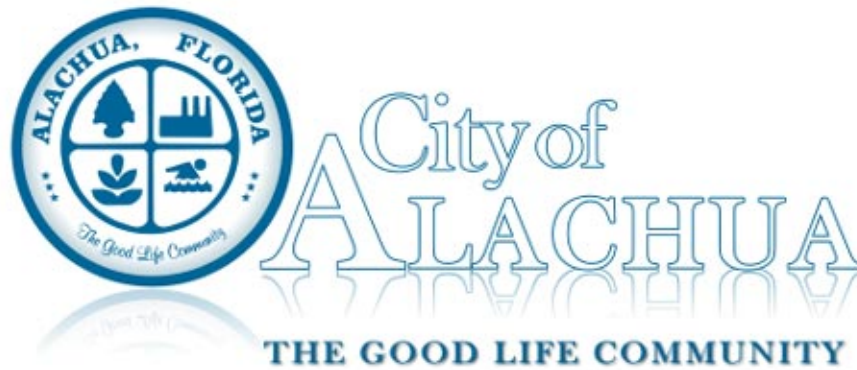




Planning and Zoning Board Agenda September 8, 2020

Chair Gary Thomas
Vice Chair Anthony Wright
Member Sandy Burgess
Member James Sajczuk
Member Virginia Johns
School Board Member Tina Certain

City Manager Adam Boukari

Planning and Zoning Board At 6:00 PM

Meeting Date: September 8, 2020

Meeting Location: James A. Lewis Commission, City Hall

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.
--

PLANNING AND ZONING BOARD MEETING AGENDA
--

CALL TO ORDER

INVOCATION

PLEDGE TO THE FLAG

APPROVAL OF THE AGENDA

I. OLD BUSINESS

II. NEW BUSINESS

- A. Approval of the August 11, 2020 PZB Meeting Minutes
- B. Baywood Centre Lot 3 Preliminary Plat: A request by Gerry Dedenbach, AICP, LEED-AP, of

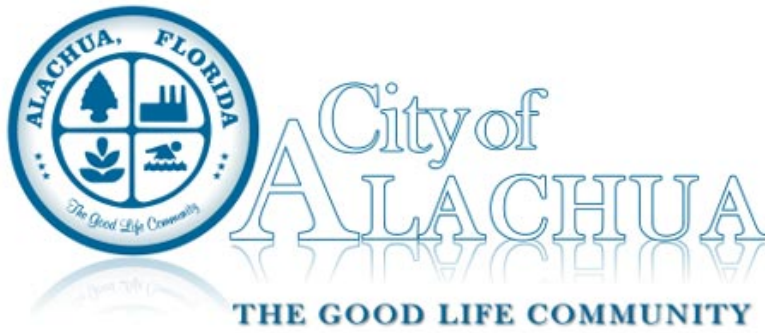
CHW, Inc. agent for Alachua Development Co. LLC., property owner, for consideration of the Preliminary Plat for Lot 3 of the Baywood Centre Subdivision, which proposes the replat of a ±1.15 acre subject property to include a new ingress/egress easement to provide access to the Baywood Centre subdivision. Tax Parcel Number 03067-601-003(Quasi-Judicial Hearing).

C. Comprehensive Plan Vision Element Review and Discussion

III. BOARD COMMENTS/DISCUSSION

IV. CITIZENS COMMENTS

ADJOURN



Board/Committee Agenda Item

MEETING DATE: 9/8/2020

SUBJECT: Approval of the August 11, 2020 PZB Meeting Minutes

PREPARED BY: Kenyata Curtis, Planning Assistant

RECOMMENDED ACTION:

Approve the August 11, 2020 PZB Meeting Minutes.

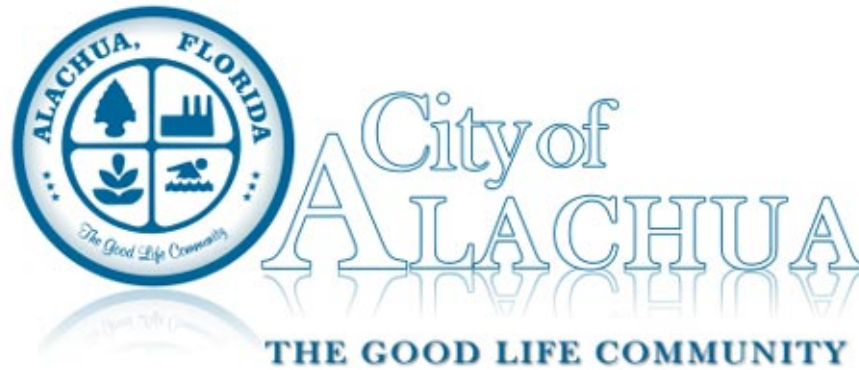
Summary

Approval of the August 11, 2020 PZB Meeting Minutes.

ATTACHMENTS:

Description

- ▢ August 11, 2020 PZB Minutes



Planning and Zoning Board Minutes August 11, 2020

Chair Gary Thomas

City Manager Adam Boukari

Vice Chair Anthony Wright

Member Sandy Burgess

Member James Sajczuk

Member Virginia Johns

School Board Member Tina Certain

**Planning and Zoning Board
At 6:00 PM**
to address the item(s) below.

Meeting Date: August 11, 2020

Meeting Location: James A. Lewis Commission, City Hall

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.
--

PLANNING AND ZONING BOARD MEETING MINUTES

CALL TO ORDER

Chair Gary Thomas called the meeting to order. School Board Member Tina Certain was absent.

INVOCATION

Vice Chair Anthony Wright led the invocation.

PLEDGE TO THE FLAG

Led by the Board.

APPROVAL OF THE AGENDA

Member James Sajczuk moved to approve the agenda; seconded by Member Virginia Johns.

Passed by unanimous consent.

I. OLD BUSINESS

None.

II. NEW BUSINESS

- A. Approval of the Minutes of the July 14, 2020 PZB Meeting

Member Johns moved to approve the minutes; seconded by Member Sajczuk.

Passed by unanimous consent.

- B. Election of Chair and Vice Chair

Vice Chair Wright moved to appoint Gary Thomas as chair; motion failed for the lack of a second.

Member Johns moved to appoint James Sajczuk as chair; seconded by Member James Sajczuk.

Motion passed 5-0 in a roll call vote.

Member Johns moved to appoint Anthony Wright as vice chair; seconded by Member Burgess.

Motion passed 5-0 in a roll call vote.

- C. Site Plan – Burger King (16130 NW US Highway 441): A request by Robin Kendall of Quality Dining, Inc., applicant and agent, for T&H Property Group, LLC, property owner, for consideration of a Site Plan to construct a ±3,349 square foot quick service restaurant with associated parking, stormwater, landscaping, and site improvements on a ±1.19 acre subject property. Tax Parcel Number 03061-004-001 (Quasi-Judicial Hearing).

Department Director Kathy Winburn introduced the item.

Planning Assistant Kenya Curtis swore in all parties entering testimony during the hearing.

Principal Planner Justin Tabor, AICP, presented the Staff Report.

Robin Kendall of Quality Dining, Inc., applicant and agent for T&H Property Group LLC, property owner, presented additional information, availed himself for questions, and accepted Staff's recommended conditions.

Member Johns asked about a connection to NW 162nd Lane.

Principal Planner Tabor responded.

Member Burgess inquired about comments at the Neighborhood Meeting.

Robin Kendall of Quality Dining, Inc. responded.

Member Burgess moved that based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and approves the Site Plan for Burger King at 16130 NW US Highway 441, subject to the three (3) conditions as presented during the August 11, 2020 Planning and Zoning Board Meeting; seconded by Vice Chair Wright.

Motion passed 5-0 in a roll call vote.

III. BOARD COMMENTS/DISCUSSION

Department Director Winburn stated the next meeting will be held September 8, 2020 at 6:00 pm.

IV. CITIZENS COMMENTS

None.

ADJOURN

Member Johns moved to adjourn, seconded by Member Burgess.

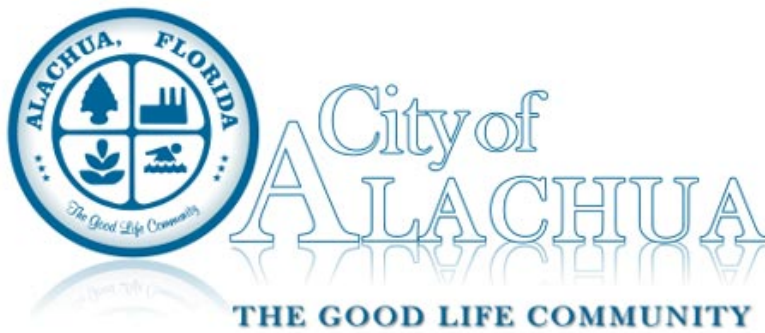
Motion passed by unanimous consent.

ATTEST:

PLANNING AND ZONING BOARD OF THE
CITY OF ALACHUA, FLORIDA

Presiding Officer

Staff Liaison



Board/Committee Agenda Item

MEETING DATE: 9/8/2020

SUBJECT: Baywood Centre Lot 3 Preliminary Plat: A request by Gerry Dedenbach, AICP, LEED-AP, of CHW, Inc. agent for Alachua Development Co. LLC., property owner, for consideration of the Preliminary Plat for Lot 3 of the Baywood Centre Subdivision, which proposes the replat of a ± 1.15 acre subject property to include a new ingress/egress easement to provide access to the Baywood Centre subdivision. Tax Parcel Number 03067-601-003(Quasi-Judicial Hearing).

PREPARED BY: Adam Hall, AICP

RECOMMENDED ACTION:

Staff recommends that the Planning & Zoning Board transmit the preliminary plat of Baywood Centre Lot 3 to the City Commission with a recommendation to approve subject to the two (2) conditions provided in Exhibit "A" and located on page 16 of the Staff Report, upon making the following motion:

Based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and transmits the Preliminary Plat of Baywood Centre Lot 3 to the City Commission, with a recommendation to approve, subject to the two (2) conditions provided in Exhibit "A" and located on page 16 of the Staff Report.

Summary

This application is a request by Gerry Dedenbach, AICP, LEED-AP, applicant and agent for Alachua Development Co., LLC, property owner, for consideration of the preliminary plat of Baywood Centre Lot 3, which proposes the replat of a ± 1.15 acre subject property. Lot 3 was originally platted through the Baywood Centre Plat (Plat Book 28, Page 91), which was approved by the City Commission on January 10, 2011. The purpose of the proposed replat is to provide an ingress/egress easement and private street to provide additional access to the Baywood Centre subdivision.

The subject property consists of Tax Parcel Number 03067-601-000, and is located north of US Highway 441, south of NW 157th Lane, and west of the Campus USA Credit Union, Alachua Branch.

The proposed Baywood Centre Lot 3 replat would provide a 52' private ingress/egress and public utilities easement over the western portion of Lot 3. This easement would serve Lots 2, 3 and 4 with additional access. The replat would provide direct access to 441 for the Baywood Centre subdivision. The plat approved in January 2011 limited direct access for individual lots from only NW 157th Lane (street to the north of Lot 3).

Development within the proposed subdivision would connect to potable water and wastewater facilities. Stormwater for the proposed development would be conveyed to and treated by an existing stormwater retention system.

Section 2.4.10(G)(2) of the City's Land Development Regulations (LDRs) establishes the requirements for a preliminary plat. An analysis of the application's compliance with the applicable standards of this section has been provided within the staff report.

The connection proposed to US Highway 441 is required to be permitted through the Florida Department of Transportation (FDOT), which has issued a Notice of Intent to grant the access permit.

ATTACHMENTS:

Description

- ▢ Baywood Centre Lot 3
- ▢ Staff Report
- ▢ Exhibit B- Staff Supporting Materials
- ▢ Application and Supporting Materials
- ▢ Neighborhood Workshop Materials
- ▢ Public Notice Materials for the 09/08/2020 PZB Hearing



City of Alachua

Planning & Community Development Department Staff Report

Planning & Zoning Board Hearing Date: Quasi-Judicial Hearing

September 8, 2020

SUBJECT:	A request of the Preliminary Plat for Lot 3 of the Baywood Centre Subdivision, which proposes the replat of a ±1.15 acre subject property to include a new ingress/egress easement to provide access to the Baywood Centre subdivision.
APPLICANT/AGENT:	Gerry Dedenbach, AICP, LEED-AP, of CHW, Inc.
PROPERTY OWNER:	Alachua Development Co, LLC.
PARCEL ID NUMBER:	03067-601-003
FLUM DESIGNATION:	Commercial
ZONING:	CI (Commercial Intensive)
OVERLAY:	N/A
ACREAGE:	±1.15
PROJECT PLANNER:	Adam Hall, AICP
RECOMMENDATION:	Staff recommends that the Planning & Zoning Board transmit the preliminary plat of Baywood Centre Lot 3 to the City Commission with a recommendation to approve subject to the two (2) conditions provided in Exhibit "A" and located on page 16 of the Staff Report.
RECOMMENDED MOTION:	<i>Based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and transmits the Preliminary Plat of Baywood Centre Lot 3 to the City Commission, with a recommendation to approve, subject to the two (2) conditions provided in Exhibit "A" and located on page 16 of the Staff Report.</i>

SUMMARY & BACKGROUND

This application is a request by Gerry Dedenbach, AICP, LEED-AP, applicant and agent for Alachua Development Co., LLC, property owner, for consideration of the preliminary plat of Baywood Centre Lot 3, which proposes the replat of a ±1.15 acre subject property. Lot 3 was originally platted through the Baywood Centre Plat (Plat Book 28, Page 91), which was approved by the City Commission on January 10, 2011. The purpose of the proposed replat is to provide an ingress/egress easement and private street to provide additional access to the Baywood Centre subdivision.

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Development within the proposed subdivision would connect to potable water and wastewater facilities. Stormwater for the proposed development would be conveyed to and treated by an existing stormwater retention system.

Section 2.4.10(G)(2) of the City's Land Development Regulations (LDRs) establishes the requirements for a preliminary plat. An analysis of the application's compliance with the applicable standards of this section has been provided within this report.

The connection proposed to US Highway 441 is required to be permitted through the Florida Department of Transportation (FDOT), which has issued a Notice of Intent to grant the access permit.

SURROUNDING USES

The existing uses, Future Land Use Map (FLUM) Designations, and zoning districts of the surrounding area are identified in Table 1. Map 1 provides an overview of the vicinity of the subject property. (NOTE: The information below is intended to provide a general overview of the area surrounding the subject property and to generally orient the reader. It is not intended to be all-inclusive, and may not identify all existing uses, FLUM Designations, and/or zoning districts surrounding the subject property.)

Table 1. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	Vacant Commercial/ Lowe's	Commercial	CI (Commercial Intensive)
South	US Highway 441/ Commercial	Commercial	CBD (Central Business District)
West	Vacant Commercial	Commercial	CI (Commercial Intensive)
East	Vacant Commercial/ Financial Institution	Commercial	CI (Commercial Intensive)

Map 1. Vicinity Map

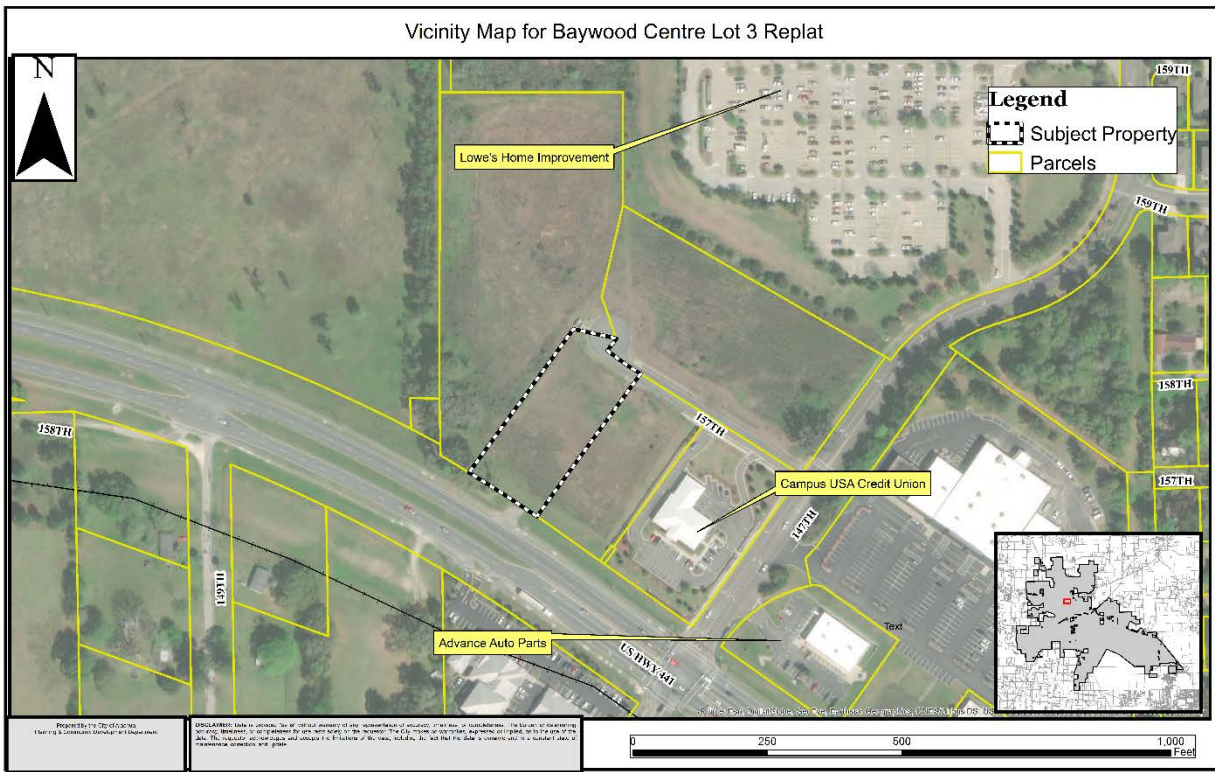
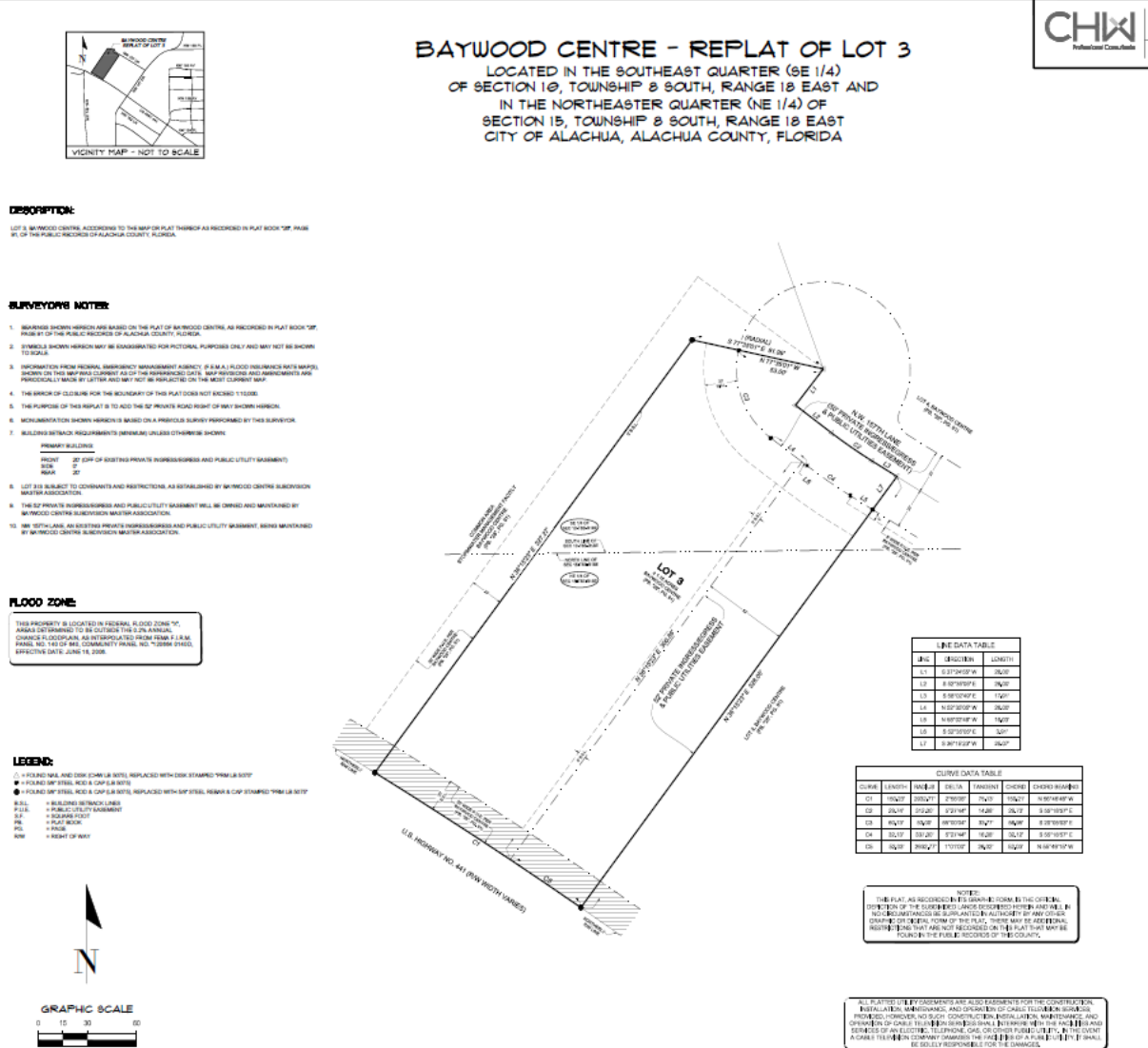


Illustration 1. Lot 3 Preliminary Plat



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.

A virtual Neighborhood Meeting was held on Wednesday, April 29, 2020 to educate the owners of nearby land and any other interested members of the public about the application. As required by Section

applicant, the meeting was attended by three (3) members of the public. A summary of the discussion which occurred at the Neighborhood Meeting has been provided by the applicant and is included within the application materials.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

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

Future Land Use Element

Goal 1: Future Land Use Map 2035

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

Objective 1.3: Commercial

The City shall establish three commercial land use categories: Community Commercial, Commercial, and Central Business District. These land use categories shall provide a broad range of commercial uses, including retail sales and services, personal services, offices, and tourist-oriented uses, in order to provide for the availability of goods and services, both to the citizens and visitors of Alachua and to the citizens of the North Central Florida region.

Policy 1.3.b: *Commercial*: The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which large-scale, regional commercial uses may locate. The following uses are allowed within the Commercial land use category:

1. Retail sales and services;
2. Personal services;
3. Financial institutions;
4. Outdoor recreation and entertainment;
5. Tourist-related uses;
6. Hotels and motels;
7. Commercial shopping centers;
8. Auto-oriented uses;
9. Traditional Neighborhood Planned Developments;
10. Employment Center Planned Developments;
11. Commercial recreation centers;
12. Office/business parks;
13. Limited industrial services; and,
14. Eating establishments.

Analysis of Consistency with Goal 1, Objective 1.2, and Policy 1.2.a: The proposed replat would be consistent with permitting these uses within the Baywood Centre subdivision. There is no proposed change of future land use designation or zoning designation.

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.

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 shall be established in the City's Land Development Regulations.

Analysis of Consistency with Objective 5.1 and Policies 5.1.a - e: Based on the best available data, there are no significant environmental resources that would limit or impact development.

Objective 5.2: Availability of facilities and services: All new development shall be planned and constructed concurrently with the availability of facilities and services necessary for the development.

Analysis of Consistency with Objective 5.2: The subject property is located within the City's potable water and wastewater service areas, as defined in Policies 1.2.a and 4.2.a of the Community Facilities and Natural Groundwater Aquifer Recharge Element of the Comprehensive Plan, and will be required to connect to the City of Alachua's potable water and wastewater system.

Objective 9.1: *Connections to Water and Wastewater Systems*

The City will require new development and significant redevelopment projects to connect to the City's potable water and wastewater systems when such connections can be made to such systems.

Policy 9.1: 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.

Analysis of Consistency with Goal 9 and Policy 9.1: The subject property is within the potable water and wastewater service area. Any development of the subject property will be required to connect to the potable water and wastewater systems at the time of development.

Transportation Element

Objective 1.1: Level of Service: The City shall establish a safe, convenient and efficient level of service standard for all motorized and non-motorized transportation systems.

Analysis of Consistency with Objective 1.1: An analysis of the impacts to transportation facilities has been provided within this report. The proposed development would not result in a decrease in the level of service for transportation facilities monitored for concurrency.

Community Facilities & Natural Groundwater Aquifer Recharge Element

Policy 1.2.a: The City shall establish a Community Wastewater Service Area, which includes all areas where wastewater service is available. Wastewater service shall be deemed available if:

1. A gravity wastewater system, wastewater pumping station, or force

main exists within ¼ mile of the property line of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and the gravity wastewater system, wastewater pumping station, or force main can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

Analysis of Consistency with Policy 1.2.a: The subject property is located within the wastewater service area, and any future development on the subject property will be required to connect to the wastewater system.

Policy 2.1.a: The City hereby establishes the following level of service standards for solid waste disposal facilities:

<u>FACILITY TYPE</u>	<u>LEVEL OF SERVICE STANDARD</u>
Solid Waste Landfill	.73 tons per capita per year

Analysis of Consistency with Objective 2.1.a: An analysis of the impacts to solid waste facilities has been provided within this report. The proposed amendment would not result in a decrease in the level of service for solid waste disposal facilities.

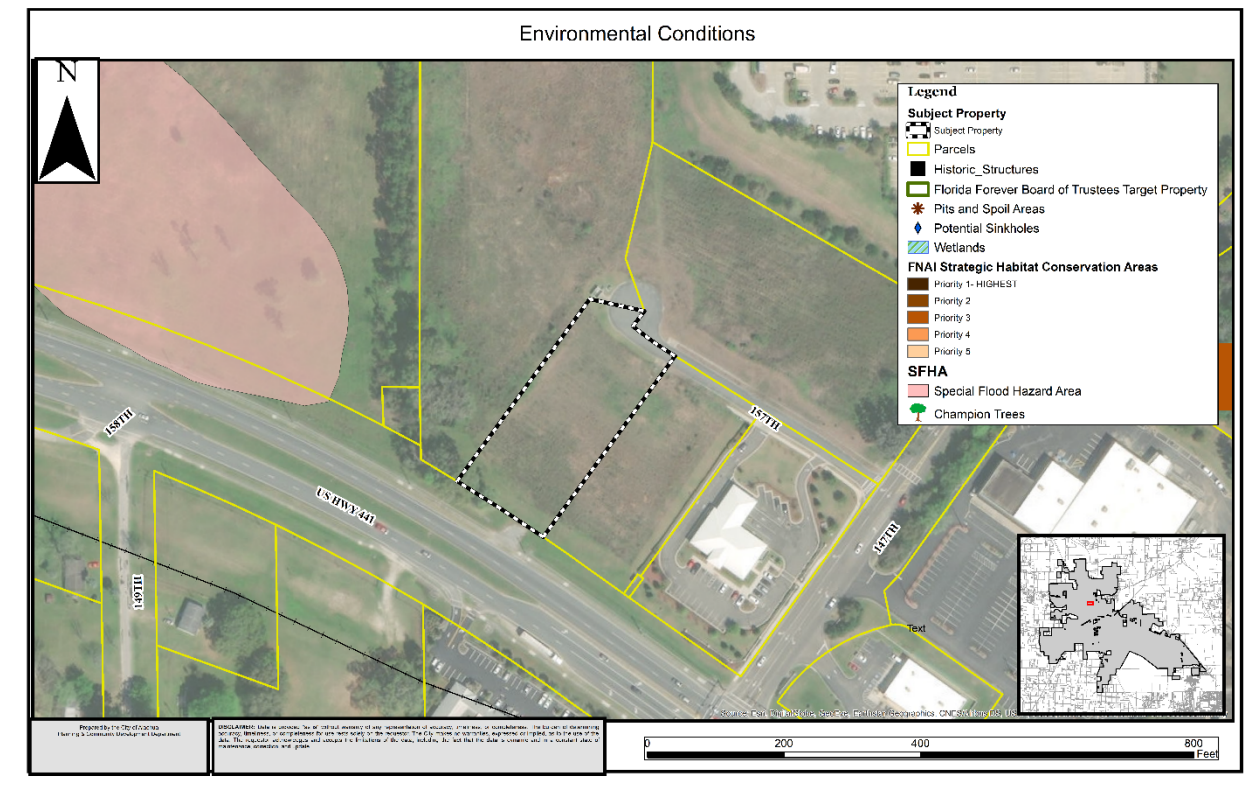
Policy 4.1.b: The City shall establish a Community Potable Water Service Area, which includes all areas where potable water service is available. Water service shall be deemed available if:

1. A water main exists within ¼ mile of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

Analysis of Consistency with Policy 4.1.b: The subject property is located within the potable water service area, and any future development on the subject property will be required to connect to the potable water system.

ENVIRONMENTAL CONDITIONS & SITE SUIABILITY ANALYS

Map 2. Environmental Features



Wetlands

According to National Wetlands Inventory, no potential wetlands are located on the subject property. Any wetlands identified must be delineated and protected in accordance with the applicable protection standards.

Evaluation: No wetlands have been identified on subject property. If wetlands are identified on subject property at a later time, the applicable standards in the City's Comprehensive Plan, Land Development Regulations, and Suwannee River Water Management District (SRWMD) regulations would apply to those areas identified as wetlands; therefore, there are no issues related to wetland protection.

Strategic Ecosystems

Strategic Ecosystems were identified by an ecological inventory project in a report prepared for Alachua County Department of Growth Management 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: 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

Based on the best available data, there are no regulated plant or animal species that would limit or impact development.

Evaluation: Based on the best available data, there are no regulated plant or animal species that would limit or impact development. If, however, a regulated plant or animal species is encountered during development, the applicant would be responsible for meeting all applicable state, federal, and local laws regarding the regulated species.

Soil Survey

Each soil type found on the subject property is identified below. 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 very lower infiltration rates and therefore a higher runoff potential.

Table 2. Soil Analysis

Soil Type	Hydrologic Group	Drainage Class	Small Commercial Buildings	% of Subject Property (may not total to 100% due to rounding)
Gainesville sand, 0 to 5% slopes	A	Well drained	Not limited	100.0%

Evaluation: The soil type located within the subject property do not pose any significant limitations for small commercial buildings. Therefore, there are no issues related to soil suitability. Any future development would require that any soil limitations be addressed at the time of development.

Flood Potential

Panel 120D of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Series, dated June 16, 2006, indicates that the subject property contains areas with Flood Zone "X" designations (areas determined to be outside of the 500-year floodplain).

Evaluation: The subject property is located in Flood Zone "X" (areas determined to be outside of the 500-year floodplain. Therefore, 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. The subject property is located within an area where sinkholes may potentially allow hydrologic access to the Floridan Aquifer System, however, best available data indicates that no sinkholes or known indicators of sinkhole activity are located on the subject property.

Evaluation: There are no geologic features located on the subject property which indicate an increased potential for karst sensitivity.

Wellfield Protection Zone

Policy 7.2.1 of the Future Land Use Element of the Comprehensive Plan establishes a 500 foot radial buffer around city-owned potable water well.

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

Historic Structures and Markers

The subject property does not contain any historic structures or markers as determined by the State of Florida and the Alachua County Historic Resources Inventory.

Evaluation: There are no issues related to historic markers or structures.

FINDINGS OF FACT: COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

SECTION 2.4.10(G) (2) (e), PRELIMINARY PLAT STANDARDS

Section 2.4.10(G) (2) (e) of the City's Land Development Regulations (LDRs) establishes the standards with which all major subdivision preliminary plats must be found to be compliant. The application has been reviewed for compliance with the standards of Section 2.4.10(G) (2) (e.) An evaluation and findings of the application's compliance with the applicable standards of Section 2.4.10(G)(2)(e) is provided below.

2.4.10(G) (2) (e) Subdivision preliminary plat standards. A subdivision preliminary plat shall be approved upon a finding the application complies with the standards in Article 7, Subdivision Standards, all other relevant provisions of these LDRs, and all other relevant City ordinances and regulations.

Evaluation & Findings: The application has been reviewed for and is found to be in compliance with the applicable standards of Article 7, Subdivision Standards, including standards related to block length, lot arrangement, dimensions and design, and street arrangement.

PUBLIC FACILITIES IMPACT

The analysis of each public facility provided below represents an analysis of the impacts which would be generated by the proposed development. A related application is under review, which indicates that the proposed use would be a 1,930 square foot restaurant with drive-through service (ITE Code 934).

At present, the impacts which would be generated by the proposed development are acceptable and are not anticipated to degrade the Level of Service (LOS) of any public facility. Facility capacity will be re-evaluated at the time of the review of the final plat, which serves as the final development order. Facility capacity must be available to support the proposed development prior to the issuance of a final development order.

As the property is zoned Commercial Intensive and the applicant has submitted a separate commercial development related application, no residential uses are proposed. Therefore, recreational and education level of service analysis was not completed for this application. If residential development on this property is proposed at a later date, a revised concurrency analysis would be appropriate.

Table 3. Affected Comprehensive Plan Roadway Segments¹

Segment Number ^{2, 3}	Segment Description	Lanes	Functional Classification	Area Type	LOS
9	SR235 (from US 441 to NCL of Alachua)	2U	Principle Arterial	N/A	D
5 (107/4107)	US Hwy 441 (from SR235 to NCL)	4D	Principle Arterial	Urban Trans	D

¹ Source: City of Alachua Comprehensive Plan, Traffic Circulation Element.
² For developments generating 1,000 trips or greater, affected roadway segments are identified as all those wholly or partially located within ½ mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater, and all roadway segments for which the proposed development's impacts are 5% or greater on the Maximum Service Volume (MSV) of the roadway [Section 2.4.14(H)(2)(b) of the LDRs].
³ FDOT roadway segment number shown in parenthesis. For the purposes of concurrency management, COA Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity.

Table 4. Potential Trip Generation¹

	Land Use	AADT (Enter/Exit)	AM Peak Hour (Enter/Exit)	PM Peak Hour (Enter/Exit)
Restaurant with Drive-Through Service (1,930 square feet)	Fast Food Restaurant with Drive-Through Window ² (ITE Code 934)	909 (454/454)	78 (30/38)	63 (33/30)

¹ Source: ITE Trip Generation, 10th Edition.
² Formulas: AADT – 470.94 trips per 1ksf x 1.930 sf (50% entering/50% exiting); AM Peak Hour – 40.19 trips per 1 ksf x 1.930 sf (51% entering/49% exiting); PM Peak Hour – 32.67 trips per 1 ksf x 1.930 sf (52% entering/48% exiting).

Table 5. Potential Impact on Affected Comprehensive Plan Roadway Segments

Traffic System Category	SR235 (from US 441 to NCL of Alachua) ¹	US Hwy 441 (from SR235 to NCL) ¹
Maximum Service Volume ²	14,400	39,000
Existing Traffic ³	7,537	25,926
Reserved Trips ⁴	150	3,637
Available Capacity ⁴	6,713	9,437
Potential Impact Generated by Proposed Preliminary Plat ⁵	46	459
Residual Capacity after Proposed Preliminary Plat⁶	6,667	8,978
PM Peak Hour Traffic Analysis	SR235 (from US 441 to NCL of Alachua) ¹	US Hwy 441 (from SR235 to NCL) ¹
Maximum Service Volume ²	1,290	3,510
Existing Traffic ³	716	2,463
Reserved Trips ⁴	20	383
Available Capacity ⁴	554	664
Potential Impact Generated by Proposed Preliminary Plat ⁵	3	31
Residual Capacity after Proposed Preliminary Plat⁶	551	633

¹ FDOT roadway segment number shown in parenthesis. For the purposes of concurrency management, COA Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity.
² Source: FDOT 2018 Quality/Level of Service Handbook, Generalized Annual Average Daily Volumes and Generalized Peak Hour Two-Way Volumes for Areas Transitioning to Urbanized Areas or Areas of 5,000 Not in Urbanized Areas.
³ Florida State Highway System Level of Service Report 2016, Florida Department of Transportation, District Two (published August 2017).
⁴ Source: City of Alachua January 2020 Development Monitoring Report.
⁵ Pass by rates for AM and PM Peak hours provided by ITE Trip Generation Manual 10th Edition. Daily pass by rates imputed from AM and PM peak rates.
⁶ The application is for a Preliminary Development Order. Facility capacity and concurrency will **not** be reserved.

Evaluation: It is anticipated that the proposed preliminary plat will not adversely affect the Level of Service (“LOS”) for the affected roadway segments, and the potential impact of a 1,930 square foot restaurant with drive-through service is therefore acceptable.

Potable Water Impacts

Table 6. Potable Water Impacts

System Category	Gallons Per Day
Current Permitted Capacity*	2,300,000
Less Actual Potable Water Flows*	1,295,603
Reserved Capacity*	135,767
Potential Potable Water Demand from Proposed Application **	1,544
Residual Capacity	867,086
Percentage of Permitted Design Capacity Utilized	62.30%
<i>Sources:</i> <i>* City of Alachua January 2020 Development Monitoring Report</i> <i>**Chapter 64-E, FAC, 15 square feet per seat x 20 gpd</i>	

Evaluation: The proposed amendment would increase the maximum potential demand from the development of the subject property to 1,544 gallons per day. This analysis is based on the maximum development potential of a 1,930 square foot restaurant with drive-through service. Concurrency and impacts to the City’s utility systems will be reevaluated at construction plan and Final Plat stage. It is anticipated that the proposed amendment will not adversely affect the Level of Service (“LOS”) for potable water facilities, and the impacts are therefore acceptable.

Sanitary Sewer Impacts

Table 7. Sanitary Sewer Impacts

System Category	Gallons Per Day
Treatment Plant Current Permitted Capacity*	1,500,000
Less Actual Treatment Plant Flows*	729,000
Reserved Capacity*	127,878
Projected Potential Wastewater Demand from Proposed Application **	1,544
Residual Capacity	641,578
Percentage of Permitted Design Capacity Utilized	57.23%
<i>Sources:</i> <i>* City of Alachua January 2020 Development Monitoring Report</i> <i>**Chapter 64-E, FAC, 15 square feet per seat x 20 gpd</i>	

Evaluation: The proposed amendment would increase the maximum potential demand from the development of the subject property to 1,544 gallons per day. This analysis is based on the maximum development potential of 1,930 square foot restaurant with drive-through service. Concurrency and impacts to the City’s utility systems will be reevaluated at the construction plan and final plat review stage. It is anticipated that the proposed amendment will not adversely affect the Level of Service (“LOS”) for sanitary sewer facilities, and the impacts are therefore acceptable.

Solid Waste Impacts

Table 9. Solid Waste Impacts

System Category	Lbs Per Day	Tons Per Year
Existing Demand ¹	40,620.00	7,413.15
Reserved Capacity ²	9,324.03	1,701.64
Projected Solid Waste Demand from Application ³	23.2	4.23
New River Solid Waste Facility Capacity⁴	50 years	
Sources: ¹ University of Florida, Bureau of Economic & Business Research, <i>Estimates of Population by County and City in Florida, April 1, 2016</i> ; Policy 2.1.a, CFNGAR Element (Formula: 9,936 persons x 0.73 tons per year) ² City of Alachua January 2020 Development Monitoring Report ³ Source: Sincero and Sincero; <i>Environmental Engineering: A Design Approach</i> . Prentice Hall, New Jersey, 1996. Formula used: $((12 \text{ lbs.} / 1,000 \text{ ft}^2/\text{day} \times 1,930 \text{ sq. ft.}) \times 365) / 2,000$ ⁴ New River Solid Waste Facility, April 2019		

Evaluation: The proposed amendment would increase the maximum potential demand from the development of the subject property by approximately 4.23 tons per year. Concurrency and impacts to the solid waste system will be reevaluated at the construction plan and final plat review stage. It is anticipated that the proposed amendment will not adversely affect the Level of Service (“LOS”) of solid waste facilities; therefore, the impacts are acceptable.

EXHIBIT "A"
TO
BAYWOOD CENTRE LOT 3
PRELIMINARY PLAT
STAFF REPORT

CONDITIONS:

1. The applicant agrees it shall obtain all other applicable local, state, and federal permits before the commencement of any development on Baywood Centre Lot 3.
2. The applicant agrees that Condition 1, as stated above does not inordinately burden the land and shall run with the land and be binding upon the property owner, including any subsequent property owners, successors, or assigns.

EXHIBIT “B”

TO

**BAYWOOD CENTRE LOT 3
PRELIMINARY PLAT
STAFF REPORT**

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



City of Alachua

ADAM BOUKARI
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

August 25, 2020

Gerry Dedenbach
CHW, Inc.
11801 Research Drive
Alachua, FL 32115

Also submitted electronically to gerryd@chw-inc.com

**RE: Public Hearing Scheduled for:
Baywood Centre Lot 3 (Preliminary Plat)**

Dear Mr Dedenbach:

On August 10, 2020, the City of Alachua received your revised application and materials for the Baywood Centre subdivision replat, which proposes the replatting of Lot 3 of the Baywood Centre subdivision (Plat Book 28, Page 91). Upon a review of the revised application, the City has determined that the application can now be scheduled for a hearing before the Planning and Zoning Board (PZB).

You must provide two (2) double-sided, three-hole punched, color sets of the **complete** application package, seven (7) sets of full size plans and a digital copy of all materials in PDF format on a CD or by emailing a Cloud / FTP link to download the materials to planning@cityofalachua.com *no less than 10 business days prior to the PZB Meeting at which your application is scheduled to be heard*. The application is scheduled for the **September 8, 2020** PZB Meeting; therefore, the above referenced materials must be submitted to the City no later than **Wednesday, August 26, 2020**.

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 **Thursday, September 3, 2020**). Any presentation or materials may be submitted by emailing them to planning@cityofalachua.com.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 108 or via e-mail at ahall@cityofalachua.com.

Sincerely,

Adam Hall, AICP
Planner

cc: Kathy Winburn, AICP, Planning & Community Development Director
Justin Tabor, AICP, Principal Planner
Project File

**PROPOSED STATE HIGHWAY ACCESS CONNECTION
NOTICE OF INTENT TO ISSUE PERMIT****Important: This Notice does not authorize construction to begin and is not a final permit.****ALSO NOTE: THIS NOTICE OF INTENT IS ONLY VALID FOR 1 YEAR FROM SIGNING DATE IN PART 6.****PART 1: APPLICANT INFORMATION****APPLICATION NUMBER:** 2020-A-291-00022**Project Name:** Alachua QSR - Access**State Road Name/Number:** 25**Section Number:** 26020**Maintenance Office:** Gainesville

Permit Staff Representative

Applicant: Jason Keen**Responsible Officer:** _____**Mailing Address:** 1211 South White Chapel Blvd., Southlake, Texas 76092

Street

City

State

Zip

Telephone: (504) 256-0881 ext.**PART 2: NOTICE OF INTENT TO ISSUE PERMIT****YOU ARE HEREBY ADVISED:**

The Florida Department of Transportation has completed its review of the subject connection permit Application received 6/8/2020 for consistency with Rule Chapters 14-96 and 14-97, F.A.C., and current Department spacing, location, and design criteria and hereby issues this "Notice of Intent" to:

- ☐ Issue the subject permit consistent with the permit Application.
- ☒ Issue the subject permit consistent with the permit Application and subject to the attached provisions.

IMPORTANT

This notice of intent to issue a permit does NOT constitute Department permit issuance. The permit will be issued after the permittee shows proof that a valid local government development approval or development order has been given to the sites served by the connection and special provisions of the approval consistent with the permit applications and conditions previously noted.

No connection work on the right of way shall be initiated until the Department permit is actually issued. Any changes to the site(s) plan will require re-evaluation of the connection(s). This notice is valid for one year, from the date of issuance, and can only be extended with approval by the Department for problems outside the control of the applicant pursuant to Rule Chapter 14-96, F.A.C. This Notice of Intent is transferable as specified only in Rule Chapter 14-96, F.A.C.

Continued next page

PART 3: CONDITIONS

Conditions to be met before Permit will be issued:

Standard:

1. Development approval from the appropriate local government consistent with the Notice of Intent to Permit;
2. Assurance of performance pursuant to Section 334.187, Florida Statutes (if required);
3. Notification of all known right of way users affected by the connection(s);
4. Compliance with drainage requirements in Rule Chapter 14-86, F.A.C.

Other Conditions:

Currently the plat for this development specifically restricts access to US 441. FDOT cannot approve a permit for a driveway connection with this plat restriction in place. If the plat restriction is modified to allow access on US 441, a driveway connection permit will be issued for the proposed right-in/right-out driveway configuration. When the plat has been revised, please resubmit with a copy of the modified plat and the site plans for a final review.

Use additional sheet if necessary

Continued next page

PART 4: NOTICE OF DEPARTMENT AUTHORITY

1. All approved connection(s) and turning movements are subject to the Department's continuing authority to modify such connection(s) or turning movements in order to protect safety and traffic operations on the state highway or State Highway System.
2. **Transportation Control Features and Devices in the State Right of Way.** Transportation control features and devices in the Department's right of way, including, but not limited to, traffic signals, medians, median openings, or any other transportation control features or devices in the state right of way, are operational and safety characteristics of the State Highway and are not means of access. The Department may install, remove, or modify any present or future transportation control feature or devices in the state right of way to make changes to promote safety in the right of way or efficient traffic operations on the highway.

PART 5: DEPARTMENT CONTACT

NAME: Adam Doyle

ADDRESS: 5301 NE 39th Ave
Gainesville, Florida 32609

PHONE: (352) 381-4308 ext. _____

PART 6: SIGNATURE OF DEPARTMENT AUTHORITY

SIGNATURE OF DEPARTMENT OFFICIAL: Adam Doyle

PRINT OR TYPE NAME: Adam Doyle

PRINT OR TYPE POSITION: MAINTENANCE MANAGER/PERMITS

DATE: 8/21/2020 PHONE: 3523814308

Continued next page

PART 7: APPEAL PROCEDURES

You may petition for an administrative hearing pursuant to sections 120.569 and 120.57, Florida Statutes. If you dispute the facts stated in the foregoing Notice of Intended Department Action (hereinafter Notice), you may petition for a formal administrative hearing pursuant to section 120.57 (1), Florida Statutes. If you agree with the facts stated in the Notice, you may petition for an informal administrative hearing pursuant to section 120.57(2), Florida Statutes. You must file the petition with:

Clerk of Agency Proceedings
Department of Transportation
Haydon Burns Building
605 Suwannee Street, M.S. 58
Tallahassee, Florida 32399-0458

The petition for an administrative hearing must conform to the requirements of Rule 28-106.201(2) or Rule 28-106.301(2), Florida Administrative Code, and be filed with the Clerk of Agency Proceedings by 5:00 p.m. no later than 21 days after you received the Notice. The petition must include a copy of the Notice, be legible, on 8 1/2 by 11 inch white paper, and contain:

1. Your name, address, telephone number, any Department of Transportation identifying number on the Notice, if known, the name and identification number of each agency affected, if known, and the name, address, and telephone number of your representative, if any, which shall be the address for service purposes during the course of the proceeding.
2. An explanation of how your substantial interests will be affected by the action described in the Notice;
3. A statement of when and how you received the Notice;
4. A statement of all disputed issues of material fact. If there are none, you must so indicate;
5. A concise statement of the ultimate facts alleged, including the specific facts you contend warrant reversal or modification of the agency's proposed action, as well as an explanation of how the alleged facts relate to the specific rules and statutes you contend require reversal or modification of the agency's proposed action;
6. A statement of the relief sought, stating precisely the desired action you wish the agency to take in respect to the agency's proposed action.

If there are disputed issues of material fact a formal hearing will be held, where you may present evidence and argument on all issues involved and conduct cross-examination. If there are no disputed issues of material fact an informal hearing will be held, where you may present evidence or a written statement for consideration by the Department.

Mediation, pursuant to section 120.573, Florida Statutes, may be available if agreed to by all parties, and on such terms as may be agreed upon by all parties. The right to an administrative hearing is not affected when mediation does not result in a settlement.

Your petition for an administrative hearing shall be dismissed if it is not in substantial compliance with the above requirements of Rule 28-106.201(2) or Rule 28-106.301(2), Florida Administrative Code. If you fail to timely file your petition in accordance with the above requirements, you will have waived your right to have the intended action reviewed pursuant to chapter 120, Florida Statutes, and the action set forth in the Notice shall be conclusive and final.

End



JBrown Professional Group

CIVIL ENGINEERING • LAND SURVEYING • PLANNING

3530 NW 43rd Street • Gainesville, FL 32606 • 352.375.8999 • JBProGroup.com

August 13, 2020

Mr. Adam Hall, AICP
Planner
City of Alachua
Office of Planning & Community Development
P.O. Box 9
Alachua, FL 32616-0009

Re:

Dear Mr. Hall:

As you requested, we have reviewed the Quick Services Restaurant - Alachua submittal drawings, cost estimate and other materials provided to us for the above referenced project. The drawings reviewed were created by CHW and dated August 10, 2020. These latest plans have addressed all of our comments, and we find the project approvable from an engineering review standpoint.

Sincerely,

A. J. "Jay" Brown, Jr., PE
President, JBrown Professional Group Inc.

Cc: David Morin

**Independent Review of the Traffic Impact Analysis for the
Baywood Centre, Alachua, Florida
Located on the North Side of US 441 just west of NW 147th Drive
Prepared by Volkert, Inc., August 2020**

At the request of the City of Alachua, FL, Planning and Community Development Department, Volkert, Inc., conducted an independent review of the Traffic Impact Analysis for the proposed Baywood Centre. This project is located on the north side of US 441 just west of NW 147th Drive. The Traffic Impact Analysis was prepared by CHW in July, 2020.

The proposed Baywood Centre contains two parcels, a Popeye's Louisiana Kitchen (1,930 square feet) and a retail store (5,000 square feet). On the south side of the site, the Project proposes a new right in/right out driveway on the north side of US 441. This driveway will provide shared access to both parcels. On the north side of the site, a driveway off NW 157th Lane will provide shared access to both parcels. NW 157th Lane is accessed via NW 147th Drive. The Project is expected to generate 584 net new project trips.

The independent review of the Traffic Impact Analysis will include the following:

- Review of the study area.
- Review of trip generation data.
- Review of data collection (existing and future traffic volumes).
- Review of project trip distribution and assignment of site traffic onto US 441 and NW 147th Drive/NW 157th Lane.
- Review of US 441 acceleration lane.
- Review of access management.
- Review of right-turn lane warrant analysis.
- Review of signalized intersection capacity analysis (US 441 & NW 147th Drive).
- Review of right in/right out driveway on US 441.
- Review of TIA conclusions and recommendations.

Review of the Traffic Impact Analysis (TIA)

Study Area

This section of the TIA describes the project study area. Volkert concurs with the project area and has no comments or suggestions.

Trip Generation

This section of the TIA describes and documents the trip generation for the Project. The total daily gross trips, the pass-by trips, net new project trips and corresponding AM and PM peak hour trips are correctly calculated per the ITE *Trip Generation Manual, 10th Edition*. The trip generation data is accurately documented in Table 1.

It should be noted that the fast food restaurant with drive-through window land use attracts a high percentage of project trips from existing traffic on the major road fronting the project (US 441). These trips are referred to as pass-by trips. This is the reason for the significant difference between the gross project trips and net new project trips.

Volkert concurs with the trip generation data for the project and has no comments or suggestions.

Existing and Future Traffic Volumes (Background Traffic)

This section of the TIA documents the existing traffic volumes and how the future project build out year (2021) traffic volumes on US 441 and NW 147th Drive were calculated using the FDOT historical traffic data, growth rates and peak season factor. Additionally, project trips from the Tara Forest East and Tara Baywood subdivisions **for the 2021 project build out year and the Tara Forest East and Tara Baywood subdivisions build out year (2028)** were added to the future traffic volumes. The Tara Forest East and Tara Baywood subdivisions are located just north of Lowes on NW 147th Drive and their project trips are generated south onto US 441 via NW 147th Drive and directly east onto County Road 241.

Volkert concurs with the calculations for the existing and future traffic volumes (background traffic) and has no comments or suggestions.

Distribution and Assignment of Project Traffic

This section of the TIA distributes and assigns site traffic onto the streets adjacent to the Project (US 441 and NW 147th Drive). The distribution of traffic on US 441 is based on the manual traffic counts taken on US 441. This data produced a distribution of 65%east/35% west on US 441 in the AM peak period and a distribution of 60% west/40% east on US 441 in the PM peak period. This method of determining the distribution of project traffic is consistent with previous traffic studies that Volkert has reviewed for the City of Alachua for projects along this portion of US 441.

Volkert concurs with the distribution and assignment of project traffic and has no comments or suggestions.

US 441 Acceleration Lane

This section of the TIA discusses the existing acceleration lane for westbound traffic that is on the north side of US 441 in front of the project. The TIA points out that the acceleration lane was in place before the traffic signal on US 441 at NW 147th Drive was installed. The acceleration lane is not typical at a signalized intersection in an urban environment. Volkert concurs with the TIA that the acceleration lane is not warranted. The possibility of converting the existing acceleration lane to a right turn lane into the project is discussed in another section in the TIA.

Access Management

This section of the TIA discusses access management for the project and where the location of the proposed right in/right out driveway for westbound traffic on US 441 should be located. Volkert concurs with the TIA that the proposed right in/right out driveway on US 441 that will

provide access to the project should be spaced 440 feet west of the traffic signal at NW 147th Drive.

Right Turn Lane Warrant Analysis

This section of the TIA discusses whether or not a westbound right turn lane on US 441 for the proposed right in/right out driveway is warranted per FDOT standards. Volkert concurs with the TIA analysis that a right turn lane does not meet FDOT standards. However, the pavement for the westbound acceleration lane is already in place as was discussed earlier. Volkert concurs with the TIA that converting the existing acceleration lane to a right turn lane with the appropriate roadway design modifications would provide for safer roadway operations on US 441.

Signalized Intersection Capacity Analysis

This section of the TIA analyzes the delay, level of service, volume/capacity ratio and 95th percentile queue lengths for the AM and PM peak hours for the signalized intersection of US 441 and NW 147th Drive. Four intersection scenarios were analyzed:

- Existing 2020 traffic conditions.
- Proposed buildout year 2021 traffic conditions without project traffic (2021 background traffic).
- Proposed buildout year 2021 and 2028 traffic conditions with project traffic (no right in/right out driveway on US 441).
- Proposed buildout year 2021 and 2028 traffic conditions with project traffic and with the right in/right out driveway on US 441.

Volkert reviewed the traffic inputs used for the intersection analysis and found no errors in the input data.

Volkert concurs with the TIA findings that no deficiencies are expected at the US 441 and NW 147th Drive signalized intersection under both buildout year conditions. It is important to note the anticipated traffic from the Tara Forest East and Tara Baywood subdivisions were included in the analysis of the signalized intersection.

Right In/Right Out Driveway Analysis

This section of the TIA analyzes the operation of the proposed right in/right driveway on the north side (westbound) of US 441 that will provide ingress and egress for the project. Volkert concurs with the TIA findings that this driveway slightly improves the operation of the signalized intersection of US 441 and NW 147th Drive. The proposed driveway in combination with modifying the existing westbound acceleration lane to a westbound right turn lane will also provide for safer traffic operations on US 441 since it provides a separate lane for westbound traffic to deaccelerate as traffic prepares to turn right into the project site.

TIA Conclusions and Recommendations

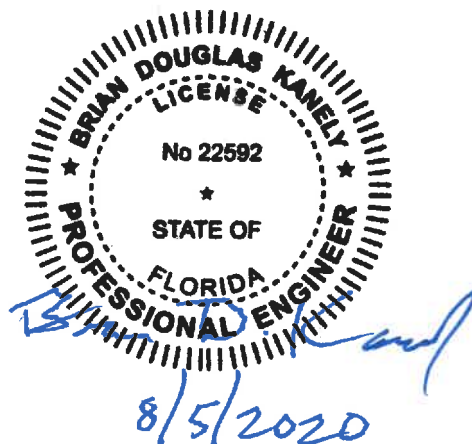
Volkert concurs with the TIA conclusions and recommendations for the Baywood Centre as follows:

- The project traffic will not create any operational deficiencies at the existing traffic signal on US 441 at NW 147th Drive.

- The proposed right in/right out project driveway on westbound US 441 will benefit the operation of the traffic signal at NW 147th Drive.
- The combination of the right turn in/right turn out driveway along with modifying the existing westbound acceleration lane to a westbound right turn lane will provide for safer traffic operations on US 441 since it provides a separate lane for westbound traffic to deaccelerate as traffic prepares to turn right into the project site.
- The existing acceleration lane for westbound traffic on US 441 at the NW 147th Drive intersection is not significantly utilized and was installed before the traffic signal on US 441 at NW 147th Drive was installed.
- Since the pavement for the westbound acceleration lane is already in place, this acceleration lane should be modified per FDOT standards to a westbound right turn lane for the project driveway on US 441.

Volkert, Inc. appreciates the opportunity to assist the City of Alachua with this independent review of the Traffic Impact Analysis for the Baywood Centre Project. Please contact me if you have any questions or need additional information.

Prepared by:
Brian D. Kanely, P.E.
Senior Traffic Engineer
Volkert, Inc.
August 5, 2020





City of Alachua

ADAM BOUKARI
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

July 28, 2020

David Morin, P.E.
CHW, Inc.
11801 Research Drive
Alachua, FL 32615
Also submitted electronically to davidm@chw-inc.com

Gerry Dedenbach
CHW, Inc.
11801 Research Drive
Alachua, FL 32615
Also submitted electronically to gerryd@chw-inc.com

**RE: Alachua QSR Site Plan and Baywood Centre Lot 3 Preliminary Plat –
Development Review Team Comments Review Letter No. 2**

Sirs,

On July 16, 2020 the City of Alachua received your revised applications for the Baywood Centre Subdivision (replat), which proposes the replatting of Lot 3 of the Baywood Centre subdivision (Plat Book 28, Page 91) and for a site plan application for the Quick Serve Restaurant – Alachua project, which proposes the construction of a 2,150 square foot drive-through restaurant on a 1.15 acre subject property (Parcel No 03067-601-003). The electronic copies were received on July 21, 2020.

The applications have been reviewed for compliance with the applicable review standards, including the City's Comprehensive Plan and Land Development Regulations (LDRs). Based upon Staff's review, revisions must be made to the applications before they may be scheduled for public hearings before the City's Planning & Zoning Board (PZB). Please address all insufficiencies outlined below in writing and provide an indication as to how they have been addressed by 4:00 PM on **Monday, August 10, 2020**. A total of four (4) copies of the complete application package (i.e., all application materials and attachments) and a CD containing a PDF of all application materials (or Cloudfire) must be provided by this date. Upon receipt of your revised applications, Staff will notify you of any remaining insufficiencies which must be resolved, if any, before the item may be scheduled for a public hearing before the PZB.

Please address the following insufficiencies (begins on next page):

Deficiencies to be Addressed

** Unless otherwise noted, references to code sections are to the City of Alachua Land Development Regulations. **

REPLAT APPLICATION

2. Subdividers Agreement

- a. Please provide engineers opinion of cost for street improvements.

NEW COMMENT: Please see comments from Jay Brown, P.E. in attached letter.

4. Outside Review

Applicant must address any comments provided by A.J. "Jay" Brown, Jr. P.E of JBrown Professional Group, Inc, in a letter dated July 28, 2020 and attached to this memo.

SITE PLAN APPLICATION

6. Comprehensive Plan Consistency

- a. Please provide evidence of consistency with Policy 1.2.a of the Transportation Element regarding access points of driveways and streets to collector and arterial roadways. Please provide documentation from FDOT that the proposed location will be acceptable and meet the applicable standards found in Florida Administrative Code Chapters 14-96 and 14-97.

NEW COMMENT: Please provide permit application to FDOT and referenced communication that indicates that FDOT is willing to permit access at this point. Submitted email from FDOT was drafted more than 5 years ago.

7. Compliance with Land Development Regulations (LDRs)

b. Article 6, Development Standards

- iii. Section 6.4. Lighting Standards

NEW COMMENT: Uniformity ratio of 10:1 is not met (Section 6.4.4 (E)).

iv. Section 6.8. Business Design Standards

3. Section 6.8.2 (A)2)(b)(ii). East façade does not appear to meet minimum massing requirements. The roof line does change, but there is no change in façade materials as required by

NEW COMMENT: Façade massing has provided required roofline change, but per Section 6.8.2 (A)(2)(b)(ii), the roof line change must be coupled with correspondingly aligned change in façade material. In this case, the façade under each roof line change remains EIFS. In order for roofline to meet standard, the façade material for one of the spans would need to change or color would need to change.

(ii) Offset alternatives. The following alternatives can be used in place of the required front façade offsets: a. Façade color changes following the same dimensional standards as the offset requirements; b. Pilasters having a minimum depth of one foot, a minimum width of one foot, and a minimum height of 80 percent of the façade's height; and/or **c. Roofline changes when coupled with correspondingly aligned façade material changes.**

8. Public Services/ Fire Marshall/ Outside Review

- a. Applicant must address any comments provided by Public Service Department, in a memo dated July 27, 2020 and attached to this memo.
- b. Applicant must address any comments provided by A.J. "Jay" Brown, Jr. P.E of JBrown Professional Group, Inc, in a letter dated July 28, 2020 and attached to this memo.

A revised tentative schedule of hearings can be found below. This timeline is based on one additional resubmission that addresses all DRT comments, and timely provision of all required information or documents for all public hearings.

September 8, 2020 – Preliminary Plat considered by Planning and Zoning Board

September 28, 2020 – Preliminary Plat considered by City Commission

October 26, 2020 – Final Plat considered by City Commission, if construction plans submittal received by September 29, 2020

November 10, 2020- Site Plan considered by Planning and Zoning Board

If you have any questions regarding the information above, please contact me at 386-418-6100 x 108 or via e-mail at ahall@cityofalachua.com. We look forward to receiving your revised application.

Sincerely,



Adam Hall, AICP
Planner

cc: Kathy Winburn, AICP, Planning & Community Development Director
Justin Tabor, AICP, Principal Planner
Project File



City of Alachua

ADAM BOUKARI
CITY MANAGER

RODOLFO VALLADARES, P.E.
PUBLIC SERVICES DIRECTOR

INTER-OFFICE COMMUNICATION

DATE: July 27, 2020

TO: Kathy Winburn, AICP
Planning & Community Development Director

FROM: Rodolfo Valladares, P.E.
Public Services Director
Tom Ridgik, P.E.
Engineering Supervisor

TR 7/27/2020

RE: Quick Services Restaurant – Development Plans

Public Services has reviewed the Quick Services Restaurant Development Plans (July 15th Submittal) and offer the following comments. Review was specific to the Public Services Utilities.

NO.	COMMENTS
1.	Comment on Apr 30th Submittal General: The reviewer assumes that the Development Plans will be in sufficient detail to serve as construction documents. Comments have been written with this in mind. Comment on July 15th Submittal Approved
2.	Comment on Apr 30th Submittal Sheet C0.00: General Note 5: Please change date of requirements for design and construction to “2020”. Comment on July 15th Submittal Approved
3.	Comment on Apr 30th Submittal Sheet C0.10: • Please submit the electrical and plans and details as referred to in this note. As a

NO.	COMMENTS
	minimum include a site lighting plan (Sheet P-1 is on the Sheet Index, but not yet submitted); a load schedule in enough detail so CoA can size the transformer; and electrical details. Identify the required power; example, 460-volt, 3-phase. Use as many as possible CoA electrical details, of which CHW already has CAD files. - Note 2: Replace “GRU Energy Delivery” with “City of Alachua”. Comment on July 15th Submittal - The power supply is proposed as 460-volt, 1-Phase 800-amp. Please note that this is a very unusual power supply for this application; namely, fast-food restaurants, as well as other applications in COAs electrical system. Please confirm this power supply, in particular, the 1-phase, aka single-phase. Note that 460-volt, 3-phase is much more common in similar applications. - Note 2: As requested, Engineer has changed text to “City of Alachua”. However, upon closer inspection, the Reviewer realized that the text now reads “ELECTRICAL DESIGN PROVIDED BY CITY OF ALACHUA”. - Please note that the City of Alachua does NOT perform electrical design tasks. The City expects the Construction Documents to include sufficient design information to design the primary electrical system. - Please change Note 2 to read: “ELECTRICAL PRIMARY SERVICE SUPPLIED BY THE CITY OF ALACHUA.” - Also, please submit a load schedule with the total KVa load tabulated. This is to assist the City in sizing the transformer.
4.	Comment on Apr 30th Submittal Sheet C2.31 Please add Details 127, 230 & 307 to documents, inasmuch as these details are cross-referenced by other details. Comment on July 15th Submittal Approved
5.	Comment on Apr 30th Submittal Sheet C3.00 - There are two existing parallel water meters. Please verify and call-out that the restaurant water service is connected to the 16-inch main. - There is a note that calls out an existing water main stubout. Will the water services connect to the stubout? If so, please call out the stubout on the water detail. - Water Detail: Where the proposed water service connects to the existing water main, add note similar to “A specialty contractor pre-approved by the City shall connect the new water service line to the existing water main.” - Water Detail: For 2-inch water service, please replace “HDPE” with “PVC”.

NO.	COMMENTS
	- Water Detail: Install gate valves (1) in the water service line as it connects to the existing water main, (2) upstream the irrigation meter and (3) upstream the potable water meter. - Please replace "1 ½-inch HDPE Potable Water Service" with "1 ½-inch PVC Potable Water Service". (Note that PVC pipe for water services is called out on W & WW General Notes 7&8 on C0.10.) Comment on July 15th Submittal - Refer to the following above comments: Water Detail: Install gate valves (1) in the water service line as it connects to the existing water main, (2) upstream the irrigation meter and (3) upstream the potable water meter. - Although there is now a gate valve installed in the service line where it connects to the existing water main, the reviewer could not find gates valves to be installed upstream the irrigation meter, and upstream the potable water meter. Please install such valves.
6.	Comment on Apr 30th Submittal Sheet C3.00 (Continued): - Where the proposed transformer is now located, instead show an existing junction box. - Locate the proposed transformer either adjacent to the existing junction box or farther south. If located farther south, show additional P-E. Call out PUEs for transformer and for the P-E between existing junction box and new transformer. Please coordinate with Andy Lindsey, COA, office (386-518-5832) or work cell (352)-258-8915. - A note says" Refer to Architectural Plans for continuation of P-W, P-WW & P-E. The continuation for the P-E is shown on A6, but the reviewer could not find continuation of the water (P-W) & (P-WW) lines. - CoA Comment: Show a proposed PUE for the water services line from the existing water main and to and including the water meters and backflow preventers. Comment on July 15th Submittal - Reference the above: A note says: "Refer to Architectural Plans for continuation of P-W, P-WW & P-E. The continuation for the P-E is shown on A6, but the reviewer could not find continuation of the water (P-W) & (P-WW) lines." - CoA Comment: Although Engineer indicates that a Preliminary Plan from the Architect has been submitted, the reviewer could not find this preliminary plan. Upon further review, this Preliminary Plan does not need to be submitted. The reviewer suggests that the design engineer coordinate with the architect to ensure proper location of the water service and wastewater lateral. Approved

NO.	COMMENTS
7.	Comment on Apr 30th Submittal Sheets A5 & A6: - The reviewer could not find the continuation of the water service and wastewater lines that are called out on sheet C.300. Please show the continuation. - The electrical continuation is shown on A6. An electrical CT cabinet and disconnect are called out. Note that the CT cabinet is likely not required as the CT metering will be located at the transformer. Please coordinate with Andy Lindsey of CoA (See above for contact information). Comment on July 15th Submittal - CoA Comment: Although Engineer indicates that a Preliminary Plan from the Architect has been submitted, the reviewer could not find this preliminary plan. Upon further review, this Preliminary Plan does not need to be submitted. The reviewer suggests that the design engineer coordinate with the architect to ensure proper location of the water service and wastewater lateral. Approved
8.	Comment on Apr 30th Submittal Sheet C3.00 (Continued): Once the electrical scope between the existing junction and transformer is clarified, please add a note to similar to that noted on Attachment 1. The design intent is for the City to do most, but not all, of this work, but the Contractor will pay for this work. Comment on July 15th Submittal Into the COA Scope of Work, please insert the following: 1.3 THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL ELECTRICAL WORK REQUIRED TO PROVIDE SECONDARY (LOAD-SIDE) SERVICE FROM THE TRANSFORMER. Also, please insert the following: 1.7 DURING CONSTRUCTION, COA WILL REVIEW ELECTRICAL SUBMITTALS, IN PARTICULAR THE DIAMETER SIZE (KC MIL) OF THE SECONDARY CONDUCTORS THAT CONNECT TO THE TRANSFORMER.
9.	(New) Comment on July 15th Submittal Sheet C3.00 Please add the following note to the water detail: "PROVIDE TRACER WIRE AROUND WATER SERVICE LINE FROM EXISTING WATER MAIN TO POTABLE WATER METER AND IRRIGATION METER". Also, please add details 115 and 118 to the documents.

NO.	COMMENTS
END OF COMMENTS	

Please advise if you have any questions or require additional information.

cc: Justin Tabor – AICP Principal Planner

Adam Hall – AICP Planner

Harry Dillard – Lead Engineering Technician



JBrown Professional Group

CIVIL ENGINEERING • LAND SURVEYING • PLANNING

3530 NW 43rd Street • Gainesville, FL 32606 • 352.375.8999 • JBProGroup.com

July 28, 2020

Mr. Adam Hall, AICP
Planner
City of Alachua
Office of Planning & Community Development
P.O. Box 9
Alachua, FL 32616-0009

Re:

Dear Mr. Hall:

As you requested, we have reviewed the Quick Services Restaurant - Alachua submittal drawings, cost estimate and other materials provided to us for the above referenced project. The drawings reviewed were created by CHW and dated July 15, 2020. Our review generated the following comments and recommendations outlined below.

C0.00

1. All previous comments have been satisfied.

C0.20

1. All previous comments have been satisfied.

C0.50

1. Please revise silt fence to go outside the limits of grading on the southernmost driveway to Lot 2.

C1.00

1. All previous comments have been satisfied.

C2.00

1. Consider revising grading in the angled parking spot furthest south on the west side of the project. Suggest lowering both the 70.98 and 71.07 spots to ensure that no standing water will be present here.
2. The contours on the east side of the sidewalk near the property boundary appear to be drawn in slightly incorrect. The 71 contour appears to touch the sidewalk in a place where spot elevations would suggest a grade of 71.85.
3. Some contours and the silt fence are drawn off of the project site. Will a temporary construction easement be granted for these sections?

C2.30

1. All previous comments have been satisfied.

C3.00

1. Please remove extraneous "Site Lighting" callout which is not pointing to anything.

IR-1

1. All previous comments have been satisfied.

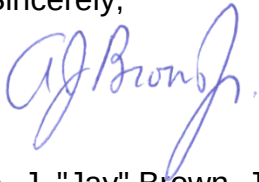
Re-plat

1. All previous comments have been satisfied.

Quantities and Engineers Opinion of Construction Cost

1. Line item 9: There is no unit cost or cost provided for the entrance. Suggest breaking it down to 2.5" asphaltic concrete, 10" limerock base, and 12" subgrade as shown in the section view.

Sincerely,

A handwritten signature in blue ink, appearing to read "AJ Brown Jr.", is positioned above the typed name.

A. J. "Jay" Brown, Jr., PE
President, JBrown Professional Group Inc.

Cc: David Morin



City of Alachua

ADAM BOUKARI
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

June 29, 2020

David Morin, P.E.
CHW, Inc.
11801 Research Drive
Alachua, FL 32615
Also submitted electronically to davidm@chw-inc.com

Gerry Dedenbach
CHW, Inc.
11801 Research Drive
Alachua, FL 32615
Also submitted electronically to gerryd@chw-inc.com

**RE: Alachua QSR Site Plan and Baywood Centre Lot 3 Preliminary Plat –
Development Review Team Comments**

Sirs,

On June 8, 2020 the City of Alachua received your revised applications for the Baywood Centre Subdivision (replat), which proposes the replatting of Lot 3 of the Baywood Centre subdivision (Plat Book 28, Page 91) and for a site plan application for the Quick Serve Restaurant – Alachua project, which proposes the construction of a 2,150 square feet drive-through restaurant on a 1.15 acre subject property (Parcel No 03067-601-003).

The applications have been reviewed for compliance with the applicable review standards, including the City's Comprehensive Plan and Land Development Regulations (LDRs). Based upon Staff's review, revisions must be made to the applications before they may be scheduled for public hearings before the City's Planning & Zoning Board (PZB). Please address all insufficiencies outlined below in writing and provide an indication as to how they have been addressed by 4:00 PM on **Monday, July 13, 2020**. A total of four (4) copies of the complete application package (i.e., all application materials and attachments) and a CD containing a PDF of all application materials (or Cloudlink) must be provided by this date. Upon receipt of your revised applications, Staff will notify you of any remaining insufficiencies which must be resolved, if any, before the item may be scheduled for a public hearing before the PZB.

Please address the following insufficiencies (begins on next page):

Deficiencies to be Addressed

** Unless otherwise noted, references to code sections are to the City of Alachua Land Development Regulations. **

REPLAT APPLICATION

1. General
 - a. Procedural note: the subdivision application must be completely approved prior to the Planning and Zoning Board Hearing taking place for the site plan application.
 - b. Boundary and topographic survey indicate that the access note for Lot 3 is proposed to be removed, but preliminary plat does not show this.
 - c. Remove or modify note regarding access to US Highway 441
 - d. Add note regarding maintenance of easement and roadway. Existing private street, NW 157th Lane, is maintained by all owners of Baywood Centre.
 - e. Remove or modify landscaping note for south property boundary.
 - f. Please verify width of easement. Plat states 52', but site plan refers to 50' easement.
2. Subdividers Agreement
 - a. Please provide engineers opinion of cost for street improvements.
 - b. Please identify form of performance guarantee: cash deposit, guarantee from lender, irrevocable letter of credit, or performance bond.
 - c. Once this information is submitted, a draft agreement will be forwarded.
3. Layout and Design
 - a. Section 7.2.5 (C), please utilize a traffic calming measure on new proposed street such as a raised pedestrian crosswalk or intersection, or speed bump/ hump.
4. Outside Review

Applicant must address any comments provided by A.J. "Jay" Brown, Jr. P.E of JBrown Professional Group, Inc, in a letter dated June 19, 2020 and attached to this memo.

SITE PLAN APPLICATION

5. General
 - a. Cover sheet states Future Land Use Designation is Commercial CC. Future Land Use Map Designation for subject property is Commercial.
 - b. Please clarify number of parking spaces provided as part of application. It appears 16 will be constructed as off street parking and 3 will be constructed as on street parking.
 - c. Development areas and legal description acreages do not match. Please verify.
 - d. Boundary and topographic survey indicate that the access note for Lot 3 is proposed to be removed, but preliminary plat does not show this.
 - e. 50' easement goes to building façade. Please see related comment below.
 - f. Please verify if any retaining wall will be required on site. If needed, please provide specifications.
 - g. In order to enhance pedestrian safety and reduce amount of "cut through" traffic from NW 147th Dr, please utilize a traffic calming measure on new proposed street such as a raised pedestrian crosswalk or intersection, or speed bump/ hump.
6. Comprehensive Plan Consistency
 - a. Please provide evidence of consistency with Policy 1.2.a of the Transportation Element regarding access points of driveways and streets to collector and arterial roadways. Please provide documentation from FDOT that the proposed location will be acceptable and meet the applicable standards found in Florida Administrative Code Chapters 14-96 and 14-97.

7. Compliance with Land Development Regulations (LDRs)

- a. *Article 5, Density, Intensity, and Dimensional Standards*
 - i. Please verify setbacks and compliance with proposed plat.
 - ii. Section 5.2.2 (A)(7)(c) requires a yard setback on a road frontage to be no less than 5' in the CC and CI zoning districts. A 5' minimum structure setback will be required from the proposed easement line.
- b. *Article 6, Development Standards*
 - i. Section 6.1. Parking Standards
 - (a) Section 6.1.8. Identify pick up window and order box locations and provide dimensions of stacking spaces. Minimum size is 9 'x 20', but the stacking spaces appear to be 12' by 18'. Additionally, stacking spaces cannot be located in crosswalk.
 - ii. Section 6.2. Landscape Design Standards
 - (a) Section 6.2.2 (D)(1). Site landscaping for front and east sides are missing 1 understory tree each.
 - (b) Section 6.2.2 (D)(2)(b). East side is missing 4 understory trees.
 - (c) See section 6.2.2 (D)(9)(c) as an option to meet understory tree requirements.
 - (d) Section 6.2.1 (G). Provide aerial or ground photograph of trees to be preserved.
 - (e) Section 6.2.2 (C). Provide explanation as to how Florida Friendly principals have been incorporated into landscape plan.
 - (f) Section 6.2.3 (B). Provide detail design of waste receptacle area.
 - (g) Section 6.2.3 (E)(2). 1 Additional understory tree needed along arterial frontage (south property line).
 - iii. Section 6.4. Lighting Standards
 - (a) Provide cut sheets for lighting fixtures.
 - (b) Section 6.4.5 (D). Max foot-candles exceeded at front of structure.
 - (c) Section 6.4.4 (D). Fixture height exceeds 15' maximum.
 - (d) Section 6.4.4 (D) Max foot-candles exceeded in parking lot.
 - (e) Section 6.4.4 (F). Excessive spillover off site. Full cutoff required on lights when over 60 watts or 100 lumens.
 - iv. Section 6.8. Business Design Standards
 - (a) Section 6.8.2 (A)(2)(i)a. Rear façade, which faces a street, does not meet minimum 20% glazing requirement. Please revise.
 - (b) Section 6.8.2 (A)(2)(i)a. East façade glazing does not meet minimum glazing requirement. Please revise.
 - (c) Section 6.8.2 (A)(2)(b)(ii). East façade does not appear to meet minimum massing requirements. The roof line does change, but there is no change in façade materials as required by
 - (d) To demonstrate compliance with Section 6.8.2 (A)(3), show location of any and all rooftop mechanical equipment
 - (e) Section 6.8.2 (4). Sidewalk connection is provided to existing system, but does not appear to meet ADA standards for slope.

8. Public Services/ Fire Marshall/ Outside Review

- a. Applicant must address any comments provided by Public Service Department, in a memo dated June 24, 2020 and attached to this memo.
- b. Applicant must address any comments provided by A.J. "Jay" Brown, Jr. P.E of JBrown Professional Group, Inc, in a letter dated June 19, 2020 and attached to this memo.
- c. Applicant must address any comments provided by Brian Kanely P.E Volkert, Inc, in an email dated June 18, 2020 and attached to this memo. This email is a preliminary review and more detailed comments will be provided once a response has been submitted. The revised TIA may be submitted separately.

A tentative schedule of hearings can be found below. This timeline is based on one resubmission that addresses all DRT comments, and timely provision of all required information or documents for all public hearings.

August 11, 2020 – Preliminary Plat considered by Planning and Zoning Board

August 24, 2020 – Preliminary Plat considered by City Commission

September 28, 2020 – Final Plat considered by City Commission, if construction plans submittal received by August 25, 2020

October 13, 2020- Site Plan considered by Planning and Zoning Board

If you have any questions regarding the information above, please contact me at 386-418-6100 x 108 or via e-mail at ahall@cityofalachua.com. We look forward to receiving your revised application.

Sincerely,



Adam Hall, AICP
Planner

cc: Kathy Winburn, AICP, Planning & Community Development Director
Justin Tabor, AICP, Principal Planner
Project File



City of Alachua

ADAM BOUKARI
CITY MANAGER

RODOLFO VALLADARES, P.E.
PUBLIC SERVICES DIRECTOR

INTER-OFFICE COMMUNICATION

DATE: June 24, 2020 *TR 6/25/2020*

TO: Kathy Winburn, AICP
Planning & Community Development Director

FROM: Rodolfo Valladares, P.E.
Public Services Director
Tom Ridgik, P.E.
Engineering Supervisor

RE: Quick Services Restaurant – Development Plans

Public Services has reviewed the Quick Services Restaurant Development Plans (Apr 30th Submittal) and offer the following comments. Review was specific to the Public Services Utilities.

NO.	COMMENTS
1.	Comment on Apr 30th Submittal General: The reviewer assumes that the Development Plans will be in sufficient detail to serve as construction documents. Comments have been written with this in mind.
2.	Comment on Apr 30th Submittal Sheet C0.00: General Note 5: Please change date of requirements for design and construction to “2020”.
3.	Comment on Apr 30th Submittal Sheet C0.10: Please submit the electrical and plans and details as referred to in this note. As a minimum include a site lighting plan (Sheet P-1 is on the Sheet Index, but not yet submitted); a load schedule in enough detail so CoA can size the transformer; and electrical details. Identify the required power; example, 460-volt, 3-phase. Use as many as possible CoA electrical details, of which CHW already has CAD files.

NO.	COMMENTS
	Note 2: Replace "GRU Energy Delivery" with "City of Alachua".
4.	Comment on Apr 30th Submittal Sheet C2.31 Please add Details 127, 230 & 307 to documents, inasmuch as these details are cross-referenced by other details.
5.	Comment on Apr 30th Submittal Sheet C3.00 - There are two existing parallel water meters. Please verify and call-out that the restaurant water service is connected to the 16-inch main. - There is a note that calls out an existing water main stubout. Will the water services connect to the stubout? If so, please call out the stubout on the water detail. - Water Detail: Where the proposed water services connects to the existing water main, add note similar to "A specialty contractor pre-approved by the City shall connect the new water service line to the existing water main." - Water Detail: For 2-inch water service, please replace "HDPE" with "PVC". - Water Detail: Install gate valves (1) in the water service line as it connects to the existing water main, (2) upstream the irrigation meter and (3) upstream the potable water meter. - Please replace "1 1/2-inch HDPE Potable Water Service" with "1 1/2-inch PVC Potable Water Service". (Note that PVC pipe for water services is called out on W & WW General Note 78 on C0.10.)
6.	Comment on Apr 30th Submittal Sheet C3.00 (Continued): - Where the proposed transformer is now located, instead show an existing junction box. - Locate the proposed transformer either adjacent to the existing junction box or farther south. If located farther south, show additional P-E. Call out PUEs for transformer and for the P-E between existing junction box and new transformer. Please coordinate with Andy Lindsey, COA, office (386-518-5832) or work cell (352)-258-8915. - A note says "Refer to Architectural Plans for continuation of P-W, P-WW & P-E. The continuation for the P-E is shown on A6, but the reviewer could not find continuation of the water (P-W) & (P-WW) lines. - Show a proposed PUE for the water services line from the existing water main and

NO.	COMMENTS
	to and including the water meters and backflow preventers.
7.	Comment on Apr 30th Submittal Sheets A5 & A6: • The reviewer could not find the continuation of the water service and wastewater lines that are called out on sheet C.300. Please show the continuation. • The electrical continuation is shown on A6. An electrical CT cabinet and disconnect are called out. Note that the CT cabinet is likely not required as the CT metering will be located at the transformer. Please coordinate with Andy Lindsey of CoA (See above for contact information).
8.	Comment on Apr 30th Submittal Sheet C3.00 (Continued): Once the electrical scope between the existing junction and transformer is clarified, please add a note to similar to that noted on Attachment 1. The design intent is for the City to do most, but not all, of this work, but the Contractor will pay for this work.
END OF COMMENTS	

Please advise if you have any questions or require additional information.

cc: Justin Tabor – AICP Principal Planner

Adam Hall – AICP Planner

Harry Dillard – Lead Engineering Technician

ATTACHMENT 1

SUGGESTED COA ELECTRICAL WORK SCOPE

1.1 SCOPE OF COA ELECTRICAL WORK: AT NO COST TO THE CITY, THE WORK SHALL INCLUDE (BUT NOT BE LIMITED TO) THE COMPLETE AND OPERATING ELECTRICAL SYSTEMS AS SHOWN ON THE DRAWINGS AND SPECIFIED HEREIN.

1.2 COA ELECTRICAL WORK INCLUDES THAT FROM AND INCLUDING MODIFICATIONS TO THE EXISTING JUNCTION BOX AND THE PROPOSED TRANSFORMER.

1.3 CONTRACTOR SHALL FURNISH THE FOLLOWING PRODUCTS: ALL PRIMARY CABLES, ALL SECONDARY CABLES, ALL TRANSFORMERS AND MAKE-UP MATERIALS. THE CITY OF ALACHUA WILL ORDER THESE PRODUCTS, WHICH SHALL BE PAID FOR BY THE CONTRACTOR. ONCE ON SITE, THESE PRODUCTS WILL BE INSTALLED BY THE CITY OF ALACHUA. ALL PRIMARY MAKEUP, SECONDARY MAKEUP, CONNECTIONS AND TESTING WILL BE COMPLETED BY THE CITY OF ALACHUA. ALL WORK DONE BY THE CITY OF ALACHUA WILL BE BACKCHARGED TO THE CONTRACTOR.

1.4 THE CONTRACTOR SHALL FURNISH AND INSTALL ALL OTHER MATERIALS, INCLUDING, BUT NOT LIMITED TO ALL CONDUIT, ENCLOSURES, POLES, LUMINAIRES, TRANSFORMER PADS AND SWITCHGEAR BASES.

1.5 THE CONTRACTOR SHALL SCHEDULE AN ELECTRICAL COORDINATION MEETING AT THE START OF THE PROJECT. REQUIRED ATTENDEES INCLUDE THE CONTRACTOR, THE ELECTRICAL SUB CONTRACTOR, THE ENGINEER OF RECORD, THE CITY OF ALACHUA PROJECT MANAGER AND CITY OF ALACHUA ELECTRICAL STAFF.



JBrown Professional Group

CIVIL ENGINEERING • LAND SURVEYING • PLANNING

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June 19, 2020

Mr. Adam Hall, AICP
Planner
City of Alachua
Office of Planning & Community Development
P.O. Box 9
Alachua, FL 32616-0009

Re:

Dear Mr. Hall:

As you requested, we have reviewed the Quick Services Restaurant - Alachua submittal drawings and other materials provided to us for the above referenced project. The drawings reviewed were created by CHW and dated June 11, 2020. Our review generated the following comments and recommendations outlined below.

C0.00

1. Please ensure that development data is consistent among sheets. The Survey and SWPPP show the site as 1.15 acres.
2. The total impervious area on site differs between the SWPPP sheet and the Cover Sheet.
3. There appears to be 15 regular spaces, 1 disabled parking space, and 3 parallel parking spaces. Please revise the parking calculations section of the cover sheet.

C0.20

1. Please ensure that the site development calculations are consistent with the cover.

C0.21

1. Is mulching proposed at any area on this project? If not, please remove from the legend.
2. Please provide a detail for the outfall protection which will be provided on this project.
3. Please provide a detail for tree barricade fencing.
4. Consider adding silt fence along the pavement widening on US-441.

C0.50

1. On the profile view of the driveway, please provide a section view with asphalt thickness and a dimension to the top of the pipe to ensure that there is proper cover.
2. Provide detectable warning on each side of the proposed driveway.
3. Consider using a 1"=10' scale on the profile view for clarity.
4. Please provide stationing on the plan view on this sheet.
5. Label the proposed vs. existing grades and provide a label for STA 0+00 and 0+75 on the profile view.
6. Is 5.5" of asphalt necessary on this section view? Please delineate each layer of asphalt within the 4" section of SP-12.5 asphaltic concrete.

C1.00

1. Please place a handicap sign and callout at the proposed handicap sign.
2. Please call out the proposed parallel parking.
3. Callout the striping on site, including width of crosswalks, and typical thickness of each type of striping. Will striping be proposed to separate the drive through from the rest of the parking lot?
4. What is the reasoning for the sidewalk on the east side of the property to be built in the future rather than with this portion of the project?
5. Provide a label on the dashed line located on the north side of the property.

C2.00

1. Provide spots at the ends of the proposed roadway stubs to show how stormwater will discharge.
2. Provide spots on each side of the crosswalks near the stub outs to ensure that these crosswalks are ADA accessible.
3. Provide spot elevations at all the curb cut ramps.
4. Provide several spots on the open area near the building to ensure positive discharge from the building.
5. Provide additional spots on the sidewalks near the building.
6. Consider numbering the stormwater structures in a more sequential manner.
7. The spots at the top of S-7 and S-3 are not consistent with what was shown in the table. Please revise for consistency.
8. Is it possible to flatten the entrance driveway slightly in order to avoid a 10% slope? The site is around 3' above the existing grade in most places. Consider lowering slightly to decrease entry slope and the amount of fill that will be required.
9. Please provide spots on sidewalk on the west side of the driveway. It appears to be too steep for ADA accessibility.
10. Show how proposed contours will tie into grade near driveway connection on south side of the property.
11. Please show proposed contours on the east side of the property. There is a 3' drop off the back of curb in some areas.
12. Please show the invert elevation at the proposed connection to the storm pipe. In addition please label the existing pipe size and material.
13. Provide labels on each type of curb located on the site.

C2.30

1. Where will type 1 vs. type 2 asphalt be used? There is no denotation on the plans.
2. The detail for heavy duty asphalt differs with what is shown on C0.50.
3. Please specify where 6" concrete sidewalk and 4" concrete sidewalk will be used.
4. On the 6" curb detail, please label the pavement on the section.

C3.00

1. Please label all water fittings and pipes that will be used on the project.
2. What is the reason for a 17.02% slope on the wastewater cleanout when the rest are at significantly lesser slope?
3. Callout a wye bend at the intersection of the grease trap and main wastewater line and provide invert elevations.
4. Cleanouts are required every 100' on a 6" WW line.
5. Remove the water pipe past the proposed 90 degree connection.
6. The drawing shows primary electric coming from the transformer to the building rather than secondary electric.
7. Provide callouts on the transformer and electric conduit for clarity.

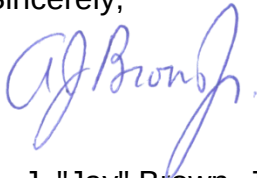
IR-1

1. Ensure that there is adequate separation from the station controller to the grease trap.

Re-plat

1. There appears to be an additional line table which features L14 which appears to be unnecessary.
2. Per FLA Statute 177.091(7), all outer boundary corners of plats must be P.R.M.'s and be labeled and marked as such.

Sincerely,

A handwritten signature in blue ink, appearing to read "A. J. Brown, Jr.", is positioned above the typed name.

A. J. "Jay" Brown, Jr., PE
President, JBrown Professional Group Inc.

Cc: David Morin

Independent Review of the Baywood Centre TIA - Initial Comments

From : Kanely, Brian <brian.kanely@volkert.com>

Thu, Jun 18, 2020 11:08 AM

Subject : Independent Review of the Baywood Centre TIA - Initial Comments

To : Adam Hall <ad_hall@cityofalachua.org>

Adam:

As per our phone conversation, CHW needs to address the following comments in the Baywood Centre TIA. CHW should then submit a revised study and I can then prepare and submit the completed independent review.

1. Project Build Out Year: The build out year for the project is 2021. This should be stated in the Executive Summary on page 2. It should also be noted in the Executive Summary that the project build out year stated in the Methodology Letter (2020) has been changed to 2021.
2. Tara Forest Trips: In the Executive Summary, it discusses the forecast project trips from Tara Forest. The wording in the Executive Summary gives the impression that the project trips from Tara Forest at full build out (551 dwelling units) will be included in the TIA. On page 5 it is stated that the project trips from Tara Forest will be based on 2021 Tara Forest trips (27%). This creates several issues:
 - a. Did the City and FDOT agree on using the 2021 Tara Forest trips? If yes, this should be stated in the TIA. If no, do the City and FDOT concur with using the 2021 Tara Forest trips (27% of the total Tara Forest trips)?
 - b. The wording in the Executive Summary should clearly state the year the Tara Forest trips will applied to the TIA.
 - c. Recommend that documentation for the Tara Forest trips be added to the Appendix.
 - d. Will the total number of build out trips from the Baywood Centre and Tara Forest at the traffic signal at US 441 and NW 147th Drive be analyzed to document what the total impact on this traffic signal will be from both projects? Has this been discussed with FDOT?
3. Trip Generation: A copy of the ITE Trip Generation sheets for the land use codes 820 and 934 should be included in the Appendix for reference.
4. Table 2, page 6:
 - a. Recommend the title be changed to Background Traffic Table.
 - b. In the AM and PM peak hour tables, a line should be added in each table showing the Peak Season Volume 2021 traffic.
5. Figure 2, page 7:
 - a. Add the year (2019) to the heading.
 - b. Add a legend for the AM and PM trips.
6. Figure 3, page 8:
 - a. Add the year (2021) to the heading.
 - b. Add a legend for the AM and PM trips.
7. Figure 4, page 10:
 - a. Increase the size of the fonts for the trip numbers and legend. The data is very difficult to read and simply need to increase the font size.
8. Figure 5, page 11:
 - a. Add the year (2021) to the heading.
9. Figure 6, page 12:

- a. Increase the size of the fonts for the trip numbers and legend. The data is very difficult to read and simply need to increase the font size.
10. Figure 7, page 13:
- a. Add the year (2021) to the heading.
 - b. The trips that enter the site via the new driveway on US 441 are 33 AM trips and 32 PM trips. These numbers consist of (1) the westbound traffic on US 441 that bypass the traffic signal at NW 174th Drive and enter the new driveway on US 441 and (2) the eastbound traffic on US 441 that make a U-turn at the traffic signal and then travel west and enter the site via the new driveway on US 441. In the AM period the WB trips are shown as 4 trips and 22 trips as U-turns. This equals 26 trips, not 33 AM trips. Likewise, in the PM period, the WB trips are shown as 7 trips and 13 trips as U-turns. This equals 20 trips, not 32 trips. Figure 7 needs to be corrected to show the correct number of AM and PM trips.
11. Page 18: The sentence toward the bottom of the page that reads "The following intersection movement deficiencies are highlighted in Tables 5 and 6" should be changed to read "The following intersection parameters are analyzed in Tables 5 and 6".
12. On Table 5, page 19 and Table 6, page 20, the length of the southbound right turn lane on NW 147th Drive should be 360 feet. This is the distance from the private road, NW 157th Lane, to the southbound stop bar.

I concur with the conclusions and recommended improvements stated in the TIA. The comments above will clarify the study and make it easier to read and understand for the non-engineer and non-planner.

Contact me if questions.

Brian

Brian Kanely, P.E.
Sr. Traffic Engineer

Volkert, Inc.
3501 S Main Street, Suite 2
Gainesville, FL 32601
352-240-7459 - Direct Line
352-372-9594 x3006
Cell: 352-262-3580

brian.kanely@volkert.com

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 "MailScanner - Signature COA" </body> </html>



City of Alachua

ADAM BOUKARI
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

May 7, 2020

Gerry Dedenbach
CHW, Inc.
11801 Research Drive
Alachua, FL 32615

Also submitted electronically to gerryd@chw-inc.com

**RE: Completeness Review for Baywood Centre Subdivision Application
(Replat of Plat Book 28, Page 91)**

Dear Mr Dedenbach:

On April 30, 2020 the City of Alachua received your application for the Baywood Centre Subdivision (replat), which proposes the replatting of Lots 2 and 3 of the Baywood Centre subdivision (Plat Book 28, Page 91).

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 application for completeness and finds that the application is incomplete.

Please note, the comments below are based solely on a preliminary review of your application for completeness. The contents of the applications **have not** been thoroughly reviewed. An in-depth review of the content of the application will be performed when the application is deemed complete and any further issues with content will be provided to you at the Development Review Team meeting. Please note that per Section 2.2.6 (B), the applicant has 45 days to submit a revised application or the application shall be considered withdrawn.

Please address the following:

1. Application does not indicate if the application is a major or minor subdivision. Based on Section 2.4.10 (G)(1), the appropriate application type is major subdivision. Cover letter to application indicates that the application is for removing a note only, but also states a new road is being proposed to serve the two existing lots.
2. Application Section C. Additional Information.
 - a. Application indicates that there are no contracts or options for purchase of any of the subject property. See related Site Plan application for QSR.

3. Application Section D. Attachments 1 – 14.
 - a. No preliminary plat attachments, including plans, were included with this submittal.
4. Application Section D. 14. Fee.
 - a. The fee for a major subdivision is \$3,600. Please submit.
5. Traffic Impact Analysis.
 - a. Traffic impact analysis to be submitted must address:
 - i. Potential impacts from trips generated by the Tara Baywood and Tara Forest East developments onto NW 147th Drive and US Highway 441.
 - ii. FDOT minimum spacing of 440 feet per F.A.C. Chapter 14-97. Proposed spacing appears to be approximately 380' between NW 147th Drive and proposed new private street.

Should you have any questions, please feel free to contact me at (386) 418-6100, ext. 108 or via email at ahall@cityofalachua.com.

Sincerely,



Adam Hall, AICP
Planner

c: Kathy Winburn, AICP, Planning Director
Justin Tabor, AICP, Principal Planner
File



THE GOOD LIFE COMMUNITY

FOR PLANNING USE ONLY

Case #: _____

Application Fee: \$ _____

Filing Date: _____

Acceptance Date: _____

Review Type: P&Z; CC; Admin

Subdivision Application

Reference City of Alachua Land Development Regulations Article 2.4.10

☐ **Major Subdivision** – complete application and provide copy of original application with each type of submission.

☐ **Minor Subdivision** – refer only to Final Plat section of this application.

A. PROJECT

1. Project Name: _____

2. Address of Subject Property: _____

3. Parcel ID Number(s): _____

4. Existing Use of Property: _____

5. Future Land Use Map Designation : _____

6. Zoning Designation: _____

7. Acreage: _____

B. APPLICANT

1. Applicant's Status ☐ Owner (title holder) ☐ Agent

2. Name of Applicant(s) or Contact Person(s): _____ Title: _____

Company (if applicable): _____

Mailing address: _____

City: _____ State: _____ ZIP: _____

Telephone: () _____ FAX: () _____ e-mail: _____

3. If the applicant is agent for the property owner*:

Name of Owner (title holder): _____

Mailing Address: _____

City: _____ State: _____ ZIP: _____

* 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

Preliminary Plat Attachments:

1. Plans, to include but not limited to:

a. Scale: at least 1inch = 200 ft;

b. Proposed name of subdivision.

c. Name, address, and telephone number of the subdivider and agent of subdivider.

d. Name, address, telephone number and registration number of surveyor or engineer.

e. Date of boundary survey, north arrow, graphic scale, date of plat drawing, and space for revision dates.

f. Vicinity map - indicating general location of the site and all abutting streets and properties, section lines and quarter section lines, etc., total acreage of the subdivision and total number of lots. The vicinity map shall be drawn to show clearly the information required, but not less than one (1) inch to 2,000 feet. USGS Maps may be used as a reference guide for the vicinity map.

g. Legal description of the property to be subdivided.

City of Alachua ♦ Planning and Community Development Department
PO Box 9 ♦ Alachua, FL 32616 ♦ (386) 418-6121

- h. Names of owners of adjoining land with their approximate acreage or, if developed, names of abutting subdivisions.
- i. Preliminary layout including streets and easements with dimensions, lot lines with approximate dimensions, land to be reserved or dedicated for public or common uses, and any land to be used for purposes other than single-family dwellings.
- j. Block letters and lot numbers, lot lines, and scaled dimensions.
- k. Zoning district boundaries on abutting properties.
- l. Proposed method of water supply, sewage disposal, and drainage, and electric service.
- m. Minimum building setback lines as required by the Land Development Regulations.
- n. Natural features, including lakes, marshes or swamps, water courses, wooded areas, and land subject to the 100-year flood as defined by FEMA official flood maps.
- o. Surface drainage and direction of flow and method of disposition and retention indicated.
- p. Inscription stating "NOT FOR FINAL RECORDING".
- q. Tree location survey in conformance with LDR Article 6.2.1(G).
- r. Any other information that may be considered necessary by either the subdivider, the Planning and Zoning Board or the City Commission for full and proper consideration of the proposed subdivision.

Sheet Size: 24" X 36" with 3" left margin and ½" top, bottom, and right margins

- 2. 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.
- 3. 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.)
- 4. Existing and/or proposed covenants and restrictions.
- 5. Two (2) 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).
- 6. 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.
- 7. City of Alachua Public School Student Generation Form
- 8. Legal description with tax parcel number.
- 9. Proof of ownership.
- 10. Proof of payment of taxes.
- 11. Environmental Resource Permit (or Letter of Exemption) from the Suwannee River Water Management District.
- 12. If access is from a County Road, access management permit from Alachua County Public Works (or documentation providing evidence that a permit application has been submitted).
- 13. If access is from a State Road, access management permit from Florida Department of Transportation (or documentation providing evidence that a permit application has been submitted).
- 14. **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 or additional reviews of the application beyond 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 14 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.

Within twelve (12) months of the approval of the Subdivision Preliminary Plat, Construction Plans must be reviewed and approved in accordance with LDR Article 2.4.10(G)(3).

Construction Plans Attachments:

1. A copy of this original application must accompany the submission.
2. Plans, to include but not limited to:
 - a. Scale: 1inch=200 ft.
 - b. A topographic map of the subdivision with maximum contour intervals of one foot where overall slopes are zero percent to two percent, two feet where slopes are over two percent, based on U.S. Coastal and Geographic Datum. This topographic map must be prepared by a land surveyor.
 - c. A contour drainage map of the stormwater basins. The outlines and sizes, measured in acres, of all existing and proposed drainage areas shall be shown and related to corresponding points of flow concentration. Each drainage area shall be clearly delineated. Flow paths must be indicated throughout. Any existing and proposed structures affecting the drainage must be shown.
 - d. Plans showing proposed design features and typical sections of canals, swales and all other open channels, storm sewers, all drainage structures and other proposed subdivision improvements.
 - e. Plans and profiles for all proposed streets and curbs. Where proposed streets intersect existing streets, elevations and other pertinent details shall be shown for existing streets for a distance of 300 feet from point of intersection.
 - f. Plans of any proposed water distribution system and sanitary sewer collection system showing pipe sizes and location of valves, pumping stations and fire hydrants, where installation of such facilities are required by these LDRs.
 - g. Plans for all road and street signs and street names signs showing the location of such signage and any other traffic safety control devices that is required or proposed. In addition, the specifications for such signage shall be provided as part of this plan, which shall detail in diagram form as necessary the size, material, color, and specifications for installation of such signage.
 - h. Other information on the construction plans as may be required by the Land Development Regulations Administrator and Public Services Director.

Sheet Size: 24" X 36" with 3" left margin and ½" top, bottom, and right margins

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. Legal description with tax parcel number.
6. Proof of ownership.
7. Proof of payment of taxes.
8. Environmental Resource Permit (or Letter of Exemption) from the Suwannee River Water Management District.
9. If access is from a County Road, access management permit from Alachua County Public Works (or documentation providing evidence that a permit application has been submitted).
10. If access is from a State Road, access management permit from Florida Department of Transportation (or documentation providing evidence that a permit application has been submitted).

All 10 attachments are required for a complete application. A completeness review of the application will be conducted within 5 business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

Within six (6) months of the approval of Construction Plans, the applicant must submit an application for Final Plat for review. Concurrently with the review of the Final Plat, a Subdivider Agreement shall be prepared. The applicant must also provide a surety device for the public improvements in accordance with LDR Article 7.4, Improvement Guarantees for Public Improvements.

Final Plat Attachments:

1. A copy of this original application must accompany the submission.
2. Plans, to include but not limited to:
 - a. Scale: at least 1inch = 200 ft.
 - b. Name of subdivision shall be shown in bold legible letters, as stated in Chapter 177, Florida Statutes. The name of the subdivision shall be shown on each sheet included and shall have legible lettering of the same size and type including the words "section," "unit," "replat," "amended," etc.
 - c. Name and address of subdivider.
 - d. North arrow, graphic scale, and date of plat drawing.
 - e. Vicinity map showing location with respect to existing streets, landmarks, etc., and total acreage of the subdivision and total number of lots. The vicinity map shall be drawn to show clearly the information required, but not less than one (1) inch to 2,000 feet. USGS Maps may be used as a reference guide for the vicinity map.
 - f. Exact boundary line of the tract, determined by a field survey, giving distances to the nearest one-hundredth foot and angles to the nearest minute, shall be balanced and closed with an apparent error of closure not to exceed one in 5,000.
 - g. Legal description of the property to be subdivided.
 - h. Names of owners of adjoining lands with their approximate acreage or, if developed, names of abutting subdivisions.
 - i. Location of streams, lakes and swamps, and land subject to the 100-year flood as defined by the Federal Emergency Management Agency, official flood maps.
 - j. Bearing and distance to permanent points on the nearest existing street lines of bench marks or other permanent monuments (not less than three (3)) shall be accurately described on the plat.
 - k. Municipal lines shall be accurately tied to the lines of the subdivision by distance and angles when such lines traverse or are reasonably close to the subdivision.
 - l. The closest land lot corner shall be accurately tied to the lines of the subdivision by distance and angles.
 - m. Location, dimensions, and purposes of any land reserved or dedicated for public use.
 - n. Exact locations, width, and names of all streets within and immediately adjoining the proposed subdivision.
 - o. Street right-of-way lines must show deflection angles of intersection, radii, and lines of tangents.
 - p. Lot lines, dimensions, and bearings must be shown to the nearest one hundredth (1/100) foot.
 - q. Lots must be numbered in numerical order and blocks lettered alphabetically.
 - r. Accurate location and description of monuments and markers.
 - s. Minimum building front yard setback lines as required by the Land Development Regulations as determined by the property's zoning.
 - t. Reference to recorded subdivision plats of adjoining platted land shall be shown by recorded names, plat book, and page number.
 - u. Covenants and restrictions notice in accordance with Chapter 177.091(28), Florida Statutes.
 - v. Dedication to the public by the owners of the land involved of all streets, drainage easements, and other rights-of-way however designated and shown on the plat for perpetual use for public purposes, including vehicular access rights where required. If the property is encumbered by a mortgage, the owner of the mortgage shall join in the dedication or in some other manner subordinate the mortgagee's interest to the dedication of public right-of-way.
 - w. Certification that all payable taxes have been paid and all tax sales against the land redeemed.
 - x. Title certification as required by Chapter 177, Florida Statutes.

Sheet Size: 24" X 36" with 3" left margin and ½" top, bottom, and right margins

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. Legal description with tax parcel number.
6. City of Alachua Public School Student Generation Form.
7. One (1) set (two [2] sets for Minor Subdivisions) 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. Proof of ownership.
9. Proof of payment of taxes.
10. Environmental Resource Permit (or Letter of Exemption) from the Suwannee River Water Management District.
11. If access is from a County Road, access management permit from Alachua County Public Works (or documentation providing evidence that a permit application has been submitted).
12. If access is from a State Road, access management permit from Florida Department of Transportation (or documentation providing evidence that a permit application has been submitted).
13. **For Minor Subdivisions: 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 12/13 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.

Gerry Dedendrad

Signature of Applicant

Signature of Co-applicant

Typed or printed name and title of applicant

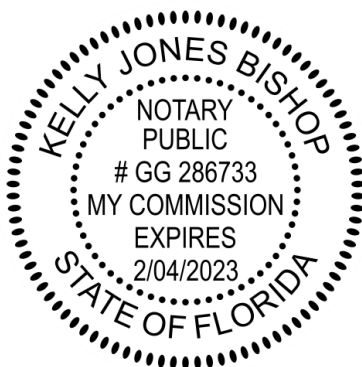
Typed or printed name of co-applicant

State of _____ County of _____

The foregoing application is acknowledged before me this _____ day of _____, 20____, by _____

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

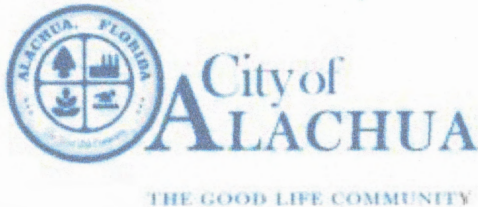
NOTARY SEAL



Kelly Jones Bishop

Signature of Notary Public, State of _____ Florida

**BONDED THRU NOTARY PUBLIC
UNDERWRITERS**



Authorized Agent Affidavit

A. PROPERTY INFORMATION

Address of Subject Property: TBD - Intersection of US 441 & NW 147th Drive

Parcel ID Number(s): 03067-601-003

Acreage: 1.15

B. PERSON PROVIDING AGENT AUTHORIZATION

Name: Marvin Smollar Title: Manager of the Owner

Company (if applicable): Alachua Development Co., LLC. (owner)

Mailing Address: 16469 Bridlewood Circle

City: Delray Beach State: Florida ZIP: 33445

Telephone: Contact Agent FAX: e-mail: Contact Agent

C. AUTHORIZED AGENT

Name: David Morin, P.E. / Gerry Dedenbach, AICP Title: Senior Project Manager

Company (if applicable): CHW

Mailing address: 11801 Research Drive

City: Alachua State: Florida ZIP: 32615

Telephone: (352) 331-1976 FAX: e-mail: davidm@chw-inc.com

D. REQUESTED ACTION:

Review/approval of site plan application, plat, and all supporting materials.

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

Signature of Applicant

Marvin Smollar, Manager

Typed or printed name and title of applicant

N/A

Signature of Co-applicant

N/A

Typed or printed name of co-applicant

State of Florida County of Alachua

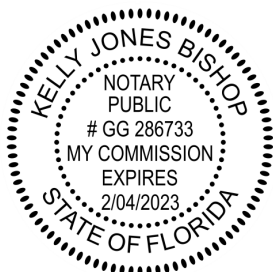
The foregoing application is acknowledged before me this 30 day of April, 20, by

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

NOTARY SEAL

Signature of Notary Public, State of Florida

City of Alachua ♦ Planning and Community Development Department
PO Box 9 ♦ Alachua, FL 32616 ♦ (386) 418-6121
Revised 9/30/2014



BONDED THRU NOTARY PUBLIC
UNDERWRITERS

ALTA COMMITMENT FOR TITLE INSURANCE

Issued By:



Fidelity National Title
Insurance Company

Commitment Number:

FTPA19-73629
Revision No. 1

NOTICE

IMPORTANT - READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, Fidelity National Title Insurance Company, a Florida corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within six (6) months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Fidelity National Title Insurance Company

By:

President

Countersigned By:

Authorized Officer or Agent

Attest:

Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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ALTA Commitment for Title Insurance w-FL Mod (08/01/2016)



Printed: 06.05.20 @ 04:40 PM
FL-FT-FTPA-02325.179254-SPS-1-20-FTPA19-73629

Transaction Identification Data for reference only:

ISSUING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Fidelity National Title of Florida, Inc. 5670 W. Cypress Street, Suite A Tampa, FL 33607 Main Phone: (813)289-7777 Email: bwcomm@fnf.com	Fidelity National Title Baker Firm PLLC 850 E. State Highway 114, Suite 200 Southlake, TX 76092

Order Number: FTPA19-73629

Property Address: Vancat Land, Alachua, FL 32615

SCHEDULE A

1. Commitment Date: June 1, 2020 at 07:45 AM
2. Policy to be issued:
 - (a) ALTA Owner's Policy 2006 (with Florida Modifications)
Proposed Insured: Verdad Real Estate, Inc., a Texas corporation
Proposed Policy Amount: \$400,000.00
3. The estate or interest in the Land described or referred to in this Commitment is:
Fee Simple and Easement
4. The Title is, at the Commitment Date, vested in:
Alachua Development Co., LLC, a Florida limited liability company
5. The Land is described as follows:

Lot 3, BAYWOOD CENTRE, according to the map or plat thereof, as recorded in Plat Book 28, Page 91, of the Public Records of Alachua County, Florida.

TOGETHER WITH a non-exclusive easement for ingress, egress and utilities over and across the Private Ingress and Egress and P.U. Easement as shown on the Plat of BAYWOOD CENTRE, according to the map or plat thereof, as recorded in Plat Book 28, Page 91, of the Public Records of Alachua County, Florida.

END OF SCHEDULE A

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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ALTA Commitment for Title Insurance w-FL Mod (08/01/2016)

Printed: 06.05.20 @ 04:38 PM
FL-FT-FTPA-02325.179254-SPS-1-20-FTPA19-73629

**SCHEDULE B-I
REQUIREMENTS**

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
 - a. Warranty Deed to be executed by Alachua Development Co., LLC, a Florida limited liability company, conveying subject property to Verdad Real Estate, Inc., a Texas corporation.
5. The Company will require the following as to Alachua Development Co., LLC, a Florida limited liability company:
 - a. Proof that the LLC was in existence in its state of organization at the time it acquired title, together with proper evidence of current legal existence and good standing.
 - b. Present for review a true and complete copy of the Articles of Organization and Operating Agreement of the LLC, and any amendments thereto.
 - c. Record an affidavit from the person executing the proposed deed on behalf of the LLC certifying: i) the name and State of organization of the LLC; ii) whether the LLC is member-managed or manager-managed; iii) the identity of the members and managers if a certificate of dissolution has been filed; iv) the name and position of the person authorized to execute the deed; and v) neither the LLC nor any member signing the deed has filed bankruptcy since the LLC acquired title.
 - d. If the member or manager of the LLC is also a business entity, present proof of the entity's good standing and the appropriate entity documents to establish signing authority.

NOTE: If the proposed deed will be executed by anyone other than a member or manager, those portions of the Operating Agreement or other documentation evidencing the authority of the signatory must be attached as an exhibit to the affidavit.
6. The Company will require the following as to Verdad Real Estate, Inc., a Texas corporation:
 - a. Evidence of current legal existence and good standing from the State of Texas.

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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**SCHEDULE B-I
REQUIREMENTS**
(continued)

7. Satisfactory evidence must be furnished from the secretary or other duly qualified officer of the Property Owners Association showing that all assessments and fees, including special assessments or payments due to others, such as master associations, are paid in full through the date of closing.
8. Submit proof that any outstanding municipal, county or community development district assessments or liens which are due, have been paid.
9. Submit proof of payment of county and/or municipal service charges for water, sewer, natural gas and waste, if any.
10. Please be advised that the Title Search did not disclose any open mortgages of record. The Closing Agent should verify with the record owner of the land, confirming that the subject property is free and clear of any mortgage lien.

NOTE: Any reference to O.R. (Official Records) or Public Records shall mean the Official Records of the County in which the subject property is located, unless otherwise noted.

NOTE: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

NOTE: The Company reserves the right to add additional exceptions or make further requirements prior to closing.

END OF SCHEDULE B-I

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ALTA Commitment for Title Insurance w-FL Mod (08/01/2016)



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FL-FT-FTPA-02325.179254-SPS-1-20-FTPA19-73629

**SCHEDULE B-II
EXCEPTIONS**

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I—Requirements are met.
2. Taxes and assessments for the year 2020 and subsequent years, which are not yet due and payable.
3. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the public records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land.
5. Rights or claims of parties in possession not shown by the Public Records.
6. This policy does not insure against loss or damage arising as the result of unpaid charges for public utilities furnished by any county, municipality, or public service corporation, which may be or may become a lien upon the land insured hereby under any provision of the Florida Statutes, including Section 159.17, and/or any county, municipal, or special taxing district assessment, including those levied under the provisions of Chapter 190, Florida Statutes.
7. Easements and matters set forth including but not limited to covenants, conditions, restrictions, preservation and/or conservation areas, wetlands and building setbacks, as may be shown on the Plat of BAYWOOD CENTRE, as recorded in Plat Book 28, Page 91, of the Public Records of Alachua County, Florida.

(However omitting any covenants or restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable State or Federal laws, except to the extent that said covenant or restriction is permitted by applicable law).

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**SCHEDULE B-II
EXCEPTIONS**

(continued)

8. Baywood Master Association Declaration of Covenants, Conditions, Restrictions, and Easements recorded January 16, 2007 in Official Records Book 3529, Page 1130, and as subsequently amended by instrument recorded August 7, 2008 in Official Records Book 3823, Page 482, Public Records.

NOTE: Said declaration includes but is not limited to provisions for private charges or assessments and the establishment of easements.

9. Public Utility Easement in favor of the City of Alachua, Florida recorded July 8, 2008 in Official Records Book 3810, Page 349, Public Records.
10. Declaration of Covenants, Conditions and Restrictions recorded August 7, 2008 in Official Records Book 3823, Page 517, Public Records.
11. Non-Exclusive Drainage Easement and Off-Site Maintenance Agreement recorded August 7, 2008 in Official Records Book 3823, Page 550, Public Records.
12. Subdividers Agreement recorded January 11, 2011 in Official Records Book 4007, Page 1438, Public Records.

Note: Parcel Identification (Folio) Number: 03067 601 003
Assessed Value: \$500.00
Homestead Exemption: None
Other Exemptions: None
Gross Amount: \$11.44
Taxes Paid for the year(s): 2019 (And prior years)

NOTE: Subject lands appear to have an agricultural assessed value.

NOTE: Any reference to O.R. (Official Records) or Public Records shall mean the Official Records of the County in which the subject property is located, unless otherwise noted.

END OF SCHEDULE B-II

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COMMITMENT CONDITIONS**1. DEFINITIONS**

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I-Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I-Requirements;
- (f) Schedule B, Part II-Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I-Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II-Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.
- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I-Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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(continued)

- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II-Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

END OF CONDITIONS

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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June 9, 2020

Addressee:

PLAT PROPERTY INFORMATION REPORT

Proposed Plat of: BAYWOOD CENTRE - REPLAT OF LOT 3

In accordance with Section 177.041, Florida Statutes this will certify that Fidelity National Title Insurance Company has made a search of the Public Records of Alachua County, Florida, through June 03, 2020 at 5:00 PM on real property described and shown on the proposed plat which description reads as follows:

See Exhibit A attached hereto for Legal Description

As of the effective date of this report, the record title to the land described and shown on the proposed plat is in the name of Alachua Development Co., LLC, a Florida limited liability company, by virtue of Warranty Deed recorded in Official Records Book 3168, Page 1293.

The search has revealed the following:

1. Baywood Master Association Declaration of Covenants, Conditions, Restrictions, and Easements recorded in Official Records Book 3529, Page 1130; Amendment to Declaration recorded in Official Records Book 3751, Page 1147; Second Amendment to Declaration recorded in Official Records Book 3823, Page 482; Third Amendment to Declaration recorded in Official Records Book 4752, Page 357.
2. Public Utility Easement recorded in Official Records Book 3810, Page 349.
3. Declaration of Covenants, Conditions and Restrictions recorded in Official Records Book 3823, Page 517.
4. Non-Exclusive Drainage Easement and Off-Site Maintenance Agreement recorded in Official Records Book 3823, Page 550.
5. Subdividers Agreement recorded in Official Records Book 4007, Page 1438.
6. Plat of Baywood Centre recorded in Plat Book 28, Page 91.

NOTE: Tax Information

Tax Parcel/Account No.: 03067 601 003
2019 Gross Amount: \$11.44
Assessed Value: \$500
Exemption Value: \$0
Status: Paid

NOTE: All recording references in this form shall refer to the public records of Alachua County, Florida, unless otherwise noted.



Fidelity National Title Insurance Company

Public Records shall be defined herein as those records currently established under the Florida Statutes for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without knowledge.

This report shows only matters disclosed in the aforesaid Public Records, and it does not purport to insure or guarantee the validity or sufficiency of any documents noted herein; nor have the contents of any such documents been examined for references to other liens or encumbrances. This report is not to be construed as an opinion, warranty, or guarantee of title or other similar assurance, nor as a title insurance policy; and its effective date shall be the date above specified through which the Public Records were searched. This Report is being provided for the use and benefit of the above Addressee only, and it may not be used or relied upon by any other party. This Report may not be used for the purpose of issuing a title insurance commitment or policy.

This Report is not title insurance. Pursuant to s. 627.7843, Florida Statutes, the maximum liability of the issuer of this property information report for errors or omissions in this property information report is limited to the amount paid for this property information report, and is further limited to the person(s) expressly identified by name in the property information report as the recipient(s) of the property information report.

File No.: 8498383

By: _____

Authorized Signature



Fidelity National Title Insurance Company

Order Number: 8498383

Exhibit "A"

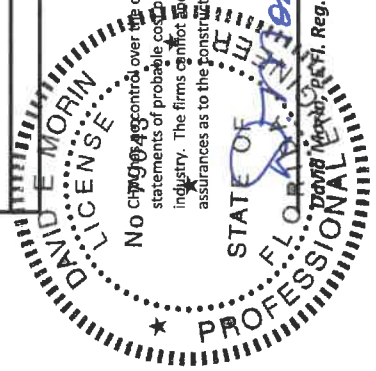
Lot 3, BAYWOOD CENTRE, according to the plat thereof, recorded in Plat Book 28, Page 91,
Public Records of Alachua County, Florida.



Private Road Quantities and EOPCC

Project Name: QSR Alachua
CHW Project No: 20-0017
Date: 7/1/2020

Item Number	Item	Qty	Unit	Unit Cost	Cost	Description
Erosion Control, Litter Removal & Earthwork						
1	Clearing & Grubbing	0.25	AC	\$ 5,000.00	\$ 1,250.00	
2	Soil Tracking Prevention Device	1	EA	\$ 2,400.00	\$ 2,400.00	
3	Inlet Protection	4	EA	\$ 120.00	\$ 480.00	
4	Sediment Barrier	155	LF	\$ 1.95	\$ 302.25	
5	Earthwork - Fill	600	CY	\$ 10.00	\$ 6,000.00	
Curbing, Pavement & Concrete						
6	12" Type B Stabilization - LBR 40	1070	SY	\$ 5.00	\$ 5,350.00	
7	6" Limerock Base - LBR 100	1070	SY	\$ 12.00	\$ 12,840.00	
8	1.5" Asph Conc, SP-12.5	1070	SY	\$ 12.00	\$ 12,840.00	
9	Driveway	1	EA			
10	4" Concrete Sidewalk with Thickened Edge - 2500 PSI	67	SY	\$ 58.00	\$ 3,886.00	
11	4" Concrete Sidewalk - 2500 PSI	128	SY	\$ 40.00	\$ 5,120.00	
12	6" Concrete Curb	526	LF	\$ 20.00	\$ 10,520.00	
13	Sidewalk Ramps	8	EA	\$ 450.00	\$ 3,600.00	
Drainage						
14	Type 10 Curb Inlet with Type P Bottom	4	EA	\$ 5,000.00	\$ 20,000.00	
15	15" HDPE	48	LF	\$ 30.00	\$ 1,440.00	
Pavement Markings						
16	Painted Pavement Mark, Standard, White, 24"	12	LF	\$ 3.00	\$ 36.00	24" White Stripe- Stop Bar
17	Painted Pavement Mark, Standard, White, 24"	300	LF	\$ 3.00	\$ 900.00	Crosswalks
Signage						
18	Single Post Sign	1	AS	\$ 350.00	\$ 350.00	Stop sign
Miscellaneous						
19	Lighting - Duplex Light Pole	3	LS	\$ 2,500.00	\$ 7,500.00	
20	Landscaping	1	LS	\$ 7,000.00	\$ 7,000.00	
				Subtotal \$	101,814	
				Mobilization (7%)	\$ 7,127	
				Contingency (10%)	\$ 10,181	
				Total \$	119,123	



No CHW Agency control over the cost of labor, materials, or equipment; the Contractor's method of determining prices; or competitive bidding or market conditions. Therefore, our statements of probable cost provided herein are made on the basis of experience and represent our best judgment as professional consultants familiar with the construction industry. The firms cannot and do not guarantee that proposals, bids, or construction costs will not vary from our statements of probable cost. If the Owner wishes greater assurances as to the construction cost, we recommend the employment of an independent cost estimator.

7/6/20
Date

David E. Morin, P.E., Reg. #79043



Work Within US 441 Right-of-Way: QUANTITIES AND EOPCC

Project Name: QSR Alachua

CHW Project No: 20-0017

Date: 8/5/2020

Item Number	Item	Qty	Unit	Unit Cost	Cost	Description
Erosion Control, Litter Removal & Earthwork & Misc.						
1	Clearing, Grubbing & Demolition	0.07	AC	\$ 10,000.00	\$ 700.00	
2	Sediment Barrier	155	LF	\$ 2.00	\$ 310.00	Silt Fence within the Right of Way
3	Sod	40	SY	\$ 2.25	\$ 90.00	
4	Maintenance of Traffic	1	LS	\$ 3,000.00	\$ 3,000.00	
Pavement & Concrete						
5	12" Type B Stabilization - LBR 40	188	SY	\$ 5.00	\$ 940.00	
6	10" Limerock Base - LBR 100	180	SY	\$ 18.00	\$ 3,240.00	
7	3" Asph Conc, SP-12.5	172	SY	\$ 16.00	\$ 2,752.00	
8	4" Concrete Sidewalk - 2500 PSI	66	SY	\$ 40.00	\$ 2,640.00	
9	Single Post Sign	1	EA	\$ 350.00	\$ 350.00	
10	Painted Pavement Mark, Standard, White, 12"	80	LF	\$ 2.00	\$ 160.00	Crosswalk
11	Painted Pavement Mark, Standard, White, 24"	12	LF	\$ 3.00	\$ 36.00	Stop Bar
12	Painted Pavement Mark, Standard, White, 6"	365	LF	\$ 2.00	\$ 730.00	Lane and Gore
13	Painted Pavement Mark, Standard, White, Turn Arrow	3	EA	\$ 50.00	\$ 150.00	
14	Painted Pavement Mark, Standard, White, 18"	66	LF	\$ 2.50	\$ 165.00	Gore Stripping
Subtotal					\$ 15,263	
Mobilization (7%)					\$ 1,068	
Contingency (10%)					\$ 1,526	
Total					\$ 17,858	

CHW has no control over the cost of labor, materials, or equipment; the Contractor's method of determining prices; or competitive bidding or market conditions. Therefore, our statements of probable cost provided herein are made on the basis of experience and represent our best judgment as professional consultants familiar with the construction industry. The firms, either individually or jointly, do not guarantee that proposals, bids, or construction costs will not vary from our statements of probable cost. If the Owner wishes greater assurances as to the contractor's cost, we recommend the employment of an independent cost estimator.



DAVID E. MORIN

 LICENSE

 STATE OF FLORIDA

 PROFESSIONAL ENGINEER

 Reg. #790439043

 Date: 8/5/2020

BOUNDARY & TOPOGRAPHIC SURVEY

LOT 3, BAYWOOD CENTRE, SITUATED IN SECTIONS 10 & 15,
TOWNSHIP 8 SOUTH, RANGE 18 EAST,
CITY OF ALACHUA, ALACHUA COUNTY, FLORIDA

LEGAL DESCRIPTION

LOT 3, BAYWOOD CENTRE, ACCORDING TO THE MAP OR PLAT THEREOF,
AS RECORDED IN PLAT BOOK 28, PAGE 91, OF THE PUBLIC RECORDS
OF ALACHUA COUNTY, FLORIDA.

TOGETHER WITH A NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS
AND UTILITIES OVER AND ACROSS THE PRIVATE INGRESS AND EGRESS
AND P.U. EASEMENT AS SHOWN ON THE PLAT OF BAYWOOD CENTRE,
ACCORDING TO THE THEREOF, AS RECORDED IN PLAT BOOK 28, PAGE 91, OF THE
PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA,
CONTAINING 1.15 ACRES MORE OR LESS.

LEGEND

- ⊗ = FOUND 5/8" IRON ROD (NO ID.)
● = FOUND 5/8" STEEL REBAR & CAP MARKED "CHW INC LB 5075"
△ = FOUND NAIL AND DISK SETBACK "C&E LB 5075 PCP"
= CLEANOUT
⊞ = CONCRETE POWER POLE
⊞ = CABLE TELEVISION BOX
⊞ = ELECTRIC METER
⊞ = FIRE HYDRANT
⊞ = FIBER OPTIC BOX
⊞ = GUY ANCHOR
⊞ = IRRIGATION CONTROL VALVE
⊞ = IRRIGATION CONTROL VALVE
⊞ = TREE (SIZE AND TYPE AS NOTED)
⊞ = SANITARY SEWER MANHOLE
⊞ = STORM SEWER MANHOLE
⊞ = TELEPHONE JUNCTION BOX
⊞ = TELEPHONE PEDESTAL
⊞ = TRANSFORMER
⊞ = TRAFFIC SIGNAL BOX
⊞ = WATER LINE MARKER
⊞ = WATER VALVE
⊞ = TRAFFIC SIGNAL POLE
⊞ = UNDERGROUND JUNCTION BOX
- (P) = DATA BASED ON PLAT OF RECORD
(M) = DATA BASED ON FIELD MEASUREMENTS
P.U.E. = PUBLIC UTILITIES EASEMENT
B.S.L. = BUILDING SETBACK LINE
O.R.B. = OFFICIAL RECORDS BOOK
R/W = RIGHT OF WAY
FFE = FINISHED FLOOR ELEVATION
M.E.S. = MITERED END SECTION
LAO = LAUREL OAK
INV = INVERT
RCP = REINFORCED CONCRETE PIPE
PVC = POLYVINYL CHLORIDE
CMP = CORRUGATED METAL PIPE
X 71.0 = SPOT ELEVATION (PERVIOUS SURFACE)
X 71.95 = SPOT ELEVATION (IMPERVIOUS SURFACE)
- OHW — = OVER-HEAD WIRE
— SS — = SANITARY SEWER LINE
— W — = UNDERGROUND WATER LINE
— X — = FENCE (SIZE AND TYPE AS NOTED)
— ST — = STORM SEWER LINE
— UGE — = UNDERGROUND ELECTRIC LINE
— TE — = TELEPHONE LINE
— (W) — = UNDERGROUND WATER LINE (PER PLAN)
— FM — = SANITARY SEWER FORCE MAIN
= ASPHALT SURFACE
= CONCRETE SURFACE

CURVE DATA TABLE (M)					
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD
C1	29.75	312.00'	5°27'51"	14.89'	29.74'
C2	150.27	2932.77'	2°56'09"	75.15'	150.25'
C3	32.12'	337.00'	5°27'42"	16.07'	32.11'
C4	60.17'	53.00'	65°02'48"	33.80'	56.99'

LINE DATA TABLE (M)		
LINE	DIRECTION	LENGTH
L1	S 77°35'00" E	82.01'
L2	S 37°26'10" W	28.03'
L3	S 52°35'00" E	28.00'
L4	S 58°02'48" E	17.91'
L5	N 58°02'48" W	16.03'
L6	S 52°35'00" E	28.00'

CURVE DATA TABLE (P)					
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD
C1	29.74'	312.00'	5°27'44"	14.88'	29.73'
C2	150.23'	2932.77'	2°56'08"	75.13'	150.21'
C3	32.13'	337.00'	5°27'44"	16.08'	32.12'
C4	60.13'	53.00'	65°00'04"	33.77'	56.95'

LINE DATA TABLE (P)		
LINE	DIRECTION	LENGTH
L1	S 77°35'01" E	81.99'
L2	S 37°24'50" W	28.00'
L3	S 52°35'00" E	28.00'
L4	S 58°02'48" E	17.91'
L5	N 58°02'48" W	16.03'
L6	N 52°35'00" E	28.00'

SURVEYOR'S NOTES:

- BEARINGS SHOWN HEREON ARE REFERRED TO A VALUE OF N 36°15'23" E, FOR THE WEST LINE OF LOT 3, BAYWOOD CENTRE; SAID BEARING IS IDENTICAL WITH THE PLAT OF RECORD.
- NO UNDERGROUND INSTALLATION OF UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
- THE SURVEYOR HAS NO KNOWLEDGE OF UNDERGROUND FOUNDATIONS WHICH MAY ENCROACH.
- INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND OR OWNERSHIP WERE FURNISHED TO THE SURVEYOR VIA FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NUMBER FTPLA19-73629, DATED MAY 2, 2019. A SEARCH OF THE PUBLIC RECORDS HAS NOT BEEN DONE BY THE SURVEYOR.
- INFORMATION FROM FEDERAL EMERGENCY MANAGEMENT AGENCY, (F.E.M.A.) FLOOD INSURANCE RATE MAP(S), SHOWN ON THIS MAP WAS CURRENT AS OF THE REFERENCED DATE. MAP REVISIONS AND AMENDMENTS ARE PERIODICALLY MADE BY LETTER AND MAY NOT BE REFLECTED ON THE MOST CURRENT MAP.
- FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
- IN THE OPINION OF THIS SURVEYOR, THE PERIMETER LINES AS SHOWN HEREON REPRESENT THE LOCATION OF THE BOUNDARY LINES OF THE SUBJECT PARCEL IN RELATION TO THE DESCRIPTION OF RECORD AND THOSE EXISTING LAND CORNERS FOUND TO BE ACCEPTABLE BY THIS SURVEYOR.
- ELEVATIONS AND CONTOURS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), DERIVED FROM BENCHMARKS AS SHOWN ON THE PLAT OF BAYWOOD CENTRE.
- ADDITIONAL POINTS MAY BE FOUND BY TURNING ON THE SV-NODE* LAYERS IN THE SUPPLIED DIGITAL FILE.

FLOOD ZONE:

THIS PROPERTY IS LOCATED IN FEDERAL FLOOD ZONE "X". AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS INTERPOLATED FROM F.I.R.M. PANEL NO. 12001C01400, EFFECTIVE DATE: JUNE 16, 2006.

11901 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
Professional Seal
CHW
Professional Seal
CA-5075

CHW
Professional Seal
CA-5075

SCALE
1" = 30'

VERDAD REAL ESTATE, INC.

CERTIFIED TO

SURVEY DATE

REVISION DATE

TECHNICIAN

CREW CHIEF

CHECKED BY

FIELD BOOK & PAGE

PROJECT NUMBER

20-0017

Professional Surveyor & Mapper Fla. License No. 6791

593338

1 OF 1

COMPREHENSIVE PLAN ANALYSIS

Quick Service Restaurant, Alachua

20-0017



To: Kathy Winburn, AICP, City of Alachua Planning & Community Dev. Director
From: Ryan Thompson, AICP, Planning Project Manager
Date: April 30, 2020
RE: Quick Service Restaurant, Alachua – Comprehensive Plan Analysis

This application is for a ±1.15-acre site, Alachua County Tax Parcel 03067-601-003. The parcel is located on the north side of U.S. Highway 441, west of NW 147th Drive. The site's Future Land Use (FLU) category is Commercial and the Zoning District classification is Commercial Intensive (CI). The proposed use is a 1,930 square foot (sq. ft.) restaurant with an associated drive-through.

The following identifies specific City of Alachua Comprehensive Plan Goals, Objectives, and Policies and explains how this application is consistent with each. Comprehensive Plan text is provided in normal font while consistency statements are provided in **bold**.

Future Land Use Element

Objective 1.3: Commercial

The City of Alachua shall establish three commercial districts: Community Commercial, Commercial and Central Business District. These districts shall provide a broad range of retail sales and services, as well as office uses, in order to provide for the availability of goods and services, both to the citizens of Alachua and to the citizens of the North Central Florida region.

Policy 1.3.b: Commercial: The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which large-scale, regional commercial uses may locate. The following uses are allowed within the Commercial land use category:

1. Retail sales and services;
2. Personal services;
3. Financial Institutions;
4. Outdoor recreation and entertainment;
5. Tourist-related uses;
6. Hotels, motels;
7. Commercial shopping centers;
8. Auto-oriented uses;
9. Traditional Mixed-use Neighborhood Planned Developments;
10. Employment Center Planned Developments;
11. Commercial recreation centers;
12. Office/business parks;
13. Limited industrial services;
14. Eating Establishments

The Commercial FLU designation allows the proposed use within the category. This application is for development of a restaurant with associated drive-through. Development shall be consistent with standards set forth by the Commercial FLU category and CI Zoning district.

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;

The application proposes full-directional access to a new proposed road connecting US 441 and NW 157th Lane. The proposed roadway promotes improved access management, versus traditional highway driveways. The completed city block provides access to parcels on both sides, allowing all users to access businesses from multiple directions via a gridded city block and through multiple transportations modes, as opposed to traditional highway driveways.

2. Buffering from adjacent existing/potential uses;

The project site is bound by NW 157th Lane to the north, a vacant commercial parcel to the east, US 441 to the south, and a vacant commercial parcel to the west. While all surrounding uses are or will be similar small-scale buildings, a Type 'C' buffer is proposed along the east and west property lines. A parking lot buffer is located along the north and south.

3. Open space provisions and balance of proportion between gross floor area and site size;

The proposed development will have ±57.4% of pervious/landscaped area, including 42.6% open space. This exceeds the required 10% open space minimum over five-fold (Land Development Regulations (LDR) Table 6.7-1.) The ±1.15-acre site has a ±1,930 sq. ft. proposed building area.

4. Adequacy of pervious surface area in terms of drainage requirements;

The proposed development drains to an existing permitted master Stormwater Management Facility (SMF) adjacent to the parcel.

5. Placement of signage;

All proposed internal signage will adhere to the policies stated in Section 6.5 of Article 6 of the City of Alachua LDR.

6. Adequacy of site lighting and potential impacts of lighting upon the surrounding area. Lighting should be designed to minimize impacts and preserve the ambiance and quality of the nighttime sky by reducing light trespass and light pollution on adjacent properties by utilizing lighting at an appropriate intensity, direction and times to ensure light is not overused or impacting areas where it is not intended;

Proposed lighting will be designed and will adhere to the policies stated in Section 6.4 of Article 6 of the City of Alachua LDR.

7. Safety of on-site circulation patterns (patron, employee and delivery vehicles), including parking layout and drive aisles, and points of conflict;

The site's internal vehicular circulation is accessed from the two (2) proposed access points to a proposed roadway connecting US 441 and NW 157th Lane. A drive aisle wraps around the proposed building's north and west side, where it is least visible from adjacent roadways. A 5' sidewalk exists along US 441 and NW 157th Lane, at the site. The proposed roadway will have 5' sidewalks along both sides ultimately, connecting to existing sidewalks on US 441 and NW 157th Lane. A 5' sidewalk will wrap the building, connecting to adjacent sidewalks via crosswalks to provide safe access from vehicles and bicycle parking areas, from street to the building.

8. Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations;

Per Future Land Use Element (FLUE), Policy 2.4.a states that the minimum landscaped area shall be 30% of the site. The proposed development will have $\pm 57.4\%$ of pervious/landscaped area, including 42.6% open space. This exceeds the required 10% open space minimum over five-fold (Land Development Regulations (LDR) Table 6.7-1.).

9. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance; and

The project site consists of one (1) soil type: Gainesville Sand, 0 to 5 percent slopes (hydro group: A). There are no concerns with these soils for the type of proposed development. There is no significant vegetation existing onsite and the site is not within a historic district or have identified historic structures.

10. Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.

The site currently retains Commercial FLU and CI Zoning District designations. The proposed development is consistent with City of Alachua Comprehensive Plan and LDR requirements.

11. Commercial uses shall be limited to an intensity of less than or equal to .50 floor area ratio for parcels 10 acres or greater, .50 floor area ratio for parcels less than 10 acres but 5 acres or greater, a .75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio to parcels 1 acre or less.

The ± 1.15 -acre project site has a proposed building area of 1,930 sq. ft., which has a Floor Area Ratio (FAR) of ± 0.04 . The proposed development onsite will not exceed the permitted FAR.

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.

The project site is located along the north of US 441. The proposed development will not cause US 441 to fall below the Level of Service (LOS) standards. Further explanation is provided in the companion concurrency report submitted with this application.

Policy 1.2.b: The City shall establish the following access point requirements for City streets:

1. permitting 1 access point for ingress and egress purposes to a single property or development;
2. permitting 2 access points for ingress and egress to a single property or development if the minimum distance between the two access points exceeds 20 feet for a single residential lot or 100 feet for nonresidential development and new residential subdivisions;
3. permitting 3 access points for ingress and egress to a single property or development if the minimum distance between each access point is at least 100 feet for residential and non-residential development; or
4. permitting more than 3 access points for ingress and egress to a single property or development where a minimum distance of 1000 feet is maintained between each access point.

The application proposes two (2) driveway connections to a new proposed roadway connecting US 441 and NW 157th Lane. The distance between the proposed driveways is $\pm 150'$, greater than the minimum distance required.

Conservation and Open Space Element

Objective 1.5: Soils. The City shall protect soil resources through erosion and sedimentation control, by requiring proper design criteria on specific soils.

The site's soil type is Gainesville Sand, 0 to 5 percent slopes (hydro group: A). According to the NRCS soil database, the soil type is conducive to the proposed development.

GOAL 4: Infill and Redevelopment Standards: The City of Alachua shall encourage new development and redevelopment to occur within developed areas, such as the Community Redevelopment Area and the Central City Area, to utilize vacant and abandoned properties, prevent blight, and make the best use of available resources.

This application is infill development, with all existing utilities present. The site's located within the Central City Area, as well as the Community Redevelopment Area. The site's development, upon the platted lot that has existed since 2011, makes the best use of available resources.

Objective 4.1 Infill development: Infill development shall be encouraged in order to protect the unique character of existing neighborhoods and commercial developments, provide for a safe urban environment, increase densities and intensities in a manner compatible with existing uses, provide open spaces, and restore or maintain economic vitality and cultural diversity.

The site's infill development creates a new business and employment opportunities in the City, in the core commercial context area. The infill development protects Alachua's unique character of existing neighborhoods by locating businesses in areas designated for commercial uses on the Future Land Use Map. The proposed project provides a safe urban environment by creating a new multi-modal transportation facility serving multiple business locations, rather than older single-use sites and access points. The multi-modal facility allows and promotes access from multiple connections, by creating a gridded transportation element, which also improves both vehicular and pedestrian safety. Existing buildings will be replaced with modern, new construction. Lastly, the proposed building enhances and helps maintain economic vitality within the City of Alachua.

Objective 4.2: Community Redevelopment Area: The City of Alachua shall encourage development and redevelopment within the Community Redevelopment Area in accordance with the adopted redevelopment plan.

The site is within the core City context area. Proposed development is definite commercial investment adjunct to other community businesses, utilizing existing infrastructure and within walking distance to patrons.

Objective 4.3: Redevelopment: The City shall encourage the redevelopment of existing developed properties, vacant properties or buildings, or abandoned properties and buildings, particularly within the Community Redevelopment Area and the Central City Area.

This applicant seeks to redevelop a vacant property within the core City context area.

Objective 4.4: Central City Area: The City shall encourage infill, redevelopment and neighborhood preservation within an area that shall be designated the Central City Area.

This applicant seeks to create infill development, in a commercial area along existing major highway corridors, thereby within the core City context area, offsetting neighborhood intrusion.

COMMUNITY FACILITIES AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT

Policy 1.2.a: The City shall establish a Community Wastewater Service Area, which includes all areas where wastewater service is available. Wastewater service shall be deemed available if:

1. A gravity wastewater system exists within 100 ft of the property line of any residential subdivision lot or single family residence and wastewater service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
2. A gravity wastewater system exists with 500 ft of the property line of any residential subdivision consisting of 5 units or less and the gravity wastewater system can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
3. A gravity wastewater system, wastewater pumping station, or force main exists within $\frac{1}{4}$ mile of the property line of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and the gravity wastewater system, wastewater pumping station, or force main can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

The site will be served by the City of Alachua's community wastewater system.

Policy 4.1.b: The City shall establish a Community Potable Water Service Area, which includes all areas where potable water service is available. Water service shall be deemed available if:

1. A water main exists within 100 ft of any residential subdivision lot or single family residence water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
2. A water main exists within 500 ft of any residential subdivision consisting of 5 units or less and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
3. A water main exists within $\frac{1}{4}$ mile of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

The site will be served by the City of Alachua's community water system.

CONCURRENCY IMPACT ANALYSIS

Quick Service Restaurant, Alachua

20-0017



To: Kathy Winburn, AICP, City of Alachua Planning & Community Dev. Director
From: Ryan Thompson, AICP, Planning Project Manager
Date: April 30, 2020
RE: Quick Service Restaurant, Alachua – Concurrency Impact Analysis

This application is for a ± 1.15 -acre portion of Alachua County Tax Parcel 03067-601-003. The is located on the north side of US 441, west of NW 147th Drive. The onsite Future Land Use (FLU) category is Commercial and the Zoning District classification is Commercial Intensive (CI). The proposed use is a 1,930 square foot (sq. ft.) restaurant with drive-through.

The following analysis estimates potential impacts on City of Alachua public facilities that may result from the proposed development.

Roadways / Transportation

Table 1: Projected Trip Generation

Land Use	ITE LU Code	Variable SF	Daily	AM Peak			PM Peak		
			Total	Total	In	Out	Total	In	Out
Fast-Food Restaurant with Drive-Through Window	934	1,930	909	78	40	38	63	33	30
Pass by Trips			450	38	20	18	32	17	15
Total Trips			909	78	40	38	63	33	30
Net New Total Trips			459	40	20	20	31	16	15

1. Source: ITE Trip Generation 10th Edition
2. Due to the variety of uses, the Shopping Center (ITE 934) category was used to calculate the number of trips.
3. Calculated Units:
 - a. Fast Casual Restaurant: $\pm 1,930 / 1,000$ sq. ft. GFA

Conclusion: Approval of this application may generate **459 daily vehicle trips**. The proposed development *will not* negatively impact the adopted LOS for adjacent and nearby roadways, as demonstrated in Tables 1-3 of this report.

Per City LDR §2.4.14(H)(2), affected roadways for developments generating less than 1,000 external average daily trips (ADT) are those within one-half mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater. Table 2 calculates projected impacts on City of Alachua roadways.

Table 2: Projected Impacts on Roadways, US 441

	AADT	PM	AADT	PM
Traffic System Category	Segment 5: US 441		Segment 9: SR 235	
	(From SR 235 to NCL of Alachua)		(From US 441 to NCL of Alachua)	
Maximum Service Volume ¹	39,000	3,510	14,400	1,290
Existing Traffic ¹	25,926	2,463	7,537	716
Reserved Trips ¹	3,637	383	150	20
Available Capacity	9,437	664	6713	554
Projected Trip Generation ²	459	31	459	31
Available Capacity w/ Application approval	8,978	633	6254	523

1. Source: City of Alachua January 2020 Development Monitoring Report

2. NOTE: Projected trip distribution percentage is estimated to be **100%** for Segment 5 **and** **10%** for Segment 9.

Conclusion: Affected roadway segments include: US 441 (from SR 235 to NCL of Alachua) and SR 235 (from US 441 to NCL of Alachua). There is available capacity with this application's approval. Therefore, this development *will not* cause the roadway segments to fall below the LOS standards.

Potable Water/Sanitary Sewer

Table 3: Projected Potable Water Impact

System Category	Gallons Per Day (GPD)
Current Permitted Capacity ¹	2,300,000
Less actual Potable Water Flows ¹	1,295,603
Reserved Capacity ¹	874,281
Residual Capacity ¹	130,116
Percentage of Permitted Design Capacity Utilized ¹	94.34%
Projected Potable Water Demand from Proposed Project ²	1,544
Residual Capacity after Proposed Project	128,572

1. Source: City of Alachua January 2020 Development Monitoring Report

2. Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C.

Formulas used: ITE 934 = ((1,930 sq. ft. x 60% dining space) / 15 sq. ft. per seat x 20 gpd)

Conclusion: There is residual capacity with this application's approval. Therefore, the proposed development *will not* cause the City's potable water facilities to fall below LOS standards.

Table 4: Projected Sanitary Sewer Impact

System Category	Gallons Per Day (GPD)
Treatment Plant Current Permitted Capacity ¹	1,500,000
Less actual Treatment Plant Flows ¹	729,000
Reserved Capacity ¹	834,642
Residual Capacity ¹	(63,642)
Percentage of Permitted Design Capacity Utilized ¹	104.24%
Projected Potable Water Demand from Proposed Project ²	1,544
Residual Capacity after Proposed Project	(65,186)

1. Source: City of Alachua January 2020 Development Monitoring Report

2. Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C.

Formulas used: ITE 934 = ((1,930 sq. ft. x 60% dining space) / 15 sq. ft. per seat x 20 gpd)

Conclusion: Due to existing Preliminary and Final Development Orders, the sanitary sewer system is has already projected to exceed available capacity. Therefore, this application's approval *is not* the cause for the City's solid waste facilities to fall below LOS standards.

Solid Waste

Table 5: Projected Solid Waste Impact

System Category	LBs Per Day	Tons Per Year
Existing Demand ¹	40,620.00	7,413.15
Reserved Capacity ¹	43,595.22	7,956.13
New River Solid Waste Facility Capacity ¹	50 years	
Solid Waste Generated By Proposed Project ²		4.23

1. Source: City of Alachua January 2020 Development Monitoring Report.

2. Source: Sincero and Sincero; *Environmental Engineering: A Design Approach*. Prentice Hall, New Jersey, 1996. Formula used:

$$(((12 \text{ lbs.} / 1,000 \text{ ft}^2/\text{day} \times 1,930 \text{ sq. ft.}) \times 365)/2,000)$$

Conclusion: There is available capacity with this application's approval. Therefore, the proposed development *will not* cause the City's solid waste facilities to fall below LOS standards.

Parcel: 03067-601-003**Search Date: 4/27/2020 at 5:42:30 PM**

Taxpayer:	ALACHUA DEVELOPMENT CO LLC	Legal:	BAYWOOD CENTRE PB 28 PG 91 LOT 3
Mailing:	16469 BRIDLEWOOD CIR DELRAY BEACH, FL 33445		
Location:			
Sec-Twn-Rng:	10-08-18		
Property Use:	05400 - TMBR SI 90+		
Tax Jurisdiction:	ALACHUA - 1700		
Area:	ALACHUA COMMERCIAL		
Subdivision:	BAYWOOD CENTRE		

	Property	Land	Classified	Improvement	Total	Deferred	County	School	County	School	County	School
Year	Use	Value	Land Value	Value	Just Value	Value	Assessed	Assessed	Exempt	Exempt	Taxable	Taxable
2019	TMBR SI 90+	348000	500	0	348000	0	500	500	0	0	500	500
2018	TMBR SI 90+	348000	500	0	348000	0	500	500	0	0	500	500
2017	Vacant Comm	319300	0	0	319300	137440	181860	319300	0	0	181860	319300
2016	Vacant Comm	225400	0	0	225400	60070	165330	225400	0	0	165330	225400
2015	Vacant Comm	150300	0	0	150300	0	150300	150300	0	0	150300	150300
2014	Vacant Comm	150300	0	0	150300	0	150300	150300	0	0	150300	150300

Land

Land Use	Land Use Desc	Zoning Type	Zoning Desc	Lots	Acres	Sq Feet	Land Type
5400	TIMBER 1	CI	COMM	1	1.16	50529.6	AC

Mailed Memorandum

MEMORANDUM

Virtual Neighborhood Meeting

20-0017



To: The Neighbors of Tax Parcel 03067-601-003
From: Gerry Dedenbach, AICP, Vice President
Date: April 15, 2020
RE: Virtual Neighborhood Meeting Public Notice

A virtual Neighborhood Meeting will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat on ± 1.2 acres (Alachua County Tax Parcel 03067-601-003) to design, engineer, and permit a Restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in the City of Alachua, FL.

Date: April 29, 2020

Time: 6:00 p.m.

Link: bit.ly/CHW-Live

Contact: Gerry Dedenbach, AICP
11801 Research Drive
Alachua, FL 32615
(352) 331-1976
Live@CHW-inc.com

This is not a public hearing. The purpose of the meeting is to inform the public about the nature of the proposal and seek their comments.

Directions to Attend Meeting: Using your web browser, type the web address link above into the address bar and press "Enter" on your keyboard. For best performance, Google Chrome, Mozilla Firefox, Safari, or Microsoft Edge are recommended.

If you are unable to access the internet, please contact CHW using the information above and we will provide printed materials after the virtual meeting is held. Comments may also be submitted in writing to the address above or by phone at the phone number above. Printed copies of all materials discussed at the meeting will be made available upon request.

CHW Virtual Neighborhood Meetings during COVID-19

In an effort to coordinate with local governments and help prevent the spread of COVID-19, CHW Professional Consultants Neighborhood Meetings will be conducted virtually on [CHW Live](#) Facebook page, during the time period that the Governor's Executive Order Number 20-69 (Online local government meetings) remains in effect.

To participate in this virtual meeting, which will begin at **6 p.m. on April 29, 2020**, you have the following options:

Provide public comment prior and during the meeting:

You may provide written comments by emailing CHW at live@chw-inc.com by 5:00 p.m. of the day prior to the meeting, or by regular mail at 11801 Research Drive, Alachua, FL 32615. All written comments received by the deadline will be distributed to the appropriate staff prior to the start of the meeting. During the meeting, interested persons can also email live@chw-inc.com to submit public comments to be read during the public comment portion of the meeting.

Participate online via computer or mobile device

1. Access the CHW Live Facebook Feed via bit.ly/CHW-Live
2. Once the meeting has started, a Live video will appear on the list of videos. Navigate and open the video to view in full screen.

Access to Information after the scheduled meeting:

Those who are unable to attend this Facebook Live meeting on its specified time and date may go www.facebook.com/chwcommunities/ to view a recording. Request for copies of materials discussed may be obtained:

1. via email: live@chw-inc.com
2. via telephone: (352) 331-1976
3. via post: 11801 Research Dr., Gainesville, FL 32615

Mailing Labels

03067-601-002
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-601-000
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-001-000
TARA FOREST LLC
7717 NW 20TH LN
GAINESVILLE,32605

03067-001-005
CITY OF ALACHUA
PO BOX 9
ALACHUA,32616

03067-601-001
CAMPUS USA CREDIT UNION
14007 NW 1ST RD
NEWBERRY,32669

03067-601-003
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03868-000-000
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03868-001-001
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03067-601-004
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-006-010
LOWES HOME CENTERS INC
1000 LOWES BOULEVARD TAX DEPT
MOORESVILLE,28117

03869-011-000
YOUNG ESTATES LLC
14414 NW 60TH AVE
ALACHUA,32615

Antoinette Endelicato
5562 NW 93rd Avenue
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President
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FL Department of Environmental Protection
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Bonnie Flynn
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Alachua FL 32615

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5716 NW 93rd Avenue
Alachua FL 32653

Jeannette Hinsdale
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Alachua FL 32616

Hugh & Jean Calderwood
P.O. Box 2307
Alachua FL 32616

Peggy Arnold
410 Turkey Creek
Alachua FL 32615

Lynn Coullias
7406 NW 126th Ave
Alachua FL 32615

David Forest
23 Turkey Creek
Alachua FL 32615

Lynda Coon
7216 NW 126 Avenue
Alachua FL 32615

Newspaper Advertisement

FSU fraternity death dispute goes to state Supreme Court

The News Service of Florida

A former Florida State University fraternity president and two other men have gone to the state Supreme Court in a dispute about whether they should face felony charges in the 2017 death of a pledge who drank heavily at an

off-campus party.

Former Pi Kappa Phi Fraternity chapter President Anthony Petagine and fraternity members Luke Kluttz and Anthony Oppenheimer last week filed notices of taking their cases to the Supreme Court, according to documents posted Tuesday on the court

website.

The moves came after a divided panel of the 1st District Court of Appeal in January ruled that the men could face felony charges in the death of Andrew Coffey, 20, a pledge from Broward County who died in November 2017. The dispute has

centered on whether prosecutors showed an adequate basis to pursue felony charges against Petagine, Kluttz and Oppenheimer. The panel of the Tallahassee-based appeals court overturned a ruling by a Leon County circuit judge that dismissed the felony charges.

The appeals court gave a full explanation of its reasoning in the case of Petagine, while reaching the same conclusions in the Kluttz and Oppenheimer cases. Petagine did not attend the party that resulted in Coffey's death but had taken part in a meeting before the party in which the danger

of pledges becoming intoxicated was discussed, the 2-1 majority opinion said.

Also, he had allowed liquor to be served at the party. As is common, the notices filed last week do not detail arguments that attorneys for the men will make at the Supreme Court.

COUNTY

From Page A3

about 1,100 total ICU beds and North Florida Regional Medical Center has about 600.

Myers said the department's main concerns right now relate to health care workers who are testing positive but not presenting symptoms, and keeping at-risk elderly populations safe.

Chairman Robert Hutchinson asked Myers whether the county should amend its current emergency order and require the use of face masks in public rather than merely encouraging their use. Myers said masks other than N95 masks have not been proven to prevent the spread of the virus any more than social distancing.

"I don't want that to give people a false sense of security in terms of keeping their distance away from others," he said. "We certainly don't want them to be adjusting this mask out in public and touching their face."

Looking forward to November's elections, the commission also voted to move forward with two draft ordinances that may become county charter amendment proposals on the ballot.

The first ordinance would establish a rural area for comprehensive planning in the county, while the second addresses conflict between municipalities and the county for the protection of natural resources.

If approved by voters, the county would be able to specify protection standards that would be applicable countywide, similar to the countywide wetlands ordinance.

The commission also discussed a proposal for funding upgrades to the radio management system that first responders use.

Alachua County Fire Rescue Chief Harold Theus said upgrades to the current system are necessary for better, more reliable coverage. He said building four additional radio towers, for a total of 10 in the county, will enhance radio communications, which tend to have trouble during significant storms and in some rural areas.

While the current system costs the county about \$640,000 annually, the needed upgrades are expected to triple the cost burden to \$1.94 million.

Commissioners voted to keep discussing the upgrades. One potential solution to pay for it, which the county is still considering, is instituting a one year, half-cent surtax to pay for it.

COVID-19

From Page A3

Seven additional cases were confirmed Tuesday morning, bringing the county's total to 75 — 65 of them connected to long-term care facilities.

Gov. Ron DeSantis announced Monday that the state will begin a push to test nursing home residents and staff members for the novel coronavirus. He said the state would send 10 four-member teams to areas that have been hardest hit with infections, including Miami-Dade, Broward and Palm Beach counties. State health officials

reported some 47 new deaths around the state Tuesday, in Broward, Dade, Duval, Escambia, Hillsborough, Lee, Manatee, Orange, Palm Beach, Sarasota and St. Lucie counties.

Some 25 people have been hospitalized in Alachua County, though those numbers may include people who've been released by hospitals.

With all of these numbers, the state's count does not distinguish between current cases and instances where patients have recovered from COVID-19.

State health officials continue to urge Floridians to take the COVID-19 Community Action

Survey at www.StrongerThanC19.com.

State officials said Tuesday afternoon that a 30-day visitation ban for nursing homes set to expire soon would be extended. It was first announced March 14.

And the state has spent about \$500 million on equipment and supplies in support of the effort to battle the contagious virus, officials said.

The News Service of Florida contributed to this report.

PUBLIC NOTICE

A virtual Neighborhood Workshop will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat on ±1.2 acres (Alachua County Tax Parcel 03067-601-003) to design, engineer, and permit a Restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in the Alachua, FL.

This is not a public hearing. The purpose of this workshop is to inform the public about the nature of the proposal and seek their comments.

Time: 6:00 p.m. on April 29, 2020

Link: bit.ly/CHW-Live

Instructions: Type the link into the address bar of your web browser. If unable to access internet, please contact CHW for printed materials or comments may also be submitted in writing to the address below or by phone.

Contact: Gerry Dedenbach, AICP

Address: 11801 Research Drive
Alachua, FL 32615

Phone Number: (352) 331-1976

Email: Live@CHW-inc.com



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PUBLIC NOTICE

A virtual Neighborhood Workshop will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat (Alachua County Tax Parcels 03067-601-002 & 003) to design, engineer, and permit a restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in Alachua, FL.

This is not a public hearing. The purpose of this workshop is to inform the public about the nature of the proposal and seek their comments.

Time: 6:00 p.m. on April 29, 2020

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Contact: Gerry Dedenbach, AICP

Address: 11801 Research Drive
Alachua, FL 32615

Phone Number: (352) 331-1976

Email: Live@CHW-inc.com



Posted Notice

Notice of Digital Neighborhood Meeting

Site plan application and replat for Quick Service Restaurant in Commercial Intensive zoning district

Time: 6:00 p.m.

Date: April 29, 2020

Link: bit.ly/CHW-Live

Contact: CHW (352) 331-1976, live@chw-inc.com

Address: 11801 Research Drive, Alachua, Florida, 32615





Workshop Presentation

Quick Service Restaurant Site Plan Application and Replat



City of Alachua
Neighborhood Meeting
April 29, 2020

20-0017: Alachua QSR



1



Alachua QSR
Online Meeting
April 29th, 2020

20-0017: Alachua QSR



2

REQUESTS:

1. Site Plan application; and
2. Replat of the existing Baywood Centre Plat

20-0017: Alachua QSR

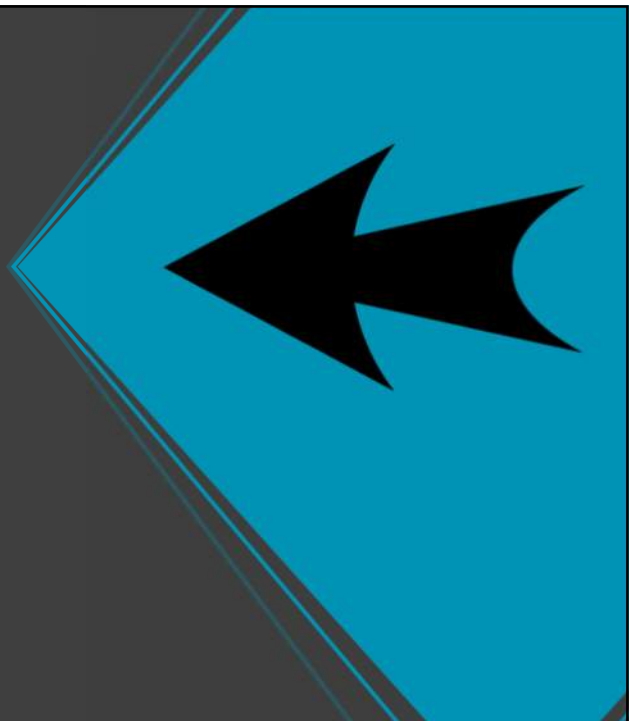


5

INTENT:

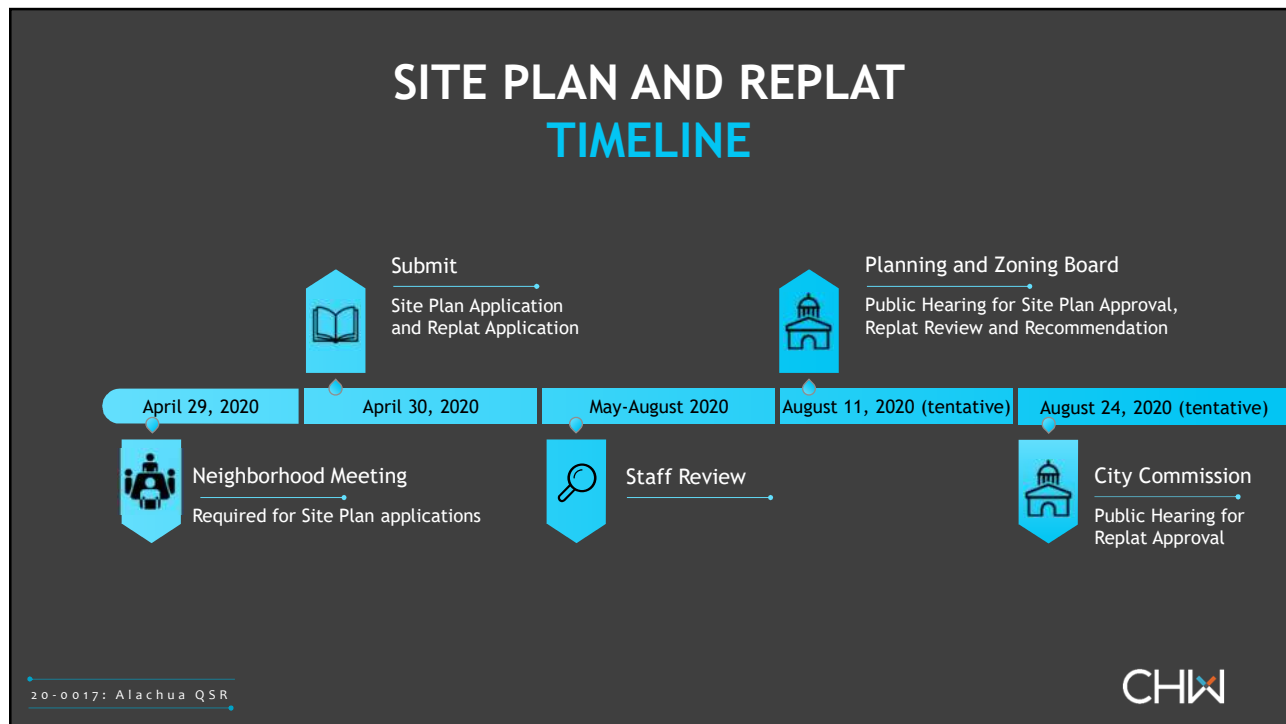
Develop the site with a Quick Service Restaurant (QSR) and a private road connecting US 441 and NW 157th Lane consistent with City of Alachua Land Development Regulations.

20-0017: Alachua QSR



6

SITE PLAN AND REPLAT TIMELINE



7



8

Aerial Map



9

Street Frontages



CHW

10

Future Land Use Map

FLU: Commercial

CHW



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Zoning Map

Zoning:
Commercial
Intensive (CI)

By right, permits
restaurants with
drive-through or
drive-in service

CHW



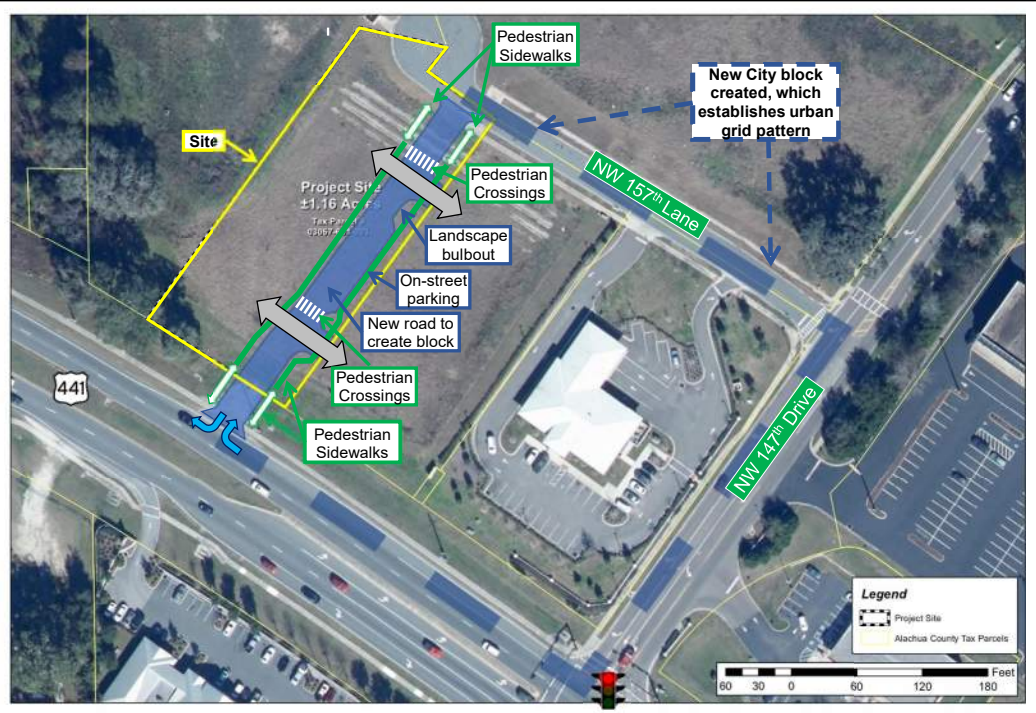
12

Infrastructure Plan

A new roadway will connect US-441 and NW 157th Lane with on-street parking, full sidewalks, and trees creating a City block.

New businesses access roadway, not directly onto US 441, thereby promoting access management.

The block provides interconnected multimodal access for residents and employees, without accessing US 441, preserving level of service at signal.



13

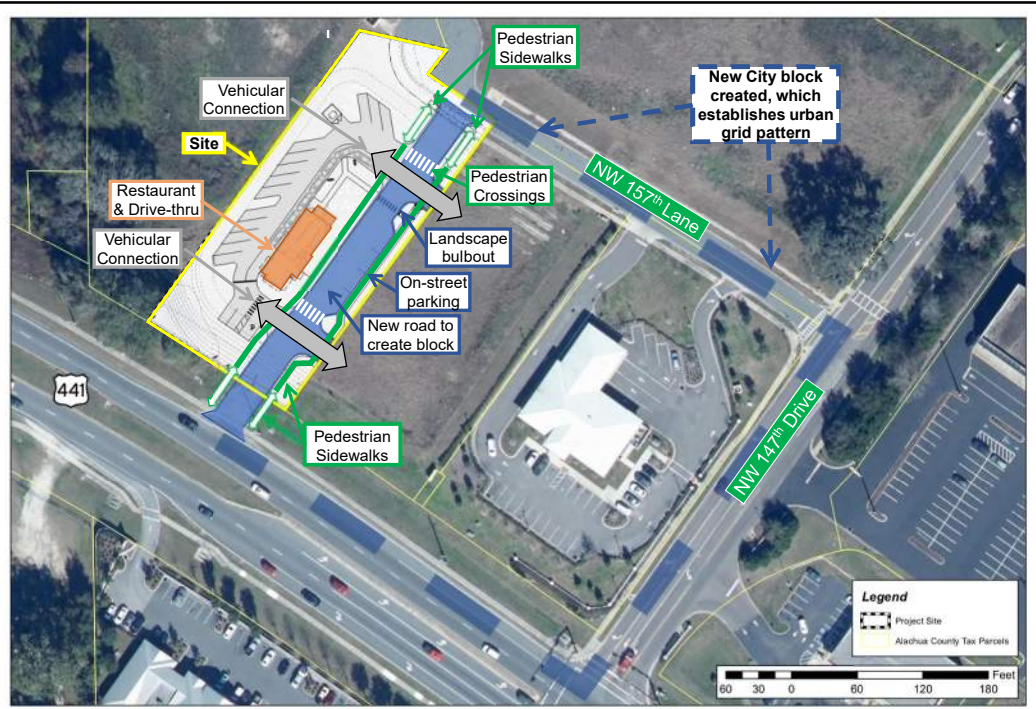
Concept Site Plan

A new business will be built, accessing the new roadway.

The building will be pulled towards the Highway, aligned with other buildings, with the majority of the parking on side.

Employee parking will be at rear of building near service access and enclosed trash collection.

Plan prepares center parcel for shared access, sidewalks, and other amenities.



14

Contact Information

Address: 11801 Research Drive
Alachua, FL, 32615
Phone: (352) 331-1976
Email: Live@chw-inc.com



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Environmental
Map



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Sign-in Sheet

SIGN-IN SHEET

Alachua QSR

20-0017



Event: Virtual Neighborhood Meeting
Date/Time: April 29, 2020 @ 6:00 PM
Place: bit.ly/CHW-Live
Re: Alachua QSR – Site Plan and Replat of Baywood Centre Plat

	<u>Attendee Name</u>
1	Laura Dedenbach
2	Jeannette Hinsdale
3	Ross Claiborne – Client
4	Gavin Johnson – Client
5	Melanie Bagley – Client
6	Marv Smollar – Client
7	Noble Craig – Client
8	Chris Korosic – Arrived late, requested emailed presentation
9	
10	
11	
12	
13	

Workshop Minutes

NEIGHBORHOOD MEETING MINUTES

Alachua QSR

20-0017



Event: Virtual Neighborhood Meeting
Date/Time: April 29, 2020 @ 6:00 PM
Place: bit.ly/CHW-Live
Re: Alachua QSR – Site Plan and Replat of Baywood Centre Plat

CHW (Agent) Attendees: Ines Acosta; Craig Brashier, AICP; Gerry Dedenbach, AICP; David Morin, PE;
Ryan Thompson, AICP; Seth Wood

Applicant Attendees: 5

Public Attendees: 3

CHW hosted the required Neighborhood Meeting and presented the meeting's purpose, review process, the applications' request and intent, maps illustrating the site's regulatory and physical characteristics, and a conceptual layout illustrating City design and development standards. Below are questions and comments from the public attendees and applicant/agent responses, which are consolidated and categorized for ease of readability.

Question: Do you know what restaurant will fill this space?

Response: We do not discuss tenants until all plans are finalized. The prospective tenant is not currently in the City of Alachua.

Question: Will the restaurant have sit-in dining as well as drive-through facilities?

Response: The restaurant will have sit-in dining, but most service is expected to be done via the drive-through facilities.

Comment: Please explain connectivity as it relates to the site.

Response: We are proposing a roadway to connect US 441 to NW 157th Lane, which will establish a new city block. The proposed roadway allows access to the project site, as well as the undeveloped adjacent site to the east. Pedestrian access will also be made possible with crosswalks across the new road.

Question: Will the restaurant have bicycle parking?

Response: Yes, the restaurant will have bicycle parking.

Question: Will the restaurant have a liquor license?

Response: No, the restaurant will not have a liquor license.

Question: What mealtimes will the restaurant focus on?

Response: The restaurant will serve lunch and dinner.

Question: What will be the square footage of this facility?

Response: Approximately 1,930 square feet.

Question: What stormwater management facilities will be put in place?

Response: There is a master stormwater management facility within Baywood Centre that the site will utilize.

Comment: There is no question that this project is feasible, as the site appears staged and ready to be developed.

Response: Agree.

The meeting was adjourned at 6:30 p.m.



[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Detail By Document Number](#) /

Detail by Entity Name

Florida Limited Liability Company
ALACHUA DEVELOPMENT CO., LLC

Filing Information

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FEI/EIN Number 51-0543569
Date Filed 05/05/2005
State FL
Status ACTIVE

Principal Address

16469 BRIDLEWOOD CIRCLE
DELRAY BEACH, FL 33445

Mailing Address

16469 BRIDLEWOOD CIRCLE
DELRAY BEACH, FL 33445

Registered Agent Name & Address

SMOLLAR, MARVIN
16469 BRIDLEWOOD CIRCLE
DELRAY BEACH, FL 33445

Authorized Person(s) Detail

Name & Address

Title MGRM

ALACHUA MANAGEMENT CO., LLC
16469 BRIDLEWOOD CIRCLE
DELRAY BEACH, FL 33445

Annual Reports

Report Year	Filed Date
2018	02/19/2018
2019	03/03/2019
2020	01/31/2020

Document Images

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2019 Roll Details — Real Estate Account At UNASSIGNED LOCATION RE

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2019

2018

2017

2016

...

2012

PAID

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PAID 2019-11-27 \$10.98

Receipt #19-0040178

Owner: ALACHUA DEVELOPMENT CO LLC

16469 BRIDLEWOOD CIR

DELRAY BEACH, FL 33445

Situs: UNASSIGNED LOCATION RE

Account number: 03067 601 003

Alternate Key: 12864

Millage code: 1700

Millage rate: 22.8734

Assessed value: 500

School assessed value: 500

Unimproved land value: 348,000

[View larger map](#)


Location is not guaranteed to be accurate.

Property Appraiser

[View](#)

Legal description

BAYWOOD CENTRE PB 28 PG 91 LOT 3

2019 Annual bill

Ad valorem: \$11.44

Non-ad valorem: \$0.00

Total Discountable: 11.44

No Discount NAVA: 0.00

Total tax: \$11.44

Location

Book, page, item: --

Geo number: 10-08-18-03067601003

Range: 18

Township: 08

Section: 10

Neighborhood: 233200.50

Use code: 054

Total acres: 1.160



Traffic Impact Analysis



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

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

Printed copies of this document
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- Appendix D: Seasonal Adjustment Factor and Historical Growth Rates
- Appendix E: Tara Forest Subdivision Traffic Study
- Appendix F: Straight Line Diagram
- Appendix G: Synchro and HCS Reports

1. EXECUTIVE SUMMARY

CHW has prepared the following Traffic Impact Analysis (TIA) for two proposed developments located within the Baywood Centre commercial subdivision in the City of Alachua, as shown in **Figure 1**. This TIA uses a 2021 build-out year for the analysis, as both sites are anticipated to be developed at that time. The methodology letter has been updated with the revised 2021 build-out year. The study is in conformance with the updated methodology letter addressed to the Florida Department of Transportation (FDOT) and City of Alachua, dated July 15th, 2020, see **Appendix A**.

Currently, the Baywood Centre plat restricts access directly to US HWY 441. Additionally, there is a 440 FT acceleration lane along the west leg of the US HWY 441 at NW 147th Drive intersection. This TIA will review whether the lengthy acceleration lane can be reduced in length or removed completely. This TIA will also review a proposed connection near the Baywood Centre project sites to US HWY 441 along with a right-turn lane that could be included with the acceleration lane removed.

As this TIA was being prepared, a new development named Tara Forest East subdivision was proposed. The Tara Forest East subdivision will be located just north of this project site and will access US HWY 441 using NW 147th Drive. The subdivision will consist of 551 dwelling units at full build-out expected in 2028. The forecasted Tara Forest project trips during the Baywood 2021 build-out year will be added to the background trips for analysis. The Tara Forest project trips during 2021 are estimated at 27% of the full build-out, based on a linear build-out of the site. Additionally, the forecasted background trips, including the Tara Forest project trips, during year 2028 will be analyzed.

Based on this analysis, the following improvements are recommended to support the project site:

- Remove the westbound acceleration lane serving the southbound right-turning vehicles, at the intersection of US HWY 441 and NW 147th Drive.
- Provide a westbound right-turn lane, 290 FT in length, along US HWY 441 at the proposed site access.

2. STUDY AREA

The study area, as provided in **Figure 1**, consists of the following intersections:

- US HWY 441 and NW 147th Drive
- US HWY 441 and the Proposed Site Access

Figure 1 | Study Area



3. TRIP GENERATION

The planned land uses for the two sites are as follows:

- Quick Service Restaurant with Drive-Through Window on parcel 03067-601-003
- Retail Store on parcel 03067-601-002

The Quick Service Restaurant design plans have been prepared and are currently being reviewed by the City of Alachua and FDOT. There are currently no preliminary plans provided for the retail site. The building size of the retail site is estimated at 5,000 SF which is a reasonable building size that could fit on this parcel. The trip generation of the two sites were estimated using the Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition. The estimated trip generation is provided in **Table 1**. The ITE Trip Generation Manual sheets supporting this data is provided in **Appendix B**.

Table 1 | Trip Generation

Proposed Baywood Centre Trip Generation (Parcels 03067-601-002 and 03067-601-003)									
Land Use	ITE Code	Variable (1000 SF)	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	Total
Fast-Food Restaurant with Drive-Through Window	934	1.93	78	40	38	63	33	30	909
<i>*Pass-by AM=49%, PM=50%, Weekday=49.5%</i>			38	20	18	32	17	15	450
***Shopping Center	820	5.00	5	3	2	19	9	10	189
<i>**Pass-by AM=34%, PM=34%, Weekday=34%</i>			2	1	1	6	3	3	64
Gross Project Trips			83	43	40	82	42	40	1098
Total Pass-by Project Trips			40	21	19	38	20	18	514
Net New Project Trips			43	22	21	44	22	22	584

* The ITE Trip Generation Manual 10th Edition provides pass-by rates for AM and PM peak hours but not for daily. The average of AM and PM pass-by rates is used to derive the daily pass-by rate.

** The ITE Trip Generation Manual 10th Edition provides pass-by rates for the PM peak only. The PM peak pass-by rate is used for the AM peak and daily pass-by rates.

*** The average rate is used to estimate the trip generation for Shopping Center as the fitted curve equation provides unreasonable trip generation for retail sites of this size.

4. DATA COLLECTION

Turning movement counts at the study area intersections were performed during the AM and PM peak hours on September 12th, 2019. The raw count data is provided in **Appendix C**.

The count data was adjusted based on the peak season factor published by FDOT. The peak season volumes were then multiplied by growth factors, based on historical volumes published by FDOT, to derive the 2021 background volumes. A 1.0% yearly growth rate was used for roadways with historical growth rates less than 1.0%. The peak season factor and growth rate data are provided in **Appendix D**.

The study area turning movement counts with the applied peak season volumes and growth factors are provided in **Table 2**. Project trips from the Tara Forest East subdivision were added to the background trips as shown in **Table 2**. The Tara Forest East Subdivision is expected to have 150 units developed by year 2021 based on linear growth of the site, as derived from the Introduction of the Tara Forest East Subdivision Traffic Study. This equates to 27% of the Tara Forest East Subdivision build-out dwelling units. Therefore, 27% of the full build-out project trips are added to the background trips for the 2021 analysis. All build-out Tara Forest East project trips are included in the 2028 background trips for the 2028 analysis. **Figures 2** illustrate the existing (peak season) turning movements at the study area intersections. **Figures 3 and 4** illustrate the 2021 and 2028 background trips, respectively. The Tara Forest Subdivision Traffic Study is provided in **Appendix E**.

Table 2 | Background Traffic Table

Growth Rate Data													
Peak Season Factor								1.02					
Growth Rate													
Approach				Historical Growth Rate			Growth Rate Used	2021 Growth Factor		2028 Growth Factor			
US HWY 441 Eastbound				0.91%			1.00%	1.020		1.090			
US HWY 441 Westbound				0.91%			1.00%	1.020		1.090			
NW 147th Drive Northbound				NA			1.000		1.000				
NW 147th Drive Southbound				NA			1.000		1.000				
AM Peak Hour Background Traffic Volumes													
Scenario		US HWY 441 Eastbound			US HWY 441 Westbound			NW 147th Drive Northbound			NW 147th Drive Southbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts		57	1220	70	41	646	26	58	7	97	31	5	47
Peak Season Volume (Existing)		58	1244	71	42	659	27	59	7	99	32	5	48
2021 Peak Season Background		59	1269	72	43	672	28	59	7	99	32	5	48
2021 Tara Forest East Sub Trips (27%)		0	0	6	6	0	0	0	1	0	20	3	19
2021 Total Background w/ Tara Forest		59	1269	78	49	672	28	59	8	99	52	8	67
2028 Peak Season Background		63	1356	77	46	718	29	59	7	99	32	5	48
2028 Tara Forest East Sub Trips		0	0	23	23	0	0	0	4	0	73	11	72
2028 Total Background w/ Tara Forest		63	1356	100	69	718	29	59	11	99	105	16	120
PHF (Total Intersection = .928)		0.92			0.89			0.90			0.80		
Truck %		4%			5%			2%			2%		
PM Peak Hour Background Traffic Volumes													
Scenario		US HWY 441			US HWY 441			NW 147th Drive			NW 147th Drive		
		Eastbound			Westbound			Northbound			Southbound		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts		99	767	74	65	1211	109	51	18	177	105	13	51
Peak Season Volume (Existing)		101	782	75	66	1235	111	52	18	181	107	13	52
2021 Peak Season Background		103	798	77	67	1260	113	52	18	181	107	13	52
2021 Tara Forest East Sub Trips (27%)		0	0	22	19	0	0	0	5	0	15	3	9
2021 Total Background with Tara Forest		103	798	99	86	1260	113	52	23	181	122	16	61
2028 Peak Season Background Volume		110	852	82	72	1346	121	52	18	181	107	13	52
2028 Tara Forest East Sub Trips		0	0	80	69	0	0	0	18	0	55	10	34
2028 Total Background with Tara Forest		110	852	162	141	1346	121	52	36	181	162	23	86
PHF (Total Intersection = .966)		0.87			0.94			0.89			0.81		
Truck %		2%			2%			0%			0%		

Figure 2 | Existing (Peak Season) Turning Movements (2019)



Figure 3 | Background Turning Movements (2021)

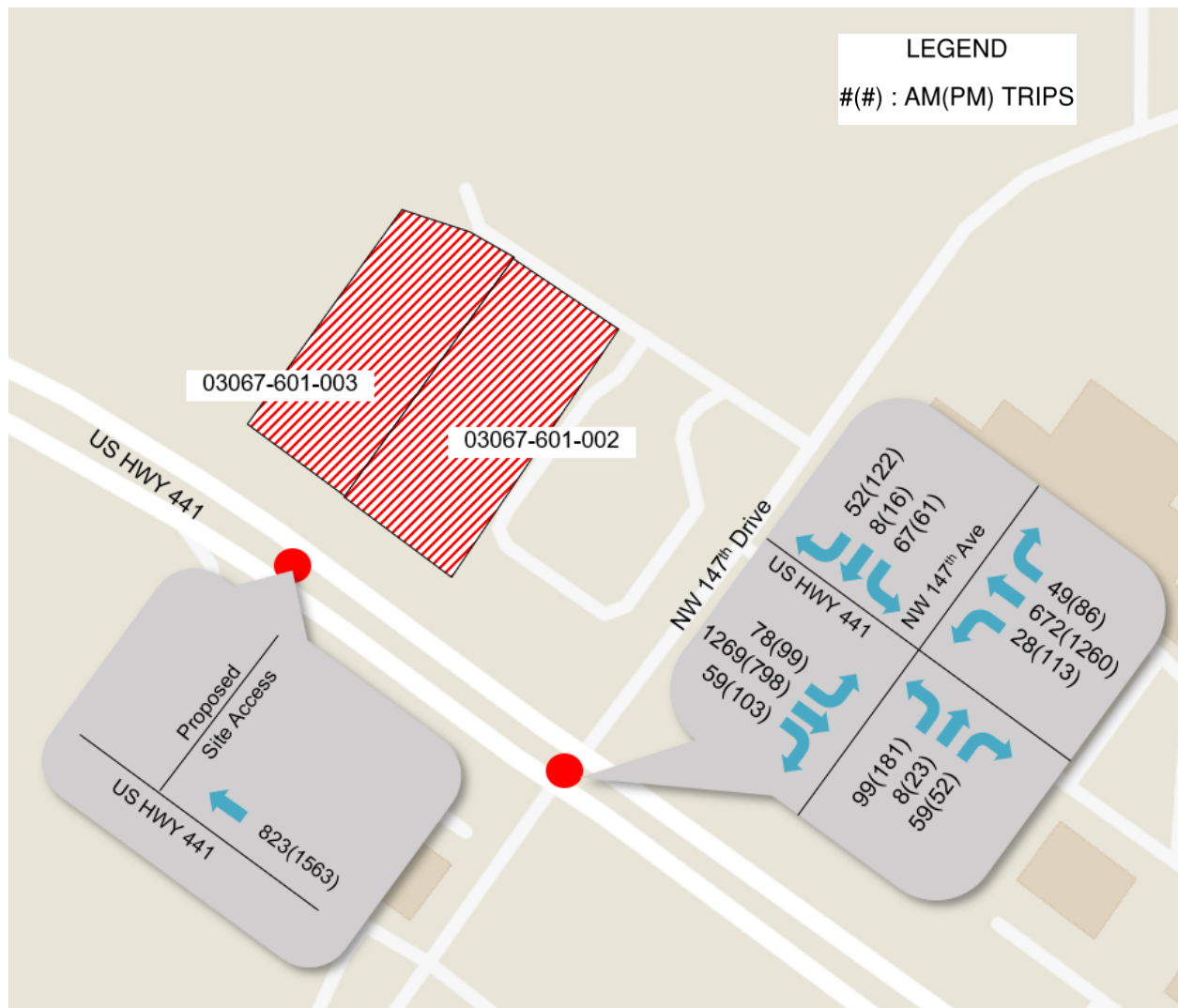


Figure 4 | Background Turning Movements (2028)



5. TRIP DISTRIBUTION

The project trip distribution is expected to mimic the US HWY 441 directional distribution. The US HWY 441 AM peak directional distribution and PM peak directional distribution, used to determine the trip distribution, was derived from the raw turning movement count data as provided in **Figure 5**. This figure also provides the expected project trip turning movements that will enter and exit the project sites based on the project site having no access to US HWY 441. **Figure 6** and **Figure 7**, combines the background turning movements and project trips during years 2021 and 2028. **Figure 8 thru 10** provide the trip distribution and build-out figures based on the project sites having a right-in/right-out access to US HWY 441 during years 2021 and 2028.

Figure 5 | Trip Distribution without Site Access to US HWY 441 (2021)



Figure 6 | Build-Out Turning Movements without Site Access to US HWY 441 (2021)

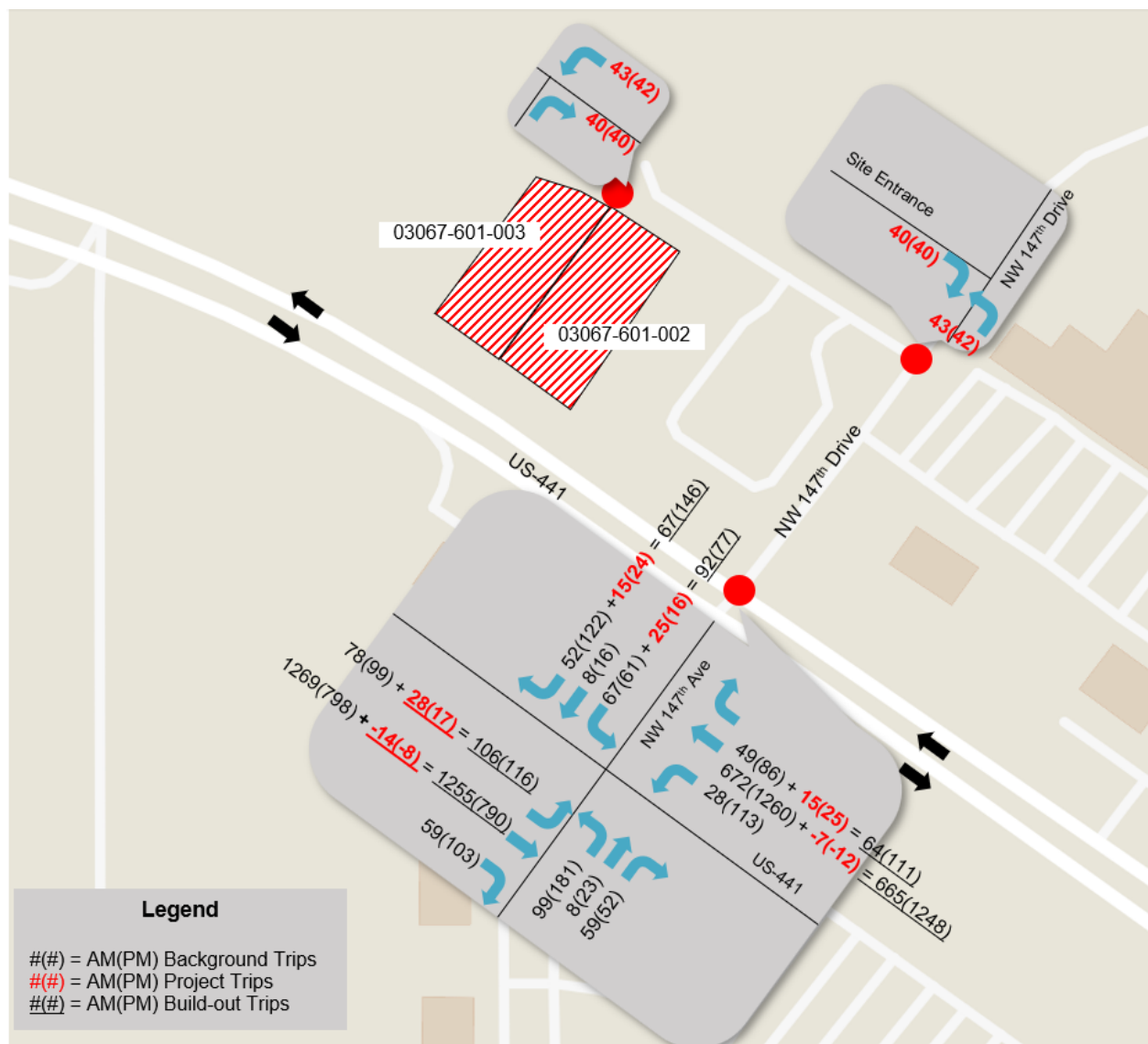


Figure 7 | Build-Out Turning Movements without Site Access to US HWY 441 (2028)

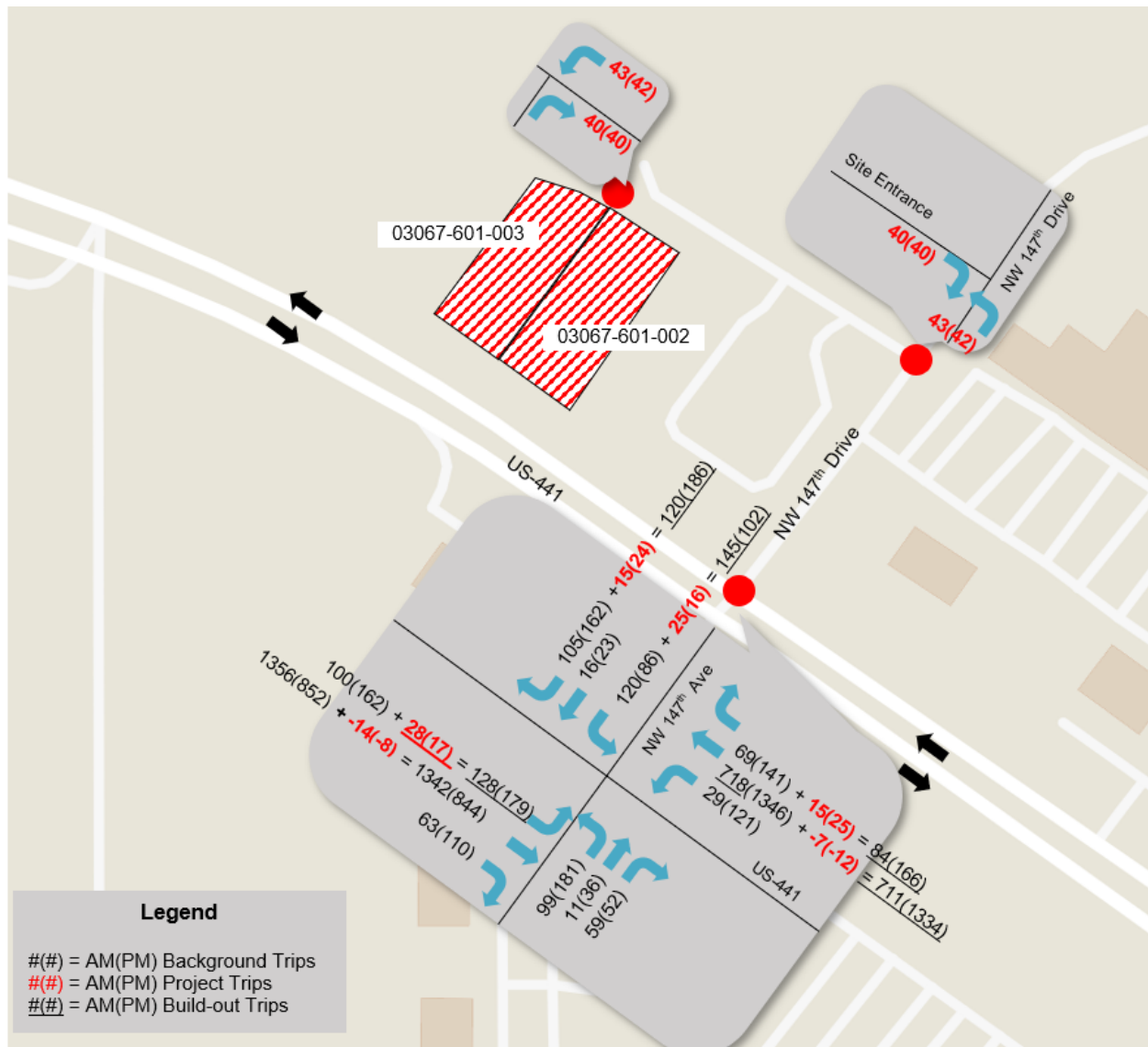


Figure 8 | Trip Distribution with Site Access to US HWY 441 (2021)



Figure 9 | Build-out with Site Access to US HWY 441 (2021)

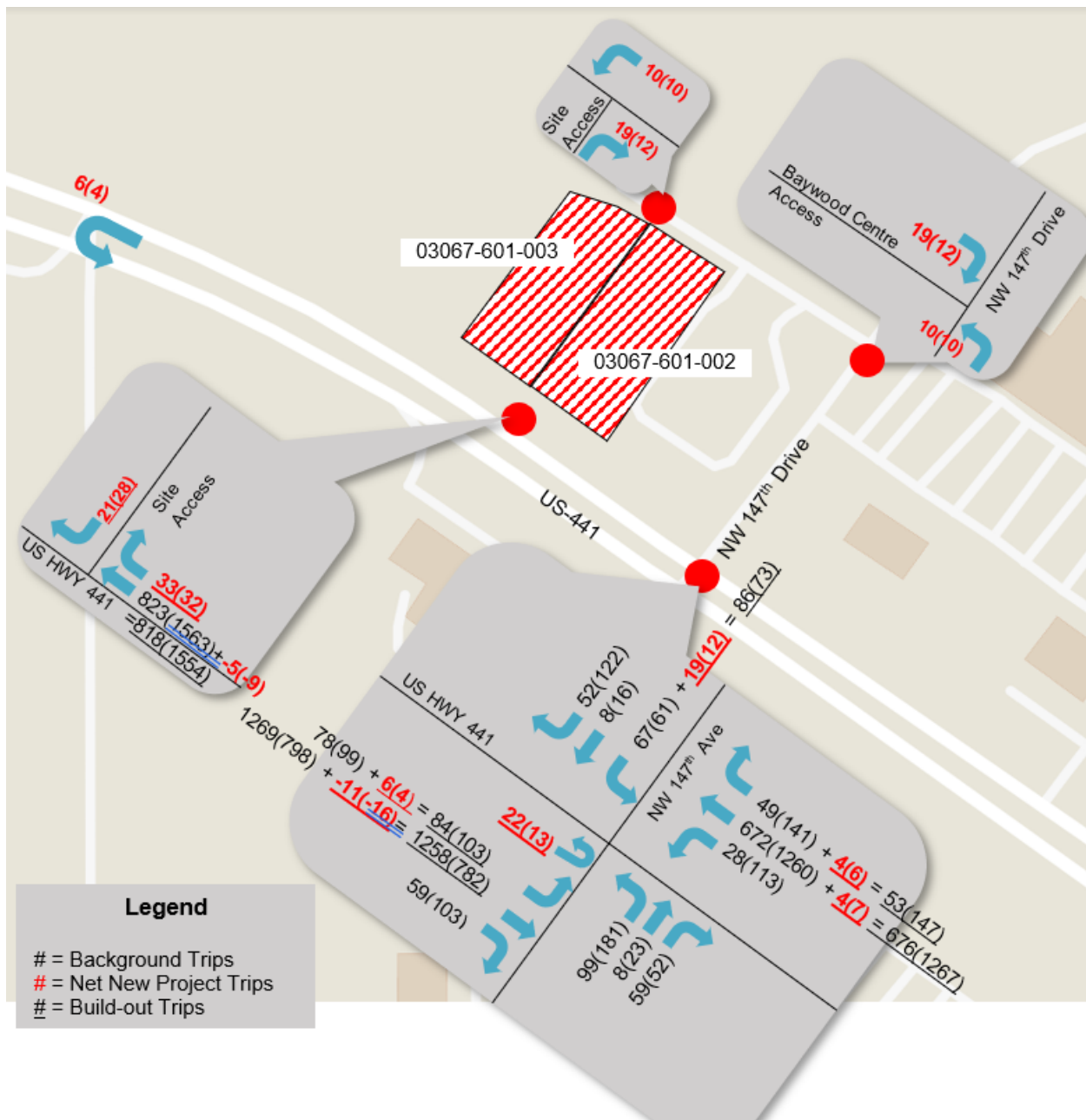
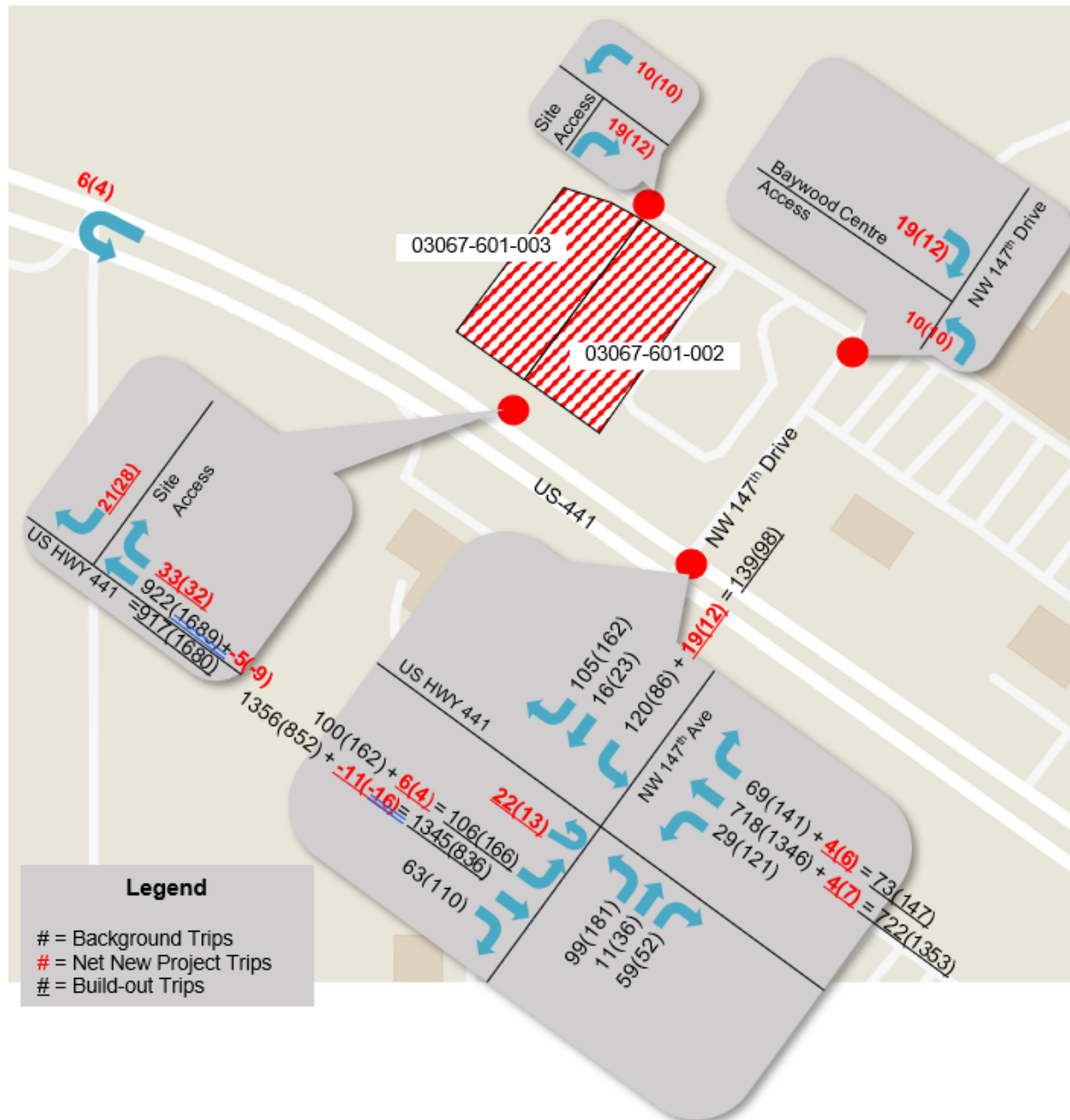


Figure 10 | Build-out Turning Movements with Site Access to US HWY 441 (2028)



6. ANALYSIS

6.1. US HWY 441 Acceleration Lane Review

Currently, an acceleration (merge) lane, approximately 460 FT in length, is provided on US HWY 441, west of NW 147th Drive. The acceleration lane is provided for southbound right turning vehicles. The lane extends beyond the proposed site access. It is not recommended to have both the acceleration lane and site access at the same location, due to safety concerns. This section of the study reviews the benefits of maintaining the acceleration lane, as is, verses shortening or removing the lane.

An acceleration lane provided at a signalized intersection is atypical, as southbound right-turning vehicles are provided a protected movement each cycle to safely turn right without conflicting vehicles. Historical imagery, using Google Earth, illustrates that the acceleration lane was in place before the traffic signal was installed, and not added as part of the signalized intersection design. As shown in **Figure 8** stop bars are not present along US HWY 441, indicating there is not a traffic signal present while the acceleration lane was present.

A site visit was performed on November 26th, 2019 during the AM and PM peak hours, to observe drivers using the acceleration lane. During the AM peak hour, 35 southbound right-turning vehicles were observed, 37% of which used the acceleration lane while the remaining made a direct southbound right onto US HWY 441. During the PM peak hour, 80 southbound right-turning vehicles were observed, 29% of which used the acceleration lane. Based on this review, and the low percentage of drivers utilizing the acceleration lane, the lane is not needed to serve the southbound right-turning vehicles.

Figure 11 | February 2006 Aerial of US HWY 441 at NW 147th Drive

6.2. Access Management

This section of US HWY 441 is classified as an Access Class 3 with a posted speed of 45 MPH, see straight line diagram **Appendix F**. According to FDOT Spacing Standards, the project access should be 440 FT from the adjacent intersection. Therefore, it is recommended that the proposed site connection to US HWY 441 is placed approximately 440 FT west of NW 147th Drive.

Table 3 | FDOT Spacing Standards

Access Class	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		>45 mph	≤45 mph	Directional	Full	
2	Restrictive with Service Roads	1320	660	1320	2640	2640
3	Restrictive	660	440	1320	2640	2640
4	Non-Restrictive	660	440			2640
5	Restrictive	440	245	660	2640 >45 mph 1320 ≤ 45 mph	
6	Non-Restrictive	440	245			1320
7	Both Median Types	125		330	660	1320

Notes:

1. "Restrictive" physically prevent vehicle crossing.
2. "Non-Restrictive" allow turns across at any point.
3. Speeds shown in this table are posted speeds.

Connection Spacing Near Interchange Ramps:

Connections and median openings located within 1,320 feet of interchange ramps require the following spacing (measured from the ramp furthest from the interchange):

- 440 feet ≤ 45 mph
- 660 feet > 45 mph
- 1,320 feet on Access Class 2 Facilities > 45 mph

6.3. Right-turn Lane Warrant Analysis

A right turn lane warrant analysis was performed for westbound traffic on US HWY 441 at the proposed right-in/right-out site access, west of NW 147th Drive.

During the build-out scenario there are a total of 33 AM peak hour vehicles and 32 PM peak hour vehicles forecasted to make a right onto the proposed site access, from US HWY 441.

The FDOT Driveway Information Guide (2008) was used to determine whether a right-turn lane is warranted. US HW 441 is multilane highway with a posted speed of 45 MPH at the proposed site access. According to Chapter 7.2, of the FDOT Driveway Information Guide, shown in **Figure 9**, a right-turn lane is warranted if the site exceeds 80 to 125 right-turns per hour. Therefore, a right-turn lane on US HWY 441 at the proposed access is not warranted per these guidelines. However, a right-turn lane will provide safer operations by allowing drivers to decelerate outside of the through lane and should be provided if the acceleration lane can be converted to a deceleration lane.

Figure 12 | Right-turn Lane Warrant Thresholds

7.2

WHEN SHOULD WE
BUILD RIGHT TURN
LANES?

Exhibit 44
Recommended Guidelines
for Exclusive Right Turn
Lanes to Unsignalized*
Driveway

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80-125 (see note 1)
Over 45 mph	35-55 (see note 2)

*May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

1. The lower threshold of 80 right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).
2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.

Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

09/26/08

56

Driveway Information Guide

The recommended right-turn lane length is based on the standards from **Table 4**. A design speed of 50 MPH is assumed, based on the posted speed limit of 45 MPH. Since there is no curb and gutter, the approach is considered rural. According to FDOT Turn Lane Standards, for rural conditions with a design speed of 50 MPH the standard deceleration length is 290 FT, see **Table 4**. Since there is no queue caused by the right-turning vehicles, the recommended right-turn lane length is 290 FT.

Table 4 | FDOT Turn Lane Standards

<i>TURN LANES • CURBED AND UNCURBED MEDIANS</i>								
<i>Design Speed (mph)</i>	<i>Entry Speed (mph)</i>	<i>Clearance Distance L₁</i>	<i>URBAN CONDITIONS</i>			<i>RURAL CONDITIONS</i>		
			<i>Brake To Stop Distance L₂</i>	<i>Total Decel. Distance L</i>	<i>Clearance Distance L₃</i>	<i>Brake To Stop Distance L₂</i>	<i>Total Decel. Distance L</i>	<i>Clearance Distance L₃</i>
35	25	70'	75'	145'	110'	—	—	—
40	30	80'	75'	155'	120'	—	—	—
45	35	85'	100'	185'	135'	—	—	—
50	40/44	105'	135'	240'	160'	185'	290'	160'
55	48	125'	—	—	—	225'	350'	195'
60	52	145'	—	—	—	260'	405'	230'
65	55	170'	—	—	—	290'	460'	270'

6.4. Intersection Analysis

Intersection analyses were performed at the intersections provided in the study area under the following scenarios, where applicable:

- Existing conditions
- Background conditions
- Build-out conditions
- Build-out with improvements

The delay, LOS, V/C, and 95th percentile queue length of each intersection movement as well as the intersection as a whole, were reviewed with the analyses. **Tables 5 and 6** provide the analysis results of all intersections during the AM and PM peak hours. The signalized intersection of US HWY 441 and NW 147th Drive was analyzed using Synchro 9 and the non-signalized intersection of US HWY 441 and the proposed site access was analyzed using HCS 7.

The following intersection parameters are analyzed in **Tables 5 and 6**:

- Movements operating with a LOS of F
- V/C ratios exceeding 1.0
- 95th percentile queue lengths exceeding the available storage

The Synchro and HCS reports are provided in **Appendix G**.

Table 5 | AM Intersection Analysis Summary

Intersection Analysis Summary AM																										
Intersection	Movement	Available Storage (ft)	Existing				Background				Build-out without Site Access (2021)				Build-out w/ Site Access and Right-turn Lane Addition (2021)				Build-out without Site Access (2028)				Build-out w/ Site Access and Right Turn Lane (2028)			
			LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)
SIGNALIZED INTERSECTION																										
NW 147th Drive at US HWY 441	EBL	290	A	2.4	0.16	25	A	2.8	0.18	25	A	3.3	0.24	25	A	3.3	0.24	25	A	4.5	0.31	50	A	4.5	0.32	50
	EBT	N/A	A	4.7	0.56	175	A	5.5	0.59	175	A	5.7	0.59	175	A	5.7	0.59	175	A	7.8	0.66	225	A	7.8	0.66	225
	EBR	200	A	0.1	0.06	0	A	0.1	0.06	0	A	0.1	0.06	0	A	0.1	0.06	0	A	0.1	0.07	0	A	0.1	0.07	0
	WBL	200	A	4.8	0.12	25	A	5.3	0.13	25	A	5.7	0.13	25	A	5.6	0.13	25	A	6.7	0.16	25	A	6.6	0.16	25
	WBT	N/A	A	8.9	0.33	125	A	9.9	0.35	150	B	10.7	0.35	175	B	10.6	0.35	175	B	12.7	0.39	200	B	12.6	0.39	200
	WBR	420	A	0.7	0.04	25	A	0.9	0.05	25	A	1.4	0.07	25	A	1.1	0.06	25	A	2.2	0.10	25	A	1.7	0.08	25
	NBL	N/A	E	64.2	0.54	175	E	59.5	0.48	150	E	58.6	0.47	150	E	58.7	0.47	150	E	56.7	0.46	150	E	57.0	0.47	150
	NBT/R	130	C	26.3	0.45	75	C	29.4	0.49	75	C	31.2	0.52	75	C	31.2	0.52	75	C	31.6	0.52	75	C	32.0	0.52	75
	SBL	360	E	57.9	0.35	100	E	59.4	0.43	125	E	60.1	0.50	150	E	61.3	0.50	150	E	69.5	0.72	200	E	68.2	0.69	200
	SBT	N/A	E	69.8	0.07	25	E	69.5	0.11	50	E	68.4	0.10	50	E	68.6	0.10	50	E	67.9	0.15	50	E	68.4	0.16	50
	SBR	670	A	2.5	0.21	0	A	4.5	0.33	0	A	8.7	0.41	25	A	4.3	0.33	0	B	19.7	0.60	50	C	20.1	0.57	50
	Intersection Total		B	10.2			B	11.1			B	12.1			B	11.9			B	15.4			B	15.2		
STOP CONTROLLED INTERSECTION																										
US 441 at Proposed Site Access	SBR	N/A													B	11.8	0.04	25					B	12.3	0.04	25

Table 6 | PM Intersection Analysis Summary

Intersection Analysis Summary PM																										
Intersection	Movement	Available Storage (ft)	Existing				Background				Build-out without Site Access (2021)				Build-out w/ Site Access and Right Turn Lane (2021)				Build-out without Site Access (2028)				Build-out w/ Site Access and Right Turn Lane (2028)			
			LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)
SIGNALIZED INTERSECTION																										
NW 147th Drive at US HWY 441	EBL	290	B	11.7	0.34	50	B	16.3	0.45	75	C	20.2	0.50	100	C	20.8	0.51	75	D	54.7	0.68	200	E	56.2	0.68	225
	EBT	N/A	B	16.8	0.42	250	B	17.6	0.43	325	B	18.0	0.43	350	B	17.4	0.42	300	B	19.1	0.46	475	B	19.4	0.45	450
	EBR	200	A	1.3	0.11	25	A	1.4	0.12	25	A	1.4	0.12	25	A	1.4	0.12	25	A	1.8	0.13	25	A	1.8	0.12	25
	WBL	200	A	9.7	0.29	75	B	10.2	0.30	75	B	10.7	0.30	75	B	10.3	0.30	75	B	12.5	0.35	100	B	12.2	0.34	75
	WBT	N/A	C	20.9	0.60	575	C	23.0	0.63	625	C	24.5	0.64	675	C	24.1	0.64	650	C	34.0	0.75	825	C	33.9	0.76	850
	WBR	420	A	0.1	0.07	0	A	0.2	0.09	0	A	1.0	0.12	25	A	0.2	0.10	0	A	4.8	0.19	75	A	3.4	0.17	50
	NBL	N/A	E	69.8	0.70	275	E	69.1	0.70	275	E	67.7	0.69	275	E	69.2	0.70	275	E	66.6	0.69	275	E	67.2	0.69	275
	NBT/R	130	C	26.5	0.31	75	C	29.9	0.38	100	C	29.8	0.38	100	C	30.4	0.39	100	D	42.6	0.46	125	D	43.0	0.47	125
	SBL	360	E	57.7	0.36	100	E	57.7	0.39	100	E	59.2	0.46	125	E	59.7	0.45	125	E	63.5	0.58	150	E	63.0	0.56	150
	SBT	N/A	E	77.5	0.18	50	E	76.8	0.21	50	E	75.1	0.20	50	E	76.8	0.21	50	E	75.9	0.25	75	E	76.8	0.26	75
	SBR	670	B	16.0	0.59	25	C	22.4	0.66	50	C	24.0	0.70	75	C	22.4	0.66	50	C	25.9	0.76	75	C	23.2	0.72	75
		Intersection Total		C	22.0			C	23.5			C	24.4			C	24.3			C	31.1			C	31.0	
STOP CONTROLLED INTERSECTION																										
US 441 at Proposed Site Access	SBR	N/A													C	17.4	0.09	25					C	19.8	0.11	25

The intersection analysis indicates that no deficiencies are expected to occur under any of the scenarios analyzed during the 2021 and 2028 years. As demonstrated by the summary results, the intersection of NW 147th Drive at US HWY 441 operates slightly better when a site access is provided along US HWY 27. This is because some of the trips are removed from the intersection of US HWY 441 at NW 147th Drive and moved to the site access intersection, when a site access is provided.

The summary results, with the addition of a site access on US HWY 441, demonstrates that the NW 147th Drive southbound right movement operates well with a maximum queue length of 75 FT and maximum v/c ratio of 0.72, occurring under the 2028 build-out scenario during the PM peak.

The right-turn lane addition was modeled during the build-out scenario with site access. The right-turn lane addition provides slight improvement to the southbound right movement operation during both the AM and PM peak hours. More importantly a right-turn lane allows vehicles to safely decelerate outside of the through lane, providing safer access to the project sites.

7. CONCLUSIONS AND RECOMMENDATIONS

This traffic study demonstrated that a project site access provides operational benefits at the intersections of US HWY 441 and NW 147th Drive. A right-turn lane is warranted on US-HWY 441 at the proposed site access. The acceleration lane, just west of NW 147th Drive, is not significantly utilized and there are no clear advantages of maintaining the lane. The following improvements are recommended to support the project sites:

- Remove the westbound acceleration lane serving the southbound right-turning vehicles, at the intersection of US HWY 441 and NW 147th Drive.
- Provide a westbound right-turn lane, 290 FT in length, along US HWY 441 at the proposed site access.

APPENDIX A METHODOLOGY LETTER

July 15, 2020

Tom Calvin, PE
Jacksonville Studies Engineer
Florida Department of Transportation
2198 Edison Avenue, S2815
Jacksonville, FL 32204

Justin Tabor, AICP
Planning and Zoning City of Alachua
15100 NW 142nd Ter
Alachua, FL 32615

Dear Tom, Justin,

CHW is preparing a traffic study for properties 03067-601-03 and 03067-601-02 of the Baywood Centre commercial subdivision, located just west of the intersection of NW 147th Drive and US HWY 441, in Alachua Florida.

While the Traffic Study was being prepared the Tara Forest East subdivision was under permit review. This subdivision is proposed to be built north of the Baywood site with access to US 441 via NW 147th Drive. Therefore, the Baywood traffic study will include forecasted project trips from Tara Forest during both the anticipated Baywood build-out of 2021 and the anticipated build-out of Tara Forest in 2028. The forecasted Tara Forest trips during 2021 are estimated at 27% of the full build-out trips. This is based on a linear growth of the Tara Forest East subdivision.

Please review the methodology and either provide comment for the purposes of modification/clarification or provide acceptance.

Study Area

The study area will consist of:

- NW 147th Drive and US HWY 441
- Proposed Right-in/Right-out site access on US HWY 441 located approximately 440 ft west of NW 147th Drive.

Land Use and Trip Generation

The expected land uses of the sites are as follows:

- Fast-food Restaurant with Drive-Through Window on parcel 03067-601-002
- Coffee Shop with Drive-Through Window on parcel 03067-601-003

The trip generation of the two sites were estimated using the Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition, as provided in the following table.

Proposed Baywood Centre Trip Generation (Parcels 03067-601-002 and 03067-601-003)									
Land Use	ITE Code	Variable (1000 SF)	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	Total
Fast-Food Restaurant with Drive-Through Window	934	1.93	78	40	38	63	33	30	909
<i>*Pass-by AM=49%, PM=50%, Weekday=49.5%</i>			38	20	18	32	17	15	450
***Shopping Center	820	5.00	5	3	2	19	9	10	189
<i>**Pass-by AM=34%, PM=34%, Weekday=34%</i>			2	1	1	6	3	3	64
Gross Project Trips			83	43	40	82	42	40	1098
Total Pass-by Project Trips			40	21	19	38	20	18	514
Net New Project Trips			43	22	21	44	22	22	584

* The ITE Trip Generation Manual 10th Edition provides pass-by rates for AM and PM peak hours but not for daily. The average of AM and PM pass-by rates is used to derive the daily pass-by rate.

** The ITE Trip Generation Manual 10th Edition provides pass-by rates for the PM peak only. The PM peak pass-by rate is used for the AM peak and daily pass-by rates.

*** The average rate is used to estimate the trip generation for Shopping Center as the fitted curve equation provides unreasonable trip generation for Shopping Centers of this size.

Data Collection

Turning movement counts at the following intersection will be performed during the AM and PM peak hours, to analyze the study area intersections. The counts will include pedestrians and trucks, in addition to passenger vehicles.

- NW 147th Drive and US HWY 441

The count data will be adjusted based on the seasonal adjustment factor and by the growth rate to forecast the estimated 2020 build-out. The growth rate will be determined based on historical ADT provided by FDOT Online.

Trip Distribution

The trip distribution for this site is expected to mimic existing traffic. The trip distribution will be based on the US HWY 441 directional distribution derived from turning movement count data.

Analysis

The analysis will be performed at the intersection provided in the study area under the following scenarios:

- Existing Conditions
- Background Conditions
- Buildout Conditions
- Build-out with Improvements

Intersection analysis will be performed during each of these scenarios to derive the LOS, delay, and 95th percentile queue lengths, to determine whether improvements are needed. Synchro 9 will be used for the signalized intersection analysis and HCS 7 will be used for the non-signalized intersection analysis.

Access management of the proposed access location will be reviewed based on FDOT spacing standards.

A right-turn lane warrant analyses will be performed on US HWY 441 at the proposed right-in/right-out access.

The existing acceleration lane along US HWY 441 just west of NW 147th Drive will be reviewed. The review will consider the benefits of maintaining the acceleration lane verse shortening or removing the lane.

Any needed roadway modifications based on this analysis will be identified. If modifications are required, the improved scenario will be modeled to demonstrate that the deficiency can be corrected with the proposed improvement.

Report

A draft report, including, as a minimum, the following will be submitted for review and comment.

- Study Area Map
- Trip Generation
- Data Collection
- Trip Distribution
- Analysis
 - Intersection Analysis
 - Access Management
 - Right-turn Lane Warrant Analysis
 - US HWY 441 Acceleration Lane Review
- Conclusion and Recommendations
- Appendices with supporting documentation

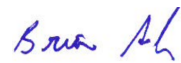
Following any revisions, based upon staff comments, we will prepare a final signed and sealed report.

If your office concurs with this methodology, please find the appropriate signature block and sign as such. Please return a signed copy to our office for our records.

Thank you for your review and consideration.

Sincerely,

CHW



Brian Snyder, P.E.
Project Manager

I concur with the traffic study methodology presented for the properties 03067-601-03 and 03067-601-02 of the Baywood Centre site in Alachua, Florida.

Justin Tabor, AICP
Date

Tom Calvin, PE

Date

N:\2019\19-0364\Engineering\Traffic\Report\Methodology\Baywood Revised TIA Methodology_2020.docx

APPENDIX B
ITE TRIP GENERATION
MANUAL
DOCUMENTATION

Fast-Food Restaurant with Drive-Through Window (934)

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: 111

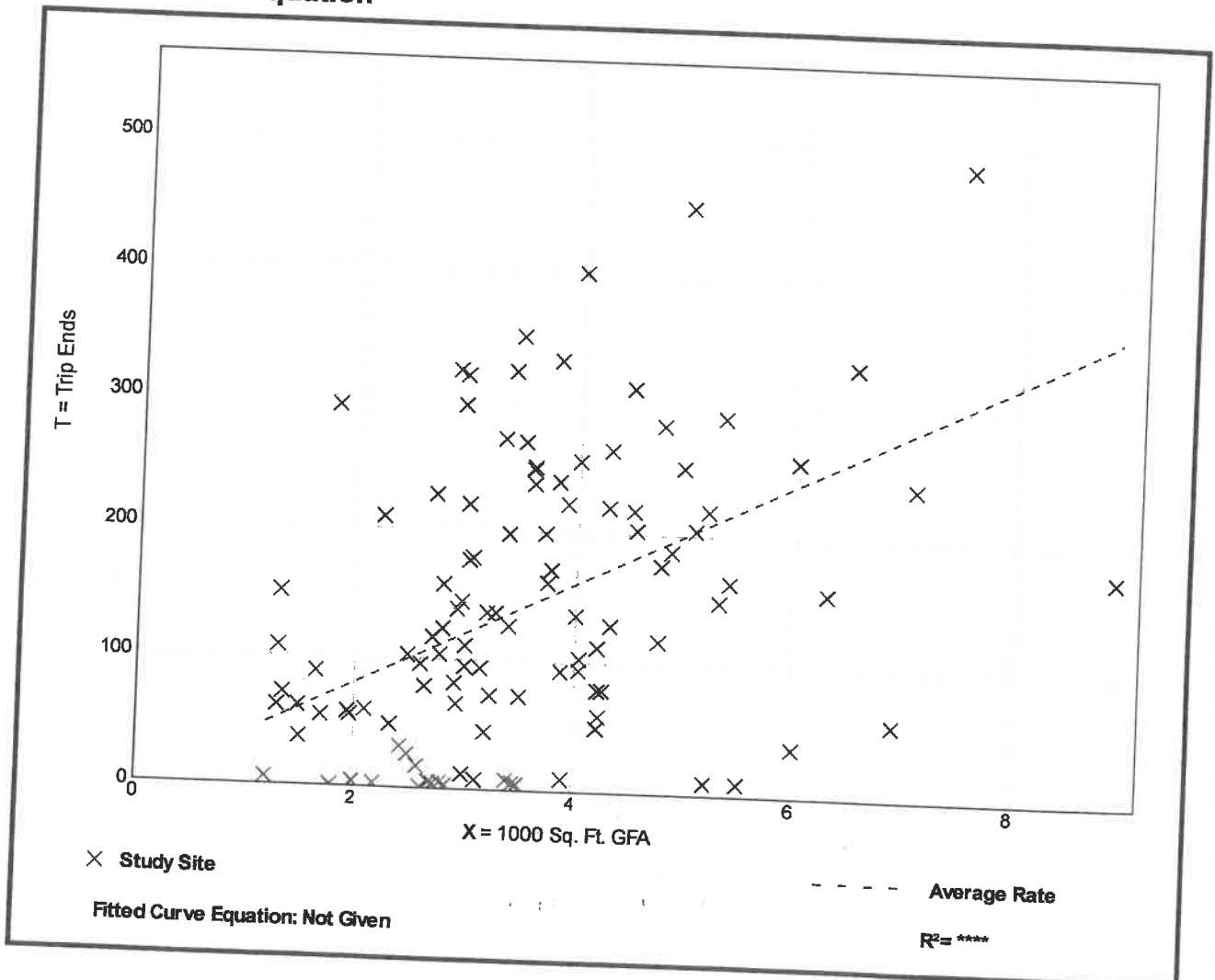
1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



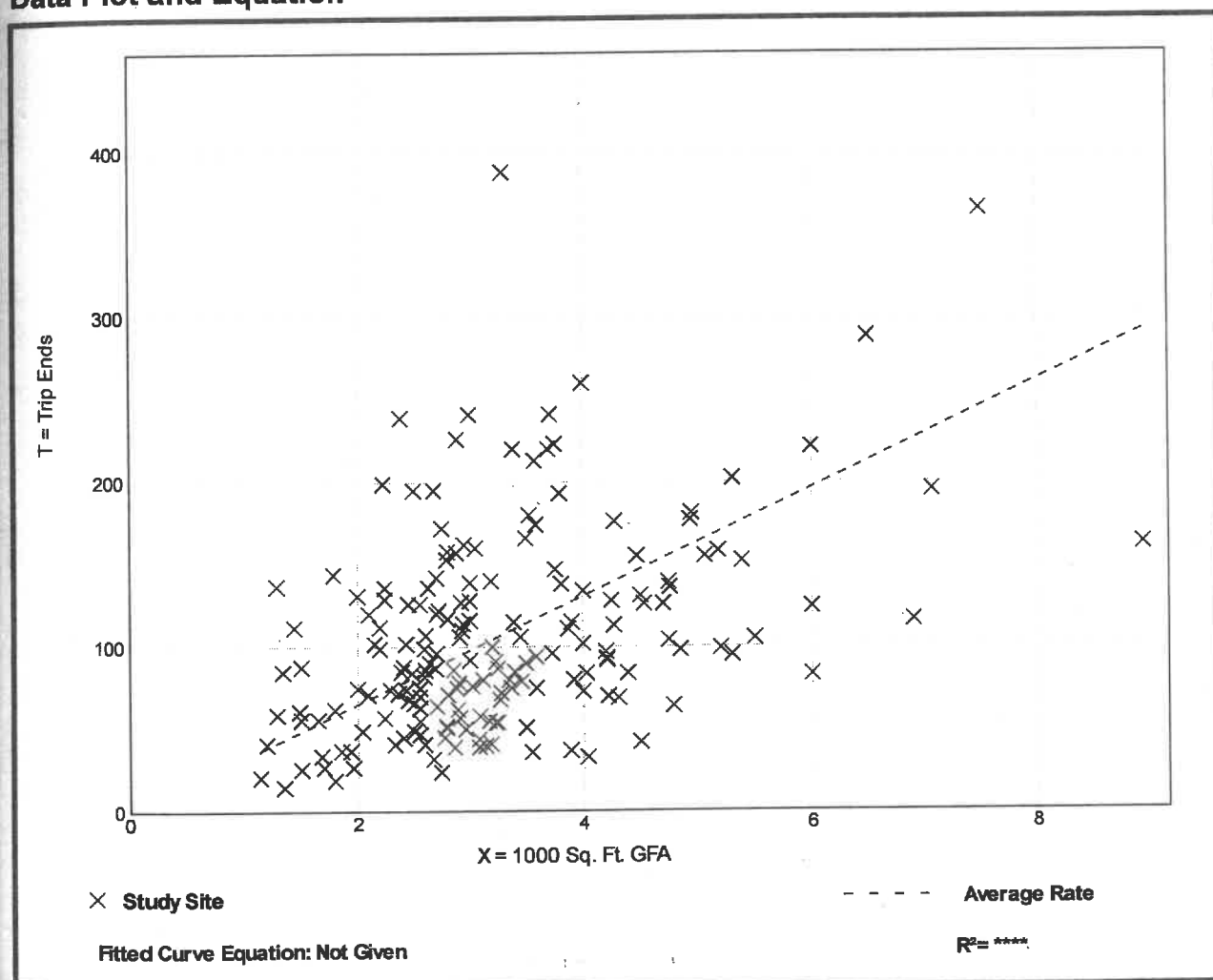
Fast-Food Restaurant with Drive-Through Window (934)

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: 185
 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation



**Table E.31 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window**

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	<5	Chicago suburbs, IL	1987	84	7:00–9:00 a.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.4	Louisville area, KY	1993	—	7:00–9:00 a.m.	62	22	16	38	1,407	Barton-Aschman Assoc.
100	3.6	Louisville, KY	1993	—	7:00–9:00 a.m.	32	47	21	68	437	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	7:00–9:00 a.m.	46	23	31	54	1,049	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	7:00–9:00 a.m.	43	14	43	57	2,903	Barton-Aschman Assoc.
—	3.3	varies	1996	—	6:00–9:00 a.m.	68	—	—	32	—	Oracle Engineering

Average Pass-By Trip Percentage: 49

“—” means no data were provided

**Table E.32 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window**

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS- BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	~2.6	Minn-St. Paul, MN	1987	50	3:00–7:00 p.m.	25	27	48	75	—	—
—	<5.0	Chicago suburbs, IL	1987	80	3:00–6:00 p.m.	38	—	—	62	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	100	3:00–6:00 p.m.	55	—	—	45	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	159	3:00–6:00 p.m.	56	—	—	44	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	225	3:00–6:00 p.m.	48	—	—	52	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	88	3:00–6:00 p.m.	35	—	—	65	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	84	3:00–6:00 p.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.3	Louisville area, KY	1993	—	4:00–6:00 p.m.	68	22	10	32	2,055	Barton- Aschman Assoc.
120	1.9	Louisville area, KY	1993	33	4:00–6:00 p.m.	67	24	9	33	2,447	Barton- Aschman Assoc.
87	4.2	New Albany, IN	1993	—	4:00–6:00 p.m.	56	25	19	44	1,632	Barton- Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	4:00–6:00 p.m.	31	31	38	69	4,250	Barton- Aschman Assoc.
—	3.1	Kissimmee, FL	1995	28	2:00–6:00 p.m.	71	—	—	29	—	TPD Inc.
—	3.1	Apopka, FL	1996	29	2:00–6:00 p.m.	38	—	—	62	—	TPD Inc.
—	2.8	Winter Springs, FL	1995	47	2:00–6:00 p.m.	66	—	—	34	—	TPD Inc.
—	4.3	Longwood, FL	1994	304	2:00–6:00 p.m.	62	—	—	38	—	TPD Inc.
—	3.2	Altamonte Springs, FL	1996	202	2:00–6:00 p.m.	40	39	21	60	—	TPD Inc.
—	2.9	Winter Park, FL	1996	271	2:00–6:00 p.m.	41	41	18	59	—	TPD Inc.
—	3.3*	several	1996	varies	4:00–6:00 p.m.	62	—	—	38	—	Oracle Engineering

*Average of several combined studies.

Average Pass-By Trip Percentage: 50

“—” means no data were provided

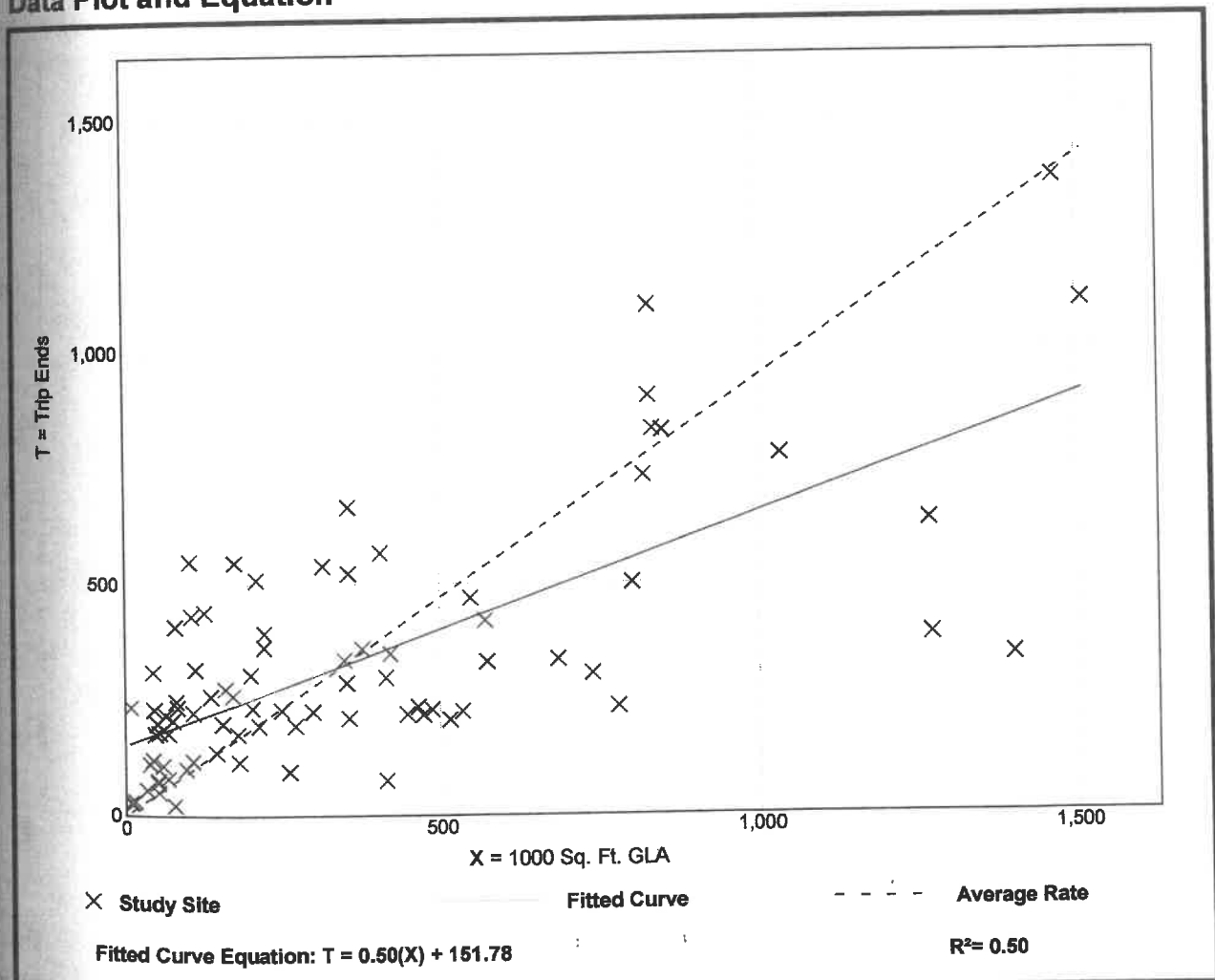
Shopping Center (820)

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: 84
1000 Sq. Ft. GLA: 351
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



Shopping Center (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: 261

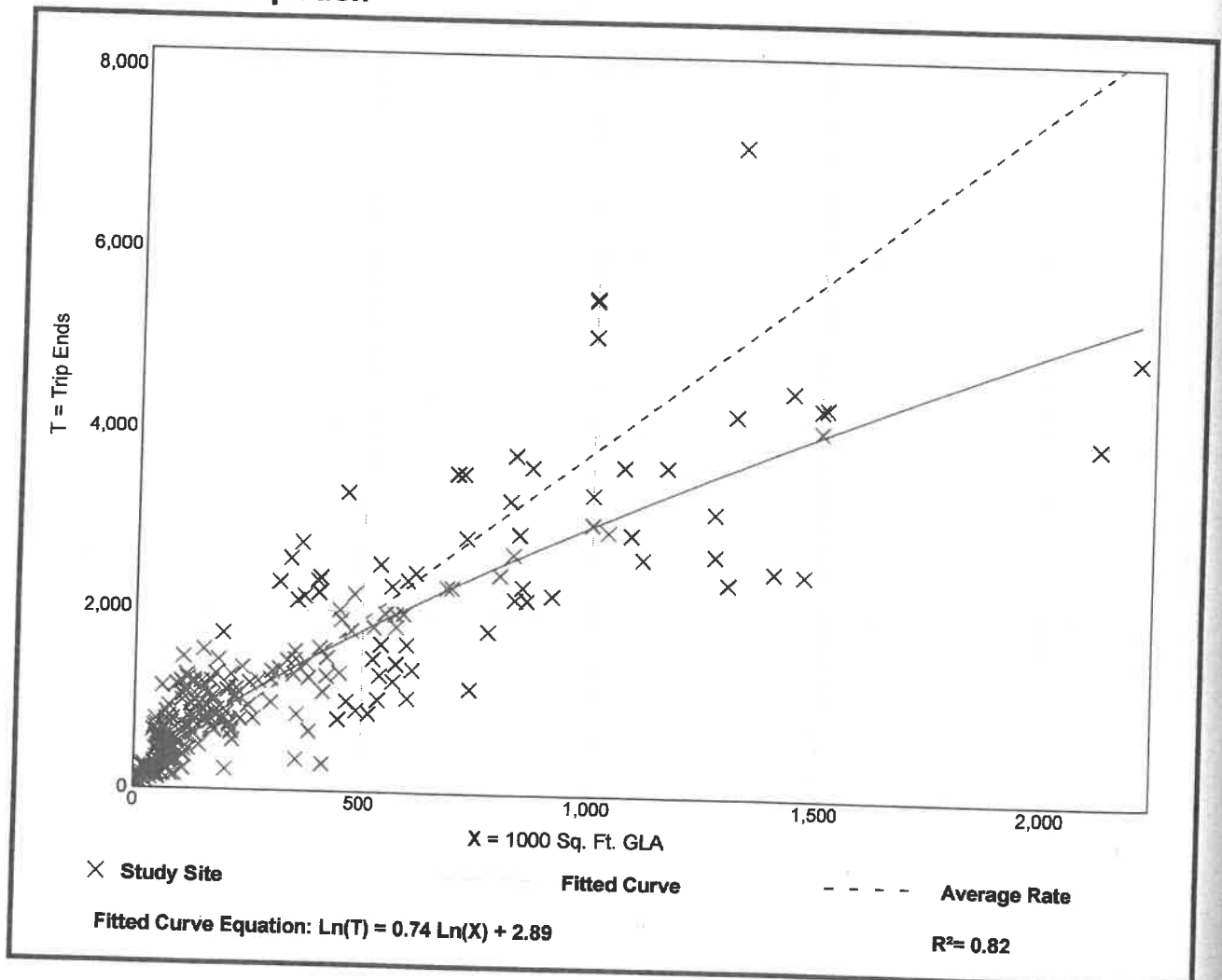
1000 Sq. Ft. GLA: 327

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



**Table E.9 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
53	Port Orange, FL	1993	162	2:00–6:00 p.m.	59	—	—	41	—	—	TPD Inc.
9	Kissimmee, FL	1994	107	2:00–6:00 p.m.	66	20	14	34	—	—	TPD Inc.
77	Edgewater, FL	1992	365	2:00–6:00 p.m.	46	—	—	54	—	—	TPD Inc.
82	Deltona, FL	1992	336	2:00–6:00 p.m.	34	—	—	66	—	—	TPD Inc.
78	Orlando, FL	1991	702	2:00–6:00 p.m.	55	23	22	45	—	—	TPD Inc.
45	Orlando, FL	1992	844	2:00–6:00 p.m.	56	24	20	44	—	—	TPD Inc.
50	Orlando, FL	1992	555	2:00–6:00 p.m.	41	41	18	59	—	—	TPD Inc.
52	Orlando, FL	1995	665	2:00–6:00 p.m.	42	33	25	58	—	—	TPD Inc.
17	Orlando, FL	1994	196	2:00–6:00 p.m.	66	—	—	34	—	—	TPD Inc.
60	Orlando, FL	1995	1,583	3:00–7:00 p.m.	40	38	22	60	—	—	TPD Inc.
158	Crestwood, KY	June 1993	129	4:00–6:00 p.m.	36	39	25	64	759	—	Barton- Aschman Assoc.
118	Louisville area, KY	June 1993	133	4:00–6:00 p.m.	22	51	27	78	3,555	—	Barton- Aschman Assoc.
74	Louisville, KY	June 1993	187	4:00–6:00 p.m.	30	43	27	70	922	—	Barton- Aschman Assoc.
59	Louisville area, KY	June 1993	247	4:00–6:00 p.m.	31	52	17	69	2,659	—	Barton- Aschman Assoc.
145	Louisville area, KY	June 1993	210	4:00–6:00 p.m.	53	30	17	47	2,636	—	Barton- Aschman Assoc.
104	Louisville area, KY	June 1993	281	4:00–6:00 p.m.	28	50	22	72	2,111	—	Barton- Aschman Assoc.
235	Louisville, KY	June 1993	211	4:00–6:00 p.m.	35	29	36	65	2,593	—	Barton- Aschman Assoc.
71	Louisville, KY	June 1993	109	4:00–6:00 p.m.	25	42	33	75	1,559	—	Barton- Aschman Assoc.
350	Worcester, MA	Apr. 1994	224	4:00–6:00 p.m.	18	45	37	82	2,112	—	ICSC
738	East Brunswick, NJ	Apr. 1994	283	4:00–6:00 p.m.	14	79	7	86	8,059	—	ICSC
294	Philadelphia, PA	Apr. 1994	213	4:00–6:00 p.m.	25	51	24	75	4,055	—	ICSC
256	Hamden, CT	Apr. 1994	208	4:00–6:00 p.m.	27	51	22	73	3,422	—	ICSC
418	Glen Burnie, MD	Apr. 1994	281	4:00–6:00 p.m.	20	51	29	80	5,610	—	ICSC
560	Harrisonburg, VA	Apr. 1994	437	4:00–6:00 p.m.	19	49	32	81	3,051	—	ICSC

**Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday,
PM Peak Period Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
361	Glen Allen, VA	Apr. 1984	315	4:00–6:00 p.m.	17	54	29	83	2,034	—	ICSC
375	Shelby, NC	May 1984	214	4:00–6:00 p.m.	30	48	22	70	3,053	—	ICSC
413	Texas City, TX	May 1984	228	4:00–6:00 p.m.	28	52	20	72	589	—	ICSC
488	Texas City, TX	May 1984	257	4:00–6:00 p.m.	12	75	13	88	1,084	—	ICSC
293	Benwyn, IL	May 1984	282	4:00–6:00 p.m.	24	70	6	76	4,606	—	ICSC
667	Bourbonais, IL	May 1984	200	4:00–6:00 p.m.	16	53	31	84	2,770	—	ICSC
225	Bellevue, IL	May 1984	264	4:00–6:00 p.m.	35	32	33	65	1,970	—	ICSC
255	Bettendorf, IA	May 1984	222	4:00–6:00 p.m.	24	37	39	76	3,706	—	ICSC
808	Laguna Hills, CA	June 1984	240	4:00–6:00 p.m.	13	73	14	87	4,035	—	ICSC
450	Hanford, CA	May 1984	321	4:00–6:00 p.m.	23	49	28	77	2,787	—	ICSC
800	San Jose, CA	May 1984	205	4:00–6:00 p.m.	21	51	28	79	7,474	—	ICSC
598	Greeley, CO	May 1984	205	4:00–6:00 p.m.	17	55	28	83	3,840	—	ICSC
581	Pueblo, CO	May 1984	296	4:00–6:00 p.m.	18	53	29	82	2,939	—	ICSC
476	Bellevue, WA	May 1984	234	4:00–6:00 p.m.	26	54	20	74	3,427	—	ICSC
720	Frammingham, MA	Dec. 1982	92	3:30–7:00 p.m.	23	39	38	77	—	73,628	Raymond Keyes Assoc.
880	Newark, DE	July 1984	179	3:00–6:00 p.m.	12	49	39	88	—	—	Raymond Keyes Assoc.
402	Manassas, VA	June 1984	87	4:00–6:00 p.m.	48	25	27	52	—	—	Raymond Keyes Assoc.
462	Ross, PA	June 1980	175	5:30–7:00 p.m.	36	—	—	64	—	27,200	Raymond Keyes Assoc.
234	Huntington LI, NY	Nov. 1985	181	4:00–7:00 p.m.	46	21	33	54	—	34,630	Raymond Keyes Assoc.
658	Wayne, NJ	Sept. 1984	243	3:00–6:00 p.m.	27	61	12	73	—	85,600	Raymond Keyes Assoc.
1,200	Washington, DC	1980	364	4:00–6:00 p.m.	25	35	40	75	—	—	Gorove-Slade
800	Southern CA	—	1,000	4:00–6:00 p.m.	12	45	43	88	—	—	Fritscher
451	Portland, OR	—	—	5:00–6:00 p.m.	25	—	—	75	—	—	Buttke
113	Portland, OR	—	—	5:00–6:00 p.m.	17	—	—	83	—	—	Buttke

**Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM
Peak Period Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
622	Ramsey, MN	Nov. 1985	46	4:00-8:00 p.m.	44	26	30	56	—	36,370	Raymond Keyes Assoc.
736	Pensacola, FL	Oct. 1985	383	3:00-7:00 p.m.	26	35	39	74	—	—	Raymond Keyes Assoc.
84	Dover, DE	July 1985	218	3:30-7:00 p.m.	50	6	44	50	—	—	Raymond Keyes Assoc.
500	Meriden, CT	Apr. 1985	—	4:00-8:00 p.m.	8	—	—	92	—	—	Connecticut DOT
660	Enfield, CT	Apr. 1985	—	4:00-8:00 p.m.	22	—	—	78	—	—	Connecticut DOT
845	Waterford, CT	Apr. 1985	—	4:00-8:00 p.m.	14	—	—	86	—	—	Connecticut DOT
1,080	West Hartford, CT	Apr. 1985	—	4:00-8:00 p.m.	17	—	—	83	—	—	Connecticut DOT
131	Pr. Georges Co., MD	1982/83	88	4:00-8:00 p.m.	74	—	—	26	—	—	JHK
181	Pr. Georges Co., MD	1982/83	105	4:00-8:00 p.m.	36	—	—	64	—	—	JHK
100	Pr. Georges Co., MD	1982/83	93	4:00-8:00 p.m.	36	—	—	64	—	—	JHK
475	Pr. Georges Co., MD	1982/83	130	4:00-8:00 p.m.	20	—	—	80	—	—	JHK
60	Pr. Georges Co., MD	1982/83	72	4:00-8:00 p.m.	72	—	—	28	—	—	JHK
90	Pr. Georges Co., MD	1982/83	91	4:00-8:00 p.m.	58	—	—	42	—	—	JHK
78	Pr. Georges Co., MD	1982/83	113	4:00-8:00 p.m.	59	—	—	41	—	—	JHK
44	Pr. Georges Co., MD	1982/83	97	4:00-8:00 p.m.	51	—	—	49	—	—	JHK
467	Pr. Georges Co., MD	1982/83	99	4:00-8:00 p.m.	56	—	—	44	—	—	JHK
352	W. Orange, NJ	Mar. 1986	149	4:00-8:00 p.m.	38	19	43	62	—	21,520	Raymond Keyes Assoc.
176	Tarpon Springs, FL	May 1986	124	3:00-7:00 p.m.	37	28	35	63	—	34,080	Raymond Keyes Assoc.
762	Orlando, FL	Fall 1985	182	4:00-8:00 p.m.	25	52	23	75	—	—	Kimley-Horn and Assoc. Inc.
166	Orlando, FL	Fall 1985	124	4:00-8:00 p.m.	27	48	25	73	—	—	Kimley-Horn and Assoc. Inc.
129	Orlando, FL	Fall 1985	116	4:00-8:00 p.m.	28	50	22	72	—	—	Kimley-Horn and Assoc. Inc.
71	Orlando, FL	Fall 1985	81	4:00-8:00 p.m.	50	44	6	50	—	—	Kimley-Horn and Assoc. Inc.

**Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM
Peak Period Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug. 1985	196	4:00–6:00 p.m.	23	42	35	77	—	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4:30–5:30 p.m.	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4:00–6:00 p.m.	38	62	—	62	—	23,410	Sear Brown
160	Greece, NY	June 1988	78	4:00–6:00 p.m.	29	71	—	71	—	57,306	Sear Brown
550	Greece, NY	June 1988	117	4:00–6:00 p.m.	48	52	—	52	—	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2:00–8:00 p.m.	34	56	10	66	—	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	24	—	—	78	—	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	20,000	Pennoni Associates
126	Boca Raton, FL	Winter 1988/89	—	4:00–6:00 p.m.	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4:00–6:00 p.m.	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4:00–6:00 p.m.	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	20	—	—	80	—	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	55	—	—	45	—	62,000	McMahon Associates

**Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	VV Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	26	41	67	—	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 34

“—” means no data were provided

APPENDIX C TURNING MOVEMENT COUNTS

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd AM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Car

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	0	5	0	8	3	84	1	0	88	10	0	7	0	17	7	199	5	0	211	324
06:45 AM	8	0	8	2	18	5	98	7	0	110	12	0	12	0	24	15	252	14	1	282	434
Total	11	0	13	2	26	8	182	8	0	198	22	0	19	0	41	22	451	19	1	493	758
07:00 AM	5	1	14	0	20	14	133	3	0	150	13	2	22	0	37	7	251	11	0	269	476
07:15 AM	7	2	11	0	20	7	142	3	0	152	15	1	27	0	43	7	296	9	0	312	527
07:30 AM	8	1	9	1	19	7	169	3	0	179	18	1	25	0	44	14	296	16	0	326	568
07:45 AM	7	1	11	1	20	12	172	9	0	193	14	2	20	0	36	19	306	24	0	349	598
Total	27	5	45	2	79	40	616	18	0	674	60	6	94	0	160	47	1149	60	0	1256	2169
08:00 AM	9	0	15	0	24	15	127	10	0	152	11	2	22	0	35	14	275	20	0	309	520
08:15 AM	14	1	16	0	31	10	144	8	0	162	5	2	16	0	23	16	212	15	0	243	459
Grand Total	61	6	89	4	160	73	1069	44	0	1186	98	10	151	0	259	99	2087	114	1	2301	3906
Apprch %	38.1	3.8	55.6	2.5		6.2	90.1	3.7	0		37.8	3.9	58.3	0		4.3	90.7	5	0		
Total %	1.6	0.2	2.3	0.1	4.1	1.9	27.4	1.1	0	30.4	2.5	0.3	3.9	0	6.6	2.5	53.4	2.9	0	58.9	

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	7	2	11	20		7	142	3	152		15	1	27	43		7	296	9	312		527
07:30 AM	8	1	9	18		7	169	3	179		18	1	25	44		14	296	16	326		567
07:45 AM	7	1	11	19		12	172	9	193		14	2	20	36		19	306	24	349		597
08:00 AM	9	0	15	24		15	127	10	152		11	2	22	35		14	275	20	309		520
Total Volume	31	4	46	81		41	610	25	676		58	6	94	158		54	1173	69	1296		2211
% App. Total	38.3	4.9	56.8			6.1	90.2	3.7			36.7	3.8	59.5			4.2	90.5	5.3			
PHF	.861	.500	.767	.844		.683	.887	.625	.876		.806	.750	.870	.898		.711	.958	.719	.928		.926

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd AM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Truck

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	11	1	0	12	19
06:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	8	2	0	10	16
Total	0	0	0	0	0	1	11	0	0	12	0	0	1	0	1	0	19	3	0	22	35
07:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	1	7	1	0	9	13
07:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	1	8	0	0	9	18
07:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	1	11	1	0	13	24
07:45 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	16	0	0	17	24
Total	0	0	1	0	1	0	26	1	0	27	0	0	3	0	3	4	42	2	0	48	79
08:00 AM	0	1	1	0	2	0	12	0	0	12	0	1	1	0	2	0	12	0	0	12	28
08:15 AM	2	0	0	0	2	1	13	0	0	14	0	0	1	0	1	0	4	1	0	5	22
Grand Total	2	1	2	0	5	2	62	1	0	65	0	1	6	0	7	4	77	6	0	87	164
Apprch %	40	20	40	0		3.1	95.4	1.5	0		0	14.3	85.7	0		4.6	88.5	6.9	0		
Total %	1.2	0.6	1.2	0	3	1.2	37.8	0.6	0	39.6	0	0.6	3.7	0	4.3	2.4	47	3.7	0	53	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	10	0	10	0	0	1	1	1	11	1	13	24
07:45 AM	0	0	0	0	0	6	1	7	0	0	0	0	1	16	0	17	24
08:00 AM	0	1	1	2	0	12	0	12	0	1	1	2	0	12	0	12	28
08:15 AM	2	0	0	2	1	13	0	14	0	0	1	1	0	4	1	5	22
Total Volume	2	1	1	4	1	41	1	43	0	1	3	4	2	43	2	47	98
% App. Total	50	25	25		2.3	95.3	2.3		0	25	75		4.3	91.5	4.3		
PHF	.250	.250	.250	.500	.250	.788	.250	.768	.000	.250	.750	.500	.500	.672	.500	.691	.875

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Groups Printed- Combined

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	0	5	0	8	3	90	1	0	94	10	0	8	0	18	7	210	6	0	223	343
06:45 AM	8	0	8	2	18	6	103	7	0	116	12	0	12	0	24	15	260	16	1	292	450
Total	11	0	13	2	26	9	193	8	0	210	22	0	20	0	42	22	470	22	1	515	793
07:00 AM	5	1	15	0	21	14	135	3	0	152	13	2	23	0	38	8	258	12	0	278	489
07:15 AM	7	2	11	0	20	7	150	3	0	160	15	1	28	0	44	8	304	9	0	321	545
07:30 AM	8	1	9	1	19	7	179	3	0	189	18	1	26	0	45	15	307	17	0	339	592
07:45 AM	7	1	11	1	20	12	178	10	0	200	14	2	20	0	36	20	322	24	0	366	622
Total	27	5	46	2	80	40	642	19	0	701	60	6	97	0	163	51	1191	62	0	1304	2248
08:00 AM	9	1	16	0	26	15	139	10	0	164	11	3	23	0	37	14	287	20	0	321	548
08:15 AM	16	1	16	0	33	11	157	8	0	176	5	2	17	0	24	16	216	16	0	248	481
Grand Total	63	7	91	4	165	75	1131	45	0	1251	98	11	157	0	266	103	2164	120	1	2388	4070
Apprch %	38.2	4.2	55.2	2.4		6	90.4	3.6	0		36.8	4.1	59	0		4.3	90.6	5	0		
Total %	1.5	0.2	2.2	0.1	4.1	1.8	27.8	1.1	0	30.7	2.4	0.3	3.9	0	6.5	2.5	53.2	2.9	0	58.7	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	2	11	20	7	150	3	160	15	1	28	44	8	304	9	321	545
07:30 AM	8	1	9	18	7	179	3	189	18	1	26	45	15	307	17	339	591
07:45 AM	7	1	11	19	12	178	10	200	14	2	20	36	20	322	24	366	621
08:00 AM	9	1	16	26	15	139	10	164	11	3	23	37	14	287	20	321	548
Total Volume	31	5	47	83	41	646	26	713	58	7	97	162	57	1220	70	1347	2305
% App. Total	37.3	6	56.6		5.8	90.6	3.6		35.8	4.3	59.9		4.2	90.6	5.2		
PHF	.861	.625	.734	.798	.683	.902	.650	.891	.806	.583	.866	.900	.713	.947	.729	.920	.928

Truck Percentage: 2% 5% 2% 4%

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Groups Printed- Car

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	27	4	14	0	45	16	218	17	0	251	12	5	29	0	46	29	162	15	0	206	548
04:30 PM	21	2	9	0	32	21	263	23	0	307	12	2	20	0	34	28	194	20	0	242	615
04:45 PM	22	1	9	0	32	18	287	21	1	327	18	4	35	0	57	25	178	24	0	227	643
Total	70	7	32	0	109	55	768	61	1	885	42	11	84	0	137	82	534	59	0	675	1806
05:00 PM	35	1	16	0	52	16	285	25	0	326	13	6	50	0	69	24	166	11	0	201	648
05:15 PM	23	3	13	0	39	15	284	31	0	330	12	3	46	0	61	29	216	22	1	268	698
05:30 PM	24	5	7	0	36	15	325	26	0	366	15	2	48	0	65	26	183	18	1	228	695
05:45 PM	23	4	15	0	42	18	297	27	0	342	11	7	33	0	51	20	184	22	0	226	661
Total	105	13	51	0	169	64	1191	109	0	1364	51	18	177	0	246	99	749	73	2	923	2702
06:00 PM	22	0	17	0	39	18	244	15	0	277	7	5	50	0	62	23	145	21	0	189	567
Grand Total	197	20	100	0	317	137	2203	185	1	2526	100	34	311	0	445	204	1428	153	2	1787	5075
Apprch %	62.1	6.3	31.5	0		5.4	87.2	7.3	0		22.5	7.6	69.9	0		11.4	79.9	8.6	0.1		
Total %	3.9	0.4	2	0	6.2	2.7	43.4	3.6	0	49.8	2	0.7	6.1	0	8.8	4	28.1	3	0	35.2	

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	35	1	16	52		16	285	25	326		13	6	50	69		24	166	11	201		648
05:15 PM	23	3	13	39		15	284	31	330		12	3	46	61		29	216	22	267		697
05:30 PM	24	5	7	36		15	325	26	366		15	2	48	65		26	183	18	227		694
05:45 PM	23	4	15	42		18	297	27	342		11	7	33	51		20	184	22	226		661
Total Volume	105	13	51	169		64	1191	109	1364		51	18	177	246		99	749	73	921		2700
% App. Total	62.1	7.7	30.2			4.7	87.3	8			20.7	7.3	72			10.7	81.3	7.9			
PHF	.750	.650	.797	.813		.889	.916	.879	.932		.850	.643	.885	.891		.853	.867	.830	.862		.968

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Groups Printed- Truck

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	0	0	2	0	2	0	16	0	0	16	1	0	1	0	2	0	8	0	0	8	28
04:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
04:45 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	18
Total	0	0	2	0	2	0	36	0	0	36	1	0	1	0	2	0	24	0	0	24	64
05:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
05:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	1	0	5	6
Total	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	18	1	0	19	40
06:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Grand Total	0	0	2	0	2	1	61	0	0	62	1	0	1	0	2	0	47	1	0	48	114
Apprch %	0	0	100	0		1.6	98.4	0	0		50	0	50	0		0	97.9	2.1	0		
Total %	0	0	1.8	0	1.8	0.9	53.5	0	0	54.4	0.9	0	0.9	0	1.8	0	41.2	0.9	0	42.1	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	2	2	0	16	0	16	1	0	1	2	0	8	0	8	28
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	6	0	6	18
05:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Total Volume	0	0	2	2	0	44	0	44	1	0	1	2	0	29	0	29	77
% App. Total	0	0	100		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.250	.250	.000	.688	.000	.688	.250	.000	.250	.250	.000	.725	.000	.725	.688

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File Name : NW 147th Dr and MLK Blvd PM
Site Code :
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Groups Printed- Combined

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	27	4	16	0	47	16	234	17	0	267	13	5	30	0	48	29	170	15	0	214	576
04:30 PM	21	2	9	0	32	21	271	23	0	315	12	2	20	0	34	28	204	20	0	252	633
04:45 PM	22	1	9	0	32	18	299	21	1	339	18	4	35	0	57	25	184	24	0	233	661
Total	70	7	34	0	111	55	804	61	1	921	43	11	85	0	139	82	558	59	0	699	1870
05:00 PM	35	1	16	0	52	16	293	25	0	334	13	6	50	0	69	24	171	11	0	206	661
05:15 PM	23	3	13	0	39	15	292	31	0	338	12	3	46	0	61	29	220	22	1	272	710
05:30 PM	24	5	7	0	36	15	329	26	0	370	15	2	48	0	65	26	188	18	1	233	704
05:45 PM	23	4	15	0	42	19	297	27	0	343	11	7	33	0	51	20	188	23	0	231	667
Total	105	13	51	0	169	65	1211	109	0	1385	51	18	177	0	246	99	767	74	2	942	2742
06:00 PM	22	0	17	0	39	18	249	15	0	282	7	5	50	0	62	23	150	21	0	194	577
Grand Total	197	20	102	0	319	138	2264	185	1	2588	101	34	312	0	447	204	1475	154	2	1835	5189
Apprch %	61.8	6.3	32	0		5.3	87.5	7.1	0		22.6	7.6	69.8	0		11.1	80.4	8.4	0.1		
Total %	3.8	0.4	2	0	6.1	2.7	43.6	3.6	0	49.9	1.9	0.7	6	0	8.6	3.9	28.4	3	0	35.4	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	1	16	52	16	293	25	334	13	6	50	69	24	171	11	206	661
05:15 PM	23	3	13	39	15	292	31	338	12	3	46	61	29	220	22	271	709
05:30 PM	24	5	7	36	15	329	26	370	15	2	48	65	26	188	18	232	703
05:45 PM	23	4	15	42	19	297	27	343	11	7	33	51	20	188	23	231	667
Total Volume	105	13	51	169	65	1211	109	1385	51	18	177	246	99	767	74	940	2740
% App. Total	62.1	7.7	30.2		4.7	87.4	7.9		20.7	7.3	72		10.5	81.6	7.9		
PHF	.750	.650	.797	.813	.855	.920	.879	.936	.850	.643	.885	.891	.853	.872	.804	.867	.966

Truck Percentage: 0% 2% 0% 2%

COUNTY: 26
STATION: 0461
DESCRIPTION: SR 20 .2 MI. NW OF SR 93
START DATE: 04/24/2018
START TIME: 0000

TIME	DIRECTION: S					DIRECTION: N					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	12	9	11	15	47	27	27	22	16	92	139	
0100	20	32	30	16	98	24	14	15	24	77	175	
0200	9	13	15	27	64	15	21	14	22	72	136	
0300	44	17	30	25	116	22	10	16	21	69	185	
0400	29	29	46	42	146	15	31	53	49	148	294	
0500	80	86	120	150	436	38	56	60	44	198	634	
0600	172	297	298	360	1127	33	82	72	114	301	1428	
0700	376	406	494	411	1687	122	140	144	186	592	2279	
0800	335	304	346	251	1236	187	204	189	152	732	1968	
0900	231	257	254	194	936	149	175	169	177	670	1606	
1000	192	222	170	195	779	164	198	186	204	752	1531	
1100	210	201	230	196	837	198	195	191	208	792	1629	
1200	205	243	212	226	886	213	227	229	219	888	1774	
1300	217	233	219	242	911	216	223	241	221	901	1812	
1400	215	216	225	202	858	236	236	277	261	1010	1868	
1500	229	285	300	232	1046	287	293	294	320	1194	2240	
1600	194	203	183	243	823	349	366	363	373	1451	2274	
1700	200	226	201	207	834	417	401	451	420	1689	2523	
1800	191	171	165	155	682	344	367	260	248	1219	1901	
1900	149	135	109	120	513	226	196	192	190	804	1317	
2000	114	140	153	108	515	156	131	153	140	580	1095	
2100	82	64	67	50	263	112	114	106	89	421	684	
2200	59	26	36	37	158	74	55	45	35	209	367	
2300	25	25	22	18	90	48	41	42	41	172	262	
24-HOUR TOTALS:					15088						15033	30121

			PEAK VOLUME INFORMATION			
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	1687	745	766	715	2303
P.M.	1500	1046	1700	1689	1700	2523
DAILY	700	1687	1700	1689	1700	2523

COUNTY: 26
STATION: 0461
DESCRIPTION: SR 20 .2 MI. NW OF SR 93
START DATE: 04/25/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	13	20	25	24	82	26	34	17	29	106	188	
0100	29	36	31	14	110	14	21	9	21	65	175	
0200	14	22	22	27	85	23	31	20	13	87	172	
0300	28	24	26	36	114	16	13	20	22	71	185	
0400	29	31	41	41	142	18	22	57	38	135	277	
0500	59	89	103	156	407	41	39	61	52	193	600	
0600	198	291	311	341	1141	44	71	82	113	310	1451	
0700	418	435	445	424	1722	99	130	152	182	563	2285	
0800	309	291	345	252	1197	175	192	191	143	701	1898	
0900	220	237	226	192	875	122	132	165	154	573	1448	
1000	189	180	199	169	737	181	149	173	183	686	1423	
1100	196	213	224	220	853	178	174	225	226	803	1656	
1200	238	223	210	207	878	243	228	248	224	943	1821	
1300	288	239	202	218	947	208	245	231	226	910	1857	
1400	219	202	204	218	843	229	226	288	245	988	1831	
1500	185	262	265	209	921	270	310	288	343	1211	2132	
1600	211	221	202	191	825	355	364	376	384	1479	2304	
1700	211	218	205	212	846	410	426	423	392	1651	2497	
1800	191	236	183	153	763	317	322	264	256	1159	1922	
1900	153	142	126	107	528	196	193	189	189	767	1295	
2000	104	113	69	102	388	176	178	172	163	689	1077	
2100	119	72	81	50	322	136	137	102	87	462	784	
2200	52	30	50	40	172	79	61	59	49	248	420	
2300	36	21	31	25	113	46	46	44	33	169	282	
24-HOUR TOTALS:					15011						14969	29980

PEAK VOLUME INFORMATION						
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	1722	745	740	700	2285
P.M.	1300	947	1700	1651	1700	2497
DAILY	700	1722	1700	1651	1700	2497

COUNTY: 26
STATION: 4020
DESCRIPTION: RAMP US 441 TO I-75 NB
START DATE: 10/02/2018
START TIME: 1045

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	7	10	2	11	30
0100	1	5	8	5	19
0200	10	4	11	5	30
0300	7	6	19	8	40
0400	14	9	8	8	39
0500	25	13	20	22	80
0600	31	41	28	40	140
0700	32	49	50	46	177
0800	34	46	41	52	173
0900	37	66	70	71	244
1000	46	54	42	48	190
1100	61	28	43	35	167
1200	38	37	51	42	168
1300	60	53	32	61	206
1400	61	49	55	68	233
1500	51	65	59	65	240
1600	73	64	75	77	289
1700	73	77	71	64	285
1800	72	46	38	27	183
1900	32	30	18	32	112
2000	35	23	28	31	117
2100	28	15	13	14	70
2200	19	16	12	11	58
2300	14	10	8	17	49

24-HOUR TOTALS: 3339

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	845	225
P.M.	1630	302
DAILY	1630	302

COUNTY: 26
STATION: 4021
DESCRIPTION: RAMP I-75 NB TO US 441
START DATE: 10/02/2018
START TIME: 1030

DIRECTION: N					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	18	17	18	14	67
0100	17	8	9	7	41
0200	10	9	9	12	40
0300	6	14	13	12	45
0400	12	20	30	28	90
0500	28	19	36	41	124
0600	38	43	48	74	203
0700	70	112	104	138	424
0800	81	99	81	95	356
0900	60	61	85	85	291
1000	85	92	62	121	360
1100	99	91	103	91	384
1200	97	120	125	87	429
1300	107	134	105	134	480
1400	171	150	135	128	584
1500	135	163	182	177	657
1600	178	243	234	251	906
1700	236	251	252	209	948
1800	161	139	115	89	504
1900	99	86	93	123	401
2000	99	86	72	76	333
2100	52	56	49	47	204
2200	39	43	26	28	136
2300	22	20	29	14	85

24-HOUR TOTALS: 8092

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	435
P.M.	1645	990
DAILY	1645	990

COUNTY: 26
STATION: 4029
DESCRIPTION: US 41 SB TO I-75 SB
START DATE: 06/18/2018
START TIME: 0900

DIRECTION: S					
TIME	1ST	2ND	3RD	4TH	TOTAL

0000	15	18	18	15	66
0100	14	7	8	10	39
0200	17	22	11	15	65
0300	23	16	20	37	96
0400	19	23	32	42	116
0500	50	56	58	102	266
0600	115	136	155	147	553
0700	175	223	189	122	709
0800	160	148	121	70	499
0900	83	128	112	102	425
1000	88	92	110	112	402
1100	71	88	84	72	315
1200	86	94	100	88	368
1300	86	92	82	106	366
1400	83	87	70	72	312
1500	74	69	67	89	299
1600	78	73	69	85	305
1700	84	87	91	77	339
1800	81	93	61	60	295
1900	54	42	40	29	165
2000	27	36	18	29	110
2100	34	17	18	18	87
2200	19	18	5	6	48
2300	22	11	13	10	56

24-HOUR TOTALS:					6301

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	734
P.M.	1200	368
DAILY	645	734

COUNTY: 26
STATION: 5022
DESCRIPTION: SR 20 200' NW OF SR 235(ALACHUA)
START DATE: 04/24/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	14	17	12	4	47	8	10	7	11	36	83	
0100	12	8	9	9	38	10	0	13	10	33	71	
0200	5	7	7	8	27	5	7	5	4	21	48	
0300	5	8	7	5	25	9	6	7	18	40	65	
0400	14	12	7	21	54	18	16	21	35	90	144	
0500	29	29	34	33	125	31	56	82	110	279	404	
0600	68	74	109	114	365	104	189	215	220	728	1093	
0700	117	163	133	147	560	297	319	317	344	1277	1837	
0800	155	129	119	120	523	265	226	288	221	1000	1523	
0900	137	133	133	119	522	149	183	197	169	698	1220	
1000	144	158	164	195	661	148	155	135	144	582	1243	
1100	166	190	199	230	785	145	177	176	192	690	1475	
1200	226	174	160	175	735	199	211	189	209	808	1543	
1300	193	180	151	180	704	199	210	208	192	809	1513	
1400	200	180	197	208	785	208	187	150	155	700	1485	
1500	217	224	236	252	929	184	185	207	223	799	1728	
1600	235	301	254	311	1101	181	190	158	235	764	1865	
1700	287	355	314	287	1243	212	204	174	179	769	2012	
1800	249	174	169	156	748	163	138	133	145	579	1327	
1900	146	120	114	88	468	116	113	98	90	417	885	
2000	107	84	87	62	340	84	103	100	79	366	706	
2100	65	58	52	41	216	78	78	64	52	272	488	
2200	34	36	24	19	113	47	37	16	22	122	235	
2300	25	15	22	13	75	20	17	17	9	63	138	
24-HOUR TOTALS:					11189						11942	23131

		PEAK VOLUME INFORMATION					
		DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME		HOUR	VOLUME	HOUR	VOLUME
A.M.	715	598		700	1277	715	1843
P.M.	1645	1267		1245	826	1645	2092
DAILY	1645	1267		700	1277	1645	2092

COUNTY: 26
STATION: 5022
DESCRIPTION: SR 20 200' NW OF SR 235(ALACHUA)
START DATE: 04/25/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	11	9	9	11	40	4	13	12	15	44	84	
0100	5	9	12	8	34	11	9	14	6	40	74	
0200	7	8	10	3	28	8	9	10	6	33	61	
0300	9	12	12	4	37	8	7	7	20	42	79	
0400	15	14	7	25	61	12	14	25	15	66	127	
0500	35	39	51	40	165	33	54	93	107	287	452	
0600	60	68	85	82	295	121	162	227	236	746	1041	
0700	125	143	155	138	561	267	338	308	320	1233	1794	
0800	165	127	134	98	524	245	253	258	226	982	1506	
0900	132	141	122	139	534	181	170	157	183	691	1225	
1000	141	137	159	158	595	138	140	139	133	550	1145	
1100	151	220	220	239	830	169	186	174	206	735	1565	
1200	207	195	200	228	830	210	234	211	244	899	1729	
1300	175	178	196	162	711	207	220	191	201	819	1530	
1400	187	190	183	211	771	168	172	175	169	684	1455	
1500	209	224	239	288	960	189	182	205	185	761	1721	
1600	253	299	262	339	1153	191	192	170	189	742	1895	
1700	324	347	264	252	1187	206	192	193	188	779	1966	
1800	236	178	154	163	731	168	151	151	146	616	1347	
1900	148	119	124	117	508	121	115	118	92	446	954	
2000	115	112	86	92	405	102	102	87	84	375	780	
2100	83	67	63	42	255	90	67	77	61	295	550	
2200	36	32	26	34	128	49	38	26	32	145	273	
2300	18	34	24	13	89	24	25	22	14	85	174	
24-HOUR TOTALS:					11432						12095	23527

PEAK VOLUME INFORMATION						
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	601	700	1233	715	1812
P.M.	1645	1274	1200	899	1645	2054
DAILY	1645	1274	700	1233	1645	2054

COUNTY: 26
STATION: 5023
DESCRIPTION: SR 235 350' S. OF SR 20(ALACHUA)
START DATE: 04/24/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	9	7	4	6	26	3	3	7	3	16	42	
0100	5	6	4	6	21	0	5	1	1	7	28	
0200	3	5	4	5	17	5	1	4	2	12	29	
0300	7	5	8	11	31	6	2	6	10	24	55	
0400	8	14	20	11	53	9	12	25	20	66	119	
0500	18	20	34	35	107	17	22	37	28	104	211	
0600	33	47	59	61	200	19	51	41	67	178	378	
0700	69	61	65	78	273	92	146	120	106	464	737	
0800	81	78	64	61	285	77	77	72	93	449	603	
0900	64	62	71	59	256	52	64	82	70	268	524	
1000	67	66	71	62	266	68	60	64	56	248	514	
1100	80	73	85	82	320	57	63	69	66	255	575	
1200	91	83	69	64	307	72	85	88	86	331	638	
1300	77	88	72	75	312	101	68	88	72	329	641	
1400	111	64	76	74	325	97	71	80	77	325	650	
1500	91	84	85	81	341	85	91	102	74	352	693	
1600	92	107	92	82	373	94	110	86	116	406	779	
1700	109	98	98	99	404	126	137	134	114	511	915	
1800	71	74	74	70	289	104	92	65	81	342	631	
1900	54	45	54	42	195	65	44	48	51	208	403	
2000	60	51	47	37	195	51	41	38	41	171	366	
2100	31	25	15	11	82	41	30	35	14	120	202	
2200	15	9	8	20	52	24	18	13	15	70	122	
2300	9	7	9	8	33	10	10	9	3	32	65	
24-HOUR TOTALS:					4762						5158	9920

DIRECTION: N				DIRECTION: S				COMBINED DIRECTIONS			
A.M.	HOUR	VOLUME		P.M.	HOUR	VOLUME		A.M.	HOUR	VOLUME	
	730	302			700	464			700	737	
P.M.	1700	404			1645	513			1700	915	
DAILY	1700	404			1645	513			1700	915	

TRUCK PERCENTAGE 13.00 10.78 11.84

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	54	2720	1369	21	87	52	18	98	213	103	5	13	9	0	0	619 4762
S	27	3278	1297	14	84	52	2	90	287	20	5	1	1	0	0	556 5158

COUNTY: 26
STATION: 5023
DESCRIPTION: SR 235 350' S. OF SR 20(ALACHUA)
START DATE: 04/25/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	6	11	9	9	35	8	9	8	10	35	70	
0100	12	14	8	4	38	3	2	4	0	9	47	
0200	3	5	8	10	26	7	7	4	6	24	50	
0300	3	2	8	8	21	1	4	5	16	26	47	
0400	7	10	13	10	40	6	16	24	18	64	104	
0500	13	28	26	23	90	13	24	38	28	103	193	
0600	43	44	59	62	208	28	48	46	59	181	389	
0700	69	57	71	67	264	105	132	130	105	472	736	
0800	79	83	68	70	300	77	73	64	67	281	581	
0900	41	56	70	47	214	69	71	54	59	253	467	
1000	57	61	54	58	230	51	51	60	58	220	450	
1100	76	80	90	77	323	66	60	51	61	238	561	
1200	93	80	84	94	351	76	84	70	100	330	681	
1300	78	78	78	81	315	88	89	66	67	310	625	
1400	74	72	68	72	286	82	77	94	80	333	619	
1500	87	98	81	88	354	88	79	120	83	370	724	
1600	95	96	93	89	373	96	76	103	114	389	762	
1700	110	89	81	99	379	133	120	146	103	502	881	
1800	79	72	54	63	268	91	78	90	77	336	604	
1900	63	69	67	42	241	66	51	57	60	234	475	
2000	41	68	54	36	199	39	45	36	39	159	358	
2100	47	42	26	15	130	36	39	28	26	129	259	
2200	18	8	21	13	60	21	16	15	6	58	118	
2300	13	9	13	10	45	11	17	14	10	52	97	
24-HOUR TOTALS:					4790						5108	9898

PEAK VOLUME INFORMATION					
DIRECTION: N			DIRECTION: S		
A.M.	HOUR	VOLUME	HOUR	VOLUME	COMBINED DIRECTIONS
P.M.	730	300	700	472	700 736
DAILY	1615	388	1645	513	1645 882
	1615	388	1645	513	1645 882

TRUCK PERCENTAGE 12.78 10.73 11.72

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	61	2760	1357	18	117	51	14	89	210	82	10	8	13	0	0	612 4790
S	26	3208	1326	10	78	41	0	86	306	18	5	2	2	0	0	548 5108

COUNTY: 26
STATION: 5026
DESCRIPTION: SR 235 200' N. OF SR 20
START DATE: 04/24/2018
START TIME: 0000

DIRECTION: B					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	13	11	10	13	47
0100	10	13	8	8	39
0200	12	4	6	4	26
0300	8	21	21	24	74
0400	43	69	40	48	200
0500	38	86	52	61	237
0600	100	86	111	122	419
0700	214	210	185	146	755
0800	140	121	131	119	511
0900	120	123	149	145	537
1000	113	132	125	126	496
1100	107	113	97	112	429
1200	110	110	131	117	468
1300	120	142	122	156	540
1400	123	155	134	131	543
1500	170	155	137	150	612
1600	151	147	162	164	624
1700	165	182	168	161	676
1800	125	116	103	105	449
1900	87	75	84	83	329
2000	70	78	84	63	295
2100	71	47	40	32	190
2200	18	22	38	12	90
2300	24	18	12	21	75
24-HOUR TOTALS:					8661

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	700	755
P.M.	1645	679
DAILY	700	755

COUNTY: 26
STATION: 5026
DESCRIPTION: SR 235 200' N. OF SR 20
START DATE: 04/25/2018
START TIME: 0000

DIRECTION: B					
TIME	1ST	2ND	3RD	4TH	TOTAL

0000	20	24	25	25	94
0100	28	10	10	8	56
0200	13	8	25	7	53
0300	13	22	20	14	69
0400	45	33	49	40	167
0500	48	52	51	67	218
0600	75	117	79	165	436
0700	195	215	187	132	729
0800	110	104	119	115	448
0900	115	88	122	93	418
1000	121	80	104	134	439
1100	125	129	111	120	485
1200	119	93	151	137	500
1300	121	127	132	133	513
1400	163	118	111	105	497
1500	156	139	131	132	558
1600	158	133	158	195	644
1700	181	159	153	144	637
1800	121	119	120	103	463
1900	91	98	90	77	356
2000	98	72	89	77	336
2100	67	58	46	55	226
2200	23	33	20	22	98
2300	27	34	24	16	101

24-HOUR TOTALS: 8541

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	762
P.M.	1630	693
DAILY	645	762

COUNTY: 26
STATION: 5027
DESCRIPTION: SR 20 SE OF SR 235
START DATE: 04/24/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	13	13	17	6	49	7	11	6	6	30	79	
0100	8	15	8	9	40	9	1	11	9	30	70	
0200	8	6	7	5	26	2	8	6	5	21	47	
0300	10	4	8	3	25	11	8	10	24	53	78	
0400	8	16	15	8	47	20	20	18	33	91	138	
0500	16	34	30	23	103	31	65	76	117	289	392	
0600	31	56	62	99	248	114	196	216	191	717	965	
0700	136	174	191	121	622	279	275	310	292	1156	1778	
0800	143	150	132	129	554	268	195	300	190	953	1507	
0900	93	135	125	116	469	159	161	184	116	620	1089	
1000	112	136	141	145	534	135	124	124	133	516	1050	
1100	175	142	172	186	675	130	132	150	143	555	1230	
1200	218	198	172	167	755	163	155	166	136	620	1375	
1300	157	187	170	140	654	156	170	181	152	659	1313	
1400	191	191	182	207	771	172	157	139	118	586	1357	
1500	181	213	223	236	853	144	138	171	166	619	1472	
1600	248	250	301	296	1095	162	147	128	160	597	1692	
1700	340	332	388	319	1379	178	136	151	126	591	1970	
1800	283	253	173	153	862	129	88	94	89	400	1262	
1900	148	129	107	96	480	79	64	85	69	297	777	
2000	82	99	71	81	333	78	77	76	65	296	629	
2100	58	60	55	50	223	60	54	46	44	204	427	
2200	31	34	46	25	136	33	25	14	15	87	223	
2300	23	19	16	16	74	16	12	14	8	50	124	
24-HOUR TOTALS:					11007						10037	21044

		PEAK VOLUME INFORMATION					
		DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME		HOUR	VOLUME	HOUR	VOLUME
A.M.	715	629		700	1156	700	1778
P.M.	1700	1379		1315	675	1645	1981
DAILY	1700	1379		700	1156	1645	1981

COUNTY: 26
STATION: 5027
DESCRIPTION: SR 20 SE OF SR 235
START DATE: 04/25/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	11	11	10	11	43	5	10	12	10	37	80	
0100	10	6	11	9	36	11	12	14	8	45	81	
0200	10	7	8	9	34	5	10	12	9	36	70	
0300	3	5	11	14	33	7	7	6	18	38	71	
0400	7	19	16	7	49	17	13	25	18	73	122	
0500	20	29	42	29	120	35	63	92	108	298	418	
0600	28	48	60	74	210	120	175	244	219	758	968	
0700	121	173	182	145	621	270	290	291	295	1146	1767	
0800	151	153	125	124	553	276	236	256	203	971	1524	
0900	106	130	123	118	477	165	127	151	157	600	1077	
1000	117	121	109	149	496	122	120	106	109	457	953	
1100	144	132	191	207	674	141	156	153	156	606	1280	
1200	224	172	190	207	793	168	181	194	188	731	1524	
1300	208	168	175	175	726	165	172	183	162	682	1408	
1400	172	186	185	183	726	128	142	145	127	542	1268	
1500	173	208	217	254	852	146	145	154	150	595	1447	
1600	293	241	323	303	1160	163	157	139	134	593	1753	
1700	362	356	376	275	1369	159	124	141	138	562	1931	
1800	269	224	178	146	817	125	114	103	113	455	1272	
1900	152	128	112	111	503	97	107	84	74	362	865	
2000	108	102	94	78	382	83	93	68	61	305	687	
2100	80	86	56	71	293	61	55	56	44	216	509	
2200	45	37	36	26	144	46	29	22	25	122	266	
2300	28	24	32	21	105	17	19	20	9	65	170	
24-HOUR TOTALS:					11216						10295	21511

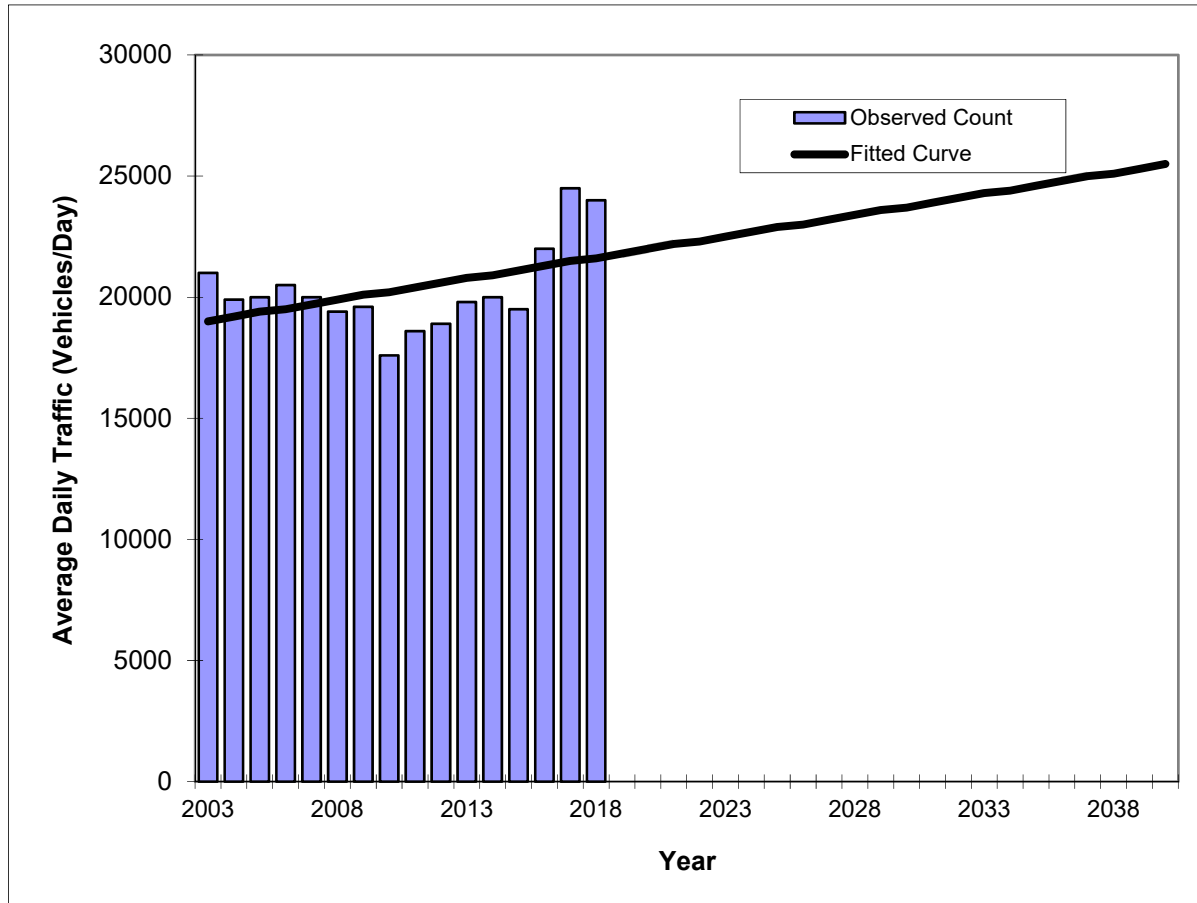
PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME		HOUR	VOLUME	HOUR	VOLUME
	715	651		715	1152	715	1803
P.M.	1645	1397		1200	731	1645	1955
DAILY	1645	1397		715	1152	1645	1955

APPENDIX D
SEASONAL
ADJUSTMENT FACTOR
AND HISTORICAL
GROWTH RATES

Traffic Trends - V03.a **US 441 -- 0.4 MI NW OF SR 235**

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	265106
Highway:	US 441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	21000	19000
2004	19900	19200
2005	20000	19400
2006	20500	19500
2007	20000	19700
2008	19400	19900
2009	19600	20100
2010	17600	20200
2011	18600	20400
2012	18900	20600
2013	19800	20800
2014	20000	20900
2015	19500	21100
2016	22000	21300
2017	24500	21500
2018	24000	21600
2029 Opening Year Trend		
2029	N/A	23600
2039 Mid-Year Trend		
2039	N/A	25300
2040 Design Year Trend		
2040	N/A	25500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	175
Trend R-squared:	20.93%
Trend Annual Historic Growth Rate:	0.91%
Trend Growth Rate (2018 to Design Year):	0.82%
Printed:	22-Aug-19
Straight Line Growth Option	

*Axle-Adjusted

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 2600 ALACHUA COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2018 - 01/06/2018	1.05	1.08
2	01/07/2018 - 01/13/2018	1.05	1.08
3	01/14/2018 - 01/20/2018	1.05	1.08
4	01/21/2018 - 01/27/2018	1.03	1.06
5	01/28/2018 - 02/03/2018	1.01	1.04
6	02/04/2018 - 02/10/2018	0.99	1.02
* 7	02/11/2018 - 02/17/2018	0.97	1.00
* 8	02/18/2018 - 02/24/2018	0.97	1.00
* 9	02/25/2018 - 03/03/2018	0.97	1.00
* 10	03/04/2018 - 03/10/2018	0.97	1.00
* 11	03/11/2018 - 03/17/2018	0.97	1.00
* 12	03/18/2018 - 03/24/2018	0.97	1.00
* 13	03/25/2018 - 03/31/2018	0.96	0.99
* 14	04/01/2018 - 04/07/2018	0.96	0.99
* 15	04/08/2018 - 04/14/2018	0.96	0.99
* 16	04/15/2018 - 04/21/2018	0.96	0.99
* 17	04/22/2018 - 04/28/2018	0.97	1.00
* 18	04/29/2018 - 05/05/2018	0.98	1.01
* 19	05/06/2018 - 05/12/2018	0.99	1.02
20	05/13/2018 - 05/19/2018	1.00	1.03
21	05/20/2018 - 05/26/2018	1.01	1.04
22	05/27/2018 - 06/02/2018	1.01	1.04
23	06/03/2018 - 06/09/2018	1.02	1.05
24	06/10/2018 - 06/16/2018	1.02	1.05
25	06/17/2018 - 06/23/2018	1.03	1.06
26	06/24/2018 - 06/30/2018	1.04	1.07
27	07/01/2018 - 07/07/2018	1.04	1.07
28	07/08/2018 - 07/14/2018	1.05	1.08
29	07/15/2018 - 07/21/2018	1.06	1.09
30	07/22/2018 - 07/28/2018	1.04	1.07
31	07/29/2018 - 08/04/2018	1.02	1.05
32	08/05/2018 - 08/11/2018	1.01	1.04
33	08/12/2018 - 08/18/2018	0.99	1.02
34	08/19/2018 - 08/25/2018	0.99	1.02
35	08/26/2018 - 09/01/2018	0.99	1.02
36	09/02/2018 - 09/08/2018	0.99	1.02
37	09/09/2018 - 09/15/2018	0.99	1.02
38	09/16/2018 - 09/22/2018	0.99	1.02
39	09/23/2018 - 09/29/2018	0.98	1.01
40	09/30/2018 - 10/06/2018	0.98	1.01
41	10/07/2018 - 10/13/2018	0.97	1.00
42	10/14/2018 - 10/20/2018	0.97	1.00
43	10/21/2018 - 10/27/2018	0.98	1.01
44	10/28/2018 - 11/03/2018	0.99	1.02
45	11/04/2018 - 11/10/2018	1.00	1.03
46	11/11/2018 - 11/17/2018	1.01	1.04
47	11/18/2018 - 11/24/2018	1.02	1.05
48	11/25/2018 - 12/01/2018	1.03	1.06
49	12/02/2018 - 12/08/2018	1.04	1.07
50	12/09/2018 - 12/15/2018	1.05	1.08
51	12/16/2018 - 12/22/2018	1.05	1.08
52	12/23/2018 - 12/29/2018	1.05	1.08
53	12/30/2018 - 12/31/2018	1.05	1.08

* PEAK SEASON

25-FEB-2019 16:26:21

830UPD

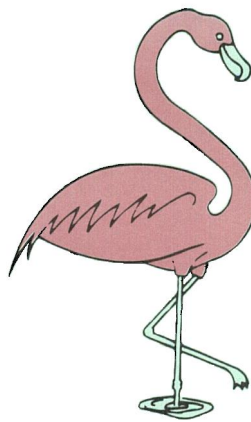
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APPENDIX E
TARA FOREST
SUBDIVISION
TRAFFIC
STUDY

TARA FOREST EAST SUBDIVISION TRAFFIC STUDY

ALACHUA COUNTY, FLORIDA

December 2019



BUCKHOLZ TRAFFIC



**BUCKHOLZ TRAFFIC
3585 KORI ROAD
JACKSONVILLE, FLORIDA 32257
(904) 886-2171 jwbuckholz@aol.com**

December 13, 2019

Mr. Christopher A. Gmuer, P.E.
Gmuer Engineering
2603 NW 13th Street
Gainesville, Florida 32609

Re: Updated Tara Forest East Traffic Study

Dear Mr. Gmuer:

Attached is the updated traffic study. If there are any questions or comments regarding this study, please contact me.

Sincerely,

Jeffrey W. Buckholz, P.E., PTOE
Principal

This item has been digitally signed and sealed by Jeffrey W. Buckholz, P.E. on 12/13/19. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

INTRODUCTION

The proposed Tara Forest East residential development will contain 340 single family homes and 211 townhomes and will be located on the west side of CR 241 approximately $\frac{3}{4}$ of a mile north of SR 235 in northern Alachua County, Florida. The development will have access to both CR 241 and NW 147th Drive. CR 241 in the vicinity of the site is a two-lane undivided rural major collector with a posted speed limit of 55 mph. NW 147th Drive is a two-lane undivided local road with a posted speed limit of 20 mph. It intersects US 441 approximately $\frac{1}{2}$ mile to the south at an existing signalized intersection.

Figure 1 shows the site location and surrounding road network while Appendix A contains the proposed site plan. The development is expected to be complete by the end of 2028 with 100 units completed by the end of 2020; 200 units completed by the end of 2022; and 280 units completed by the end of 2024. The full build out year of 2028 was chosen as the design year for this study.

EXISTING TRAFFIC VOLUMES

Manual turning movement counts (see Appendix B) were conducted by Buckholz Traffic personnel in 2018 at the intersection of CR 241 with NW 172nd Avenue and NW 174th Avenue. The counts were conducted during weekday peak periods (6:30-8:30 AM and 3:45-5:45 PM). The data was collected at 15-minute intervals and includes a separate tabulation for trucks. Figure 2 provides a visual summary of existing weekday peak hour traffic counts at these two intersections. Figure 3 provides a similar visual summary for weekday peak period traffic flows. Also shown in Figure 3 are the directional percentages for the residential traffic currently using CR 241; a good indicator of the expected trip distribution for site traffic using the CR 241 driveway.

In addition, manual turning movement counts were conducted by Buckholz Traffic personnel in 2019 at the US 441/NW 147th Drive intersection and at the US 441/CR 235 (NW 140th Street) intersection. The counts were conducted during weekday peak periods. The data was collected at 15-minute intervals and includes a separate tabulation for trucks. Figure 4 provides a visual summary of existing weekday peak hour traffic counts at these intersections. Figure 5 provides a similar visual summary for weekday peak period traffic flows at the US 441/NW 147th Drive intersection. Also shown in Figure 5 are directional percentages derived from the traffic counts. These percentages are a good indicator of the expected trip distribution for site traffic using NW 147th Drive.

Appendix C provides daily traffic volumes from the FDOT annual traffic counting program for CR 241 and US 441. The current Average Daily Traffic (ADT) on the portion of CR 241 in the vicinity of the site is about 3000 vehicles per day and the current ADT on US 441 near NW 147th Drive is 24,000 vehicles per day.

BUCKHOLZ TRAFFIC

TRIP GENERATION

Trip generation calculations were carried out using the 10th edition of ITE's Trip Generation Manual and referencing land use codes 210 (Single Family Housing) and 220 (Multi-Family Low Rise). Tables 1 and 2 contain the daily, AM peak hour, and PM peak hour trip generation calculations for the development. During an average weekday the development is expected to generate 4760 trips (2380 entering and 2380 exiting) with 343 trips (83 entering and 260 exiting) occurring during the AM peak hour and 444 trips (279 entering and 165 exiting) occurring during the PM peak hour. All of these trips will be new trips.

SITE TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Peak hour site trips were directionally distributed based on percentages derived from Figures 3 and 5. The resulting weekday peak hour traffic assignments for the development are provided in Figure 6. The values contained in this figure were obtained by multiplying the trip generation results by the trip distribution percentages. Based on the arrangement of dwelling units within the site, it is estimated that 60% of site trips will use NW 147th Drive and 40% will use the CR 241 entrance.

2028 BUILD TRAFFIC VOLUMES

The expected weekday AM peak hour and PM peak hour background (No Build) traffic volumes and total (Build) traffic volumes at the CR 241/NW 172nd Avenue intersection and the CR 241/NW 174th Avenue intersection are graphically depicted in Figures 7 and 8. The 2028 background traffic volumes were obtained by multiplying the existing traffic volumes by the appropriate FDOT seasonal adjustment factor (0.99) and then by a corresponding annual growth factor obtained from nearby FDOT traffic counts on CR 241 (see Appendix C). The FDOT counts suggest that, since 2014, traffic volumes have actually been trending downward along CR 241. Consequently, a 0% annual growth rate was used in the analysis. The 2028 Build traffic volumes were then obtained by adding the traffic generated by the new development to the 2028 background traffic volumes.

The expected weekday AM peak hour and PM peak hour background (No Build) traffic volumes and total (Build) traffic volumes at the US 441/NW 147th Drive intersection and the US 441/CR 235 intersection are graphically depicted in Figures 9 through 12. The 2028 background traffic volumes were obtained by multiplying the existing traffic volumes by the appropriate FDOT seasonal adjustment factor and then by a corresponding annual growth rate (5.0%) obtained from nearby FDOT traffic counts on US 441 (see Appendix C). The 2028 Build traffic volumes were then obtained by adding the traffic generated by the new development to the 2028 background traffic volumes.

BUCKHOLZ TRAFFIC

TURN LANE ANALYSIS

A formal analysis was conducted to determine if an exclusive right turn lane is warranted on CR 241 at the Site Drive. The methodology contained in NCHRP Report #279 was used to conduct the right turn lane analysis. As indicated in Figure 13, right turn volumes into the Site Drive will not be high enough during weekday peak hours to warrant an exclusive right turn lane on CR 241 under 2028 Build conditions. The right turn lane warrants contained in NCHRP Report #420 support this conclusion.

Using the 2028 Build traffic volumes, a formal analysis was also made to determine if an exclusive left turn lane is warranted on CR 241 at the Site Drive. The methodology contained in a paper written by M.D. Harmelink entitled: "Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections" was used to conduct this evaluation. The results indicate that traffic volumes on CR 241 will not be high enough during the weekday PM peak hour to warrant a left turn lane at the site drive. The supporting analysis is provided in Figure 14.

UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS

The unsignalized CR 241/Site Drive intersection, the unsignalized CR 241/NW 172nd Avenue intersection, and the unsignalized CR 241/NW 174th Avenue intersection were analyzed using the two-way stop control methodology contained in Chapter 19 of the Sixth Edition of the Highway Capacity Manual. Tables 3 and 4 contain the capacity analysis results with the supporting calculations provided in Appendix D. Under 2028 Build conditions all minor movements and each of these intersections are expected to operate at level of service B or better with minimal queuing and a volume-to-capacity ratio of well less than one.

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

The signalized US 441/NW 147th Drive intersection and the US 441/CR 235 intersection were analyzed using the operational methodology contained in Chapter 19 of the Sixth Edition of the Highway Capacity Manual. Current signal timings were used for the existing (2019) analysis and consultant timings were used for the 2028 BUILD analysis. All timings are provided in Appendix E. Tables 5 and 6 contain the capacity analysis results with the supporting calculations provided in Appendix F. Under 2028 Build conditions with optimized splits, the US 441/NW 147th Drive intersection is expected to operate at LOS C during the weekday AM peak hour and LOS E during the weekday PM peak hour.

The US 441/CR 235 intersection is expected to operate at LOS F during both weekday peak hours with extensive queuing and delay. However, only 9% of expected entering peak hour traffic at this intersection in 2028 is attributable to the new development.

BUCKHOLZ TRAFFIC

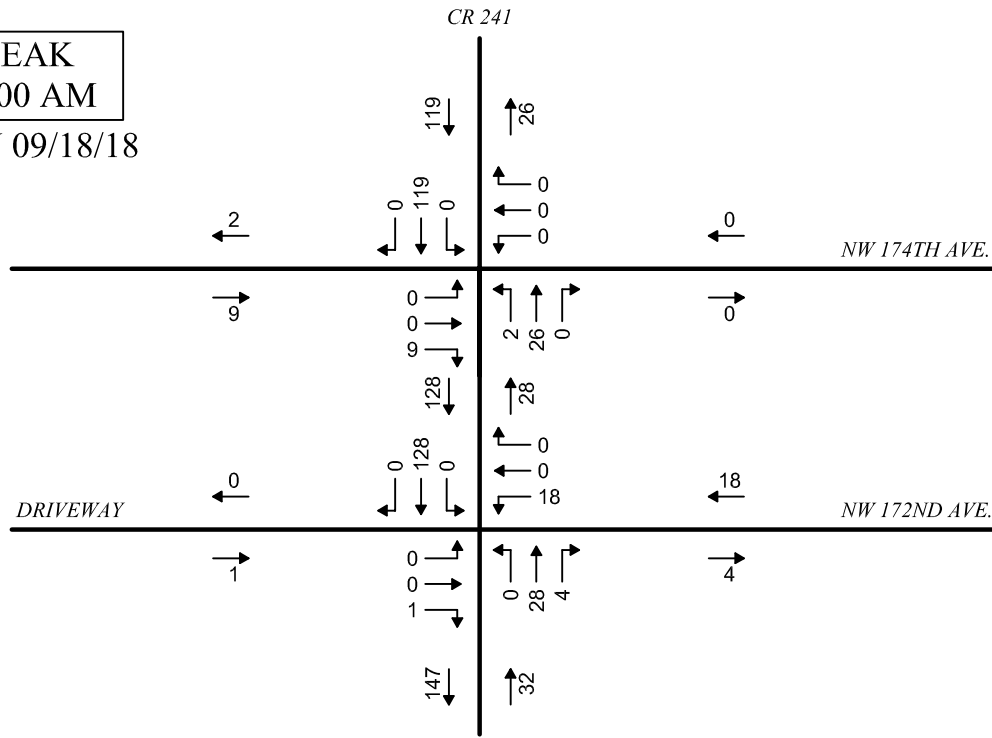


Ⓢ = TRAFFIC SIGNAL



M:\18-1534\CAD\FIG_02.dwg Date: 08-26-19 T: 18:48 By: AVDelacruz

AM PEAK
7:00-8:00 AM
TUESDAY 09/18/18



PM PEAK
4:45-5:45 PM
MONDAY 09/17/18

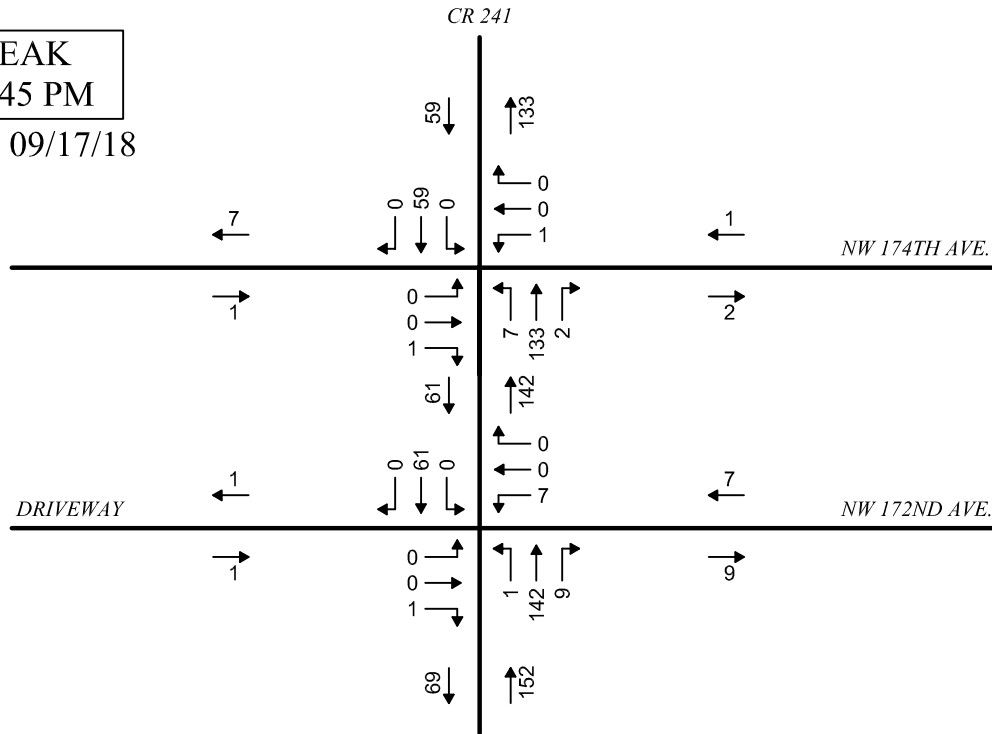


FIGURE 2

CR 241 TRAFFIC COUNTS

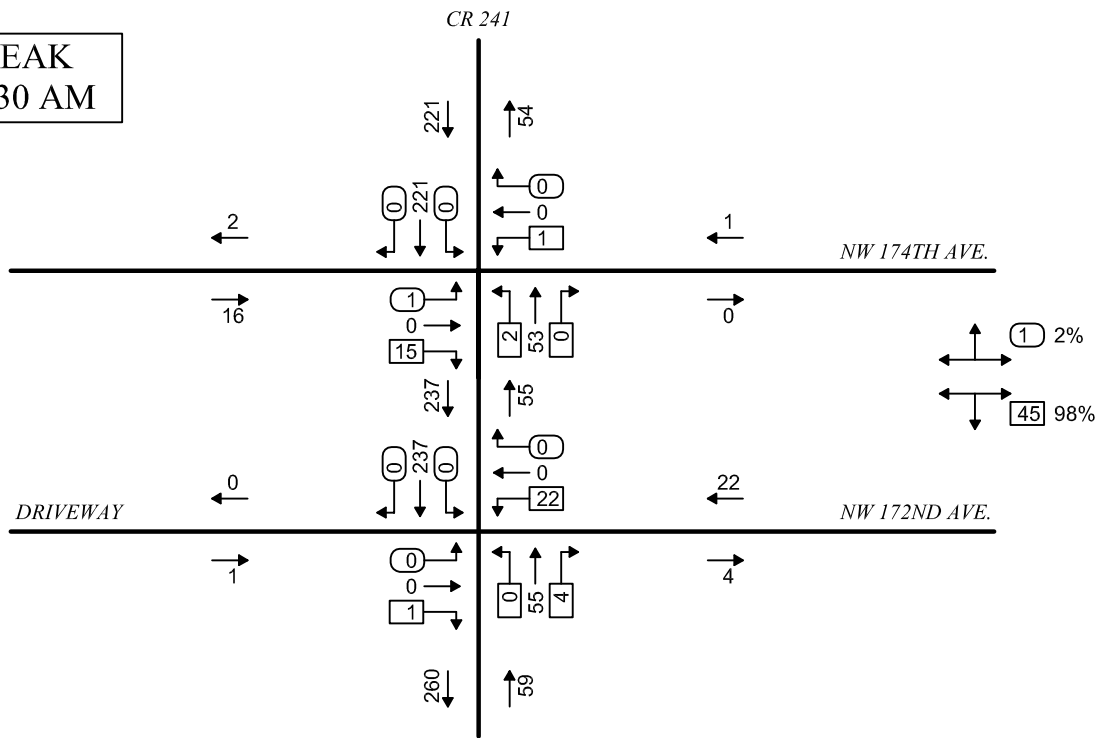
WEEKDAY PEAK HOURS



Buckholz Traffic

M:\18-1534\CAD\FIG_03.dwg Date: 12-12-19 T: 17:01 By: AVDelacruz

AM PEAK
6:30-8:30 AM



PM PEAK
3:45-5:45 PM

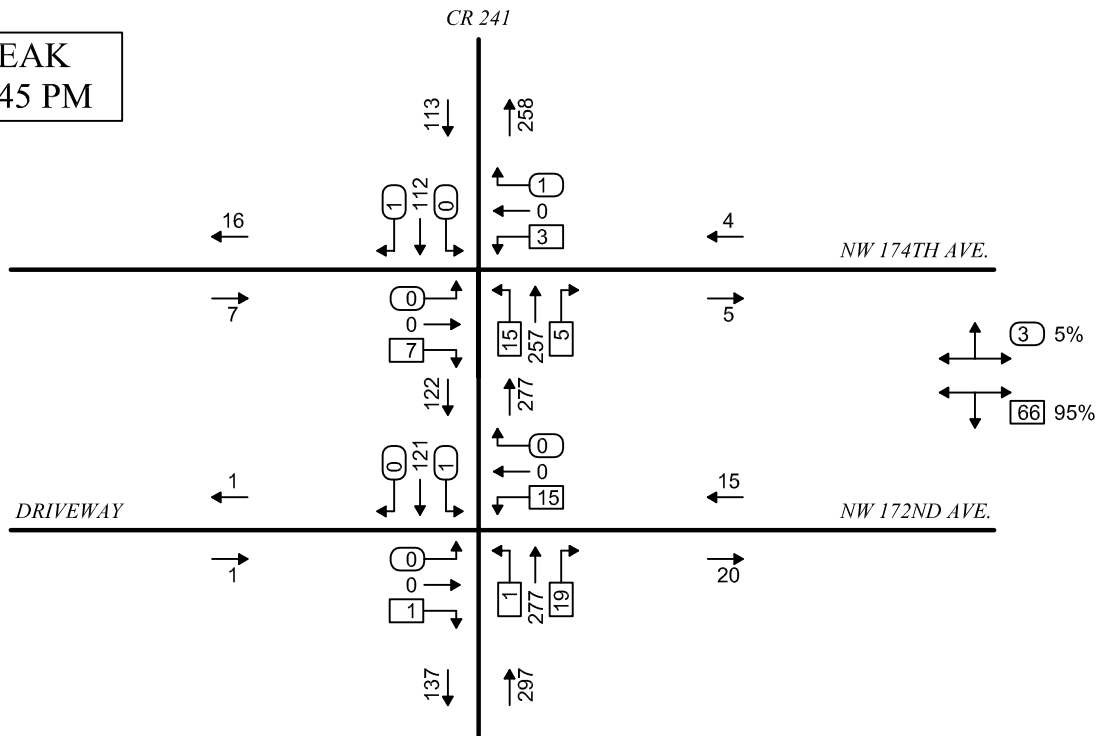


FIGURE 3

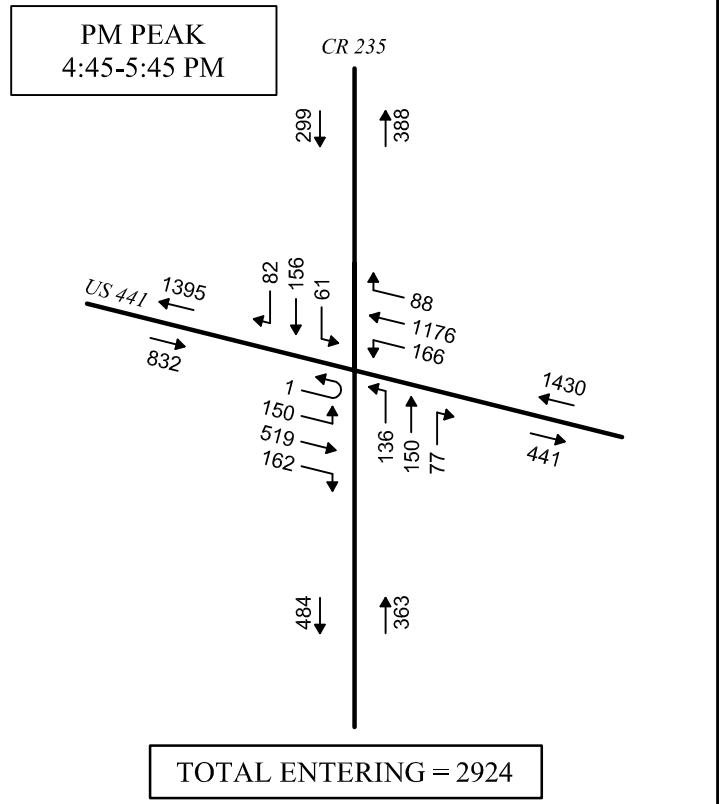
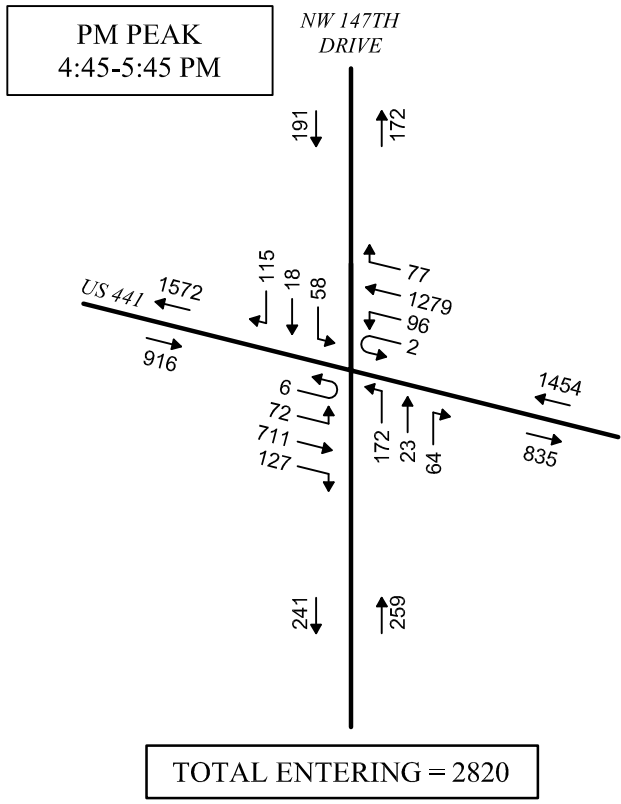
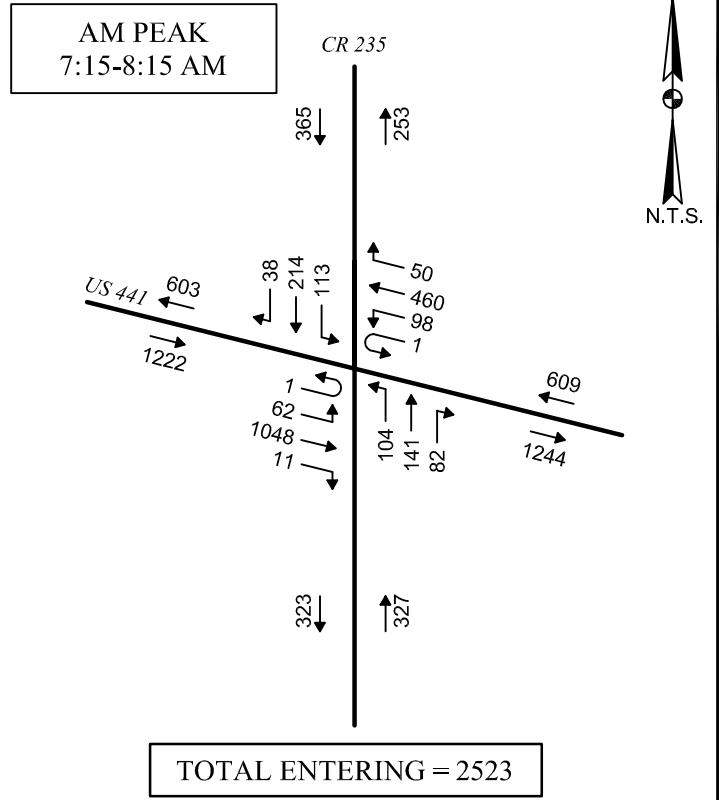
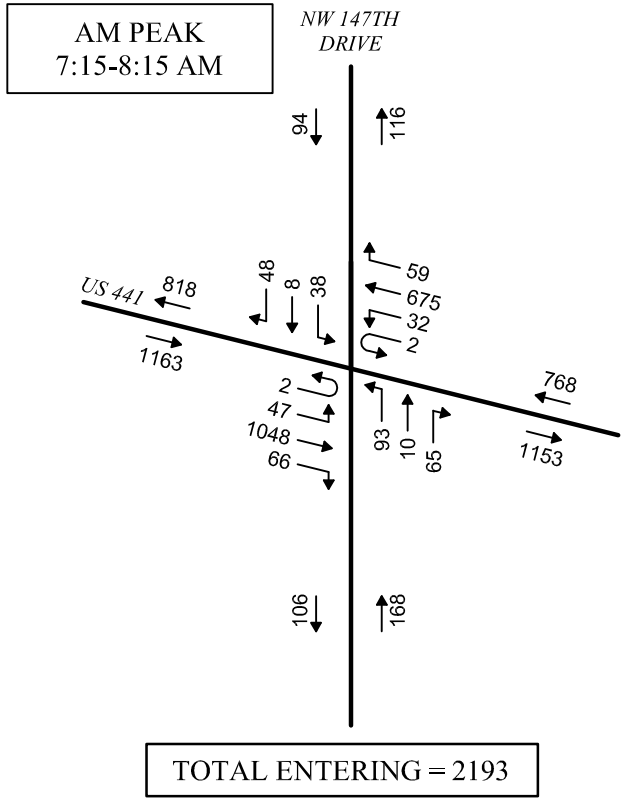
CR 241 TRAFFIC COUNTS

WEEKDAY PEAK PERIODS



Buckholz Traffic

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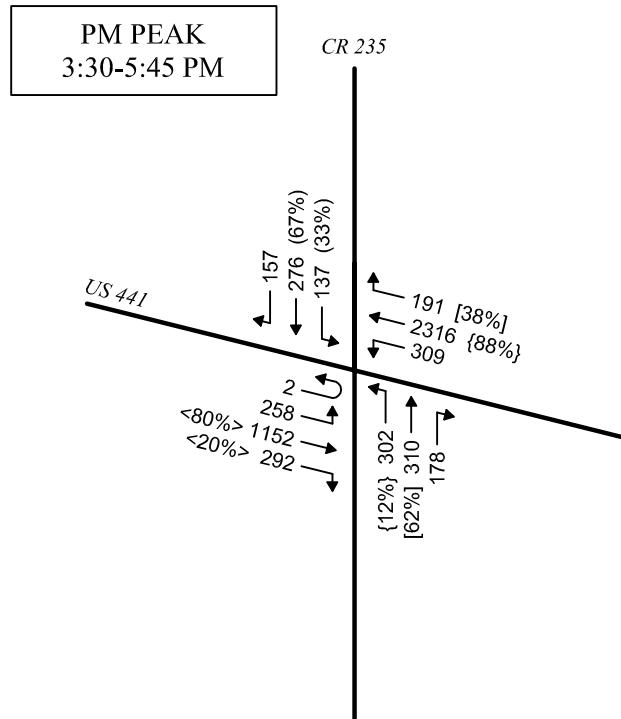
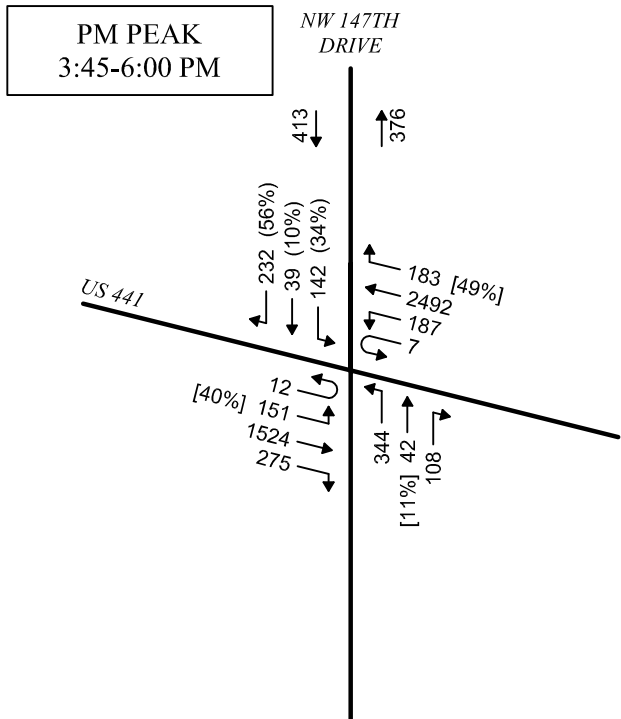
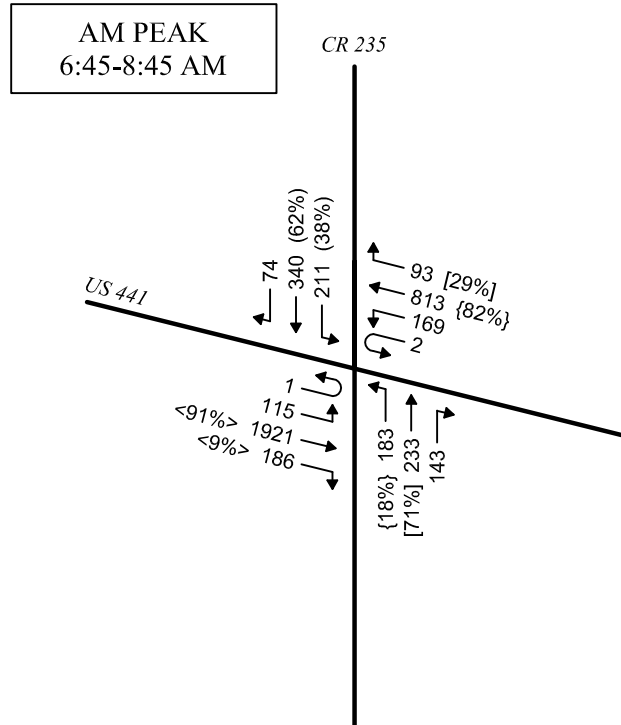
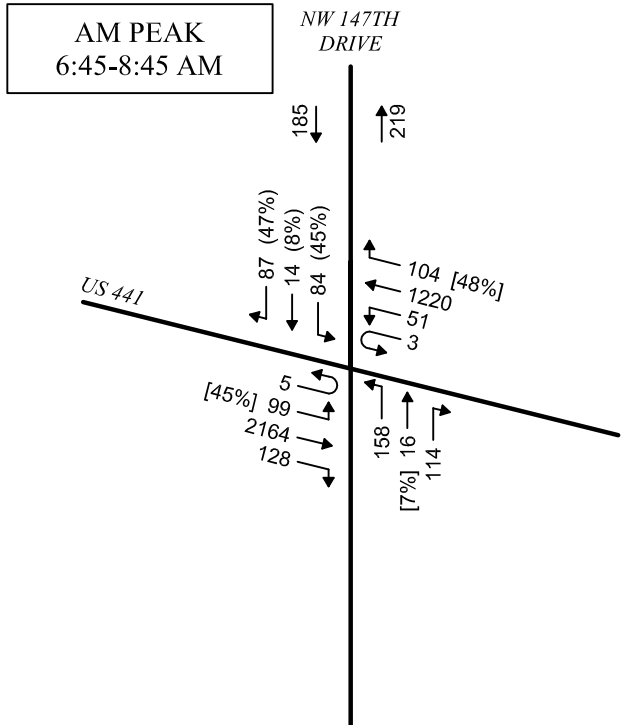


Buckholz Traffic

FIGURE 4
US 441
TRAFFIC COUNTS
WEEKDAY PEAK HOURS



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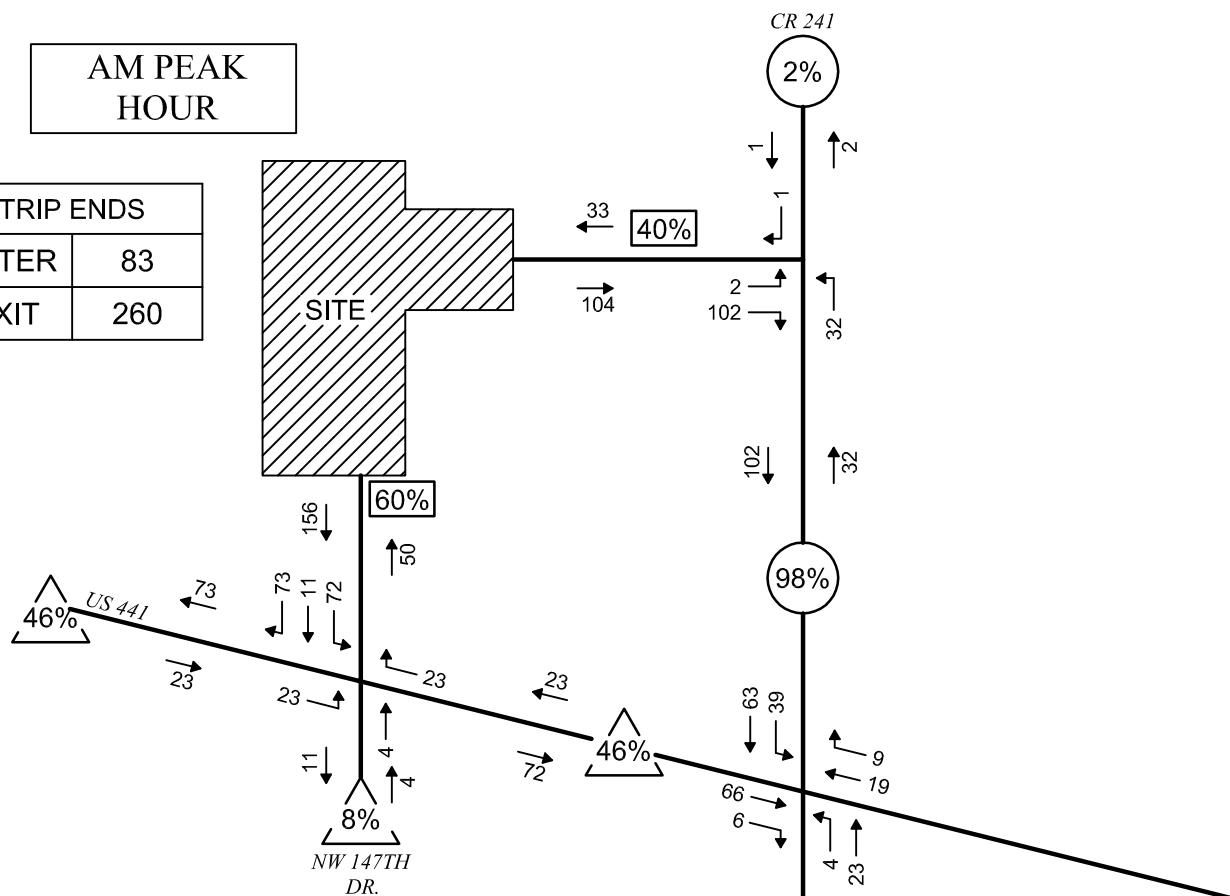
Buckholz Traffic

FIGURE 5
US 441
TRAFFIC COUNTS
WEEKDAY PEAK PERIODS



AM PEAK HOUR

TRIP ENDS	
ENTER	83
EXIT	260



PM PEAK HOUR

TRIP ENDS	
ENTER	279
EXIT	165

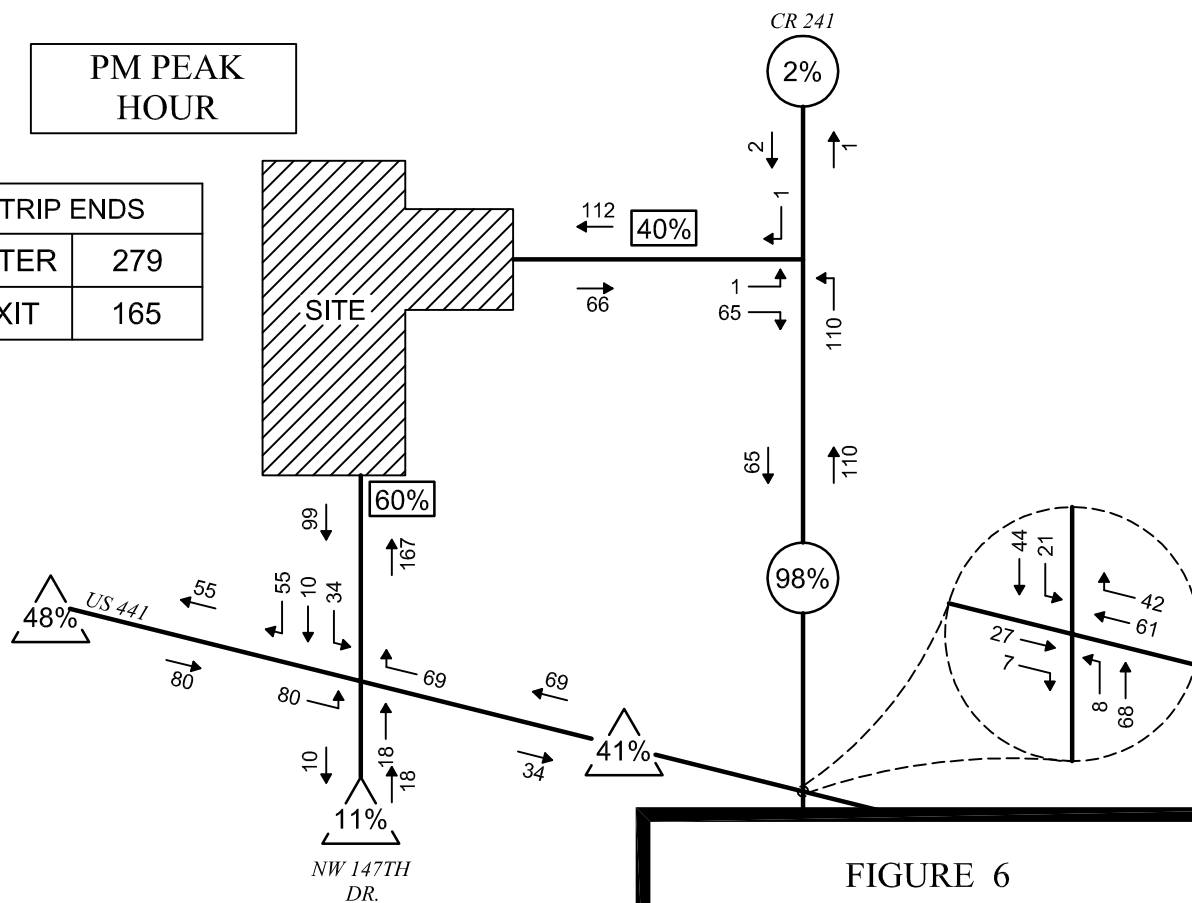


FIGURE 6

SITE TRAFFIC ASSIGNMENT



Buckholz Traffic

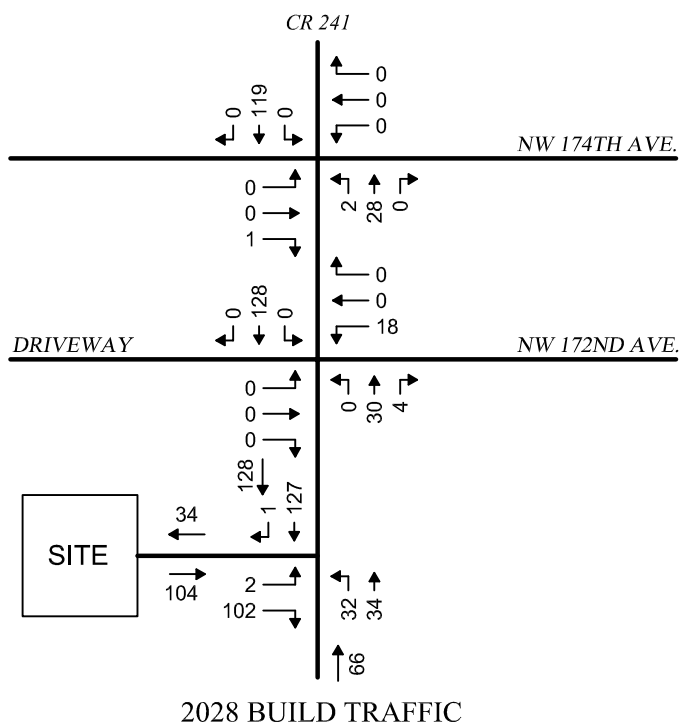
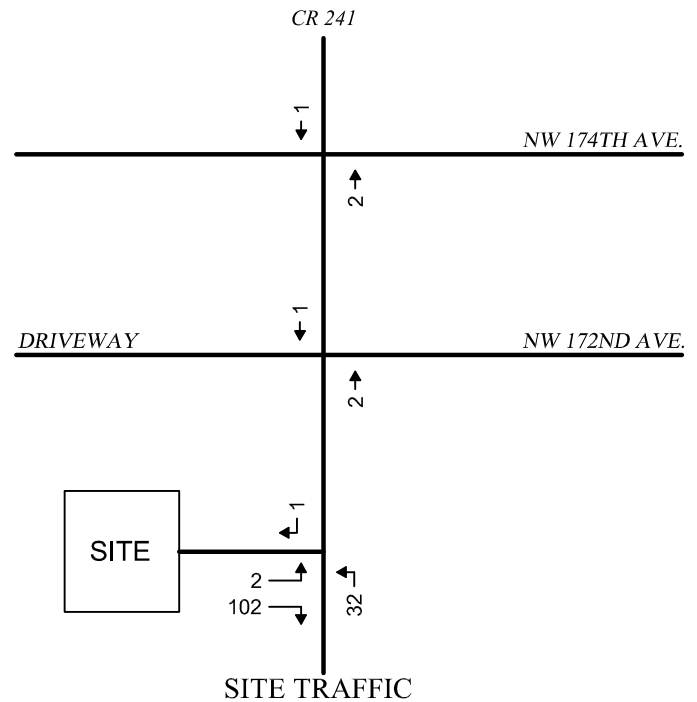
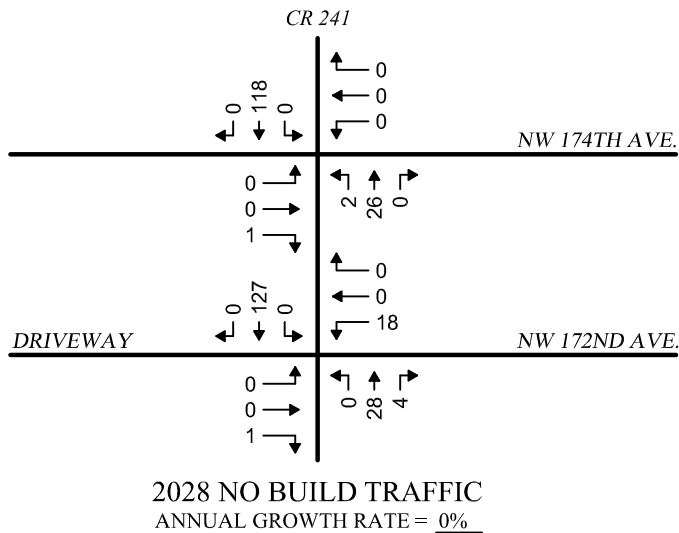
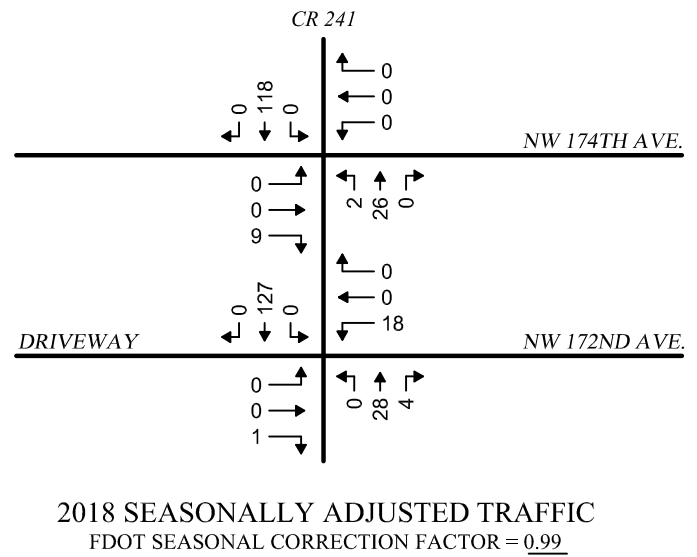
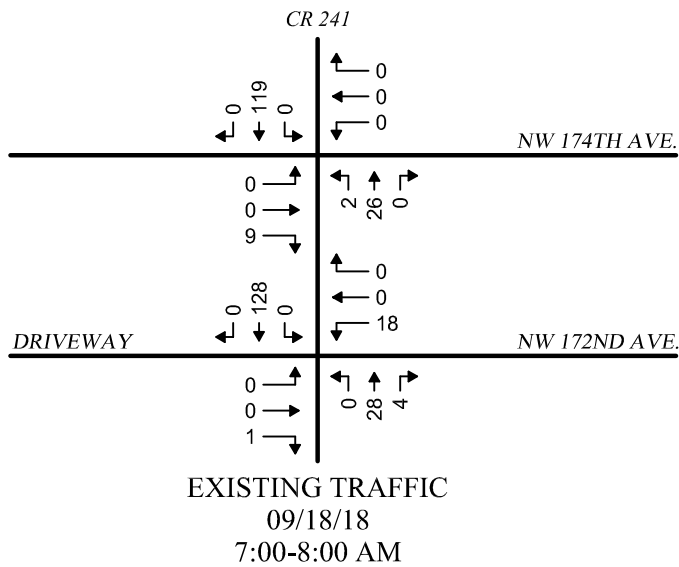
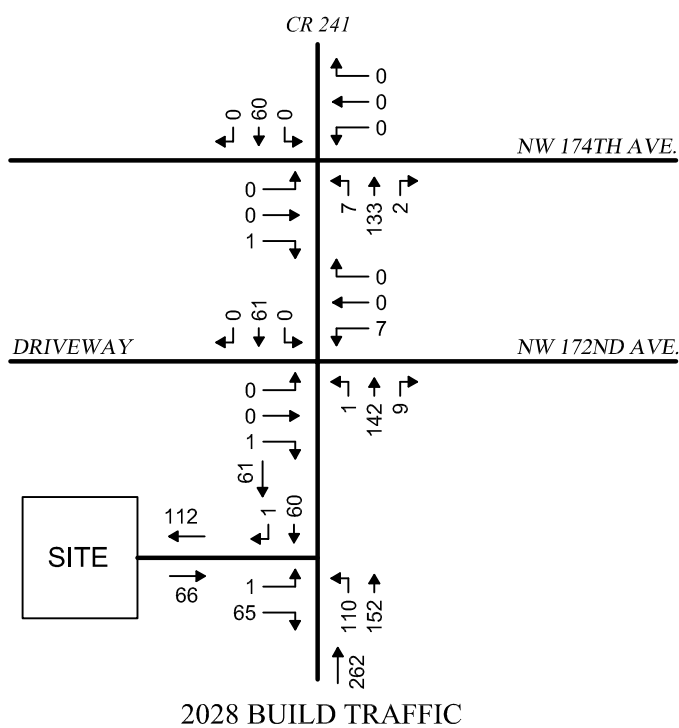
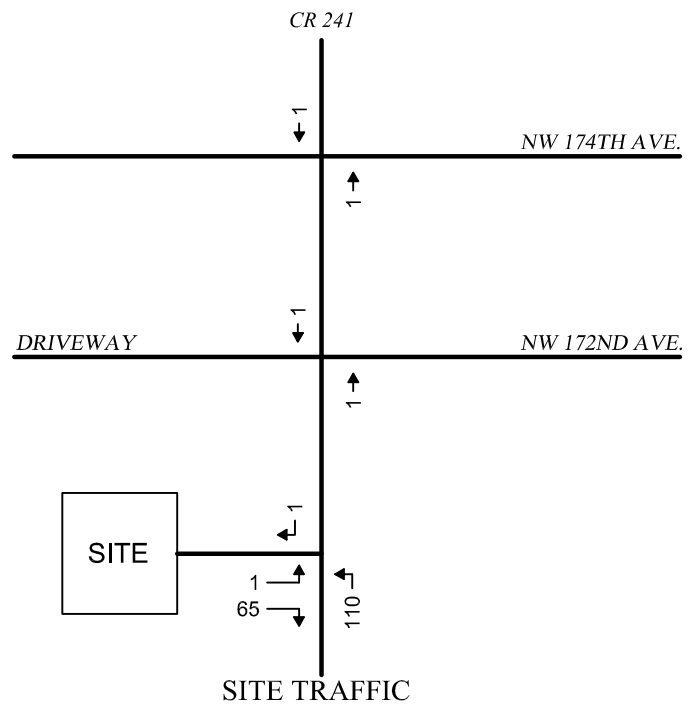
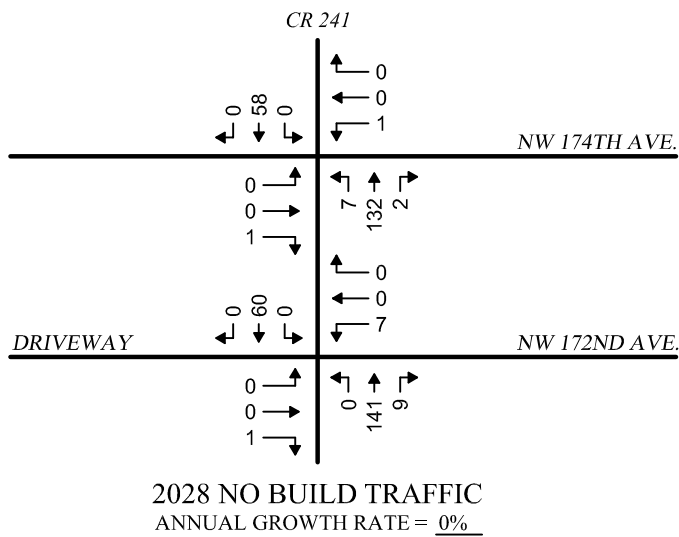
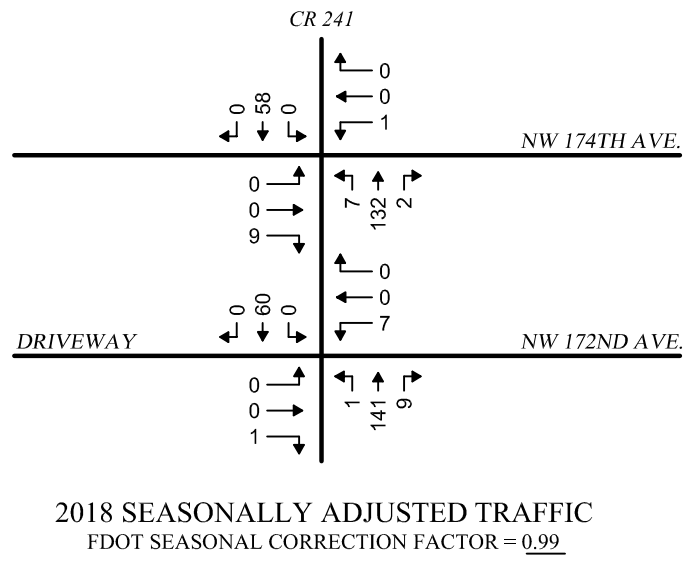
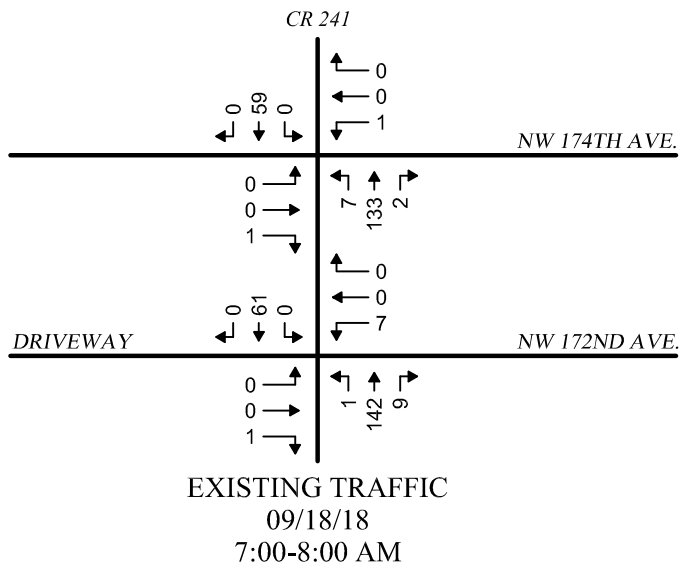


FIGURE 7

2028 BUILD TRAFFIC
CR 241

AM PEAK HOUR

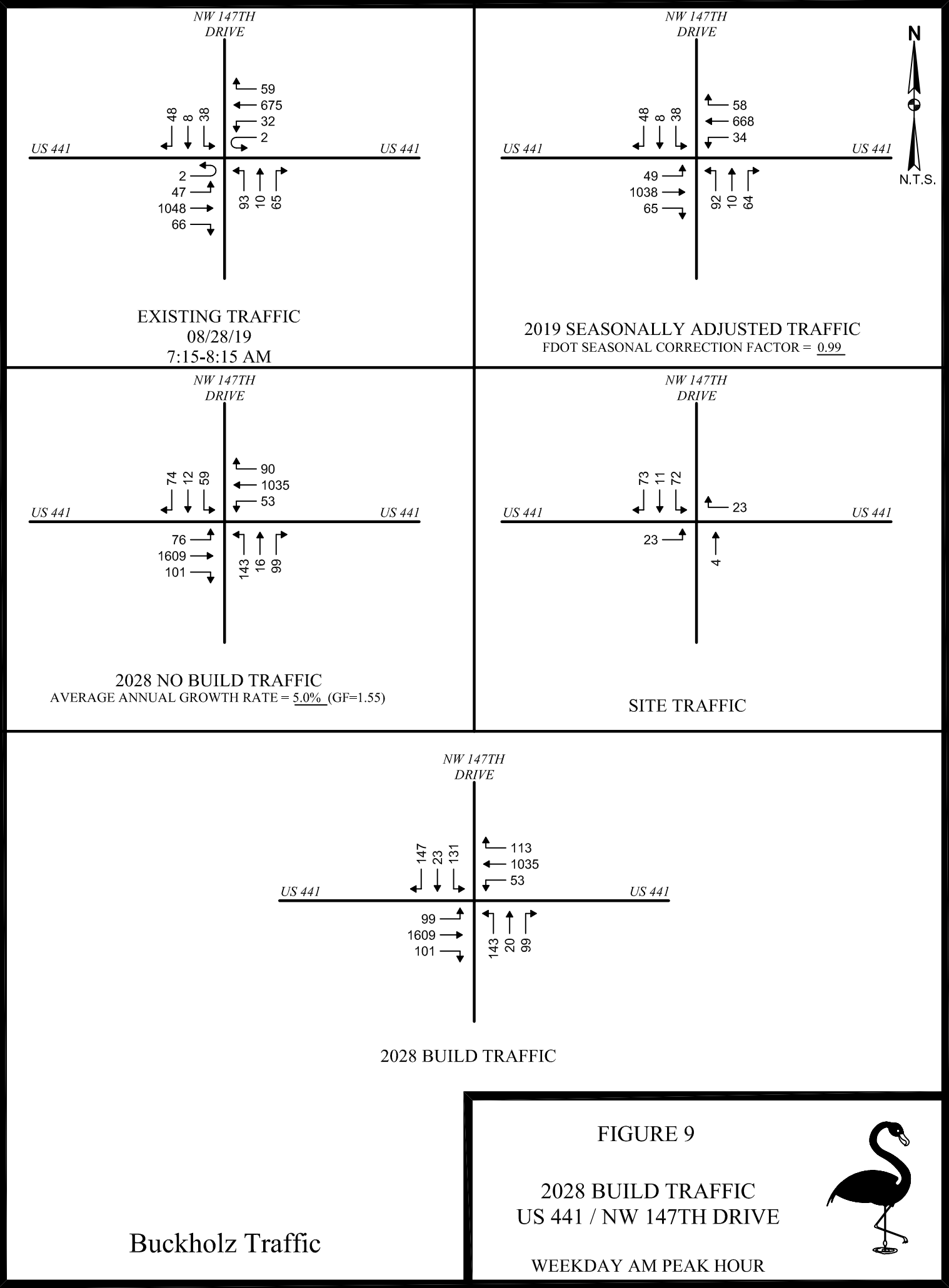


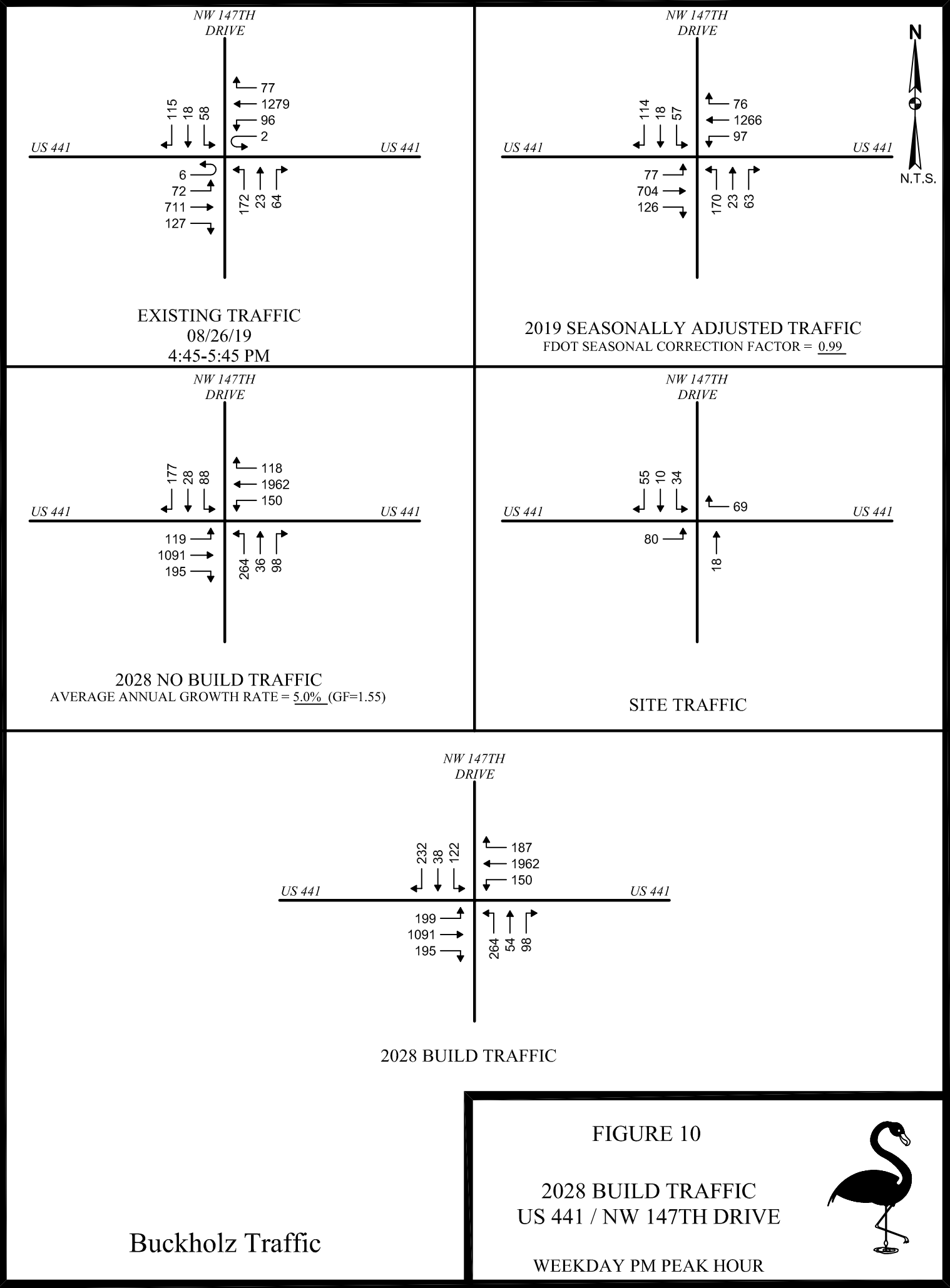


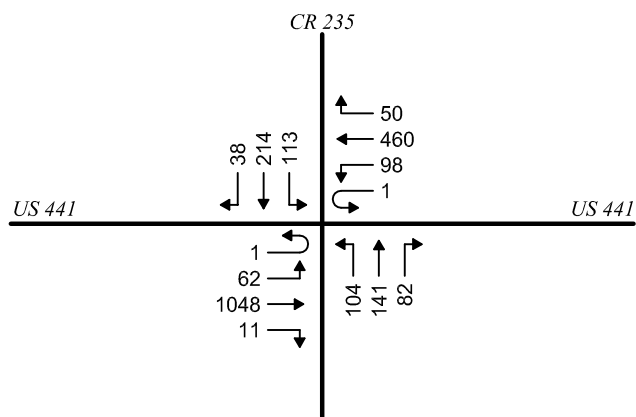
Buckholz Traffic

FIGURE 8
2028 BUILD TRAFFIC
CR 241
PM PEAK HOUR

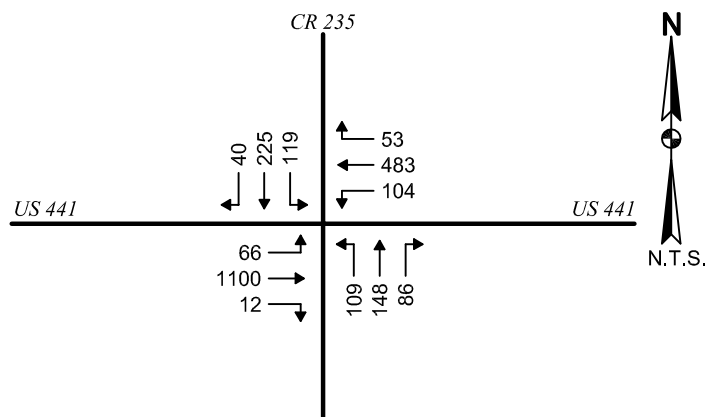




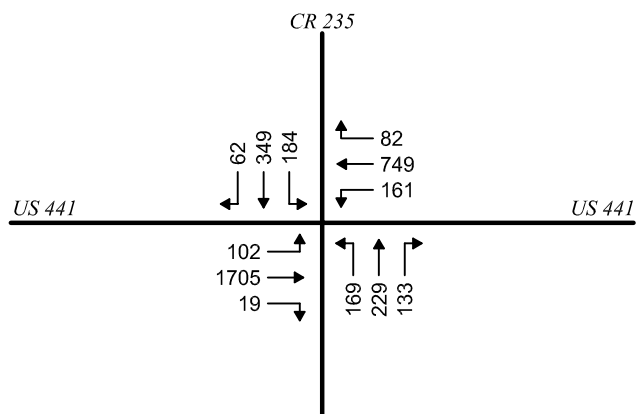




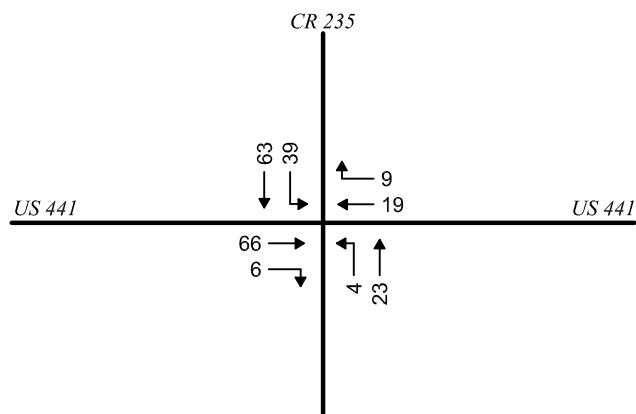
EXISTING TRAFFIC
12/11/19
7:15-8:15 AM



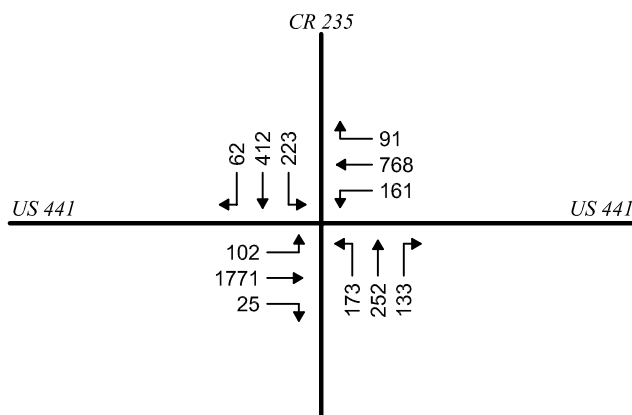
2019 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 1.05



2028 NO BUILD TRAFFIC
AVERAGE ANNUAL GROWTH RATE = 5.0% (GF=1.55)



SITE TRAFFIC



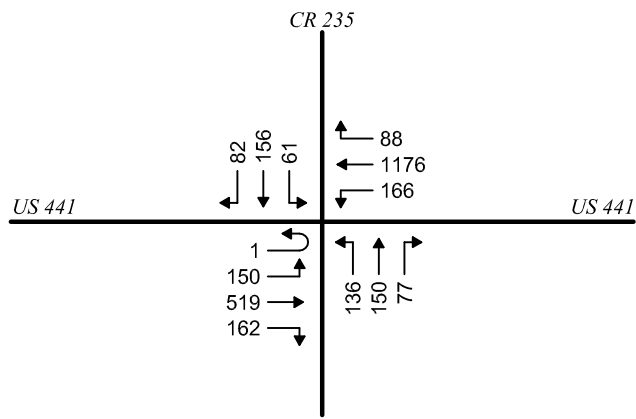
2028 BUILD TRAFFIC

FIGURE 11

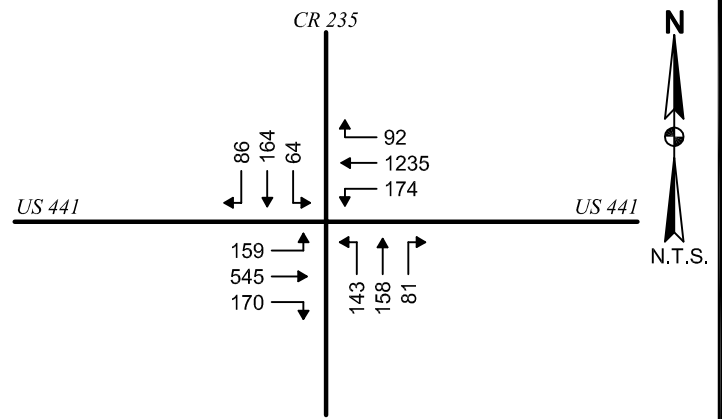
2028 BUILD TRAFFIC
US 441 / CR 235

WEEKDAY AM PEAK HOUR

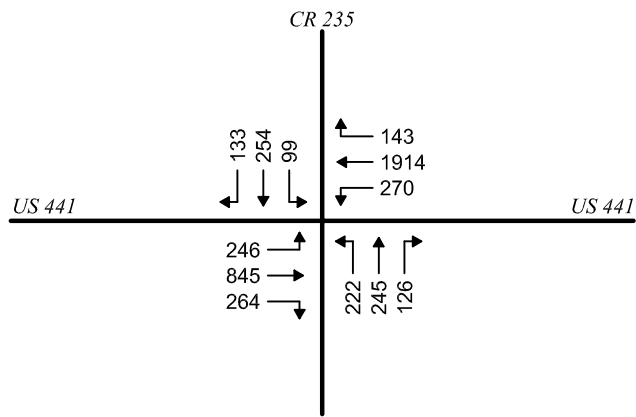




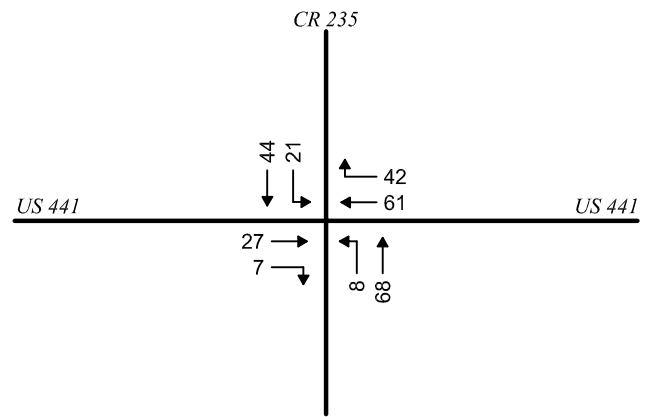
EXISTING TRAFFIC
 12/09/19
 4:45-5:45 PM



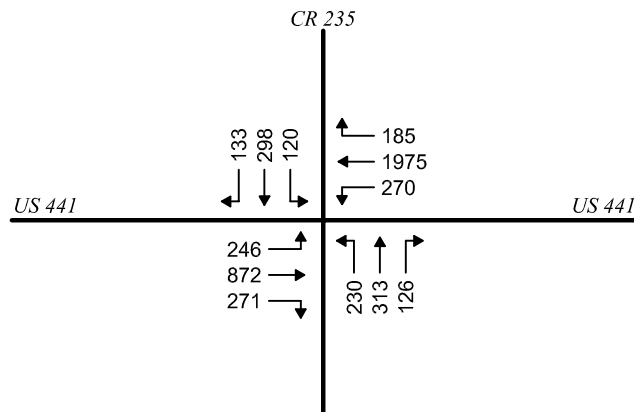
2019 SEASONALLY ADJUSTED TRAFFIC
 FDOT SEASONAL CORRECTION FACTOR = 1.05



2028 NO BUILD TRAFFIC
 AVERAGE ANNUAL GROWTH RATE = 5.0% (GF=1.55)



SITE TRAFFIC



2028 BUILD TRAFFIC

Buckholz Traffic

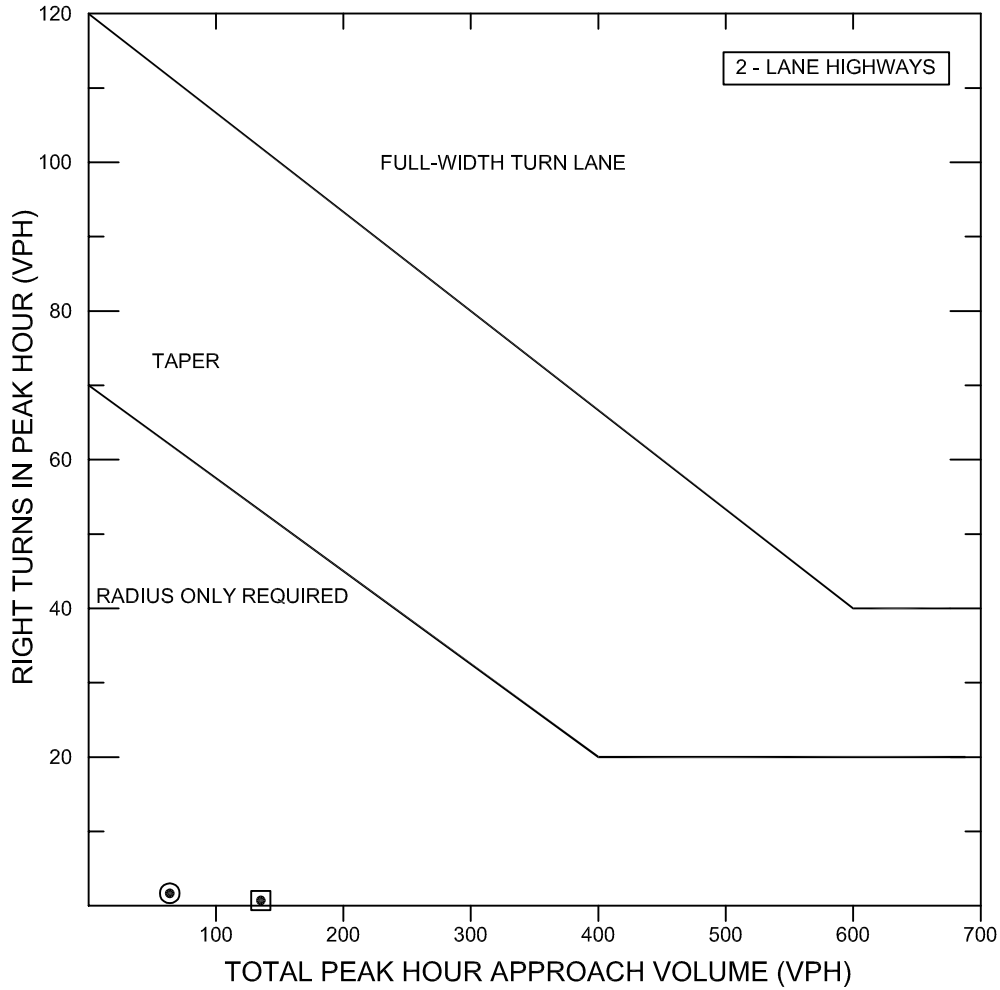
FIGURE 12

2028 BUILD TRAFFIC
 US 441 / CR 235

WEEKDAY PM PEAK HOUR



CR 241 @ SITE DRIVE



NOMOGRAPH FOR RIGHT TURN LANES

SOURCE: TRANSPORTATION RESEARCH BOARD NCHRP REPORT #279

AM PEAK HOUR

V_A	128
V_R	1

PM PEAK HOUR

V_A	62
V_R	2

NCHRP 420	
MULTI-LANE	> 45 MPH

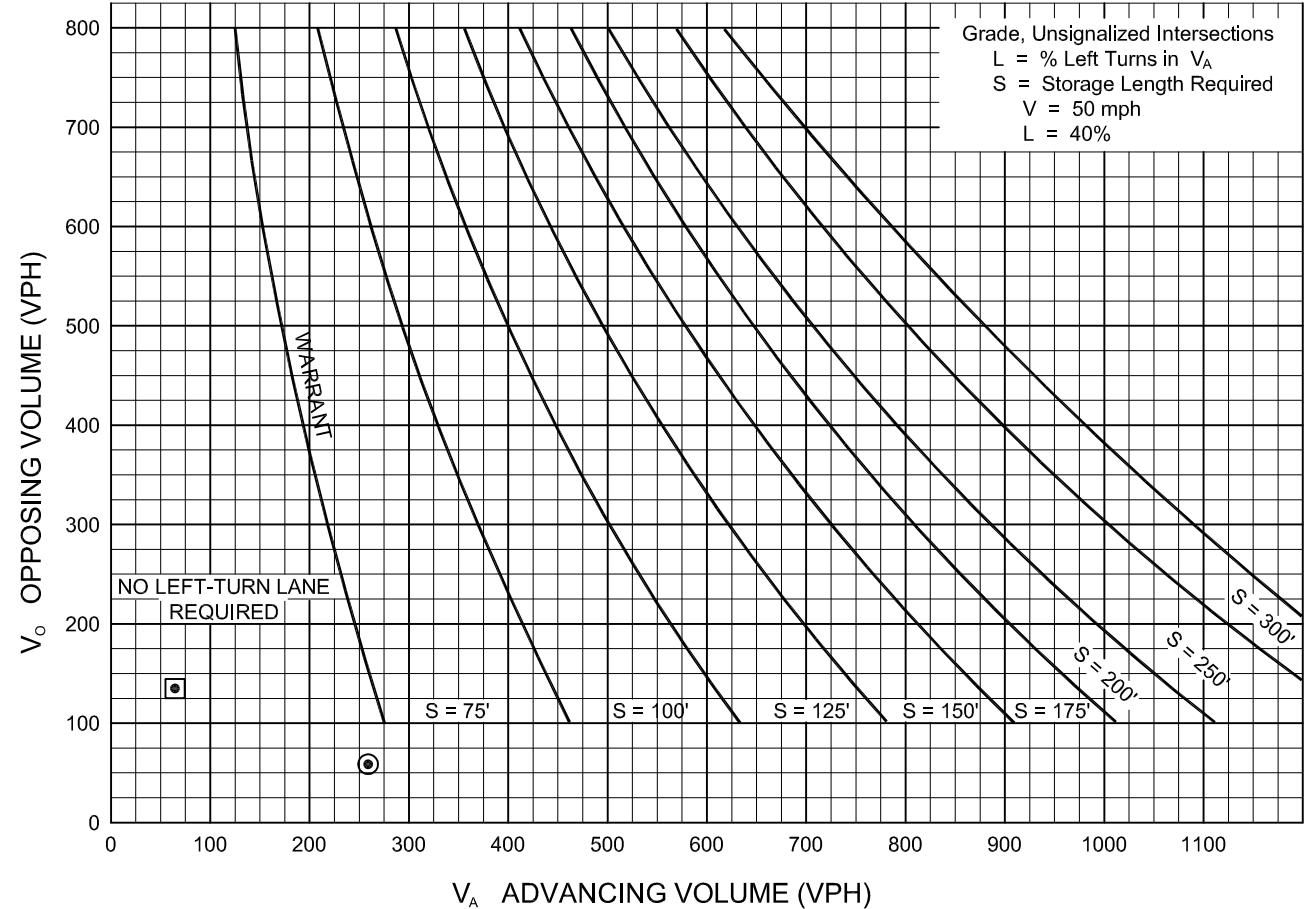
30
REQUIRED > 1 & 2

FIGURE 13

RIGHT TURN
LANE ANALYSIS



CR 241 @ SITE DRIVE



WARRANT FOR LEFT-TURN LANES ON TWO-LANE HIGHWAYS

AM PEAK HOUR

$V_A = 67$
$V_O = 128$
$V_L = 33$
$\%LT = \frac{33}{67} = 49\%$

PM PEAK HOUR

$V_A = 262$
$V_O = 62$
$V_L = 110$
$\%LT = \frac{110}{262} = 42\%$

FIGURE 14

LEFT TURN
LANE ANALYSIS



SOURCE: HARMELINK

TABLE 1

TRIP GENERATION CALCULATIONS

SINGLE FAMILY DWELLING UNITS

Land Use Code 210

T = Number of Vehicle Trip Ends

X = Number of Dwelling Units = 340

<u>TIME PERIOD</u>	<u>TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	$\ln(T)=0.92\ln(X)+2.71$	3206	50%	50%	1603	1603
AM Peak Hour	$T = 0.71 (X) + 4.80$	246	25%	75%	61	185
PM Peak Hour	$\ln(T)=0.96\ln(X)+0.20$	329	63%	37%	207	122

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)

BUCKHOLZ TRAFFIC

TABLE 2

TRIP GENERATION CALCULATIONS

MULTIFAMILY HOUSING (LOW-RISE)

Land Use Code 220

T = Number of Vehicle Trip Ends

X = Number of Dwelling Units = 211

<u>TIME PERIOD</u>	<u>TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	$T = 7.56 (X) - 40.86$	1554	50%	50%	777	777
AM Peak Hour	$\ln(T) = 0.95\ln(X) - 0.51$	97	23%	77%	22	75
PM Peak Hour	$\ln(T) = 0.89\ln(X) - 0.02$	115	63%	37%	72	43

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)

BUCKHOLZ TRAFFIC

TABLE 3**UNSIGNALIZED INTERSECTION CAPACITY RESULTS****2026 BUILD CONDITIONS
WEEKDAY AM PEAK HOUR**

	CR 241 / NW 174TH AVENUE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.5 sec/veh	0.00	1
Southbound Left Turn	A	7.3 sec/veh	0.00	1
Eastbound Approach	A	8.9 sec/veh	0.00	1
Westbound Approach	A	8.4 sec/veh	0.00	1
	CR 241 / NW 172ND AVENUE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.5 sec/veh	0.00	1
Southbound Left Turn	A	7.3 sec/veh	0.00	1
Eastbound Approach	A	8.9 sec/veh	0.00	1
Westbound Approach	A	9.6 sec/veh	0.02	1
	CR 241 / SITE DRIVE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.5 sec/veh	0.02	1
Eastbound Left Turn	A	9.9 sec/veh	0.00	1
Eastbound Right Turn	A	9.4 sec/veh	0.11	1

BUCKHOLZ TRAFFIC

TABLE 4**UNSIGNALIZED INTERSECTION CAPACITY RESULTS****2026 BUILD CONDITIONS
WEEKDAY PM PEAK HOUR**

	CR 241 / NW 174TH AVENUE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.3 sec/veh	0.00	1
Southbound Left Turn	A	7.5 sec/veh	0.00	1
Eastbound Approach	A	8.6 sec/veh	0.00	1
Westbound Approach	B	9.0 sec/veh	0.00	1
	CR 241 / NW 172ND AVENUE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.3 sec/veh	0.00	1
Southbound Left Turn	A	7.5 sec/veh	0.00	1
Eastbound Approach	A	8.6 sec/veh	0.00	1
Westbound Approach	B	10.0 sec/veh	0.01	1
	CR 241 / SITE DRIVE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.5 sec/veh	0.08	1
Eastbound Left Turn	B	12.2 sec/veh	0.00	1
Eastbound Right Turn	A	8.9 sec/veh	0.07	1

BUCKHOLZ TRAFFIC

TABLE 5
SUMMARY OF SIGNALIZED INTERSECTION CAPACITY RESULTS
US 441 / NW 147th Drive

2019 EXISTING CONDITIONS	AM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
Existing Timings	0.71 SBRT	1.03 NBT/RT	SBRT 83.4 sec/veh LOS F	11.3 sec/veh LOS B	150 sec
2019 EXISTING CONDITIONS	PM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
Existing Timings	0.83 SBRT	1.10 NBT/RT	SBRT 84.5 sec/veh LOS F	17.1 sec/veh LOS B	160 sec

2026 BUILD CONDITIONS	AM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
With Planned Timings	1.16 SBRT	1.88 NBT/RT	SBRT 187.8 sec/veh LOS F NBT 115.6 sec/veh LOS F	28.3 sec/veh LOS C	130 sec
With Optimized Splits	0.95 EBT	1.37 NBRT	SBRT 66.9 sec/veh LOS E	26.7 sec/veh LOS C	130 sec
2026 BUILD CONDITIONS	PM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
With Planned Timings	1.34 WBT	1.67 NBT/RT 1.25 EBLT	WBT 190.1 sec/veh LOS F	104.3 sec/veh LOS F	160 sec
With Optimized Splits	1.21 WBT	1.78 NBT/RT 1.15 EBLT	WBT 127.2 sec/veh LOS F	75.8 sec/veh LOS E	160 sec

BUCKHOLZ TRAFFIC

TABLE 6
SUMMARY OF SIGNALIZED INTERSECTION CAPACITY RESULTS
US 441 / CR 235

2019 EXISTING CONDITIONS	AM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
Existing Timings	0.89 SBT	0.93 SBLT	SBT 60.8 sec/veh LOS E	26.1 sec/veh LOS C	120 sec
2019 EXISTING CONDITIONS	PM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
Existing Timings	0.87 SBT	1.22 NBLT	SBT 60.3 sec/veh LOS E	28.2 sec/veh LOS C	120 sec

2028 BUILD CONDITIONS	AM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
With Planned Timings	1.36 EBT 1.32 SBT 1.18 NBT	2.50 SBLT 2.17 WBLT 1.77 NBLT	SBT 209 sec/veh LOS F EBT 201 sec/veh LOS F NBT 157.5 sec/veh LOS F SBLT 83.5 sec/veh LOS F	140.6 sec/veh LOS F	130 sec
With Optimized Splits	1.55 WBLT 1.20 EBT 1.16 SBT 1.15 SBLT 1.13 NBLT 1.08 NBT	3.43 WBLT 3.11 SBLT 2.64 NBLT	WBLT 317 sec/veh LOS F NBLT 146.0 sec/veh LOS F SBLT 142.8 sec/veh LOS F SBT 141.1 sec/veh LOS F EBT 127.1 sec/veh LOS F NBT 115.6 sec/veh LOS F	113.5 sec/veh LOS F	130 sec

2028 BUILD CONDITIONS	PM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
With Planned Timings	1.58 EBLT 1.56 WB 1.16 SB 1.15 NBLT 1.15 WBLT 1.11 NB	4.52 WBLT 4.01 NBLT 4.00 EBLT 1.77 SBLT	EBLT 336 sec/veh LOS F WB 303 sec/veh LOS F SB 157.5 sec/veh LOS F NBLT 156.5 sec/veh LOS F WBLT 149.7 sec/veh LOS F NB 135.2 sec/veh LOS F	196.8 sec/veh LOS F	160 sec
With Optimized Splits	2.36 EBLT 1.37 WB 1.30 SB 1.23 NB	4.49 EBLT 4.01 NBLT 3.07 WBLT 1.76 SBLT	EBLT 680 sec/veh LOS F SB 217 sec/veh LOS F WB 216 sec/veh LOS F NB 187.2 sec/veh LOS F NBLT 155.6 sec/veh LOS F	183.9 sec/veh LOS F	160 sec

BUCKHOLZ TRAFFIC

APPENDIX F STRAIGHT LINE DIAGRAM

	SYR INV	SLD REV	BMP	EMP	INV	SLD REV	FLORIDA DEPARTMENT OF TRANSPORTATION STRAIGHT LINE DIAGRAM OF ROAD INVENTORY	SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
DATE	03/29/2017	04/20/2017	19.685	26.493	08/06/2019 METRIC	08/14/2019 METRIC		12	US 441/US 41	CR 329/SR 20/SR 25	ALACHUA	02	26020000	2 OF 5
BY	METRIC	METRIC	2.890	2.890	08/24/2017 METRIC	08/24/2017 METRIC								
	6.0				7.0			8.0						9.0
ROADWAY	INSIDE CITY, AND URBAN * GAINESVILLE * GAINESVILLE *<=NW 6TH ST ALABAMA ST *<SR 20 26010002 NB OFF 6.1173 6.172 SR 251 NW 13TH ST 6.172 INSIDE CITY, AND URBAN * GAINESVILLE * GAINESVILLE *<=NW 13TH ST MLK BLVD *<SR 20/SR 25 *<US 441 6.172 25 SHOPPING ENT 6.385 NW 53RD AVE 6.531 232 NW 55TH AVE 6.705													
FEATURES	128.0' - 22.0'L+12.0'R 1 - 22.0'L + 1 - 12.0'R RDWY 80.0 CB&VEG MED 2.0' - 2.0' CRG INSHLD1 2.0' C&G SHLD1 - LT 4.0' PVD SHLD1 - RT 8.0' LWN SHLD2 - RT 6.071 NW 50TH AVE 6.230 232 CR 2321 6.531 NW 55TH PL 6.692 121 SR 121 7.393 NW 23RD ST 7.524 121 SR 121 7.393 NW 23RD TER 7.763 NW 68TH AVE 7.946 NW 74TH PL 8.360													
LANE WIDTHS ARE AVERAGED	54.0' - 24.0' 2 - 12.0' RDWY 2 - 5.0' PVD SHLD1 2 - 10.0' LWN SHLD2 6.172 132.0' - 48.0' 4 - 12.0' RDWY 56.0 VEG MED 2 - 2.0' PVD INSHLD1 2 - 4.0' PVD SHLD1 2 - 10.0' LWN SHLD2 6.172 232 CR 2321 6.531 NW 55TH PL 6.692 121 SR 121 7.393 NW 23RD ST 7.524 121 SR 121 7.393 NW 23RD TER 7.763 NW 68TH AVE 7.946 NW 74TH PL 8.360													
ROADWAY COMPOSITION	28/FC-6 28/FC-5 28/FC-5													
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED Δ=3°26'00.00" D=1'00' PC=7.187 PI=7.277 PT=7.367 PC=7.368 PI=7.470 PT=7.555 Δ=3°30'00.00" D=1'00' B=N52°08'41"W B=N48°38'41"W													
STRUCTURE DESCRIPTION	6.345 1-30' X 232' CC - LT 1-3" X 232' CC - RT 6.465 2-30' X 100' CC - LT 2-30' X 100' CC - RT 6.538 1-15' X 154' CC 6.810 1-15' X 70' CC 6.907 1-15' X 80' CC 7.014 1-30' X 151' CC - LT 1-30' X 151' CC - RT 7.083 1-15' X 80' CC 7.240 1-18' X 62' CC 7.475 1-18' X 76' CC 7.662 1-30' X 148' CC - LT 1-30' X 148' CC - RT 7.786 1-15' X 80' CC 7.974 1-15' X 80' CC 8.170 1-15' X 76' CC 8.485 1-15' X 76' CC 8.675 1-15' X 76' CC 8.864 1-15' X 76' CC													
DISTRICT USE														
SIS														
FUN CLASS	URBAN MINOR ART URBAN PRIN ART OTHER													
SPEED LIMIT	45MPH 45MPH 55MPH 60MPH													
AC MAN CLS	ACCESS CLASS06 ACCESS CLASS03													
	9.0				10.0			11.0						12.0
ROADWAY	INSIDE CITY, AND URBAN * GAINESVILLE * GAINESVILLE *<=NW 13TH ST MLK BLVD *<SR 20/SR 25 *<US 441 9.204 INSIDE CITY, AND URBAN * GAINESVILLE * GAINESVILLE *<=US 441 N MLK BLVD *<SR 20/SR 25 *<US 441 9.446 TURKEY CREEK FOREST 9.599 NW 93 AVE 10.027 NW 43RD ST 10.404 RAMP TO NW 43 ST 10.478 NW 102 PL 10.841 NW 103 LN 10.915 NW 104 LN 11.003 NW 109 LN 11.495 NW 111 BLVD 11.689 INSIDE CITY, AND URBAN * ALACHUA * GAINESVILLE *<=US 441 N MLK BLVD *<SR 20/SR 25 *<US 441 11.878													
FEATURES	NW 84TH PL 9.446 UNDESIGNED 9.782 GRU ENT 11.174													
LANE WIDTHS ARE AVERAGED	132.0' - 48.0' 4 - 12.0' RDWY 56.0 VEG MED 2 - 2.0' PVD INSHLD1 2 - 4.0' PVD SHLD1 2 - 10.0' LWN SHLD2 9.204 4-30' X 150' CC - LT 4-30' X 150' CC - RT 9.305 1-15' X 73' CC 9.818 1-30' X 184' CC 10.139 1-30' X 184' CC 10.375 1-8' X 5' X 216' CBC 10.886 2-8' X 8' X 170' CBC 11.368 1-30' X 157' CC - LT 1-30' X 157' CC - RT 11.805 1-15' X 82' CC 11.916 1-24' X 164' CC - LT 1-24' X 164' CC - RT													
ROADWAY COMPOSITION	28/FC-5 28/FC-5													
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED PC=9.243 PI=9.456 PT=9.667 Δ=7°13'00.00" D=0°30' B=N41°25'41"W Δ=34°36'00.00" D=1'00' PC=11.901 PI=12.239 PT=12.556													
STRUCTURE DESCRIPTION	9.204 4-30' X 150' CC - LT 4-30' X 150' CC - RT 9.305 1-15' X 73' CC 9.818 1-30' X 184' CC 10.139 1-30' X 184' CC 10.375 1-8' X 5' X 216' CBC 10.886 2-8' X 8' X 170' CBC 11.368 1-30' X 157' CC - LT 1-30' X 157' CC - RT 11.805 1-15' X 82' CC 11.916 1-24' X 164' CC - LT 1-24' X 164' CC - RT													
DISTRICT USE														
SIS														
FUN CLASS	URBAN PRIN ART OTHER													
SPEED LIMIT	60MPH 50MPH 60MPH													
AC MAN CLS	ACCESS CLASS03													

5 YR INV

DATE

BY

03/29/2017

METRIC

04/20/2017

METRIC

BMP

EMP

INV

SLD REV

19.685

26.493

08/06/2019 METRIC

08/14/2019 METRIC

5.082

25.370

03/13/2018 FDOT

04/02/2018 Metric

2.890

2.890

08/24/2017 METRIC

08/24/2017 METRIC

FLORIDA DEPARTMENT OF TRANSPORTATION

FDOT

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS

INT. or US ROUTE NO.

STATE ROAD NO.

COUNTY

DISTRICT

ROADWAY ID

SHEET NO:

12

US 441/US 41

CR 329/SR 20/SR 25

ALACHUA

02

26020000

3 OF 5

12.0

INSIDE CITY, AND URBAN

* ALACHUA

* GAINESVILLE

* <=US-441 N MLK BLVD

* <SR 20/SR 25

* <US 441

12.253

INSIDE CITY, AND URBAN

* ALACHUA

* GAINESVILLE

* <=US-441 N/MLK MEM HWY

* <SR 20/SR 25

* <US 441

12.489

TURKEY CREEK BLVD

12.080

CR-25A/ NW 120 LN

25 A

12.253

RAMP TO/ FROM CR-25A

13.0

UNDESIGNED

13.255

237

13.125

NW CR-237

UNDESIGNED

13.348

25 A

13.517

CR-25A/ NW 126 AVE

13.584

NW 77 TER

14.0

INSIDE CITY, NOT URBAN

* ALACHUA

* <=US-441 N/MLK MEM HWY

* <SR 20/SR 25

* <US 441

14.147

PHOENIX COMMERCIAL P

14.410

NW 89 ST

14.574

SOUTHERN PRECAST DR

14.826

SABINE

14.926

CELLON CREEK BLVD

15.0

LANE WIDTHS ARE AVERAGED

132.0' - 48.0'

4 - 12.0' RDWY

56.0 VEG MED

2 - 2.0' PVD INSHLD1

2 - 4.0' PVD SHLD1

2 - 10.0' LWN SHLD2

28/FC-5

28/FC-5

CURVE DATA NOT FIELD VERIFIED

PC=13.719

PI=13.849

PT=13.980

Δ=6°52'00.00"

D=0°30'

PC=14.822

PI=14.851

PT=14.899

Δ=4°05'00.00"

D=1°00'

B=N76°01'41"W

B=N69°09'41"W

B=N65°04'41"W

12.239

1-15" X 85" CC

12.260

1-36" X 210" CC

12.460

1-7' X 6' X 174' CBC - LT

1-7' X 6' X 174' CBC - RT

12.559

1-24" X 192" CC - LT

1-24" X 192" CC - RT

12.713

1-15" X 82" CC

12.862

1-24" X 176" CC

12.962

1-24" X 176" CC

13.299

1-30" X 85" CC

13.302

1-15" X 86" CC

13.423

1-15" X 84" CC

13.575

1-10" X 10" X 115" CBC

13.647

1-15" X 81" CC

14.657

1-30" X 181" CC

14.736

1-30" X 182" CC

DISTRICT USE

SIS

FUN CLASS

SPEED LIMIT

AC MAN CLS

URBAN PRIN ART OTHER

60MPH

ACCESS CLASS03

15.0

INSIDE CITY, NOT URBAN

* ALACHUA

* <=US-441 N/MLK MEM HWY

* <SR 20/SR 25

* <US 441

15.085

WEBSTER INDUSTRIAL PARK

15.445

NW 104 TER

15.460

NW 104 TER

15.837

CR-205V RACHAEL BLVD

2054

16.236

INNOVATION DR

16.484

PROGRESS BLVD

16.652

96.0' - 48.0'

4 - 12.0' RDWY

20.0 CB&VEG MED

2 - 2.0' CRG INSHLD1

2 - 4.0' PVD SHLD1

2 - 10.0' LWN SHLD2

16.802

16.808

16.884

16.899

16.935

16.978

16.802

16.882

16.899

16.935

16.978

17.014

17.120

17.201

17.311

17.300

17.304

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[illegible]

Appendix G

Synchro and HCS

Reports

Synchro Reports

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM EXISTING

12/18/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	1244	58	27	659	42	99	7	59	48	5	32
Future Volume (vph)	71	1244	58	27	659	42	99	7	59	48	5	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		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	1.00	1.00	1.00
Frt			0.850			0.850		0.866				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1719	3438	1538	1770	1613	0	1770	1863	1583
Flt Permitted	0.329			0.155			0.415			0.727		
Satd. Flow (perm)	601	3471	1553	280	3438	1538	773	1613	0	1354	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127			66			125
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			686	
Travel Time (s)		55.8			33.5			17.1			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	77	1352	63	30	740	47	110	8	66	60	6	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1352	63	30	740	47	110	74	0	60	6	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM EXISTING

12/18/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0	22.0
Total Split (%)	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%	14.7%
Maximum Green (s)	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9	14.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
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)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	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
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	109.4	104.5	104.5	104.6	98.3	98.3	22.2	9.8		15.9	6.7	6.7
Actuated g/C Ratio	0.73	0.70	0.70	0.70	0.66	0.66	0.15	0.07		0.11	0.04	0.04
v/c Ratio	0.16	0.56	0.06	0.12	0.33	0.04	0.54	0.45		0.35	0.07	0.21
Control Delay	2.4	4.7	0.1	4.8	8.9	0.7	64.2	26.3		57.9	69.8	2.5
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	2.4	4.7	0.1	4.8	8.9	0.7	64.2	26.3		57.9	69.8	2.5
LOS	A	A	A	A	A	A	E	C		E	E	A
Approach Delay		4.4			8.3			49.0			37.7	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	8	143	0	6	120	1	95	8		51	6	0
Queue Length 95th (ft)	m12	160	m0	m11	m125	m2	152	60		81	20	0
Internal Link Dist (ft)		3604			2132			548			606	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	565	2417	1120	355	2252	1051	232	219		238	185	269
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	0.14	0.56	0.06	0.08	0.33	0.04	0.47	0.34		0.25	0.03	0.15

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 10.2

Intersection LOS: B

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

 Ø1 22 s	 Ø2 (R) 84 s	 Ø3 22 s	 Ø4 22 s
 Ø5 22 s	 Ø6 (R) 84 s	 Ø7 22 s	 Ø8 22 s

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM EXISTING

12/18/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	782	101	111	1235	66	181	18	52	52	13	107
Future Volume (vph)	75	782	101	111	1235	66	181	18	52	52	13	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		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	1.00	1.00	1.00
Frt			0.850			0.850		0.888				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1805	1687	0	1805	1900	1615
Flt Permitted	0.141			0.264			0.437			0.706		
Satd. Flow (perm)	263	3539	1583	492	3539	1583	830	1687	0	1341	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			160		58				158
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			698	
Travel Time (s)		55.8			33.5			17.1			19.0	
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	86	899	116	118	1314	70	203	20	58	64	16	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	899	116	118	1314	70	203	78	0	64	16	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM EXISTING

12/18/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0	49.0
Total Split (%)	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%	30.6%
Maximum Green (s)	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9	41.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
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)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	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
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	106.1	97.9	97.9	107.4	98.4	98.4	33.4	18.7		18.0	7.3	7.3
Actuated g/C Ratio	0.66	0.61	0.61	0.67	0.62	0.62	0.21	0.12		0.11	0.05	0.05
v/c Ratio	0.34	0.42	0.11	0.29	0.60	0.07	0.70	0.31		0.36	0.18	0.59
Control Delay	11.7	16.8	1.3	9.7	20.9	0.1	69.8	26.5		57.7	77.5	16.0
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	11.7	16.8	1.3	9.7	20.9	0.1	69.8	26.5		57.7	77.5	16.0
LOS	B	B	A	A	C	A	E	C		E	E	B
Approach Delay		14.8			19.1			57.8			33.3	
Approach LOS		B			B			E			C	
Queue Length 50th (ft)	32	197	0	36	424	0	191	19		56	17	0
Queue Length 95th (ft)	m45	237	m10	63	552	0	268	73		88	39	22
Internal Link Dist (ft)		3604			2132			548			618	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	327	2165	1030	427	2177	1035	294	555		209	497	539
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	0.26	0.42	0.11	0.28	0.60	0.07	0.69	0.14		0.31	0.03	0.24

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 22.0

Intersection LOS: C

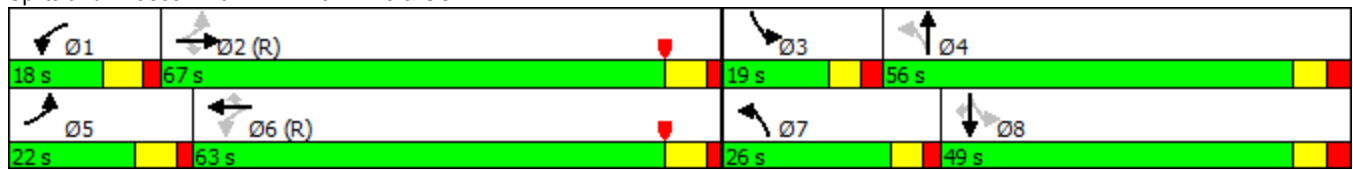
Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Background

05/15/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1269	59	28	672	49	99	8	59	67	8	52
Future Volume (vph)	78	1269	59	28	672	49	99	8	59	67	8	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		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	1.00	1.00	1.00
Frt			0.850			0.850		0.868				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1719	3438	1538	1770	1617	0	1770	1863	1583
Flt Permitted	0.317			0.144			0.468			0.708		
Satd. Flow (perm)	579	3471	1553	261	3438	1538	872	1617	0	1319	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127			66			125
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			686	
Travel Time (s)		55.8			33.5			17.1			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	85	1379	64	31	755	55	110	9	66	84	10	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1379	64	31	755	55	110	75	0	84	10	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0	22.0
Total Split (%)	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%	14.7%
Maximum Green (s)	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9	14.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
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)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	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
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Background
05/15/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	106.6	101.5	101.5	101.5	95.1	95.1	23.5	8.4		18.3	7.3	7.3
Actuated g/C Ratio	0.71	0.68	0.68	0.68	0.63	0.63	0.16	0.06		0.12	0.05	0.05
v/c Ratio	0.18	0.59	0.06	0.13	0.35	0.05	0.48	0.49		0.43	0.11	0.33
Control Delay	2.8	5.5	0.1	5.3	9.9	0.9	59.5	29.4		59.4	69.5	4.5
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	2.8	5.5	0.1	5.3	9.9	0.9	59.5	29.4		59.4	69.5	4.5
LOS	A	A	A	A	A	A	E	C		E	E	A
Approach Delay		5.1			9.1			47.3			37.6	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	10	149	0	7	129	1	95	9		72	10	0
Queue Length 95th (ft)	m15	170	m0	m11	m148	m3	149	62		103	26	0
Internal Link Dist (ft)		3604			2132			548			606	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	539	2349	1092	338	2179	1021	245	220		242	185	269
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	0.16	0.59	0.06	0.09	0.35	0.05	0.45	0.34		0.35	0.05	0.24

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 11.1

Intersection LOS: B

Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

 Ø1	 Ø2 (R)	 Ø3	 Ø4
22 s	84 s	22 s	22 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
22 s	84 s	22 s	22 s

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Background

05/15/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	798	103	113	1260	86	181	23	52	61	16	122
Future Volume (vph)	99	798	103	113	1260	86	181	23	52	61	16	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		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	1.00	1.00	1.00
Frt			0.850			0.850		0.896				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1805	1702	0	1805	1900	1615
Flt Permitted	0.131			0.262			0.425			0.702		
Satd. Flow (perm)	244	3539	1583	488	3539	1583	808	1702	0	1334	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			160		58				158
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			698	
Travel Time (s)		55.8			33.5			17.1			19.0	
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	114	917	118	120	1340	91	203	26	58	75	20	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	917	118	120	1340	91	203	84	0	75	20	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0	49.0
Total Split (%)	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%	30.6%
Maximum Green (s)	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9	41.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
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)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	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
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Background
05/15/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	106.9	97.2	97.2	105.5	96.4	96.4	34.0	16.0		19.3	8.0	8.0
Actuated g/C Ratio	0.67	0.61	0.61	0.66	0.60	0.60	0.21	0.10		0.12	0.05	0.05
v/c Ratio	0.45	0.43	0.12	0.30	0.63	0.09	0.70	0.38		0.39	0.21	0.66
Control Delay	16.3	17.6	1.4	10.2	23.0	0.2	69.1	29.9		57.7	76.8	22.4
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	16.3	17.6	1.4	10.2	23.0	0.2	69.1	29.9		57.7	76.8	22.4
LOS	B	B	A	B	C	A	E	C		E	E	C
Approach Delay	15.8			20.7			57.7			37.6		
Approach LOS	B			C			E			D		
Queue Length 50th (ft)	43	202	0	37	447	0	191	25		65	21	0
Queue Length 95th (ft)	m64	311	m11	67	624	0	262	80		99	45	42
Internal Link Dist (ft)	3604			2132			548			618		
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	314	2149	1024	419	2131	1016	295	560		214	497	539
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	0.36	0.43	0.12	0.29	0.63	0.09	0.69	0.15		0.35	0.04	0.28

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 23.5

Intersection LOS: C

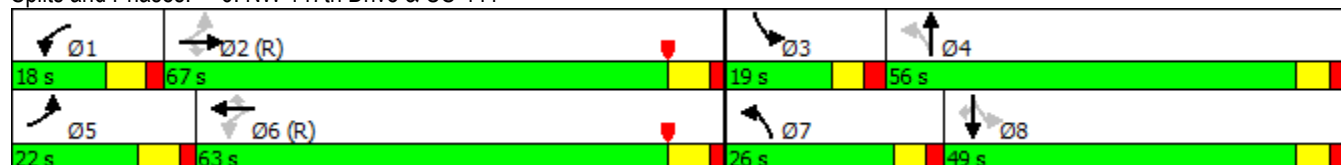
Intersection Capacity Utilization 74.4%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Build-out without site access

05/15/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1255	59	28	665	64	99	8	59	92	8	67
Future Volume (vph)	106	1255	59	28	665	64	99	8	59	92	8	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		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	1.00	1.00	1.00
Frt			0.850			0.850		0.868				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1719	3438	1538	1770	1617	0	1770	1863	1583
Flt Permitted	0.317			0.150			0.751			0.664		
Satd. Flow (perm)	579	3471	1553	271	3438	1538	1399	1617	0	1237	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127			66			125
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			686	
Travel Time (s)		55.8			33.5			17.1			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	115	1364	64	31	747	72	110	9	66	115	10	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	1364	64	31	747	72	110	75	0	115	10	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0	22.0
Total Split (%)	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%	14.7%
Maximum Green (s)	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9	14.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
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)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	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
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Build-out without site access

05/15/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	106.4	100.7	100.7	99.7	93.3	93.3	21.7	7.6		22.0	8.1	8.1
Actuated g/C Ratio	0.71	0.67	0.67	0.66	0.62	0.62	0.14	0.05		0.15	0.05	0.05
v/c Ratio	0.24	0.59	0.06	0.13	0.35	0.07	0.47	0.52		0.50	0.10	0.41
Control Delay	3.3	5.7	0.1	5.7	10.7	1.4	58.6	31.2		60.1	68.4	8.7
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	3.3	5.7	0.1	5.7	10.7	1.4	58.6	31.2		60.1	68.4	8.7
LOS	A	A	A	A	B	A	E	C		E	E	A
Approach Delay		5.3			9.7			47.5			39.8	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	14	149	0	7	144	2	95	9		100	10	0
Queue Length 95th (ft)	m21	170	m0	m11	m154	m4	149	62		135	26	1
Internal Link Dist (ft)		3604			2132			548			606	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	536	2329	1083	341	2138	1004	267	220		255	185	269
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	0.21	0.59	0.06	0.09	0.35	0.07	0.41	0.34		0.45	0.05	0.31

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 12.1

Intersection LOS: B

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

 Ø1	 Ø2 (R)	 Ø3	 Ø4
22 s	84 s	22 s	22 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
22 s	84 s	22 s	22 s

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Build-out without site access

05/15/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	790	103	113	1248	111	181	23	52	77	16	146
Future Volume (vph)	116	790	103	113	1248	111	181	23	52	77	16	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		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	1.00	1.00	1.00
Frt			0.850			0.850		0.896				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1805	1702	0	1805	1900	1615
Flt Permitted	0.128			0.268			0.435			0.702		
Satd. Flow (perm)	238	3539	1583	499	3539	1583	826	1702	0	1334	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			160		58				180
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			698	
Travel Time (s)		55.8			33.5			17.1			19.0	
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	133	908	118	120	1328	118	203	26	58	95	20	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	908	118	120	1328	118	203	84	0	95	20	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0	49.0
Total Split (%)	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%	30.6%
Maximum Green (s)	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9	41.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
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)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	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
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Build-out without site access

05/15/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	107.7	96.6	96.6	103.7	94.5	94.5	34.5	15.7		20.7	8.6	8.6
Actuated g/C Ratio	0.67	0.60	0.60	0.65	0.59	0.59	0.22	0.10		0.13	0.05	0.05
v/c Ratio	0.50	0.43	0.12	0.30	0.64	0.12	0.69	0.38		0.46	0.20	0.70
Control Delay	20.2	18.0	1.4	10.7	24.5	1.0	67.7	29.8		59.2	75.1	24.0
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	20.2	18.0	1.4	10.7	24.5	1.0	67.7	29.8		59.2	75.1	24.0
LOS	C	B	A	B	C	A	E	C		E	E	C
Approach Delay	16.6			21.7			56.6			38.8		
Approach LOS	B			C			E			D		
Queue Length 50th (ft)	51	200	0	37	452	0	191	26		84	21	0
Queue Length 95th (ft)	m77	334	m11	69	651	12	258	79		118	45	51
Internal Link Dist (ft)	3604			2132			548			618		
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	314	2136	1019	420	2090	1000	299	560		219	497	555
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	0.43	0.12	0.29	0.64	0.12	0.68	0.15		0.43	0.04	0.32

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 24.4

Intersection LOS: C

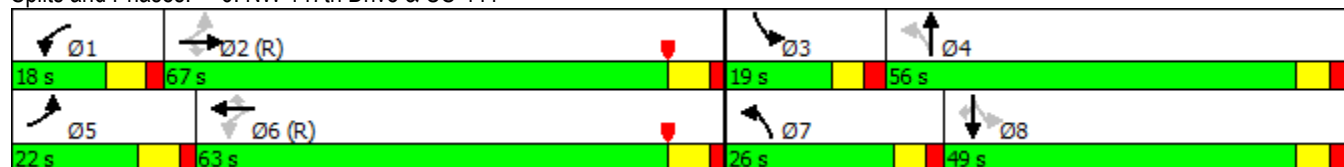
Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Build-out without site access_2028

07/14/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1342	63	29	711	84	99	11	59	145	16	120
Future Volume (vph)	128	1342	63	29	711	84	99	11	59	145	16	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		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	1.00	1.00	1.00
Frt			0.850			0.850		0.873				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1719	3438	1538	1770	1626	0	1770	1863	1583
Flt Permitted	0.292			0.120			0.744			0.546		
Satd. Flow (perm)	533	3471	1553	217	3438	1538	1386	1626	0	1017	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127			66			150
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			686	
Travel Time (s)		55.8			33.5			17.1			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	139	1459	68	33	799	94	110	12	66	181	20	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1459	68	33	799	94	110	78	0	181	20	150
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0	22.0
Total Split (%)	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%	14.7%
Maximum Green (s)	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9	14.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
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)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	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
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Build-out without site access_2028

07/14/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	103.7	95.7	95.7	96.6	90.1	90.1	22.1	8.2		26.3	10.5	10.5
Actuated g/C Ratio	0.69	0.64	0.64	0.64	0.60	0.60	0.15	0.05		0.18	0.07	0.07
v/c Ratio	0.31	0.66	0.07	0.16	0.39	0.10	0.46	0.52		0.72	0.15	0.60
Control Delay	4.5	7.8	0.1	6.7	12.7	2.2	56.7	31.6		69.5	67.9	19.7
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	4.5	7.8	0.1	6.7	12.7	2.2	56.7	31.6		69.5	67.9	19.7
LOS	A	A	A	A	B	A	E	C		E	E	B
Approach Delay		7.2			11.4			46.3			48.1	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	21	175	0	7	205	3	93	12		161	19	0
Queue Length 95th (ft)	m31	202	m0	m12	m198	m7	146	64		199	42	46
Internal Link Dist (ft)		3604			2132			548			606	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	499	2214	1036	304	2064	974	272	220		259	185	292
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	0.66	0.07	0.11	0.39	0.10	0.40	0.35		0.70	0.11	0.51

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

 Ø1	 Ø2 (R)	 Ø3	 Ø4
22 s	84 s	22 s	22 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
22 s	84 s	22 s	22 s

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Build-out without site access_2028

07/14/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	844	110	121	1334	166	181	36	52	102	23	186
Future Volume (vph)	179	844	110	121	1334	166	181	36	52	102	23	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		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	1.00	1.00	1.00
Frt			0.850			0.850		0.911				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1805	1731	0	1805	1900	1615
Flt Permitted	0.079			0.266			0.446			0.694		
Satd. Flow (perm)	147	3539	1583	495	3539	1583	847	1731	0	1319	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			160		47				222
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			698	
Travel Time (s)		55.8			33.5			17.1			19.0	
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	206	970	126	129	1419	177	203	40	58	126	28	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	970	126	129	1419	177	203	98	0	126	28	230
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0	49.0
Total Split (%)	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%	30.6%
Maximum Green (s)	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9	41.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
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)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	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
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	111.9	95.2	95.2	95.1	85.1	85.1	34.8	15.6		22.0	9.3	9.3
Actuated g/C Ratio	0.70	0.60	0.60	0.59	0.53	0.53	0.22	0.10		0.14	0.06	0.06
v/c Ratio	0.68	0.46	0.13	0.35	0.75	0.19	0.69	0.46		0.58	0.25	0.76
Control Delay	54.7	19.9	1.8	12.5	34.0	4.8	66.6	42.6		63.5	75.9	25.9
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	54.7	19.9	1.8	12.5	34.0	4.8	66.6	42.6		63.5	75.9	25.9
LOS	D	B	A	B	C	A	E	D		E	E	C
Approach Delay		23.6			29.4			58.8			41.9	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	143	216	0	40	596	8	189	51		112	29	8
Queue Length 95th (ft)	m200	468	m14	76	821	56	255	107		148	55	60
Internal Link Dist (ft)		3604			2132			548			618	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	307	2105	1006	394	1881	916	304	561		224	497	586
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	0.67	0.46	0.13	0.33	0.75	0.19	0.67	0.17		0.56	0.06	0.39

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 31.1

Intersection LOS: C

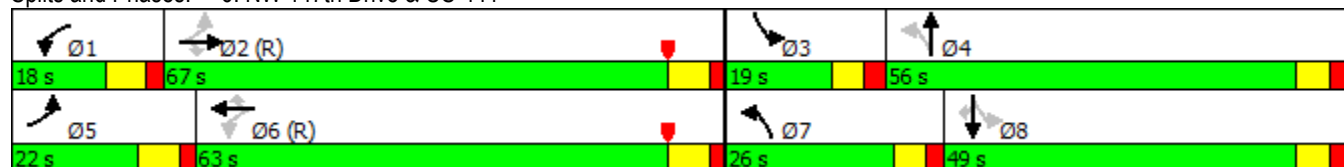
Intersection Capacity Utilization 80.9%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Build-out with site access

05/15/2020

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	22	84	1258	59	28	676	53	99	8	59	86	8
Future Volume (vph)	22	84	1258	59	28	676	53	99	8	59	86	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		290		200	200		420	0		130	360	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.868			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1743	3471	1553	1719	3438	1538	1770	1617	0	1770	1863
Flt Permitted		0.310			0.147			0.545			0.708	
Satd. Flow (perm)	0	569	3471	1553	266	3438	1538	1015	1617	0	1319	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				127			127		66			
Link Speed (mph)			45			45			25			25
Link Distance (ft)			3684			2212			628			686
Travel Time (s)			55.8			33.5			17.1			18.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80
Heavy Vehicles (%)	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%
Adj. Flow (vph)	24	91	1367	64	31	760	60	110	9	66	108	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	1367	64	31	760	60	110	75	0	108	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4			8	
Detector Phase	5	5	2	2	1	6	6	7	4		3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0
Minimum Split (s)	11.9	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0
Total Split (s)	22.0	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0
Total Split (%)	14.7%	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%
Maximum Green (s)	15.1	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9
Yellow Time (s)	4.9	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1
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)		6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	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
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
Ideal Flow (vphpl)	1900
Storage Length (ft)	670
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	125
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	2%
Adj. Flow (vph)	65
Shared Lane Traffic (%)	
Lane Group Flow (vph)	65
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	14.7%
Maximum Green (s)	14.9
Yellow Time (s)	4.0
All-Red Time (s)	3.1
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Build-out with site access

05/15/2020

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effect Green (s)		106.6	100.9	100.9	99.9	93.6	93.6	23.0	7.6		20.1	7.8
Actuated g/C Ratio		0.71	0.67	0.67	0.67	0.62	0.62	0.15	0.05		0.13	0.05
v/c Ratio		0.24	0.59	0.06	0.13	0.35	0.06	0.47	0.52		0.50	0.10
Control Delay		3.3	5.7	0.1	5.6	10.6	1.1	58.7	31.2		61.3	68.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		3.3	5.7	0.1	5.6	10.6	1.1	58.7	31.2		61.3	68.6
LOS		A	A	A	A	B	A	E	C		E	E
Approach Delay			5.3			9.8			47.5			41.4
Approach LOS			A			A			D			D
Queue Length 50th (ft)		14	150	0	7	143	1	95	9		94	10
Queue Length 95th (ft)		m21	171	m0	m11	m157	m3	149	62		129	26
Internal Link Dist (ft)			3604			2132			548			606
Turn Bay Length (ft)		290		200	200		420				360	
Base Capacity (vph)		531	2334	1086	339	2144	1006	251	220		246	185
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		0.22	0.59	0.06	0.09	0.35	0.06	0.44	0.34		0.44	0.05

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 67.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

 Ø1	 Ø2 (R)	 Ø3	 Ø4
22 s	84 s	22 s	22 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
22 s	84 s	22 s	22 s



Lane Group	SBR
Act Effect Green (s)	7.8
Actuated g/C Ratio	0.05
v/c Ratio	0.33
Control Delay	4.3
Queue Delay	0.0
Total Delay	4.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	670
Base Capacity (vph)	269
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24
Intersection Summary	

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Build-out with site access

05/15/2020

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	103	782	103	113	1267	92	181	23	52	73	16
Future Volume (vph)	13	103	782	103	113	1267	92	181	23	52	73	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		290		200	200		420	0		130	360	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.896			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1805	1702	0	1805	1900
Flt Permitted		0.124			0.272			0.425			0.702	
Satd. Flow (perm)	0	231	3539	1583	507	3539	1583	808	1702	0	1334	1900
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				160			160		58			
Link Speed (mph)			45			45			25			25
Link Distance (ft)			3684			2212			628			698
Travel Time (s)			55.8			33.5			17.1			19.0
Peak Hour Factor	0.92	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	118	899	118	120	1348	98	203	26	58	90	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	899	118	120	1348	98	203	84	0	90	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4			8	
Detector Phase	5	5	2	2	1	6	6	7	4		3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0
Minimum Split (s)	11.9	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0
Total Split (s)	22.0	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0
Total Split (%)	13.8%	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%
Maximum Green (s)	15.1	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9
Yellow Time (s)	4.9	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1
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)		6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	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
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	122
Future Volume (vph)	122
Ideal Flow (vphpl)	1900
Storage Length (ft)	670
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	158
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.81
Heavy Vehicles (%)	0%
Adj. Flow (vph)	151
Shared Lane Traffic (%)	
Lane Group Flow (vph)	151
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	20.0
Total Split (s)	49.0
Total Split (%)	30.6%
Maximum Green (s)	41.9
Yellow Time (s)	4.0
All-Red Time (s)	3.1
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Build-out with site access

05/15/2020

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effect Green (s)		108.2	97.2	97.2	104.3	95.2	95.2	33.9	15.4		19.9	8.0
Actuated g/C Ratio		0.68	0.61	0.61	0.65	0.60	0.60	0.21	0.10		0.12	0.05
v/c Ratio		0.51	0.42	0.12	0.30	0.64	0.10	0.70	0.39		0.45	0.21
Control Delay		20.8	17.4	1.4	10.3	24.1	0.2	69.2	30.4		59.7	76.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		20.8	17.4	1.4	10.3	24.1	0.2	69.2	30.4		59.7	76.8
LOS		C	B	A	B	C	A	E	C		E	E
Approach Delay			16.2			21.6			57.8			39.4
Approach LOS			B			C			E			D
Queue Length 50th (ft)		50	197	0	37	462	0	191	26		79	21
Queue Length 95th (ft)		m74	291	m11	67	648	0	262	80		114	45
Internal Link Dist (ft)			3604			2132			548			618
Turn Bay Length (ft)		290		200	200		420				360	
Base Capacity (vph)		310	2150	1024	427	2105	1006	295	560		214	497
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		0.43	0.42	0.12	0.28	0.64	0.10	0.69	0.15		0.42	0.04

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 24.3

Intersection LOS: C

Intersection Capacity Utilization 81.5%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

 Ø1	 Ø2 (R)	 Ø3	 Ø4
18 s	67 s	19 s	56 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
22 s	63 s	26 s	49 s



Lane Group	SBR
Act Effect Green (s)	8.0
Actuated g/C Ratio	0.05
v/c Ratio	0.66
Control Delay	22.4
Queue Delay	0.0
Total Delay	22.4
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	42
Internal Link Dist (ft)	
Turn Bay Length (ft)	670
Base Capacity (vph)	539
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.28
Intersection Summary	

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Build-out with site access_2028

07/14/2020

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	22	106	1345	63	29	722	73	99	11	59	139	16
Future Volume (vph)	22	106	1345	63	29	722	73	99	11	59	139	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		290		200	200		420	0		130	360	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.873			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1741	3471	1553	1719	3438	1538	1770	1626	0	1770	1863
Flt Permitted		0.288			0.120			0.744			0.549	
Satd. Flow (perm)	0	528	3471	1553	217	3438	1538	1386	1626	0	1023	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				127			127		66			
Link Speed (mph)			45			45			25			25
Link Distance (ft)			3684			2212			628			686
Travel Time (s)			55.8			33.5			17.1			18.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80
Heavy Vehicles (%)	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%
Adj. Flow (vph)	24	115	1462	68	33	811	82	110	12	66	174	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	1462	68	33	811	82	110	78	0	174	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4			8	
Detector Phase	5	5	2	2	1	6	6	7	4		3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0
Minimum Split (s)	11.9	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0
Total Split (s)	22.0	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0
Total Split (%)	14.7%	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%
Maximum Green (s)	15.1	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9
Yellow Time (s)	4.9	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1
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)		6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	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
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Storage Length (ft)	670
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	131
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	2%
Adj. Flow (vph)	131
Shared Lane Traffic (%)	
Lane Group Flow (vph)	131
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	14.7%
Maximum Green (s)	14.9
Yellow Time (s)	4.0
All-Red Time (s)	3.1
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

AM Build-out with site access_2028
07/14/2020

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effect Green (s)		103.9	95.9	95.9	96.9	90.4	90.4	22.0	8.0		25.9	10.3
Actuated g/C Ratio		0.69	0.64	0.64	0.65	0.60	0.60	0.15	0.05		0.17	0.07
v/c Ratio		0.32	0.66	0.07	0.16	0.39	0.08	0.47	0.52		0.69	0.16
Control Delay		4.5	7.8	0.1	6.6	12.6	1.7	57.0	32.0		68.2	68.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		4.5	7.8	0.1	6.6	12.6	1.7	57.0	32.0		68.2	68.4
LOS		A	A	A	A	B	A	E	C		E	E
Approach Delay			7.2			11.4			46.7			48.8
Approach LOS			A			B			D			D
Queue Length 50th (ft)		21	176	0	7	209	2	93	12		154	19
Queue Length 95th (ft)		m30	202	m0	m11	m195	m6	147	65		193	42
Internal Link Dist (ft)			3604			2132			548			606
Turn Bay Length (ft)		290		200	200		420				360	
Base Capacity (vph)		497	2220	1039	304	2071	977	271	220		257	185
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		0.28	0.66	0.07	0.11	0.39	0.08	0.41	0.35		0.68	0.11

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 15.2

Intersection LOS: B

Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

			
Ø1	Ø2 (R)	Ø3	Ø4
22 s	84 s	22 s	22 s
			
Ø5	Ø6 (R)	Ø7	Ø8
22 s	84 s	22 s	22 s



Lane Group	SBR
Act Effect Green (s)	10.3
Actuated g/C Ratio	0.07
v/c Ratio	0.57
Control Delay	20.1
Queue Delay	0.0
Total Delay	20.1
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	44
Internal Link Dist (ft)	
Turn Bay Length (ft)	670
Base Capacity (vph)	275
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.48
Intersection Summary	

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Build-out with site access_2028

07/14/2020

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	166	836	110	121	1353	147	181	36	52	98	23
Future Volume (vph)	13	166	836	110	121	1353	147	181	36	52	98	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		290		200	200		420	0		130	360	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.911			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1805	1731	0	1805	1900
Flt Permitted		0.077			0.269			0.440			0.694	
Satd. Flow (perm)	0	143	3539	1583	501	3539	1583	836	1731	0	1319	1900
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				160			160		47			
Link Speed (mph)			45			45			25			25
Link Distance (ft)			3684			2212			628			698
Travel Time (s)			55.8			33.5			17.1			19.0
Peak Hour Factor	0.92	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	191	961	126	129	1439	156	203	40	58	121	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	961	126	129	1439	156	203	98	0	121	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4			8	
Detector Phase	5	5	2	2	1	6	6	7	4		3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0
Minimum Split (s)	11.9	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0
Total Split (s)	22.0	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0
Total Split (%)	13.8%	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%
Maximum Green (s)	15.1	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9
Yellow Time (s)	4.9	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1
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)		6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	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
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	162
Future Volume (vph)	162
Ideal Flow (vphpl)	1900
Storage Length (ft)	670
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	200
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.81
Heavy Vehicles (%)	0%
Adj. Flow (vph)	200
Shared Lane Traffic (%)	
Lane Group Flow (vph)	200
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	20.0
Total Split (s)	49.0
Total Split (%)	30.6%
Maximum Green (s)	41.9
Yellow Time (s)	4.0
All-Red Time (s)	3.1
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None

Lanes, Volumes, Timings
6: NW 147th Drive & US-441

PM Build-out with site access_2028

07/14/2020

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effect Green (s)		112.2	95.6	95.6	95.5	85.6	85.6	34.6	15.4		21.7	9.0
Actuated g/C Ratio		0.70	0.60	0.60	0.60	0.54	0.54	0.22	0.10		0.14	0.06
v/c Ratio		0.68	0.45	0.12	0.34	0.76	0.17	0.69	0.47		0.56	0.26
Control Delay		56.2	19.4	1.8	12.2	33.9	3.4	67.2	43.0		63.0	76.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		56.2	19.4	1.8	12.2	33.9	3.4	67.2	43.0		63.0	76.8
LOS		E	B	A	B	C	A	E	D		E	E
Approach Delay			23.5			29.6			59.3			41.3
Approach LOS			C			C			E			D
Queue Length 50th (ft)		145	214	0	40	608	0	189	51		108	29
Queue Length 95th (ft)		m205	434	m15	75	829	40	257	108		144	56
Internal Link Dist (ft)			3604			2132			548			618
Turn Bay Length (ft)		290		200	200		420				360	
Base Capacity (vph)		303	2113	1009	398	1892	921	302	561		222	497
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		0.68	0.45	0.12	0.32	0.76	0.17	0.67	0.17		0.55	0.06

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 31.0

Intersection LOS: C

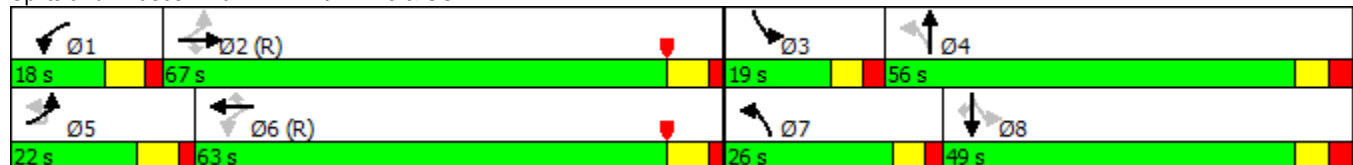
Intersection Capacity Utilization 89.9%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441





Lane Group	SBR
Act Effct Green (s)	9.0
Actuated g/C Ratio	0.06
v/c Ratio	0.72
Control Delay	23.2
Queue Delay	0.0
Total Delay	23.2
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	51
Internal Link Dist (ft)	
Turn Bay Length (ft)	670
Base Capacity (vph)	570
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.35
Intersection Summary	

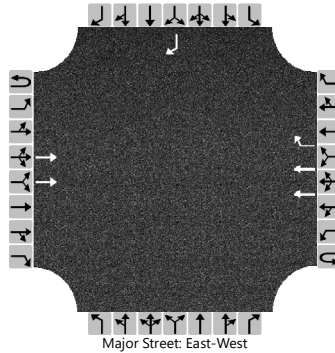
HCS Reports

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Brian Snyder	Intersection	US-441 and Site access
Agency/Co.	CHW	Jurisdiction	City of Alachua
Date Performed	5/15/2020	East/West Street	US-441
Analysis Year	2021	North/South Street	Proposed Site Access
Time Analyzed	AM peak hour	Peak Hour Factor	0.89
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Build Out with Improvements		

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	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			0				818	33								21
Percent Heavy Vehicles (%)																0
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)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																24
Capacity, c (veh/h)																554
v/c Ratio																0.04
95% Queue Length, Q ₉₅ (veh)																0.1
Control Delay (s/veh)																11.8
Level of Service (LOS)																B
Approach Delay (s/veh)													11.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

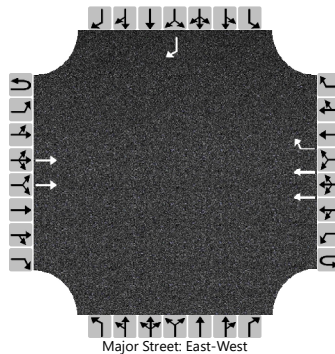
General Information

Analyst	Brian Snyder
Agency/Co.	CHW
Date Performed	5/15/2020
Analysis Year	2021
Time Analyzed	PM peak hour
Intersection Orientation	East-West
Project Description	Build Out with Improvements

Site Information

Intersection	US-441 and Site access
Jurisdiction	City of Alachua
East/West Street	US-441
North/South Street	Proposed Site Access
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	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			0				1554	32								28
Percent Heavy Vehicles (%)																0
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)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																30
Capacity, c (veh/h)																319
v/c Ratio																0.09
95% Queue Length, Q ₉₅ (veh)																0.3
Control Delay (s/veh)																17.4
Level of Service (LOS)																C
Approach Delay (s/veh)													17.4			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

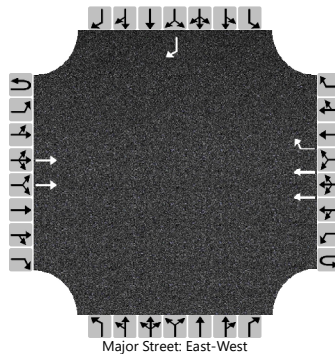
General Information

Analyst	David Haupt
Agency/Co.	CHW
Date Performed	7/14/2020
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US HWY 441 @ site access
Jurisdiction	
East/West Street	US HWY 441
North/South Street	Site Access
Peak Hour Factor	0.92
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	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			0				917	33								21
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

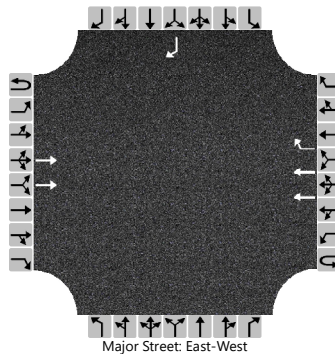
Flow Rate, v (veh/h)																23
Capacity, c (veh/h)																515
v/c Ratio																0.04
95% Queue Length, Q ₉₅ (veh)																0.1
Control Delay (s/veh)																12.3
Level of Service (LOS)																B
Approach Delay (s/veh)													12.3			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	David Haupt	Intersection	US HWY 441 @ site access
Agency/Co.	CHW	Jurisdiction	
Date Performed	7/14/2020	East/West Street	US HWY 441
Analysis Year	2028	North/South Street	Site Access
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

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	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			0				1680	32								28
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)																30
Capacity, c (veh/h)																274
v/c Ratio																0.11
95% Queue Length, Q ₉₅ (veh)																0.4
Control Delay (s/veh)																19.8
Level of Service (LOS)																C
Approach Delay (s/veh)													19.8			
Approach LOS													C			

Mailed Memorandum

MEMORANDUM

Virtual Neighborhood Meeting

20-0017



To: The Neighbors of Tax Parcel 03067-601-003
From: Gerry Dedenbach, AICP, Vice President
Date: April 15, 2020
RE: Virtual Neighborhood Meeting Public Notice

A virtual Neighborhood Meeting will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat on ± 1.2 acres (Alachua County Tax Parcel 03067-601-003) to design, engineer, and permit a Restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in the City of Alachua, FL.

Date: April 29, 2020

Time: 6:00 p.m.

Link: bit.ly/CHW-Live

Contact: Gerry Dedenbach, AICP
11801 Research Drive
Alachua, FL 32615
(352) 331-1976
Live@CHW-inc.com

This is not a public hearing. The purpose of the meeting is to inform the public about the nature of the proposal and seek their comments.

Directions to Attend Meeting: Using your web browser, type the web address link above into the address bar and press "Enter" on your keyboard. For best performance, Google Chrome, Mozilla Firefox, Safari, or Microsoft Edge are recommended.

If you are unable to access the internet, please contact CHW using the information above and we will provide printed materials after the virtual meeting is held. Comments may also be submitted in writing to the address above or by phone at the phone number above. Printed copies of all materials discussed at the meeting will be made available upon request.

CHW Virtual Neighborhood Meetings during COVID-19

In an effort to coordinate with local governments and help prevent the spread of COVID-19, CHW Professional Consultants Neighborhood Meetings will be conducted virtually on [CHW Live](#) Facebook page, during the time period that the Governor's Executive Order Number 20-69 (Online local government meetings) remains in effect.

To participate in this virtual meeting, which will begin **at 6 p.m. on April 29, 2020**, you have the following options:

Provide public comment prior and during the meeting:

You may provide written comments by emailing CHW at live@chw-inc.com by 5:00 p.m. of the day prior to the meeting, or by regular mail at 11801 Research Drive, Alachua, FL 32615. All written comments received by the deadline will be distributed to the appropriate staff prior to the start of the meeting. During the meeting, interested persons can also email live@chw-inc.com to submit public comments to be read during the public comment portion of the meeting.

Participate online via computer or mobile device

1. Access the CHW Live Facebook Feed via bit.ly/CHW-Live
2. Once the meeting has started, a Live video will appear on the list of videos. Navigate and open the video to view in full screen.

Access to Information after the scheduled meeting:

Those who are unable to attend this Facebook Live meeting on its specified time and date may go www.facebook.com/chwcommunities/ to view a recording. Request for copies of materials discussed may be obtained:

1. via email: live@chw-inc.com
2. via telephone: (352) 331-1976
3. via post: 11801 Research Dr., Gainesville, FL 32615

Mailing Labels

03067-601-002
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-601-000
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-001-000
TARA FOREST LLC
7717 NW 20TH LN
GAINESVILLE,32605

03067-001-005
CITY OF ALACHUA
PO BOX 9
ALACHUA,32616

03067-601-001
CAMPUS USA CREDIT UNION
14007 NW 1ST RD
NEWBERRY,32669

03067-601-003
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03868-000-000
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03868-001-001
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03067-601-004
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-006-010
LOWES HOME CENTERS INC
1000 LOWES BOULEVARD TAX DEPT
MOORESVILLE,28117

03869-011-000
YOUNG ESTATES LLC
14414 NW 60TH AVE
ALACHUA,32615

Antoinette Endelicato
5562 NW 93rd Avenue
Gainesville FL 32653

President
TCMOA
1000 Turkey Creek
Alachua FL 32615

Tamara Robbins
PO Box 2317
Alachua FL 32616

Dan Rhine
288 Turkey Creek
Alachua FL 32615

Linda Dixon, AICP
Assistant Director Planning
PO Box 115050
Gainesville FL 32611

Michele L. Lieberman
County Manager
12 SE 1st Street
Gainesville FL 32601

Tom Gorman
9210 NW 59th Street
Alachua FL 32653

Craig Parenteau
FL Department of Environmental Protection
4801 Camp Ranch Road
Gainesville FL 32641

Bonnie Flynn
16801 NW 166th Drive
Alachua FL 32615

Richard Gorman
5716 NW 93rd Avenue
Alachua FL 32653

Jeannette Hinsdale
P.O. Box 1156
Alachua FL 32616

Hugh & Jean Calderwood
P.O. Box 2307
Alachua FL 32616

Peggy Arnold
410 Turkey Creek
Alachua FL 32615

Lynn Coullias
7406 NW 126th Ave
Alachua FL 32615

David Forest
23 Turkey Creek
Alachua FL 32615

Lynda Coon
7216 NW 126 Avenue
Alachua FL 32615

Newspaper Advertisement

FSU fraternity death dispute goes to state Supreme Court

The News Service of Florida

A former Florida State University fraternity president and two other men have gone to the state Supreme Court in a dispute about whether they should face felony charges in the 2017 death of a pledge who drank heavily at an

off-campus party.

Former Pi Kappa Phi Fraternity chapter President Anthony Petagine and fraternity members Luke Kluttz and Anthony Oppenheimer last week filed notices of taking their cases to the Supreme Court, according to documents posted Tuesday on the court

website.

The moves came after a divided panel of the 1st District Court of Appeal in January ruled that the men could face felony charges in the death of Andrew Coffey, 20, a pledge from Broward County who died in November 2017. The dispute has

centered on whether prosecutors showed an adequate basis to pursue felony charges against Petagine, Kluttz and Oppenheimer. The panel of the Tallahassee-based appeals court overturned a ruling by a Leon County circuit judge that dismissed the felony charges.

The appeals court gave a full explanation of its reasoning in the case of Petagine, while reaching the same conclusions in the Kluttz and Oppenheimer cases. Petagine did not attend the party that resulted in Coffey's death but had taken part in a meeting before the party in which the danger

of pledges becoming intoxicated was discussed, the 2-1 majority opinion said.

Also, he had allowed liquor to be served at the party. As is common, the notices filed last week do not detail arguments that attorneys for the men will make at the Supreme Court.

COUNTY

From Page A3

about 1,100 total ICU beds and North Florida Regional Medical Center has about 600.

Myers said the department's main concerns right now relate to health care workers who are testing positive but not presenting symptoms, and keeping at-risk elderly populations safe.

Chairman Robert Hutchinson asked Myers whether the county should amend its current emergency order and require the use of face masks in public rather than merely encouraging their use. Myers said masks other than N95 masks have not been proven to prevent the spread of the virus any more than social distancing.

"I don't want that to give people a false sense of security in terms of keeping their distance away from others," he said. "We certainly don't want them to be adjusting this mask out in public and touching their face."

Looking forward to November's elections, the commission also voted to move forward with two draft ordinances that may become county charter amendment proposals on the ballot.

The first ordinance would establish a rural area for comprehensive planning in the county, while the second addresses conflict between municipalities and the county for the protection of natural resources.

If approved by voters, the county would be able to specify protection standards that would be applicable countywide, similar to the countywide wetlands ordinance.

The commission also discussed a proposal for funding upgrades to the radio management system that first responders use.

Alachua County Fire Rescue Chief Harold Theus said upgrades to the current system are necessary for better, more reliable coverage. He said building four additional radio towers, for a total of 10 in the county, will enhance radio communications, which tend to have trouble during significant storms and in some rural areas.

While the current system costs the county about \$640,000 annually, the needed upgrades are expected to triple the cost burden to \$1.94 million.

Commissioners voted to keep discussing the upgrades. One potential solution to pay for it, which the county is still considering, is instituting a one year, half-cent surtax to pay for it.

COVID-19

From Page A3

Seven additional cases were confirmed Tuesday morning, bringing the county's total to 75 — 65 of them connected to long-term care facilities.

Gov. Ron DeSantis announced Monday that the state will begin a push to test nursing home residents and staff members for the novel coronavirus. He said the state would send 10 four-member teams to areas that have been hardest hit with infections, including Miami-Dade, Broward and Palm Beach counties. State health officials

reported some 47 new deaths around the state Tuesday, in Broward, Dade, Duval, Escambia, Hillsborough, Lee, Manatee, Orange, Palm Beach, Sarasota and St. Lucie counties.

Some 25 people have been hospitalized in Alachua County, though those numbers may include people who've been released by hospitals.

With all of these numbers, the state's count does not distinguish between current cases and instances where patients have recovered from COVID-19.

State health officials continue to urge Floridians to take the COVID-19 Community Action

Survey at www.StrongerThanC19.com.

State officials said Tuesday afternoon that a 30-day visitation ban for nursing homes set to expire soon would be extended. It was first announced March 14.

And the state has spent about \$500 million on equipment and supplies in support of the effort to battle the contagious virus, officials said.

The News Service of Florida contributed to this report.

PUBLIC NOTICE

A virtual Neighborhood Workshop will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat on ±1.2 acres (Alachua County Tax Parcel 03067-601-003) to design, engineer, and permit a Restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in the Alachua, FL.

This is not a public hearing. The purpose of this workshop is to inform the public about the nature of the proposal and seek their comments.

Time: 6:00 p.m. on April 29, 2020

Link: bit.ly/CHW-Live

Instructions: Type the link into the address bar of your web browser. If unable to access internet, please contact CHW for printed materials or comments may also be submitted in writing to the address below or by phone.

Contact: Gerry Dedenbach, AICP

Address: 11801 Research Drive

Alachua, FL 32615

Phone Number: (352) 331-1976

Email: Live@CHW-inc.com



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The Gainesville Sun

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We at The Gainesville Sun are taking all measures to ensure the safety of our staff and our communities. Our teams are working remotely to ensure that we continue to provide you with trusted news and information, as well as shopping guides.

As a result of the majority of our team working from home, we have limited staffing available in our office locations. We apologize in advance for any inconvenience this may cause; however if you need to contact us, please use the below contact information via phone or email.

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Please allow up to 24 hours for a response. Thank you for your understanding.

PUBLIC NOTICE

A virtual Neighborhood Workshop will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat (Alachua County Tax Parcels 03067-601-002 & 003) to design, engineer, and permit a restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in Alachua, FL.

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Address: 11801 Research Drive
Alachua, FL 32615

Phone Number: (352) 331-1976

Email: Live@CHW-inc.com



Posted Notice

Notice of Digital Neighborhood Meeting

Site plan application and replat for Quick Service Restaurant in Commercial Intensive zoning district

Time: 6:00 p.m.

Date: April 29, 2020

Link: bit.ly/CHW-Live

Contact: CHW (352) 331-1976, live@chw-inc.com

Address: 11801 Research Drive, Alachua, Florida, 32615





Workshop Presentation

Quick Service Restaurant Site Plan Application and Replat



City of Alachua
Neighborhood Meeting
April 29, 2020



20-0017: Alachua QSR



1



Alachua QSR
Online Meeting
April 29th, 2020



20-0017: Alachua QSR



2

REQUESTS:

1. Site Plan application; and
2. Replat of the existing Baywood Centre Plat

20-0017: Alachua QSR

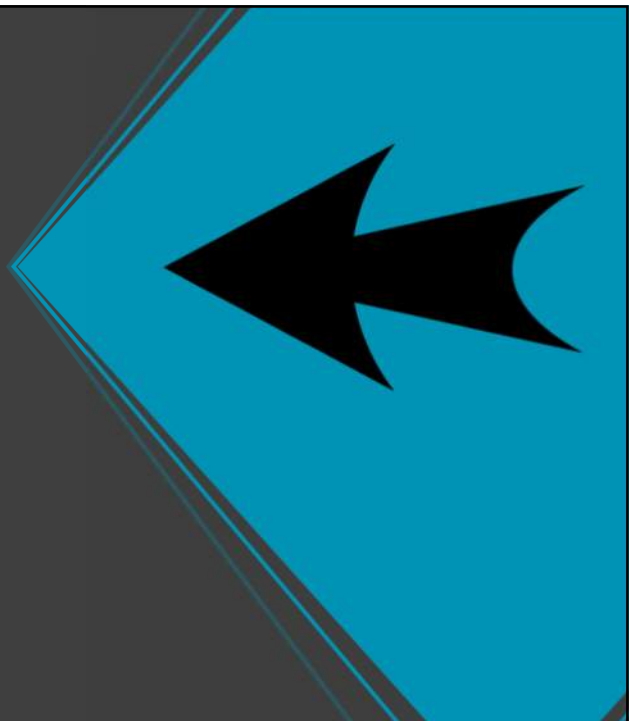


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INTENT:

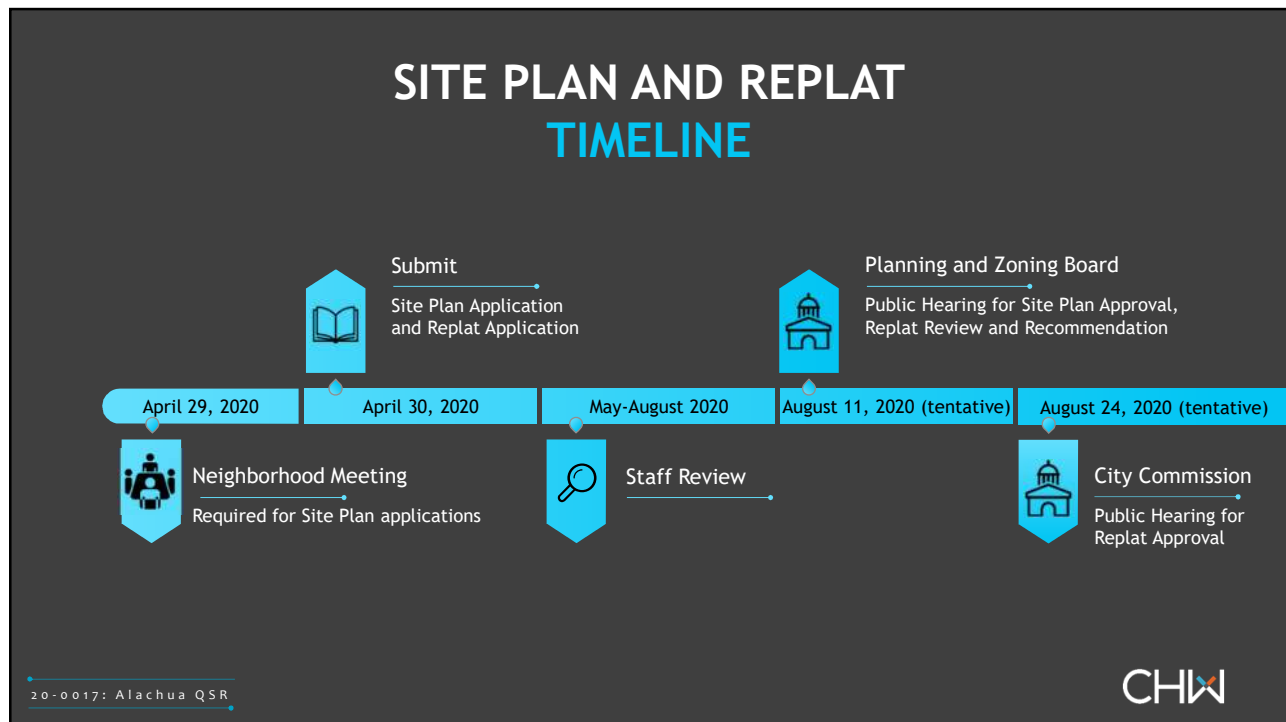
Develop the site with a Quick Service Restaurant (QSR) and a private road connecting US 441 and NW 157th Lane consistent with City of Alachua Land Development Regulations.

20-0017: Alachua QSR



6

SITE PLAN AND REPLAT TIMELINE



7



8

Aerial Map



9

Street Frontages



CHW

10

Future Land Use Map

FLU: Commercial

CHW



11

Zoning Map

Zoning:
Commercial
Intensive (CI)

By right, permits
restaurants with
drive-through or
drive-in service

CHW



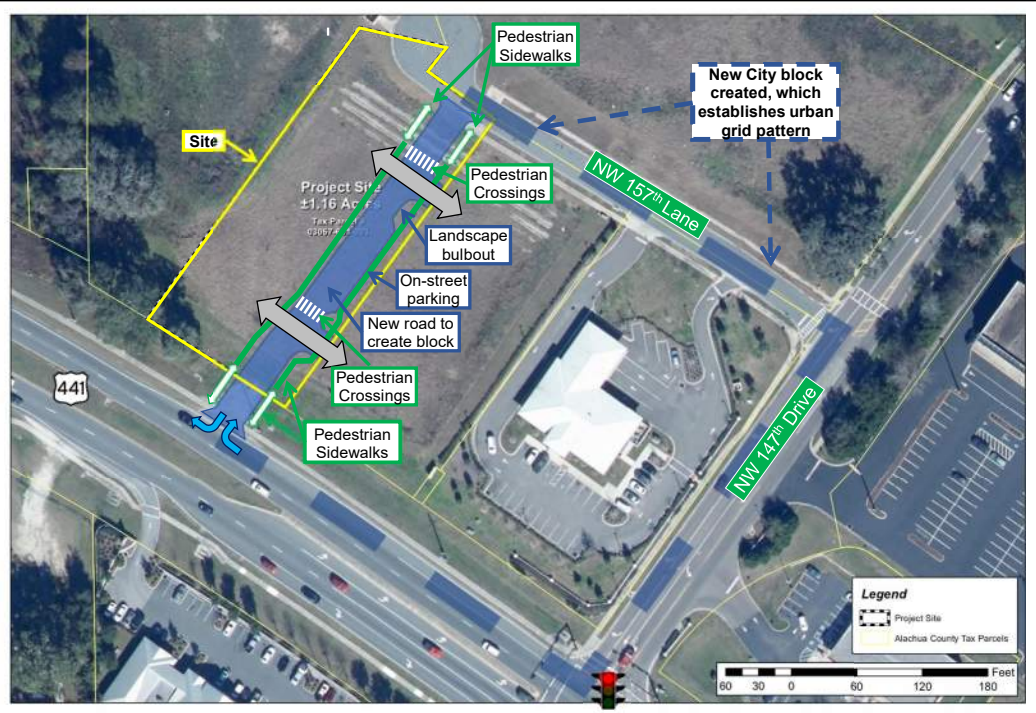
12

Infrastructure Plan

A new roadway will connect US-441 and NW 157th Lane with on-street parking, full sidewalks, and trees creating a City block.

New businesses access roadway, not directly onto US 441, thereby promoting access management.

The block provides interconnected multimodal access for residents and employees, without accessing US 441, preserving level of service at signal.



13

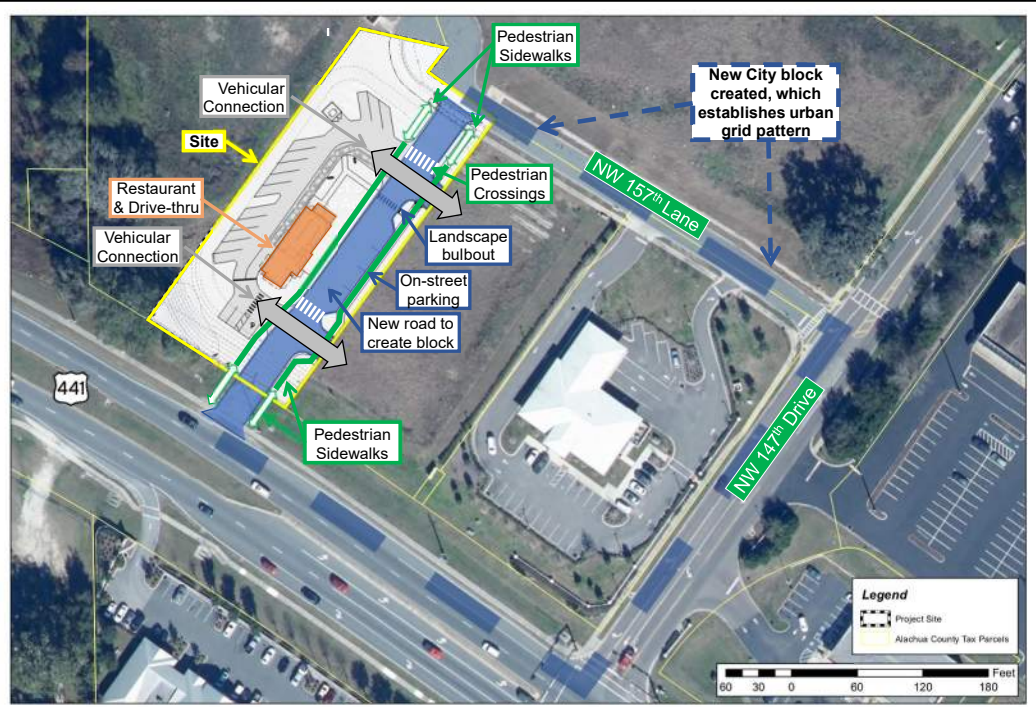
Concept Site Plan

A new business will be built, accessing the new roadway.

The building will be pulled towards the Highway, aligned with other buildings, with the majority of the parking on side.

Employee parking will be at rear of building near service access and enclosed trash collection.

Plan prepares center parcel for shared access, sidewalks, and other amenities.



14

Contact Information

Address: 11801 Research Drive
Alachua, FL, 32615
Phone: (352) 331-1976
Email: Live@chw-inc.com



15

Environmental
Map



16



Sign-in Sheet

SIGN-IN SHEET

Alachua QSR

20-0017



Event: Virtual Neighborhood Meeting
Date/Time: April 29, 2020 @ 6:00 PM
Place: bit.ly/CHW-Live
Re: Alachua QSR – Site Plan and Replat of Baywood Centre Plat

	<u>Attendee Name</u>
1	Laura Dedenbach
2	Jeannette Hinsdale
3	Ross Claiborne – Client
4	Gavin Johnson – Client
5	Melanie Bagley – Client
6	Marv Smollar – Client
7	Noble Craig – Client
8	Chris Korosic – Arrived late, requested emailed presentation
9	
10	
11	
12	
13	

Workshop Minutes

NEIGHBORHOOD MEETING MINUTES

Alachua QSR

20-0017



Event: Virtual Neighborhood Meeting
Date/Time: April 29, 2020 @ 6:00 PM
Place: bit.ly/CHW-Live
Re: Alachua QSR – Site Plan and Replat of Baywood Centre Plat

CHW (Agent) Attendees: Ines Acosta; Craig Brashier, AICP; Gerry Dedenbach, AICP; David Morin, PE;
Ryan Thompson, AICP; Seth Wood

Applicant Attendees: 5

Public Attendees: 3

CHW hosted the required Neighborhood Meeting and presented the meeting's purpose, review process, the applications' request and intent, maps illustrating the site's regulatory and physical characteristics, and a conceptual layout illustrating City design and development standards. Below are questions and comments from the public attendees and applicant/agent responses, which are consolidated and categorized for ease of readability.

Question: Do you know what restaurant will fill this space?

Response: We do not discuss tenants until all plans are finalized. The prospective tenant is not currently in the City of Alachua.

Question: Will the restaurant have sit-in dining as well as drive-through facilities?

Response: The restaurant will have sit-in dining, but most service is expected to be done via the drive-through facilities.

Comment: Please explain connectivity as it relates to the site.

Response: We are proposing a roadway to connect US 441 to NW 157th Lane, which will establish a new city block. The proposed roadway allows access to the project site, as well as the undeveloped adjacent site to the east. Pedestrian access will also be made possible with crosswalks across the new road.

Question: Will the restaurant have bicycle parking?

Response: Yes, the restaurant will have bicycle parking.

Question: Will the restaurant have a liquor license?

Response: No, the restaurant will not have a liquor license.

Question: What mealtimes will the restaurant focus on?

Response: The restaurant will serve lunch and dinner.

Question: What will be the square footage of this facility?

Response: Approximately 1,930 square feet.

Question: What stormwater management facilities will be put in place?

Response: There is a master stormwater management facility within Baywood Centre that the site will utilize.

Comment: There is no question that this project is feasible, as the site appears staged and ready to be developed.

Response: Agree.

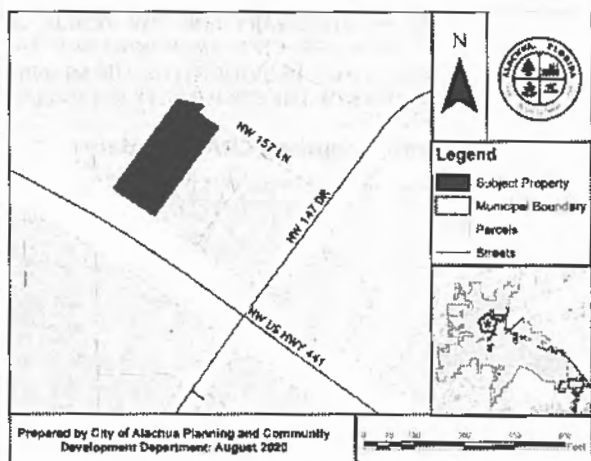
The meeting was adjourned at 6:30 p.m.



City of ALACHUA

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning & Zoning Board of the City of Alachua will hold a public hearing on September 8, 2020, at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following: A request by Gerry Dedenbach of CHW, Inc., applicant and agent for Alachua Development Co., LLC, property owner, for consideration of the preliminary plat of Baywood Center Lot 3, which proposes the replat of a ± 1.15 acre subject property. The subject property is located north of US Highway 441, west of NW 147th Drive, and south of NW 157th Lane. Consisting of Tax Parcel Number 03067-601-003; Future Land Use Map (FLUM) Designation: Commercial; Zoning: Commercial Intensive ("CI").

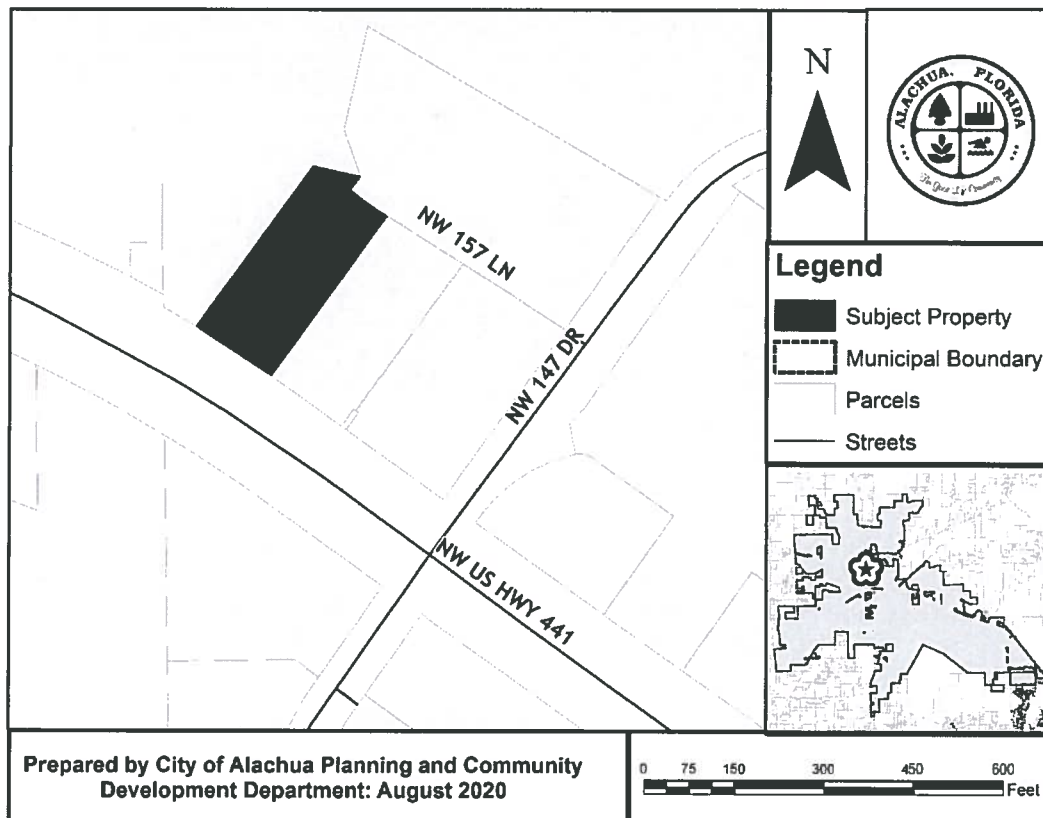


At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 101 at least 48 hours prior to the public hearing.

Mailed 8/24/20 KCO

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

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03067-601-002
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-601-000
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-001-000
TARA FOREST LLC
7717 NW 20TH LN
GAINESVILLE,32605

03067-001-005
CITY OF ALACHUA
PO BOX 9
ALACHUA,32616

03067-601-001
CAMPUS USA CREDIT UNION
14007 NW 1ST RD
NEWBERRY,32669

03067-601-003
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03868-000-000
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03868-001-001
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03067-601-004
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-006-010
LOWES HOME CENTERS INC
1000 LOWES BOULEVARD TAX DEPT
MOORESVILLE,28117

03869-011-000
YOUNG ESTATES LLC
14414 NW 60TH AVE
ALACHUA,32615

Antoinette Endelicato
5562 NW 93rd Avenue
Gainesville FL 32653

President
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1000 Turkey Creek
Alachua FL 32615

Tamara Robbins
PO Box 2317
Alachua FL 32616

Dan Rhine
288 Turkey Creek
Alachua FL 32615

Linda Dixon, AICP
Assistant Director Planning
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Gainesville FL 32611

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County Manager
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Gainesville FL 32601

Tom Gorman
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Alachua FL 32653

Craig Parenteau
FL Department of Environmental Protection
4801 Camp Ranch Road
Gainesville FL 32641

Bonnie Flynn
16801 NW 166th Drive
Alachua FL 32615

Richard Gorman
5716 NW 93rd Avenue
Alachua FL 32653

Jeannette Hinsdale
P.O. Box 1156
Alachua FL 32616

Hugh & Jean Calderwood
P.O. Box 2307
Alachua FL 32616

Peggy Arnold
410 Turkey Creek
Alachua FL 32615

Lynn Coullias
7406 NW 126th Ave
Alachua FL 32615

David Forest
23 Turkey Creek
Alachua FL 32615

Lynda Coon
7216 NW 126 Avenue
Alachua FL 32615

AFFIDAVIT FOR POSTED LAND USE SIGN

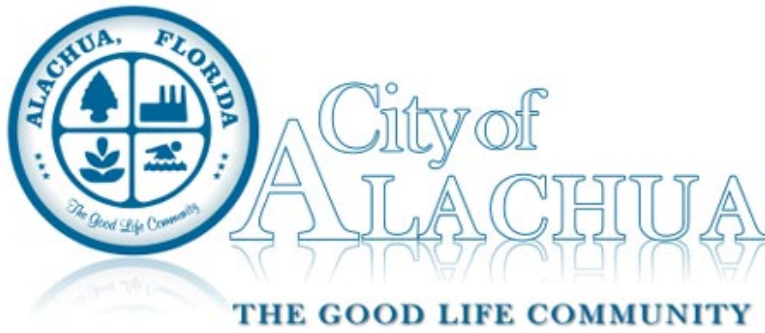
I C. Ryan Thompson, POSTED THE LAND USE
(Name)
SIGN ON 8/24/20 FOR THE Preliminary Plat- Baywood Centre Lot 3
(Date) (State type of action and project name)
LAND USE ACTION.

AS PER ARTICLE 2.2.9 D OF THE LAND DEVELOPMENT REGULATIONS.

THIS WILL BE INCLUDED IN THE STAFF REPORT.


(Signature)

TWO (2)
(Number of signs)



Board/Committee Agenda Item

MEETING DATE: 9/8/2020

SUBJECT: Comprehensive Plan Vision Element Review and Discussion

PREPARED BY: Kathy Winburn, AICP, Planning & Community Development Director

RECOMMENDED ACTION:

Review the City's Comprehensive Plan Vision Element and provide input for updating the Vision Statement and Goals.

Summary

The City of Alachua Vision Element of the Comprehensive Plan was last amended in 2012, and is titled "Vision 2020." The Vision Element is an optional element, and as such is not required to be part of a Comprehensive Plan per Florida Statute. The City recently amended its Comprehensive Plan through the Evaluation and Appraisal Process (adopted by the City Commission on July 27, 2020), in order to update the Plan to reflect any changes in Florida Statute since the last update in 2012. This recent update did not propose any changes to the Vision Element, so that the element could be reviewed and specifically focused on.

The Vision Element, which includes a Vision Statement and four (4) goals to implement the vision, is important to the City and has provided a framework for the initiatives established in the City's Strategic Plan since 2015. The Vision Statement describes the future state of the City and the long term goals to provide direction for reaching the desired state.

As with all cities, over time the future vision and goals may change. It is time to review the relevancy of the City's current Vision Element and update where the City wants to be and what it wants to look like over the next 10-15 year horizon.

The current four goals included in the Vision Element are related to:

1. Economic Development
2. Community, Cultural and Recreational Development
3. Transportation Mobility
4. Housing

ATTACHMENTS:

Description

- ☐ Vision Element

VISION 2020

I. INTRODUCTION

The City of Alachua has adopted a vision statement and goals to achieve the vision. The City of Alachua held a Visioning Charrette on May 14, 2011 in order to update the Vision Element. The goals, objectives and policies of the Comprehensive Plan are constructed in an effort to help achieve the long-term vision of the City.

II. VISION STATEMENT

The City of Alachua will be a vibrant, growing, economically and culturally diverse community, which takes great pride in the fact that it has maintained its strong sense of community, its small-town atmosphere, a strong recreation program, the charm of its downtown, and has preserved and protected its heritage and environment. It is proud of the state of the art educational facilities, which work hand-in-hand with Alachua's employers to make certain that its young people have challenging career opportunities at home. Alachua will become a leader in innovative techniques to ensure quality, well-planned growth and provide for a safe and convenient transportation environment. Alachua will be a place where housing choices are available to meet the needs of all citizens. Alachua will strive to be continually recognized by its peers as an example of what can happen when citizens, business communities, schools, and government work together for the common good.

III. GOALS TO IMPLEMENT THE VISION

GOAL 1: Economic Development: The City of Alachua has a unique business climate. The City is home to corporations, technology incubators, local businesses, and start-up companies. The City will maintain its focus on a welcoming business environment and encourage business development in the downtown area and along the U.S. 441 corridor. Alachua desires to continue to be a home to innovative businesses and an employment center where jobs are provided at every level. The City will continue to encourage the growth and development of established industries, such as biotechnology, and encourage the diversification and expansion of commercial businesses which provide integral services to the City's residents.

GOAL 2: Community, Cultural and Recreational Development: The City of Alachua has a very strong sense of community involvement, as evidenced by community events and festivals which promote cultural arts and recreational activities, such as the Spring Arts Festival, Fall Harvest Festival, 4th of July Celebration and the Girl's Babe Ruth World Series of Softball Tournament. The City will foster the cultural growth and enhancement of the community by supporting cultural arts programs and outreach. The City will maintain its strong recreation program and encourage a diversity of recreational programs to meet the needs of all citizens.

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.

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.

