

APPENDIX

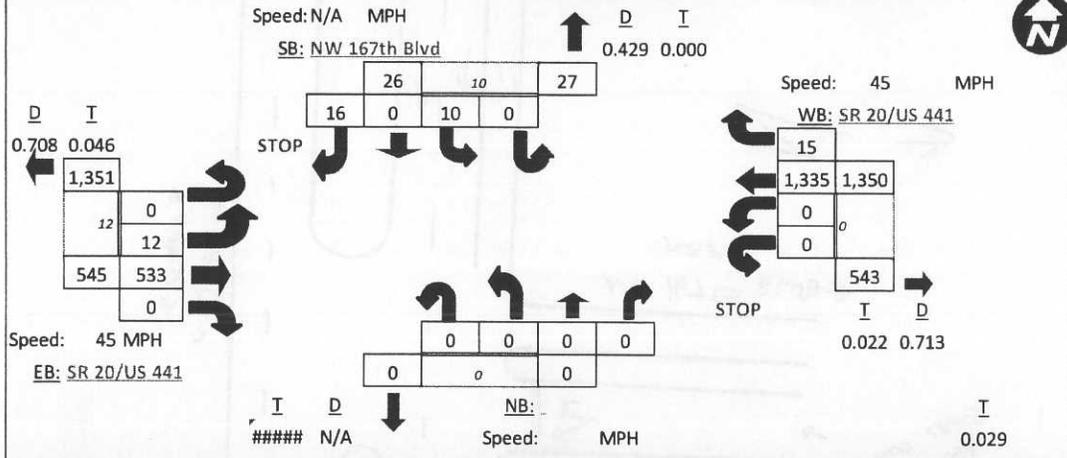
Appendix A - Exhibit (2013) Turning Movement Count

Appendix A – Existing (2012) Turning Movement Count

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants

Project:	Proposed RaceWay US 441 Alachua	LTEC 12-0208	
N/S Road:	NW 167th Blvd	Observer: CM	
E/W Road:	SR 20/US 441	Weather: Wet	
Date:	Wednesday, August 29, 2012	Rd Condition: Ok	
City:	Alachua	Signal: No	Township:
County:	Alachua	Major St Movement: East/West	Range:
FDOT SF:	1.00	Pk Hr Factor: 0.88	Section:

Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 17:00 - 18:00



P.M. Peak Hour	Northbound				Southbound				Eastbound				Westbound			
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes			1		>	1	<		1	2			Uturn	Lt	Thru	Rt
16:00 16:15	0	0	0	0	0	2	0	1	0	0	167	0	0	0	234	3
16:15 16:30	0	0	0	0	0	1	0	2	0	1	136	0	0	0	280	7
16:30 16:45	0	0	0	0	0	1	0	1	0	2	141	0	0	0	247	0
16:45 17:00	0	0	0	0	0	6	0	0	0	3	163	0	0	0	243	1
Hourly Sum	0	0	0	0	0	10	0	4	0	6	607	0	0	0	1,004	11
17:00 17:15	0	0	0	0	0	3	0	4	0	0	133	0	0	0	325	2
17:15 17:30	0	0	0	0	0	3	0	5	0	3	124	0	0	0	300	6
17:30 17:45	0	0	0	0	0	2	0	4	0	4	147	0	0	0	385	4
17:45 18:00	0	0	0	0	0	2	0	3	0	5	129	0	0	0	325	3
Hourly Sum	0	0	0	0	0	10	0	16	0	12	533	0	0	0	1,335	15
Peak Hour																
17:00 18:00	0	0	0	0	0	10	0	16	0	12	533	0	0	0	1,335	15
P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor																
17:00 18:00	0	0	0	0	0	10	0	16	0	12	533	0	0	0	1,335	15
% Turns						38.5%		61.5%		2.2%	97.8%				98.9%	1.1%
Appr Total			0			26				545					1,350	
Appr %			0.0%			1.4%				28.4%					70.3%	
Away Total			0			27				545					543	
Away % Turn			0.0%			1.4%				28.4%					28.3%	
Peak 15	0	0	0	0	0	3	0	5	0	5	147	0	0	0	385	6
Peak 15			0			8				151					389	
Pk Hr Factor						0.830		0.800		0.600	0.910				0.870	0.630
Approach						0.810				0.900					0.870	

Luke Transportation Engineering Consultants, 2012

MASONS
Tavern
(Older)

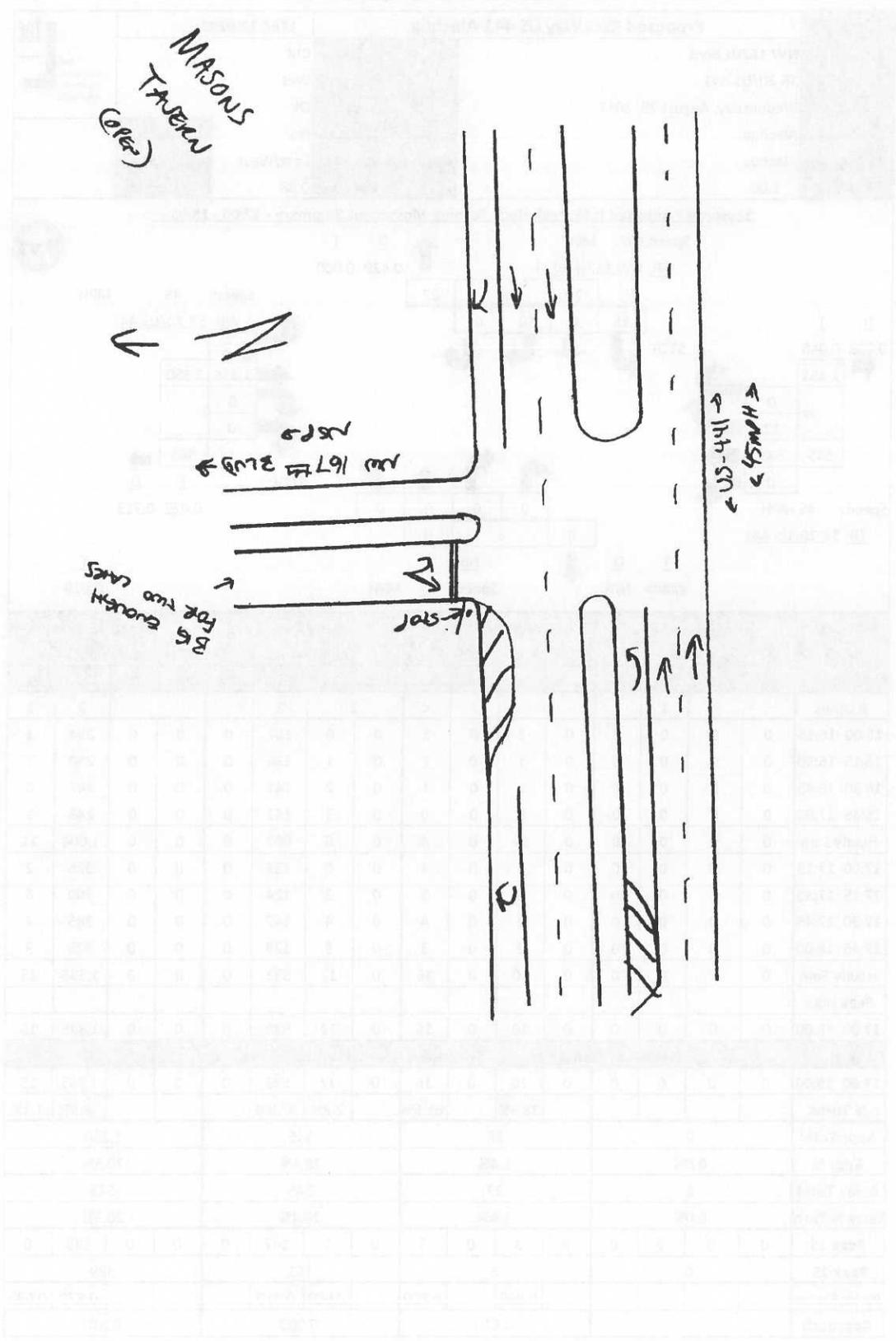


New 167th Blvd →

Big enough
for two lanes

167th

← US-441 →
← 45MPH →



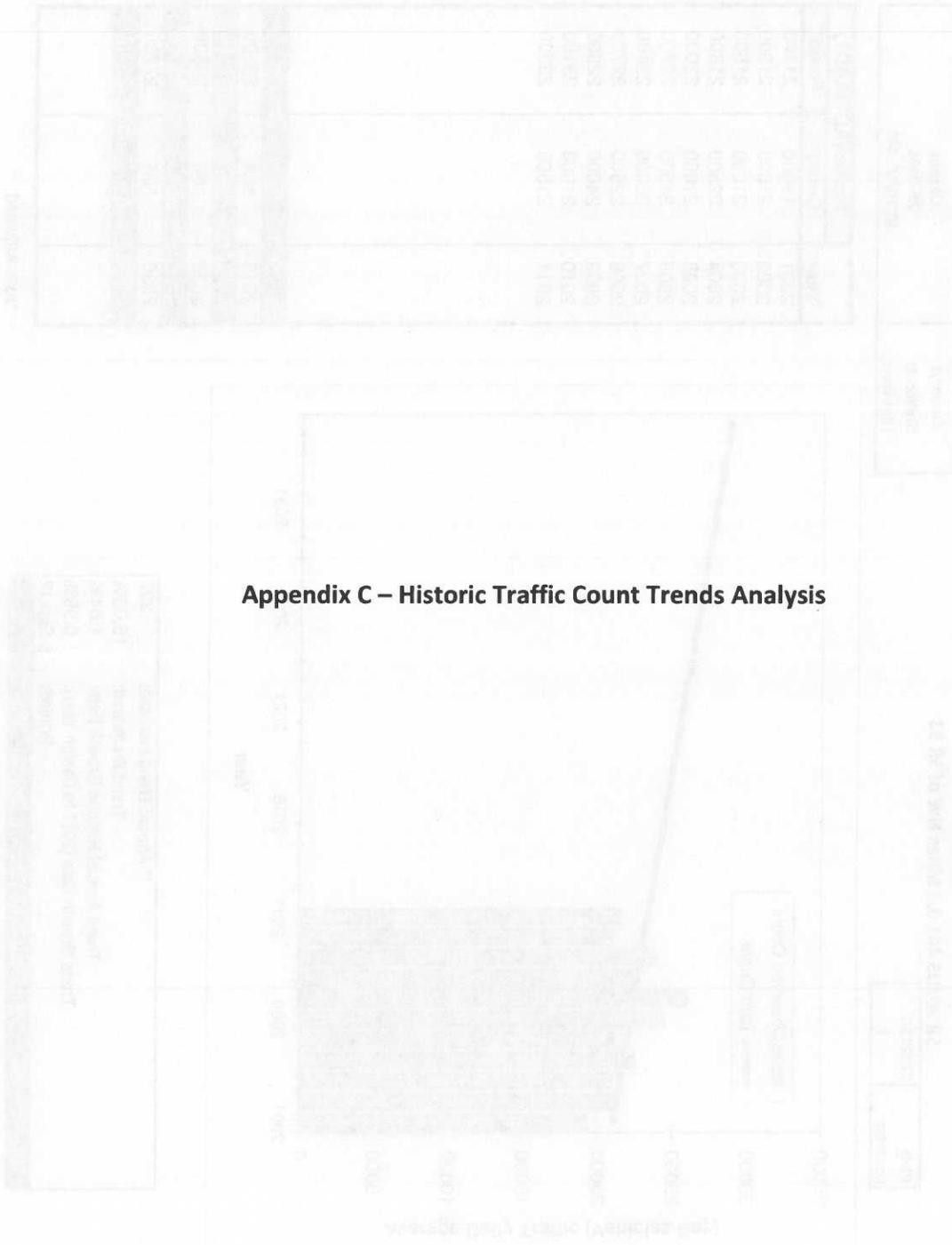
TRAFFIC VOLUMES FOR EXISTING HIGHWAY						
SECTION	LANE	DAILY TRAFFIC VOLUME			ADJUSTED VOLUME	CAPACITY
		AM	PM	TOTAL		
1	1	100	100	200	100	100
1	2	100	100	200	100	100
1	3	100	100	200	100	100
1	4	100	100	200	100	100
1	5	100	100	200	100	100
1	6	100	100	200	100	100
1	7	100	100	200	100	100
1	8	100	100	200	100	100
1	9	100	100	200	100	100
1	10	100	100	200	100	100
1	11	100	100	200	100	100
1	12	100	100	200	100	100
1	13	100	100	200	100	100
1	14	100	100	200	100	100
1	15	100	100	200	100	100
1	16	100	100	200	100	100
1	17	100	100	200	100	100
1	18	100	100	200	100	100
1	19	100	100	200	100	100
1	20	100	100	200	100	100
1	21	100	100	200	100	100
1	22	100	100	200	100	100
1	23	100	100	200	100	100
1	24	100	100	200	100	100
1	25	100	100	200	100	100
1	26	100	100	200	100	100
1	27	100	100	200	100	100
1	28	100	100	200	100	100
1	29	100	100	200	100	100
1	30	100	100	200	100	100
1	31	100	100	200	100	100
1	32	100	100	200	100	100
1	33	100	100	200	100	100
1	34	100	100	200	100	100
1	35	100	100	200	100	100
1	36	100	100	200	100	100
1	37	100	100	200	100	100
1	38	100	100	200	100	100
1	39	100	100	200	100	100
1	40	100	100	200	100	100
1	41	100	100	200	100	100
1	42	100	100	200	100	100
1	43	100	100	200	100	100
1	44	100	100	200	100	100
1	45	100	100	200	100	100
1	46	100	100	200	100	100
1	47	100	100	200	100	100
1	48	100	100	200	100	100
1	49	100	100	200	100	100
1	50	100	100	200	100	100
1	51	100	100	200	100	100
1	52	100	100	200	100	100
1	53	100	100	200	100	100
1	54	100	100	200	100	100
1	55	100	100	200	100	100
1	56	100	100	200	100	100
1	57	100	100	200	100	100
1	58	100	100	200	100	100
1	59	100	100	200	100	100
1	60	100	100	200	100	100
1	61	100	100	200	100	100
1	62	100	100	200	100	100
1	63	100	100	200	100	100
1	64	100	100	200	100	100
1	65	100	100	200	100	100
1	66	100	100	200	100	100
1	67	100	100	200	100	100
1	68	100	100	200	100	100
1	69	100	100	200	100	100
1	70	100	100	200	100	100
1	71	100	100	200	100	100
1	72	100	100	200	100	100
1	73	100	100	200	100	100
1	74	100	100	200	100	100
1	75	100	100	200	100	100
1	76	100	100	200	100	100
1	77	100	100	200	100	100
1	78	100	100	200	100	100
1	79	100	100	200	100	100
1	80	100	100	200	100	100
1	81	100	100	200	100	100
1	82	100	100	200	100	100
1	83	100	100	200	100	100
1	84	100	100	200	100	100
1	85	100	100	200	100	100
1	86	100	100	200	100	100
1	87	100	100	200	100	100
1	88	100	100	200	100	100
1	89	100	100	200	100	100
1	90	100	100	200	100	100
1	91	100	100	200	100	100
1	92	100	100	200	100	100
1	93	100	100	200	100	100
1	94	100	100	200	100	100
1	95	100	100	200	100	100
1	96	100	100	200	100	100
1	97	100	100	200	100	100
1	98	100	100	200	100	100
1	99	100	100	200	100	100
1	100	100	100	200	100	100

Appendix B – Existing (2012) Highway Capacity Analysis

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	PHR		Intersection					
Agency/Co.	LTEC		Jurisdiction		FDOT			
Date Performed	7/22/2013		Analysis Year		2012 Existing			
Analysis Time Period	PM Peak Hour							
Project Description 12-0208b RaceWay Alachua US441 / NW 167th Blvd								
East/West Street: SR 20 / US 441			North/South Street: NW 167th Blvd					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	12	533			1335	15		
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	12	561	0	0	1405	15		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized			0			0		
Lanes	1	2	0	0	2	1		
Configuration	L	T			T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				10		16		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	16		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach	N			N				
Storage	0			0				
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	12						26	
C (m) (veh/h)	475						282	
v/c	0.03						0.09	
95% queue length	0.08						0.30	
Control Delay (s/veh)	12.8						19.1	
LOS	B						C	
Approach Delay (s/veh)	--	--					19.1	
Approach LOS	--	--					C	

Appendix C – Historic Traffic Count Trends Analysis

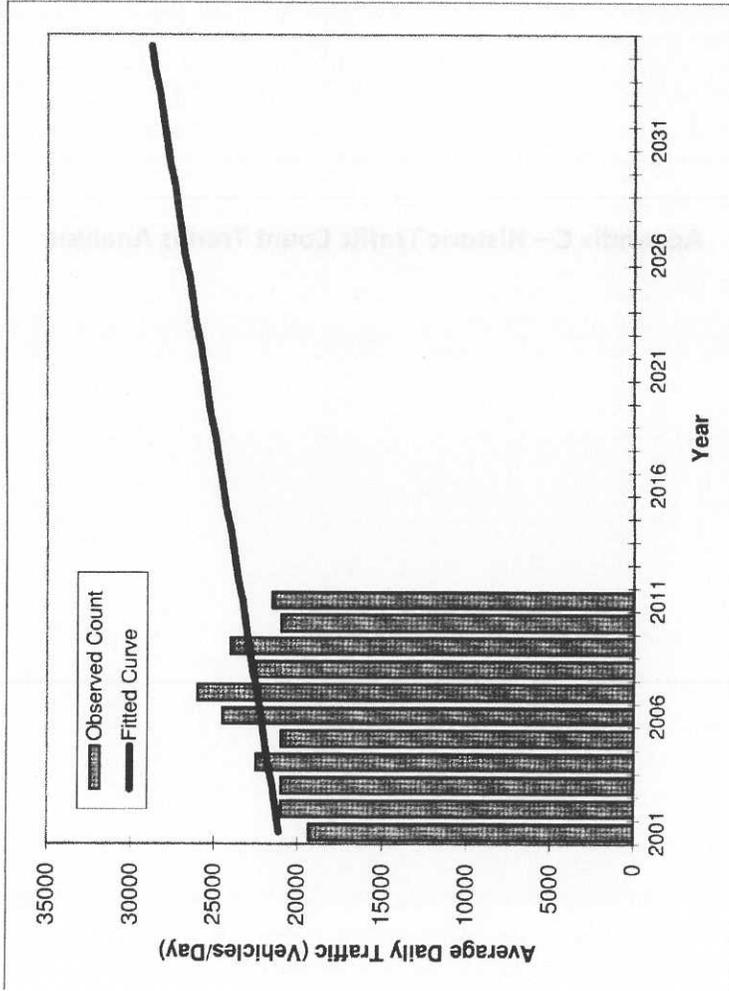


Traffic Trends - V2.0

SR 20/US 441 0.2 Miles NW of SR 93

PIN#	973215-1
Location	1

County:	Alachua
Station #:	26-0461
Highway:	SR 20/US 441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2001	19300	21100
2002	21000	21300
2003	21000	21500
2004	22500	21800
2005	21000	22000
2006	24500	22200
2007	26000	22400
2008	22500	22700
2009	24000	22900
2010	21000	23100
2011	21500	23300
2013 Opening Year Trend		
2013	N/A	23800
2025 Mid-Year Trend		
2025	N/A	26500
2030 Design Year Trend		
2030	N/A	27700
TRANPLAN Forecast Trends		

**** Annual Trend Increase:** 227
Trend R-squared: 15.03%
Trend Annual Historic Growth Rate: 1.04%
Trend Growth Rate (2011 to Design Year): 0.99%
Printed: 6-Sep-12

Straight Line Growth Option

*Axle-Adjusted

Future (2014) Build		Future (2014) Build		Future (2014) Build		Future (2014) Build		Future (2014) Build	
Segment	Direction	Volume	Capacity	Volume	Capacity	Volume	Capacity	Volume	Capacity
1	Northbound	100	1000	100	1000	100	1000	100	1000
2	Southbound	100	1000	100	1000	100	1000	100	1000
3	Eastbound	100	1000	100	1000	100	1000	100	1000
4	Westbound	100	1000	100	1000	100	1000	100	1000
5	Northbound	100	1000	100	1000	100	1000	100	1000
6	Southbound	100	1000	100	1000	100	1000	100	1000
7	Eastbound	100	1000	100	1000	100	1000	100	1000
8	Westbound	100	1000	100	1000	100	1000	100	1000
9	Northbound	100	1000	100	1000	100	1000	100	1000
10	Southbound	100	1000	100	1000	100	1000	100	1000
11	Eastbound	100	1000	100	1000	100	1000	100	1000
12	Westbound	100	1000	100	1000	100	1000	100	1000
13	Northbound	100	1000	100	1000	100	1000	100	1000
14	Southbound	100	1000	100	1000	100	1000	100	1000
15	Eastbound	100	1000	100	1000	100	1000	100	1000
16	Westbound	100	1000	100	1000	100	1000	100	1000
17	Northbound	100	1000	100	1000	100	1000	100	1000
18	Southbound	100	1000	100	1000	100	1000	100	1000
19	Eastbound	100	1000	100	1000	100	1000	100	1000
20	Westbound	100	1000	100	1000	100	1000	100	1000

Appendix D – Future (2014) Build Highway Capacity Analysis

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information						
Analyst	PHR	Intersection						
Agency/Co.	LTEC	Jurisdiction	FDOT					
Date Performed	7/22/2013	Analysis Year	2012 Buildout					
Analysis Time Period	PM Peak Hour							
Project Description 12-0208b RaceWay Alachua US441 / NW 167th Blvd								
East/West Street: SR 20 / US 441		North/South Street: NW 167th Blvd						
Intersection Orientation: East-West		Study Period (hrs): 0.25						
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	51	532			1393	55		
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	53	560	0	0	1466	57		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized			0			0		
Lanes	1	2	0	0	2	1		
Configuration	L	T			T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				76		45		
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	80	0	47		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach	N			N				
Storage	0			0				
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	53					80		47
C (m) (veh/h)	434					164		419
v/c	0.12					0.49		0.11
95% queue length	0.41					2.34		0.38
Control Delay (s/veh)	14.4					46.2		14.7
LOS	B					E		B
Approach Delay (s/veh)	--	--				34.6		
Approach LOS	--	--				D		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	PHR	Intersection	
Agency/Co.	LTEC	Jurisdiction	FDOT
Date Performed	7/23/2013	Analysis Year	2014 Buildout
Analysis Time Period	PM Peak Hour		
Project Description 12-0208b RaceWay Alachua US 441 / NW 167th Blvd			
East/West Street: SR 20 / US 441		North/South Street: RaceWay Driveway	
Intersection Orientation: East-West		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		583			1361	60
Peak-Hour Factor, PHF	1.00	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	613	0	0	1432	63
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	0	2	1
Configuration		T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	46
Percent Heavy Vehicles	0	0	0	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (veh/h)								46
C (m) (veh/h)								428
v/c								0.11
95% queue length								0.36
Control Delay (s/veh)								14.4
LOS								B
Approach Delay (s/veh)	--	--						14.4
Approach LOS	--	--						B

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	PHR		Intersection				
Agency/Co.	LTEC		Jurisdiction		FDOT		
Date Performed	7/23/2013		Analysis Year		2014 Buildout		
Analysis Time Period	PM Peak Hour						
Project Description 12-0208b RaceWay Alachua US 441 / NW 167th Blvd							
East/West Street: RaceWay Driveway			North/South Street: NW 167th Blvd				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	78	27			27	1	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	82	28	0	0	28	1	
Percent Heavy Vehicles	2	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	0	2	0	
Configuration	L	T			T	TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	1		96				
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	1	0	101	0	0	0	
Percent Heavy Vehicles	2	0	2	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L						LR
v (veh/h)	82						102
C (m) (veh/h)	1582						1060
v/c	0.05						0.10
95% queue length	0.16						0.32
Control Delay (s/veh)	7.4						8.8
LOS	A						A
Approach Delay (s/veh)	--	--					8.8
Approach LOS	--	--					A

Brandon Stubbs

From: Rodney Rogers [rkrogers@rogerseng.com]
Sent: Wednesday, September 18, 2013 3:34 PM
To: 'Brandon Stubbs'
Subject: RE: Raceway

Thanks **Brandon**.
We will have the P&Z package to you by next Thursday.

Rodney K. **ROGERS**, P.S.M.



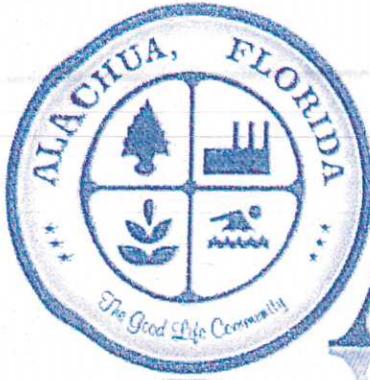
Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

From: Brandon Stubbs [mailto:bstubbs@cityofalachua.org]
Sent: Wednesday, September 18, 2013 2:56 PM
To: 'Rodney Rogers'
Subject: RE: Raceway

Rodney,

The vehicle staking looks great. Thanks! Further, I will be making the posted notices for the Raceway site tomorrow. They **MUST** be posted no later than Monday, September 23, 2013 to stay on the agenda for the October 8, 2013 P&Z Board meeting.

Sincerely,
Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
Fx: (386) 418-6130
www.cityofalachua.com
bstubbs@cityofalachua.org



A City of ALACHUA

THE GOOD LIFE COMMUNITY

From: Rodney Rogers [<mailto:rkrogers@rogerseng.com>]
Sent: Wednesday, September 18, 2013 11:45 AM
To: Brandon Stubbs
Subject: Raceway

Brandon,
Sorry this took longer than I expected, I had a 9:00 meeting and I couldn't get it done beforehand.
Please review the stacking shown on this plan and confirm that it meets the intent of the code.

Thanks,

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214



City of Alachua

TRACIL GAIN
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

September 5, 2013

Eng, Denman, & Associates, Inc.
Attn: Sergio Reyes
2404 NW43rd Street
Gainesville, FL 32606-6602

RE: Raceway Markey #163 – "DRT Comments"

Dear Mr. Reyes,

At the September 5, 2013 Development Review Team (DRT) Meeting, the above referenced Site Plan was discussed. Listed below are the issues to be addressed in a revised application. To meet our deadlines for the November 12, 2013 Planning and Zoning Board Meeting, please respond by providing written comments and corresponding revisions to the Site Plan by Thursday 26, 2013 (*Note: If the applicant makes the necessary corrects and submits on or before Thursday, September 12, 2013, there is a possibility the application for site plan approval could be heard at the October Planning & Zoning Board Meeting*). Only three (3) sets of revised comments and plans are required by this first deadline. One (1) set of half (½) sized plans in requested to facilitate review. If your revised submission is not received by this date, your application will be rescheduled to a future Planning and Zoning Board Meeting. Please also note that if it is determined by Staff that your revised submission requires outside technical review by the City, your application may also be deferred to a future meeting date in order to allow for adequate review time.

Once the revised plans have been reviewed, Staff will notify you of any additional changes that must be made prior to finalizing the Site Plan for Board review. At least 10 business days prior to the Planning and Zoning Board Meeting (**by September 26, 2013**), please submit 15 sets of the entire submittal and the signed and sealed plans.

As discussed at the DRT Meeting on September 5, 2013, please address the following items:

Parking/Traffic

1. The applicant has not show compliance with Section 4.3.4(J)(6)(e) and Section 6.1.8 related to minimum vehicle staking space. The applicant must depict the required (9 foot by 20 foot) vehicle staking spaces. Required: Two (2) from the end of the line of the pump.

Concurrency Analysis

2. Potable Water Analysis: The applicant must utilize the most current Development Monitoring Report for the concurrency analysis. The report utilized by the applicant is inaccurate and does not reflect current data.
3. Sanitary Sewer Analysis: The applicant must utilize the most current Development Monitoring Report for the concurrency analysis. The report utilized by the applicant is inaccurate and does not reflect current data.
4. Solid Waste Analysis: The applicant must utilize the most current Development Monitoring Report for the concurrency analysis. The report utilized by the applicant is inaccurate and does not reflect current data.
5. Transportation Analysis: The applicant provided a traffic study prepared by Luke Transportation Engineering Consultants (Ltec); however, the applicant did not incorporate the Average Annual Daily Trips and P.M. Peak Hour Trips into a concurrency analysis. The applicant must incorporate the AADT and PM Peak Trips into a concurrency analysis as required per Policy 1.1.a of the Transportation Circulation Element of the City's Comprehensive Plan.
6. The applicant provides a concurrency analysis as an attachment to the site plan; however, the applicant has provided an analysis on the cover page of the site plan. The two analysis do not match. The applicant must rectify this issue.

Comprehensive Plan Consistency Analysis

7. Item 10, Policy 1.3.d "Design and Performance Standard": The applicant states that no performance based zoning is required; however, Section 4.3.4(J)(6) of the LDRs requires performance standards for the "Gasoline Sales" use-type. The applicant must provide an analysis of the site plan complies with the Use-Specific Standards in Section 4.3.4(J)(6) of the LDRs in item 10.

Checklist items/Minor Revisions

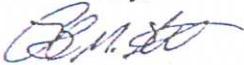
8. The applicant has not provided an analysis of the Use-Specific Standards in Section 4.3.4(J)(6) of the LDRs. The applicant must provide an analysis detailing how the site plan complies with Section 4.3.4(J)(6) of the LDRs.
9. Cover Sheet: The applicant states the excess parking was approved via variance; however, the excess parking will be approved via an Administrative Adjustment per Section 6.1.4(B)(5)(b) of the LDRs. The applicant must revise the parking data to reflect that the applicant received an Administrative Adjustment in accordance with Section 6.1.4(B)(5)(b) of the LDRs to allow for fifteen (15) parking spaces.
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approved via site plan approval. All signage must be approved via a separate sign permit through the City of Alachua. City staff recommends if the applicant proposes retain the sign locations, the applicant make a note five (5) on page six (6) of the site plan and reference all signage to note five (5). Further, the applicant **MUST** remove all reference to sign square footage.

11. See engineer review comments from Causseaux, Hewett, & Walpole, Inc., dated August 25, 2013, for additional comments.
12. See comments from Brian Green, Fire Inspector, Alachua County Fire Rescue dated August 29, 2013 for additional comments.

If you have any questions regarding the information above, please feel free to contact me at 386-418-6125 or via e-mail at bstubbs@cityofalachua.org. We look forward to receiving your revised application.

Sincerely,



Brandon M. Stubbs
City Planner
Planning & Community Development
City of Alachua, Florida

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

approved on this date. All items must be approved by a majority
of the Board. The Board shall have the authority to suspend or
revoke the license of any person who is found to be in violation
of the rules and regulations. It is the policy of the Board to
maintain the highest standards of service to the community.

1. See exhibit page 10 for the proposed rules and regulations.
August 15, 2013 for additional comments.

2. See exhibit page 11 for the proposed rules and regulations.
August 29, 2013 for additional comments.

If you have any questions regarding the information above, please feel free to contact me at
800-555-1234 or via e-mail at info@cityofalaska.gov. We look forward to receiving
your revised application.

Sincerely,



Kelly Wilbur, City Manager
Planning & Community Development
City of Alaska

Kelly Wilbur, City Manager
Planning & Community Development
City of Alaska



City of Alachua

Planning & Community Development Department

DRT Report (Applicant)

DRT Meeting Date: Thursday, September 5, 2013

SUBJECT: A request for site plan approval for Raceway Market #163.

APPLICANT/AGENT: Virginia Johns

PROPERTY OWNER: Hipp Investments, LLC

LOCATION: North of U.S. Highway 441; east of Santa Fe High School; west of Mason's Tavern; and south of Heritage Oaks Subdivision.

PARCEL ID NUMBER(S): 03053-001-003

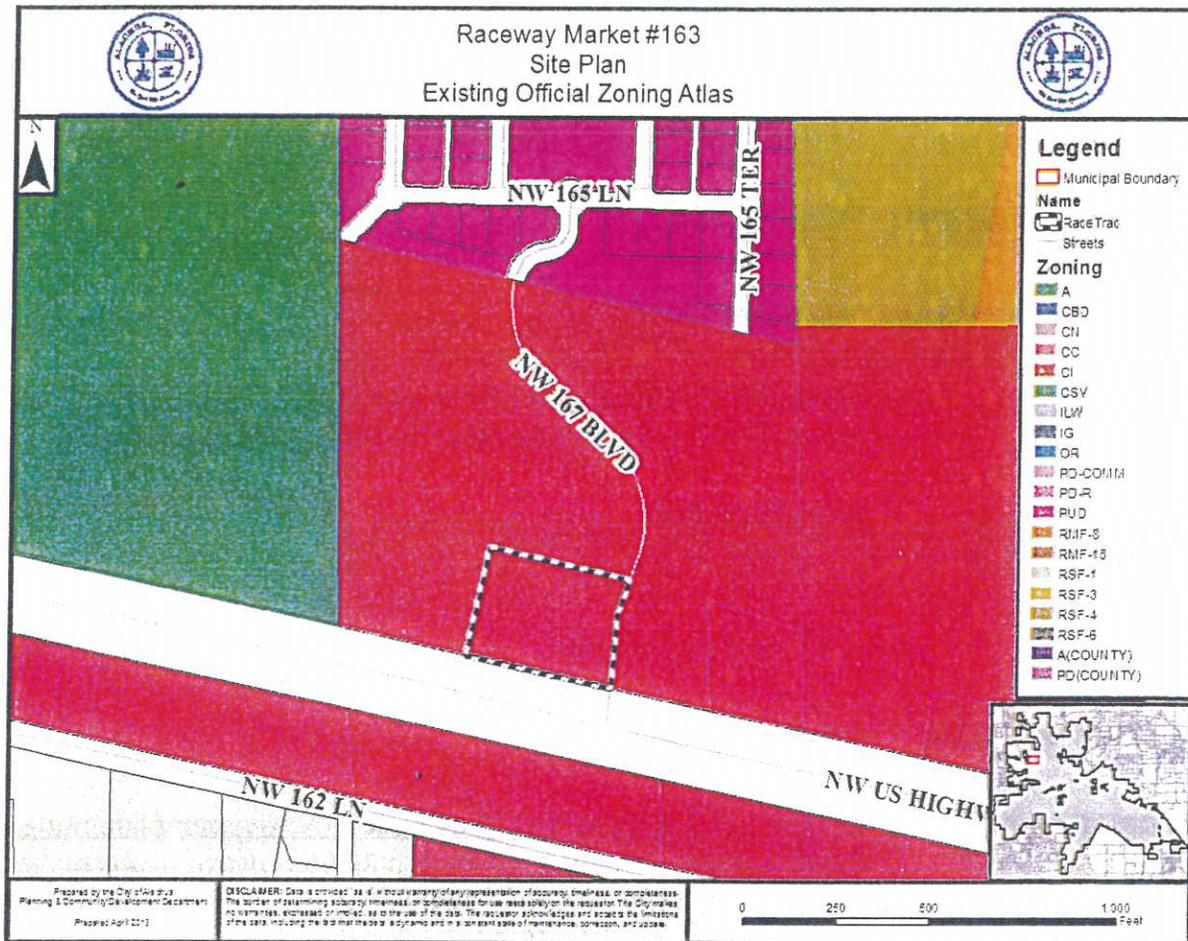
ACREAGE: ±2.07 acre project site

PROJECT PLANNER: Brandon Stubbs

RESUBMITTAL DATE: Thursday, September 27, 2013 for the November Planning & Zoning Board Meeting (Note: If the applicant makes the necessary corrects and submits on or before Thursday, September 12, 2013, there is a possibility the application for site plan approval could be heard at the October Planning & Zoning Board Meeting).

SUMMARY

A request by Virginia Johns, agent for Hipp Investments, LLC (property owner), for Site Plan Approval for a 2,822 square foot building, ten (10) fueling stations, parking, and associated amenities for a "Gasoline Sales" use. The ±2.07 acre subject property is located north of U.S. Highway 441, west of Mason's Tavern, Bob's Fuels (Exxon), and NW 167th Blvd, south of Heritage Oaks Subdivision; and east of Santa Fe High School. FLUM: Commercial; Zoning: Commercial Intensive (CI); Parcel Number:03053-001-003.



Background

Stormwater will be conveyed to a proposed underground stormwater management facility. The applicant proposes two (2) ingress and egress points to the site. Proposed access to the site includes a full access driveway along a proposed street located within a thirty (30) foot ingress and egress easement along the west side of the subject property, and a full access driveway along the westerly right-of-way of NW 167th Blvd. The applicant's engineer states the site is served potable water via an inch and a half (1.5) inch potable water meter and sanitary sewer via a four (4) inch extension to a proposed manhole located north of the subject property (within a fifty (50) foot ingress/egress/utility easement). Then extending

3. Sanitary Sewer Analysis: The applicant must utilize the most current Development Monitoring Report for the concurrency analysis. The report utilized by the applicant is inaccurate and does not reflect current data.
4. Solid Waste Analysis: The applicant must utilize the most current Development Monitoring Report for the concurrency analysis. The report utilized by the applicant is inaccurate and does not reflect current data.
5. Transportation Analysis: The applicant provided a traffic study prepared by Luke Transportation Engineering Consultants (Ltec); however, the applicant did not incorporate the Average Annual Daily Trips and P.M. Peak Hour Trips into a concurrency analysis. The applicant must incorporate the AADT and PM Peak Trips into a concurrency analysis as required per Policy 1.1.a of the Transportation Circulation Element of the City's Comprehensive Plan.
6. The applicant provides a concurrency analysis as an attachment to the site plan; however, the applicant has provided an analysis on the cover page of the site plan. The two analysis do not match. The applicant must rectify this issue.

Comprehensive Plan Consistency Analysis

7. Item 10, Policy 1.3.d "Design and Performance Standard": The applicant states that no performance based zoning is required; however, Section 4.3.4(J)(6) of the LDRs requires performance standards for the "Gasoline Sales" use-type. The applicant must provide an analysis of the site plan complies with the Use-Specific Standards in Section 4.3.4(J)(6) of the LDRs in item 10.

Checklist items/Minor Revisions

8. The applicant has not provided an analysis of the Use-Specific Standards in Section 4.3.4(J)(6) of the LDRs. The applicant must provide an analysis detailing how the site plan complies with Section 4.3.4(J)(6) of the LDRs.
9. Cover Sheet: The applicant states the excess parking was approved via variance; however, the excess parking will be approved via an Administrative Adjustment per Section 6.1.4(B)(5)(b) of the LDRs. The applicant must revise the parking data to reflect that the applicant received an Administrative Adjustment in accordance with Section 6.1.4(B)(5)(b) of the LDRs to allow for fifteen (15) parking spaces.
10. The applicant depicts two (2) free-standing monument signs; however, the siting of signage is not approved via site plan approval. The applicant must either remove the signs from the site plan or make a note that: **The siting of signage shall not be approved via site plan approval. All signage must be approved via a separate sign permit through the City of Alachua.** City staff recommends if the applicant proposes retain the sign locations, the applicant make a note five (5) on page six (6) of the site plan and reference all signage to note five (5). Further, the applicant **MUST** remove all reference to sign square footage.

11. See engineer review comments from Causseaux, Hewett, & Walpole, Inc., dated August 25, 2013, for additional comments.
12. See comments from Brian Green, Fire Inspector, Alachua County Fire Rescue dated August 29, 2013 for additional comments.

13. The applicant, having completed the course of training, is hereby
admitted to the practice of the profession of a chartered accountant.

14. The applicant is hereby admitted to the practice of the profession of a
chartered accountant.



Brandon Stubbs

From: Robert Walpole [Walpole@chw-inc.com]
Sent: Sunday, August 25, 2013 11:28 AM
To: Brandon Stubbs
Cc: Wendy Mercer
Subject: Raceway Review No. 2

Brandon

We have completed our review of the corrected plans and recommend approval of the engineering components of the plans.

Before final sign off the applicant should correct on sheet 7 the word underdrain to read "under ground" and also correct the "of sheet" quantity in the lower left.

Planning staff should also closely review the EDA Comp plan analysis as our cursory review indicates it has not been properly updated to reflect the current plans.

Finally we strongly recommend that staff look at the tree barricades and proposed earthwork in the western and northern areas as it would appear that the TB is to far north to protect trees and thus trees proposed for saving are not protected with a TB and have grading or filling occurring at their base.

For future development staff will need to be diligent in the review of future development/drainage proposals as this project proposes a cut off berm meandering throughout a future 50 ft ingress/ egress area. Future removal of this to allow paved access without an engineered replacement for such will greatly alter the proposed drainage design of this project.

We appreciate the opportunity to provide review services for the City please do not hesitate to call with any questions.

ROBERT J. WALPOLE, PE LEED AP
President

CAUSSEAU, HEWETT, & WALPOLE, INC.
cell: (352) 339-2859
direct (352) 519-5906
www.chw-inc.com

Gainesville: 132 NW 76th Dr. 32607
Ocala: 101 NE 1st Ave. 34470

Sent from my iPad

From: [illegible]
Sent: Monday, August 11, 2014 11:25 AM
To: [illegible]
Subject: [illegible]

We have completed our review of the proposed design and recommend approval of the engineering components of the plans.

Before finalizing the design, we recommend that you (the applicant) provide the following information to us:

1. Provide a copy of the design to the City Engineer for review and approval.

2. Provide a copy of the design to the City Engineer for review and approval.

3. Provide a copy of the design to the City Engineer for review and approval.

4. Provide a copy of the design to the City Engineer for review and approval.

5. Provide a copy of the design to the City Engineer for review and approval.

6. Provide a copy of the design to the City Engineer for review and approval.

7. Provide a copy of the design to the City Engineer for review and approval.

8. Provide a copy of the design to the City Engineer for review and approval.



Alachua County Fire Rescue

Life Safety and Internal Affairs Branch

Edwin C. Bailey, Chief

Plan Review Comments

Alachua County Fire Rescue, Life Safety and Internal Affairs Branch has reviewed the following submittal for compliance with applicable codes and standards. The plans are:

Project Name:	Raceway	Permit#:	COA 082913-2
Address:	US 441 & NW 167 Blvd. Alachua	Date Reviewed:	8/29/2013
Applicant Name:	Site Plan Review	Occupancy:	Mercantile
Company Name:	Racetrac Petroleum Inc	Project Type:	Other
Address:			
Phone:			

Plan Review Comments:

- Existing fire hydrant location is no acceptable. An additional hydrant is required at the US 441 entrance.

Review and approval of these construction documents by this department does not relieve the architect, engineer, contractor, and/or subcontractors from the responsibility of complying with all applicable codes, standards, ordinances, and state statutes as adopted by Alachua County.

Notice: Alachua County Fire Rescue charges a fee for new construction plan reviews and inspections pursuant to the BoCC direction. If you require more inspections than the minimum for the type of permit your applied for, you will be billed additional plan review or inspection fees.

Do not use the County automated inspection scheduling system to schedule a fire department inspection, please call (352)384-3103 or schedule it via the internet at <http://www.alachuacounty.us/Depts/PublicSafety/Pages/Inspection-Request.aspx>.

Reviewed by: WFW / B. GESSN

8/29/2013
Date



City of Alachua

MAYOR GIB COERPER
Vice Mayor Shirley Green Brown
Commissioner Ben Boukari, Jr.
Commissioner Gary Hardacre
Commissioner Robert Wilford

OFFICE OF THE CITY MANAGER
TRACI L. CAIN

September 4, 2013

Eng, Denman, & Associates, Inc.
Attn: Sergio Reyes
2404 NW 43rd Street
Gainesville, FL 32606-6602

RE: Section 6.1.4(B)(5)(b) Parking Adjustment - "Raceway Market #163"

Dear Mr. Reyes,

The City of Alachua received your request for a parking adjustment in accordance with Section 6.1.4(B)(5)(b) of the Land Development Regulation (LDRs) for a proposed use of "Gasoline Sales" to be located on Tax Parcel Number 03053-001-003.

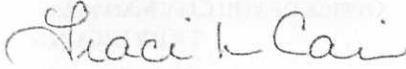
Section 6.1.4(B)(1), Table 6.1-1 "Minimum Off-Street Parking Standards" of the LDRs require a minimum of one (1) parking space per every three-hundred fifty (350) square feet of floor area. According to your request, the total proposed floor area is 2,822 square feet. This would require a minimum of eight (8) parking space; however, Section 6.1.4(B)(5)(a) of the LDRs establishes the maximum off-street parking allowed. According to Section 6.1.4(B)(5)(a), off-street parking spaces shall not be provided in an amount that is more than one-hundred twenty-five (125) percent of the minimum requirements established in Table 6.1-1 of the LDRs. Given the minimum required parking spaces is eight (8), a maximum of ten (10) parking space is allowed.

According to your request, fifteen (15) parking spaces are requested. This is a fifty (50) percent increase over the maximum allowed. Your request and support data indicates that the proposed use would not be economically viable without fifteen (15) parking spaces. Further, your analysis indicates that, in Florida, Raceway has an average of seventeen (17) parking space per store.

Based upon your letter dated April 18, 2013, the data and analysis provided, and the standards for approving a parking adjustment, as defined in Section 6.1.4(B)(5)(b) of the City's LDRs, the parking adjustment to allow for a maximum of fifteen (15) parking space is hereby approved.

If you have any questions related to this approval, please contact the Planning & Community Development Department at 386-418-6121.

Sincerely,



Traci L. Cain
LDR Administrator/City Manager

- c: Kathy Winburn, AICP, Planning & Community Development Director
- Justin Tabor, AICP, Principal Planner
- Brandon M. Stubbs, Planner
- File



City of Alachua
Planning & Community Development Department
DRT Report (Staff)

DRT Meeting Date: Tuesday, September 3, 2013

SUBJECT: A request for site plan approval for Raceway Market #163.

APPLICANT/AGENT: Virginia Johns

PROPERTY OWNER: Hipp Investments, LLC

LOCATION: North of U.S. Highway 441; east of Santa Fe High School; west of Mason's Tavern; and south of Heritage Oaks Subdivision.

PARCEL ID NUMBER(S): 03053-001-003

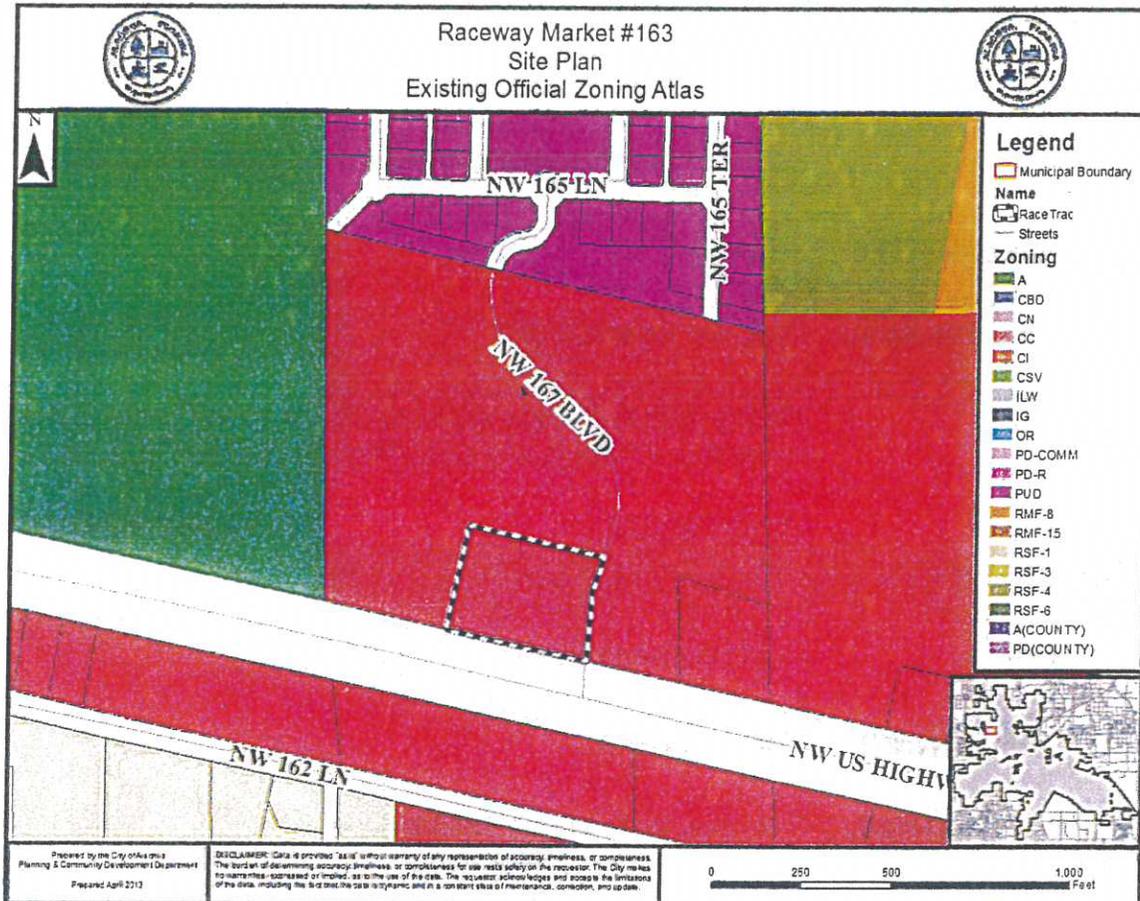
ACREAGE: ±2.07 acre project site

PROJECT PLANNER: Brandon Stubbs

RESUBMITTAL DATE: Thursday, September 27, 2013

SUMMARY

A request by Virginia Johns, agent for Hipp Investments, LLC (property owner), for Site Plan Approval for a 2,822 square foot building, ten (10) fueling stations, parking, and associated amenities for a "Gasoline Sales" use. The ±2.07 acre subject property is located north of U.S. Highway 441, west of Mason's Tavern, Bob's Fuels (Exxon), and NW 167th Blvd, south of Heritage Oaks Subdivision; and east of Santa Fe High School. FLUM: Commercial; Zoning: Commercial Intensive (CI); Parcel Number:03053-001-003.



Background

Stormwater will be conveyed to a proposed underground stormwater management facility. The applicant proposes two (2) ingress and egress points to the site. Proposed access to the site includes a full access driveway along a proposed street located within a thirty (30) foot ingress and egress easement along the west side of the subject property, and a full access driveway along the westerly right-of-way of NW 167th Blvd. The applicant's engineer states the site is served potable water via an inch and a half (1.5) inch potable water meter and sanitary sewer via a four (4) inch extension to a proposed manhole located north of the subject property (within a fifty (50) foot ingress/egress/utility easement). Then extending an eight (8) inch sanitary sewer main from the proposed manhole to an existing manhole within N.W. 167th Blvd.

3. Sanitary Sewer Analysis: The applicant must utilize the most current Development Monitoring Report for the concurrency analysis. The report utilized by the applicant is inaccurate and does not reflect current data.
4. Solid Waste Analysis: The applicant must utilize the most current Development Monitoring Report for the concurrency analysis. The report utilized by the applicant is inaccurate and does not reflect current data.
5. Transportation Analysis: The applicant provided a traffic study prepared by Luke Transportation Engineering Consultants (Ltec); however, the applicant did not incorporate the Average Annual Daily Trips and P.M. Peak Hour Trips into a concurrency analysis. The applicant must incorporate the AADT and PM Peak Trips into a concurrency analysis as required per Policy 1.1.a of the Transportation Circulation Element of the City's Comprehensive Plan.
6. The applicant provides a concurrency analysis as an attachment to the site plan; however, the applicant has provided an analysis on the cover page of the site plan. The two analysis do not match. The applicant must rectify this issue.

Comprehensive Plan Consistency Analysis

7. Item 10, Policy 1.3.d "Design and Performance Standard": The applicant states that no performance based zoning is required; however, Section 4.3.4(J)(6) of the LDRs requires performance standards for the "Gasoline Sales" use-type. The applicant must provide an analysis of the site plan that complies with the Use-Specific Standards in Section 4.3.4(J)(6) of the LDRs in item 10.

Checklist items/Minor Revisions

8. The applicant has not provided an analysis of the Use-Specific Standards in Section 4.3.4(J)(6) of the LDRs. The applicant must provide an analysis detailing how the site plan complies with Section 4.3.4(J)(6) of the LDRs.
9. Cover Sheet: The applicant states the excess parking was approved via variance; however, the excess parking will be approved via an Administrative Adjustment per Section 6.1.4(B)(5)(b) of the LDRs. The applicant must revise the parking data to reflect that the applicant received an Administrative Adjustment in accordance with Section 6.1.4(B)(5)(b) of the LDRs to allow for fifteen (15) parking spaces.
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11. See engineer review comments from Causseaux, Hewett, & Walpole, Inc., dated August 25, 2013, for additional comments.
12. See comments from Mike New, P.E., Public Services Director for additional comments.
13. See comments from Brian Green, Fire Inspector, Alachua County Fire Rescue for additional comments.

Brandon Stubbs

From: Robert Walpole [Walpole@chw-inc.com]
Sent: Sunday, August 25, 2013 11:28 AM
To: Brandon Stubbs
Cc: Wendy Mercer
Subject: Raceway Review No. 2

Brandon

We have completed our review of the corrected plans and recommend approval of the engineering components of the plans.

Before final sign off the applicant should correct on sheet 7 the word underdrain to read "under ground" and also correct the "of sheet" quantity in the lower left.

Planning staff should also closely review the EDA Comp plan analysis as our cursory review indicates it has not been properly updated to reflect the current plans.

Finally we strongly recommend that staff look at the tree barricades and proposed earthwork in the western and northern areas as it would appear that the TB is to far north to protect trees and thus trees proposed for saving are not protected with a TB and have grading or filling occurring at their base.

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We appreciate the opportunity to provide review services for the City please do not hesitate to call with any questions.

ROBERT J. WALPOLE, PE LEED AP
President

CAUSSEAU, HEWETT, & WALPOLE, INC.
cell: (352) 339-2859
direct (352) 519-5906
www.chw-inc.com

Gainesville: 132 NW 76th Dr. 32607
Ocala: 101 NE 1st Ave. 34470

Sent from my iPad

Brandon Stubbs

From: Sergio [SReyes@engdenman.com]
Sent: Wednesday, August 21, 2013 6:02 PM
To: 'Brandon Stubbs'
Cc: 'Brown, Daniel'; 'Rodney Rogers'; 'Kathy Winburn'
Subject: RE: Raceway DRT

Thanks
See you then

Sergio Reyes, P.E.
President/Principal
Eng, Denman and Associates, Inc.
2404 NW 43rd Street
Gainesville, FL 32606
352-373-3541
SReyes@engdenman.com
www.engdenman.com

From: Brandon Stubbs [<mailto:bstubbs@cityofalachua.org>]
Sent: Wednesday, August 21, 2013 5:59 PM
To: 'Sergio'
Cc: 'Brown, Daniel'; 'Rodney Rogers'; 'Kathy Winburn'
Subject: RE: Raceway DRT

Sergio,

Thursday, September 5, 2013 @ 10am is still available. See you then.

Sincerely,
Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
Fx: (386) 418-6130
www.cityofalachua.com
bstubbs@cityofalachua.org



A City of ALACHUA

THE GOOD LIFE COMMUNITY

From: Sergio [<mailto:SReyes@engdenman.com>]
Sent: Wednesday, August 21, 2013 5:58 PM
To: 'Brandon Stubbs'
Cc: 'Brown, Daniel'; 'Rodney Rogers'; 'Kathy Winburn'
Subject: RE: Raceway DRT

Brandon:

We would like to have the DRT meeting Thursday, September 5, 2013 at 10:00 Am.

Please confirm that date still available.
Thanks.

Sergio Reyes, P.E.
President/Principal
Eng, Denman and Associates, Inc.
2404 NW 43rd Street
Gainesville, FL 32606
352-373-3541
SReyes@engdenman.com
www.engdenman.com

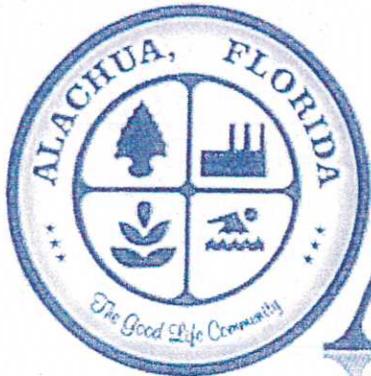
From: Brandon Stubbs [<mailto:bstubbs@cityofalachua.org>]
Sent: Wednesday, August 21, 2013 5:14 PM
To: 'Sergio'
Cc: 'Brown, Daniel'; 'Rodney Rogers'; 'Kathy Winburn'
Subject: Raceway DRT

Sergio,

I'm working on scheduling a date for the Raceway DRT meeting. I have Tuesday, September 3, 2013 @ 10am or 3pm; Wednesday, September 4, 2013 @ 10am or 3pm; or Thursday, September 5, 2013 @ 10am or 3pm available. Please let me know which one of those dates and times is best for you and your client.

Sincerely,

Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
Fx: (386) 418-6130
www.cityofalachua.com
bstubbs@cityofalachua.org



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ALACHUA

THE GOOD LIFE COMMUNITY

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2013.0.3392 / Virus Database: 3211/6595 - Release Date: 08/21/13

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2013.0.3392 / Virus Database: 3211/6595 - Release Date: 08/21/13

Brandon Stubbs

From: Rodney Rogers [rkrogers@rogerseng.com]
Sent: Thursday, August 15, 2013 3:02 PM
To: 'Brandon Stubbs'
Subject: RE: Raceway Alachua

Thanks a bunch Brandon.
I'll check on the revised photo plan and make sure it's included.

Have a good one

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

From: Brandon Stubbs [mailto:bstubbs@cityofalachua.org]
Sent: Thursday, August 15, 2013 2:49 PM
To: 'Rodney Rogers'
Subject: RE: Raceway Alachua

Rodney,

I will not make any difference in the schedule. If you need till Monday, then that is fine. I believe that Cree was going to be making changes to the Photometric Plan to provide for shielding of the wallpack lighting in accordance with Section 6.4.4(A) of the LDRs.

Sincerely,
Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
Fx: (386) 418-6130
www.cityofalachua.com
bstubbs@cityofalachua.org



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From: Rodney Rogers [<mailto:rkrogers@rogerseng.com>]
Sent: Thursday, August 15, 2013 2:18 PM
To: 'Brandon Stubbs'
Cc: Brown, Daniel
Subject: RE: Raceway Alachua

Brandon,

Will it make a difference in the schedule if you received the Completeness Review items today or Monday?

I have all of the missing items except the "Statement of Proposed Use" that Sergio prepared for the initial submittal, which he may have to up-date if it states the number of pumps (which we have reduced by 2). Clay is out of the office and Sergio is having trouble finding it.

If I get it from him by the end of the day, I can Fed-X everything to you for a Monday delivery. If I don't get it until Monday, I can hand deliver everything to you that same day.

Thank you,

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

From: Brandon Stubbs [<mailto:bstubbs@cityofalachua.org>]
Sent: Thursday, August 15, 2013 7:40 AM
To: 'Rodney Rogers'
Subject: RE: Raceway Alachua

Thank you Rodney! When you submit the completeness review materials, just give me two copies of the photometric and sheet SD4.

Sincerely,
Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua

P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
Fax: (386) 418-6130
www.cityofalachua.com
bstubbs@cityofalachua.org



A City of ALACHUA

THE GOOD LIFE COMMUNITY

From: Rodney Rogers [<mailto:rkrogers@rogerseng.com>]
Sent: Wednesday, August 14, 2013 2:33 PM
To: 'Brandon Stubbs'
Cc: Brown, Daniel
Subject: RE: Raceway Alachua

Brandon,
Attached please find the revised Photometric Plan and Raceway Standard Detail Sheet 4. These plans have been revised pursuant to your conversation with Dan Brown w/ Raceway and Jim Blair w/ Cree, Inc. These two sheets will replace the same in the Site Plan pdf's that will be on the CD we furnish you. This CD will have all of the items previously submitted and the additional items requested in your Completeness Review.

When I bring you the nine (9) hard copies of everything (along with the CD), do you want me to bring nine prints of each of these sheets also?

Thanks again for your assistance with all of this and I will have everything to you tomorrow.

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

From: Brandon Stubbs [<mailto:bstubbs@cityofalachua.org>]
Sent: Monday, August 12, 2013 3:23 PM
To: 'Rodney Rogers'
Subject: RE: Raceway Alachua

Rodney,

I see where they modified the footcandles on the site and made minor modifications to the chart of the photometric plan; however, I do not see the standard detail of the pole height, uniformity ratio (max 10:1), or if the lumen and watts are total for all fixtures or a single fixture. The lumens and watts should be for a single fixture. Further, a general note that pole by other not to exceed 15 foot in height is not sufficient. There must be a standard detail of the pole and fixture detailing the height.

To answer your question regarding the lumen, a single lighting fixture cannot exceed 24,000 lumens (400 watts). There are definitely outstanding deficiencies on the photometric plan that need to be addressed.

Sincerely,
Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
Fx: (386) 418-6130
www.cityofalachua.com
bstubbs@cityofalachua.org



City of
ALACHUA

THE GOOD LIFE COMMUNITY

From: Rodney Rogers [<mailto:rkrogers@rogerseng.com>]
Sent: Monday, August 12, 2013 2:15 PM
To: Brandon Stubbs
Cc: Brown, Daniel
Subject: Raceway Alachua

Brandon,

The lighting engineer has revised the attached plan based on your comments. I see where they have the footcandles and the wattage corrected, but I not sure about the total lumens. According to their chart, the sum of all fixtures is 32,030. Isn't this supposed to not exceed 24,000 or is that for each fixture? We also asked them to provide a uniformity ratio, which they said they were familiar with (which I am not). Does this new plan address this?

I know your busy and I don't mean for you to spend much time on this until we resubmit it, but I was hoping you could take a quick look at it and see if I'm understanding it correctly and they still need to work on it, or is it sufficient to submit?

I do know they still need to specify what type of pole is being used, and correct to misspelled word "Retail".

Thank you for any help you can provide.

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

I am a very busy person and I am sorry that I cannot attend to your request. I am sorry that I cannot attend to your request.

Thank you for your help and cooperation.

Yours faithfully,

[Signature]
Name

Designation

Address

City

State

Pin Code



Brandon Stubbs

From: Rodney Rogers [rkrogers@rogerseng.com]
Sent: Thursday, August 15, 2013 11:28 AM
To: 'Brandon Stubbs'
Subject: RE: Raceway Alachua

10-4
See ya this afternoon

Thanks

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

From: Brandon Stubbs [mailto:bstubbs@cityofalachua.org]
Sent: Thursday, August 15, 2013 7:40 AM
To: 'Rodney Rogers'
Subject: RE: Raceway Alachua

Thank you Rodney! When you submit the completeness review materials, just give me two copies of the photometric and sheet SD4.

Sincerely,
Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
Fx: (386) 418-6130
www.cityofalachua.com
bstubbs@cityofalachua.org



A City of ALACHUA

THE GOOD LIFE COMMUNITY

From: Rodney Rogers [<mailto:rkrogers@rogerseng.com>]
Sent: Wednesday, August 14, 2013 2:33 PM
To: 'Brandon Stubbs'
Cc: Brown, Daniel
Subject: RE: Raceway Alachua

Brandon,

Attached please find the revised Photometric Plan and Raceway Standard Detail Sheet 4. These plans have been revised pursuant to your conversation with Dan Brown w/ Raceway and Jim Blair w/ Cree, Inc. These two sheets will replace the same in the Site Plan pdf's that will be on the CD we furnish you. This CD will have all of the items previously submitted and the additional items requested in your Completeness Review.

When I bring you the nine (9) hard copies of everything (along with the CD), do you want me to bring nine prints of each of these sheets also?

Thanks again for your assistance with all of this and I will have everything to you tomorrow.

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

From: Brandon Stubbs [<mailto:bstubbs@cityofalachua.org>]
Sent: Monday, August 12, 2013 3:23 PM
To: 'Rodney Rogers'
Subject: RE: Raceway Alachua

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Sent: Monday, August 12, 2013 2:15 PM
To: Brandon Stubbs
Cc: Brown, Daniel
Subject: Raceway Alachua

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Thank you for any help you can provide.

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214





City of Alachua

TRACI L. CAIN
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

August 13, 2013

Hipp Investments, LLC
Attn: Virginia Johns
14610 NW 129th Terrace
Gainesville, FL 32615

RE: Completeness Review of Raceway Site Plan

Dear Ms. Johns:

On August 8, 2013, the City of Alachua received your application for site plan approval for an approximately 2,822 square foot building, parking, twelve (10) gasoline pumps, and associated amenities for the proposed use of "Gasoline Sales" to be located on a vacant subject property (Tax Parcel No. 03053-001-003).

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 sufficient detail and accompanied by the appropriate fee. The Planning Department has reviewed the aforementioned application for completeness and finds that the following information is needed.

The comments below are based solely on a preliminary review of your application for completeness. Detailed comments will be provided at the Development Review Team (DRT) Meeting. A DRT Meeting will be scheduled upon satisfaction of the application's completeness review deficiencies, as indicated below.

Please address the following:

- **Application**
Site Plan Application.

Action Needed to Address Deficiency:

Provide nine (9) full copies of the signed and notarized site plan application.

- **Number of Copies/Documents in Electronic Format**

The Planning & Community Development Department's *Application and Supporting Document Submittal Requirements* indicates that a compact disc with all application materials in PDF format is required at the time of initial submission. The applicant has not provided the application materials in electronic format.

Action Needed to Address Deficiency:

Provide one (1) compact disc with all application materials in PDF format. The applicant included a compact disc with the site plan; however, did not include all application materials as required. The applicant must provide a compact disc with all application materials in PDF format.

- **Site Plan Attachment #1**

- e. Statement of proposed use

Action Needed to Address Deficiency:

The applicant must provide nine (9) copies of the statement of proposed use.

- **Site Plan Attachment #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

Action Needed to Address Deficiency:

The applicant must provide nine (9) copies of the concurrency impact analysis.

- **Site Plan Attachment #6**

Neighborhood Meeting Materials, including:

- iii. Copy of the required published notice (advertisement) - must be published in a newspaper of general circulation, as defined in Article 10 of the City's Land Development Regulations.
- iv. Copy of the written notice (letter) sent to all property owners within 400 feet, and mailing labels or list of those who received written notice.
- v. 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.

Action Needed to Address Deficiency:

The applicant has not provided the required neighborhood meeting material. The applicant must provide nine (9) copies of the neighborhood meeting materials.

- **Site Plan Attachment #8**

Proof of ownership

Action Needed to Address Deficiency:

The applicant must provide nine (9) copies of the proof of ownership.

- **Site Plan Attachment #9**

Proof of payment of taxes

Action Needed to Address Deficiency:

The applicant must provide nine (9) copies of proof of payment of taxes.

- **Site Plan Attachment #10**

Environmental Resource Permit (or Letter of Exemption) from the Suwannee River Water Management District (or documentation providing evidence that a permit application have been submitted).

Action Needed to Address Deficiency:

The applicant must provide nine (9) copies of the Environmental Resource Permit (or Letter of Exemption) from the Suwannee River Water Management District (or documentation providing evidence that a permit application have been submitted).

- **Site Plan Attachment #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).

Action Needed to Address Deficiency:

The applicant must provide nine (9) copies of the access management permit from Florida Department of Transportation (or documentation providing evidence that a permit application has been submitted)

- **DRT Comments not addressed**

6. AutoTURN diagrams were not provided as part of the submittal.
9. Ingress, Egress, and Utility Easement documents were not provided as part of the submittal.
56. The applicant depicts and references a proposed freestanding monument sign. The applicant must remove the proposed sign from all site plan sheets or add a note stating, "**No signage shall not be approved as a part of site plan approval. Signage must be approved via a separate sign permitting through the City of Alachua**".

Action Needed to Address Deficiency:

The applicant must correct/provide the items listed above.

Please ensure that all submittals are correlated and submitted in accordance with the submittal requirements of the City of Alachua. Attached is a copy of the City of Alachua submittal requirements for your records.

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

Sincerely,



Brandon M. Stubbs
Planner

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



City of Alachua

TRACI L. CAIN
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

INTER-OFFICE COMMUNICATION

Date: August 13, 2013

To: Kathy Winburn, AICP
Planning & Community Development Director

From: Brandon M. Stubbs
Planner

RE: Completeness Review of RaceTrac Petroleum, Inc. (Raceway) Site Plan

I have reviewed the aforementioned application for completeness, pursuant to Section 2.2.6, *Determination of Completeness*, of the Land Development Regulations (LDRs), and submit the following comments based on the information required by the Site Plan Application and the Planning Department's submission policies:

- **Application**

Site Plan Application.

Action Needed to Address Deficiency:

Provide nine (9) full copies of the signed and notarized site plan application.

- **Number of Copies/Documents in Electronic Format**

The Planning & Community Development Department's *Application and Supporting Document Submittal Requirements* indicates that a compact disc with all application materials in PDF format is required at the time of initial submission. The applicant has not provided the application materials in electronic format.

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Action Needed to Address Deficiency:

The applicant must provide nine (9) copies of the concurrency impact analysis.

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Action Needed to Address Deficiency:

The applicant must correct/provide the items listed above.

c: Justin Tabor, AICP, Principal Planner
Project File

Brandon Stubbs

From: Rodney Rogers [rkrogers@rogerseng.com]
Sent: Monday, August 12, 2013 3:54 PM
To: 'Brandon Stubbs'
Subject: RE: Raceway Alachua

Thank you very much Brandon.
Your email explanation is good and we will see that they understand and get this done correctly.

Thanks again,

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

From: Brandon Stubbs [mailto:bstubbs@cityofalachua.org]
Sent: Monday, August 12, 2013 3:23 PM
To: 'Rodney Rogers'
Subject: RE: Raceway Alachua

Rodney,

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Sincerely,
Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
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A City of ALACHUA

THE GOOD LIFE COMMUNITY

From: Rodney Rogers [<mailto:rkrogers@rogerseng.com>]
Sent: Monday, August 12, 2013 2:15 PM
To: Brandon Stubbs
Cc: Brown, Daniel
Subject: Raceway Alachua

Brandon,

The lighting engineer has revised the attached plan based on your comments. I see where they have the footcandles and the wattage corrected, but I not sure about the total lumens. According to their chart, the sum of all fixtures is 32,030. Isn't this supposed to not exceed 24,000 or is that for each fixture? We also asked them to provide a uniformity ratio, which they said they were familiar with (which I am not). Does this new plan address this?

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Thank you for any help you can provide.

Rodney K. Rogers, P.S.M.



Civil Engineering - Surveying
1105 SE 3rd Avenue
Ocala, FL 34471
352-622-9214

Brandon Stubbs

From: Brown, Daniel [dbrown@racetrac.com]
Sent: Monday, July 08, 2013 8:49 AM
To: Brandon Stubbs
Cc: 'Rodney Rogers'
Subject: RE: Raceway - Alachua

Brandon,

Thank you for the quick review, and acceptance of the site layout. Rodney is now working on the full civil design, and Laurie is working on the tree mitigation plan.

Thank you,

Dan Brown | Engineering Project Manager

RaceTrac Petroleum, Inc. | racetrac.com | 3225 Cumberland Blvd., Suite 100, Atlanta, GA 30339
C 404-313-9652 | O 770-431-7600 x1562 | F 678-503-1112

From: Brandon Stubbs [mailto:bstubbs@cityofalachua.org]
Sent: Monday, July 08, 2013 8:33 AM
To: Brown, Daniel
Cc: 'Rodney Rogers'
Subject: RE: Raceway - Alachua

Dan,

Brian Kanely, P.E., Volkert, has reviewed the revision to the median on NW 167th Blvd and has indicated it is acceptable.

Sincerely,
Brandon M. Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616
Ph: (386) 418-6100
Fx: (386) 418-6130
www.cityofalachua.com
bstubbs@cityofalachua.org



A City of ALACHUA

THE GOOD LIFE COMMUNITY

From: Brown, Daniel [mailto:dbrown@racetrac.com]
Sent: Wednesday, July 03, 2013 9:11 AM
To: brian.kanely@volkert.com; Brandon Stubbs
Cc: Rodney Rogers
Subject: Raceway - Alachua

Brian,

Per the phone conversations I've had with you and Brandon, I've attached the RaceWay site plan showing the revision to the median on 167th Blvd. The RaceWay site layout has not changed from what you approved on Monday. We only revised the median on 167th to allow a left turn out of the RaceWay site. If this final layout is acceptable, I will release my engineer to proceed with full civil design and make a full resubmission in two weeks.

Thank you,

Dan Brown | Engineering Project Manager

RaceTrac Petroleum, Inc. | racetrac.com | 3225 Cumberland Blvd., Suite 100, Atlanta, GA 30339
C 404-313-9652 | O 770-431-7600 x1562 | F 678-503-1112

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Volkert, Inc.
3501 South Main Street
Suite 2
Gainesville, FL 32601

Office 352.372.9594
Fax 352.371.3988
gainesville@volkert.com

www.volkert.com

June 28, 2013

Mr. Brandon Stubbs, Planner
Planning & Community Development
City of Alachua
P.O. Box 9
Alachua, FL 32616

Re: Alachua Raceway Market (located on US 441, just west of I-75, exit 399) – Revised Site Plan dated June 27, 2013.

Dear Mr. Stubbs:

I have reviewed the revised site plan for the Raceway Market that was forwarded to me on June 27, 2013. This site plan reflects the City's criteria that the Raceway Market can only have two (2) access points.

The revised site plan has satisfactorily addressed the deficiencies that were present in previous plans; access management, large vehicle circulation, waste control vehicle access and off street loading. I recommend that you approve the revised site plan dated June 27, 2013.

Volkert appreciates the opportunity to assist the City with this project and looks forward to working with you in the future.

Sincerely,

Brian D. Kanely, P.E.
Sr. Traffic Engineer
P.E. 22592
Volkert, Inc.
3501 S. Main Street
Suite 2
Gainesville, FL 32605

CC: Mike Osipov
Gaelan Bishop

Office Locations:

Birmingham, Foley, Huntsville, Mobile, Alabama • Gainesville, Orlando, Pensacola, Tampa, Florida • Atlanta, Georgia
Collinsville, Illinois • Baton Rouge, Slidell, Louisiana • Biloxi, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina
Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.



VOICERT

VOICERT, Inc.
201 South Main Street
Suite 100
Tomball, TX 77375
Tel: 281-291-1000
Fax: 281-291-1001
www.voicert.com

June 12, 2013

Mr. James Robert Linn
President & Managing Director
City of Austin
1111 West
Austin, TX 78701

Re: Austin Water Utility's bid for (12-41) contract for 2013 - 2014
The Financial June 11, 2013

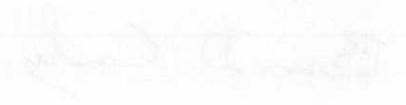
Dear Mr. Linn:

I have reviewed the review site and have been very pleased with the results. The review was completed on June 11, 2013. The review site is a very good example of a review site and only has two (2) minor issues.

The review site has a professional appearance and the information provided is very clear and easy to read. The review site is a very good example of a review site and only has two (2) minor issues.

I have reviewed the review site and have been very pleased with the results. The review was completed on June 11, 2013. The review site is a very good example of a review site and only has two (2) minor issues.

Sincerely,



Bob D. Kinney
President & Managing Director
City of Austin
1111 West
Austin, TX 78701

Bob D. Kinney
President & Managing Director



Brandon Stubbs

From: Brown, Daniel [dbrown@racetrac.com]
Sent: Thursday, June 27, 2013 3:44 PM
To: Brandon Stubbs; brian.kanely@volkert.com
Cc: Rodney Rogers; Sergio
Subject: Raceway - Alachua Revised Layout
Attachments: 6-27-13 REVISED LAYOUT.PDF

Brandon,

Attached is the revised site plan incorporating the median break on 167th Blvd as well as reducing our access points to two locations. Per our conversation, I wanted to send you this revision to make sure this site design is acceptable to Alachua. If this is acceptable, Rodney and our LA will proceed with full engineering design to address the remaining DRT comments.

Thank you,

Dan Brown | Engineering Project Manager

RaceTrac Petroleum, Inc | racetrac.com | 3225 Cumberland Blvd., Suite 100, Atlanta, GA 30339
C 404-313-9652 | O 770-431-7600 x1562 | F 678-503-1112

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Administrative information including name, email, and phone number, located in the top right section.

Main body of text, appearing as a faint letter or report, occupying the central portion of the page.

Text at the bottom of the page, possibly a signature or footer, located in the lower central area.



City of Alachua

Planning & Community Development Department

DRT Report (Applicant)

DRT Meeting Date:

Wednesday, June 5, 2013

SUBJECT: A request for site plan approval for Raceway Market #163.

APPLICANT/AGENT: Virginia Johns

PROPERTY OWNER: Hipp Investments, LLC

LOCATION: North of U.S. Highway 441; east of Santa Fe High School; west of Mason's Tavern; and south of Heritage Oaks Subdivision.

PARCEL ID NUMBER(S): 03053-001-003

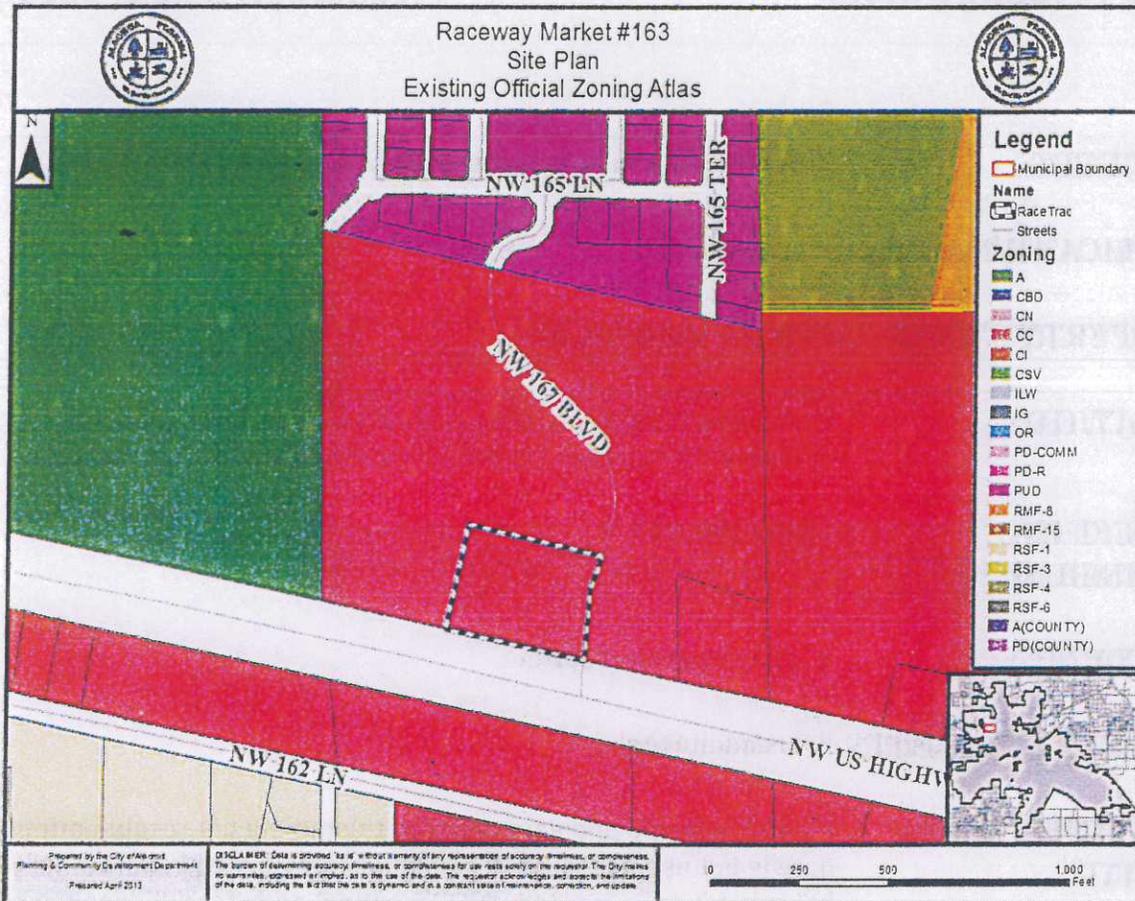
ACREAGE: ±2.07 acre project site

PROJECT PLANNER: Brandon Stubbs

RESUBMITTAL DATE: Given the scope and severity of the comments, a resubmission date is not established. The applicant's revised submission will be subject to a second DRT meeting and outside engineer review. Therefore, the scheduling of the site plan application for a hearing before the Planning & Zoning Board will be determined by the timing of the applicant's resubmission and the extent to which the applicant adequately addresses the outstanding issues outlined in this DRT Report.

SUMMARY

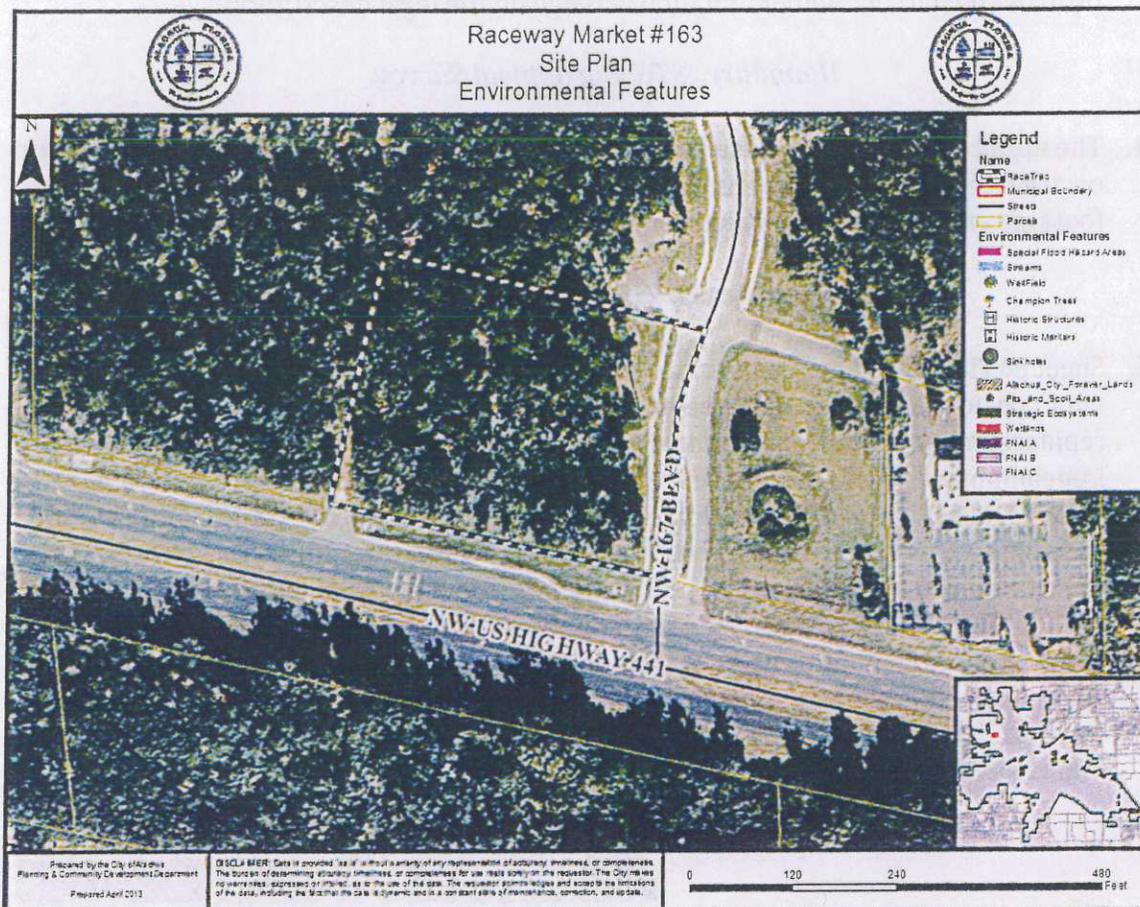
A request by Virginia Johns, agent for Hipp Investments, LLC (property owner), for Site Plan Approval for a 2,822 square foot building, twelve (12) fueling stations, parking, and associated amenities for a "Gasoline Sales" use. The ±2.07 acre subject property is located north of U.S. Highway 441, west of Mason's Tavern, Bob's Fuels (Exxon), and NW 167th Blvd, south of Heritage Oaks Subdivision; and east of Santa Fe High School. FLUM: Commercial; Zoning: Commercial Intensive (CI); Parcel Number:03053-001-003.



Background

Stormwater will be conveyed to a proposed underground stormwater management facility. The applicant proposes four (4) ingress and egress points to the site. Proposed access to the site includes a right-in and a full access along a proposed street located within a thirty (30) foot ingress and egress easement along the west side of the subject property, a right-in/right-out along the westerly right-of-way of NW 167th Blvd, and a full access along a proposed street located within a fifty (50) foot ingress and egress easement along the north side of the subject property. The applicant's engineer states the site is served potable water via a two (2) inch potable water meter and sanitary sewer via a six (6) inch extension to a proposed manhole and an eight (8) inch extension from the proposed manhole to an existing manhole within N.W. 167th Blvd.

According to the best available data, there are no wetlands located on-site, and the site is located in Flood Zone X (Areas outside the 500 year flood plain).



Issues for Discussion

Application

1. The applicant states the parcel number is 05053-001-001; however, that parcel number is for the parent parcel that the ±2.07 acre parcel was split from. The correct parcel number is 03053-001-003. The applicant must revise the application to reflect the correct parcel number.
2. The applicant has not provided a contact number. The applicant must provide a contact number.

Legal Description

3. The applicant provides a legal description for the ±2.07 acres; however, the parcel number and total acreage is not stated on said legal description. The applicant must provide the parcel number and total acreage on the legal description.

Boundary & Topographical Survey

4. The applicant has not indicated the square footage of the proposed subject property on the boundary and topographical survey. The applicant must provide the square footage of the proposed subject property on the boundary and topographical survey.

Tree Removal/Replacement/Mitigation

5. Sheet 4: The applicant has provided a tree removal plan; however, the applicant has not provided a tree replacement plan. The applicant must provide a tree replacement plan in accordance with Section 6.2.1 of the City of Alachua Land Development Regulations (LDRs). The applicant proposes to remove 136 regulated trees (1 of which is a 32" heritage oak tree). Per Section 6.2.1(D)(1) of the LDRs, regulated trees shall be replaced on a one-for-one basis. Heritage and champion trees removed shall be replaced on an inch-for-inch basis. Further, per Section 6.2.1(D)(4)(a) of the LDRs, when the applicant is required to replace a regulated, heritage, or champion tree as a condition of approval for a tree removal, site plan or subdivision plat, the applicant shall select site-specific trees from the recommended tree list. The applicant shall choose from a similar species or category as the tree that is being removed. See comments 20-22 below.

Parking/Traffic

6. The applicant has not provided an "AutoTURN" diagram depicting safe truck turning movements. The applicant must submit an "AutoTURN" diagram depicting safe on-site circulation for large trucks (e.g. Fueling Trucks) in accordance with Policy 1.3.d of the Future Land Use Element of the City's Comprehensive Plan.
7. Sheets 6 & 7: The applicant indicates the parking lot and sidewalk are flush; however, the applicant does not provide any traffic control devices to keep vehicular traffic from integrating with patron traffic causing a point of conflict between vehicular traffic and patrons. Further, the applicant's design does not provide safe on-site circulation patterns for patrons and vehicles as required in Policy 1.3.d of the Future Land Use Element of the City's Comprehensive Plan. Therefore, the applicant must provide traffic control devices (e.g. wheel stops or bollards) to prevent vehicles from entering the sidewalk area.
8. The applicant proposes four (4) points of access. Proposed access to the site includes a right-in and a full access along a proposed street located within a thirty (30) foot ingress and egress easement along the west side of the subject property, a right-in/right-out along the westerly right-of-way of NW 167th Blvd, and a full access along a proposed street located within a fifty (50) foot ingress and egress

easement along the north side of the subject property. Per Article 10 of the LDRs, a street is a public or private roadway which affords the principal means of access to abutting property. The term "street" includes lanes, ways, places, drives, boulevards, roads, avenues or other means of ingress or egress regardless of the descriptive term used. Policy 1.2.b of Traffic Circulation Element of the City's Comprehensive Plan requires a minimum of a thousand (1,000) feet of separation between points of access when more than three (3) points of access are proposed for a single property. Therefore, the applicant must revise the site plan to comply with Policy 1.2.b.

9. The applicant proposes to provide access to the subject property via two (2) proposed streets located within two (2) ingress and egress easements (a fifty (50) foot ingress and egress easement along the north side of the subject property and a thirty (30) foot ingress and egress easement along the west side of the subject property); however, the applicant has not provided proof of the ingress and egress easements. The applicant must provide proof of the ingress and egress easements.
10. See comments from Brian Kanely, P.E., Senior Traffic Engineer, with Volkert, Inc., dated June 4, 2013.

Photometric/Lighting

11. The applicant has not identified the lighting fixtures to be utilized or provided details of the fixtures. The applicant must provide identification that ties each lighting fixture to a detail of that fixture.
12. The applicant provides a table identifying the footcandles for the overall site (8.3 footcandles), paved area (21.4 footcandles), retail-entry area (9.1 footcandles), and under-canopy (33 footcandles); however, the applicant excessively exceeds the maximum footcandles allowed. Section 6.4.4(C) of the LDRs allows for five (5) footcandles in parking lots, ten (10) footcandles at building entries, and twenty (20) footcandles under canopies. The applicant must revise the photometric plan to comply with the maximum footcandles allowed.
13. The applicant provides a table identifying the footcandles; however, the applicant has not provided the uniformity ratio displaying compliance with Section 6.4.4(E) of the LDRs. The applicant must provide the uniformity ratio per Section 6.4.4(E) of the LDRs.
14. In the luminaire schedule chart, the applicant indicates the lumens for the various fixture types; however, multiple fixtures exceed the maximum lumens (GBR-5-40 has 44,000 lumens & GFR-FP-H has 44,000 lumens). Section 6.4.4(D)(2) of the LDRs establish a maximum of 24,000 lumens for parking lots with six (6) or more parking spaces within business districts. The applicant must revise the photometric plan accordingly.
15. In the luminaire schedule chart, the applicant indicates the total watts; however, the total watts permitted is exceeded by all fixtures (A60-SL has 5076 watts, C04-3M has 466.5 watts, GBR-5-40 has 904 watts, & GFR-FP-H has 4,068 watts). Section

6.4.4(D)(2) of the LDRs establish a maximum of 400 watts for parking lots with six (6) or more parking spaces within business districts. The applicant must revise the photometric plan accordingly.

16. The applicant has provided a photometric/lighting plan; however, due to the above referenced deficiencies, the photometric/lighting plan is not adequate for review. The applicant must provide a photometric/lighting plan that meets the technical specifications in Section 6.4 of the LDRs.
17. The applicant has a grammatical error within the footcandles chart. The applicant should correct the spelling of "Retail."
18. Sheet SD4: The applicant provides some generic lighting pole diagrams; however, the applicant does not specify the type and location of the poles to be utilized. The applicant must only provide details for the poles to be utilized and indicate which lighting fixture and location to ensure compliance with Section 6.4.5 of the LDRs.
19. Sheet SD4: The applicant states the height of the lighting post is twenty-four (24) feet; however, Section 6.4.5 of the LDRs establishes a maximum height of fifteen (15) feet for lighting fixtures. The applicant must revise the details and photometric plan accordingly.

Landscaping/Buffering

20. The applicant has requested an alternative landscape plan; however, the request is deficient of the required information to review an alternative landscape plan. The applicant must address the following:
 - a. The applicant must provide an analysis of each of the requirements that are not met. The applicant's request does not address any of the technical requirements. Further, the landscape plan only addresses one (1) of the four (4) landscape requirements for the area the applicant is requesting an alternative landscape plan.
 - b. The applicant must provide an analysis stating under which condition established in Section 6.2.2(D)(9)(a) of the LDRs that the applicant should be granted approval of an alternative landscape plan.
21. Sheet LS-1: The applicant must provide an analysis addressing all technical requirements within Section 6.2.2(D), "Landscape Standards" and Section 6.2.3(E), "Arterial Frontage" of the LDRs for alternative compliance (*i.e.* Site Landscaping, Parking Lot Landscaping, Perimeter Buffer, & Arterial Screening). The applicant only addresses the arterial frontage screening requirements.
22. Sheet LS-1: The applicant has provided a landscape plan; however, due to the above referenced deficiencies, the landscape plan is not adequate for review. The applicant must provide a landscape plan meeting the technical specifications in Section 6.2 of the LDRs.

23. Sheet LS-1: The applicant has not provided screening on the electrical transformer in accordance with Section 6.2.3(D) of the LDRs. The applicant must provide screening in accordance with Section 6.2.3 of the LDRs.
24. The applicant has not provided an irrigation plan. The applicant must provide an irrigation plan in accordance with Section 6.2.2(C) of the LDRs.

Concurrency Analysis

25. Potable Water Analysis: The applicant states the potable water demand is 423 gallons per day (GPD); however, the applicant utilizes 282 GPD in the analysis. The applicant must correct the analysis to reflect the projected 423 GPD.
26. Sanitary Sewer Analysis: The applicant states the sanitary sewer demand is 423 gallons per day (GPD); however, the applicant utilizes 282 GPD in the analysis. The applicant must correct the analysis to reflect the projected 423 GPD.
27. Transportation Analysis: The applicant provided a traffic study prepared by Luke Transportation Engineering Consultants (Ltec); however, the applicant did not incorporate the Average Annual Daily Trips and P.M. Peak Hour Trips into a concurrency analysis. The applicant must incorporate the AADT and PM Peak Trips into a concurrency analysis as required per Policy 1.1.a of the Transportation Circulation Element of the City's Comprehensive Plan.
28. Transportation Analysis: The applicant only provided two copies of the Ltec traffic study. The applicant must provide a total of nine (9) copies of the traffic study.

Stormwater Management/Sediment Control

29. Sheet 7: The applicant states the slope between S-3 and ES-3 is 0.65%; however, the slope is 0.60%. The applicant must correct the slope.
30. Sheet 7: The applicant has not provided the bottom elevation of the proposed underground stormwater management facility. The applicant must provide the bottom elevation of the proposed stormwater management facility.
31. Sheet 7: The applicant has not provided the invert elevation for the proposed stormwater pipe at the point where the stormwater pipe enters the proposed underground stormwater detention basin from inlet ES-3. The applicant must provide the invert elevation at the point where the stormwater pipe enters the proposed underground stormwater detention basin from inlet ES-3.
32. Sheet 7: The applicant has not provided the invert elevation for the proposed stormwater pipe at the point where the stormwater pipe enters the proposed underground stormwater detention basin from inlet S-4. The applicant must provide the invert elevation at the point where the stormwater pipe enters the proposed underground stormwater detention basin from inlet S-4.

33. Sheet 7: The applicant has not provided the invert elevation for the proposed stormwater pipe at the point where the stormwater pipe enters the proposed underground stormwater detention basin from inlet S-10. The applicant must provide the invert elevation at the point where the stormwater pipe enters the proposed underground stormwater detention basin from inlet S-10.
34. Sheet 7: The applicant states to see detail for information on the proposed underground detention system; however, the applicant has not referenced the page number. The applicant must make reference to the plan sheet where the details of the underground detention system are located (Sheet 10 of 11).
35. Sheet 7: The applicant makes reference to see sheet SD2-6 for details of the Aquaduct Trench Drain; however, no sheet SD2-6 exists. The applicant must correct the reference. Further, the details for the Aquaduct Trench Drain are illegible. The applicant must ensure all details are legible.
36. Sheet 7: The applicant has not provided a numbering system for the cleanouts for the down-spouts collecting stormwater from the roof of the proposed building. The applicant must provide some sort of numbering or labeling system for the proposed cleanout.
37. Sheet 7: The applicant has not provided the pipe detail for the proposed stormwater pipe between cleanout (Elev: 88.45') and cleanout (Elev: 88.41') located at the northwest corner of the proposed building. The applicant must provide the pipe detail.
38. Sheet 7: The applicant states the slope between cleanout (Elev: 88.41') and stormwater inlet S-5 is 0.80%; however, the slope according to the inverts is 0.70%. The applicant must correct accordingly.
39. Sheet 10: The Universal Engineering Services (UES) Boring Logs are not legible. The applicant must make the UES Boring Logs legible.
40. Sheet 11: The applicant utilizes a standard detail from the City of Ocala; however, the applicant did not remove the reference to the City of Ocala. The applicant must remove the reference to the City of Ocala.

Public Facilities

41. Fire Protection: The applicant has not provided fire flow calculations for the proposed development. The applicant must provide the fire flow calculations.
42. Sheet 8: The applicant makes reference to sheet SD2-9 for the grease trap details; however, no sheet SD2-9 exists. The applicant must reference the correct plan sheet. Further, the details sheets are illegible. The applicant must make the detail sheets legible.

43. Sheet 8: The applicant makes reference to sheet SD2-4 for the yard hydrant details; however, no sheet SD2-4 exists. The applicant must reference the correct plan sheet. Further, the details sheets are illegible. The applicant must make the detail sheets legible.
44. Sheet 8: The applicant makes reference to details W-8.2 and W-10.1; however, the applicant has not indicated on which sheet the details are located. The applicant must reference the plan sheet where the details can be found.
45. Sheet 8: The applicant must provide a minimum of three (3) feet between the proposed electrical transformer and the waste receptacle screen wall.
46. Sheet 9: The applicant makes reference to "Gainesville Regional Utilities" (GRU) in the utility details. The applicant must remove all reference to GRU.

Comprehensive Plan Consistency Analysis

47. The applicant provides an analysis of the Comprehensive Plan; however, fails to adequately address Policy 1.3.d, "Design and Performance Standards" within the Future Land Use Element of the Comprehensive Plan. The applicant must provide detail of how each criterion has been met and not just a general statement that it has been met.

Checklist items/Minor Revisions

48. Title Sheet: The applicant has provided the development data; however, the applicant did not provide two (2) separate calculations (one for the site area and one for site area and easement area). These should be separated into two (2) different calculations.
49. Title Sheet: The applicant has provided development data; however, the applicant has not provided the total landscaped area. The applicant must provide the total landscaped area in square feet and total percentage of the site area (easement area not to be included).
50. Title Sheet: The applicant has provided the open space square footage and percentage in the development data; however, the open space requirement is based upon the total site area and easement area. The applicant must revise to base the open space data on the site area only (easement area not to be included).
51. Title Sheet: The applicant states the zoning is C-1; however, the zoning is Commercial Intensive (CI). The applicant must amend the title sheet to reflect that the property's zoning is Commercial Intensive (CI).
52. Title Sheet: The applicant states the building setbacks are: Front = 20'; Rear = 5'; Side (corner) = 5'; and Side (interior) = 0'. The correct setback for the Commercial Intensive (CI) zone district is: Front = 20'; Rear = 15'; Side = 0'. Given the subject

property is a corner lot, the subject property has two fronts and two sides. Revise the title sheet accordingly. See Table 5.1-3 and Section 5.2.2 of the LDRs.

53. Title Sheet: The applicant states the parcel number is 03053-001-001; however, the correct parcel number is 03053-001-003. The applicant must revise to reflect the correct parcel number.
54. Title Sheet: The applicant states that on-site outdoor light pole and fixtures shall be in accordance with the RaceTrac standards; however, all lighting and fixtures shall be in accordance with Section 6.4 of the LDRs. The applicant must revise this statement to state that all lighting and fixtures shall be designed to meet Section 6.4 of the LDRs.
55. Sheets 5& 6: The applicant does not depict the building setback per Table 5.1-3 of the LDRs. The applicant must depict the required building setback on the site plan.
56. The applicant depicts and references a proposed freestanding monument sign. The applicant must remove the proposed sign from all site plan sheets. Signage is not approved via site plan and requires a separate sign permit. **Under no circumstances shall the siting of any signage be approved as a part of site plan approval.**
57. Discrepancies exist between the site plan submitted to the City and the Environmental Resource Permit issued by the Suwannee River Water Management District (*i.e.* the area in the Suwannee River Water Management District (SRWMD) permit application does not meet the area in the application submitted to the City). The applicant must rectify or address inconsistencies between the SRWMD permit and what was submitted to the City.
58. See engineer review comments from Causseaux, Hewett, & Walpole, Inc., dated May 17, 2013, for additional comments.
59. See comments from Mike New, P.E., Public Services Director, dated May 20, 2013, for additional comments.
60. Given the scope and severity of the comments, a second engineer review and DRT meeting shall be required.



Volkert, Inc.

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June 4, 2013

To: Brandon Stubbs, Planner
Planning and Community Development
City of Alachua, FL

From: Brian D. Kanely, P.E. BK
Senior Traffic Engineer,
Volkert, Inc.

Re: Engineering Report, Site Plan Review
Raceway Market, US 441

As per your request, Volkert, Inc. has reviewed the site plan for the proposed Raceway Market, located on US 441, just west of I-75 (Exit 399) in the City of Alachua, FL. The engineering report is as follows.

Engineering Report

Raceway Market Site Plan, US 441 just West of I-75 (Exit 399)

Introduction

The City of Alachua, FL, retained Volkert, Inc. to review the site plan for the Raceway Market. The proposed Raceway Market is located on the north side of US 441, just west of I-75 (exit 399). Issues reviewed were access management (ingress and egress to the site), traffic circulation for large vehicles, waste control vehicle access and off street loading.

Findings of the Site Plan Review

1. Access Management

Access management (ingress and egress) for the Raceway Market is from/to US 441 (Florida Department of Transportation roadway) via two access points, east and west.

The east access point to the Raceway Market is from NW 167th Blvd (private road), which connects to US 441. There are two driveways to the Raceway Market via NW 167th Blvd (a north and south driveway). There is a curbed median in NW 167th Blvd which will force vehicles entering the Raceway Market from NW 167th Blvd to use the north driveway. The south driveway to the Raceway Market via NW 167th Blvd is a right *in/right out driveway (blocked by the curbed median). This arrangement is*

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Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.



unconventional because motorists will expect to be able to access the site from the south driveway, which provided the most direct access to the site.

Findings – Access to the Raceway Market via NW 167th Blvd: Volkert anticipates that many motorists will attempt to access the Raceway Market site via the south driveway on NW 167th Blvd. This will result in vehicles hitting or jumping the curb in the median on NW 167th Blvd. To address this situation, the curb in the NW 167th Blvd median across from the south driveway needs to be clearly delineated. The use of standard flexible roadway delineators with reflective tops would adequately mark the top of the curb.

The west access point to the Raceway Market is from a right in/right out driveway off US 441. Just as motorists enter this west access point (driveway), there is an in only driveway (slip ramp) directly into the portion of the site where the vehicle fueling pumps are located. If motorists proceed north of this slip ramp, they enter the site where they either make a right turn to the fueling pumps or park in front of the store. Volkert finds that the slip ramp that provides direct access to the fuel pumps is not necessary. Motorists can easily access the fueling area by traveling north another eighty (80) feet in the west access driveway and make a right turn into the fueling area. The slip ramp directly into the fueling area will create unnecessary conflicts with traffic circulating the fuel pumps. Motorists circulating the fuel pump area are (1) preoccupied with looking for an open pump and (2) looking out for pedestrians in the fueling area. Since the site is set back some distance from US 441 and there is no direct access to the site from US 441, motorists will not be anticipating vehicles entering the fuel pump area from the slip ramp.

Findings – Access to the Raceway Market via the Right In/Right Out Driveway (west access driveway) off US 441: Due to safety issues related to the on site circulation pattern, Volkert recommends that the driveway/slip ramp that provides direct access into the fuel pump area be removed. This driveway will create unnecessary vehicle conflicts for motorists circulating the fuel pump area. The fuel pump area can easily be accessed from the west access driveway as described above.

2. Traffic Circulation for Large Vehicles.

Large vehicles (fuel tanker truck, motor homes, waste control vehicle, etc) entering and exiting the site will have to make numerous turns. The site plan should document that the design vehicle (most likely the fuel tanker truck) can make these turns without running over the curbing. This documentation should be via an auto turn program or turning templates.

Findings – Traffic Circulation for Large Vehicles: Volkert recommends that the turning path/radius for the design vehicle be documented to guarantee that the design vehicle/large vehicles will not run over the on site curbing.

3. Waste Control Vehicle Access.

The waste control vehicle will most likely access the site from the north driveway off NW 167th Blvd. To facilitate this access, the dumpster area should be angled at thirty (30)

degrees. This will minimize the turns the waste control vehicle has to make and will facilitate access to the dumpster area. If the existing dumpster access is to be maintained, the turning path/radius for the waste control vehicle needs to be documented via auto turn or turning templates.

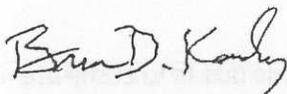
Findings – Waste Control Vehicle Access: Volkert recommends the dumpster area be angled at thirty (30) degrees to facilitate access for the waste control vehicle.

4. Off Street Loading.

The City of Alachua Development Standards, Article 6, Section 6.1.5 (B) Off-street Loading Standards - Location states “Each off-street loading space shall be directly accessible from a street or alley without crossing or entering any other required off-street loading space. Such loading space shall be arranged for convenient and safe ingress and egress by motor truck and/or trailer combination”. The loading zone on the east side of the building will interfere with the main vehicle access into the Raceway Market for northbound vehicles entering from NW 167th Blvd. The loading zone shown on the site plan also has the potential to interfere with the dumpster location.

Findings – Off Street Loading: The off street loading zone on the east side of the Raceway Market building should be removed and/or relocated so it does not interfere with the main vehicle access from NW 167th Blvd.

This engineering report has documented issues with the proposed Raceway Market to be addressed during the site planning stage for consistency with the design and performance standards in Policy 1.2.d of the City’s Comprehensive Plan. Implementing the above recommendations will improve the safety of the site for all site users.



Brian D. Kanely, P.E.
Senior Traffic Engineer
Volkert, Inc.
P.E. #22592
June 4, 2013



*Focused on Excellence
Delivered with Integrity*

May 17, 2013

Brandon M. Stubbs
City of Alachua
P.O. Box 9
Alachua, Florida 32615

RE: RaceTrac Site Plan Review
Alachua, Florida

Dear Brandon:

We have completed an engineering review of the above referenced plans, stormwater report, traffic report, and site plan application package that included concurrency impact analysis as requested by your office. We have enumerated our comments below and returned redline reports and plans to your office.

Traffic Report

Approved as submitted.

Concurrency Impact Analysis

Approved as submitted.

Stormwater Management Report

Revise & Resubmit with Corrections Noted

1. Remove all references to Marion County.
2. The concept of modifying the SCS CN to be D soils due to sub surface soils being limited is not acceptable. With a wooded area with heavy underbrush and surficial A soils it's very likely to generate little to no runoff in a pre-condition. As modeled allowable rates and volumes are considerably over estimated allowing larger than acceptable post development rate of discharge. Revise to a lower pre developed CN and revise the report.
3. Include pre and post developed drainage/watershed maps in the report.
4. The drainage area map in the plans (sheet 3/11) is inaccurate. The pre-developed area includes downstream areas that are excluded from the post developed models. These areas include the grassy areas that discharge to the inlet and to the master facility. This is not acceptable. If these areas were claimed in the pre (allowable rates) then they must be included in the post rates of discharge for a comparison to the pre vs. post rates. Either add them to post or exclude them in pre.

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Gainesville, Florida 32607

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5. The impervious area listed in the report is inconsistent with the stated impervious area on the plan cover sheet. Revise accordingly.
6. The post modeling assumes the over excavated soils only when considering vertical infiltration which is not an accurate representation of the actual conditions. One of three methods is acceptable (1) average the 10ft day and 0.1 ft./day to the confining layer and use a weighted CN in the modeling or revise, (2) revise the confining layer in the model to 78.75 or (3) over excavate to 75.33 and use the 10 ft. day to the confining layer.

Given the above comments it's likely that the stormwater system will be much larger to accommodate the drainage area, CN and modeling corrections. We recommend removing the system away from landscaped areas and under the concrete paving south of the canopy to allow sufficient room for an adequate landscaping and buffer along US 441 and to resolve issues identified later about constructability of the deep over-excavation.

Plans

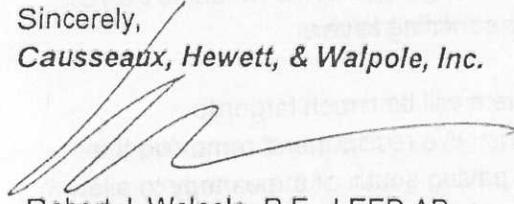
1. List the requested parking variance on the cover sheet.
2. Impervious areas are not added up correctly on the cover sheet.
3. Water and Sewer demands do not match the provided concurrency impact analysis provided by EDA.
4. Correct the drainage areas as noted above on sheet 3/11.
5. Illustrate total impacts to heritage trees and non-heritage trees in a tabular format and reference mitigation on the landscape sheets.
6. Specify HC ramps on NW 176th Blvd.
7. Remove structures such as signs from above storm pipes or systems for future maintenance.
8. Plans require an over-excavation to elevation 80 which is more than 10 feet deep at a location approximately 12 feet off of US 441. Indicate how this will be accomplished so close to the ROW or relocate the UG system further north.
9. Gas is by GRU.
10. The radius from the fire hydrant should be as the truck travels not a radius per NFPA. Illustrate adequate coverage to the most remote portion of the building as the truck travels.
11. Remove references to GRU from the water and sewer details.
12. On Sheet 10/11, the cross section should clearly specify the 20ft/day soil requirement for the over-excavated backfill to ensure it complies with the drainage report.
13. The plans lack a FDEP required SWPP plan. Provide plan and details.
14. All SD sheets are hard to read, include blacked out areas etc. These sheets were not reviewed due to such poor quality.

Miscellaneous Items

1. Meter sizing calculations must be provided.
2. Fire Flow calculations must be provided. Also provide results of a recent fire flow test.

Given the extensive drainage concerns in this area and the numerous comments in relation to drainage design of the site plan, we cannot recommend approval without a second review of this project once all our comments and concerns are addressed in revised plans and calculations. We appreciate the opportunity to provide you with professional engineering review. Please call me with any questions or concerns.

Sincerely,
Causseaux, Hewett, & Walpole, Inc.



Robert J. Walpole, P.E., LEED AP
President



City of Alachua

Traci L. Cain
City Manager

Mike New, PE
Public Services Director

INTER-OFFICE COMMUNICATION

Date: May 20, 2013

To: Kathy Winburn, AICP
Planning & Community Developer Director

From: Mike New, PE 
Public Services Director

Subject: RaceWay Site Plan Review Comments

I have reviewed the subject development and offer the following comments:

1. General

- The applicant identifies a 30 ft wide ingress / egress and public utility easement (PUE) along the west side of the project and a 50 ft wide ingress / egress and PUE along the north side of the property. Applicant shall provide the easement documents to the City for review and recording prior to commencing site work.

2. Electric

- Applicant shall provide electric load information to facilitate sizing of electric transformer and electric meter. Once this is provided the City will provide cost for electric service and additional details for meter installation.
- Applicant proposes relocation of existing street light on NW 167 Boulevard. Add note that this work must be coordinated with the City of Alachua's Electric System personnel.
- Proposed location of electric transformer is north of and adjacent to the as trash dumpster enclosure. Add dimensions to sheet 8 of 11 showing 3 ft clearance on the east, west, and south side of the transformer and 10 ft clearance on the north side of the transformer.
- Modify the landscaping plan removing shrubs from within 8 ft of electric transformer.
- Item 5 of Utility Notes (sheet 8 of 11) indicates that the requested electric service is 203 volt, three phase. Please confirm that the applicant requests 120 / 208 volt, three phase electric service.
- The City will invoice the applicant for the electric transformer, transformer pad, primary conductor, and electric meter can. Payment must be received before the City will order required materials.
- Applicant will provide a 4" PVC conduit from the electric switchgear located north of the project parcel on the west side of NW 167 Boulevard to the electric transformer.

Applicant shall provide 4" PVC conduit from electric transformer location to the 50 ft wide PUE located north of property for future use.

- The Utility Relocation and Clearance Notice (sheet 8 of 11) indicates that all existing utilities within the project parcel must be relocated. Please confirm that this applies to the existing electric system infrastructure located on the east and south side of the project parcel.
- Provide 20 ft wide PUE centered over primary electric conduit, transformer, and electric meter.

3. Streets & Roads

- The project proposes two (2) driveway connections to NW 167 Boulevard and one driveway connection to US Highway 441. Applicant is advised that the US Highway 441 driveway connection requires a permit from the Florida Department of Transportation.

4. Stormwater

- No comments.

5. Water

- The Applicant requests a 2" water meter for domestic service and a 1.5" irrigation meter.
- Applicant proposes and shall provide reduced pressure zone (RPZ) backflow preventer on the potable and irrigation water connections (applicant's side of the water meter).
- Applicant provides conflicting water demands on Sheet 1 of 11 of the site plan and in the concurrency impact analysis. Rectify the conflicting information.
- Applicant proposes to connect to an existing 8" water main and install a 45 degree fitting to run northwest across their property. Recommend installing a 90 degree fitting, running north to access driveway, and then installing a second 90 degree fitting to extend west. This eliminates the need for an easement and avoids a conflict with a tree (landscaping plan).

6. Wastewater

- Applicant shall provide a cleanout (#6) in the 6" wastewater service lateral at the north property line. This demarks the end of City maintenance of the wastewater service pipe.
- Delete Item 2 of City of Alachua Standard Utility Notes (sheet 8 of 11).
- Install 14 ft of 8" PVC pipe with cap from west side of proposed sanitary sewer manhole.
- Consider installing 14 ft of 8" PVC pipe with cap from north side of proposed sanitary sewer manhole.

Please advise me if you have questions or require additional information. Thanks.

c: Justin Tabor, Planner
Brandon Stubbs, Planner
File



City of Alachua

TRACI L. CAIN
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

April 24, 2013

Hipp Investments, LLC
Attn: Virginia Johns
14610 NW 129th Terrace
Gainesville, FL 32615

RE: Completeness Review of Raceway Site Plan

Dear Ms. Johns:

On April 18, 2013, the City of Alachua received your application for site plan approval for an approximately 2,822 square foot building, parking, twelve (12) gasoline pumps, and associated amenities for the proposed use of "Gasoline Sales" to be located on a vacant subject property (Tax Parcel No. 03053-001-001).

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

The comments below are based solely on a preliminary review of your application for completeness. Detailed comments will be provided at the Development Review Team (DRT) Meeting. A DRT Meeting will be scheduled upon satisfaction of the application's completeness review deficiencies, as indicated below, and determination of the variance requests by the Board of Adjustment.

Please address the following:

Number of Copies/Documents in Electronic Format

The Planning & Community Development Department's *Application and Supporting Document Submittal Requirements* indicates that a compact disc with all application materials in PDF format is required at the time of initial submission. The applicant has not provided the application materials in electronic format.

Action Needed to Address Deficiency: Provide one (1) compact disc with all application materials in PDF format. The applicant included a compact disc with the site plan; however,

did not include all application materials as required. The applicant must provide a compact disc with all application materials in PDF format.

Site Plan Attachment #6

Neighborhood Meeting Materials, including:

- iii. Copy of the required published notice (advertisement) - must be published in a newspaper of general circulation, as defined in Article 10 of the City's Land Development Regulations.
- iv. Copy of the written notice (letter) sent to all property owners within 400 feet, and mailing labels or list of those who received written notice.
- v. 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.

Action Needed to Address Deficiency: The applicant has not provided documentation containing those in attendance of the neighborhood meeting. Revise the neighborhood meeting materials to provide the item indicated.

Site Plan Attachment #8

Proof of ownership

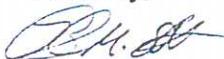
Action Needed to Address Deficiency:

The applicant has provided a deed establishing Hipp Investments, LLC. as the property owner; however, the warranty deed is for the entire ±26.76 acre property. The applicant received approval for a lot split on February 26, 2013 for the ±2.07 acre portion subject to development. The applicant must provide a deed recorded in the public records of Alachua County evidencing that the ±2.07 acres subject to the proposed development is separated from the remaining ±26.76 acres.

In accordance with Section 2.2.6(B) of the LDRs, the applicant must correct the deficiencies and resubmit the application for completeness determination. *The time frame and cycle for review shall be based upon the date the application is determined to be complete.* If the applicant fails to respond to the identified deficiencies within forty-five (45) calendar days, the applications shall be considered withdrawn.

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

Sincerely,



Brandon M. Stubbs

Planner

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



City of Alachua

TRACI L. CAIN
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

INTER-OFFICE COMMUNICATION

Date: April 22, 2013
To: Kathy Winburn, AICP
Planning & Community Development Director
From: Brandon M. Stubbs
Planner
RE: Completeness Review of RaceTrac Petroleum, Inc. (Raceway) Site Plan

I have reviewed the aforementioned application for completeness, pursuant to Section 2.2.6, *Determination of Completeness*, of the Land Development Regulations (LDRs), and submit the following comments based on the information required by the Site Plan Application and the Planning Department's submission policies:

Number of Copies/Documents in Electronic Format

The Planning & Community Development Department's *Application and Supporting Document Submittal Requirements* indicates that a compact disc with all application materials in PDF format is required at the time of initial submission. The applicant has not provided the application materials in electronic format.

Action Needed to Address Deficiency: Provide one (1) compact disc with all application materials in PDF format. The applicant included a compact disc with the site plan; however, did not include all application materials as required. The applicant must provide a compact disc with all application materials in PDF format.

Site Plan Attachment #6

Neighborhood Meeting Materials, including:

- i. Copy of the required published notice (advertisement) - must be published in a newspaper of general circulation, as defined in Article 10 of the City's Land Development Regulations.
- ii. Copy of the 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.

Action Needed to Address Deficiency: The applicant has not provided documentation containing those in attendance of the neighborhood meeting. Revise the neighborhood meeting materials to provide the item indicated.

Site Plan Attachment #8

Proof of ownership

Action Needed to Address Deficiency:

The applicant has provided a deed establishing Hipp Investments, LLC. as the property owner; however, the warranty deed is for the entire ±26.76 acre property. The applicant received approval for a lot split on February 26, 2013 for the ±2.07 acre portion subject to development. The applicant must provide a deed indicating the ±2.07 acres subject to the proposed development is separated from the remaining ±26.76 acres.

Note: The underlying issue is twofold. 1) Without the ±2.07 acres being separated from the ±26.76 acres via evidence of deed, the applicant's property is within the Gateway Overlay District. The applicant has not provided any provisions to address the Gateway Overlay District standards; 2) The application is subject to all ±26.76 acres and not just the ±2.07 acres; therefore, the development must be based upon the entire site.

c: Justin Tabor, AICP, Principal Planner
Project File



ENG, DENMAN & ASSOCIATES, INC.

ENGINEERS • SURVEYORS • PLANNERS

April 18, 2013

Traci Cain
City Manager
City of Alachua
15100 N.W. 142nd Terrace
Alachua, Florida 32616

RE: RaceWay – Request to Modify Parking Requirements

Ms. Cain:

As discussed with your staff in recent meetings, a RaceWay store is proposed at 16700 block of US Highway 441 in the City of Alachua. This store will provide a new commercial business along the US 441 Commercial Corridor and will provide new employment opportunities and will increase the city's tax base. As with all projects, there are some issues that we hope to resolve with the city in order to proceed with the project. Specifically, there is an issue related to the City's parking standards, which I will review in this letter.

Article 6 of the City Land Development Regulations provides the minimum and maximum parking standards for proposed development by specific use category. Discussions with City staff have indicated that the City defines the proposed RaceWay store as 'gasoline sales.' This categorization would limit the maximum number of parking spaces for the proposed 2,822 square foot store at 8 spaces (1 space per 350 square feet). Additionally, Sec. 6.1.4(B)(5)(a) of the LDC does permit 125% of the maximum total, which results in the permitted maximum number of parking spaces to be 10.

However, Sec. 6.1.4(B)(5)(b) of the City LDC states that 'the maximum number of allowable parking spaces may be adjusted by the LDR Administrator if the applicant provides written information demonstrating the proposed use would not be economically viable without such adjustment.' The owners and operators of RaceWay respectfully request that the LDR Administrator agree that restricting the proposed facility to just 10 parking spaces would make the project not economically viable. Information provided by RaceWay (explained below) supports this case.

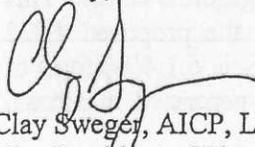
After analyzing data from other RaceWay stores in Florida, there is a clearly established pattern regarding the number of parking spaces needed to adequately serve each facility. Specifically, RaceTrac has 65 stores in Florida with a similar prototype as what is proposed in Alachua with an average store size of 3,013 S.F. For these facilities, average number of parking spaces provided per store is 17 spaces which amount to an average parking ratio of 1 Parking Space per 177 square feet. See Exhibit A for background information.

As you can see, there is a large discrepancy between the average number of spaces for existing RaceWay stores in Florida (17) versus what is allowed by the generic parking requirements for gasoline sales (10). This reduction of over 40% would prove to be a significant economic hardship on the project and in the opinion of RaceWay does not make the project economically viable. To place a value of parking in economic terms, RaceWay has provided an economic analysis of 3 existing Florida stores (see attached Exhibit B). This analysis shows a direct correlation between parking and sales. In short, the greater amount of parking, the greater amount of fuel sales and store sales. Conversely, revenues greatly decrease when less parking is provided. When analyzing these 3 existing examples, the average amount of sales per parking space is \$5,306 / space / week. Therefore, when considering that the average RaceWay store has 17 parking spaces and the City LDC maximum allowed is 10, the reduction of 7 parking spaces (below statewide average) amounts to a loss in revenue of approximately \$37,142 per week and approximately \$1,931,384 per year.

These figures indicate that there would be a deficiency in parking if the city used the 'gasoline sales' parking requirements and would make the project not economically viable. It is based on all of these facts that we respectfully request that the LDR Administrator utilize the powers outlined in Sec.6.1.4(6)(b) and increase the maximum number of permitted spaces for this project from the permitted 10 spaces by 50% to the proposed amount of 15. This rationale is supported by the data provided by RaceWay (parking and financial comparisons) and is consistent with previous determinations by the LDR Administrator.

As always, I greatly appreciate your consideration in this matter and look forward to this project being constructed in the City of Alachua. If you have any questions, please let me know.

Sincerely,



Clay Swezey, AICP, LEED AP
Vice President of Planning

CC: Dan Brown, RaceTrac Petroleum, Inc.
Virginia Johns, Hipp Investments, LLC