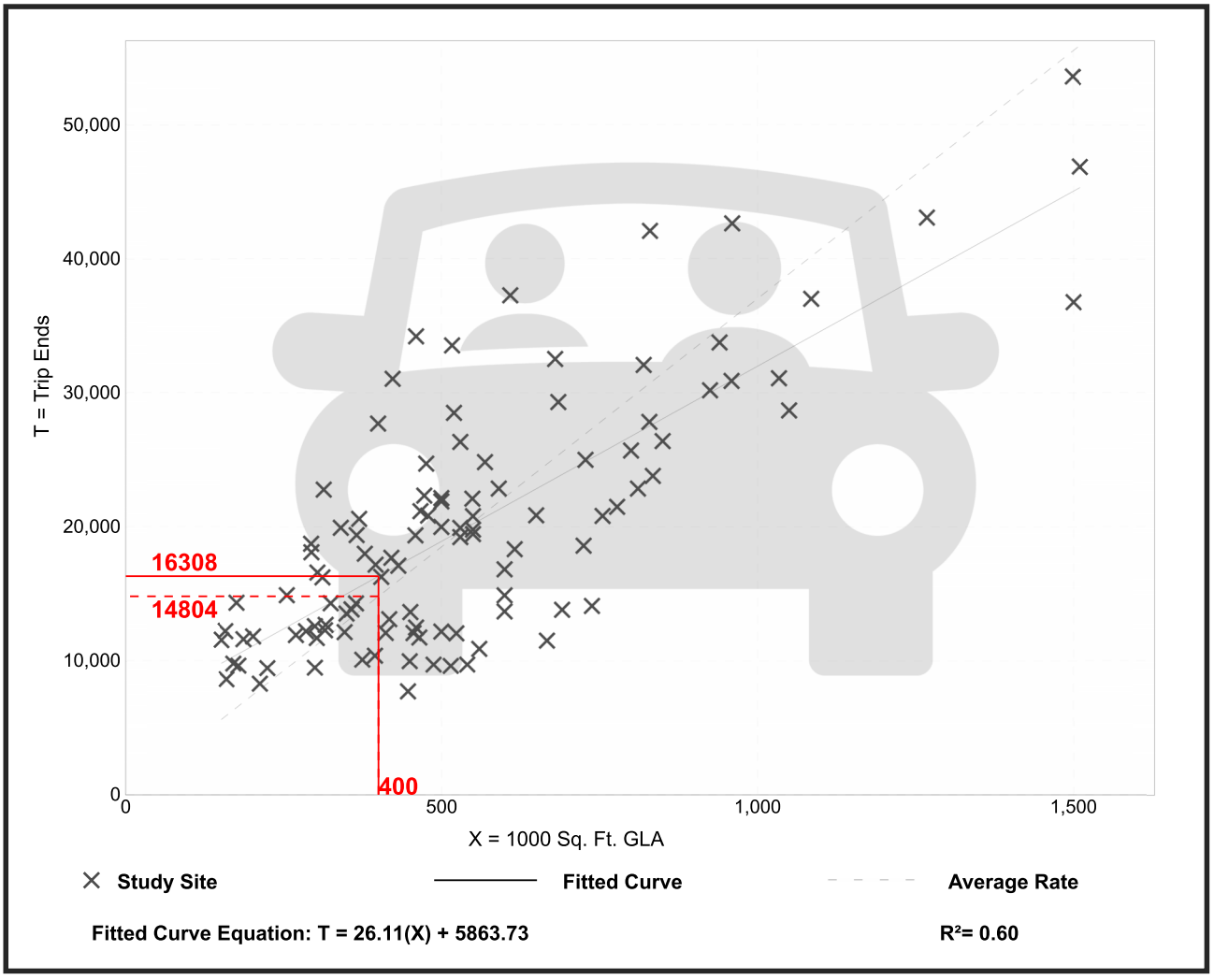
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

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

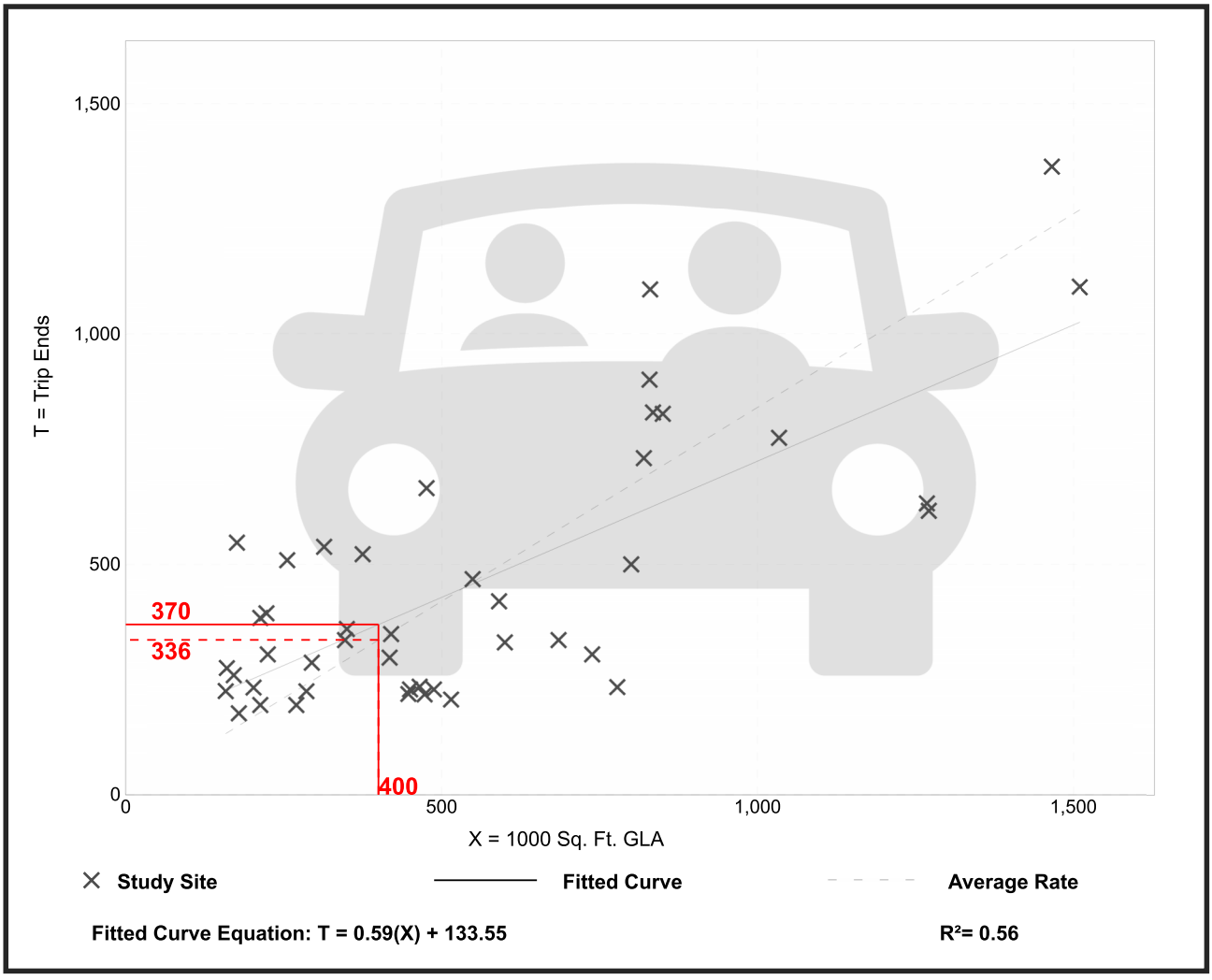
Shopping Center (>150k)
(820)

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

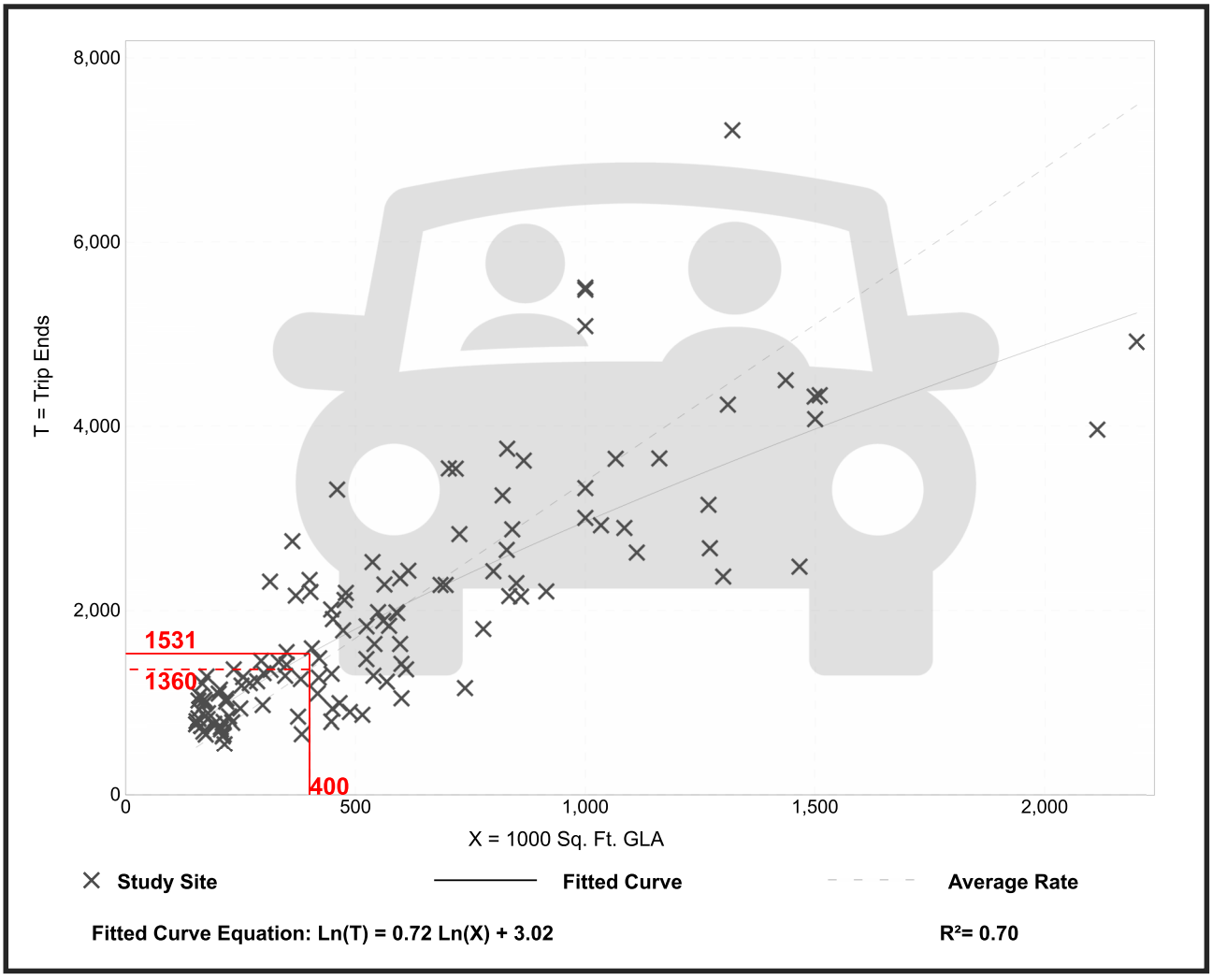
Shopping Center (>150k)
(820)

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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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 <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

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)

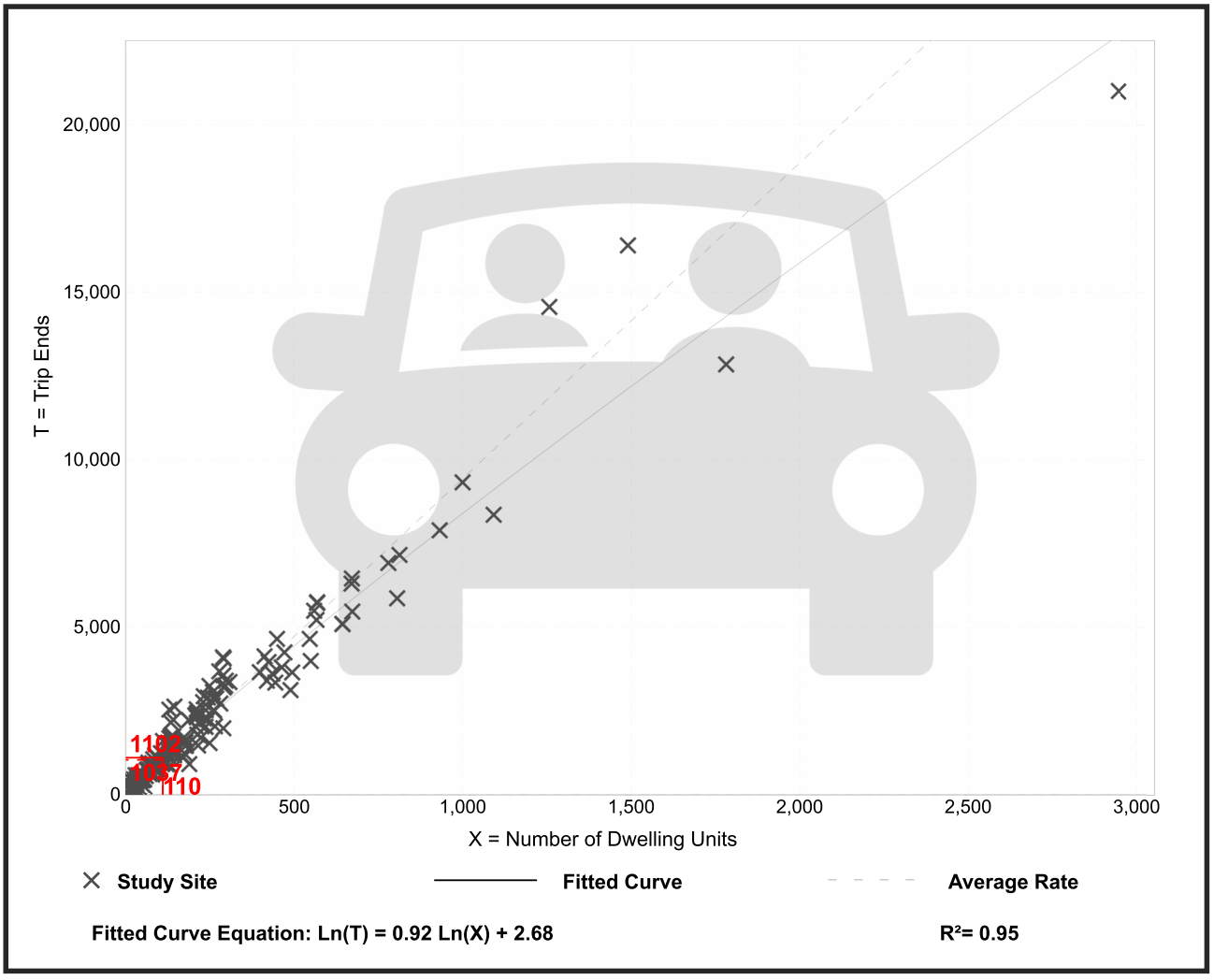
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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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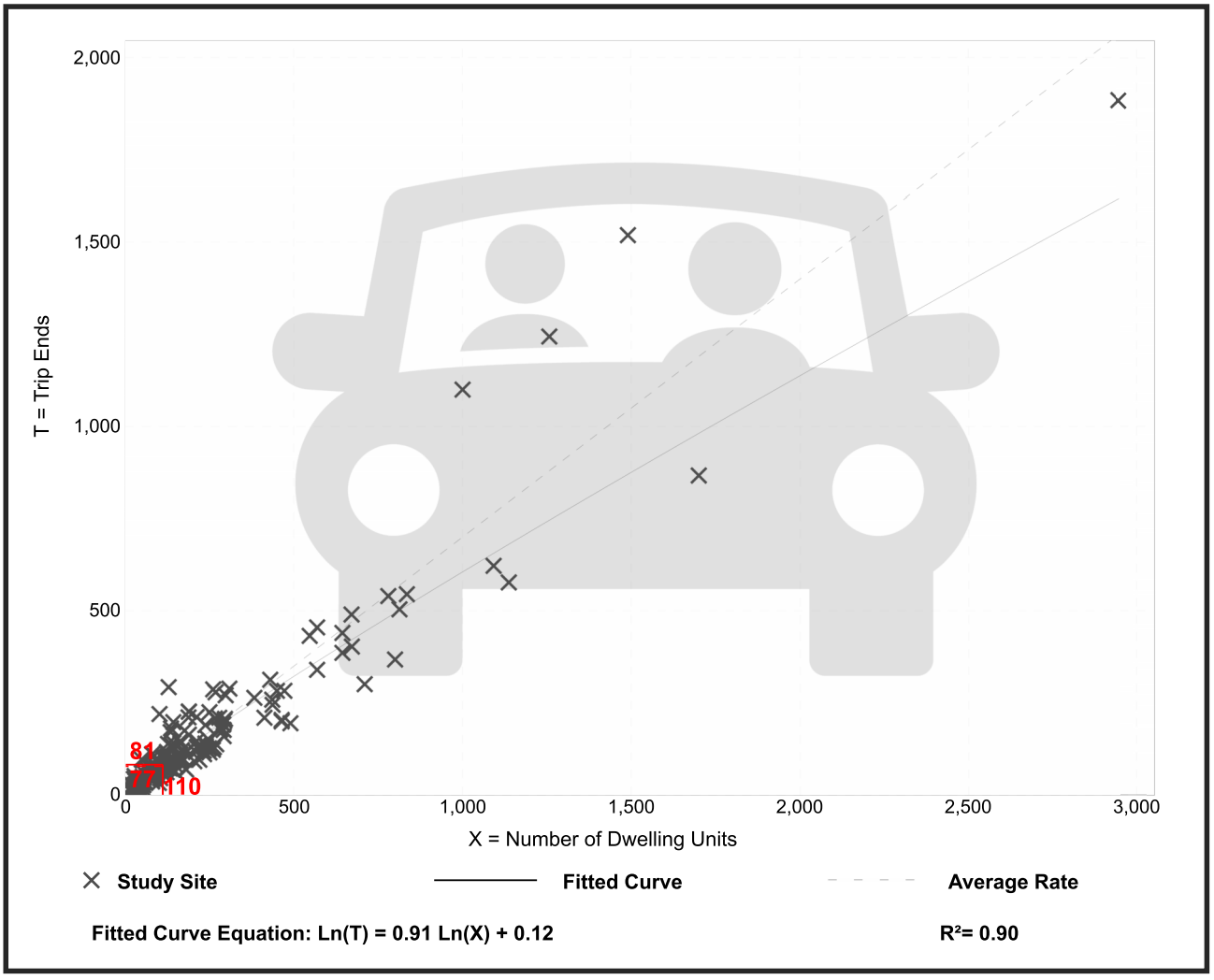
Single-Family Detached Housing
(210)

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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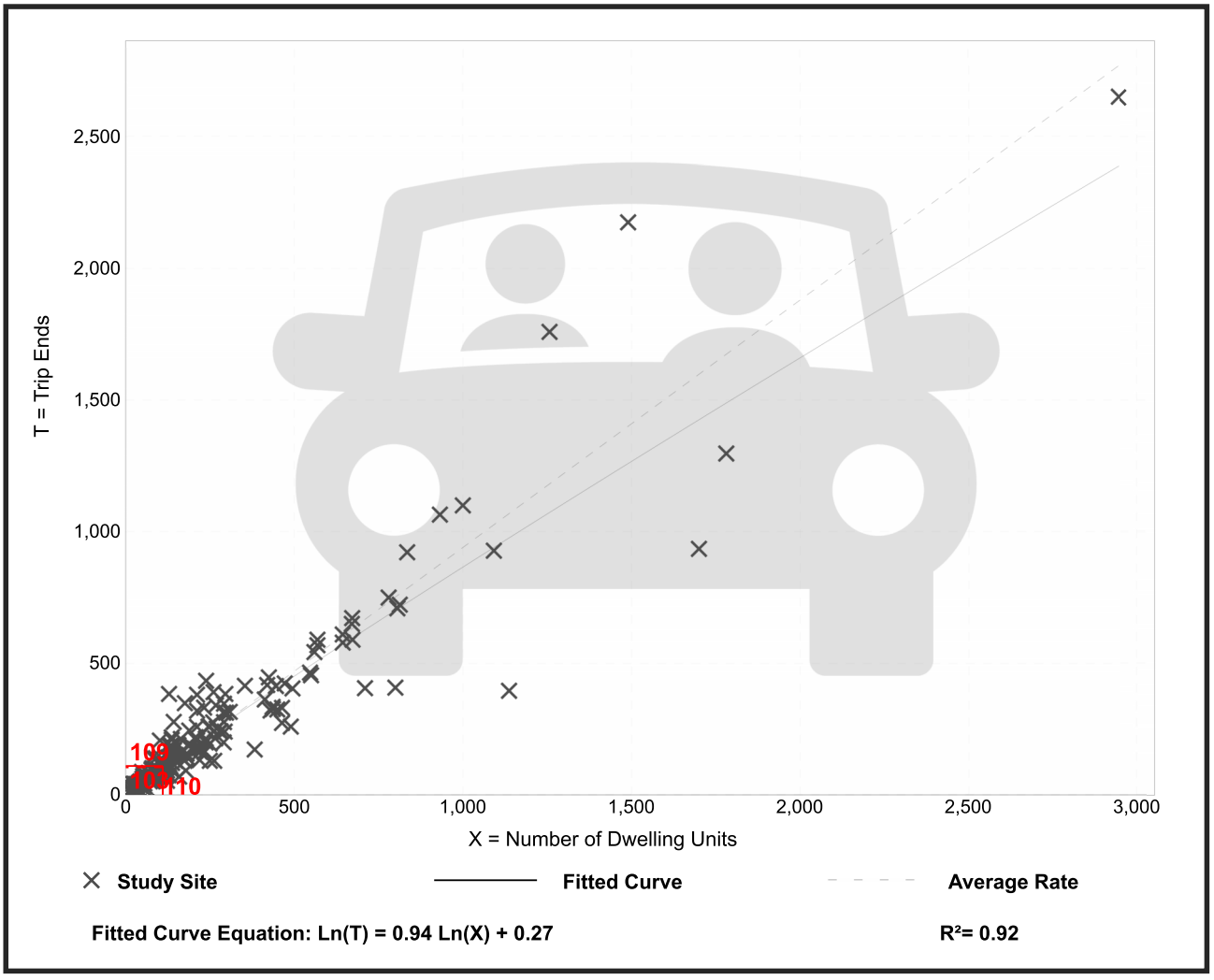
Single-Family Detached Housing
(210)

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)

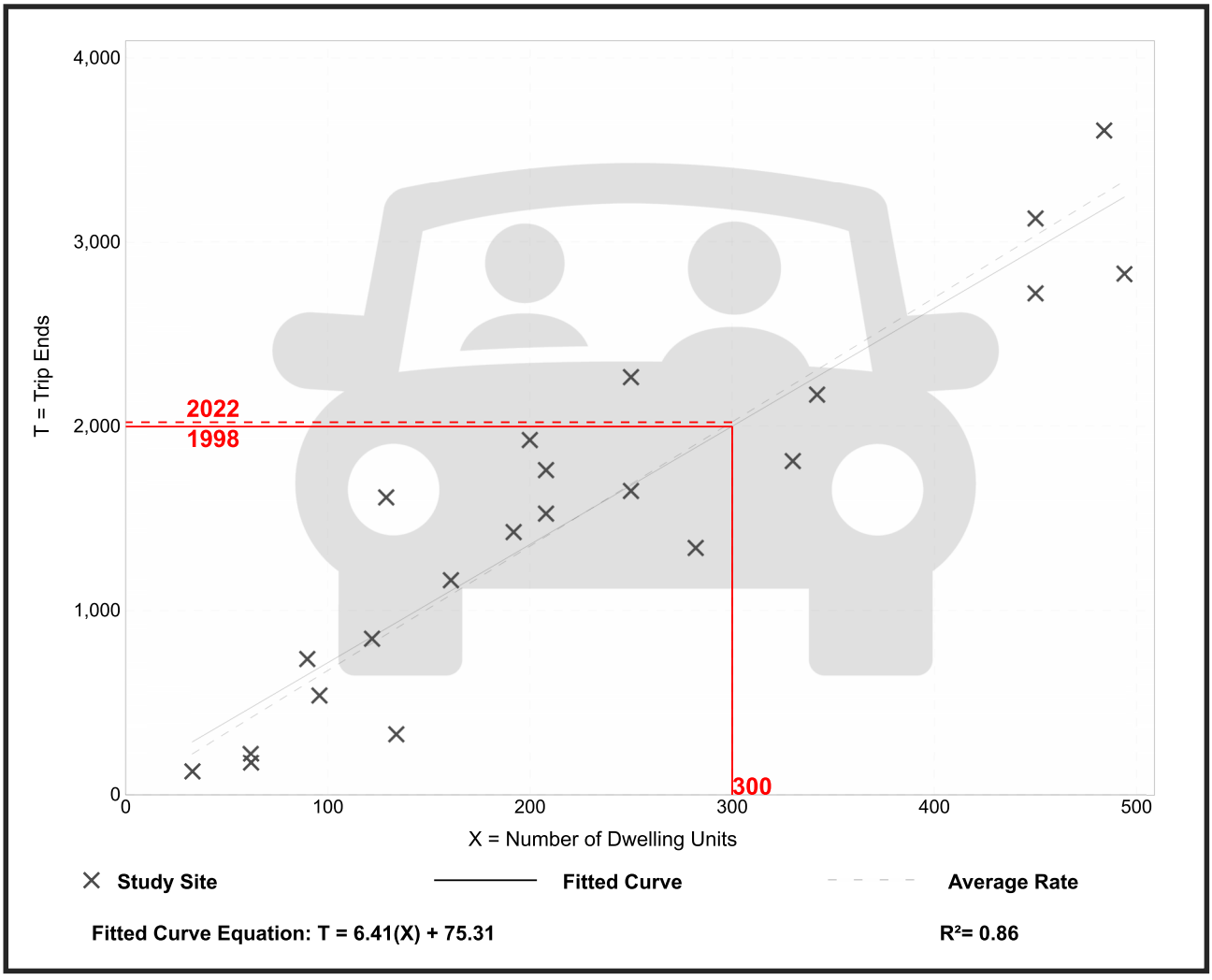
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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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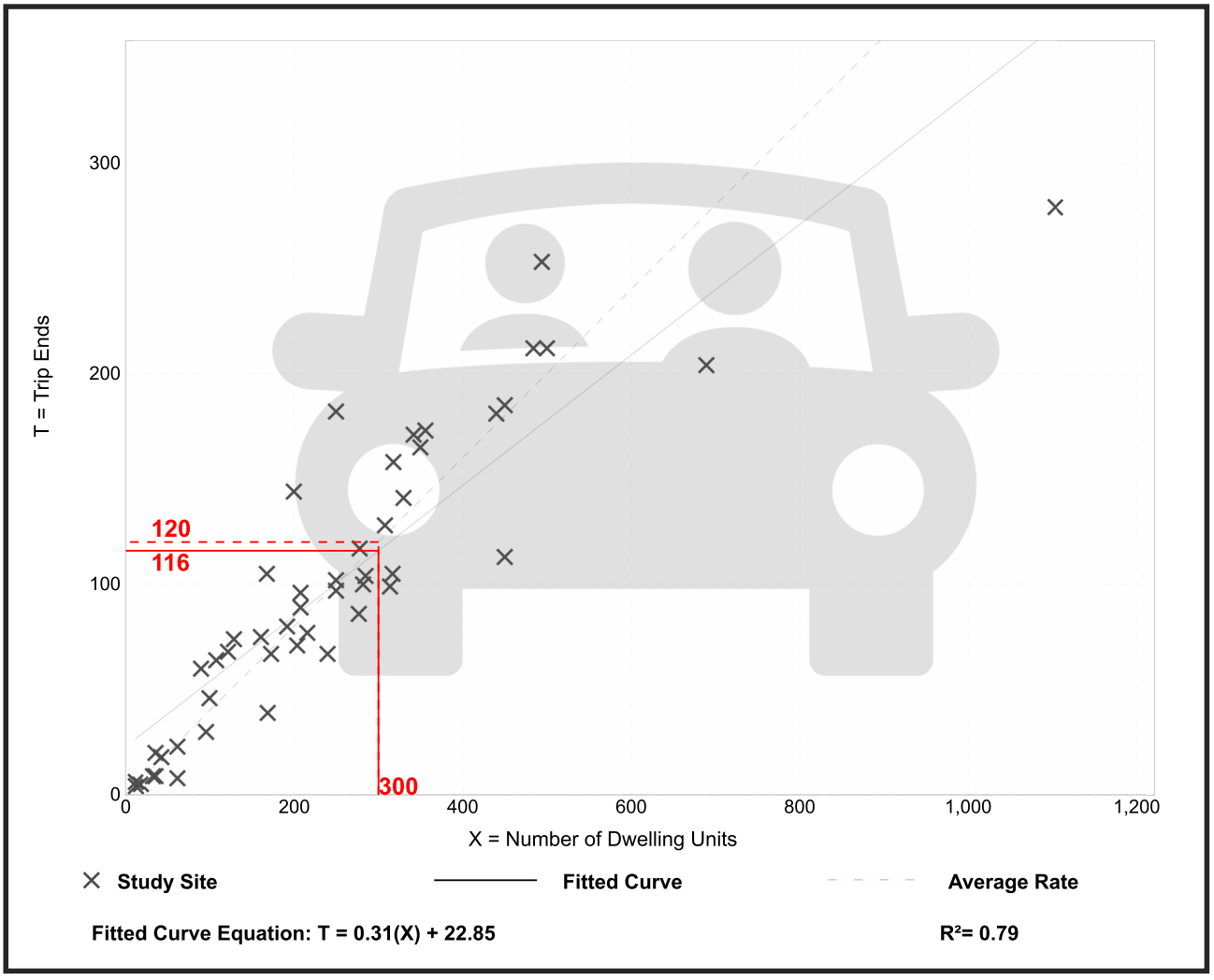
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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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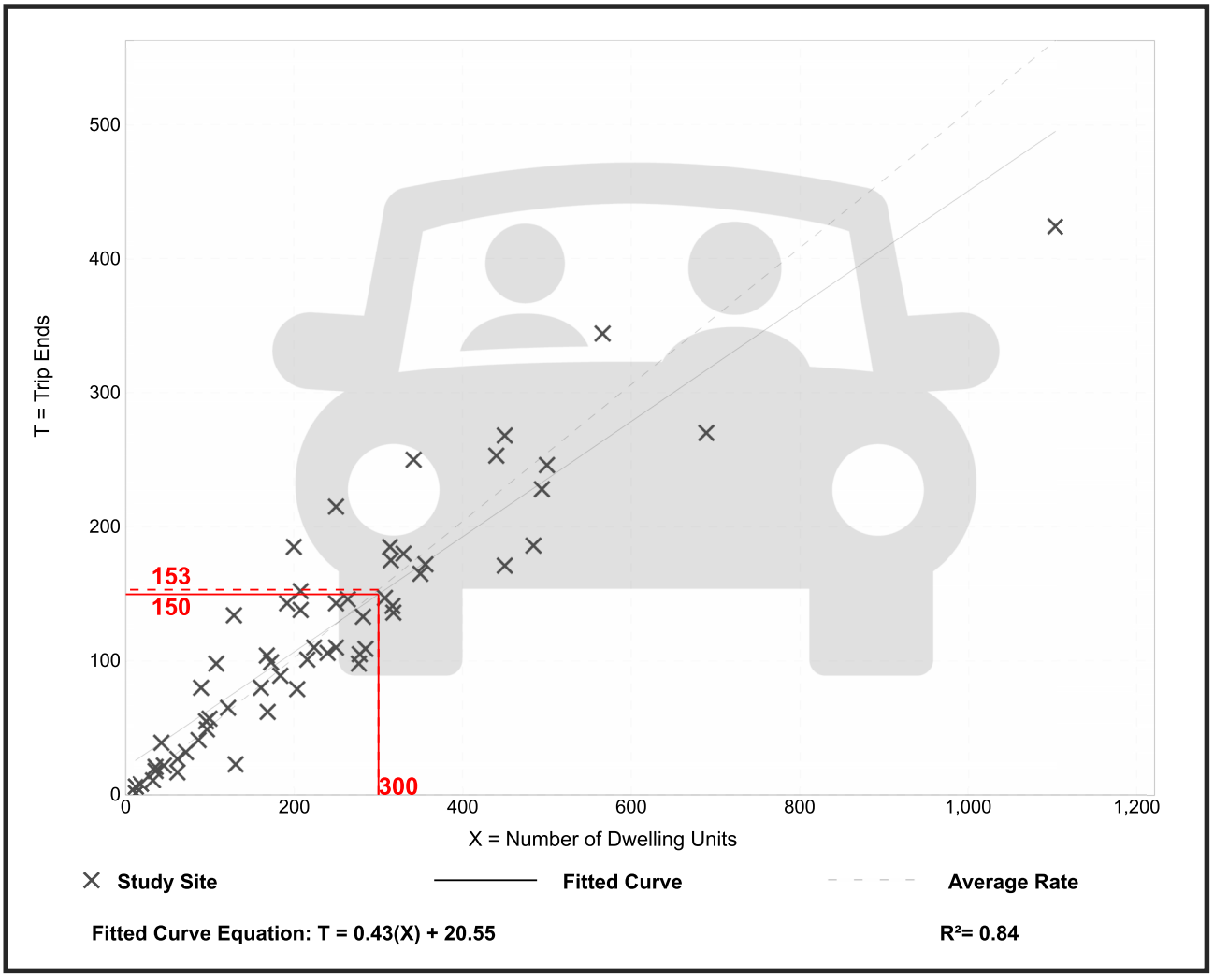
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

General Office Building
(710)

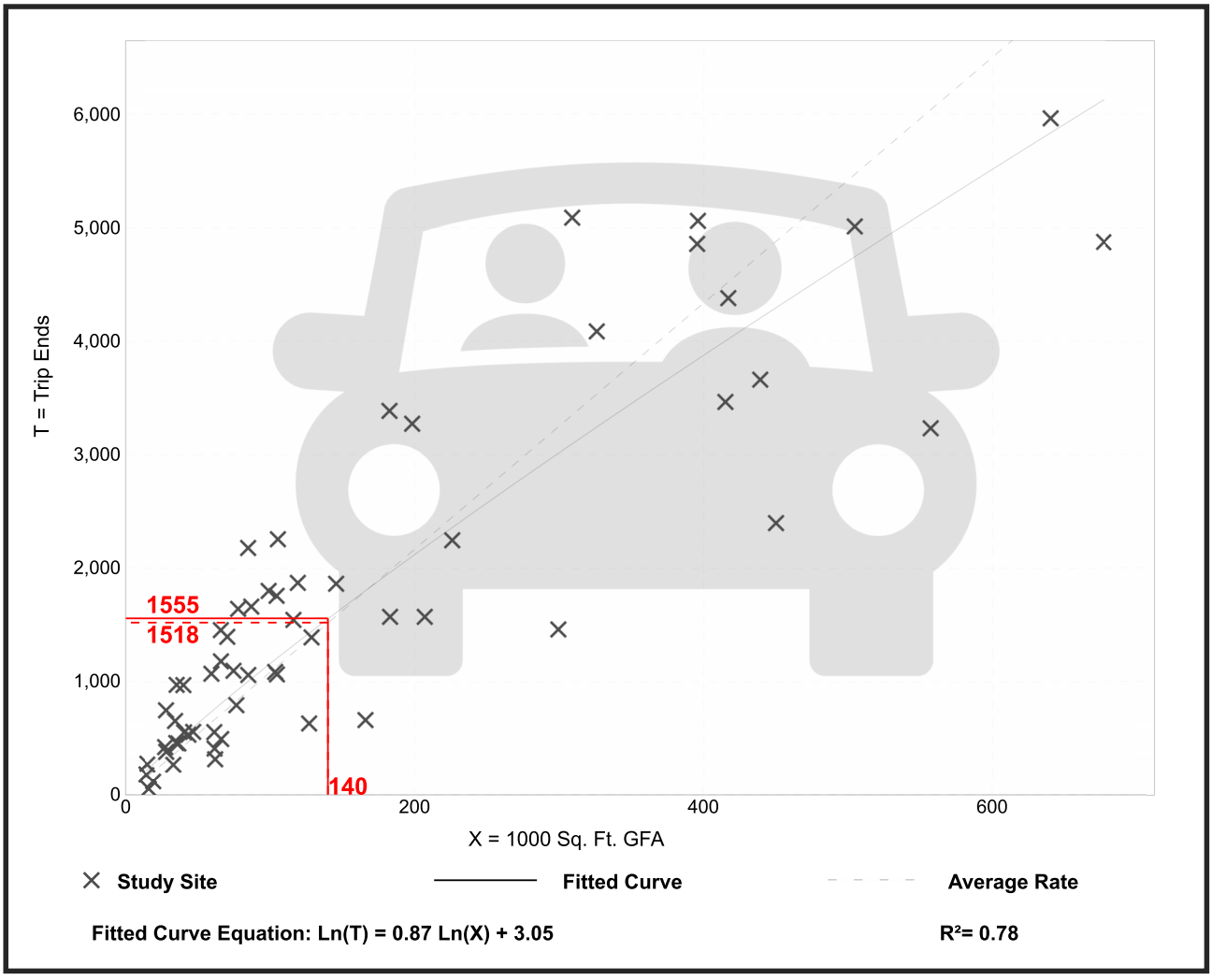
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



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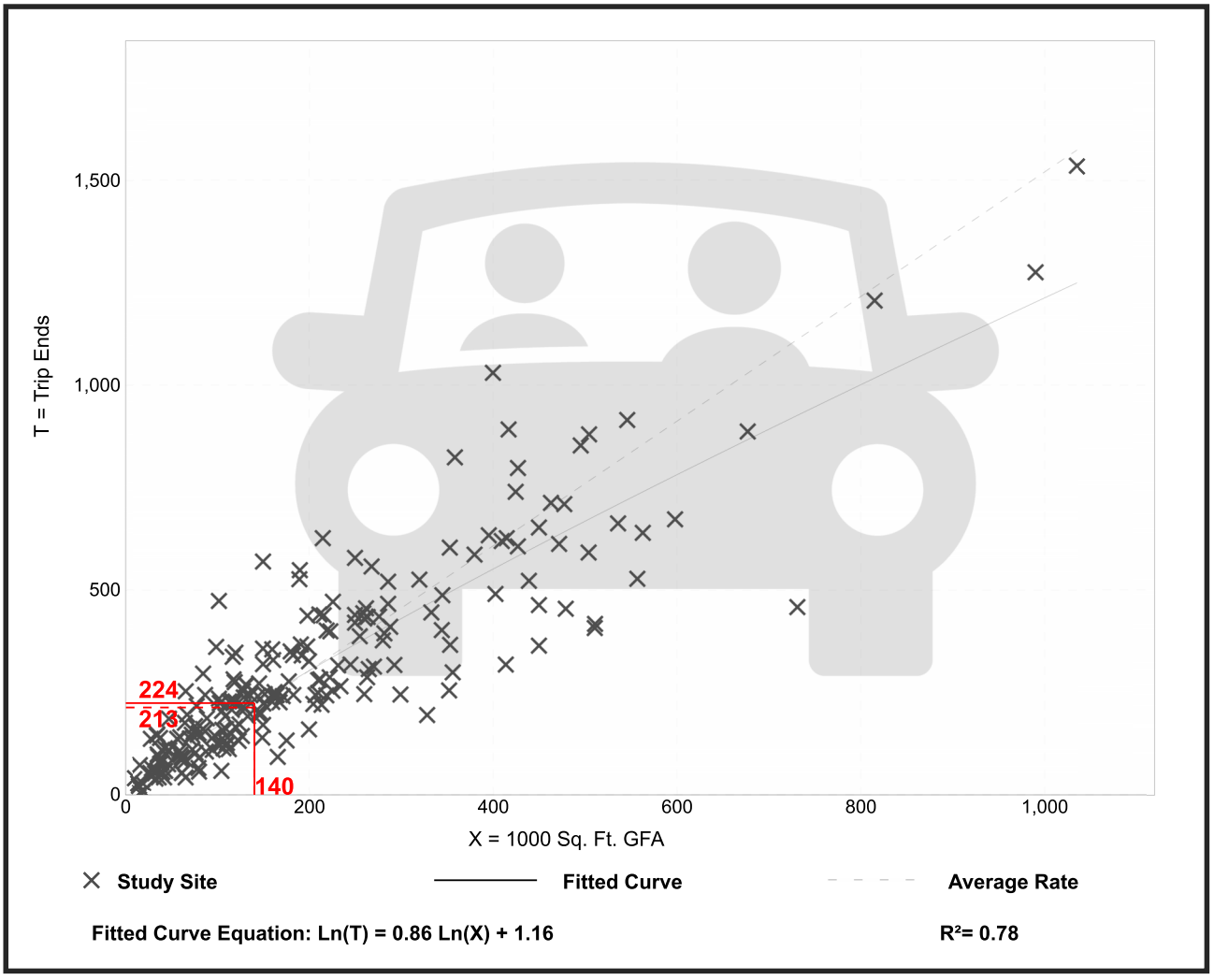
General Office Building
(710)

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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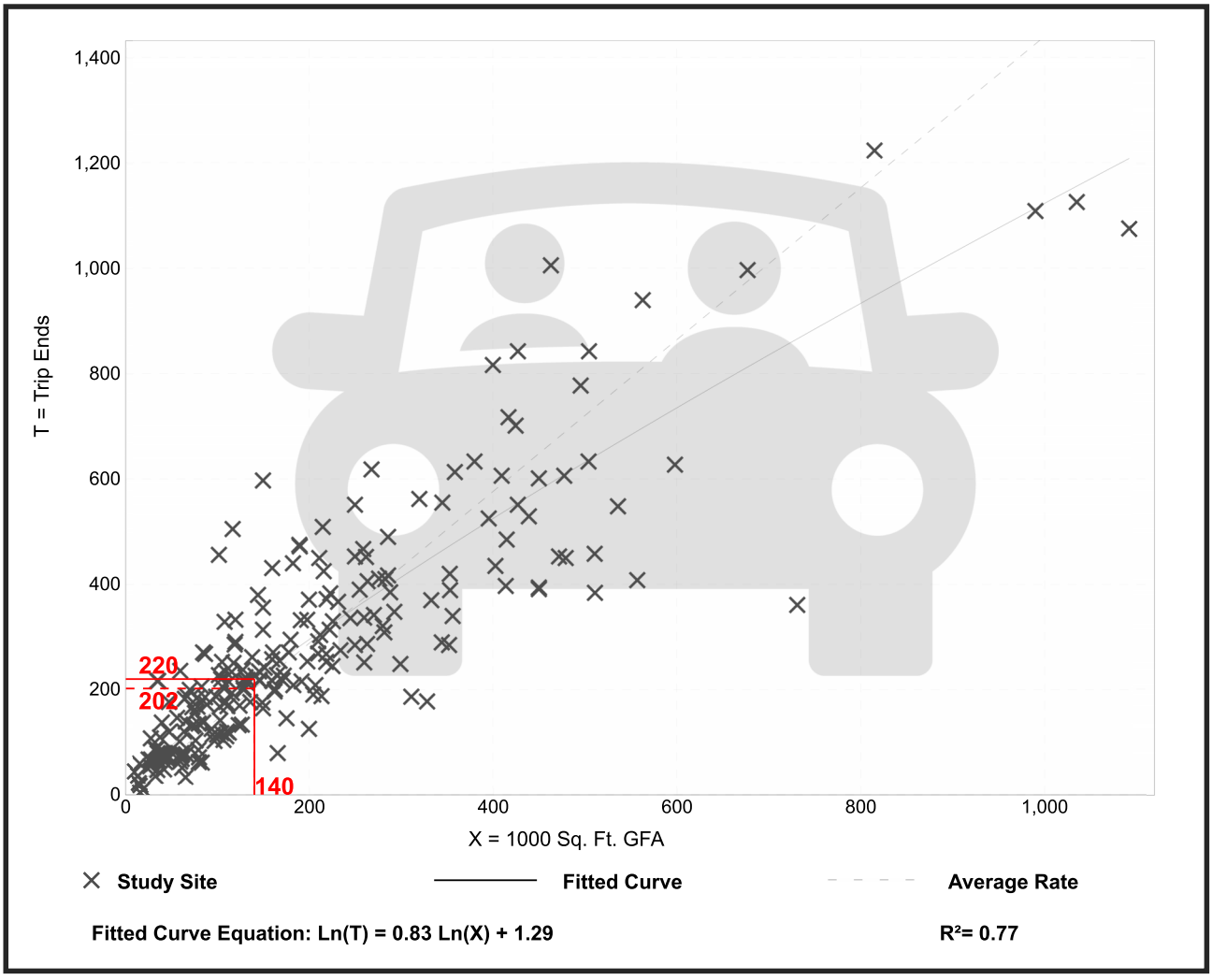
General Office Building
(710)

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)

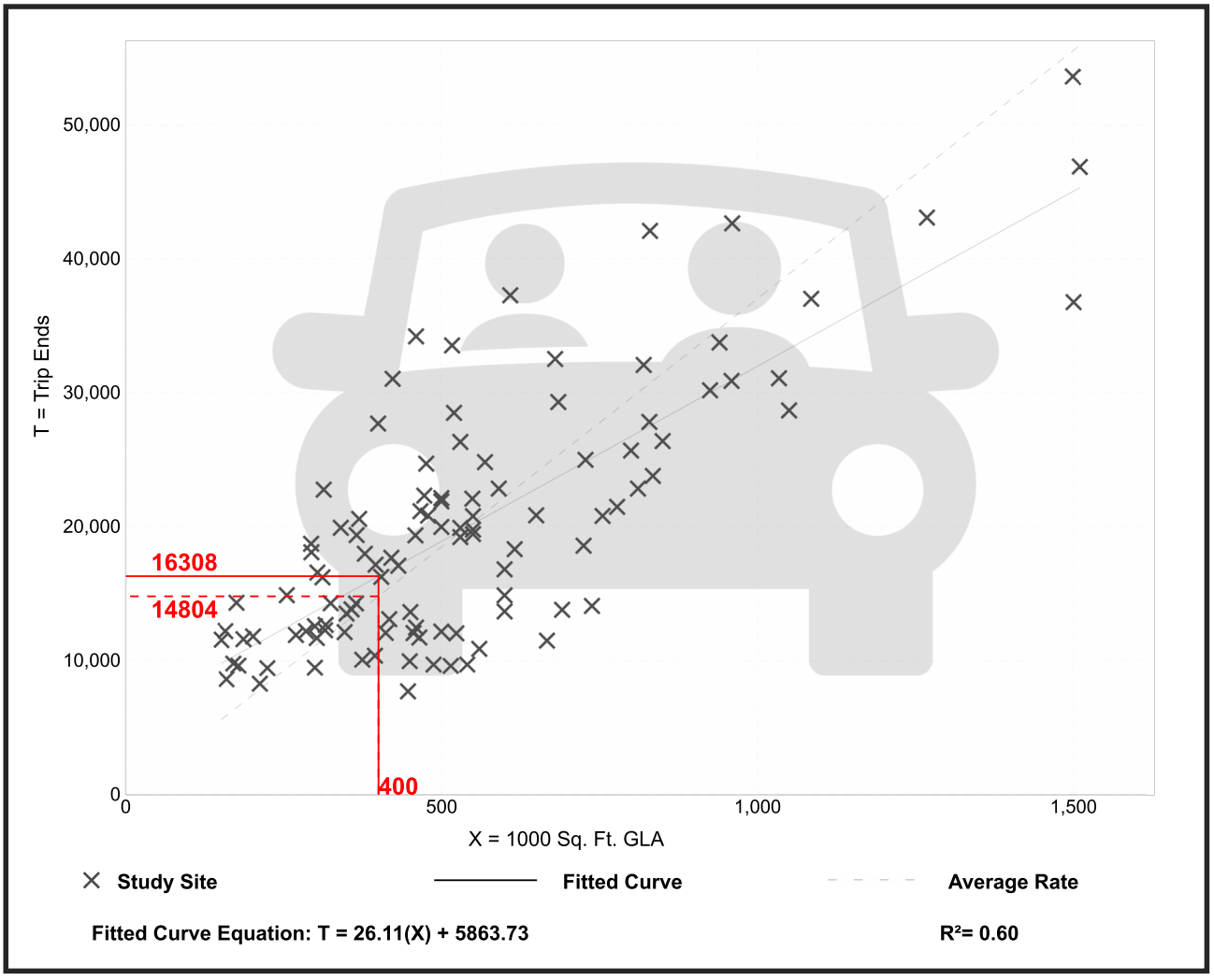
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

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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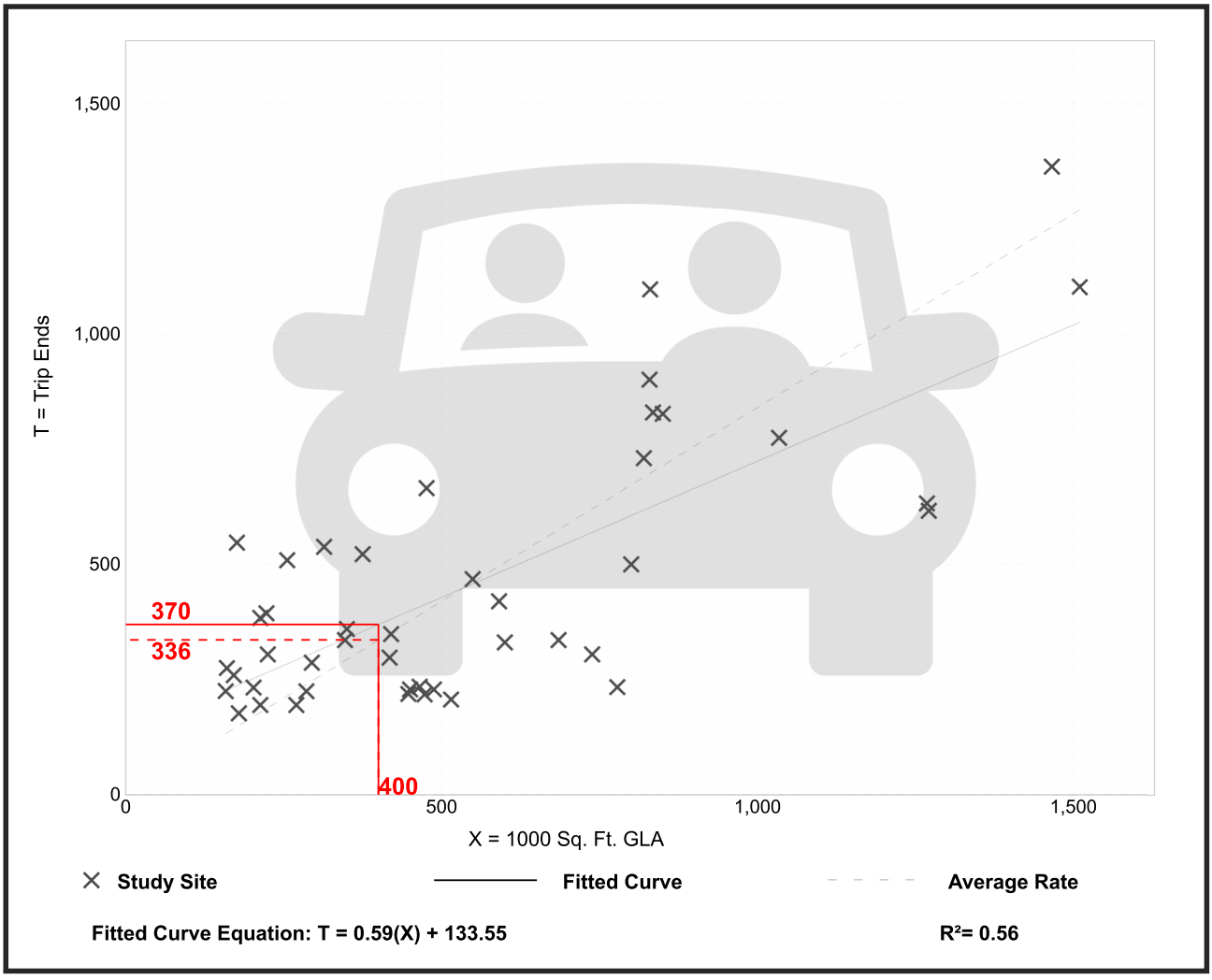
Shopping Center (>150k)
(820)

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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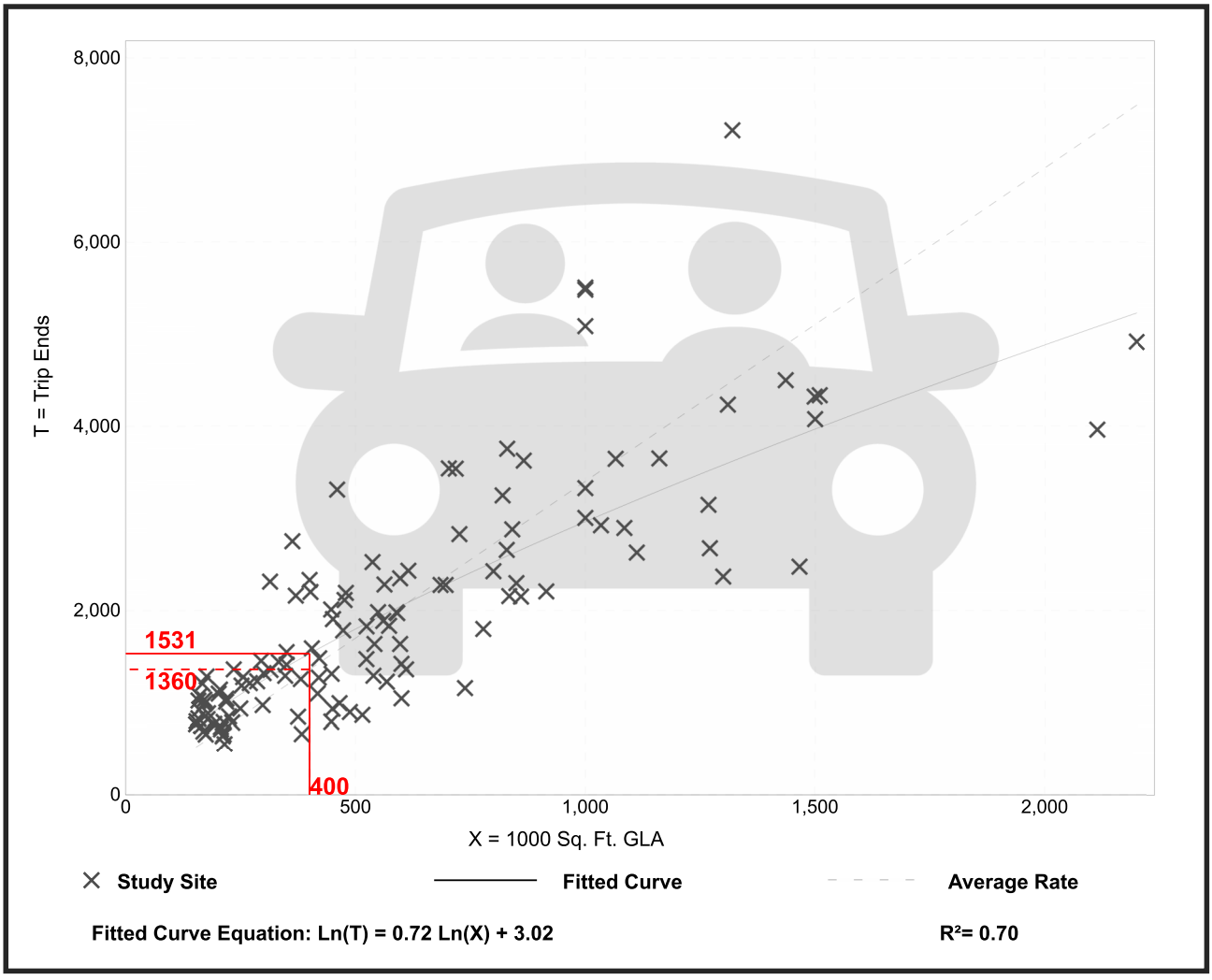
Shopping Center (>150k)
(820)

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



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

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

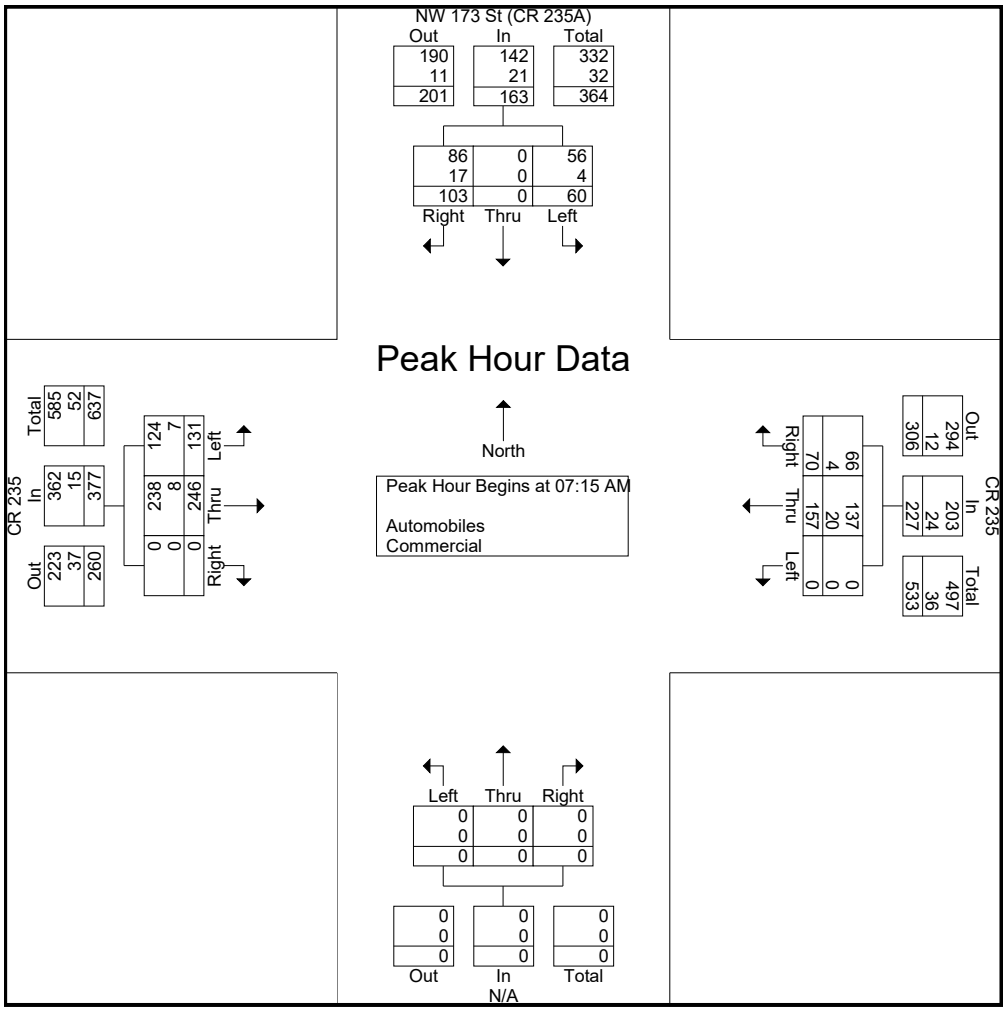
	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak 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

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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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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

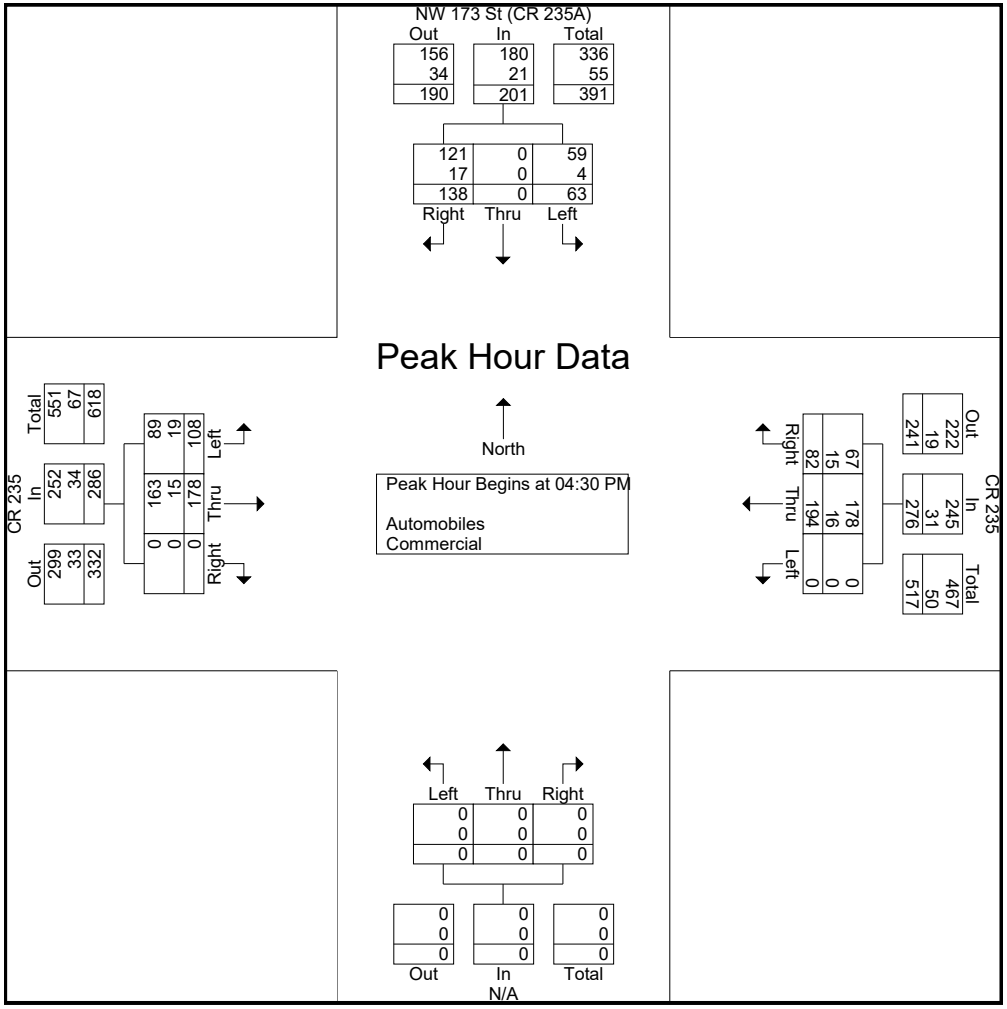
	NW 173 St (CR 235A) Southbound				CR 235 Westbound				N/A Northbound				CR 235 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak 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

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 : 2

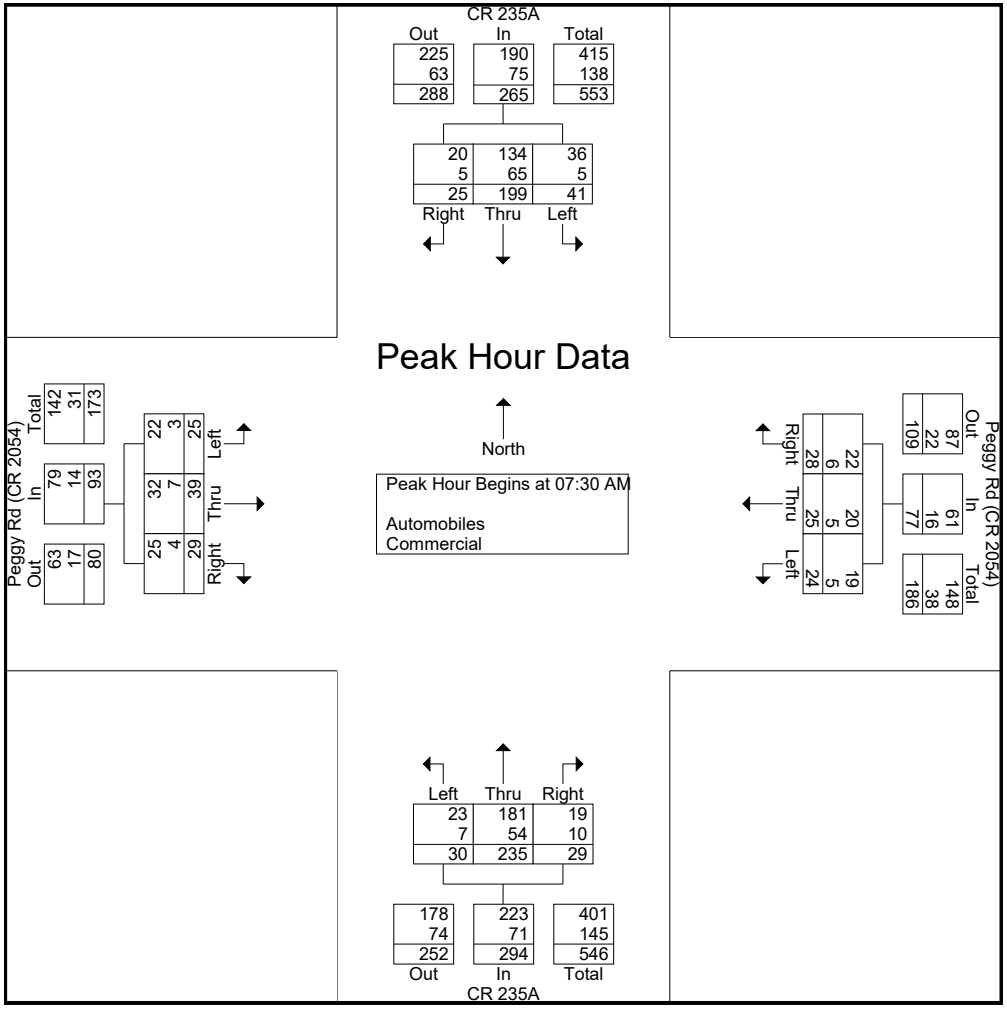
	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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



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 : 4

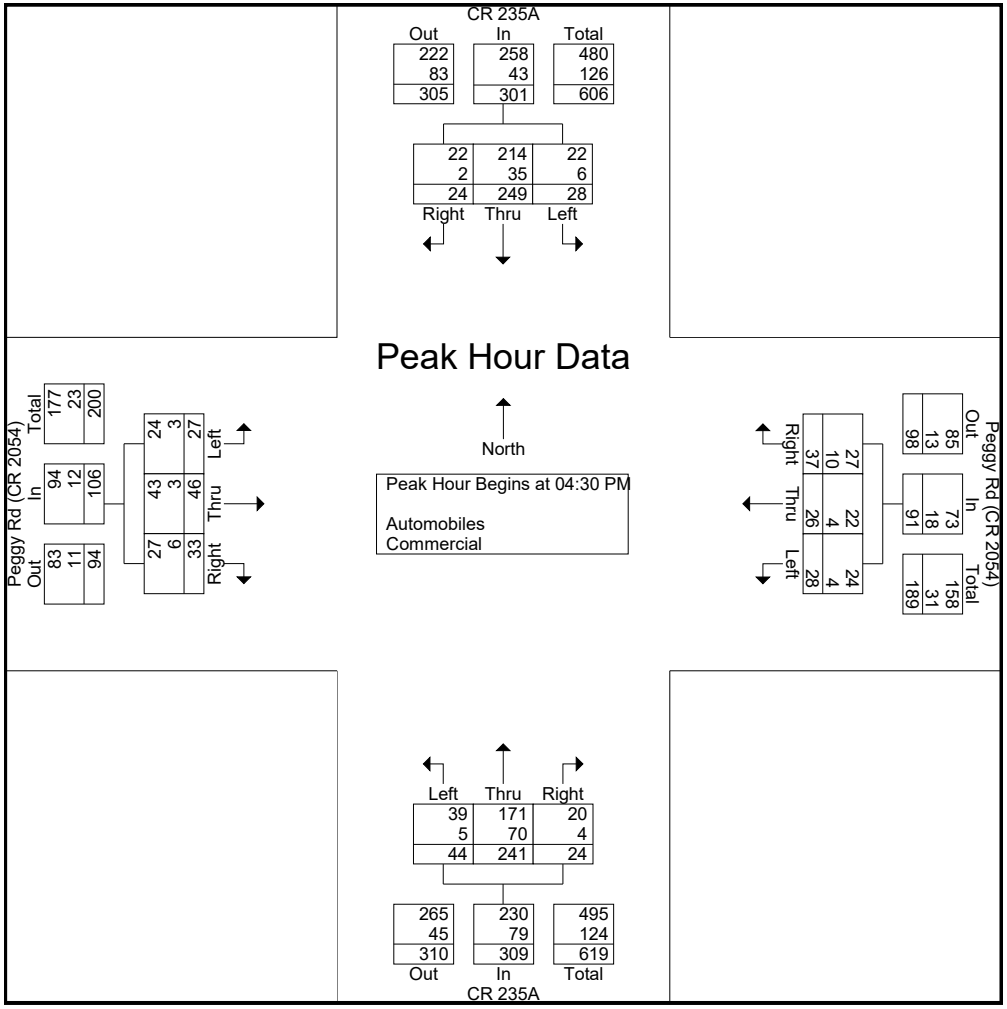
	CR 235A Southbound				Peggy Rd (CR 2054) Westbound				CR 235A Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
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 %																					

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

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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

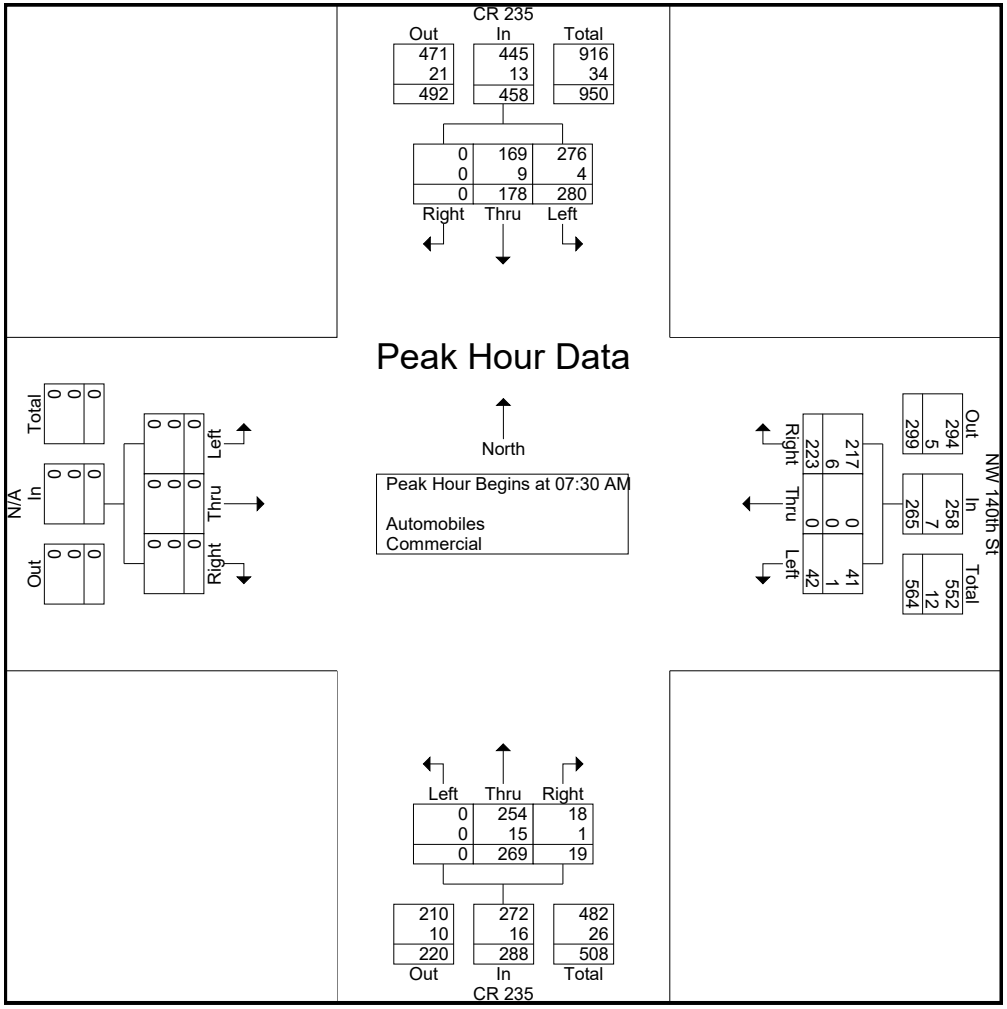
	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour 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



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 : 4

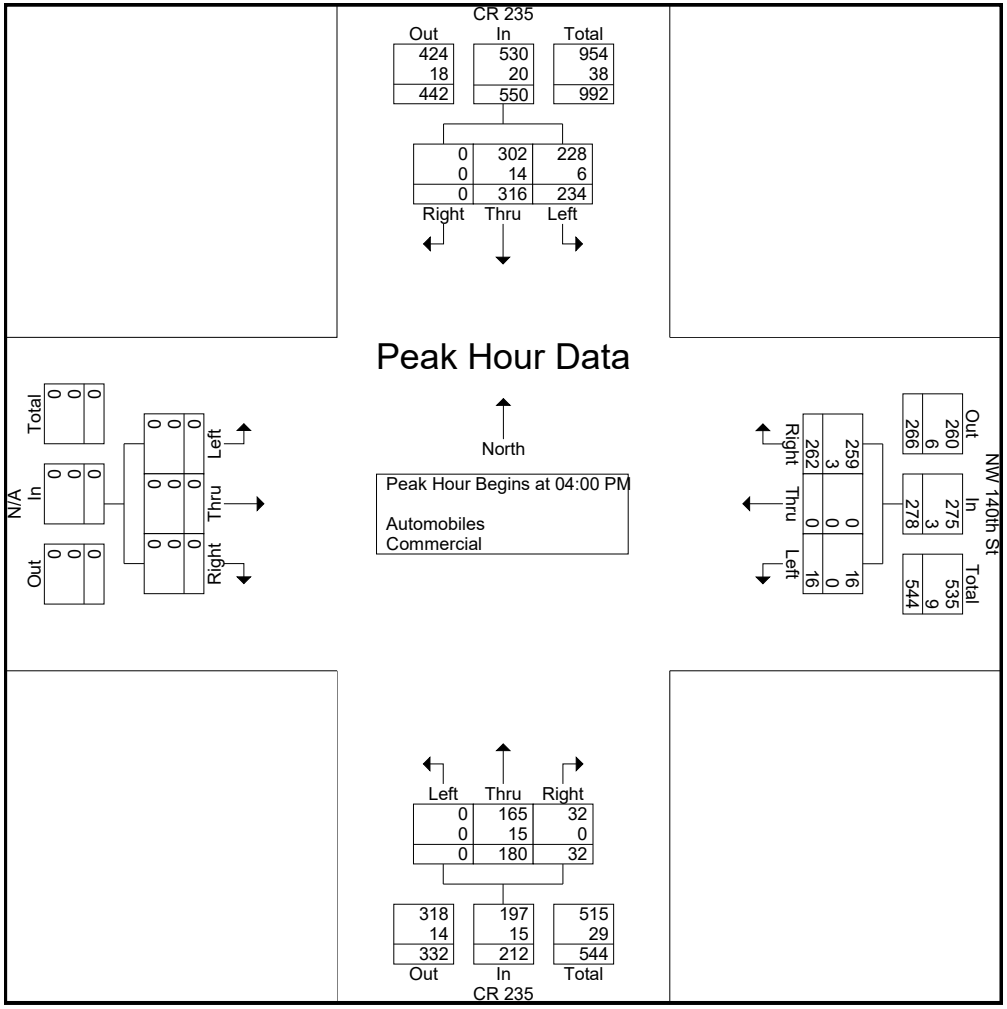
	CR 235 Southbound				NW 140th St Westbound				CR 235 Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour 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 %																					

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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

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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

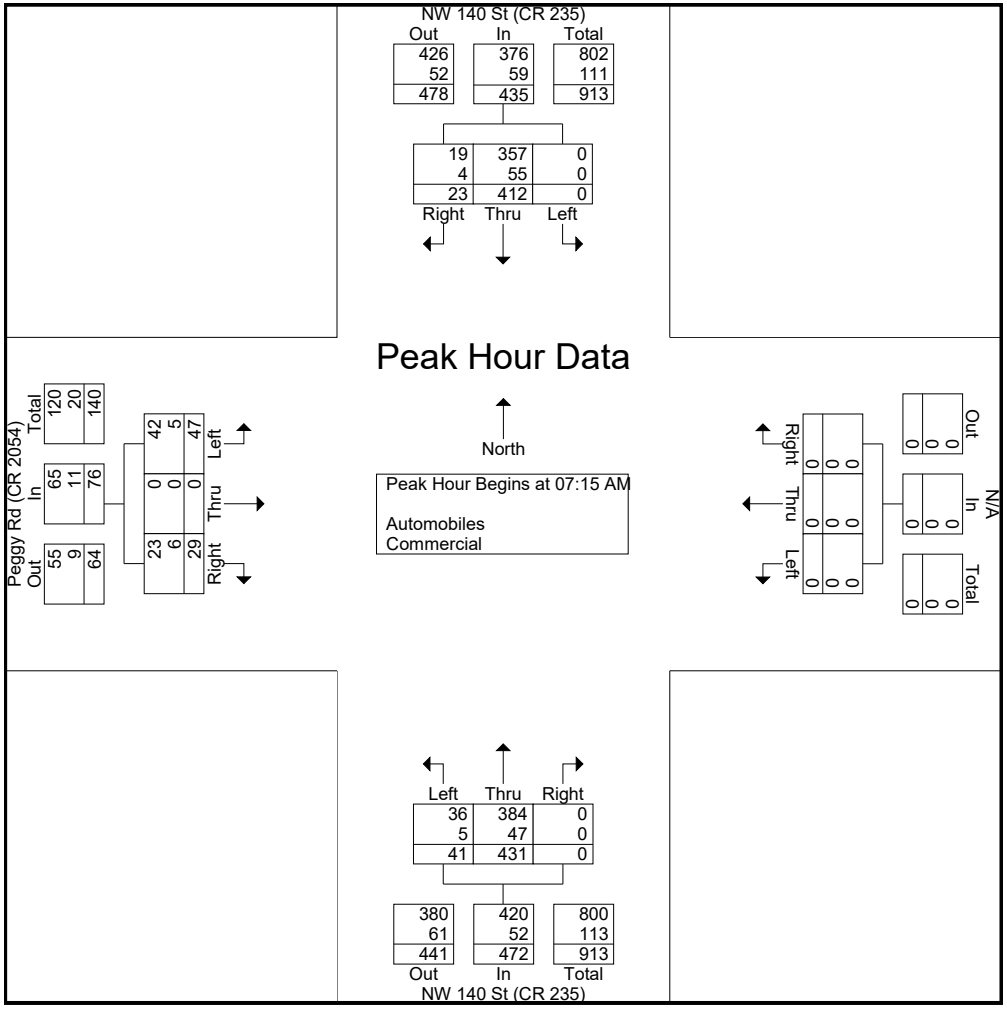
	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 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



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 : 4

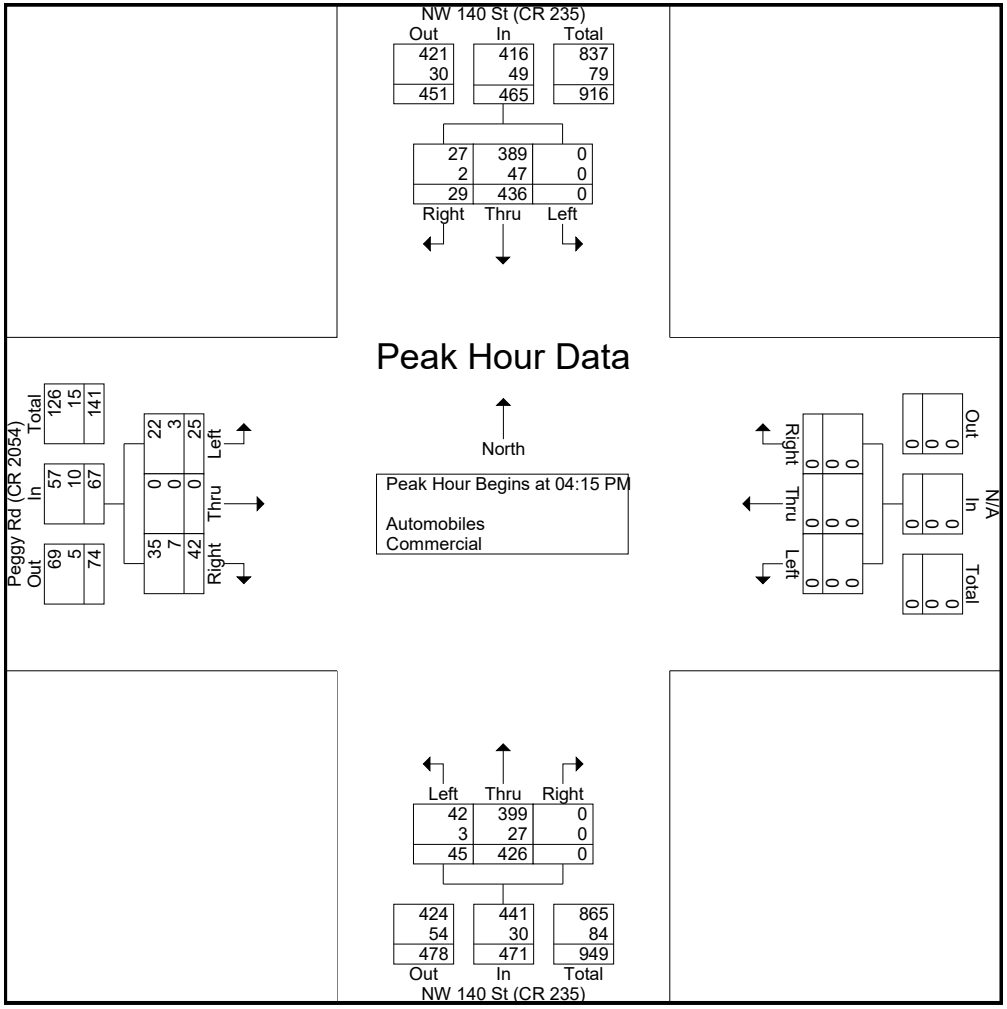
	NW 140 St (CR 235) Southbound				N/A Westbound				NW 140 St (CR 235) Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 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



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 : 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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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

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NW 173rd St/CR 235A at US 441
Alachua County, Fl

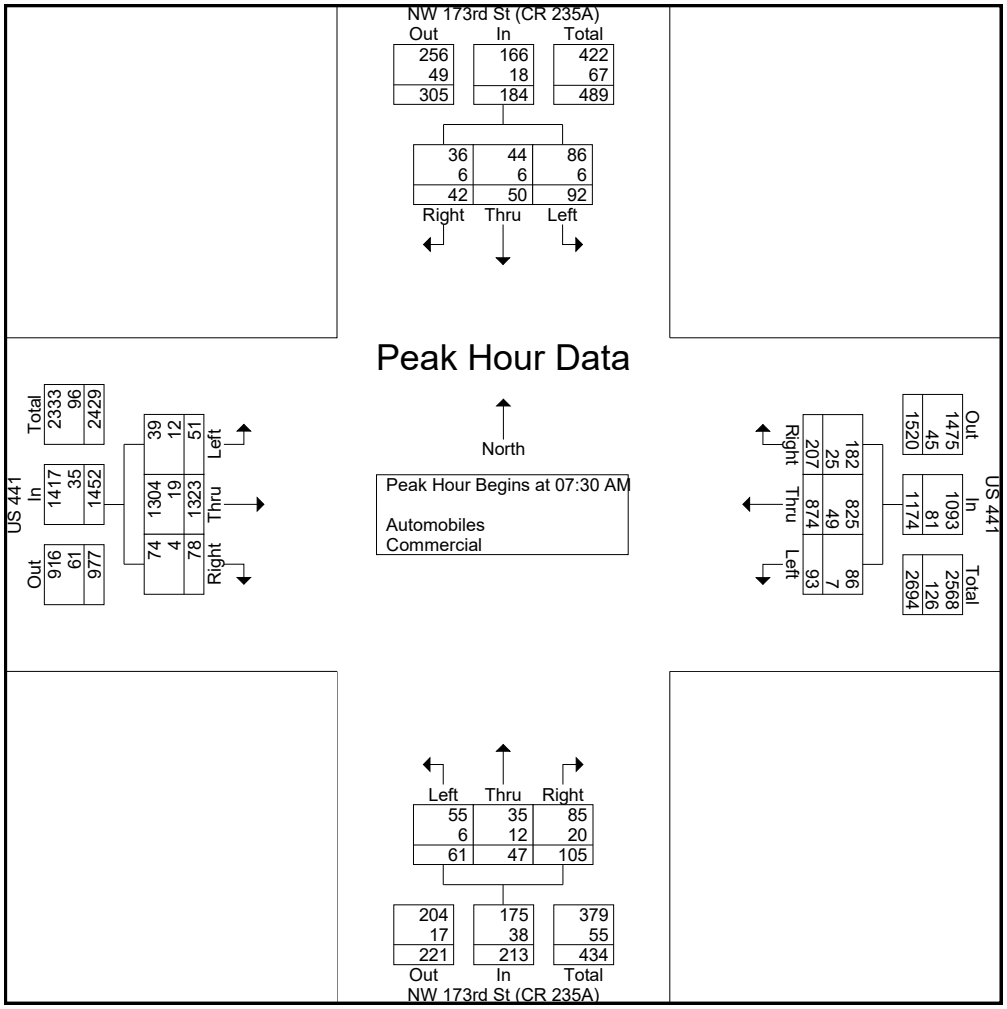
File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 2

	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

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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 : 3



DE TRAFFIC

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NW 173rd St/CR 235A at US 441
Alachua County, Fl

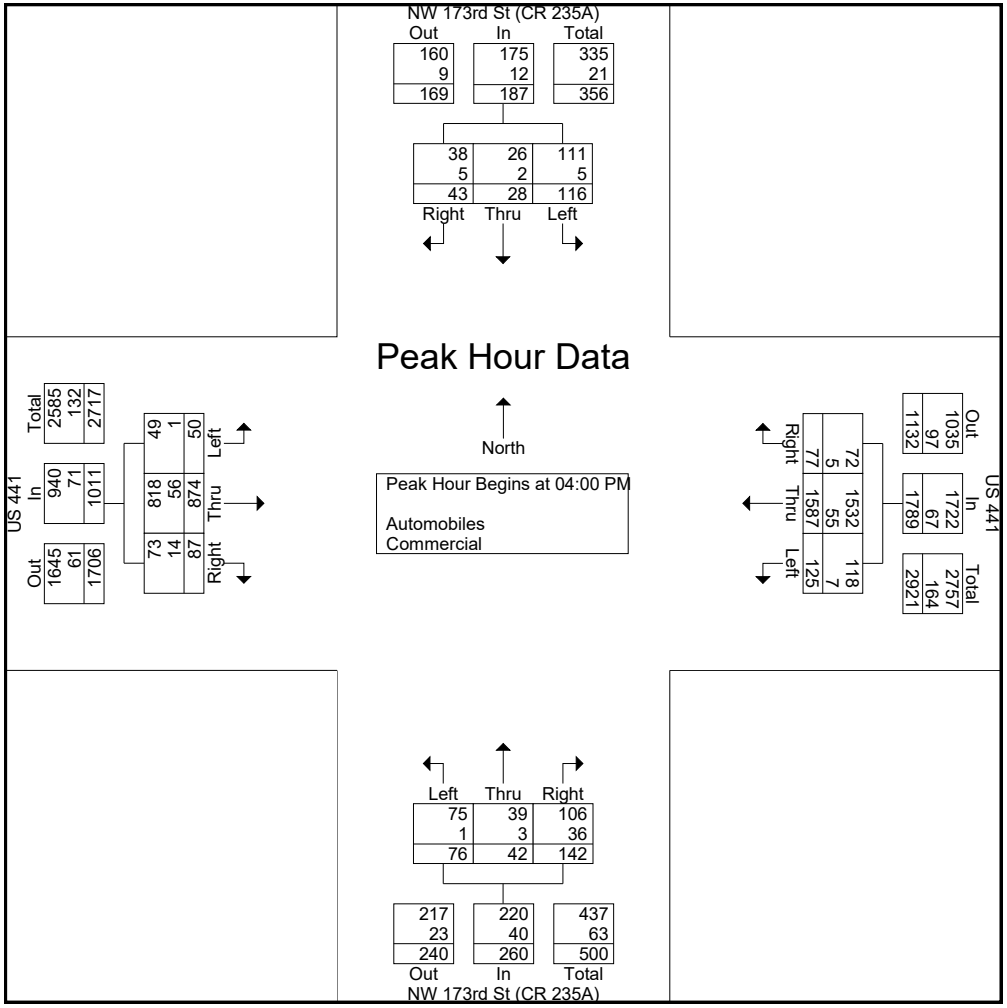
File Name : 05 nw 173 at us 441
Site Code : 00000005
Start Date : 4/24/2024
Page No : 4

	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

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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

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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

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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 : 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

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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 : 2

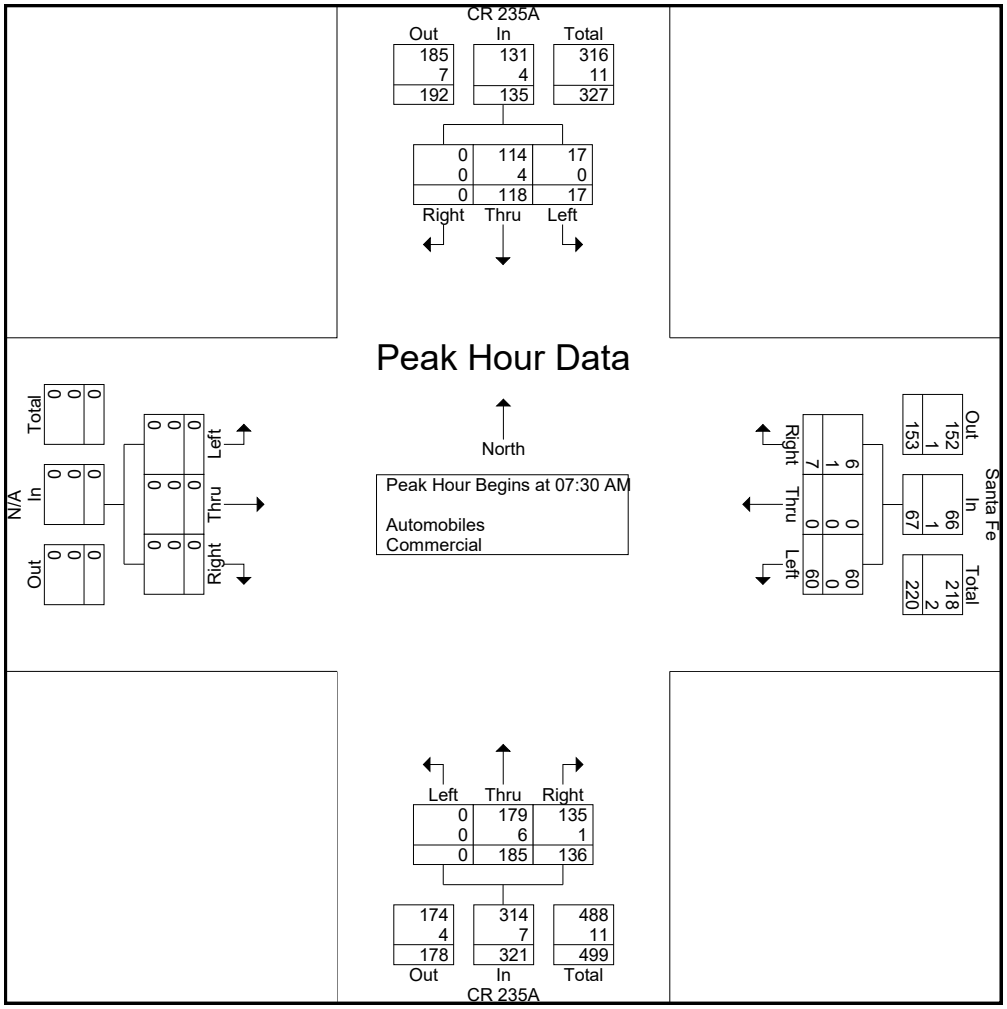
	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for 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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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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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

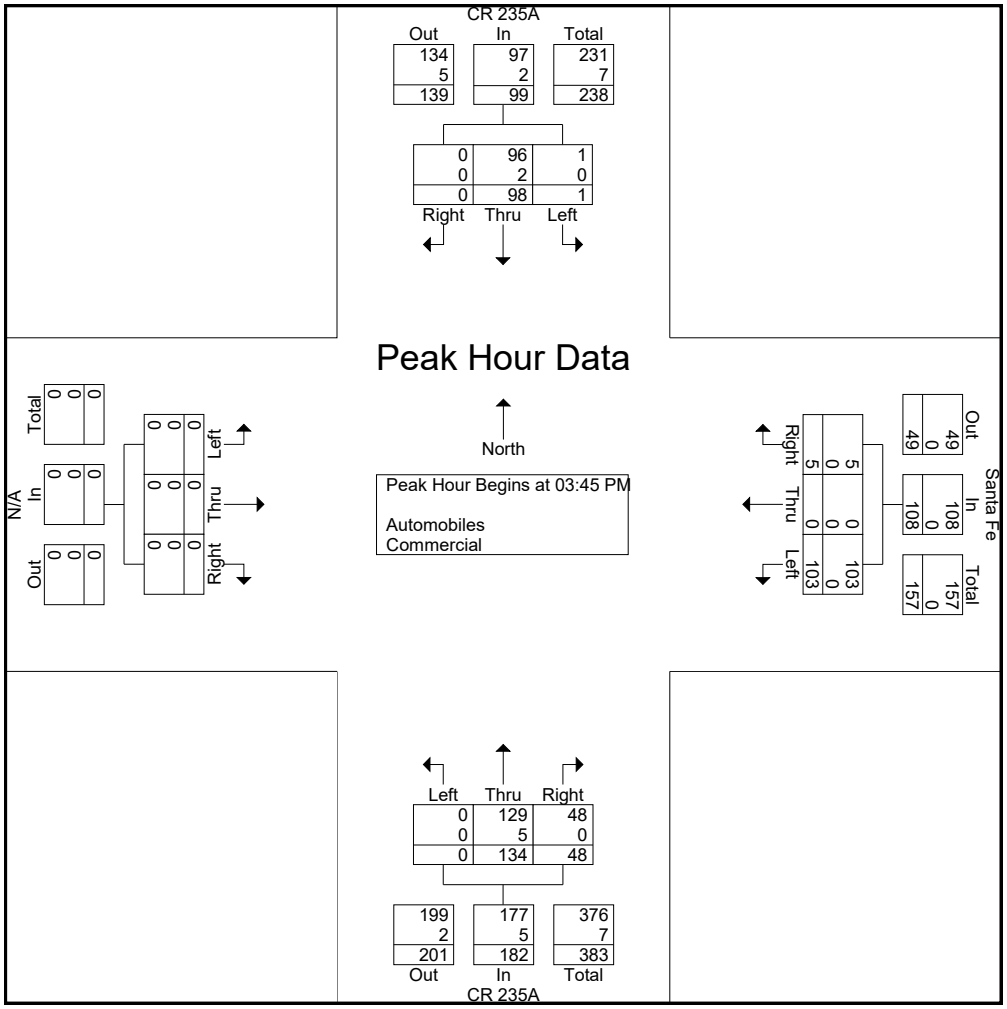
	CR 235A Southbound				Santa Fe Westbound				CR 235A Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for 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

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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

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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

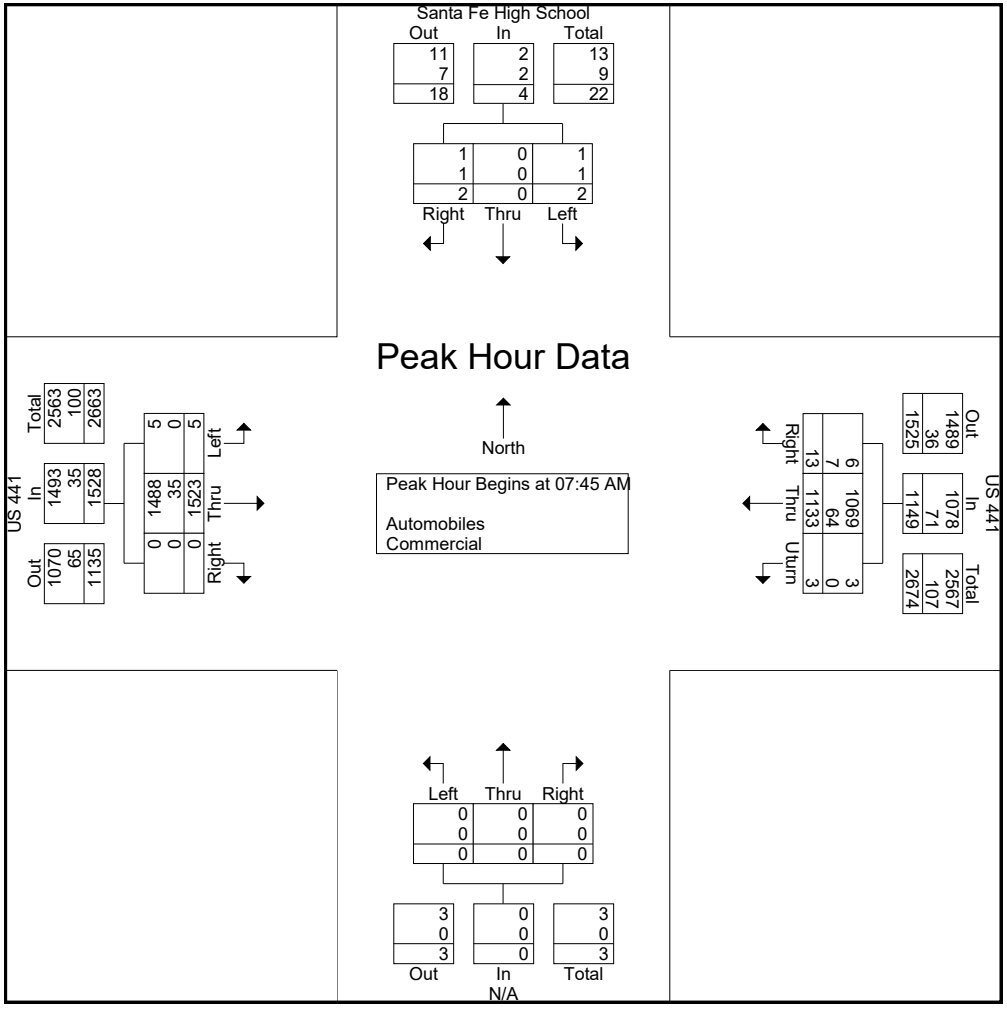
	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
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

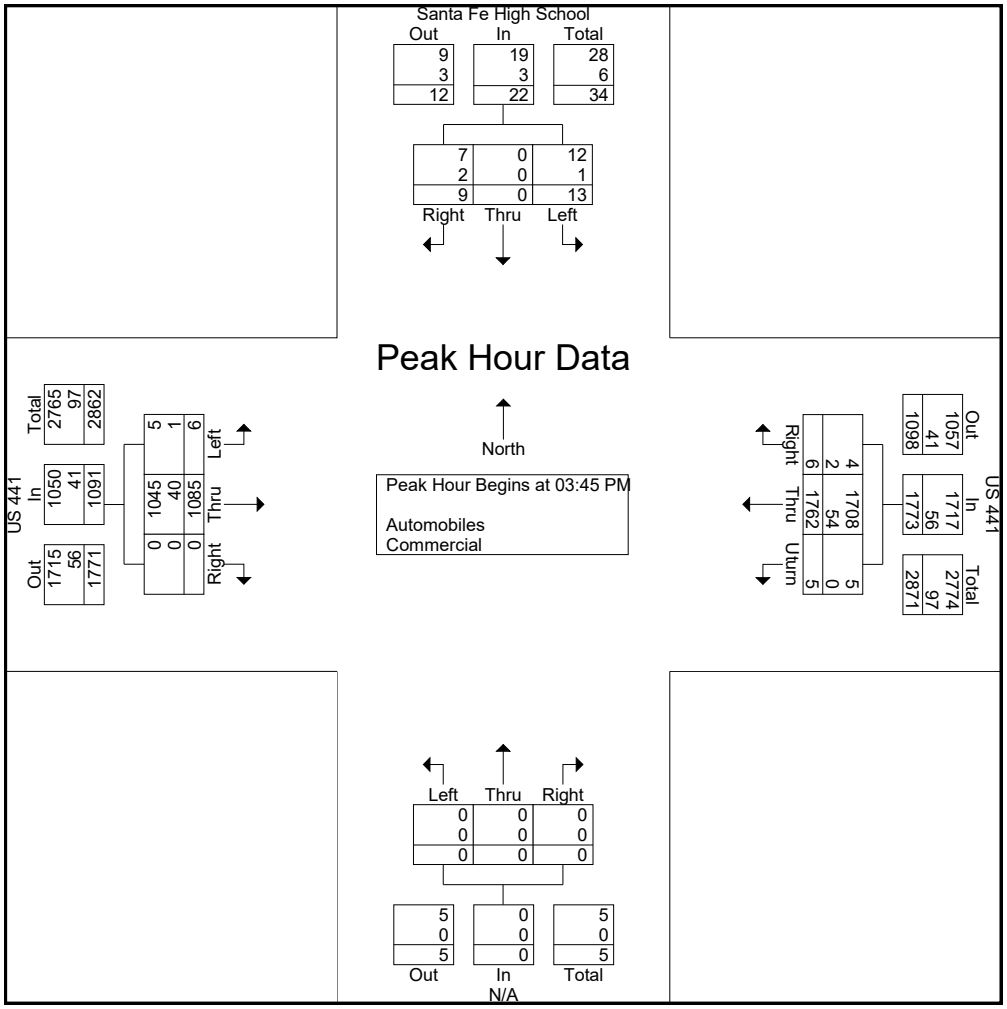
	Santa Fe High School Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound					
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																		
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	

DE TRAFFIC

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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

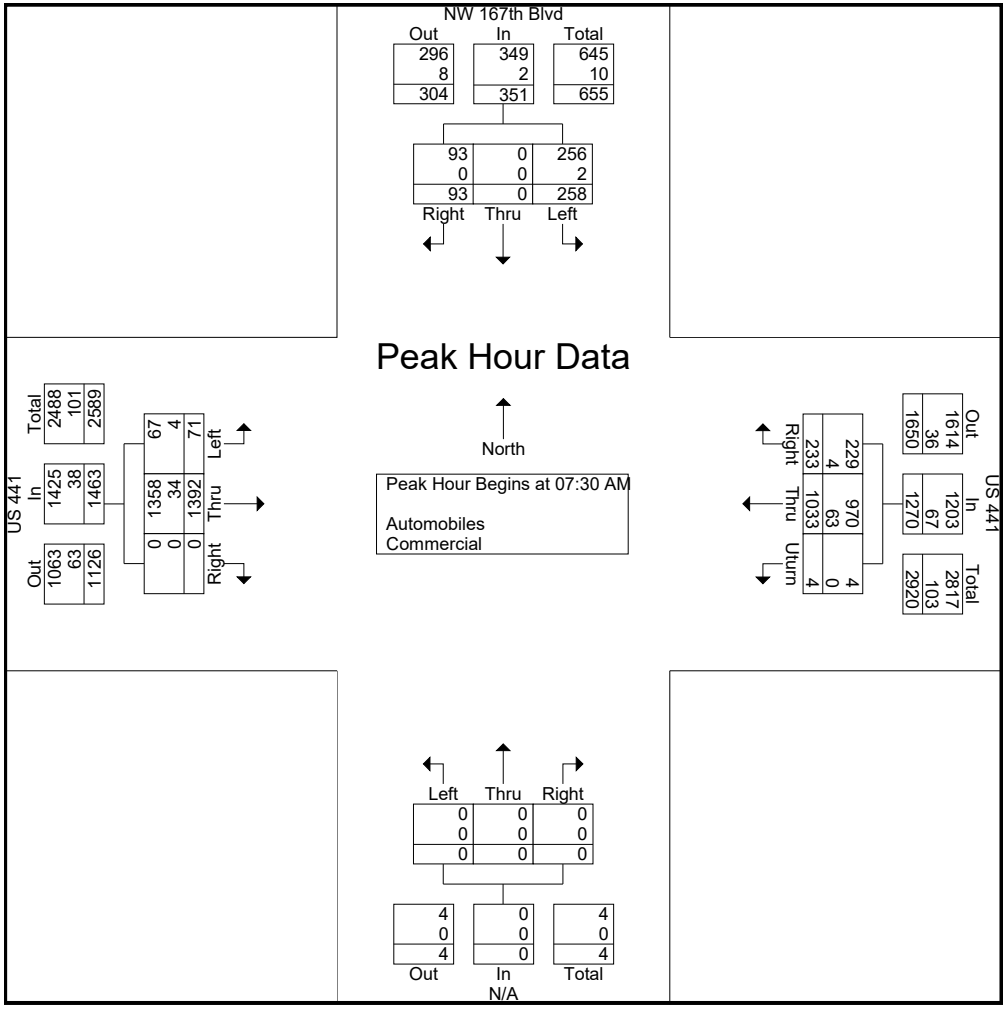
	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour 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



DE TRAFFIC

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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

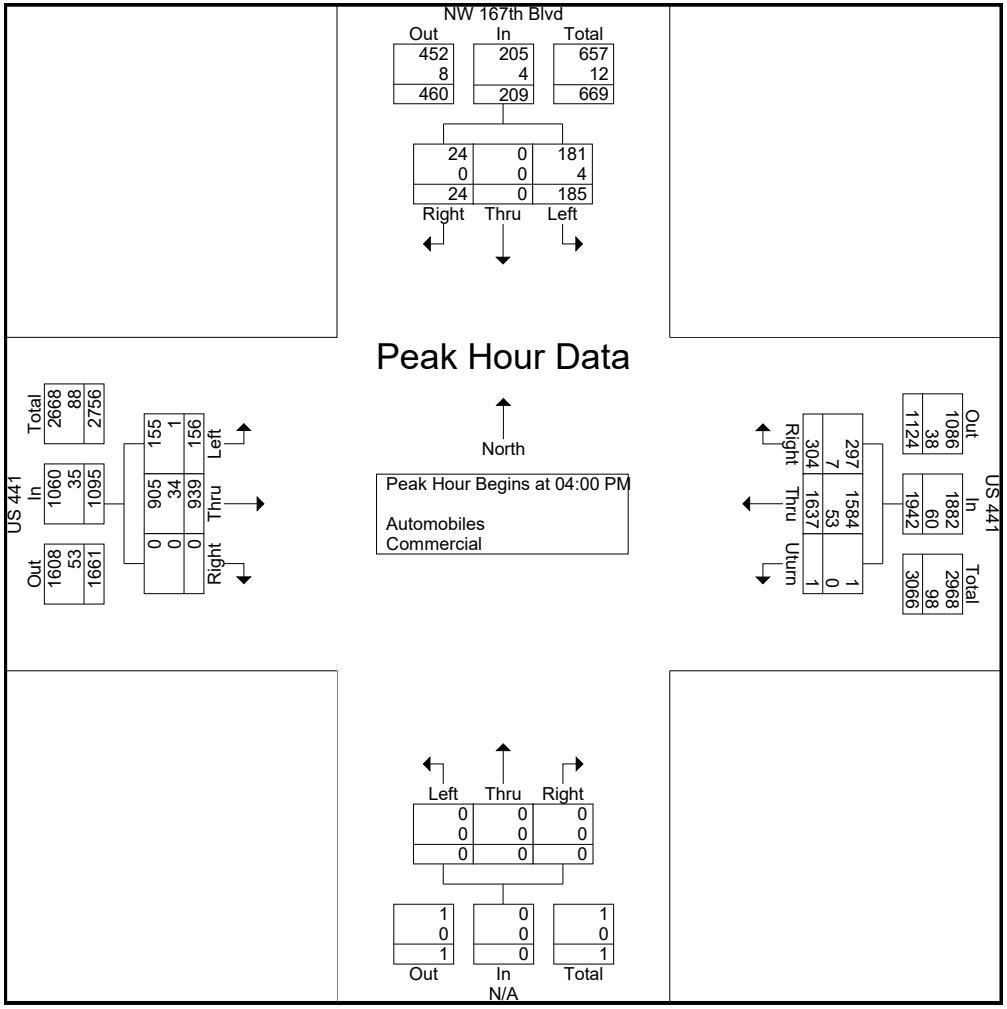
	NW 167th Blvd Southbound				US 441 Westbound				N/A Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour 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

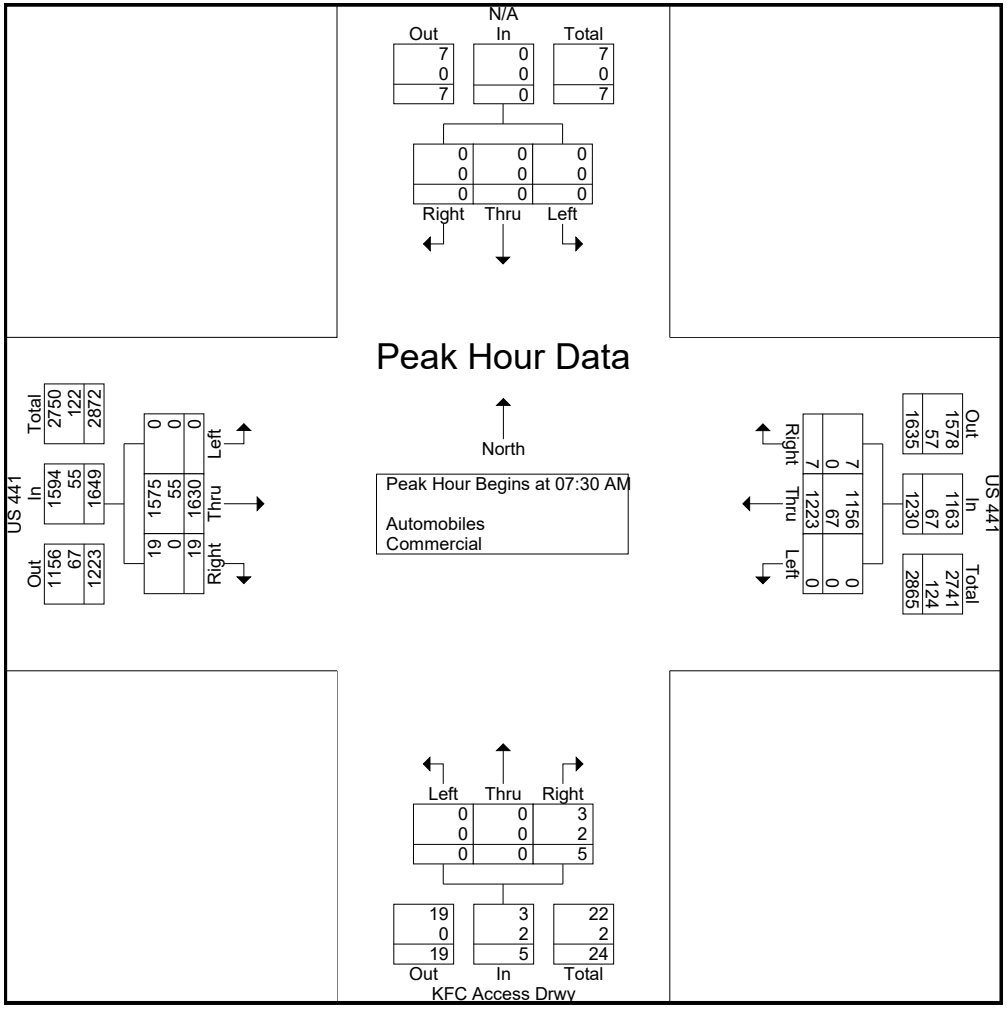
	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour 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

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 : 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 : 4

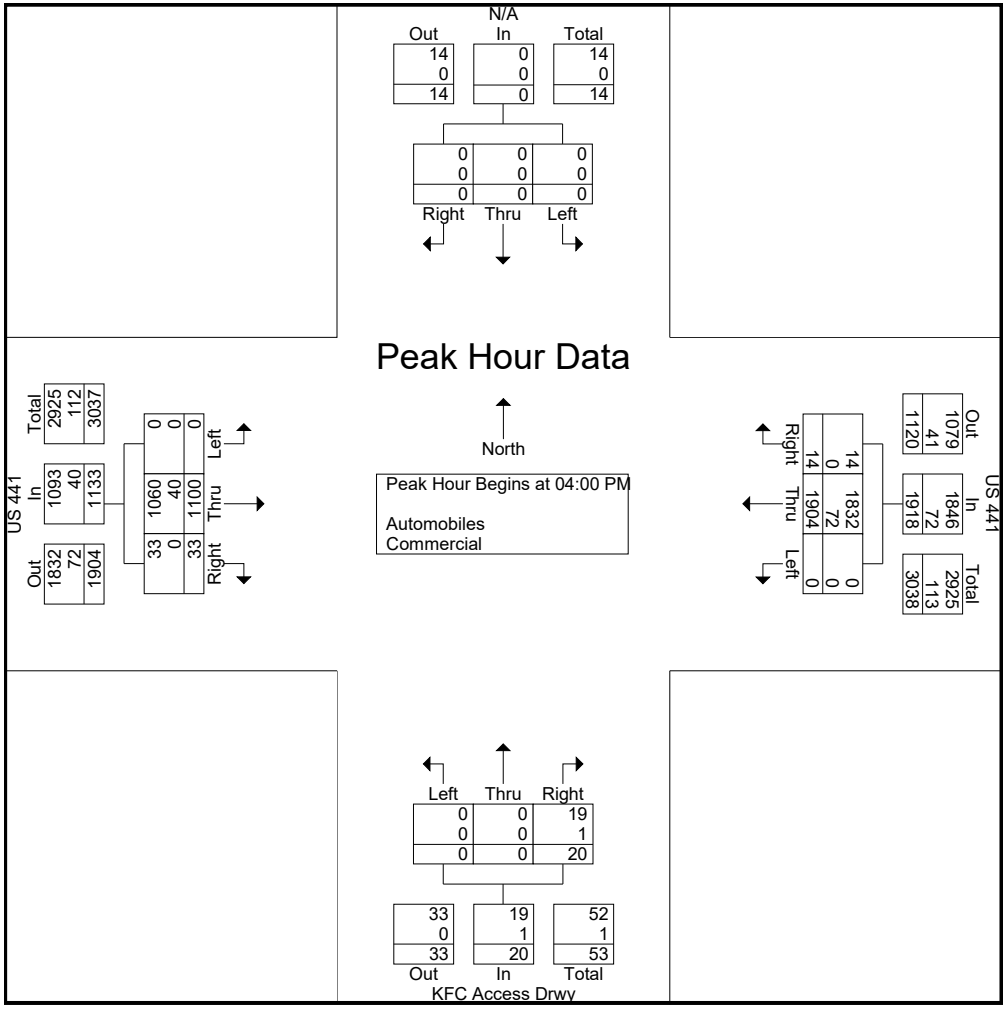
	N/A Southbound				US 441 Westbound				KFC Access Drwy Northbound				US 441 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour 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

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 : 5



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 : 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

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 : 4

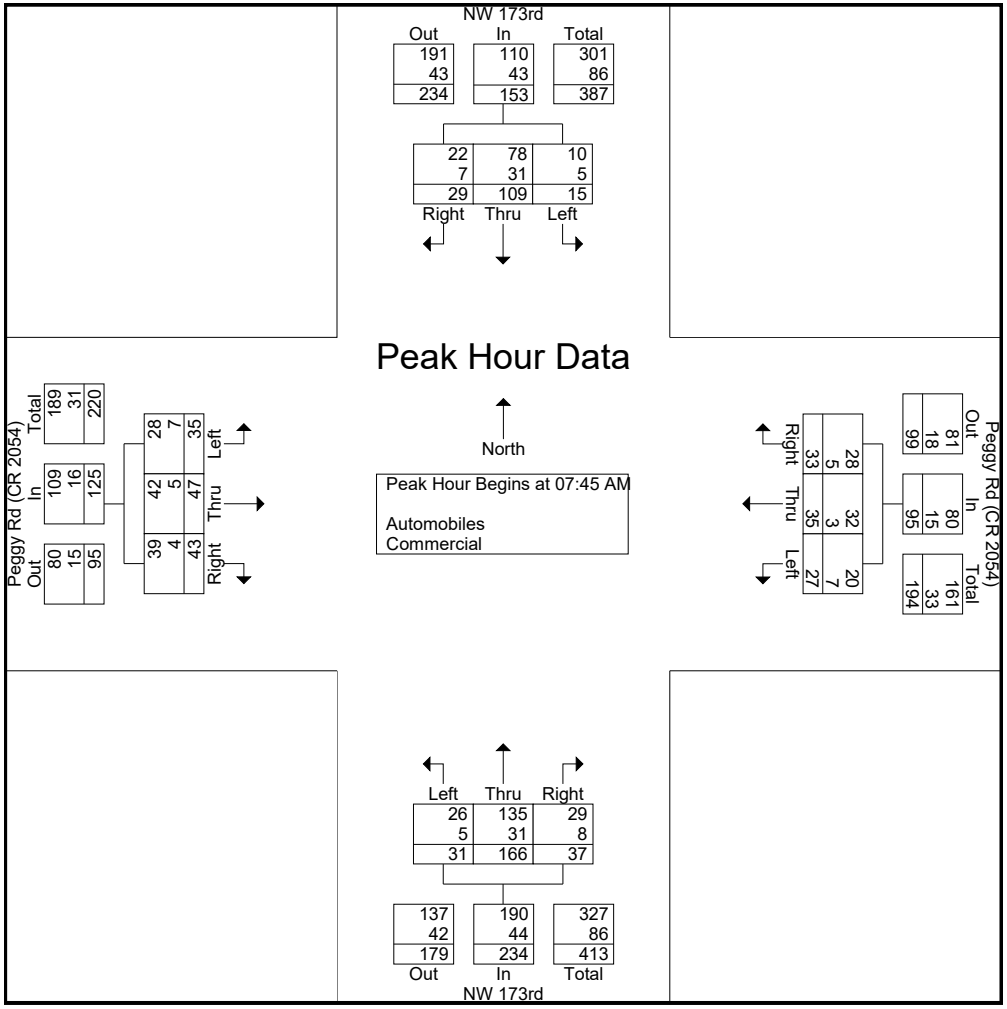
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
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

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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 : 5



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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 : 6

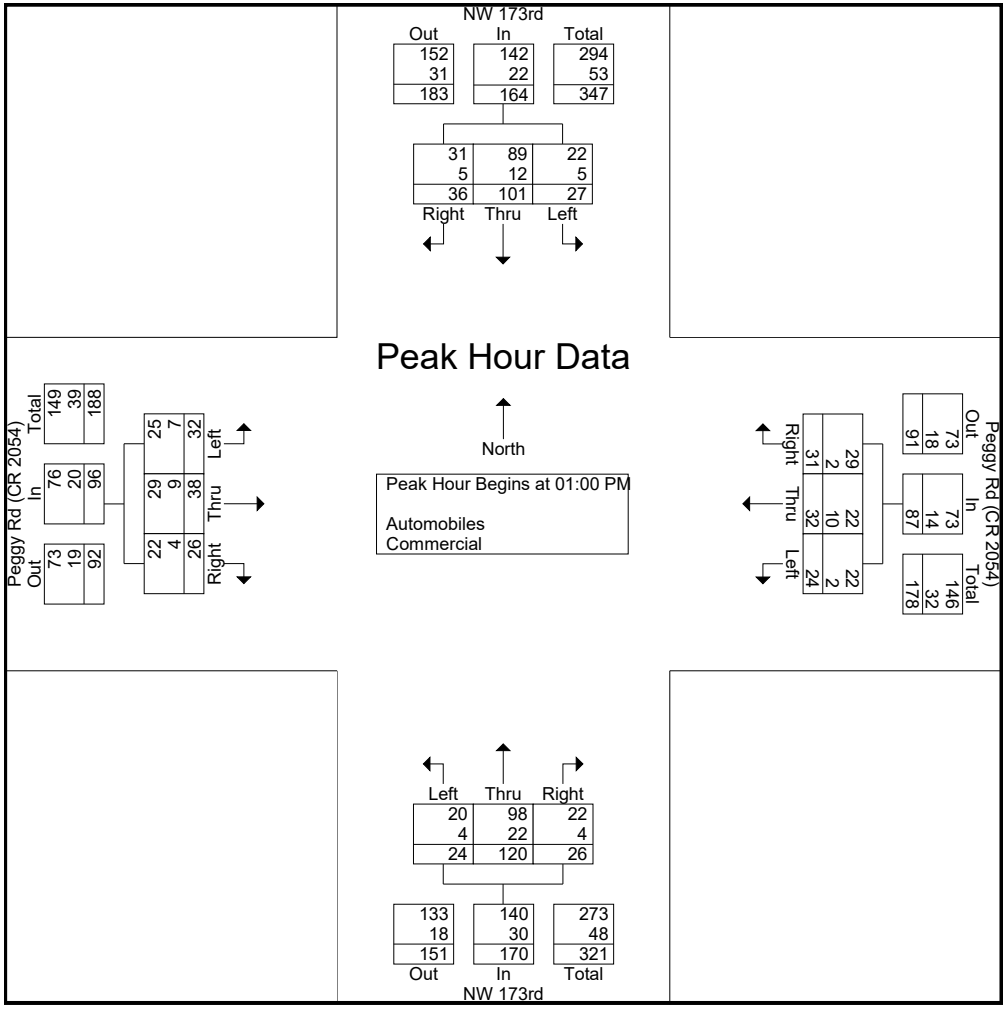
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
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

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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



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 : 8

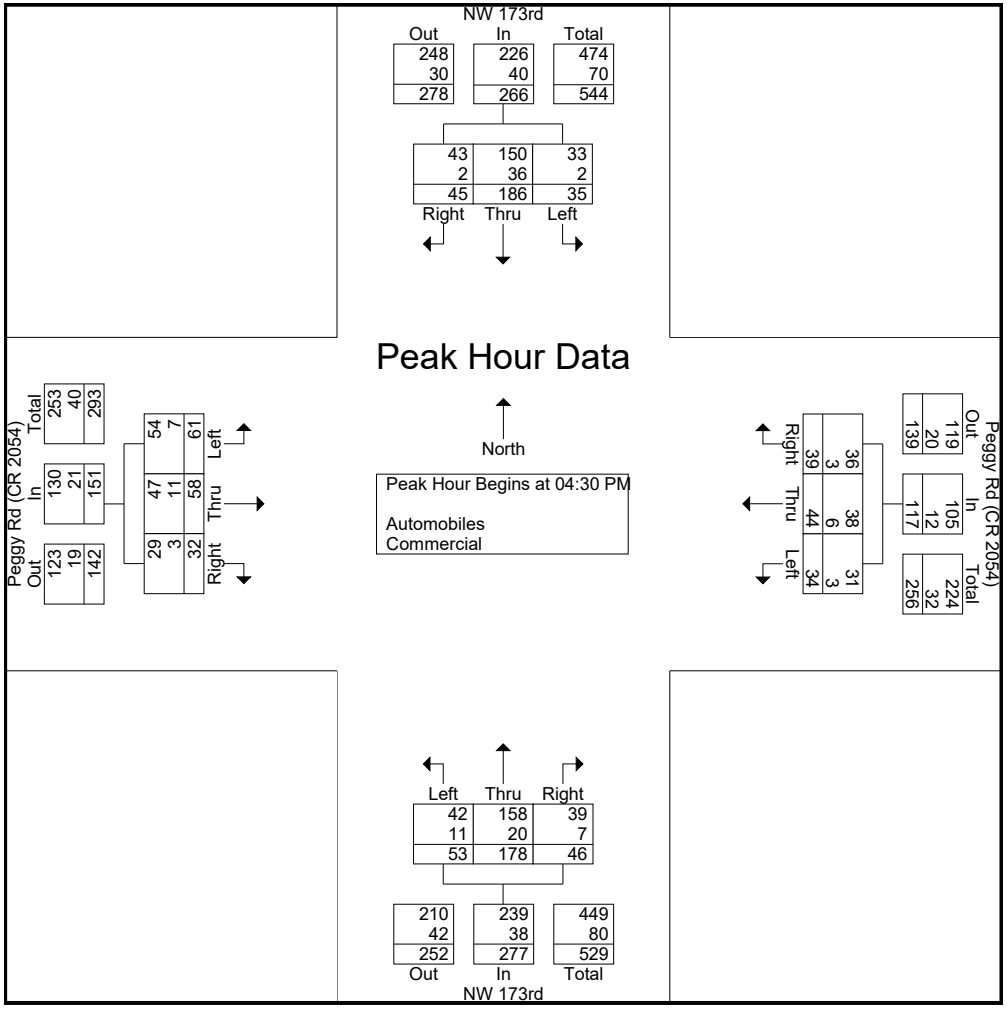
	NW 173rd Southbound				Peggy Rd (CR 2054) Westbound				NW 173rd Northbound				Peggy Rd (CR 2054) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1																	
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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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

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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

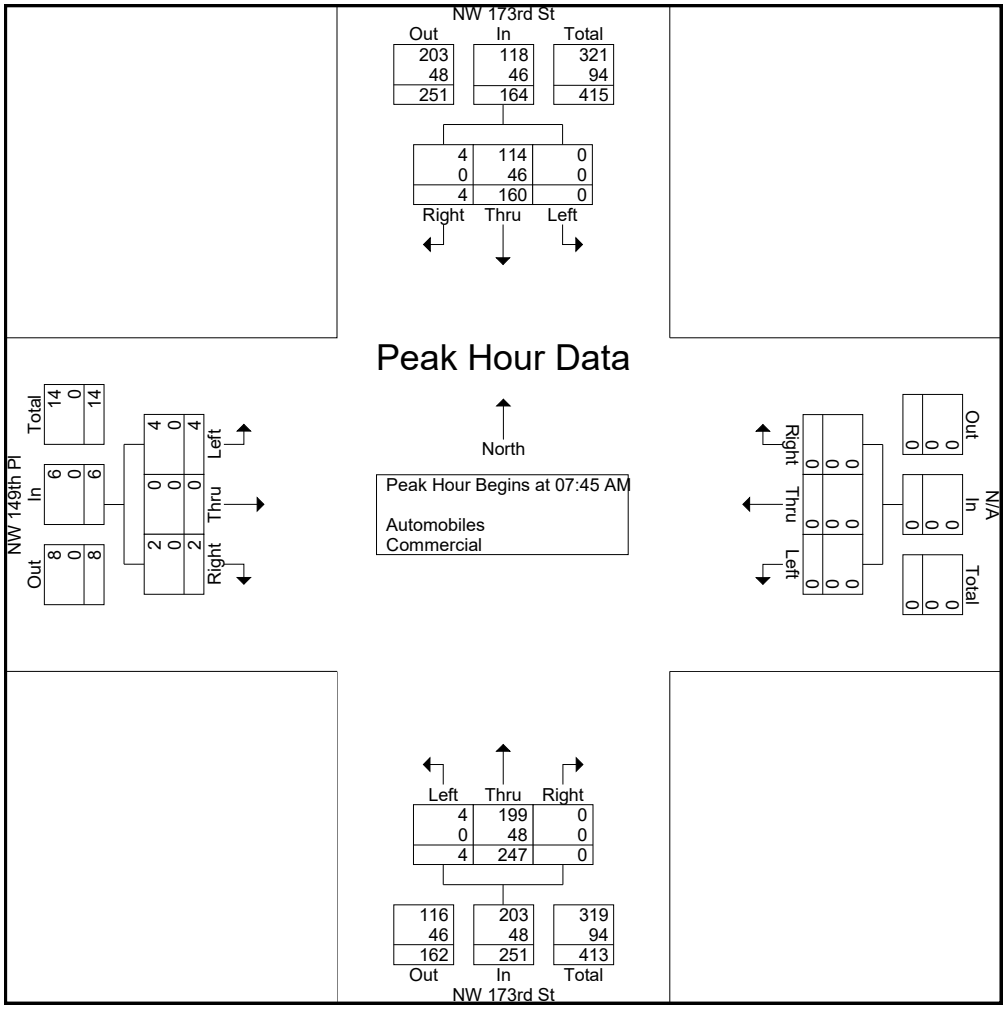
	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 3



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 : 4

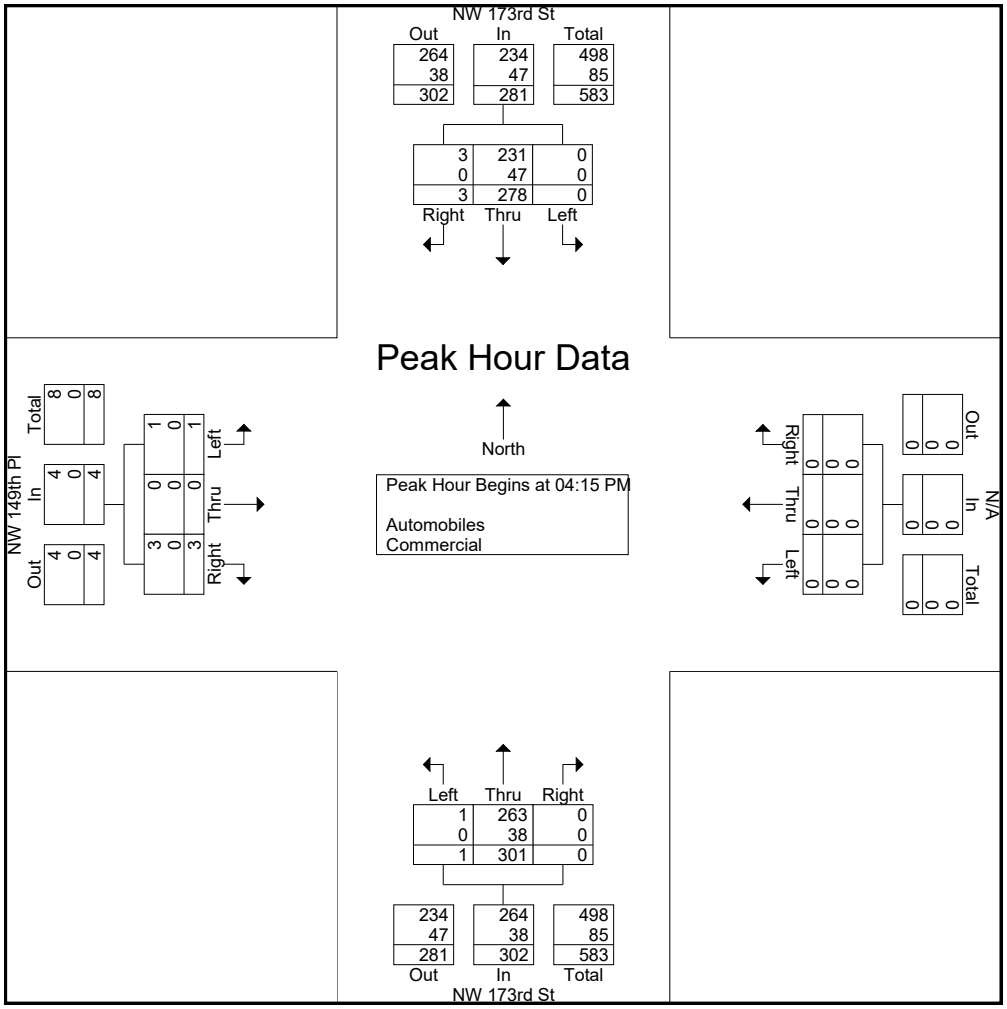
	NW 173rd St Southbound				N/A Westbound				NW 173rd St Northbound				NW 149th Pl Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 2

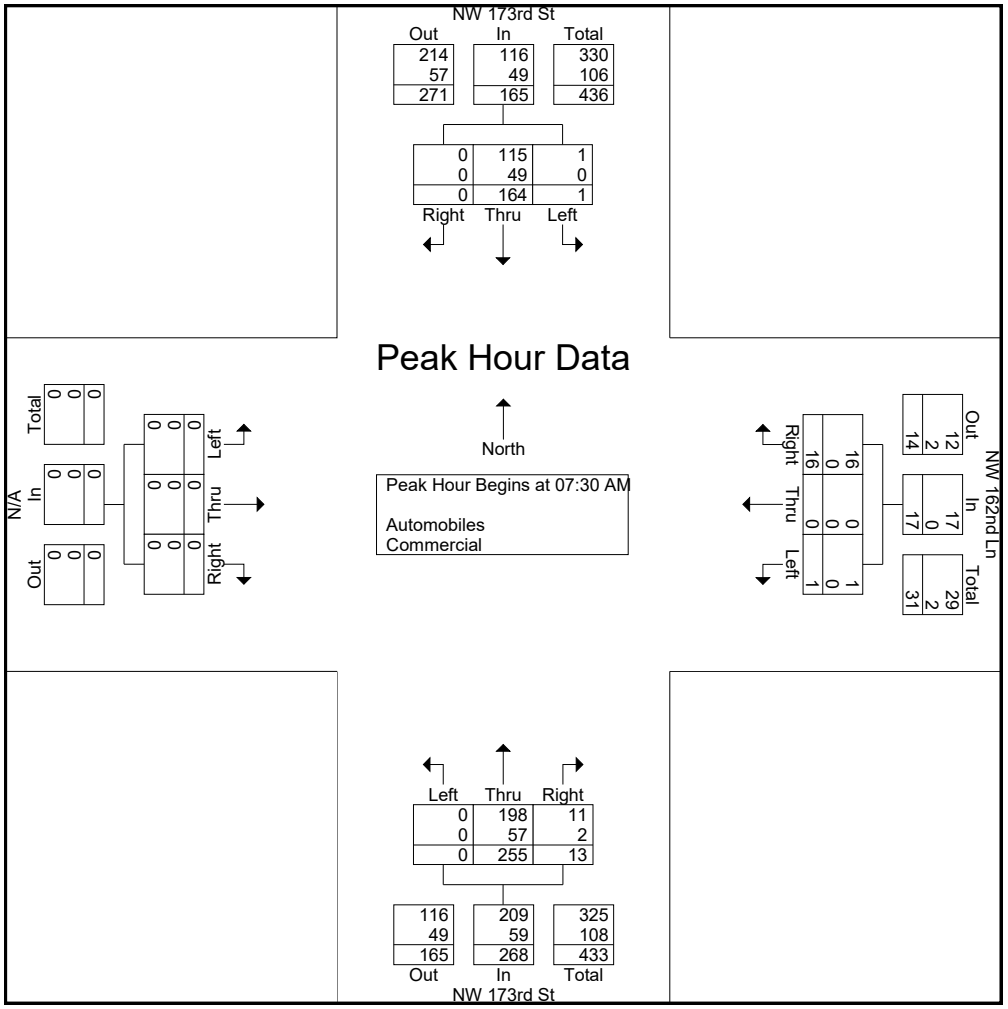
	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
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



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

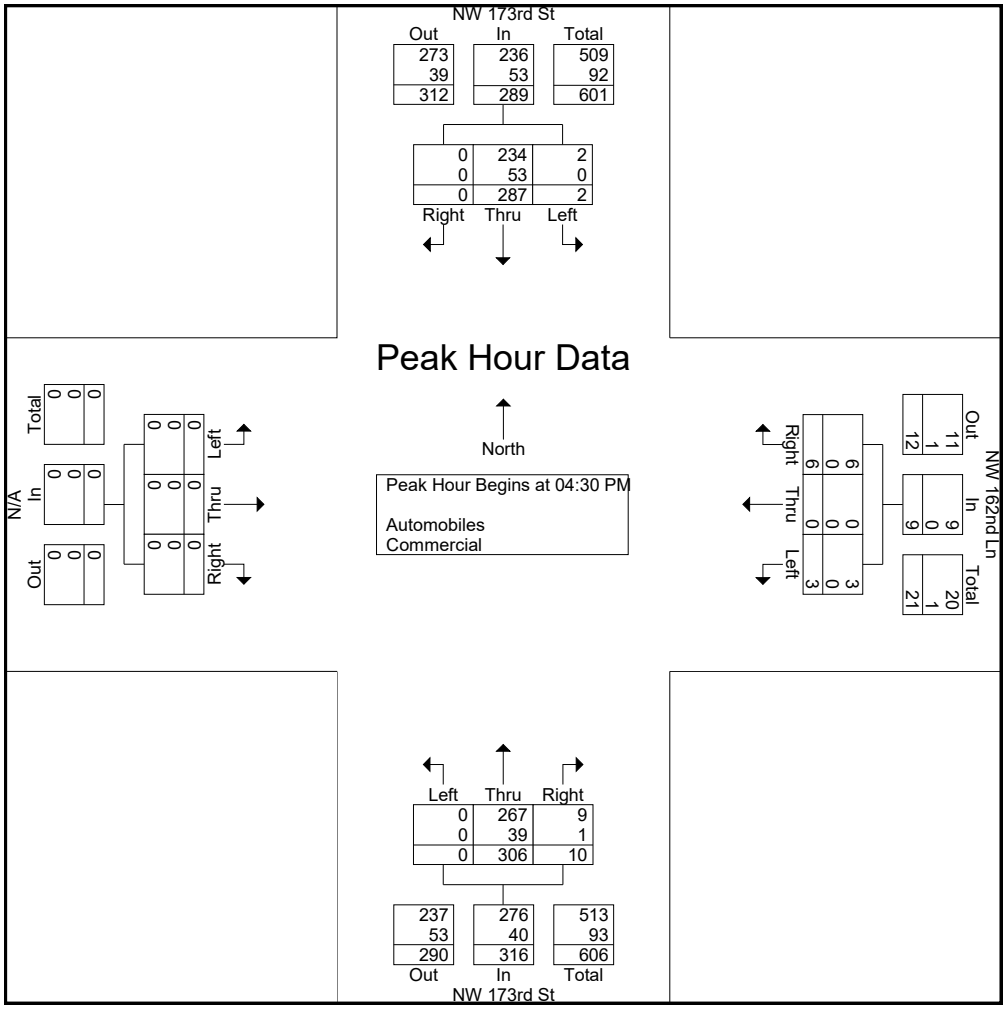
	NW 173rd St Southbound				NW 162nd Ln Westbound				NW 173rd St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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

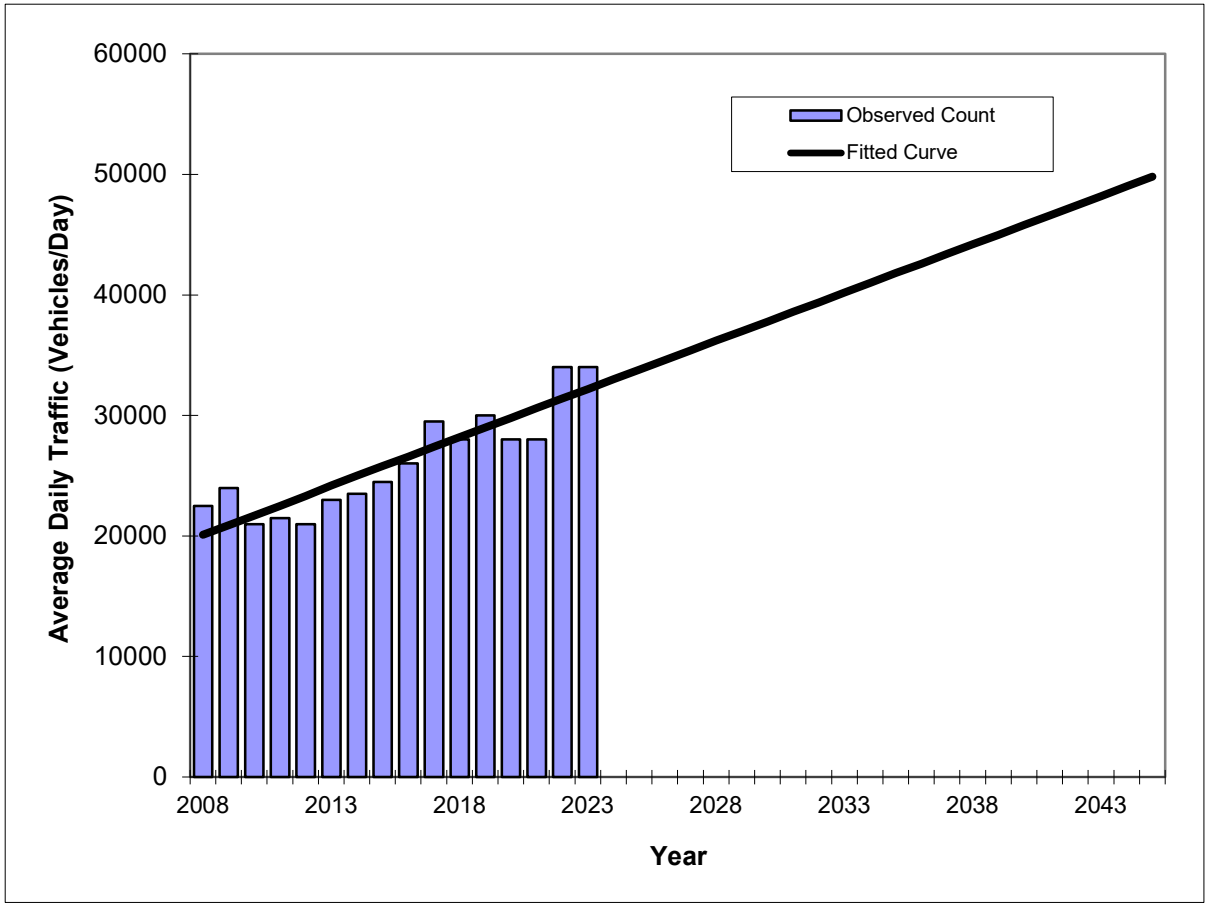
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

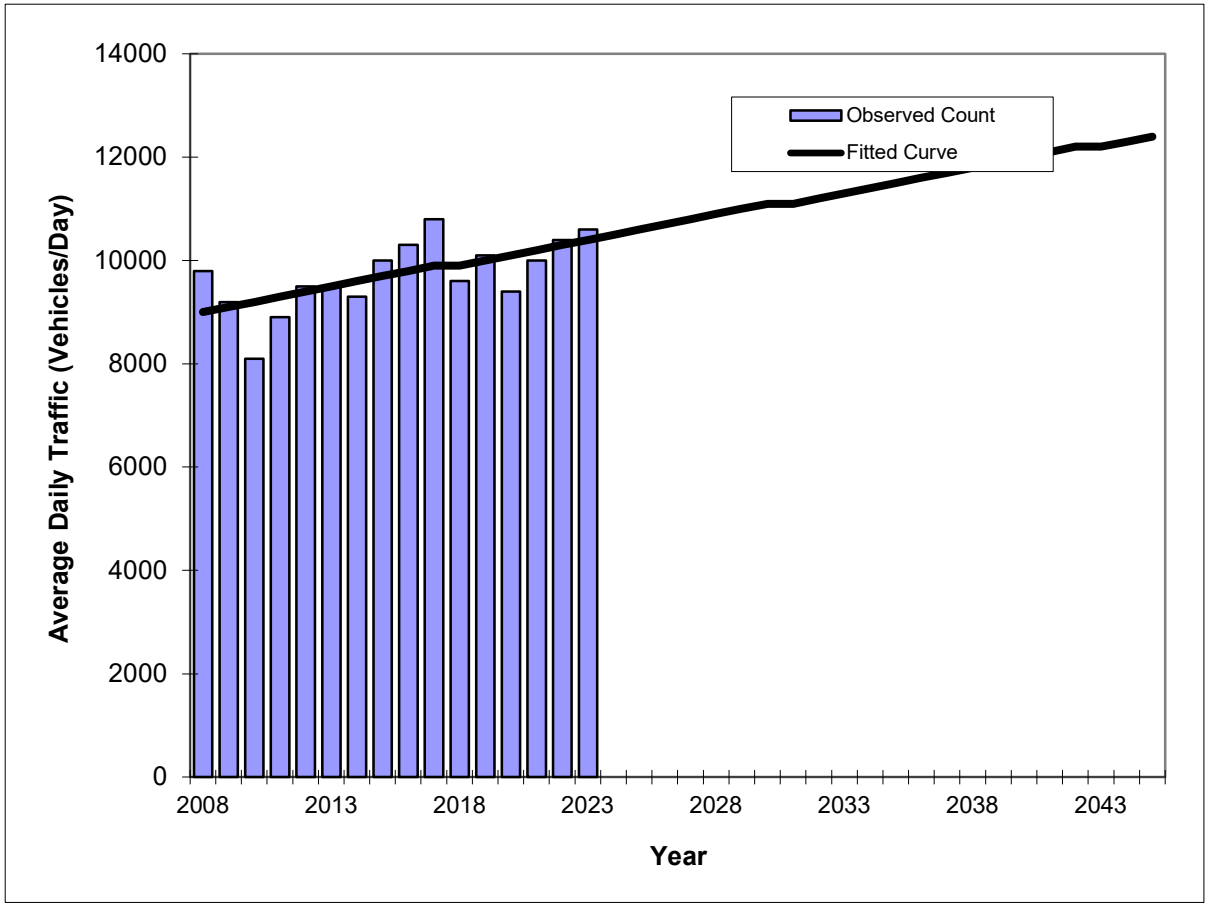
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

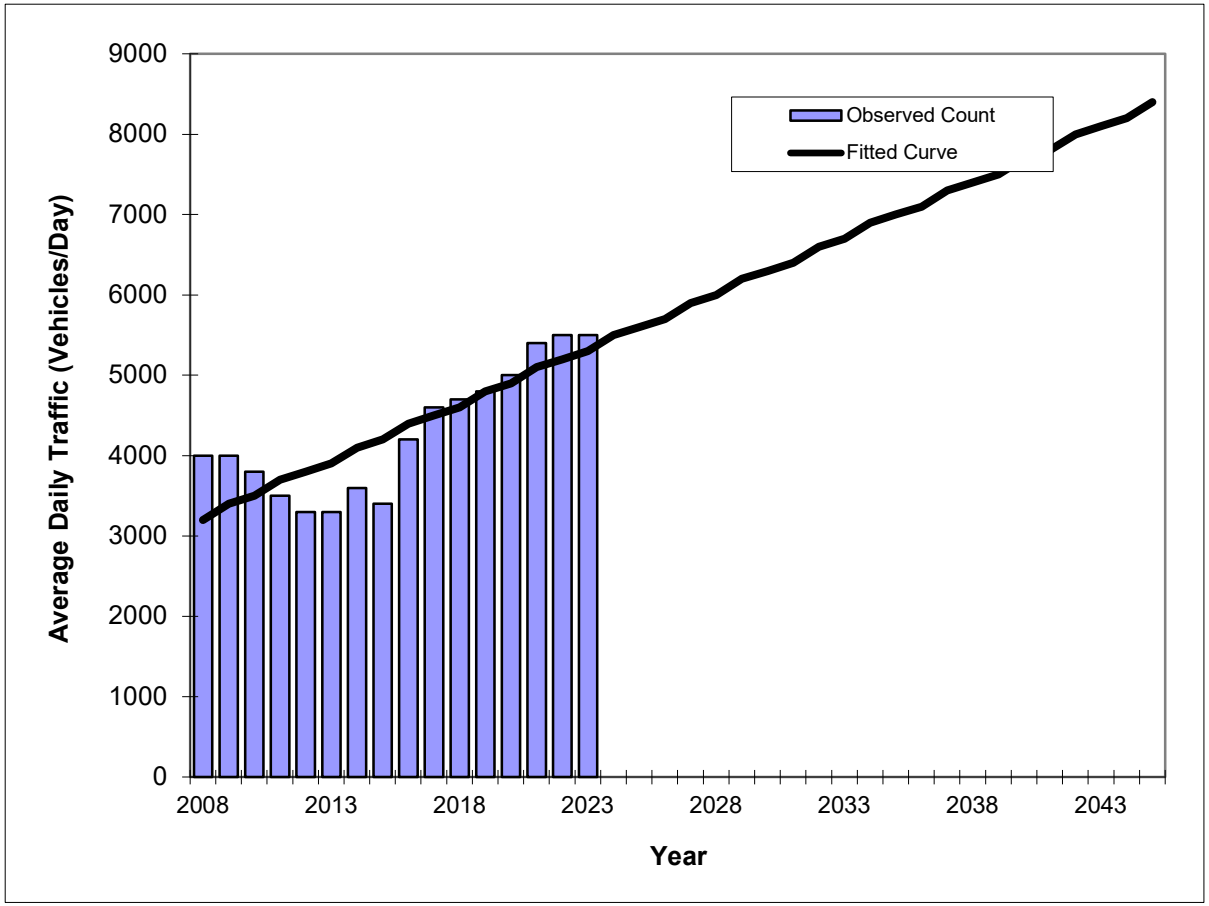
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CR 235A --

FIN#	0435
Location	1

County:	Alachua (26)
Station #:	0435
Highway:	CR 235A



**** 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	

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		

***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

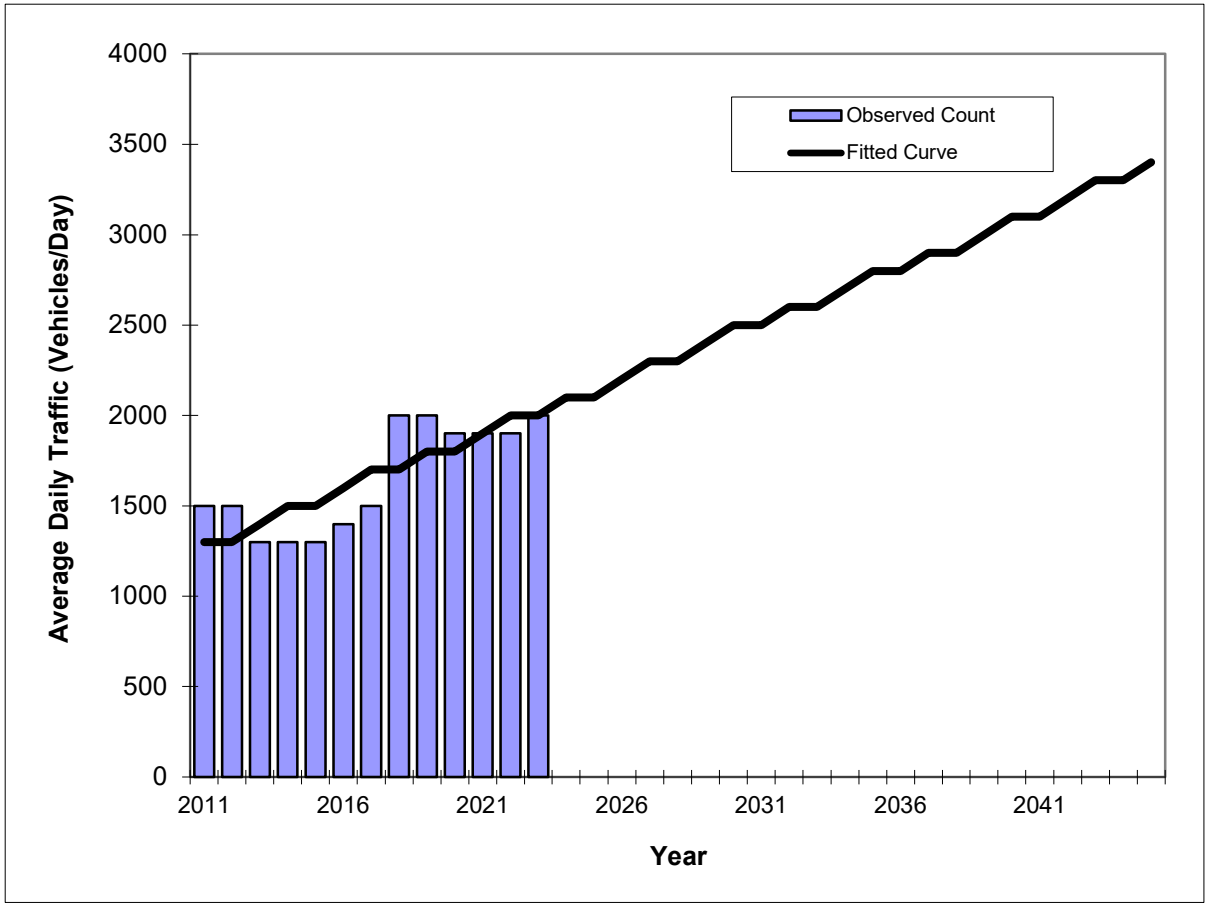
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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											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)

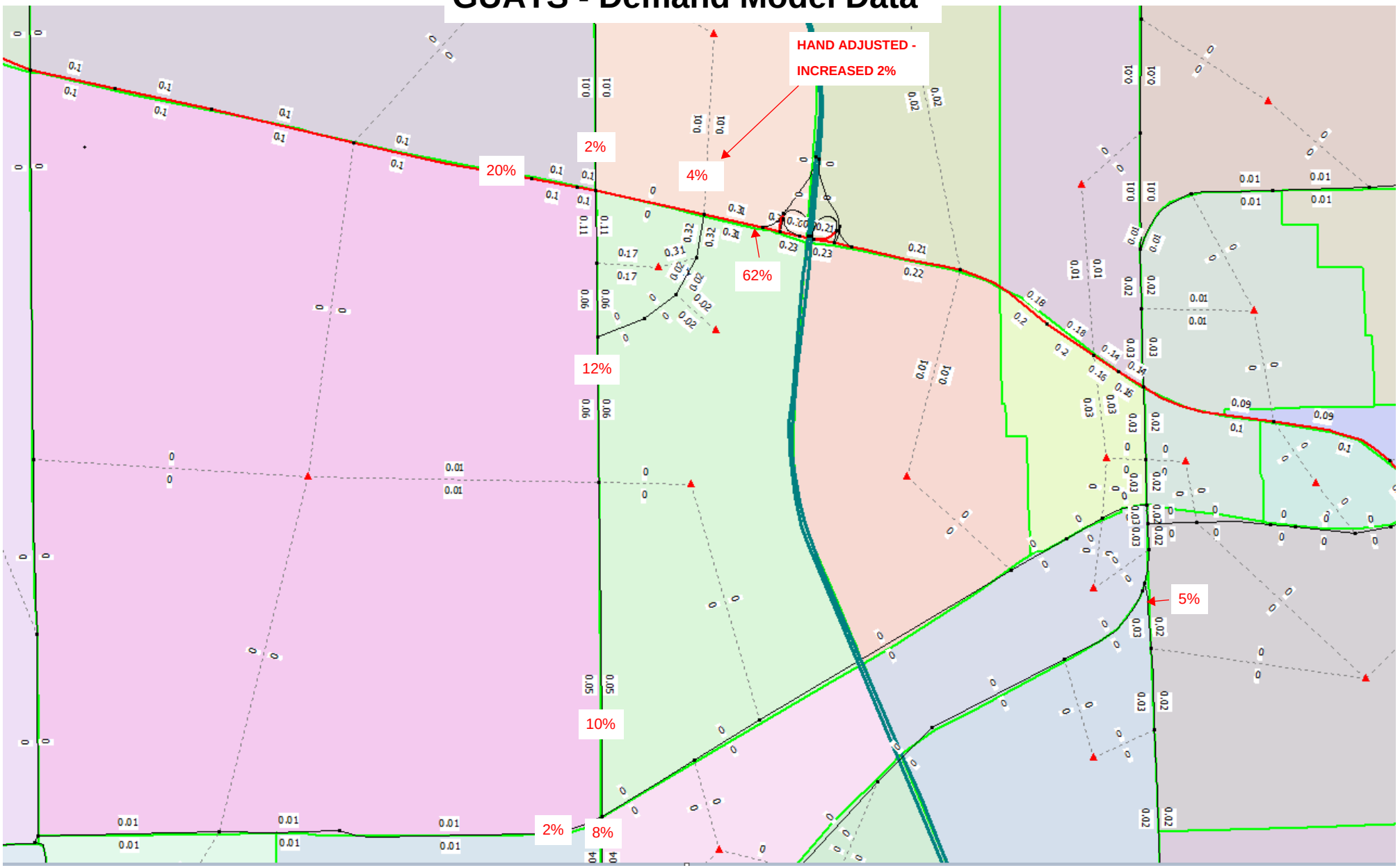
NW 140th St(CR 235) at Peggy Rd(CR 2054) - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2035 Growth Factor
NW 140th St(CR 235)	N/A	2.00%	1.220
Peggy Rd(CR 2054)	4.49%	4.49%	1.494

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		

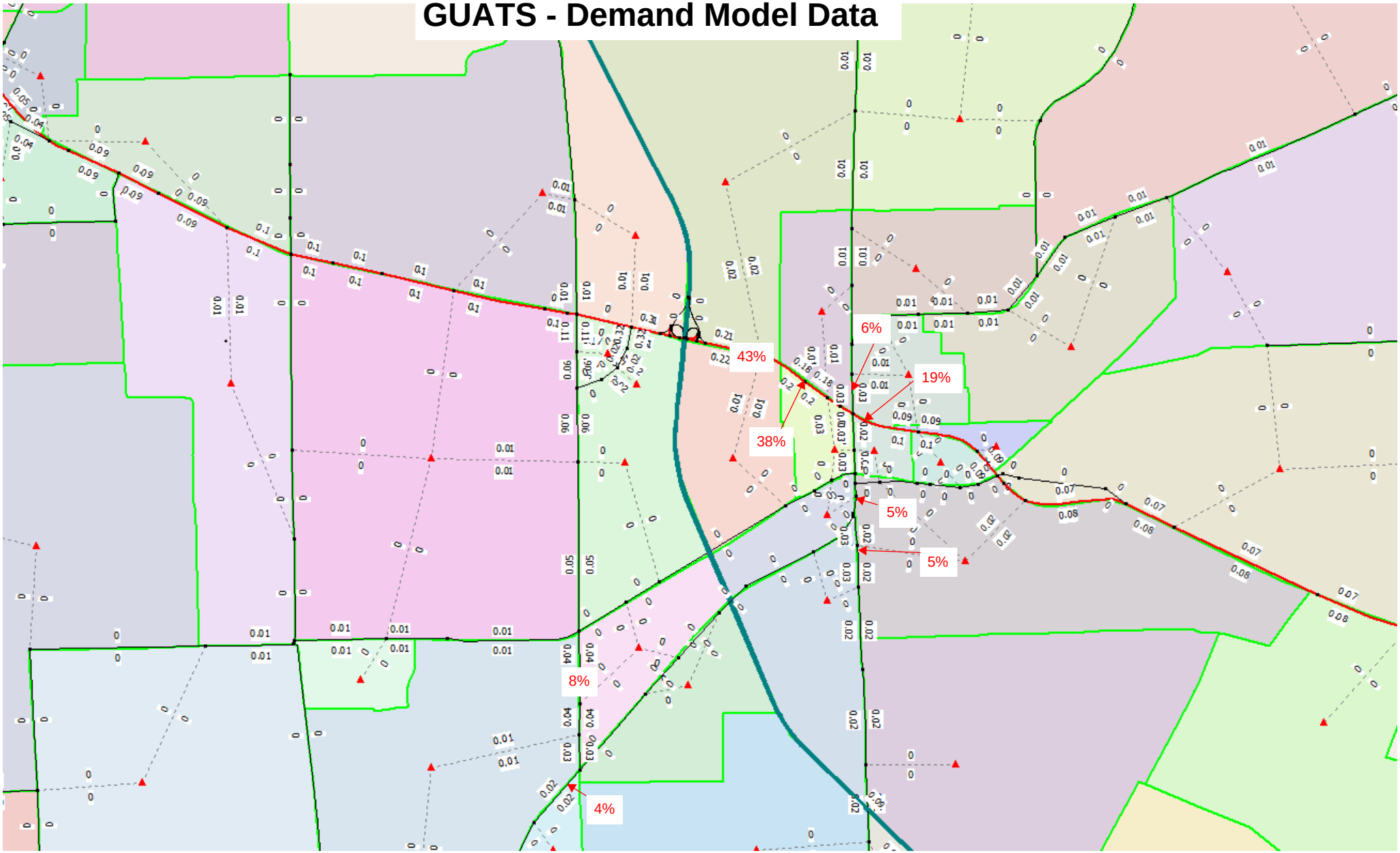
Appendix G
Trip Distribution and Assignment

GUATS - Demand Model Data

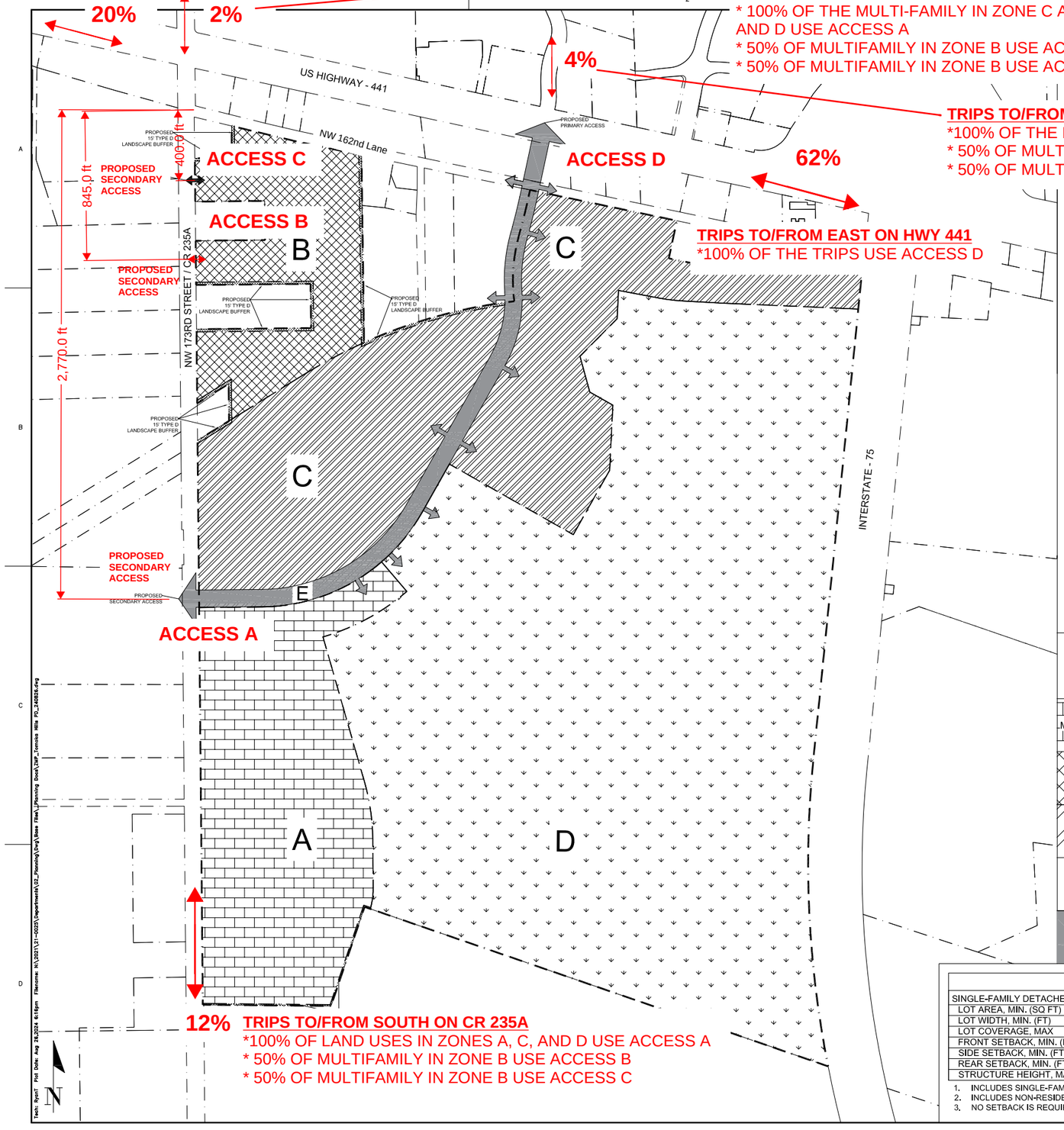


Text in red provides the calculated trip distribution and any hand adjustments made to the distribution.

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'.

11801 Research Drive
Alachua, Florida 32615
(386) 462-3615
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 ARE, 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

TEAM/QAQC: R. THOMPSON
DESIGNER: C. BRASHIER
QA/QC CONTROL: C. BRASHIER
PROJECT NUMBER: 21-0025.09

SHEET NO.: 1 of 3

Tech: RyanT Plot Date: Aug 29,2024 8:18pm Filename: N:\2021\21-0025\Department\02_Planning\Proj\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

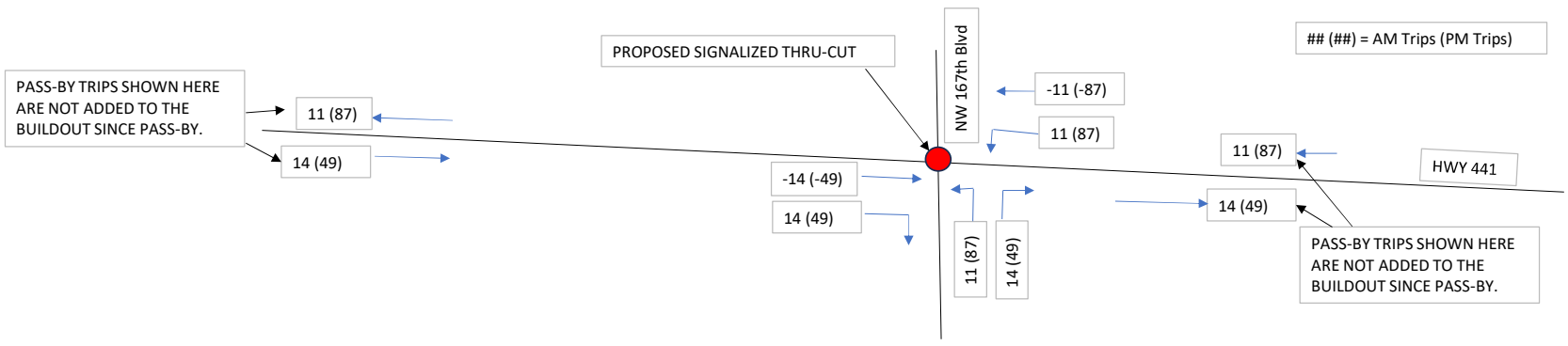
	Prevailing Traffic Flow (from TMC at 441/167th Blvd)			
	AM		PM	
	Eastbound	Westbound	Eastbound	Westbound
Prevailing Traffic Volumes	1463	1270	1095	1942
Directional Distribution	0.54	0.46	0.36	0.64

	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.

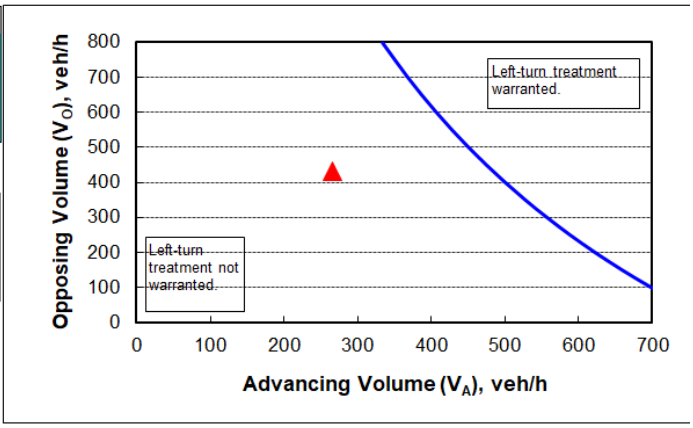
2-lane roadway (English)

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.

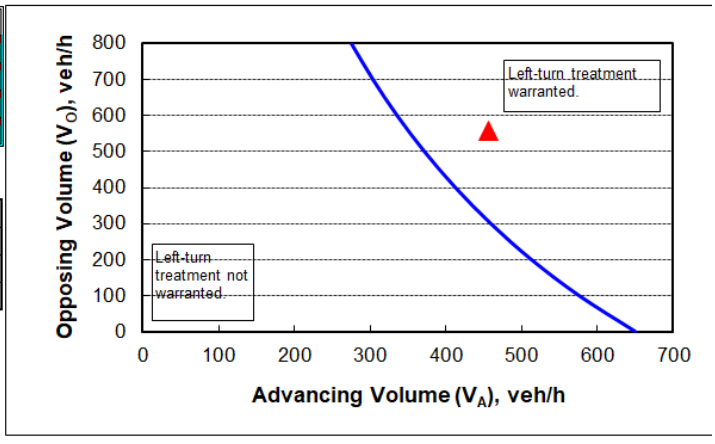
2-lane roadway (English)

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

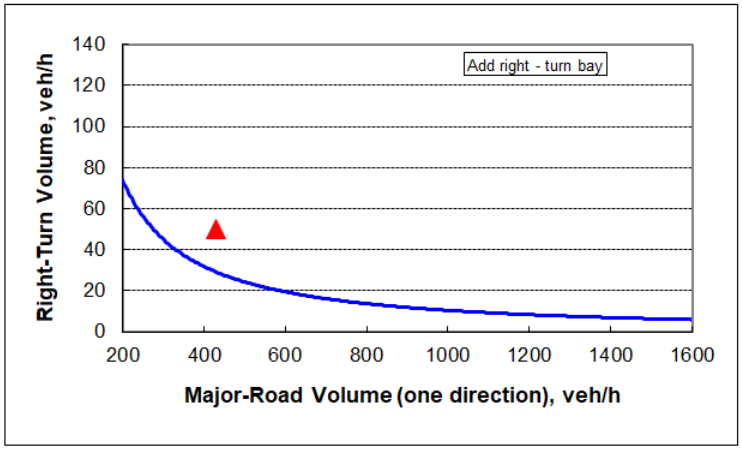
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

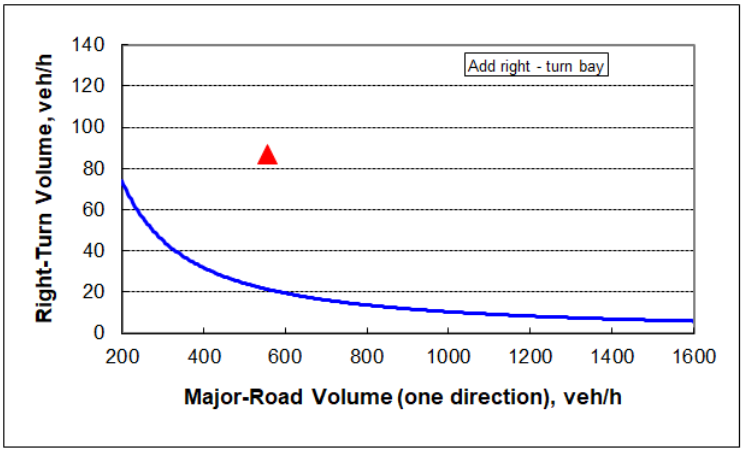
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.

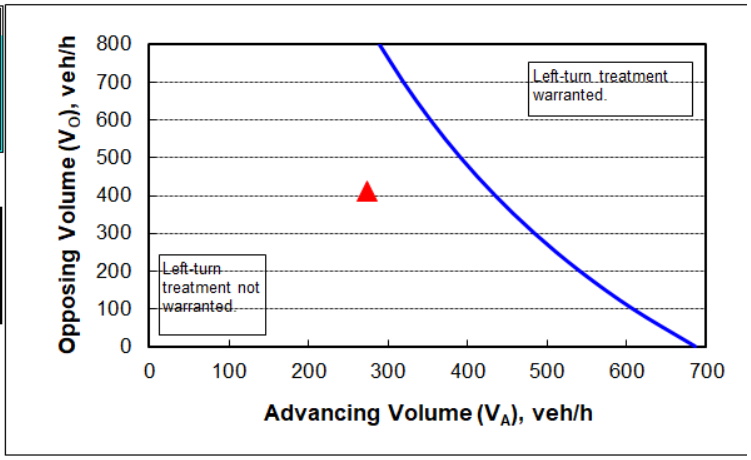
2-lane roadway (English)

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.

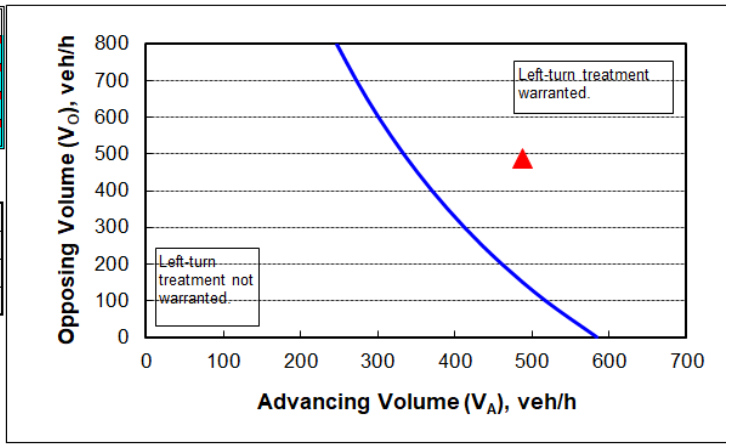
2-lane roadway (English)

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

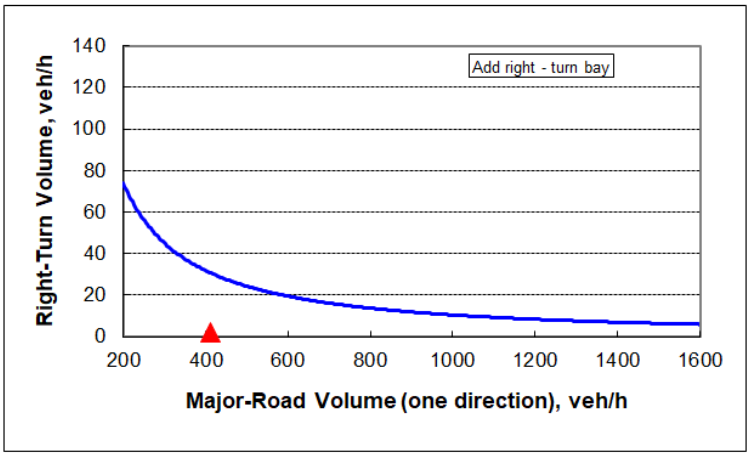
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

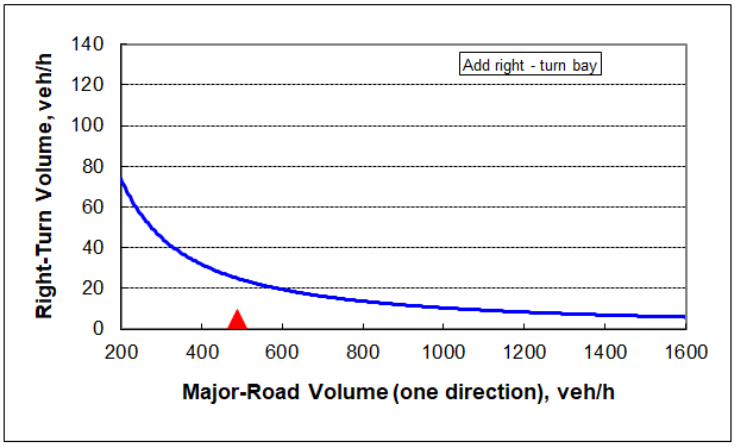
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.

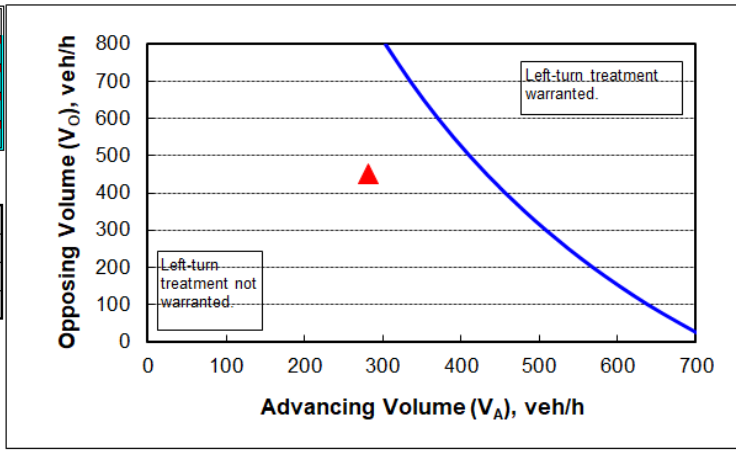
2-lane roadway (English)

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.

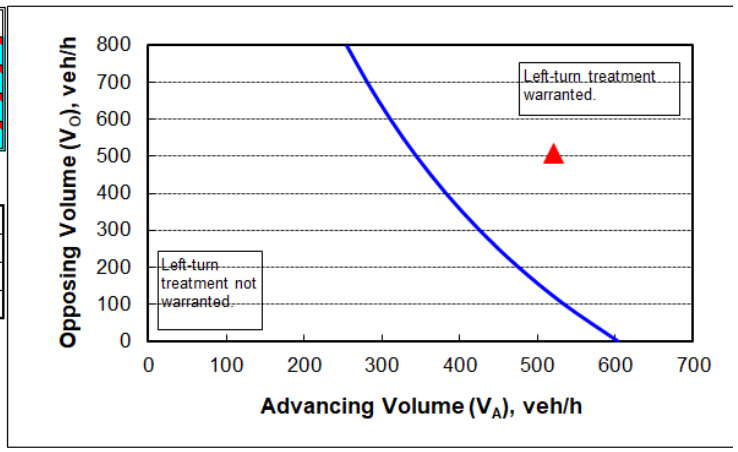
2-lane roadway (English)

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

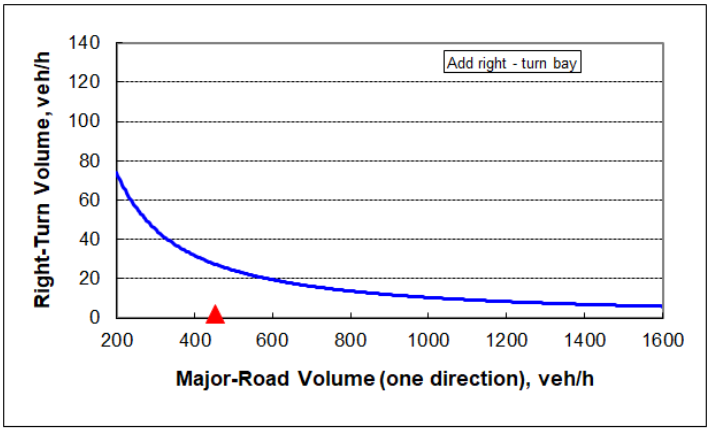
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

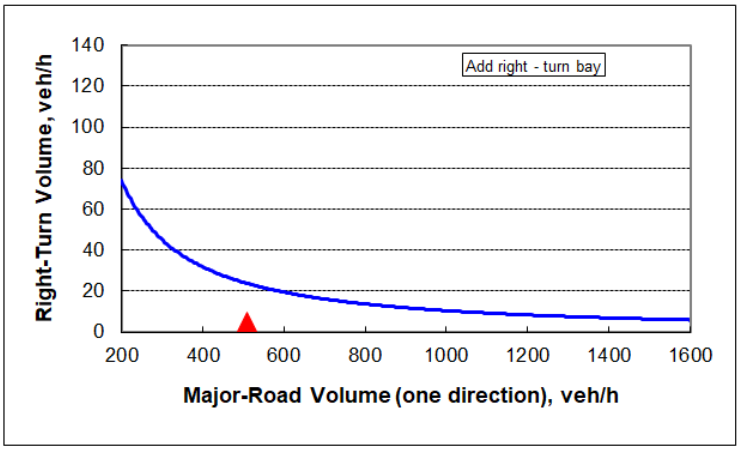
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

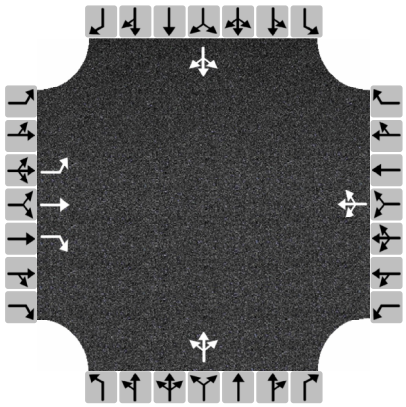
Project Information

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

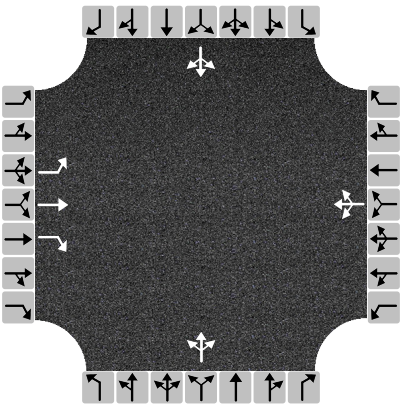
Project Information

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

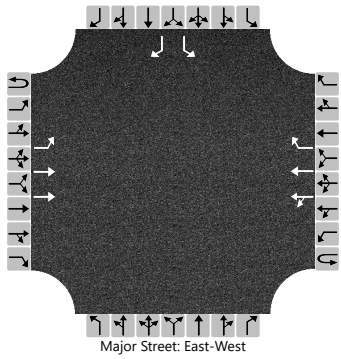
General Information

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

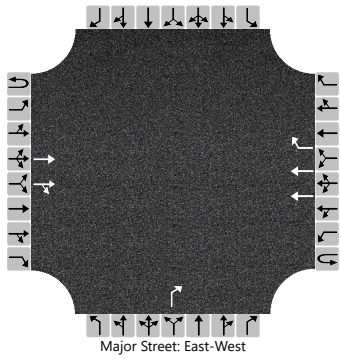
General Information

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

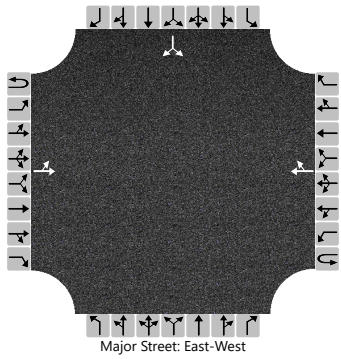
General Information

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

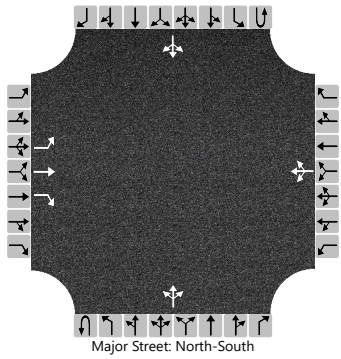
General Information

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

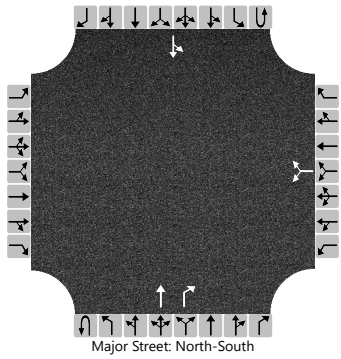
General Information

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

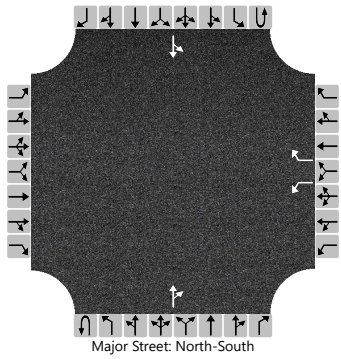
General Information

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

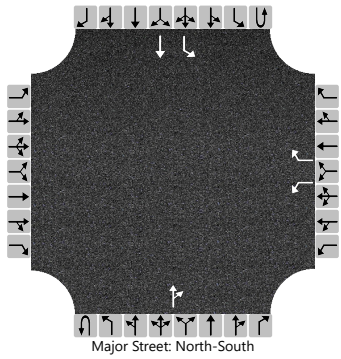
General Information

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

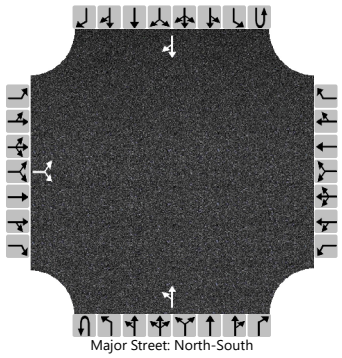
General Information

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														

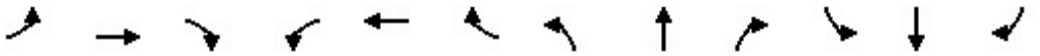
Critical and Follow-up Headways

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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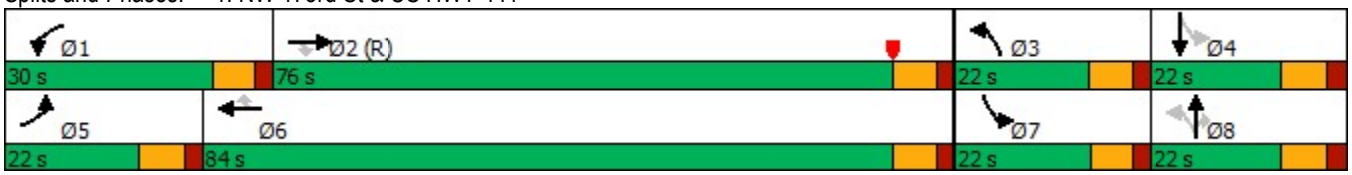


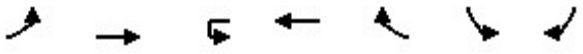
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	1323	78	93	874	207	61	47	105	92	50	42
Future Volume (vph)	51	1323	78	93	874	207	61	47	105	92	50	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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





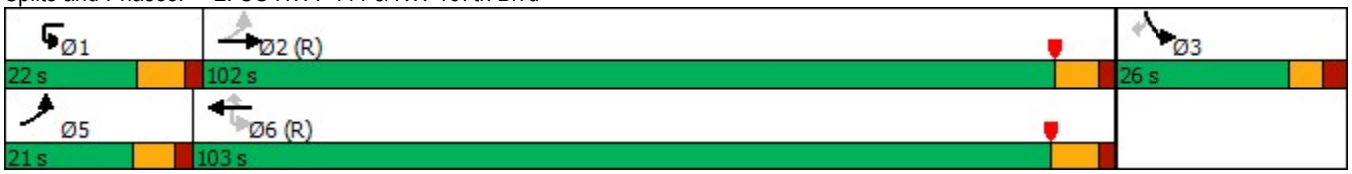
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	71	1392	4	1033	233	258	93
Future Volume (vph)	71	1392	4	1033	233	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		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

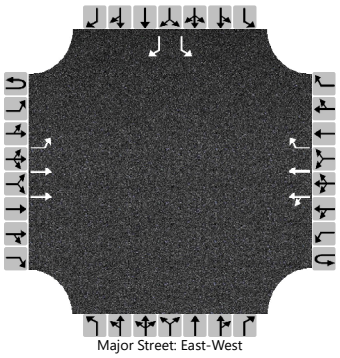
General Information

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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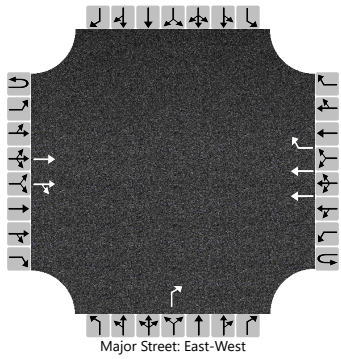
General Information

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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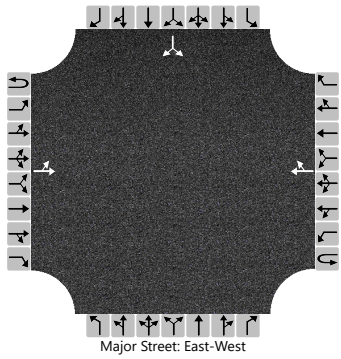
General Information

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

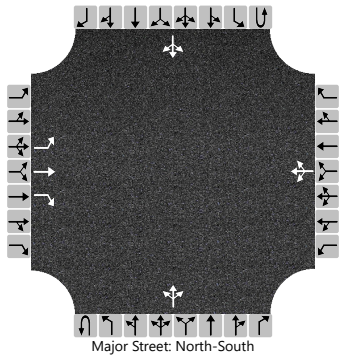
General Information

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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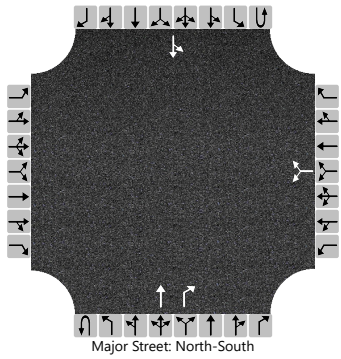
General Information

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

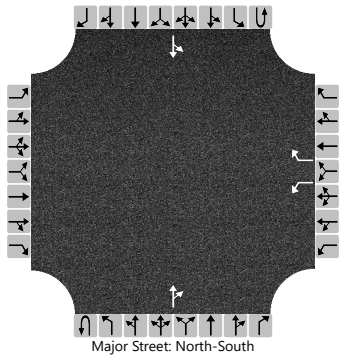
General Information

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

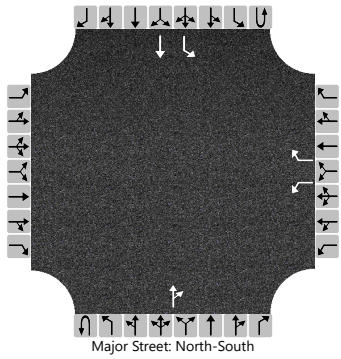
General Information

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

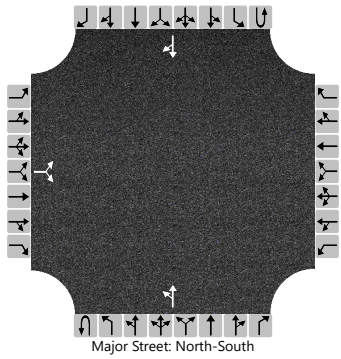
General Information

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														

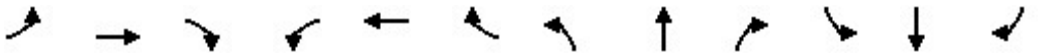
Critical and Follow-up Headways

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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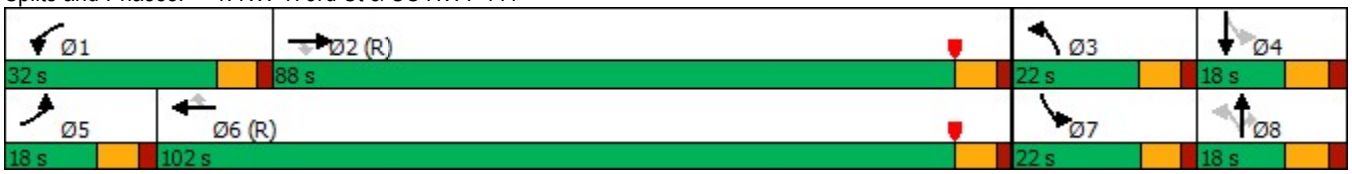


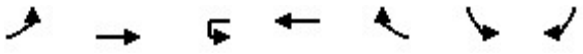
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1260	125	180	2287	111	113	62	218	172	41	64
Future Volume (vph)	29	1260	125	180	2287	111	113	62	218	172	41	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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





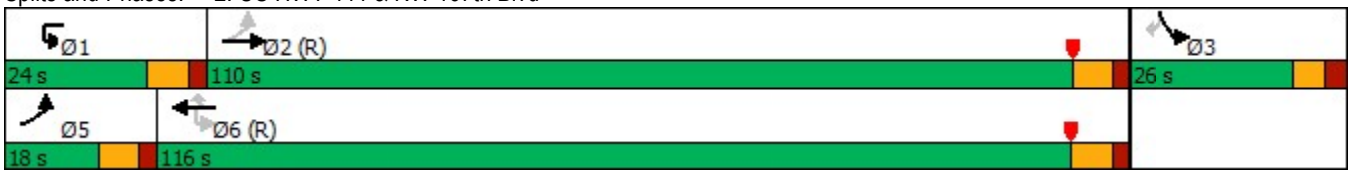
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	156	1353	1	2359	304	185	24
Future Volume (vph)	156	1353	1	2359	304	185	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		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

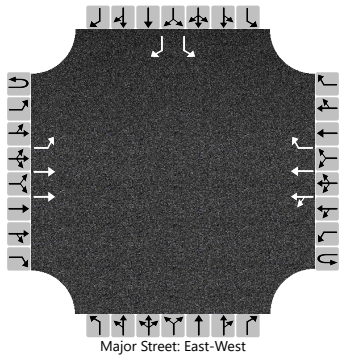
General Information

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

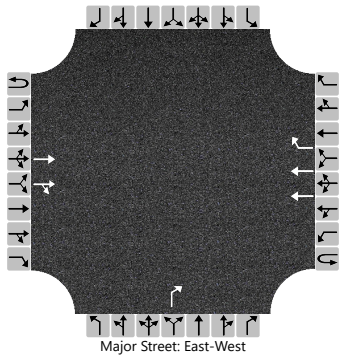
General Information

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

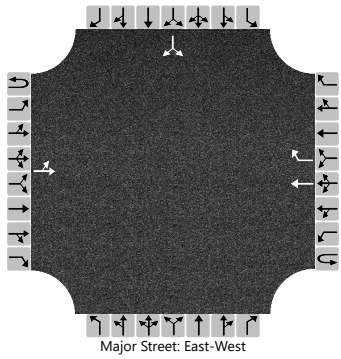
General Information

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

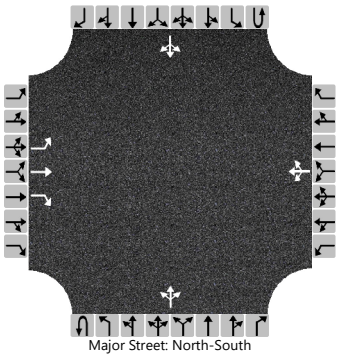
General Information

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

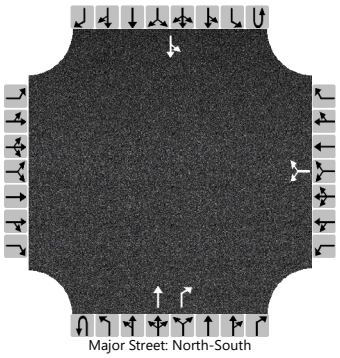
General Information

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

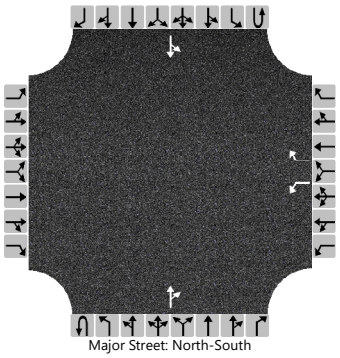
General Information

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

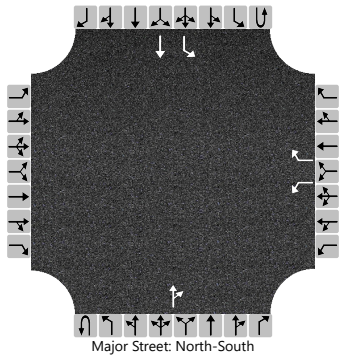
General Information

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

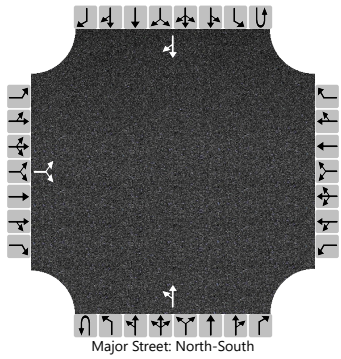
General Information

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 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														

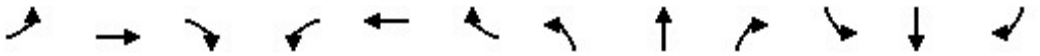
Critical and Follow-up Headways

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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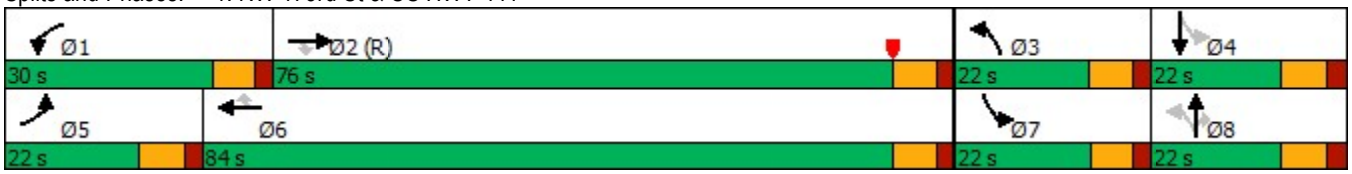
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1907	112	134	1260	298	90	70	156	136	74	62
Future Volume (vph)	73	1907	112	134	1260	298	90	70	156	136	74	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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



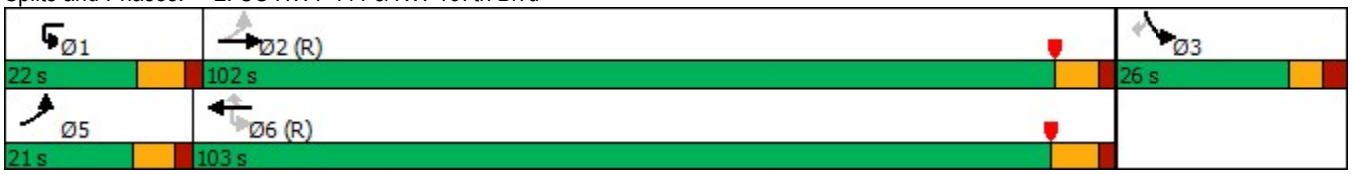
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	71	2006	6	1489	233	258	93
Future Volume (vph)	71	2006	6	1489	233	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	275		275		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

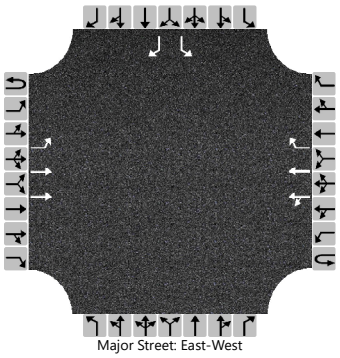
General Information

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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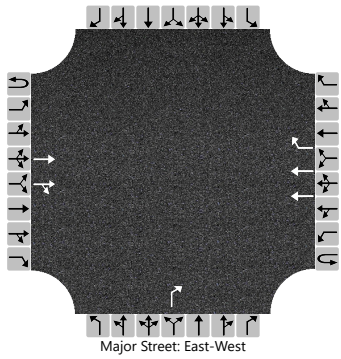
General Information

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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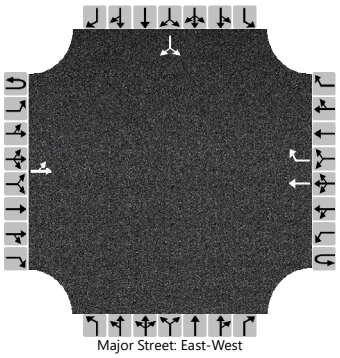
General Information

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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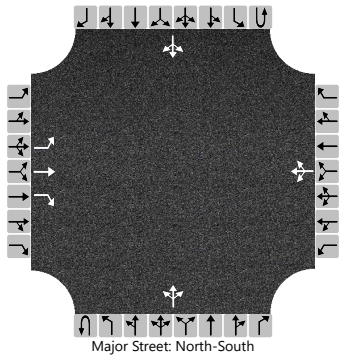
General Information

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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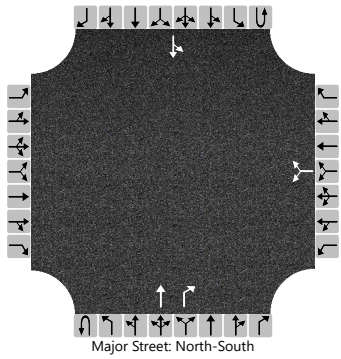
General Information

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

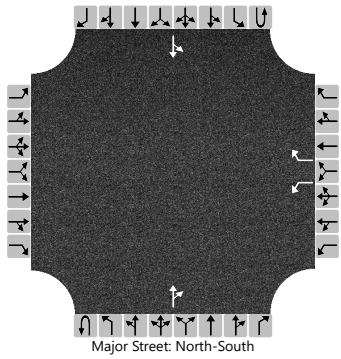
General Information

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

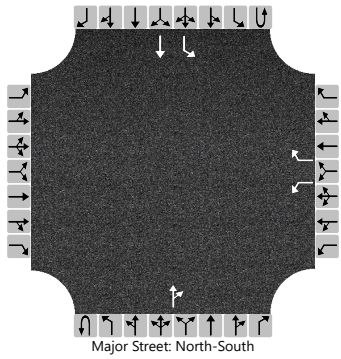
General Information

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

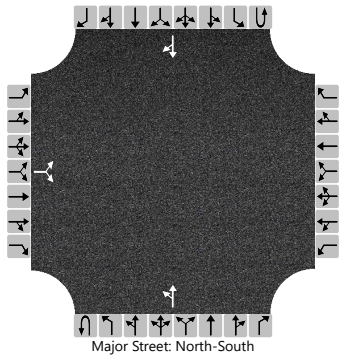
General Information

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

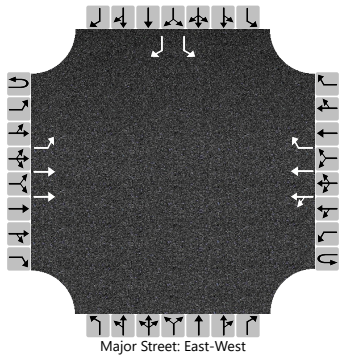
General Information

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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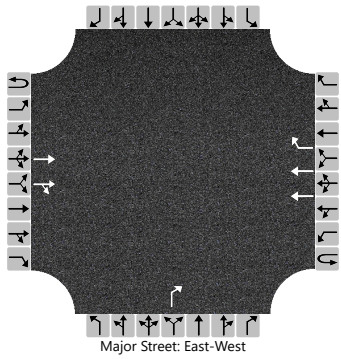
General Information

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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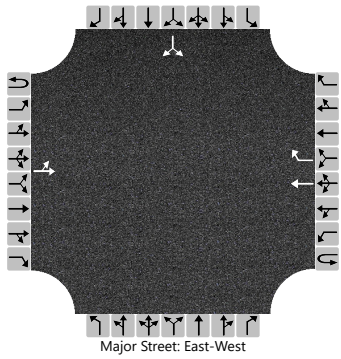
General Information

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

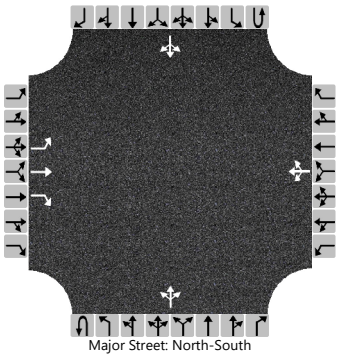
General Information

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



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

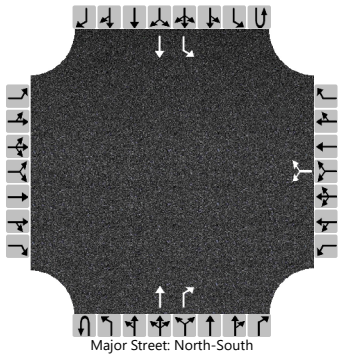
General Information

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

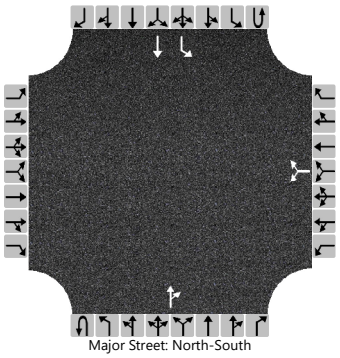
General Information

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

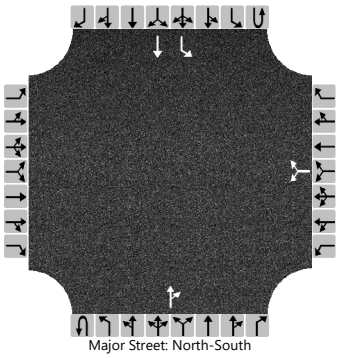
General Information

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


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

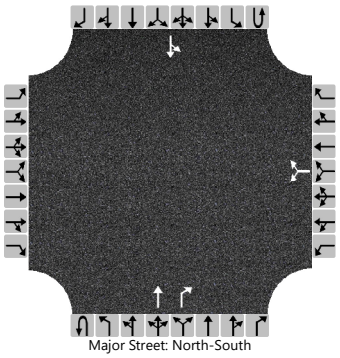
General Information

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

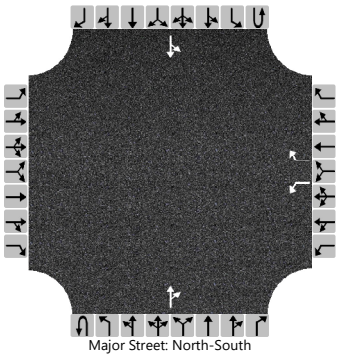
General Information

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

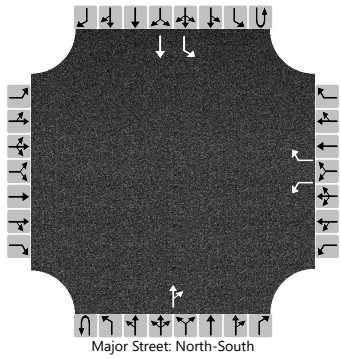
General Information

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

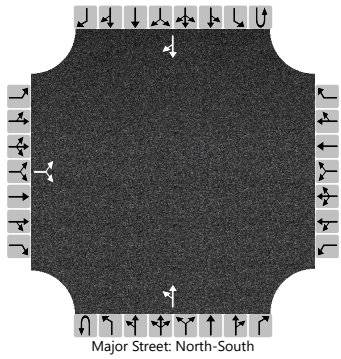
General Information

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														

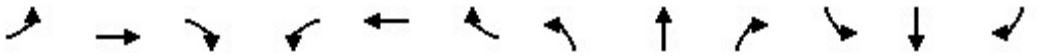
Critical and Follow-up Headways

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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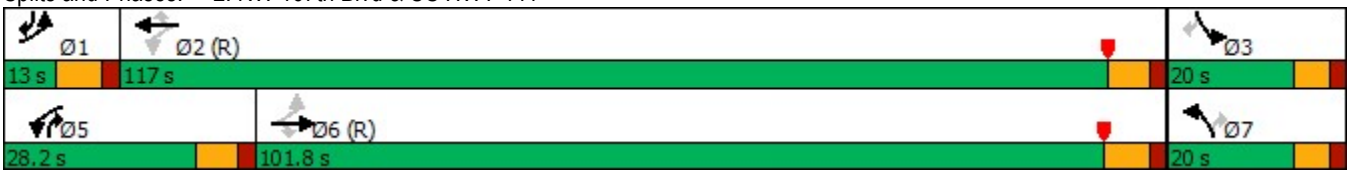


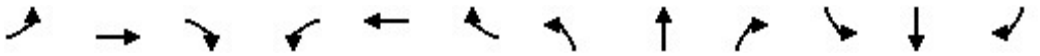
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Future Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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





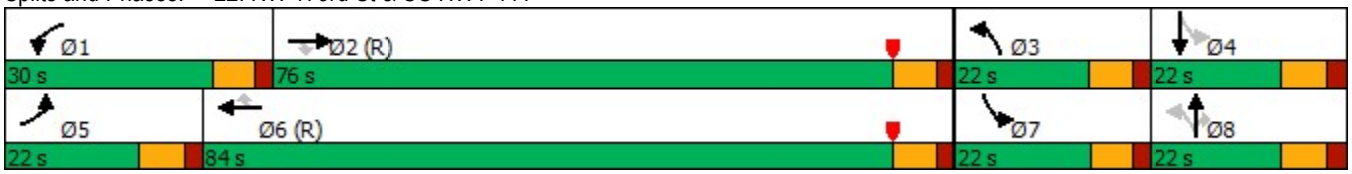
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Future Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

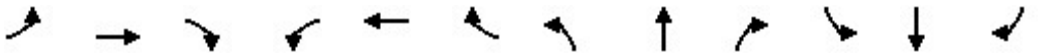
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	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





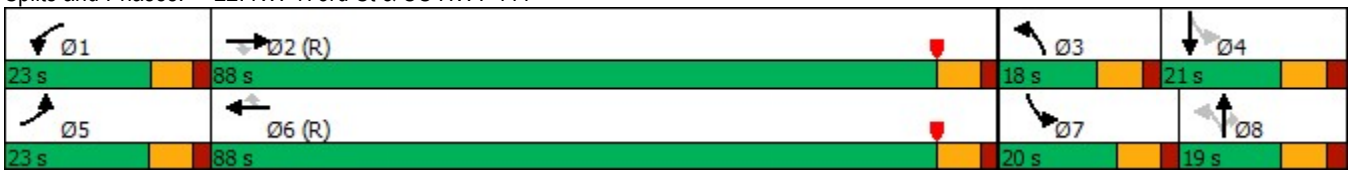
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Future Volume (vph)	73	1983	128	171	1286	300	138	75	219	144	76	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

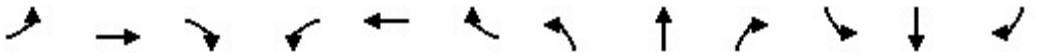
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	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





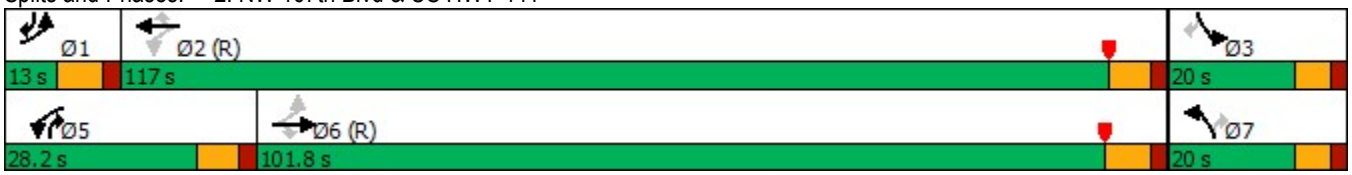
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Future Volume (vph)	75	2051	115	282	1497	233	49	0	185	258	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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

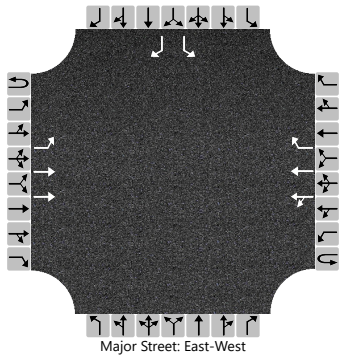
General Information

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

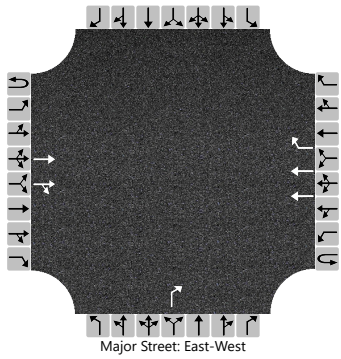
General Information

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

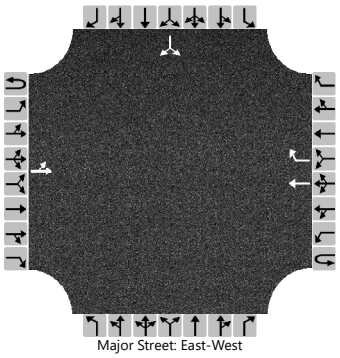
General Information

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

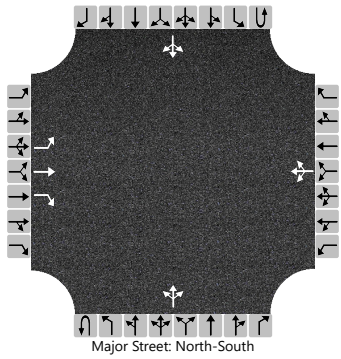
General Information

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

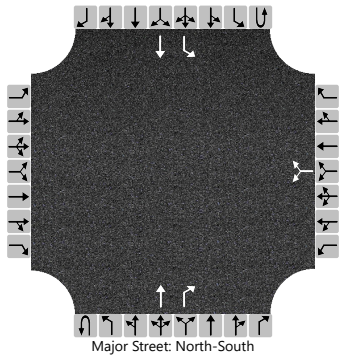
General Information

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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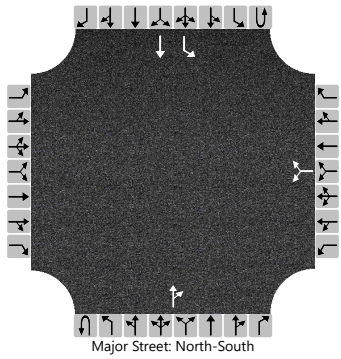
General Information

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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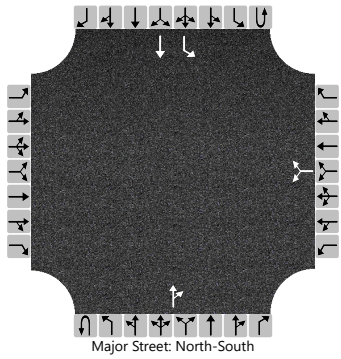
General Information

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

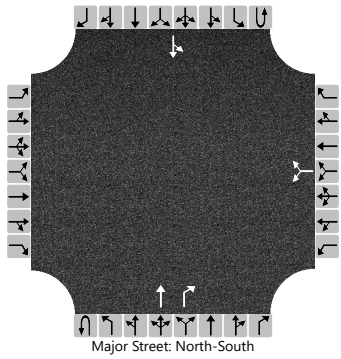
General Information

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

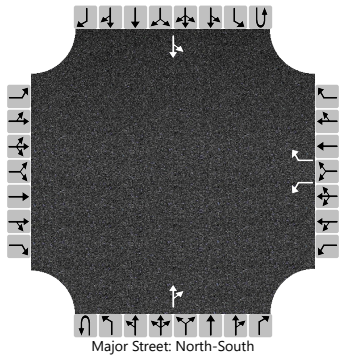
General Information

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

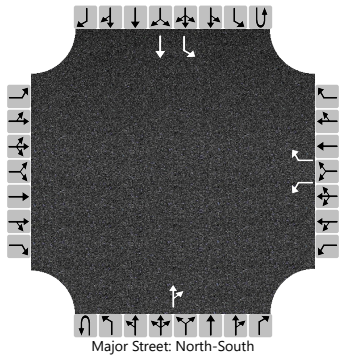
General Information

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

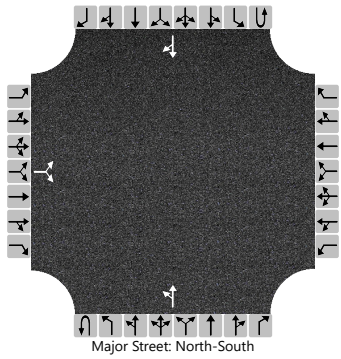
General Information

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						

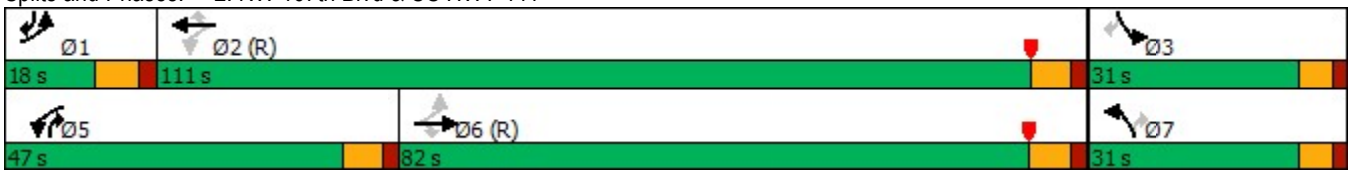
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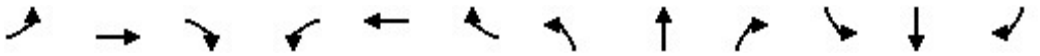
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	213	539	2321	304	288	0	576	185	0	57
Future Volume (vph)	158	1304	213	539	2321	304	288	0	576	185	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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





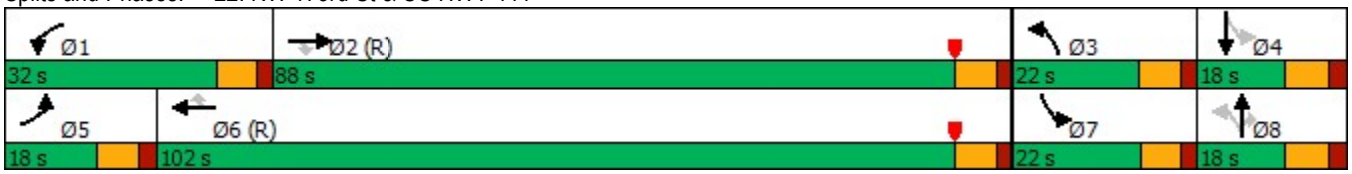
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Future Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

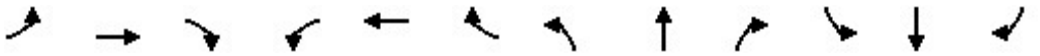
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	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





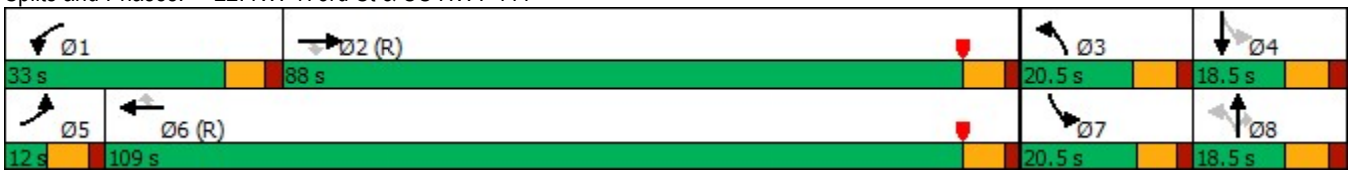
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Future Volume (vph)	29	1382	165	262	2439	127	141	65	256	184	45	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

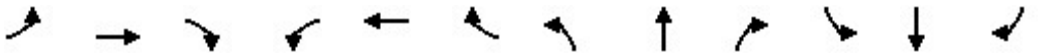
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	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

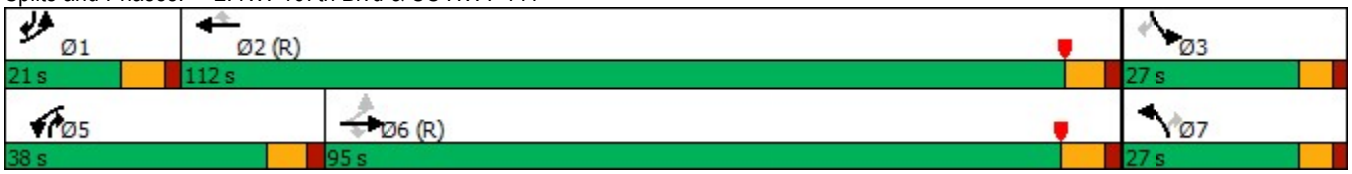
Analysis Period (min) 15

~ 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

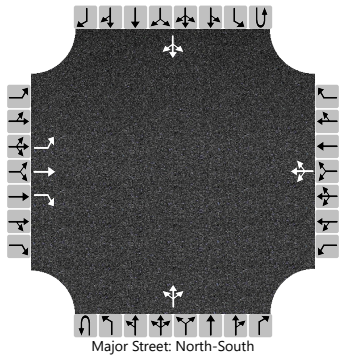
General Information

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			

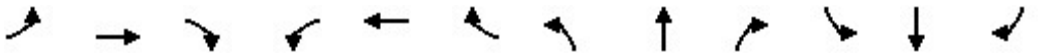
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Threshold - Turn Lane Improvements at the Intersection of HWY 441 at NW 167th Blvd

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.**

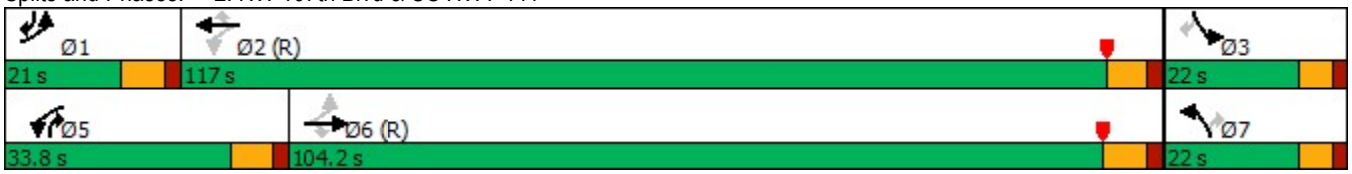


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1329	25	270	2340	304	144	0	288	200	0	26
Future Volume (vph)	157	1329	25	270	2340	304	144	0	288	200	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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

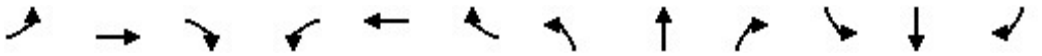
With the accumulation of all residential, all office, and 350 KSF of Shopping Center the intersection at 441/NW 167th Blvd operates near capacity.

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			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		

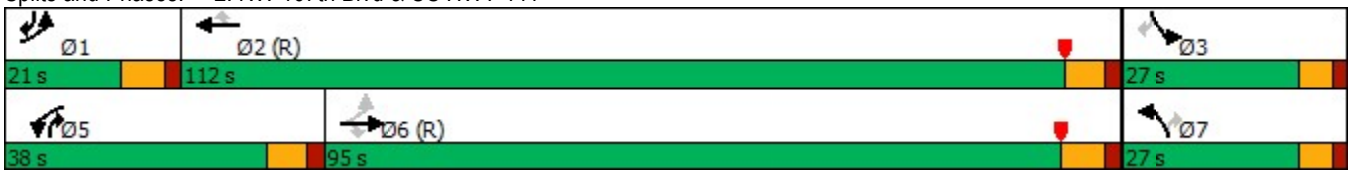


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Future Volume (vph)	158	1304	29	483	2321	304	265	0	520	215	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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

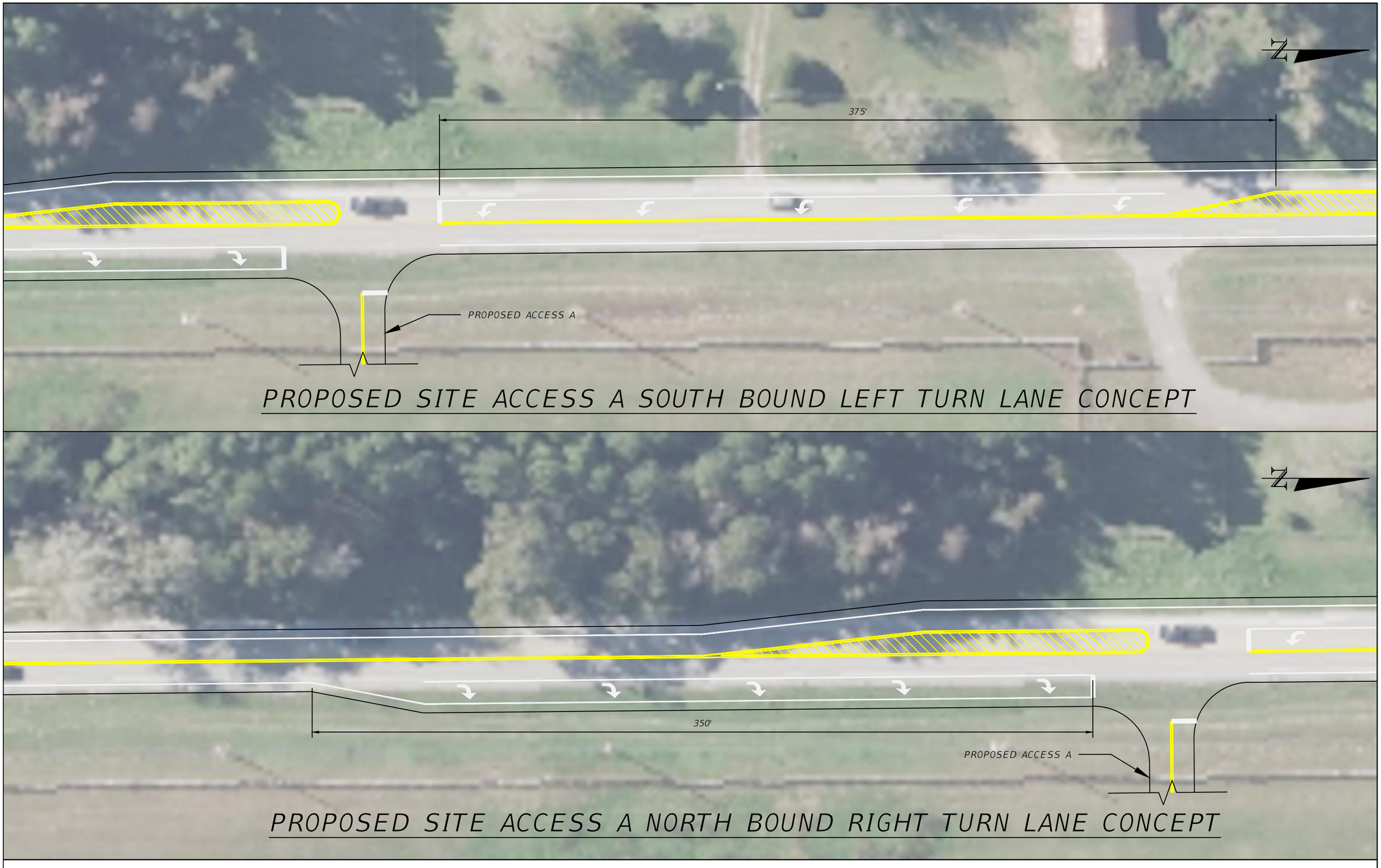
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None		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

plan for the property, Hectus said during the presentation.

As part of the approval, commissioners also voted to authorize the transmittal of the ordinance to the Florida Department of Commerce for required state-level review.

The application was submitted by NV5 Global, Inc., acting as agent for property owners Charlie L. Futch and Juanita H. Futch. The request affects a portion of a larger, undivided 159.43-acre parcel located along Southwest 15th Avenue, between State Road 45 and Southwest 234th Terrace.

The proposed development, CountryWay II, would be a residential-only project with no commercial components. If approved on second reading, it would allow the construction of up to 500 dwelling units over a projected 20-year build-out period.

"A companion rezoning application requesting a zoning district change from Agricultural (A) to Planned Residential Development (PRD) has been received by the City and will be heard by the Planning and Zoning Board and City Commission in the coming weeks," Hectus added.

The ordinance must return for a second reading and final approval before the land use change becomes official.

Fireworks Update

In other business, the City Commission unanimously approved an update to the city's fireworks ordinance during its regular meeting, tightening regulations on the sale and use of fireworks while allowing limited exceptions in accordance with Florida law.

Community Development Director Stacey Hectus presented the ordinance changes to the commission, outlining the types of pyrotechnic devices covered under Section 38-7 of the city's Code of Ordinances. These include firecrackers, rockets, torpedoes, Roman candles, detonating canes, blank cartridges and other devices intended for pyrotechnic display.

As adopted, the revised ordinance generally prohibits the manufacture, sale, use, possession, display or discharge of fireworks within the city limits. However, exceptions are allowed for private use and the sale of consumer fireworks during designated state-authorized holidays: question. Inspections from both the City's Building and Fire Departments are also required.

The new rules limit permitted sales locations to non-residential parcels that are adjacent to either State Road 26 or U.S. Highway 27/41. All manufacturing and sales of fireworks are banned in residential zones.

Public fireworks displays are not permitted unless conducted or authorized by the City of Newberry. The number of allowable sales locations is capped at two per holiday citywide. Homeowners association (HOA) rules remain enforceable, and the city ordinance does not override any such restrictions. Fireworks used for agricultural pest control purposes are excluded from the ordinance.

The commission also amended Section 38-97 to adopt a rate and fee schedule for fire department services related to fireworks inspections and permitting.

The approved updates to Chapter 38 of the City Code are intended to clarify local enforcement, increase safety, and ensure alignment with Florida Statutes regarding consumer fireworks.

City Clerk Position

The Commission unanimously appointed Randa Paul as the city's next clerk following the planned retirement of longtime City Clerk Judy Rice, who will step down this fall.

The decision follows direction from commissioners during a May 5 special meeting, where they instructed staff to update the position's responsibilities. As part of the changes, the incoming City Clerk will also be responsible for maintaining the minutes of the Community Redevelopment Agency (CRA), a task not previously included in the role.

Minimum qualifications were established, and the Commission set a starting salary of $60,000 per year. The position was posted for internal applicants only on Monday, May 12, with a deadline of Monday, May 19.

Only one internal application was received, and Paul's appointment was approved without opposition.

While Rice served in the role without a formal employment contract, commissioners requested that a written contract be drafted for Paul's appointment. Mayor Tim

At the June 9 meeting, former Mayor Jordan that a broader discussion on Champions Park would can sit down to enjoy a free meal. Additionally, the

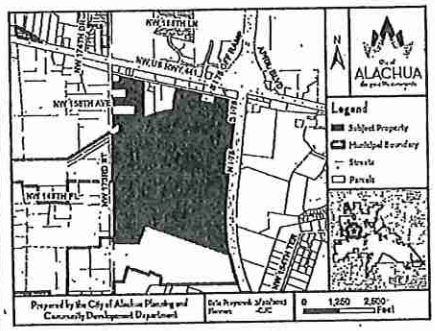
City of ALACHUA

PUBLIC 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 June 23, 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:

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.



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.

(Published: Alachua County Today - June 12, 2025)

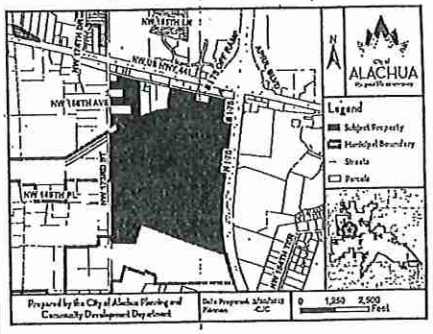
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ORDINANCE 25-10:

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.



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(Published: Alachua County Today - June 12, 2025)

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City of ALACHUA
the good life community

MIKE DAROZA
CITY MANAGER

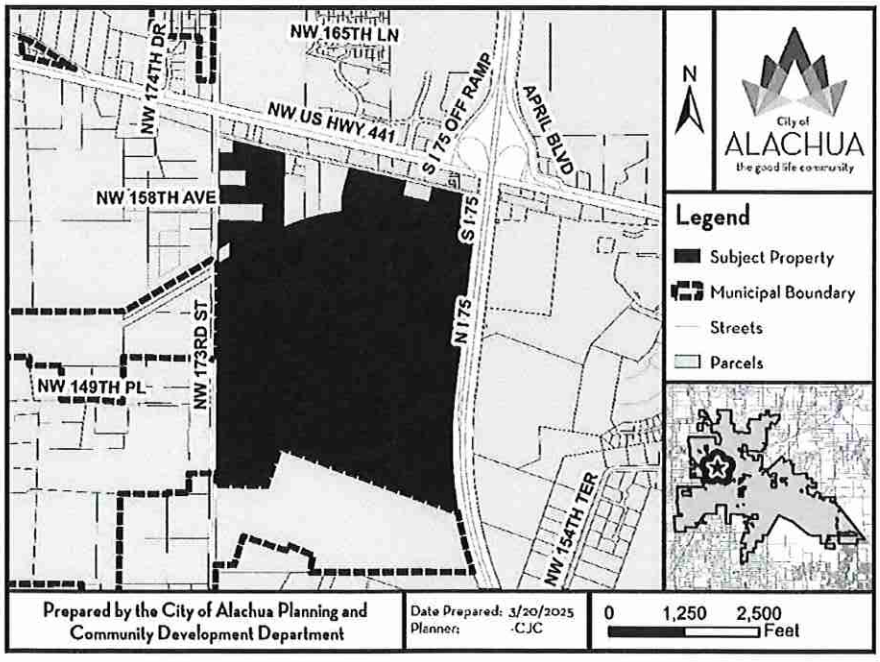
PLANNING & COMMUNITY DEVELOPMENT

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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);

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Utilisez le Gabarit Avery 5160
Étiquettes d'adresse Easy Peel
Repliez à la hachure afin de révéler le rabat Pop-up
Pat. avery.com/patents

MAILED
JUN 09 2025

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

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

MAILED
JUN 09 2025

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

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

MAILED
JUN 09 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

Soorya Lindberg
16630 NW 173rd Ter.
Alachua, Fl 32615

03863-100-000
MALBEC II LLC
100 S BISCAYNE BLVD SUITE 900
MIAMI, FL 33131

03863-000-000
ALACHUA HOLDINGS LTD
PO BOX 1990
ALACHUA, FL 32616

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

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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 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**

_____ **AT** _____ **PM**

June 23, 2025 **AT** 6:00 **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
Planner
Planning and Community Development Department

Carson J. Crockett, AICP 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.

EDUCATION

University of Florida
Bachelor of Science in Sustainability and the Built Environment
Graduated: Apr 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 | Aug 2020-May 2023

CERTIFICATES AND OTHER SKILLS

AICP | Jun 2025-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: June 23, 2025

SUBJECT: Resolution 25-11: A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA; DESIGNATING THE PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT AS THE ADMINISTRATIVE AUTHORITY TO RECEIVE, REVIEW, AND PROCESS FINAL PLAT AND REPLAT SUBMITTALS; DESIGNATING THE LAND DEVELOPMENT REGULATIONS ADMINISTRATOR AS THE RESPONSIBLE ADMINISTRATIVE OFFICIAL FOR APPROVING, APPROVING WITH CONDITIONS, OR DENYING THE PROPOSED FINAL PLAT OR REPLAT.

PREPARED BY: Carson Crockett

RECOMMENDED ACTION:

Staff recommends the Commission adopt Resolution 25-11.

Recommended Motion: *I move to adopt Resolution 25-11.*

Summary

Senate Bill 784, amending Chapter 177, Florida Statutes ("Bill"), takes effect July 1, 2025, and includes provisions that conflict with and supersede the City of Alachua Land Development Regulations. The Bill requires that all final plat and replat submittals be administratively received, reviewed, and processed and approved, approved with conditions, or denied by an administrative authority, including an administrative official.

Resolution 25-11, as proposed, would designate the Planning & Community Development Department as the administrative authority for receiving, reviewing, and processing final plat and replat submittals. The Land Development Regulations Administrator would be designated as the administrative official responsible for approving, approving with conditions, or denying final plat and replat submittals.

It is the intent for these designations of authority to remain in effect until such time when a new resolution or ordinance is brought forward to further clarify the impacts of the Bill on the City of Alachua Land Development Regulations.

FINANCIAL IMPACT

NONE

ADDITIONAL FINANCIAL INFORMATION

NONE

COMMISSION GOALS

ATTACHMENTS

1. Resolution 25-11

RESOLUTION 25-11

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA; DESIGNATING THE PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT AS THE ADMINISTRATIVE AUTHORITY TO RECEIVE, REVIEW, AND PROCESS FINAL PLAT AND REPLAT SUBMITTALS; DESIGNATING THE LAND DEVELOPMENT REGULATIONS ADMINISTRATOR AS THE RESPONSIBLE ADMINISTRATIVE OFFICIAL FOR APPROVING, APPROVING WITH CONDITIONS, OR DENYING THE PROPOSED FINAL PLAT OR REPLAT.

WHEREAS, Senate Bill 784, amending Chapter 177, Florida Statutes, takes effect July 1, 2025; and,

WHEREAS, Senate Bill 784 includes provisions that conflict with and supersede the City of Alachua Land Development Regulations; and,

WHEREAS, the amended language of Chapter 177, Florida Statutes, requires a final plat or replat submitted in accordance with Chapter 177, Florida Statutes, to be administratively approved and no further action or approval by the governing body of a county or municipality required if the final plat or replat complies with the requirements of Chapter 177.091, Florida Statutes; and,

WHEREAS, the amended language of Chapter 177, Florida Statutes, requires the governing body of the county or municipality to designate, by ordinance or resolution, an administrative authority to receive, review, and process the final plat or replat submittal, including designating an administrative official responsible for approving, approving with conditions, or denying the proposed final plat or replat; and,

WHEREAS, the Planning & Community Development Department already receives, reviews, and processes final plat and replat submittals as the designee of the Land Development Regulations Administrator; and,

WHEREAS, the Land Development Regulations Administrator already has the power and duty to supervise, review and decide applications for certificates of appropriateness (minor review), administrative adjustments, minor site plans, major subdivision construction plans, sign permits, temporary use permits, special event permits, certificates of concurrency compliance, certificates of LDR compliance, tree removal permits, and mobile home move-on permits as established by Section 2.1.6(A)(2)(a).

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA.

Section 1. Designation of Administrative Authority to Receive, Review, & Process

The Planning & Community Development Department is hereby designated as the administrative authority to receive, review, and process final plat and replat submittals as provided for and required by Chapter 177.071, Florida Statutes.

Section 2. Designation of Administrative Official Responsible for Approving, Approving with Conditions, or Denying

The Land Development Regulations Administrator is hereby designated as the administrative official responsible for approving, approving with conditions, or denying final plat and replat submittals as provided for and required by Chapter 177.071, Florida Statutes.

Section 3. Expiration of Authority

The Planning & Community Development Department and the Land Development Regulations Administrator shall retain the authority designated in this resolution until a new resolution or ordinance redesignating the authority is adopted. It is the intent for these designations of authority to remain in effect until such time when a new resolution or ordinance is brought forward to further clarify the impacts of Senate Bill 784 on the City of Alachua Land Development Regulations.

Section 4. Effective Date

This resolution shall be effective July 1, 2025.

DULY ADOPTED, in regular session, with a quorum present and voting, by the City Commission, this 23rd, day of June, 2025.

CITY COMMISSION OF THE
CITY OF ALACHUA, FLORIDA

Walter Welch, Mayor
SEAL

ATTEST:

Rodolfo Valladares, Interim City Manager/Clerk

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda **Item**

MEETING DATE: June 23, 2025

SUBJECT: Florida Police Benevolent Association, Inc. Petitioner v. City of Alachua, Respondent CASE NUMBER RC – 2025-112

PREPARED BY: Marian Rush, City Attorney

RECOMMENDED ACTION:

Authorize City Attorney, Marian Rush, to represent the City of Alachua in CASE NUMBER RC – 2025-112 and issue a PO for it.

Summary

The City of Alachua Police Department is considering changing its bargaining unit. The City of Alachua is not involved with the Police Department's considerations or actions in connection with its determination of a bargaining unit.

A Representation-Certification Petition has been filed with the Public Employees Relations Commission (PERC) in Tallahassee by the Florida Police Benevolent Association, Inc. Marian Rush, who is the City Attorney, is listed as the City Attorney in this Petition. See Exhibit A in the backup materials.

PERC issued an Order Directing Response requesting information from various parties, including the City of Alachua. The City of Alachua is listed as the Respondent in this Order. A copy of this Order was provided directly to Marian Rush as the attorney for the Respondent. See Exhibit B in the backup materials.

Marian Rush has explained to the attorney for the Petitioner that she cannot make an appearance in or take any action on behalf of the City in this administrative proceeding until she is authorized to do so by the City Commission of the City of Alachua. Therefore, the Petitioner filed Petitioner's Motion for Extension seeking up to July 7, 2025, for responses to the Order in Exhibit B. PERC granted this request. See Exhibit C in the backup material.

The City's primary function in this proceeding is to provide information regarding the positions, etc., at the City's police department. There is a possibility of a joint stipulation on some items. If there is a hearing, the City may have to have a representative there and its attorney present.

The City Attorney requests authorization to make an appearance in this administrative

proceeding and represent the City of Alachua in this action. She will keep the City Commission informed as needed.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

Funding Source - General Fund

ATTACHMENTS

1. Exhibit A
2. Exhibit B
3. Exhibit C

2025 MAY 16 AM 11:26

REPRESENTATION-CERTIFICATION PETITION

Complete and Return to:
PUBLIC EMPLOYEES RELATIONS COMMISSION
4708 Capital Circle N.W., Suite 300
Tallahassee, Florida 32303
PHONE: (850) 488-8641 / FAX: (850) 488-9704
Electronic Filing (e-PERC): https://perc.myflorida.com/co/eperc.aspx

Do Not Write in This Box
CASE NUMBER
RC-2025-112
DATE FILED
5/16/2025

☐ **Check this box if petition seeks to add classifications to an existing bargaining unit represented by the petitioner ("opt-in").** Certification No. _____.
If any changes to the bargaining unit have occurred since it was last defined (e.g., newly created, retitled, or abolished classifications), you may specify the changes in this petition in lieu of filing a separate unit clarification petition.

☐ **Check this box if petition is filed pursuant to the recertification requirement in section 447.305(6), Fla. Stat.** Certification No. _____.

☐ **Check this box if this is an Amended Petition, Case No. RC-_____.**

INSTRUCTIONS: Submit the original of this petition along with proof of simultaneous service upon the other party/parties. Include a copy of the most recent collective bargaining agreement for the petitioned-for bargaining unit if this petition is being filed for recertification. If more space is required, attach additional sheets numbering items accordingly.

1. NAME OF PETITIONER: Florida Police Benevolent Association, Inc.

   Address: 300 E. Brevard Street

   Tallahassee (City) | Florida (State) | 32301 (Zip Code)

2. PETITIONER'S REPRESENTATIVE: Stephanie Dobson Webster; Daniel Horton

   Title: General Counsel; Paralegal Email Address: stephanie@flpba.org; daniel@flpba.org

   Phone No. (850) 222-3329 Fax No. (850) 561-8898

   Address: 300 E. Brevard Street

   Tallahassee (City) | Florida (State) | 32301 (Zip Code)

3. PERC REGISTRATION NUMBER: **OR-** 86-153 Expiration Date: August 15, 2025

4. NAME OF EMPLOYER: Alachua Police Department

   Address: 15000 NW 142 Terrace

   Alachua, Florida 32615 (City) (State) (Zip Code)

5. EMPLOYER'S REPRESENTATIVE: Marian Rush

   Title: City Attorney Email Address: marian@rushandfriscolaw.com

   Phone No. (352) 373-7566 Fax No. (352) 376-7760

   Address: Rush & Frisco Law - 11 SE 2nd Ave

   Gainesville, Florida 32601-6233 (City) (State) (Zip Code)

EXHIBIT
tabbies
A

6. **Description of bargaining unit** proposed to be appropriate for the purpose of collective bargaining. (List individually all job classifications proposed for inclusion. If more space is needed, attach additional pages.).

INCLUDED (list classifications below):

All employees of the City of Alachua Police Department in the classification of communications operator, patrolman, and sergeant.

EXCLUDED (list classifications below):

All other employees of the City of Alachua Police Department, excluding specifically the police chief, the assistant chief, and the communications supervisor, and all other employees of the City of Alachua.

7. APPROXIMATE NUMBER OF EMPLOYEES in the unit claimed to be appropriate: 23

8. Total number of showing of interest statements signed and dated by employees in the proposed unit are: 23

9. Is this petition accompanied by the original showing of interest consisting of personally signed and dated statements from 30% or more of the employees? ☑ YES ☐ NO. *Please provide the original showing of interest, along with a corresponding list of names, arranged in alphabetical order by last name.*

10. *(If opt-in or recertification, skip this question)* Name of the CURRENT CERTIFIED BARGAINING AGENT for any of the employees in the proposed unit (if none, so state): Gator Lodge 67, Inc., Fraternal Order of The Police.

CERTIFICATION NUMBER: 1791

UNION REPRESENTATIVE: Matt Sides

Email Address: msides@fop67.org

Phone No. (352) 494-9182 Fax No. _____

Address: 3301 N Main Terrace

Gainesville, Florida 32609-2301

City State Zip Code

11. Is there an existing collective bargaining contract (CBA)?

☑ YES (Expiration Date: September 30, 2025). *If this is a recertification petition, provide a copy of the current CBA with your filing.*

☐ NO (If applicable, provide the date prior CBA expired: _____)

By my signature below, I affirm that I have read the above petition and all attachments. The statements contained herein are true to the best of my knowledge and belief. A copy of this fully executed form has been served on the other parties identified in items 5 and 10. FALSE STATEMENTS CONTAINED IN THIS FORM MAY RESULT IN FINE AND IMPRISONMENT PURSUANT TO CHAPTER 837, FLORIDA STATUTES.

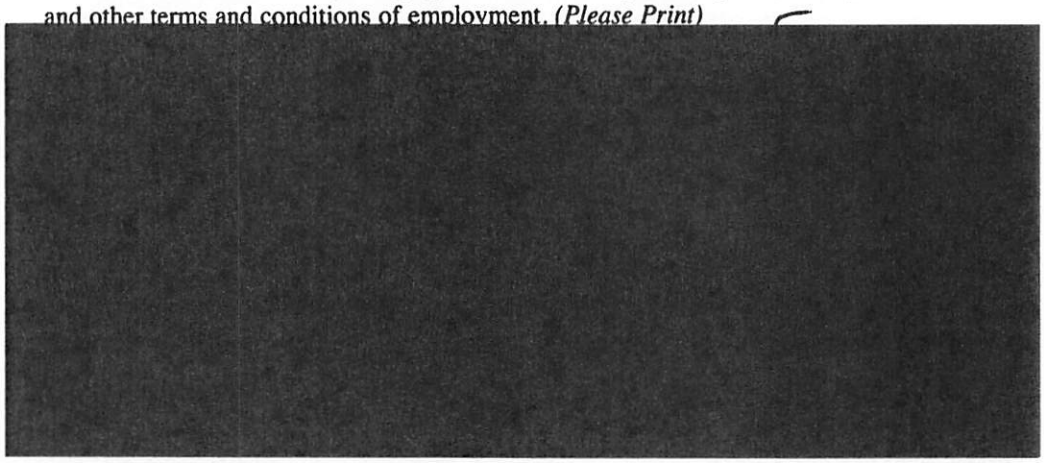
Signature of Petitioning Union's Representative

May 16, 2025
Date Signed

The Commission utilizes e-service as the primary method of delivery for orders, correspondence, and notices. Parties are responsible for ensuring that their email address on file with the Commission is correct and current.

FLORIDA POLICE BENEVOLENT ASSOCIATION, INC.
AUTHORIZATION FOR REPRESENTATION

I hereby designate Florida Police Benevolent Association, Inc. as my collective bargaining representative, authorizing Florida PBA or its agents or representatives to act for me as collective bargaining agent in all matters pertaining to rates of pay, hours, and other terms and conditions of employment. *(Please Print)*



STATE OF FLORIDA

PUBLIC EMPLOYEES RELATIONS COMMISSION

FLORIDA POLICE BENEVOLENT ASSOCIATION, INC.,

Petitioner, Case No. RC-2025-112

v.

CITY OF ALACHUA,

Respondent,

v.

GATOR LODGE #67, INC., FRATERNAL ORDER OF POLICE,

Intervenor.
_____/

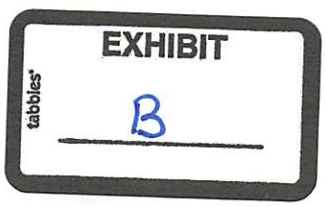
ORDER DIRECTING RESPONSE

On May 19, 2025, the Florida Police Benevolent Association, Inc., filed a petition pursuant to sections 447.305(6) and 447.307(2), Florida Statutes (2024), seeking to displace the Gator Lodge #67, Inc., Fraternal Order of Police, as the bargaining agent for a unit of personnel employed by the City of Alachua. That bargaining unit is currently defined as:

INCLUDED: All employees of the City of Alachua Police Department in the classification of communications operator, patrolman, and sergeant.

EXCLUDED: All other employees of the City of Alachua Police Department, excluding specifically the police chief, the assistant chief, and the communications supervisor, and all other employees of the City of Alachua.

See Gator Lodge 67, Inc., Fraternal Order of Police v. City of Alachua v. Florida State Lodge, Fraternal Order of Police, Inc., 38 FPER ¶ 254 (2012) (Certification 1791).



To assist in further processing this petition, the parties are directed to file a joint response including the following:

1. The parties shall identify classifications which have been retitled since the Commission last defined the bargaining unit, if any. For any retitled classifications, the parties should indicate whether the duties of the retitled classifications remain substantially unchanged from those of the original classifications.

2. A list of classifications that have been eliminated, if any.

3. A list of classifications currently in the bargaining unit that should be removed due to a substantial change in job duties and responsibilities since the unit was last defined, if any. For these classifications, the parties shall provide factual stipulations demonstrating the substantial changes, when they occurred, and how the classifications are now inappropriate for inclusion into the bargaining unit.

4. A list of any new classifications the parties propose to add to the bargaining unit. For these classifications, the parties shall provide the following:

    a. job descriptions for each classification;

    b. factual stipulations regarding their appropriateness for inclusion in the existing bargaining unit (community of interest factors); and

    c. stipulations as to whether any of these classifications have supervisory, managerial, or confidential job duties that could render them inappropriate for inclusion in the existing bargaining unit.

The parties shall file their joint response, or a request for additional time, by the close of business **on June 5, 2025**. Alternatively, if the parties are unable to come to an agreement, the parties may file separate responses indicating their respective positions regarding the petitioned for bargaining unit. The responses should specifically identify any disputes of material fact. If the parties elect to submit separate responses, their respective responses should be submitted by **June 5, 2025**.

ISSUED and SERVED on all parties this 22nd day of May, 2025.

LEON V. MELNICOFF
Hearing Officer

LVM/lah

COPIES FURNISHED:

For Petitioner
Daniel H. Horton
Stephanie Dobson Webster, Esquire

For Respondent
Marian Rush, Esquire

For Intervenor
Matt Sides

E-Copy Received Jun 05 2025, 3:57 PM

STATE OF FLORIDA
PUBLIC EMPLOYEES RELATIONS COMMISSION

FLORIDA POLICE BENEVOLENT ASSOCIATION, INC.

Petitioner,

v.

CITY OF ALACHUA

Respondent,

v.

GATOR LODGE #67, INC., FRATERNAL ORDER OF POLICE, INC.,

Intervenor

Case No.: RC-2025-112

MOTION GRANTED
Jun 09, 2025
DATE
HEARING OFFICER
NO. OF DAYS EXTENSION

PETITIONER'S MOTION FOR EXTENSION OF TIME

Comes now, the **FLORIDA POLICE BENEVOLENT ASSOCIATION, INC. (PBA)**, by and through the undersigned representative hereby files a Motion for Extension of Time and in support submits the following:

1. On May 16, 2025, the PBA filed a Representation-Certification Petition seeking to become the collective bargaining representative for the following unit as outlined in Public Employees Relations Commission (PERC) Certification 1791 (Exhibit 1)[1]:

[1]Intervenor, Gator Lodge #67 Inc., is currently listed as the certified collective bargaining agent for the unit described in Certification 1791. See *Gator Lodge 67, Inc., Fraternal Order of Police, v. City of Alachua, v. Florida State Lodge, Fraternal Order of Police, Inc.*, 38 FPER 254 (2012).

1 EXHIBIT C tabbies

Included: All employees of the City of Alachua Police Department in the classification of communications operator, patrolman, and sergeant.

Excluded: All other employees of the City of Alachua Police Department, excluding specifically the police chief, the assistant chief, and the communications supervisor, and all other employees of the City of Alachua.

2. On May 20, 2025, an Order was entered appointing the Honorable Leon Melnicoff as Hearing Officer.
3. On May 22, 2025, Hearing Officer Melnicoff entered an Order directing the parties to file a joint response by June 5, 2025, with additional information regarding the bargaining unit.
4. However, the PBA requires additional time to obtain the appropriate information to prepare for the Joint Response. The PBA is requesting an additional thirty-two (32) days to submit and file the Joint Response. Therefore, the new deadline to file the Joint Response would be July 7, 2025.
5. On June 4, 2025, the PBA conferred with Marian Rush, who, by contract, is the City Attorney for the City of Alachua. While attorney Rush is in favor of the requested extension, due to the timing of City Commission meetings, she has not yet received authorization from the City Commission to make a formal appearance in this matter. She will be seeking this authorization during the time frame allowed in any extension.

6. On June 5, 2025, the PBA attempted to confer with Intervenor's Representative, Matt Sides, by electronic mail as to whether they agree or disagree with the extension of time to file the Joint Response. At the time of this filing, the PBA did not receive a response from Mr. Sides.

WHEREFORE, the PBA respectfully requests this Honorable Commission to enter an Order granting the Motion for Extension of Time with a new deadline to file a Joint Response by July 7, 2025, and granting any further relief it deems fair and just under the circumstances.

Dated June 5th, 2025

Respectfully submitted,

/s/ Daniel Horton
Daniel Horton
Paralegal
Stephanie Dobson Webster
Florida Bar Number 694401
Florida Police Benevolent
Association, Inc.
300 E. Brevard Street
Tallahassee, Florida 32301
Tel: (850) 222-3329
Facsimile: (850) 561-8898
Email: stephanie@flpba.org
Counsel for Petitioner
Email: daniel@flpba.org
Representative for Petitioner

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on June 5th, 2025, a copy of this Motion was electronically filed with the Clerk of the Public Employees Relations Commission. In addition, a copy was sent by electronic mail to: Marian Rush, City Attorney – Rush & Frisco Law, marian@rushandfriscolaw.com; Matt Sides, Gator Lodge #67, Fraternal Order of Police, Inc., msides@fop67.org.

/s/ Daniel Horton
Daniel Horton

EXHIBIT 1

STATE OF FLORIDA

PUBLIC EMPLOYEES RELATIONS COMMISSION

GATOR LODGE 67, INC., FRATERNAL ORDER OF POLICE, Petitioner, v. CITY OF ALACHUA, Respondent, v. FLORIDA STATE LODGE, FRATERNAL ORDER OF POLICE, INC., Intervenor.	Case No. EL-2012-004 (Relates to RC-2011-043) VERIFICATION OF ELECTION RESULTS; CERTIFICATION OF EXCLUSIVE COLLECTIVE BARGAINING REPRESENTATIVE AND REVOCATION OF CERTIFICATION Order Number: 12E-069 Date Issued: March 15, 2012

Jeffrey B. McAdams, Gainesville, representative for petitioner.

G.B. "Cap" Wilson, Alachua, representative for respondent.

George F. Hachigian, Titusville, representative for intervenor.

A secret ballot election was conducted February 7, 2012, through February 28, 2012, in the following unit:

INCLUDED: All employees of the City of Alachua Police Department in the classification of communications operator, patrolman, and sergeant.

EXCLUDED: All other employees of the City of Alachua Police Department, excluding specifically the police chief, the assistant chief, and the communications supervisor, and all other employees of the City of Alachua.

Certification #1791

The election results are as follows:

1.	Approximate number of eligible voters	22
2.	Void ballots	0
3.	Votes cast for Petitioner	14
4.	Votes cast for Intervenor	0
5.	Votes cast against participating organization(s)	0
6.	Valid votes counted	14
7.	Challenged ballots	0
8.	Valid votes counted plus challenged ballots	14
9.	Challenges are not sufficient to affect the results of the election.	

The Commission VERIFIES the results of the election conducted February 7, 2012, through February 28, 2012. Gator Lodge 67, Inc., Fraternal Order of Police received a majority of the valid votes plus challenged ballots.

Pursuant to Section 447.307(3)(b), Florida Statutes, the Commission CERTIFIES the Petitioner (OR-05-005) as the exclusive bargaining representative for employees in the unit described above. Certification number 1791 is issued to the Gator Lodge 67, Inc., Fraternal Order of Police.

Certification number 1192, previously issued to Florida State Lodge, Fraternal Order of Police, Inc., is hereby revoked.

This order may be appealed to the appropriate district court of appeal. A notice of appeal must be received by the Commission and the district court of appeal within **thirty** days from the date of this order. Except in cases of indigency, the court will require a filing fee and the Commission will require payment for preparing the record on appeal. Further explanation of the right to appeal is provided in Sections 120.68 and 447.504, Florida Statutes (2011), and the Florida Rules of Appellate Procedure.

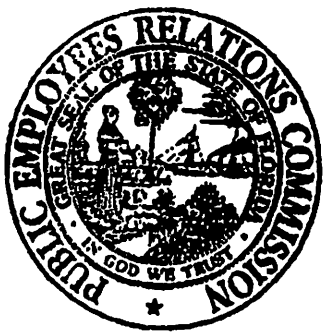
EL-2012-004
(Relates to RC-2011-043)

It is so ordered.
HOGAN, Chair, DELGADO and POOLE, Commissioners, concur.

I HEREBY CERTIFY that this document was filed and a copy served on each party on March 15, 2012.

BY: _____
Clerk

/mad



Commission Agenda
Item

MEETING DATE: June 23, 2025
SUBJECT: Interim City Manager Contract
PREPARED BY: Marian Rush, City Attorney
RECOMMENDED ACTION:
Approve Contract and authorize the Mayor to sign

Summary

At the June 9, 2025, City Commission meeting, the City Commission voted to hire Rodolfo Valladares as the interim City Manager and directed the City Attorney to prepare a contract. A copy of the contract, which has been agreed upon by Rodolfo Vallafreas, has been attached as Exhibit A.

FINANCIAL IMPACT

Per contract.

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

Funding Source - General Fund

ATTACHMENTS

1. Valladares Interim Contract 6-2025

EMPLOYMENT CONTRACT

THIS CONTRACT, made and entered into this 23rd day of June, 2025, by and between the City of Alachua, a municipality located in the State of Florida, hereinafter called "City," and Rodolfo Valladares, hereinafter called "Employee," both of whom agree as follows:

R E C I T A L S

WHEREAS, the City Manager for the City of Alachua ("City") has resigned;

WHEREAS, at its regularly scheduled public meeting held on June 9, 2025, the City Commission of the City of Alachua ("Commission") appointed Employee, the then Assistant City Manager, as the Interim City Manager of the City and directed the City Attorney to prepare a contract with the Employee to be presented to the Commission;

WHEREAS, the City desires to employ the services of Employee as Interim City Manager as provided by Article IV of the City of Alachua Charter ("Charter");

WHEREAS, it is the desire of the Commission to provide certain benefits, establish certain conditions of employment, and set working conditions for Employee;

WHEREAS, it is the desire of the Commission to: (1) secure and retain the services of the Employee and to provide inducement for him to remain in such employment in order to, among other things, provide administrative support to the Commission; (2) make possible full work productivity by assuring Employee's morale and peace of mind with respect to future job security and financial well-being; (3) act as a deterrent against malfeasance or dishonesty for personal gain on the part of the Employee; and, (4) provide a just means for terminating Employee's services at such time as he may be unable to fully discharge his duties, defined as being unable to carry out his duties for a continuous period of sixty days or when the City may desire to otherwise terminate his employment or in conjunction with the terms of this Contract;

WHEREAS, Employee desires to accept employment as Interim City Manager of the City;

WHEREAS, it is in the best interest of the health, safety, and welfare of the citizens of the City for there to be an orderly transition of the position of City Manager of the City of Alachua; and

NOW, THEREFORE in consideration of the mutual covenants in this Contract, the City and Employee agree as follows:

Section 1. Recitals. The above Recitals are true and correct and are incorporated into this Contract.

Section 2. Position and Effective Date.

Employee shall be employed by the City in the position of Interim City Manager, subject to the covenants and conditions contained in this Contract. The effective date of all of the terms and conditions of this Contract is June 9, 2025.

Section 3. Term.

A. The term of this Contract shall not exceed one year, up to and including June 8, 2026, unless there is an addendum to this Contract, provided, however, that this Contract shall be terminable upon the Commission entering into a contract with a new City Manager. The day before the start date for a new City Manager shall be last day of this Contract, provided, however, it shall be subject to Section 4 below allowing the Employee a right of reinstatement to his former position.

B. Nothing in this Contract shall prevent, limit, or otherwise interfere with the right of the Commission to terminate the services of the Employee at any time subject only to the provisions this Contract, said provision not being in the contravention of Article IV of the Charter.

C. Employee agrees to remain the exclusive employee of the City for the term of this Contract, including any addendums or extensions of it.

Section 4. Duties.

City agrees to employ Employee as Interim City Manager of City to perform the functions and duties specified by Article IV of the Charter and to perform such other legally permissible and proper duties and functions as the Commission shall authorize, from time to time. Employee is authorized to hold himself out as the "City Manager" for all official or contractual purposes as may be necessary for the duration of this Contract. To the extent deemed reasonable and in accordance with the respective roles of the Commission and the City Manager as defined in the Charter, the Commission agrees that all official communications with City employees will be directed to and through the Interim City Manager.

Section 5. Right of Reinstatement.

The City and Employee agree that Employee shall have the absolute right to exercise an option to be reinstated to the position of Assistant City Manager at any time during the term of this interim appointment. Should Employee exercise this right of reinstatement, he shall provide thirty (30) days advance written notice to the Commission of his exercise of this option. It is further understood that upon the expiration or termination of the appointment to Interim City Manager due to a new City Manager being employed by the City, Employee shall have thirty (30) days to exercise, in writing, his right of reinstatement to the position of Assistant City Manager, his position immediately prior to being appointed as Interim City Manager. If Employee is reinstated to the position of Assistant City Manager, it shall not be deemed to either be a break in his service to the City or a demotion and shall be at a rate of pay that is at least ten per cent higher than his compensation immediately prior to this Contract.

Section 6. Salary.

City agrees to pay Employee for his services under this Contract the amount of One Hundred and Fifty-Two Thousand Sixty-Nine Dollars and fifty cents per year ($152,069.50), plus applicable benefits, payable in installments at the same time as other employees of the City are paid. The Employee shall be automatically given any across the board salary increases or benefits given to other employees of the City during the term of this Contract.

Section 7. Hours of Work.

It is recognized that Employee must devote a great deal of time outside normal office hours to the business of the City, and to that end Employee will be allowed to take compensatory time off during normal office hours, after rendering appropriate notification to the Mayor, or in his absence, to the Vice Mayor acting in the Mayor's absence.

Section 8. Automobile.

City shall provide an automobile for Employee's use in the performance of his duties and personal use, and to be based at his residence during non-normal hours of business. City shall be responsible for paying liability, property damage and comprehensive insurance How Much), as well as the purchase, operation, maintenance, repair and replacement of said automobile.

Section 9. Education.

City agrees to pay for the Employee to continue his education, including but not limited to tuition, books, fees, and other related expenses not to exceed Ten Thousand Dollars ($10,000), so long as he remains an employee of the City.

Section 10. Health, Dental, Vision and Life Insurance.

City agrees to provide and pay the premium payment for Employee's family coverage for health, dental and vision insurance through the City's plan and continue to pay for this coverage for Employee.

Section 11. Other Terms and Conditions of Employment.

A. The City Commission shall fix such other terms and conditions of employment as it may determine from time to time, relating to the performance of Employee, provided such terms and conditions are not inconsistent with or in conflict with the provisions of this Contract, Article IV of the Charter, or any other applicable law.

B. All regulations and rules of the City pertaining to vacation and sick leave, holidays and other fringe benefits and working conditions as they now or hereinafter may be amended, shall apply to Employee as they would to other employees of the City, in addition to said benefits enumerated in this Contract specifically for the benefit of Employee.

C. Employee will be reimbursed for expenses incurred in service to the City upon submittal of receipts and a request for reimbursement. Employee shall continue to be permitted the use of a cell phone in accordance with the applicable cell phone contract plan for it.

D. In the event the Commission terminates Employee because of a conviction of an illegal act involving personal gain to him, the Employee waives and shall not have any right to be reinstated as set forth in Section 5 above.

Section 12. Waiver of Residency Requirement.

In recognition of the requirement under Article IV-Administrative, Section 4.01 of the Charter, by entering into this Contract, the Commission agrees in writing to allow Employee, as the Interim City Manager, to reside outside the City limits of the City of Alachua.

Section 13. Legal Advice.

The City and Employee have each had the opportunity to seek the advice of their respective legal counsel before entering into this Contract.

Section 14. General Provisions.

A. The Contract shall constitute the entire agreement between City and Employee.

B. This Contract shall be binding upon and inure to the benefit of the heirs at law and executors of Employee.

C. This Contract shall be effective retroactive to June 9, 2025.

D. In the event an ambiguity or question of intent or interpretation arises, this Contract shall be construed as if jointly drafted by City and Employee and no presumption, inference, or burden of proof shall arise favoring or disfavoring either party by virtue of authorship of any or all of the Contract provisions.

E. If any provisions or portion of this Contract is held to be unconstitutional, invalid or unenforceable, the remainder of this Contract, or portions of it, shall be deemed severable, shall not be affected and shall remain in full force and effect.

IN WITNESS WHEREOF, the City of Alachua has caused this Contract to be signed and executed in its behalf by its Mayor, and duly attested by its Deputy City Clerk, and the Employee has signed and executed this Contract the year and day first above written.

Attest:

LeAnne Williams Deputy City Clerk, City of Alachua	Walter Welch, Mayor, City of Alachua

Approved as to form:

Marian B. Rush City Attorney, City of Alachua	Rodolfo Valladares, Employee, Interim City Manager, City of Alachua

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda Item

MEETING DATE: June 23, 2025
SUBJECT: Approve the May 19, 2025, City Commission Meeting minutes.
PREPARED BY: LeAnne Williams, Deputy City Clerk
RECOMMENDED ACTION:
Approve the May 19, 2025, City Commission Meeting minutes.

Summary

Approval of the May 19, 2025, City Commission Meeting minutes.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

ATTACHMENTS

1. 25.05.19.M.CCM

Regular City Commission Meeting Minutes
May 19, 2025 at 6:00 PM

Mayor Walter Welch
Vice Mayor Shirley Green Brown
Commissioner Jacob Fletcher
Commissioner Jennifer Ringersen
Commissioner Dayna Williams

City Manager Mike DaRoza
City Attorney Marian Rush

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

CITIZENS PRESENT: Mary Diaz, Wynn McDonald, Asia Eichmiller, Soorya Lindberg, Bill Smith, Julie Smith, Connie Meyer, Jason Sweat, Jordan Costagliola, Nate Woodend, Margo Cush, Tommy Cush, Sharon Hiemans, Crystal Kelly, Micah Kelly, Rudy Rothseiden, Elliott Welker, Vailma Roca Fernandez, Michele Lee, Freddie Wehbe, Mandy Bucci, Sylvain Dore, Suzy Wise.
STAFF ATTENDING: Diane Amendola, Robert Bonetti, Carson Crockett, Anne-Marie DiRocco, Lisa Freeman, Tara Malone, Jesse Sandusky, Dona Smith, Rodolfo Valladares, David Wisener, Cap Wilson.

City Commission 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

Led by Mayor Walter Welch.

INVOCATION

A moment of silence was observed.

PLEDGE TO THE FLAG

Led by Mayor Welch.

APPROVAL OF THE AGENDA

Commissioner Jennifer Ringersen moved to approve the agenda; seconded by Vice Mayor Sirley Green Brown.

Mayor Welch opened the floor for comments.

Bryan Buescher requested the Commission add an item to the agenda to follow up on Commissioner Dayna Williams's motion from February 10, 2025, to have the City Attorney seek an outside firm to investigate the resignations within the City's Planning Department.

Tamara Robbins agreed with the comments from Mr. Buescher. She reminded the Commission that the City Commission works for the citizens of the City of Alachua. She expressed her concerns that the Commission Committee Assignments weren't on the agenda. She inquired about how Commissioner Williams was appointed to the County's Tourism Development Council.

Commissioner Williams stated that the position was advertised as a policy notice; she applied, and the Alachua County Commission appointed her.

Commissioner Jacob Fletcher stated he felt the minutes didn't properly reflect the Commission's comments.

City Manager Mike DaRoza and Commissioner Williams explained the process.

Commissioner Fletcher asked City Manager DaRoza to check the minutes when they were added to the agenda.

Vice Mayor Brown asked about adding the item suggested by the citizens to the agenda.

City Attorney Marian Rush explained the process.

Vice Mayor Brown moved to add the discussion item from February 10, 2025, to have the City Attorney look into the resignations of members of the Planning Department; seconded by Commissioner Fletcher.

Mayor Welch opened the floor for comments.

There were no comments.

Mayor Welch opened the floor for comments or questions from the Commissioners.

Commissioner Fletcher stated he wanted clarification regarding the resignations. He expressed his concerns about hiring new planners without understanding what had happened. He stated his goal was for the City to be transparent.

Commissioner Ringersen stated that the original thought was to have an interview, not an investigation. She stated she wasn't prepared to vote on this item at that time.

City Attorney Rush clarified the motion.

Commissioner Fletcher - Yes
Commissioner Ringersen - Yes
Commissioner Williams - No
Vice Mayor Brown - Yes
Mayor Welch - Yes

Passed 4-1 by roll call.

Mayor Welch placed the item on the agenda as Item C.

Commissioner Ringersen rescinded her motion.

Commissioner Ringersen moved to approve the agenda as amended; seconded by Vice Mayor Brown.

Commissioner Fletcher - Yes
Commissioner Ringersen - Yes
Commissioner Williams - No
Vice Mayor Brown - Yes
Mayor Welch - Yes

Passed 4-1 by roll call.

APPROVE READING OF PROPOSED ORDINANCES AND RESOLUTIONS BY TITLE ONLY

Commissioner Williams moved to approve the reading of proposed ordinances and resolutions by title only; seconded by Commissioner Ringersen.

Passed by unanimous consent.

I. SPECIAL PRESENTATIONS

A) BHAKTIVEDANTA ACADEMY STUDENT ARTIST APPRECIATION

Assistant Deputy City Clerk Diane Amendola stated that before the Joint County/City Commission meeting, the representative from Bhaktivedanta Academy received the certificates on behalf of the students.

B) FLORIDA LEAGUE OF CITIES HOMETOWN HEALTH AWARD FOR FY 23/24

Compliance and Risk Management Director Cap Wilson introduced the item and made the presentation.

Lindsey Fisher, Health Marketing Manager for Florida Municipal Insurance Trust, and Gwen Mahabere, Hometown Health Manager, presented the award.

City Manager DaRoza thanked Ms. Fisher, Ms. Mahabere, and the staff.

C) WACCASASSA WATERSHED FLOOD RISK REVIEW MEETING

Assistant Deputy City Clerk Amendola introduced the presentation.

Mary Diaz, Suwannee River Water Management District, made the presentation.

Commissioner Fletcher asked if the City boundaries were within the Waccasassa watershed.

Ms. Diaz stated the City of Alachua had a small portion in the watershed.

D) MUNICIPAL CLERKS WEEK PROCLAMATION

Assistant Deputy City Clerk Amendola introduced the proclamation.

Mayor Welch read the proclamation.

Vice Mayor Brown congratulated the Clerk's office.

E) STOP THE BLEED DAY

Human Resources Director Tara Malone introduced the proclamation.

Safety Specialist Wesley Barrett thanked the Commission and City Manager DaRoza for their support.

Commissioner Fletcher stated this was a great program.

Safety Specialist Barrett provided more information.

Vice Mayor Brown asked if new employees were also trained.

Human Resources Director Malone said, yes, new employees were trained.

Mayor Welch read the proclamation.

F) MENTAL HEALTH AWARENESS MONTH 2025

Human Resources Director Malone introduced the proclamation.

Mayor Welch read the proclamation.

II. COMMENTS FROM CITIZENS ON SUBJECTS NOT ON THE AGENDA
(Please Limit to 3 Minutes. Any citizen who is unable to speak at this time will have an opportunity to speak at the end of the meeting)

Rudy Rothseiden thanked City Manager DaRoza for the training the staff engaged in for emergencies.

III. COMMITTEE REPORTS/COMMITTEE APPOINTMENTS/CITY ANNOUNCEMENTS

IV. PUBLIC HEARINGS AND ORDINANCES
(Presentations, other than the applicant, please limit to 3 Minutes)

A) 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 (FIRST READING; LEGISLATIVE HEARING).

City Attorney Rush read Ordinance 25-08 by title only.

Planner Carson Crockett introduced the item and provided the staff report.

Mayor Welch asked the commissioners for questions or comments.

Commissioner Williams requested the applicant provide their presentation.

Clay Swegar, the applicant's agent, provided a presentation.

Commissioner Williams referenced statements about the neighboring properties and asked if the thought was that, in the future, the neighbors may also want to annex into the City.

Planner Crockett stated all annexations were voluntary.

Commissioner Fletcher asked if the public right-of-way could act as a barrier between municipal boundary lines. He raised concerns that CR 241 did not act as an adequate barrier, and therefore, this annexation would create an enclave.

Planner Crockett disagreed with this conclusion and provided the information.

Discussion ensued.

Commissioner Williams moved that this Commission (1) adopt Ordinance 25-08 upon first reading and (2) schedule the second and final reading of Ordinance 25-08 for June 9, 2025*:* seconded by Commissioner Ringersen.

Mayor Welch opened the floor for comments.

Suzy Wise inquired about the property's future plans. She expressed concern that annexing into the City would change the development regulations, as the County requires five acres for agricultural properties, whereas the City does not.

Mandi Bucci stated she couldn't see anything good coming from annexation. She questioned where the wildlife would go if the land were cleared.

Ms. Robbins spoke in opposition to additional properties using wells and septic systems. She agreed with Ms. Wise's comments. She stated that she had not received a mailed-out notice despite being on the mailing list.

Tommy Cook spoke about the potential for increased traffic surrounding this property if it were developed and asked if there was something that could be done.

Soorya Lindberg asked if the County had been asked about this property. She asked if there was another ordinance forthcoming. She questioned if the City had an adequate water supply.

Mr. Buescher stated this annexation would create an enclave. He said he looked up the property, and it was advertised as commercial.

Mr. Rothseiden expressed his concerns about this property and agreed with many of the comments made. He cautioned the Commission on approving this annexation.

Sharon Heimans agreed with the statements that this property was being annexed to increase the density regulations.

Commissioner Fletcher asked if there was a legal opinion stating that this did not create an enclave.

City Attorney Rush stated she agreed with Planner Crockett's interpretation of the statutes.

Planner Crockett read the statutes.

Discussion ensued.

Planner Crockett addressed some of the concerns regarding the future use of the property. He stated that the City's agricultural zoning requirements were the same as those of the county. He noted that a copy of the notice was sent to the County, but a response was not received. He stated that no applications or requests had been made from this property owner. He reiterated that this annexation would not create an enclave.

Mr. Sweger stated that the owners would like to be part of the City of Alachua and would come to the City for any further plans.

Commissioner Fletcher requested an amendment to the motion.

City Attorney Rush explained parliamentary procedure concerning amendments to motions.

Commissioner Williams stated that she was the maker of the motion and asked Commissioner Fletcher to state his proposed amendment.

Commissioner Fletcher stated he would like to add, "Upon the formal opinion of an attorney specializing in land use loss, supports that there was no issue with Florida Statute Chapter 171."

Commissioner Williams asked Commissioner Fletcher if he was saying that he wasn't accepting the City Attorney's interpretation and wanted the Commission to engage an outside attorney and pay them for a second opinion.

Commissioner Fletcher stated he wanted a written opinion.

Commissioner Williams stated she would withdraw the motion and defer the item so City Attorney Rush could write her opinion for Commissioner Fletcher.

City Attorney Rush stated that there may not be a case that precisely addresses the issue this item concerns. She said this situation is a matter of interpretation of the

statutes.

Commissioner Fletcher expressed his confusion.

Commissioner Fletcher - No
Commissioner Ringersen - No
Commissioner Williams - Yes
Vice Mayor Brown - Yes
Mayor Welch - No

Failed 2-3 by roll call.

V. AGENDA ITEMS

A) RFB 2025-01-R - THEATRE PARK PROJECT - AWARD

Purchasing Specialist Donna Smith introduced the item and made recommendations.

Mayor Welch asked the commissioners for questions or comments.

Commissioner Fletcher asked about the bids submitted.

Purchasing Specialist Smith provided the information.

Commissioner Fletcher confirmed the funds were Community Redevelopment Agency funds. He expressed his delight in this project.

Vice Mayor Brown moved to accept the bid from Trimark Construction Group in the amount of $571,950.00 and authorize the City Manager to enter into a contract with Trimark Construction Group to complete the work as needed under the provisions of RFB 2025-01-R; seconded by Commissioner Fletcher.

Mayor Welch opened the floor for comments.

Ms. Robbins stated that she couldn't access the visual project and requested that pictures of this type of project be provided.

City Manager DaRoza stated that the details of this project were presented at several previous public meetings.

Passed 5-0 by roll call.

B) DISCUSSION ON STRATEGIES TO INCREASE PUBLIC ENGAGEMENT AND TRANSPARENCY

Commissioner Fletcher stated he felt there wasn't enough time to discuss this item and

requested that it be withdrawn.

C) Discussion Regarding the Resignations of Planners Kathy Winburn, Justin Tabor, and Adam Hall.

Vice Mayor Brown moved to direct the City Attorney to search for two or three outside attorneys to recommend to the Commission for consideration in examining the concerns regarding the City Planners' resignations.

City Attorney Rush stated she would like parameters from the Commission for this search. She suggested a motion to direct the City Attorney to seek two or three attorneys to look into the circumstances surrounding the resignations of Kathy Winburn, Justin Tabor, and Adam Hall from employment with the City of Alachua.

City Manager DaRoza requested that all parties involved in the issue be included in the inquiry. He reminded the Commission that the original request was that the attorneys sought should have insight into planning.

Commissioner Fletcher stated that the original request was the correct course of action.

City Attorney Rush stated she would look for someone outside the Alachua area. She requested permission to deliver the open letter from Justin Tabor to the attorney chosen.

Commissioner Brown asked if anyone had seconded her motion.

Commissioner Fletcher asked if the motion contained the City Attorney's parameters.

City Attorney Rush restated her recommended motion.

Vice Mayor Brown moved to direct the City Attorney to seek two or three attorneys to look into the circumstances surrounding the resignations of Kathy Winburn, Justin Tabor, and Adam Hall from employment with the City of Alachua; seconded by Commissioner Fletcher.

Mayor Welch opened the floor for comments.

Ms. Robbins asked if the attorneys sought would have a planning background.

City Attorney Rush stated she would try to find attorneys with a planning background, but there was no guarantee.

Ms. Robbins stated that having an attorney with a planning background was important to this issue.

Human Resources Director Malone asked the Commission to waive the rules of procedure as it was 11:00 p.m.

Commissioner Fletcher moved that the rules of procedure be waived to extend the time by 15 minutes; seconded by Commissioner Williams.

Mayor Welch opened the floor for comments.

Jim Curington asked if there would be time for Citizen Comments.

Commissioner Fletcher withdrew his motion.

Commissioner Fletcher moved to waive the rules of procedure to extend the time by 30 minutes; seconded by Commissioner Williams.

Passed by a 4-1 vote, with Commissioner Ringersen dissenting.

Human Resources Director Malone expressed her concerns regarding an investigation. She stated that there had been times in the past when several employees from other departments had left, but it had not led to an inquiry. She explained that the Commission was elevating three employees over a workforce of 150.

Commissioner Williams stated her appreciation for Human Resources Director Malone's comments.

Mr. Buescher stated this was an important item, as Mr. Tabor alluded to outside influence. He spoke of a Suwannee River Water Management District meeting he had attended. He mentioned he had requested the exit interviews of the planners, and only one oral interview had been conducted.

Commissioner Williams asked if the planning positions had been filled yet.

City Manager DaRoza stated the Planning Director and a Principal Planner had been hired.

City Attorney Rush requested clarification on her direction, specifically regarding who was to be interviewed.

City Manager DaRoza stated the interviews should be with Assistant City Manager Rodolfo Valladares, himself, and the planners.

Planner Crockett requested that he be interviewed as well.

City Manager DaRoza clarified: anyone involved in the meetings should be interviewed.

City Attorney Rush asked if the letter from Justin Tabor was to be given to the attorney selected.

City Manager DaRoza stated he would encourage the Commission to allow this letter to be given to the attorney.

Passed by a 4-1 vote, with Commissioner Williams dissenting.

VI. COMMENTS FROM CITIZENS ON SUBJECTS NOT ON THE AGENDA

(Please Limit to 3 Minutes. Any citizen who did not speak during the Citizen Comments period at the beginning of the meeting may do so at this time.)

Mr. Curington stated the seniors had a wonderful trip to St. Augustine. He thanked the Recreation and Culture Department and the Commission for taking care of seniors.

Ms. Robbins mentioned a video she had requested through public records. She went into detail regarding the redaction and exemptions of this request. She requested that the full video be released.

City Manager DaRoza stated the statutes were followed, and the form in question was not required for the City. He stated that he would discuss the issue with any Commissioner.

Discussion ensued.

Ms. Robbins submitted the form to the record.

Mr. Buescher discussed his experience concerning public records requests for the video.

Commissioner Fletcher asked the City Attorney to look into it.

Commissioner Williams stated she had seen the video at the employee Christmas luncheon.

VII. COMMENTS FROM CITY MANAGER AND CITY ATTORNEY

No comments.

VIII. COMMISSION COMMENTS/DISCUSSION

Commissioner Ringersen stated that, as it was Mental Health Month, it was a good time to speak to those around you. She stated that she would like to go through the training mentioned in the Stop the Bleed program. She said she was pleased to see the new Fire Stations in the community.

Commissioner Williams requested that the Commissioners meet with the City Manager regarding the Committee Assignments.

ADJOURN

Commissioner Ringersen moved to adjourn; seconded by Vice Mayor Brown.

Passed by unanimous consent.

CONSENT AGENDA

Consent Agenda items represent routine City operations and business. These items are approved at the beginning of the Regular City Commission meeting upon approval of the meeting agenda.

A) APPROVE MAY 5, 2025, CITY COMMISSION MEETING MINUTES

ATTEST:

_____
Rodolfo Valadares, City Manager/Clerk

CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA:

_____
Walter Welch, Mayor

City of Alachua
THE GOOD LIFE COMMUNITY

Commission Agenda Item

MEETING DATE: June 23, 2025
SUBJECT: Approve the May 19, 2025, Joint County City Commission Meeting minutes.
PREPARED BY: Diane Amendola
RECOMMENDED ACTION:
Approve the May 19, 2025, Joint County City Commission Meeting minutes.

Summary

Approve the May 19, 2025, Joint County City Commission Meeting minutes.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

ATTACHMENTS

1. 25.05.19.M.JCCCM

Joint City and County Commission Meeting Minutes
May 19, 2025 at 6:00 PM

Mayor Walter Welch
Vice Mayor Shirley Green Brown
Commissioner Jacob Fletcher
Commissioner Jennifer Ringersen
Commissioner Dayna Williams
City Manager Mike DaRoza
City Attorney Marian Rush

Chair Charles Chestnut, IV
Vice Chair Ken Cornell
Commissioner Mary Alfred
Commissioner Anna Prizzia
Commissioner Marihelen Wheeler
County Manager Michele Lieberman
County Attorney Sylvia Torres

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

Citizens Present: Mary Diaz, Wynn McDonald, Asia Eichmiller, Soorya Lindberg, Bill Smith, Julie Smith, Connie Meyer, Jason Sweat, Jordan Costagliola, Nate Woodend, Marsa Cuta, Tommy Cuta, Sharon Hiemenz, Crystal Kelly, Micah Kelly, Rudy Rothseiden, Elliott Welker, Vailma Fernandez, Michele Lee, Freddie Wehbe, Mandy Bucci, Sylvain Dore STAFF PRESENT: Diane Amendola, Robert Bonetti, Michael Carrillo, Carson Crockett, Anne-Marie DiRocco, Lisa Freeman, Tara Malone, Damon Messina, Jesse Sandusky, Donna Smith, Rodolfo Valladares, Cap Wilson, David Wisener

City and County Commission 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

Led by Mayor Walter Welch, who turned the meeting over to Chair Charles Chestnut.

APPROVAL OF THE AGENDA

Vice Chair Ken Cornell moved to approve the agenda; seconded by Member Anna Prizzia.

Chair Chestnut opened the floor for comments.

Tamara Robbins requested citizens be able to comment or be heard on items that are on the agenda, whether there was a motion or not.

Passed by unanimous consent.

I. WELCOME

II. AGENDA ITEMS

A) COUNTY UPDATE ON ROADS WITHIN ALACHUA CITY LIMITS

County Assistant Public Works Director, Brian Kauffman, introduced the presentation and provided a roadway map to the Commission and for the record.

He explained the map was from the County's Transportation Capital Improvement Plan that was passed in 2023 and provided updates on when County Road 235 and 235A would be seeing infrastructure repairs.

City Commissioner Dayna Williams asked for clarification on where the improvements for County Road 235 would start and end.

County Assistant Public Works Director Kauffman stated it would be two separate projects, and when put together, would start at the school and end at 94th Avenue.

City Commissioner Williams asked whether 235A South near the distribution centers would see improvements.

County Assistant Public Works Director Kauffman replied that there was a grant application that had been applied for 13.7 million dollars in hopes of helping with 235A near the distribution centers.

City Commissioner Williams asked what the board and citizens could do to help support the grant application.

City Manager Mike DaRoza stated Alachua County Economic Development Manager Sean McLendon reached out to the City, and staff prepared a letter of support for the grant.

City Commissioner Williams asked if that letter could be used as a template for citizens and how could that template be distributed.

City Manager DaRoza stated he would contact Mr. McClenden, as he had the template.

County Manager Michele Lieberman stated the grant application was for 13.9 million, and it would be approximately 14 million to do the segment of road near the distribution centers. She explained the process of how roads are selected to be repaired.

County Commissioner Prizzia provided further clarification on how roads are selected and suggested that the City start charging impact fees to help with the cost of roads.

City Commissioner Jacob Fletcher stated he sent a personal email in support of the grant and that he supported the idea of impact fees.

Soorya Lindberg stated she sent an email to the Commissioners with information on the grant and was in contact with County Economic Development Manager McLendon and had received around twelve letters in support of the grant.

Ms. Robbins mentioned that at the last Joint County City Meeting, former Mayor Gib Coerper and former Chair Marihelen Wheeler discussed a potential truck bypass to I-75 and requested an update. She requested that when the road improvements happen by the distribution centers, Dollar General pay their share for the repairs.

B) PINKOSON SPRINGS UPDATE ON POTENTIAL JOINT PROJECT BETWEEN CITY/COUNTY

City Economic Development Manager David Wisener introduced the item and provided the presentation.

County Commissioner Prizzia asked if the City had secured 50% of the match needed for funding through the Suwannee River Water Management District and if the City had already committed the Wild Spaces, Public Places funds to other projects.

City Economic Development Manager Wisener stated they have not been able to secure the funds, and the Wild Spaces, Public Places funds were already committed to other projects.

County Commissioner Wheeler asked if the City had spoken with the land acquisition board for Alachua County Forever.

City Economic Development Manager Wisener stated he learned the property had been previously nominated to Alachua County Forever the week prior and had not started the process yet.

County Commissioner Ken Cornell suggested if the City Commission could find $85,000 in the Wild Spaces Public Place funds, he would be happy to help support this project.

City Commissioner Williams expressed her agreement with County Commissioner Cornell about utilizing the Wild Spaces Public Place funds in the future for the Pinkoson Springs project.

City Economic Development Manager Wisener stated he was able to look at the Alachua County Forever nominations form from 2017, and they did not have water quality data at the time to submit, so that could add value for reconsideration by the

Land Acquisition Board.

City Commissioner Fletcher asked if the adjacent properties to the left and right created a wildlife corridor or if the parcel was surrounded by commercial properties.

City Economic Development Manager Wisener stated that the left side of the property was housing and condominiums, while the right side of the property was undeveloped, and he was unaware if any of the other adjacent properties were available for purchase.

City Commissioner Fletcher asked City Manager DaRoza if, since the budget wasn't finalized, the City could utilize Wild Spaces Public Places funds for the project.

City Manager DaRoza explained that the City is looking into other internal funding sources due to the time-sensitive nature of this property sale and not wanting the property to be sold to someone else, which could lead to the property being developed.

Vice Mayor Shirley Green Brown expressed her agreement with the other commissioners that the City needed to acquire the historic property and revitalize it.

County Commissioner Cornell noted the County had funding to help with the water quality if the City was able to acquire the funding to purchase the property.

Ms. Robbins expressed frustration about the property not being purchased yet since the item was brought before the board last year.

Sylvan Dore agreed with Ms. Robbins, and he expressed frustration about the property not being purchased. He suggested a private citizen could potentially purchase the property to benefit the City.

Rudy Rothsiden expressed his concerns about rapid growth and lot sizes of the new homes coming to the City. He expressed his concerns for the impact the growth would have on Mill Creek and the water quality in the area.

C) NW 86TH DRIVE UPDATE

Assistant City Manager Rodolfo Valladares introduced the item and provided the presentation.

Ms. Robbins stated the roadway was beautiful, and she was pleased that the roadway was paid for by a returned surety bond. She encouraged the City Commission to revisit the requirements for surety bonds.

D) ALACHUA COUNTY FIRE RESCUE STATION 21 AND 25 UPDATE

Chief of Alachua County Fire Rescue Harold Theus provided an update on the new fire stations in the City. He stated the crews have already moved into the new fire station located on CR 325A, and the ribbon cutting would be held on May 30, 2025, at 10:00

am. He announced that Saturday, May 31, 2025, from 10:00 am to 2:00 pm would be a neighborhood community day when citizens could come out to the new fire station. He noted the new fire station in San Felasco Tech City would have a baby box.

City Commissioner Williams expressed her gratitude for the addition of the baby box.

County Commissioner Prizzia thanked Mitch Glaeser for is land donation to make the new Tech City fire station possible. She inquired about the accommodations of a ladder truck.

County Fire Rescue Chief Theus, provided the response, and the discussion ensued.

Ms. Robbins remarked on the location of the fire station not being on a main road, and asked for clarification on the cost associated with the baby box.

Sylvan Dore indicated his concern for the cost of the baby box.

County Fire Rescue Chief Theus explained the function and purpose of the baby box and agreed with Mr. Dore's calculations on the cost of the baby box.

County Commissioner Mary Alford questioned how the public would be notified of the baby box.

County Fire Rescue Chief Theus replied that he has not addressed that yet, but would look into a potential sign.

Mr. Glaeser spoke on the benefit of the baby box. He shared that San Felasco Tech City was entirely run on solar power and gave an update on upcoming additions.

Valma Roga emphasized the importance of having the baby box in the community and expressed her gratitude for having one.

Mr. Rothsiden expressed his appreciation to the first responders in the community.

E) ALACHUA LEARNING ACADEMY

City Commissioner Williams introduced the item and made recommendations. She requested that a school zone be placed near Alachua Learning Academy due to the increase in traffic accidents.

County Commissioner Wheeler stated the County was working on this item with Kaya Brown of the FDOT, and they were working in partnership to come to a resolution.

Vice Mayor Brown commented on her full support for a school zone.

III. COMMISSION GENERAL AND INFORMAL DISCUSSION

Asia Eichmiller inquired about the scope and nature of the development that is on 235 North near Pilot Forest.

Soorya Linbuerg expressed her desire to have open access to live City Commission Meetings.

Ms. Roga asked if the City could live stream its meetings and make them ADA compliant.

Ms. Robbins expressed her desire to have open access to livestream City Commission Meetings and have them posted for public access the next day. She asked for clarification from the County about whether they had a service for free advertisement for municipalities on their website.

Jason Sweat with Swampbots shared the accomplishments of the youth on the Swampbot team and expressed his gratitude to the City's Recreation and Culture Department and local businesses who supported them.

Vice Mayor Brown thanked Mr. Sweat and the kids for sharing their success.

City Commissioner Williams noted the Swampbots have a great social media following.

Peter Ynigo, owner of Mi Ap`a Latin Cafe, stated he was proud to be a part of the community, and he was excited for the opening of the restaurant's new location.

City Recreation and Culture Director, Damon Messina expressed his gratitude to Mr. Sweat, Freddy Wehbe, and Peter Ynigo for their continued support of the youth in the community as well as the City's Recreation and Culture Department.

Mr. Dore expressed his concerns on school zones throughout the county, and decisions at the state level on property taxes.

Mr. Rothsiden spoke on his appreciation for Mr. Sweat and what he has contributed to the community. He wanted information on what the County used its COVID funds on.

Michele Lee noted new things happening at Good Life Station. She spoke about a partnership with Josh's Place, Alachua Business League, and the City of Alachua working on a grant proposal for a downtown concert series.

Mr. Glaeser announced that Siemens has officially opened in San Felasco Tech City.

Mandy Bucchie spoke on finding budget money to close off the front end of Main Street to vehicle traffic in order to host more events and asked the County for advice on how to start the process.

Julie Smith asked the County to explain how they went about passing beer and wine

ordinances.

IV. CITIZENS COMMENTS

Chair Chestnut requested that someone address the questions from citizens.

City Manager DaRoza clarified that the development next to Pilot Forest was called Savanah Station, and the new development that was being inquired about was Fletcher Trace. He gave clarification on the accessibility for live streaming Commission Meetings and mentioned it would be discussed at the Commission Meeting to follow. He also explained that City staff was directed by the City Commission to explore options on what would entail having local beer and wine ordinance changes.

County Manager Lieberman expressed that there were numerous things the COVID money was used for.

County Commissioner Prizzia gave examples of the use of funds, such as to set up broadband internet throughout the county, emergency assistance with rent and utilities.

County Commissioner Wheeler gave an update on the truck bypass, in which she assisted in getting former Mayor Coerper in touch with David Tyler with FDOT, and it was determined that the bypass would be too close to existing interstate interchanges and would not work.

County Manager Lieberman provided information on the availability of the County's Website for Municipalities to use for legal advertisements.

County Commissioner Wheeler thanked citizens for their input and expressed her pleasure at the positive events happening within the City.

County Commissioner Prizzia expressed her excitement to meet members of the community and business owners. She thanked the City for its continued collaboration to help the community.

County Commissioner Alford stated in preparation for the meeting, she spent time in the City the week prior, having dinner, touring San Felasco Tech City, and thanked everyone for being involved in their community.

County Commissioner Cornell remarked on the citizen involvement within the community. He welcomed City Commissioner Fletcher and his ideas and the impact new members can have on a commission.

County Commissioner Chestnut congratulated Mayor Welch and City Commissioner Fetcher on winning the election. He thanked citizens for coming out and speaking about their concerns.

City Commissioner Williams expressed her gratitude to the County Staff when working

well with City Staff.

City Commissioner Ringersen thanked everyone for coming to the meeting and acknowledged that moving forward, things could be going in new directions, as citizens and members of the commission have new ideas, and it was important to listen to each other.

City Commissioner Fletcher expressed his excitement for the Swampbots team and their impact on the community. He expressed his willingness to keep an open dialogue with the County in order to see the Pinkoson Springs project move forward.

Vice Mayor Brown thanked the County for their kind words and support to the City. She expressed her desire to have more expressions of art in the City.

Mayor Welch thanked the County for being in attendance and the citizens for their comments.

ADJOURN

Meeting adjourned at 8:20 pm.

ATTEST:

_____
Rodolfo Valladares, City Manager/Clerk

CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA:

_____
Walter Welch, Mayor

Commission Agenda
Item

MEETING DATE: June 23, 2025
SUBJECT: Approve the June 09, 2025, City Commission Meeting minutes.
PREPARED BY: LeAnne Williams, Deputy City Clerk
RECOMMENDED ACTION:
Approve the June 09, 2025, City Commission Meeting minutes.

Summary

Approval of the June 09, 2025, City Commission Meeting minutes.

FINANCIAL IMPACT

ADDITIONAL FINANCIAL INFORMATION

COMMISSION GOALS

ATTACHMENTS

1. 25.06.09.M.CCM

Regular City Commission Meeting Minutes
June 9, 2025 at 6:00 PM

Mayor Walter Welch
Vice Mayor Shirley Green Brown
Commissioner Jacob Fletcher
Commissioner Jennifer Ringersen
Commissioner Dayna Williams

City Manager Rodolfo Valladares
City Attorney Marian Rush

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

CITIZENS PRESENT: Pamela Blasetti, Phyllis Strickland, Faith Collins, Kelly Sweet, Diana Carlson, Claudia Rasnick, Michele Lee, Bonnie Burgess, Soorya Lindberg.
STAFF ATTENDING: Diane Amendola, Robert Bonetti, Jeanene Carrillo, Michael Carrillo, Heather Carter, Daniel Chalker, Carson Crockett, Brenda Flieger, David Floyd, Vicki Floyd, Lisa Freeman, Jack Hansen, Steven Holton, Tony Love, Tara Malone, Damon Messina, Jason Moses, Jesse Sandusky, Billy Shishkin, Donna Smith, Thomas Stanfield, Bryan Thomas, Rodolfo Valladares, LeAnne Williams, Thomas Williams, Kerri Watson, Cap Wilson, David Wisener.

City Commission 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

Led by Mayor Walter Welch.

INVOCATION

Led by Pastor Josh Moon, River of Life Church.

PLEDGE TO THE FLAG

Led by Mayor Welch.

APPROVAL OF THE AGENDA

Vice Mayor Shirley Green Brown moved to approve the agenda; seconded by Commissioner Dayna Williams.

Mayor Welch opened the floor for comments.

Tamara Robbins, City of Alachua, stated she believed the moving of Ordinance 25-05, which was advertised for this agenda, wasn't legal. She questioned the re-advertising of the Planning and Zoning Board appointments. She requested an update on the proposed investigation regarding Planning staff departures.

City Attorney Marian Rush explained that the ordinance may have been advertised, but it was never an item on the published agenda.

Passed by unanimous consent.

APPROVE READING OF PROPOSED ORDINANCES AND RESOLUTIONS BY TITLE ONLY

Commissioner Williams moved to approve the reading of proposed ordinances and resolutions by title only; seconded by Commissioner Jacob Fletcher.

Passed by unanimous consent.

I. SPECIAL PRESENTATIONS

A) ALZHEIMER'S ASSOCIATION IN ALACHUA- AWARENESS

Deputy City Clerk LeAnne Williams introduced the proclamation.

Donna Lee of the Alzheimer's Association provided the presentation.

Commissioner Fletcher asked if they had considered coming to the 4th of July event to increase their visibility.

Ms. Lee stated that she had booked other cities for the 4th of July, but she would add Alachua to the rotation.

II. COMMENTS FROM CITIZENS ON SUBJECTS NOT ON THE AGENDA

(Please Limit to 3 Minutes. Any citizen who is unable to speak at this time will have an opportunity to speak at the end of the meeting)

Elliott Welker, President of the City of Alachua Chamber of Commerce, thanked the Commission for their support.

Travis White, Vice Chair of the Education Task Force, invited citizens to attend the next meeting on June 17, 2025, at 5:00 p.m. and requested that the Commission keep education as a high priority at the upcoming Strategic Planning Retreat.

Carol Richardson, Chair of the Parks and Recreation Board, encouraged the Commission to adopt a culture plan and a public art plan as part of the strategic plan. She mentioned a grant that the city could apply for from the Alachua County Arts Council for $5,000.00. She informed the Commission that July was National Parks and Recreation Month and requested a proclamation.

III. COMMITTEE REPORTS/COMMITTEE APPOINTMENTS/CITY ANNOUNCEMENTS

IV. PUBLIC HEARINGS AND ORDINANCES

(Presentations, other than the applicant, please limit to 3 Minutes)

V. AGENDA ITEMS

A) RESOLUTION 25-09: AMENDING THE FISCAL YEAR 2024-2025 BUDGET FOR THE RECEIPT OF UNANTICIPATED REVENUE; INCREASING THE CRA SPECIAL REVENUE FUND TO APPROPRIATE REVENUES AND EXPENSES RELATED TO THE T-MOBILE HOMETOWN GRANT PROGRAM.

City Attorney Rush read Resolution 25-05 by title only.

Finance and Administrative Services Director Rob Bonetti introduced the item and provided the staff report.

Commissioner Williams moved to adopt Resolution 25-09 and approve the budget amendment: seconded by Commissioner Fletcher.

Mayor Welch opened the floor for comments.

There were no comments.

Passed 5-0 by roll call.

B) APPOINTMENT OF INTERIM CITY MANAGER

Mayor Welch introduced the item.

Commissioner Fletcher stated that this item was essential to maintain trust with the citizens. He noted the nominee needed to be someone who was operationally competent and was untainted by controversy.

Commissioner Williams, referring to an email sent by Commissioner Fletcher, stated she had never seen a sitting commissioner blind copy an email to other commissioners on how they intended to vote on a future and potential agenda item. She stated this act lacked transparency. She noted that the accusations in the email called the trustworthiness of the City Attorney, who had held the position for over 20 years, into question. She stated that the email attempted to tarnish the character of Assistant City Manager Rodolfo Valladares and had the potential to slander each commissioner. She quoted the conversation with Assistant City Manager Valladares to prove it was in no way polling. She spoke highly of Assistant City Manager Valladares and his qualifications.

Commissioner Williams moved to appoint Assistant City Manager Rodolfo Valladares as Interim City Manager, and for a contract to include a duration of 12 months, terminable upon hiring a City Manager, 10 percent increase in salary, option to return to prior position at the end of the contract, and appointment approval effective immediately, with a contract to come back to the City Commission for approval at the next scheduled meeting; seconded by Vice Mayor Shirley Green Brown.

Commissioner Fletcher stated his concerns as laid out in the email. He said he was confused by the suggestion that he could not blind copy the Commissioners, as he did not see it as a violation of the Sunshine Law. He noted the concerns in the email were not addressed. He stated that Assistant City Manager Valladares oversaw both the Public Services and Planning Departments. He said he wanted someone who was not involved in the issues raised by former Planner Justin Tabor in the interim City Manager role.

Commissioner Williams stated she had always been open and transparent. She noted that the comments assume that Assistant City Manager Valladares was guilty of some wrongdoing and must be proven innocent. She reminded the Commission that Assistant City Manager Valladares was the natural choice for the interim position, and it was not permanent. She spoke of how the Commission needs to work together to move the City into the future, and that spreading negative talk through the media was not unity or moving forward. She said there were things Commissioner Fletcher had mentioned that she would like to work with him to accomplish, but only if he refrains from continually impugning her character.

Commissioner Ringersen expressed her admiration for Assistant City Manager

Valladares. She stated she was hurt over the negative comments made about him.

Vice Mayor Brown expressed her disappointment in the email and stated she had always had the City's best interest at heart. She noted the Commission could disagree, but they had always come together for the City in the past. She expressed her appreciation for Assistant City Manager Valladares.

Commissioner Fletcher stated he didn't understand why the comments were being interpreted as potentially being slanderous. He read his email. He said he was confused by the suggestion that it may have violated the Sunshine Law. He stated his email wasn't an attack on the Commission.

Mayor Welch said his goal was for the Commission to have unity and respect. He stated the comments in the email would plant bad seeds: bad news could never be good news. He said Assistant City Manager Valladares was an excellent choice and spoke highly of him.

Citizens spoke in favor of appointing Assistant City Manager Valladares:
Elliot Welker
Kim Vermillion
Annie Welch
Julie Smith
Diana Carlson
Michele Lee

Citizens with concerns about appointing Assistant City Manager Valladares:
Amy Pringle

Other Comments:
Katherine Weitz informed the Commission about how the City of High Springs appointed its City Manager.

Tracy Masinelo stated that Commissioner Fletcher wanted transparency.

Mayor Welch asked if there were any other nominations.

There were no comments.

Commissioner Jennifer Ringersen - Yes
Commissioner Jacob Fletcher - No
Commissioner Dayna Williams - Yes
Vice Mayor Shirley Green Brown - Yes
Mayor Walter Welch - Yes

Passed 4-1 by roll call.

Mayor Welch asked if the nominee agreed to the terms and the position.

Assistant City Manager Valladares stated he agreed and was honored to be chosen.

City Attorney Rush stated she would work with Assistant City Manager Valladares on a contract and bring it to the Commission at the next meeting.

VI. COMMENTS FROM CITIZENS ON SUBJECTS NOT ON THE AGENDA

(Please Limit to 3 Minutes. Any citizen who did not speak during the Citizen Comments period at the beginning of the meeting may do so at this time.)

Citizens requested that the interviews with the planners who resigned continue:
Sara Younger
Bryan Buescher
Faith Collins
Pamela Blasetti

Carol Keys thanked the Commission for holding an open meeting. She requested a nationwide search be done for a City Manager. She requested the Commission have an item to discuss all phases of the Tara projects.

Ms. Robbins, City of Alachua, stated that one-way communication was not a violation of the Sunshine Law. She requested that City Manager Valladares become a member of the International City Managers Association and for the commission to initiate the search for a new City Manager. She expressed her displeasure with fireworks on the Fourth of July.

Soorya Lindberg requested an item for each meeting as an update on the City Manager's activities.

Bryan Buescher commented on the email from Commissioner Fletcher.

Montey Williams mentioned that the last seven people who spoke were from High Springs, and they were trying to influence the City of Alachua unduly.

Commissioner Williams asked City Attorney Rush to provide an update on the progress of the interviews of the former Planning staff.

City Attorney Rush stated she started immediately, but she had to place it on hold as she had to work on the Interim City Manager item. She clarified that not one commissioner had said to her that they did not want this item to move forward.

VII. COMMENTS FROM CITY MANAGER AND CITY ATTORNEY

City Manager Valladares stated that on May 20, 2025, the City of Alachua received a

letter from Kim Barton, Supervisor of Elections, notifying the City that nine individuals had registered to vote and/or voted in the 2025 City Commission Election, but those individuals were ineligible. He noted that this does not alter or invalidate the results of the election. He stated he was honored and humbled to be selected as the Interim City Manager, and he thanked the Commission.

City Attorney Rush added that the City of Alachua gets the voter role from the Supervisor of Elections, and the City had nothing to do with registration.

VIII. COMMISSION COMMENTS/DISCUSSION

Commissioner Fletcher thanked City Attorney Rush for her work on the item for the Interim City Manager and the planner interview process. He explained that his email was intended to ensure that the law was followed. He felt he had been misunderstood. He congratulated City Manager Valladares. He stated he would continue to focus on transparency.

Commissioner Ringersen congratulated City Manager Valladares on his appointment as Interim City Manager. She stated summer was here and to remember to watch for kids. She stated she attended:
* Graduations
* The ribbon-cutting of Fire Station 21
She encouraged City Manager Valladares to look into the arts grant from Alachua County. She expressed concern for those with Alzheimer's Disease and those who were struggling with mental health. She stated there were places to turn to for help. She thanked Chief Sandusky and his officers for keeping the City safe.

Commissioner Williams congratulated City Manager Valladares on his appointment as Interim City Manager. She thanked the citizens who spoke. She reiterated that the Commission needs to be unified, and she looked forward to working together. She thanked Chief Sandusky and his officers for keeping the City safe.

Vice Mayor Brown thanked Pastor Moon for the invocation and the citizens for their comments. She stated she attended:
* The City of Alachua Chamber of Commerce Luncheon
* Alachua Elementary Graduation
* The Veterans Memorial in Newberry
* The ribbon-cutting of Fire Station 21
She invited the citizens to the Juneteenth celebration on June 21, 2025, from 10:00 a.m. to 2:00 p.m. at the Hal Brady Center. She congratulated City Manager Valladares on his appointment as Interim City Manager. She wished all the fathers a Happy Father's Day.

Mayor Welch congratulated City Manager Valladares on his appointment as Interim City Manager. He thanked the citizens for their comments and Commissioner Fletcher for his questions. He stated he attended the graduation at A.L. Mebane Middle School. He

mentioned that Careersource was working to have an Alachua outpost.

ADJOURN

Commissioner Ringersen moved to adjourn; seconded by Commissioner Williams.

Passed by unanimous consent.

CONSENT AGENDA

Consent Agenda items represent routine City operations and business. These items are approved at the beginning of the Regular City Commission meeting upon approval of the meeting agenda.

ATTEST:

_____
Rodolfo Valladares, City Manager/Clerk

CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA:

_____
Walter Welch, Mayor