

## Commission Agenda Item

**MEETING DATE:** 6/27/2022

**SUBJECT:** Ordinance 22-15, First Reading - LDR Text Amendment: A request by John C Vick III of V3 Capital Group, to amend Article 4, Section 4.3.4 (J) relating to Use-specific Standards for Vehicle Sales and Services (Legislative).

**PREPARED BY:** Adam Hall, AICP, Principal Planner

**RECOMMENDED ACTION:**

1. Approve Ordinance 22-15 on first reading; and,
2. Schedule second and final reading for July 25, 2022,

upon making the following motion:

*Based upon the competent substantial evidence presented at this hearing, the presentation before this Commission, and Staff's recommendation, this Commission finds the application for a text amendment to the City's Land Development Regulations to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and approves Ordinance 22-15 on first reading and schedules second and final reading for July 25, 2022.*

### Summary

This application is a request submitted by John C. Vick III of V3 Capital Group, to amend the City of Alachua Land Development Regulations (LDRs). The proposed amendments would revise use specific separation requirements for certain uses which fall under the category entitled "Vehicle Sales and Services." The Use Specific standards for these uses are located in Section 4.3.4(J) of the LDRs. The following uses are included in Section 4.3.4(J):

- Automobile body shop
- Automobile rental and sales
- Automobile repair and servicing
- Boat and marine rental and sales
- Carwash and auto detailing
- Tire sales and mounting, transmission or muffler shop

In addition to other use specific standards for the above mentioned uses, the LDRs require a minimum separation of 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts. The applicant contends that this separation requirement does not consider intervening roadways or how enhanced buffering can serve as an additional separation tool between uses.

The proposed amendment provides two (2) conditions by which the 250-foot separation requirement can be reduced for the following uses:

- Automobile rental and sales
- Automobile repair and servicing
- Boat and marine rental and sales
- Gasoline sales

The applicant proposes that a reduction in separation distance could be permitted when an intervening arterial or collector street exists between the proposed "Vehicle Sales and Service" use and the school, daycare center, residential use, or vacant land in a residential zoning district. The applicant contends that this acknowledges that arterial or collector streets by nature provide separation between lands and such streets inherently have impacts on adjacent properties, including traffic, sound

provide separation between lands and such streets inherently have impacts on adjacent properties, including traffic, sound and light. The proposed amendment reduces the minimum separation when this condition is met to 100 feet, and to 50 feet when an enhanced landscape buffer is provided (except for the automobile repair and servicing use where the minimum separation is proposed to not be reduced to less than 100 feet).

The second condition that would permit a reduction in separation is when the “Vehicle Sales and Service” use fronts US Hwy 441. The City has established US Hwy 441 as a commercial corridor, thereby directing commercial development to occur along this roadway. The applicant contends that by reducing the separation requirement, the City will maximize existing and future land use patterns along this corridor, which promotes a planned and logical development pattern. The proposed amendment reduces the minimum separation when this condition is met to 100 feet and 50 feet when an enhanced landscape buffer is provided (except in the automobile repair and servicing use where the minimum separation is proposed to not reduce to less than 100 feet).

The applicant contends that the proposed amendment will enable the City to foster continued urban growth along its primary transportation and utility corridors, promoting a healthy and logical development pattern, while protecting neighboring residential uses.

At the June 14, 2022 Planning and Zoning Board hearing, the Board voted 5-0 in favor of forwarding the amendment to the City Commission with a recommendation to approve.

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#### **ATTACHMENTS:**

Description

- Ordinance 22-15
- Staff Report and Staff Supporting Materials
- Application and Supporting Materials
- Public Notice Materials for June 14, 2022 PZB Hearing
- Public Notice Materials for the June 27, 2022 City Commission Hearing

**ORDINANCE 22-15**

**AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE AMENDMENT OF THE CITY’S LAND DEVELOPMENT REGULATIONS (“LDRS”); AMENDING SUBPART B OF THE CITY OF ALACHUA CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; AMENDING ARTICLE 4, SECTION 4.3.4 (J), RELATED TO USE-SPECIFIC STANDARDS FOR VEHICLE SALES AND SERVICES; PROVIDING A REPEALING CLAUSE; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

**RECITALS**

**WHEREAS**, a Text Amendment (“Amendment”) to the City’s Land Development Regulations (“LDRs”), as described below, has been proposed; and

**WHEREAS**, the City advertised a public hearing to be held before the Planning and Zoning Board, sitting as the Local Planning Agency (“LPA”), on June 2, 2022; and

**WHEREAS**, the LPA conducted a public hearing on the proposed Amendment on June 14, 2022, and the LPA reviewed and considered all comments received during the public hearing concerning the proposed Amendment and made its recommendation to the City Commission; and

**WHEREAS**, the City advertised public hearings to be held before the City Commission on June 16, 2022 and on \_\_\_\_\_, 2022; and

**WHEREAS**, the City Commission conducted public hearings on the proposed Amendment on June 27, 2022 and \_\_\_\_\_ and provided for public participation at both public hearings; and

**WHEREAS**, the City Commission has determined and found the Amendment to be consistent with the City’s Comprehensive Plan and City’s LDRs; and

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

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

**Section 1. Interpretation of Recitals**

The above recitals are true and correct and incorporated in this ordinance.

**Section 2. Findings of Fact and Conclusions of Law**

The authority for the enactment of this ordinance is Chapter 163, Part I, Florida Statutes; Sections 166.021 and 166.041; and the City’s Comprehensive Plan.

**Section 3. Amendment to the Land Development Regulations**

The proposed Amendment to the City Land Development Regulations are attached as Exhibit “A” and are hereby incorporated herein by reference.

**Section 4. Codification of and Correction of Scrivener’s Errors**

The City Manager or designee, without public hearing, is authorized to correct any typographical errors which do not affect the intent of this ordinance. A corrected copy shall be posted in the public record.

**Section 5. Ordinance to be Construed Liberally**

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

**Section 6. Repealing Clause**

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

**Section 7. Severability**

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

**Section 9. Effective Date**

This ordinance shall take effect immediately upon its adoption by the City Commission and the signature of the Mayor.

**Passed** on First Reading the 27th day of June 2022.

**PASSED** and **ADOPTED**, in regular session, with a quorum present and voting, by the City Commission, upon second and final reading this \_\_\_\_ day of \_\_\_\_\_ 2022.

**CITY COMMISSION OF THE  
CITY OF ALACHUA, FLORIDA**

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Gib Coerper, Mayor  
**SEAL**

**ATTEST:**

**APPROVED AS TO FORM**

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Mike DaRoza, City Manager/Clerk

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Marian B. Rush, City Attorney

## EXHIBIT “A”

Section 4.3.4 (J) of the City’s LDRs is amended as follows (text that is underlined is to be added and text that is shown as ~~strike through~~ is to be removed). Except as amended herein, the remainder of Section 2.4.10(B)(3) remains in full force and effect:

### Sec. 4.3. Use specific standards.

#### 4.3.4 *Business uses.*

(J) *Vehicle sales and services.*

(2) *Automobile rental and sales; recreational vehicle rental and sales; truck or tractor rental or sales.* Automobile rental and sales and truck or tractor rental or sales shall comply with the following standards:

(a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, ~~unless one or more of the following standards are met:~~

(i) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

(ii) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use has frontage

on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate vehicle or equipment displays within a required setback or buffer.
- (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
- (d) *Vehicle display pad.* Not have more than one vehicle display pad for every 100 feet of street frontage. The vehicle display pad may be elevated up to two feet above adjacent displays or grade.
- (e) *No display on top of building.* There shall be no vehicle display on top of a building.

- (f) *Vehicle display pad.* Have no racks that tilt vehicles in any way to show the underside, unless they are located inside a show room.
  - (g) *Other materials for sale.* Display no other materials for sale between the principal structure and the street.
  - (h) *Testing.* Not test vehicles on residential streets.
- (3) *Automobile repair and servicing.* Automotive repair and servicing shall comply with the following standards:
- (a) *Minimum separation.* Separation distance shall be measured from lot line to lot line. Lots shall be located at least 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts, unless one of the following conditions is met:
    - (i) The proposed automobile repair and servicing use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
    - (ii) The proposed automobile repair and servicing use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between



the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
  - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
  - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (d) *Ingress/egress.*
  - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
  - (ii) Methods of ingress/egress shall:
    - a. Not exceed 40 feet in width, exclusive of transitions.
    - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
    - c. Not be located closer than 15 feet to any other property line.

- (e) *Enclosure.* Repair and store all vehicles within an enclosed building. Temporary vehicle storage may be allowed in an outdoor storage area that shall be no larger than 25 percent of the total lot area. Such areas shall be located to the rear of the principal structure and be screened from off-site views. The height of materials and equipment stored shall not exceed the height of the screening fence or wall.
  - (f) *Public address systems.* Have no outdoor speaker or public address system which is audible from single-family lands.
  - (g) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
  - (h) *Testing.* Not test vehicles on residential streets.
  - (i) *Parked vehicles.* Not park or store a vehicle as a source of parts, or park or store a vehicle for the purpose of sale or lease/rent.
  - (j) *Vehicle storage.* Not store or park a vehicle that has been repaired and is awaiting removal for more than 30 consecutive days. In cases where a vehicle has been abandoned by its lawful owner prior to or during the repair process, the vehicle may remain on site as long as is necessary after the 30 day period, provided the owner or operator of the establishment can demonstrate steps have been taken to remove the vehicle from the premises using the appropriate legal means.
  - (k) *Service bay orientation.* Service bay doors shall not be oriented toward any adjacent uses where the minimum separation requirements apply in (a) above.
- (4) *Boat and marine rental and sales.* Boat and marine rental and sales shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts-, unless one or more of the following standards are met:

- (i) The proposed boat and marine rental and sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
- (ii) The proposed boat and marine rental and sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed boat and marine rental

and sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate boat and marine equipment displays within a required setback or buffer.
  - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
  - (d) *Vehicle display pad.* Not have more than one boat and marine display pad for every 100 feet of street frontage. The pad may be elevated up to two feet above adjacent displays or grade.
  - (e) *Other materials for sale.* Not display other materials for sale between the principal structure and the street.
- (6) *Gasoline sales (automobile service station, mini-service and self-service).* Gasoline sales (full-service, mini-service and self-service) shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:
    - (i) The proposed gasoline sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use

and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

- (ii) The proposed gasoline sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed gasoline sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
- (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
  - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *Methods of ingress/egress.*
- (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
  - (ii) Methods of ingress/egress shall:

- a. Not exceed 40 feet in width, exclusive of transitions.
  - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
  - c. Not be located closer than 15 feet to any other property line.
- (d) *Location of gasoline pumps.* Locate no gasoline pump within 15 feet of any street right-of-way line; where a greater street setback line has been established, locate no gasoline pump within 15 feet of such setback line. Pumps shall be protected from vehicle impact with bollards or other physical structures.
- (e) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (f) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (g) *Storage and accessory sales of materials and equipment.*
- (i) Have no outdoor displays of materials or equipment, including tires, except in a display rack for automobile products no more than four feet wide, maintained within three feet of a principal building. There shall be a limit of one display rack per street frontage.
  - (ii) Not store any unlicensed, inoperable or junked vehicles.
- (h) *No outdoor sale of oil, grease, auto parts.* Where mini-service and self-service facilities sell food, hardware, drugs and related items, in conjunction with gas, prohibit the outdoor sale of oil, grease, parts or accessories for automobiles and related items, and no service except for self-service water, air or carwash.
- (i) *Repair work.* In a full-service station, ensure all repair work, vehicle washing, lubrication, and installation of parts and accessories is performed within an enclosed structure.
- (j) *Storage of automobiles.* In a full-service station, store all automobile parts, dismantled vehicles, and similar materials within an enclosed building or totally screen them from view by a solid or privacy fence. A chainlink fence with slats shall not constitute acceptable screening or fencing.
- (k) *Automotive repair and servicing.* If a full-service gasoline sales use provides automotive repair and servicing, it shall comply with all the standards listed for automobile repair and service stations (Subsection 4.3.4(J)(3) of this section, Automobile repair and servicing).



# City of Alachua

## Planning & Community Development Department

### Staff Report

#### Planning & Zoning Board Hearing Date: Legislative Hearing

June 14, 2022

**SUBJECT:** A request to amend the City of Alachua Land Development Regulations by amending Article 4, Section 4.3.4(J) related to Use Specific Standards for Vehicle Sales and Services.

**APPLICANT/AGENT:** John C. Vick III, V3 Capital Group

**PROJECT PLANNER:** Adam Hall, AICP, Principal Planner

**RECOMMENDATION:** Staff recommends that the Planning & Zoning Board find the proposed text amendments to the City's Land Development Regulations to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmit such finding to the City Commission with a recommendation to approve.

**RECOMMENDED MOTION:** *Based upon the presentation to this Board and Staff's recommendation, this Board finds the proposed text amendments to the City's Land Development Regulations to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmits such finding to the City Commission with a recommendation to approve.*

## SUMMARY

This application is a request submitted by John C. Vick III of V3 Capital Group, to amend the City of Alachua Land Development Regulations (LDRs). The proposed amendments would revise use specific separation requirements for certain uses which fall under the category entitled “Vehicle Sales and Services.” The Use Specific standards for these uses are located in Section 4.3.4(J) of the LDRs. The following uses are included in Section 4.3.4(J):

- ❖ Automobile body shop
- ❖ Automobile rental and sales
- ❖ Automobile repair and servicing
- ❖ Boat and marine rental and sales
- ❖ Carwash and auto detailing
- ❖ Tire sales and mounting, transmission or muffler shop

In addition to other use specific standards for the above mentioned uses, the LDRs require a minimum separation of 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts. The applicant contends that this separation requirement does not consider intervening roadways or how enhanced buffering can serve as an additional separation tool between uses.

The proposed amendment provides two (2) conditions by which the 250-foot separation requirement can be reduced for the following uses:

- Automobile rental and sales
- Automobile repair and servicing
- Boat and marine rental and sales
- Gasoline sales

The applicant proposes that a reduction in separation distance could be permitted when an intervening arterial or collector street exists between the proposed “Vehicle Sales and Service” use and the school, daycare center, residential use, or vacant land in a residential zoning district. The applicant contends that this acknowledges that arterial or collector streets by nature provide separation between lands and such streets inherently have impacts on adjacent properties, including traffic, sound and light. The proposed amendment reduces the minimum separation when this condition is met to 100 feet, and to 50 feet when an enhanced landscape buffer is provided (except for the automobile repair and servicing use where the minimum separation is proposed to not be reduced to less than 100 feet).

The second condition that would permit a reduction in separation is when the “Vehicle Sales and Service” use fronts US Hwy 441. The City has established US Hwy 441 as a commercial corridor, thereby directing commercial development to occur along this roadway. The applicant contends that by reducing the separation requirement, the City will maximize existing and future land use patterns along this corridor, which promotes a planned and logical development pattern. The proposed amendment reduces the minimum separation when this condition is met to 100 feet and 50 feet when an enhanced landscape buffer is provided (except in the



automobile repair and servicing use where the minimum separation is proposed to not reduce to less than 100 feet).

The applicant contends that the proposed amendment will enable the City to foster continued urban growth along its primary transportation and utility corridors, promoting a healthy and logical development pattern, while protecting neighboring residential uses.

## PROPOSED LDR TEXT AMENDMENTS

Strikethrough represents text to be stricken. Underline represents text to be added.

### **Sec. 4.3. Use specific standards.**

#### 4.3.4 *Business uses.*

(1) *Vehicle sales and services.*

(2) *Automobile rental and sales; recreational vehicle rental and sales; truck or tractor rental or sales.* Automobile rental and sales and truck or tractor rental or sales shall comply with the following standards:

(a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts., unless one or more of the following standards are met:

(i) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

(ii) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of

200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate vehicle or equipment displays within a required setback or buffer.
  - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
  - (d) *Vehicle display pad.* Not have more than one vehicle display pad for every 100 feet of street frontage. The vehicle display pad may be elevated up to two feet above adjacent displays or grade.
  - (e) *No display on top of building.* There shall be no vehicle display on top of a building.
  - (f) *Vehicle display pad.* Have no racks that tilt vehicles in any way to show the underside, unless they are located inside a show room.
  - (g) *Other materials for sale.* Display no other materials for sale between the principal structure and the street.
  - (h) *Testing.* Not test vehicles on residential streets.
- (3) *Automobile repair and servicing.* Automotive repair and servicing shall comply with the following standards:
- (a) *Minimum separation.* Separation distance shall be measured from lot line to lot line. Lots shall be located at least 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts., unless one of the following conditions is met:
    - (i) The proposed automobile repair and servicing use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
    - (ii) The proposed automobile repair and servicing use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate

of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
  - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
  - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (d) *Ingress/egress.*
  - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
  - (ii) Methods of ingress/egress shall:
    - a. Not exceed 40 feet in width, exclusive of transitions.
    - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
    - c. Not be located closer than 15 feet to any other property line.
- (e) *Enclosure.* Repair and store all vehicles within an enclosed building. Temporary vehicle storage may be allowed in an outdoor storage area that shall be no larger than 25 percent of the total lot area. Such areas shall be located to the rear of the principal structure and be screened from off-site views. The height of materials and equipment stored shall not exceed the height of the screening fence or wall.
- (f) *Public address systems.* Have no outdoor speaker or public address system which is audible from single-family lands.
- (g) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (h) *Testing.* Not test vehicles on residential streets.
- (i) *Parked vehicles.* Not park or store a vehicle as a source of parts, or park or store a vehicle for the purpose of sale or lease/rent.
- (j) *Vehicle storage.* Not store or park a vehicle that has been repaired and is awaiting removal for more than 30 consecutive days. In cases where a vehicle has been abandoned by its lawful owner prior to or during the repair process, the vehicle may remain on site as long as is necessary after the 30 day period, provided the owner or operator of the establishment can demonstrate steps have been taken to remove the vehicle from the premises using the appropriate legal means.
- (k) *Service bay orientation.* Service bay doors shall not be oriented toward any adjacent uses where the minimum separation requirements apply in (a) above.

- (4) *Boat and marine rental and sales.* Boat and marine rental and sales shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts., unless one or more of the following standards are met:
- (i) The proposed boat and marine rental and sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
- (ii) The proposed boat and marine rental and sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed boat and marine rental and sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate boat and marine equipment displays within a required setback or buffer.
- (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
- (d) *Vehicle display pad.* Not have more than one boat and marine display pad for every 100 feet of street frontage. The pad may be elevated up to two feet above adjacent displays or grade.

- (e) *Other materials for sale.* Not display other materials for sale between the principal structure and the street.
- (6) *Gasoline sales (automobile service station, mini-service and self-service).* Gasoline sales (full- service, mini-service and self-service) shall comply with the following standards:
  - (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts., unless one or more of the following standards are met:
    - (i) The proposed gasoline sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
    - (ii) The proposed gasoline sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed gasoline sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
  - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
  - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *Methods of ingress/egress.*

- (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
- (ii) Methods of ingress/egress shall:
  - a. Not exceed 40 feet in width, exclusive of transitions.
  - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
  - c. Not be located closer than 15 feet to any other property line.
- (d) *Location of gasoline pumps.* Locate no gasoline pump within 15 feet of any street right-of-way line; where a greater street setback line has been established, locate no gasoline pump within 15 feet of such setback line. Pumps shall be protected from vehicle impact with bollards or other physical structures.
- (e) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (f) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (g) *Storage and accessory sales of materials and equipment.*
  - (i) Have no outdoor displays of materials or equipment, including tires, except in a display rack for automobile products no more than four feet wide, maintained within three feet of a principal building. There shall be a limit of one display rack per street frontage.
  - (ii) Not store any unlicensed, inoperable or junked vehicles.
- (h) *No outdoor sale of oil, grease, auto parts.* Where mini-service and self-service facilities sell food, hardware, drugs and related items, in conjunction with gas, prohibit the outdoor sale of oil, grease, parts or accessories for automobiles and related items, and no service except for self-service water, air or carwash.
- (i) *Repair work.* In a full-service station, ensure all repair work, vehicle washing, lubrication, and installation of parts and accessories is performed within an enclosed structure.
- (j) *Storage of automobiles.* In a full-service station, store all automobile parts, dismantled vehicles, and similar materials within an enclosed building or totally screen them from view by a solid or privacy fence. A chainlink fence with slats shall not constitute acceptable screening or fencing.
- (k) *Automotive repair and servicing.* If a full-service gasoline sales use provides automotive repair and servicing, it shall comply with all the standards listed for automobile repair and service stations (Subsection 4.3.4(J)(3) of this section, Automobile repair and servicing).

## CONSISTENCY WITH THE COMPREHENSIVE PLAN

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

### VISION ELEMENT

The applicant provides the following analysis of consistency with the Vision Element of the City's Comprehensive Plan:

- Vision Element, Vision Statement states, "*The City will be a business friendly community, encouraging economic development...Alachua will be a leader in fostering quality well-planned growth and redevelopment.*" The proposed

amendment encourages economic development, focused along collector/arterial streets and U.S. Hwy 441, which serves as the City's primary commercial corridor. By providing conditions by which the minimum separation for "vehicle sales and services" can be reduced, the City is promoting development to occur in a compact, logical pattern and well-planned pattern.

- Vision Element, Goal 1: Economic Development states, "*The City will maintain its focus on a welcoming business environment and encourage business development in the downtown area and along the US 441 corridor.*" The proposed amendment expressly addresses enhancing the business environment and promoting the U.S. Hwy 441 corridor for business development, by providing reductions in the minimum separation requirement for "vehicle sales and services" for properties fronting U.S. Hwy 441.
- Vision Element, Goal 3: Transportation Mobility states, "*The City will provide efficient traffic circulation that is safe and convenient, while maintaining or improving the level of service on roadways.*" The proposed amendment, by providing reductions in the minimum separation requirement, promotes compactness of development, following well-established urban/regional planning principles, which creates a more efficient transportation network.

**Evaluation & Findings:** Staff finds that the proposed amendment will result in additional infill and redevelopment opportunities within the downtown area and along the US 441 corridor, which is consistent with the Vision Element of the City's Comprehensive Plan.

## FUTURE LAND USE ELEMENT

The applicant provides the following analysis of consistency with the Future Land Use Element of the City's Comprehensive Plan:

- Future Land Use Element, Objective 1.3: Commercial states, "*These land use categories shall provide a broad range of commercial uses including retail sales and services.*" The proposed amendment encourages the development of commercial properties consistent with this Objective by providing alternatives for reductions in the minimum separation requirements for "vehicle sales and services" uses. These uses are by nature sales and service related.
- Future Land Use Element, Policy 1.3.e states, "*Infill within established commercial areas is preferred over extension of a strip commercial pattern,*" and "*Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development upon surrounding land uses.*" The proposed amendment encourages infill development by providing conditions to reduce the minimum separation requirement, discouraging a strip commercial pattern. Additionally, the proposed amendment provides for enhanced landscaped buffering alternatives to more fully mitigate visual impacts upon surrounding land uses.
- Future Land Use Element, Policy 1.3.f states, "*The City shall establish and maintain the US 441 corridor as a Corporate Corridor Activity Center. The intent of establishing this activity center is to implement economic development objectives and to promote a coordinated development plan to maximize existing and future land use patterns and preserve the function of the US 441 corridor.*"

The proposed amendment provides for reductions in the minimum separation requirement for “vehicle sales and services” when proposed development fronts U.S. Hwy 441. By providing for reductions in the separation requirement, the proposed amendment encourages development of these uses to occur along the City’s Corporate Corridor Activity Center. Moreover, the reduction leads to more compact and efficient development, therefore maximizing existing and future land use patterns, and preserving the function of the corridor.

- Future Land Use Element, Objective 2.7: Discouragement of Urban Sprawl states, “*The City shall discourage the proliferation of urban sprawl as set forth in Chapter 163, Florida Statutes.*” The proposed amendment, by providing for reductions in the minimum separation requirement for “vehicle sales and services,” promotes more compact development, maximizing existing and future public facilities and services, which follows a planned development pattern that encourages infill development.
- Future Land Use Element, Policy 4.1.b states, “*The City shall establish flexible standards related to landscaping, buffering, stormwater (to the extent allowable), and parking requirements to encourage infill development.*” The proposed amendment provides for alternatives for buffering and landscaping to reduce the minimum separation requirement for “vehicle sales and services.” These reductions encourage infill development. By allowing enhanced landscape buffering to serve as a tool to mitigate impacts on neighboring properties, the proposed amendment provides flexibility as these uses are developed, thereby encouraging infill development.

**Evaluation & Findings:** Staff finds that the proposed amendment will further the Goals, Objectives, and Policies of the Future Land Use Element of the City’s Comprehensive Plan. The proposed amendment will create additional opportunities for infill development for the auto-related uses addressed. The proposed amendment will direct additional auto-related uses to the US 441 corridor. While additional infill opportunities will be created through this amendment, additional requirements for buffering and landscape will mitigate any negative impacts on adjacent properties.

## TRANSPORTATION ELEMENT

The applicant provides the following analysis of consistency with the Transportation Element of the City’s Comprehensive Plan:

- Transportation Element, Policy 1.5.e states, “*Where feasible, the City will encourage strategies to facilitate development patterns that support multi-modal solutions, including urban design and appropriate land use mixes, including intensity and density.*” The proposed amendment promotes compactness and efficient transportation networks by providing for reductions in the minimum separation requirement for “vehicle sales and services” uses. By encouraging compactness, the proposed amendment facilitates development patterns that support multimodal solutions.

**Evaluation & Findings:** Staff finds that the proposed amendment, by creating additional infill development opportunities, will further the Transportation Element of the City’s



Comprehensive Plan. Such development will support a compact and efficient transportation system within the City.

## FINDINGS OF FACT: COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

Subsection 2.4.1(E)(1) of the Land Development Regulations (LDRs) states that, “in determining whether to approve a proposed text amendment to the Land Development Regulations, the City Commission shall find that an application is consistent with the following standards.” These standards are listed below, followed by Staff’s evaluation.

- (a) *Consistent with Comprehensive Plan – Whether and the extent to which the proposed amendment is consistent with the Comprehensive Plan.*

**Evaluation & Findings:** An evaluation of the application’s consistency with the City’s Comprehensive Plan has been provided within this report.

- (b) *Consistent with Ordinances – Whether the proposed amendment is in conflict with any provision of these LDRs or the City Code of Ordinances.*

**Evaluation & Findings:** The proposed amendments do not conflict with any other provisions of the LDRs or the City Code of Ordinances.

- (c) *Changed Conditions – Whether and the extent to which there are changed conditions that require an amendment.*

**Evaluation & Findings:** The applicant contends that the City’s economic growth has transitioned from primarily greenfield development to greenfield and infill development. As the City continues to develop, particularly along its US Hwy 441 corridor, new commercial development will continue to occur near existing developed properties. The current separation requirements may disrupt the City’s logical development pattern. The natural growth of the community towards infill development has provided for this changed condition. The applicant contends that the proposed amendment addresses the issue while protecting neighboring uses.

- (d) *Community Need – Whether and the extent to which the proposed amendment addresses a demonstrated community need.*

**Evaluation & Findings:** The applicant contends that the current separation standards for certain “Vehicle Sales and Service” uses hinders the ability of commercial properties to be developed in order to provide residents access to a variety of retail and service amenities. The proposed amendment encourages the development of these commercial enterprises along primary transportation and utility corridors in areas that are planned for such development.

*Compatible with Surrounding Uses* - Whether and the extent to which the proposed amendment is consistent with the purpose and intent of the zone districts in these LDRs, or will improve compatibility among uses and will ensure efficient development within the City.

**Evaluation & Findings:** The proposed LDR Text Amendment addresses use specific separation requirements for “vehicle sales and services” uses. These uses are generally permitted in business districts in the City. The applicant contends that the proposed amendment is consistent with the intent of the business zoning districts: Community Commercial District, Central Business District and Commercial Intensive District. The applicant states that the proposed amendment will improve the City’s ability to ensure efficient development, with standards to reduce the minimum separation requirement promoting more compactness and introducing enhanced landscaped buffering into separation alternatives.

- (e) *Development Patterns* - Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern.

**Evaluation & Findings:** The “vehicle sales and services” uses are required to be consistent with the underlying future land use designations. Therefore, any such use must occur on properties with proper Future Land Use and Zoning designations. The applicant contends that the proposed amendment would improve the City’s ability to have a logical and orderly development pattern, and that by establishing conditions by which the minimum separation standards can be reduced, the City is maximizing existing and future land use patterns, while protecting neighboring properties. The proposed amendment encourages development to occur along US Hwy 441, which the City has designated a commercial corridor.

- (f) *Effect on Natural Environment* - Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

**Evaluation & Findings:** The proposed text amendment does not impact or change any regulations related to the protection of the natural environment.

- (g) *Public Facilities* - Whether and the extent to which the proposed amendment would result in development that is adequately served by public facilities (roads, potable water, sewage, storm water management, parks, and solid wastes).

**Evaluation & Findings:** The proposed text amendment addresses “vehicle sales and service uses”. These uses can only occur in business districts within the City. The proposed amendment would reduce minimum separation requirements when certain conditions are met, including intervening collector/arterial streets and US Hwy 441 frontage. The applicant states that the proposed amendment encourages development to occur where the City’s primary public facilities exist along the collector and arterial streets.

EXHIBIT "A"

TO

VEHICLE SALES AND SERVICES  
LAND DEVELOPMENT REGULATIONS (LDR) TEXT AMENDMENTS  
STAFF REPORT

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



# City of Alachua

MIKE DAROZA  
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT  
DIRECTOR KATHY WINBURN, AICP

May 24, 2022

John C Vick  
Manager  
V3 Capital Group  
496 S. Hunt Club Blvd  
Apopka, FL 32703

Also submitted electronically to [trey@v3capgroup.com](mailto:trey@v3capgroup.com)

**RE: Notice of Hearings to be Scheduled for Automotive Services LDR Text Amendment**

Mr Vick:

On May 23, 2022 the City of Alachua received your updated application for the above referenced project.

Based on review of the materials submitted, the City has determined that this application can now be scheduled for a hearing before the Planning and Zoning Board.

You must provide two (2) *double-sided, three-hole punched, color sets* of each **complete** application package and a digital copy of all materials in PDF format on a CD or via email/ cloudlink *no later than 10 business days prior to the PZB Meeting at which your application is scheduled to be heard*. The application has been scheduled for the **June 14, 2022** Planning and Zoning Board meeting; therefore, the above referenced materials must be submitted to the City no later than **Tuesday, May 31, 2022**. Materials may be submitted earlier than this date.

If you plan to utilize a PowerPoint presentation or would like other materials to be available for reference during the public hearing, please submit the presentation or materials no later than 12:00 PM on the last business day prior the PZB meeting (no later than Monday, June 13, 2022). Any presentation or materials may be submitted by emailing them to [planning@cityofalachua.com](mailto:planning@cityofalachua.com).

Should you have any questions, please feel free to contact me at (386) 418-6100, ext. 1603 or via email at [ahall@cityofalachua.com](mailto:ahall@cityofalachua.com).

Sincerely,

Adam Hall, AICP  
Principal Planner

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



# City of Alachua

MIKE DAROZA  
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT  
DIRECTOR KATHY WINBURN, AICP

May 18, 2022

John C Vick  
Manager  
V3 Capital Group  
496 S. Hunt Club Blvd  
Apopka, FL 32703

*Also submitted electronically to [trey@v3capgroup.com](mailto:trey@v3capgroup.com)*

**RE: Comments for LDR Text Amendment related to Use-Specific Standards for Automobile Sales and Services**

Dear Mr Vick:

On April 28, 2022 the City of Alachua received your application for an amendment to the text of the City of Alachua Land Development Regulations. The proposed amendment relates to the use-specific standards for automobile sales and services found in Section 4.3.4 (J).

The application referenced above has been reviewed by City staff. Based on the impacts that the proposed amendment may have on properties adjacent to the automobile sales and services uses, a revised draft of the proposed text amendment has been provided attached to this letter. This revised draft makes several substantial changes to the submitted language. These changes include:

- Removing automobile body shop, automobile repair and servicing, carwash or auto detailing, and tire sales and mounting, transmission or muffler shop from the use types being modified under this amendment
- Requiring 150% increased landscape buffering when proposed uses are located with an intervening arterial or collector street and have at least a 100' separation from schools, day care centers, residential uses, or vacant land in residential zone districts
- Requiring 200% increased landscape buffering when proposed uses are located with an intervening arterial or collector street and have at least a 50' separation from schools, day care centers, residential uses, or vacant land in residential zone districts
- Requiring 150% increased landscape buffering when proposed uses have frontage along US 441 and have at least a 100' separation from schools, day care centers, residential uses, or vacant land in residential zone districts
- Requiring 200% increased landscape buffering when proposed uses have frontage along US 441 and have at least a 50' separation from schools, day care centers, residential uses, or vacant land in residential zone districts

Please incorporate these changes into the application and resubmit to the City. If changes are satisfactorily completed and submitted by 12 PM on Monday, May 23, 2022 the application may be forwarded to the Planning and Zoning Board and heard at the June 14, 2022 hearing.

If you would like to meet to discuss these changes, please let me know and we can schedule a Project Assistance Team (PAT) meeting.

Should you have any questions, please feel free to contact me at (386) 418-6100, ext. 1603 or via email at [ahall@cityofalachua.com](mailto:ahall@cityofalachua.com).

Sincerely,



Adam Hall, AICP  
Principal Planner

c: Kathy Winburn, AICP, Planning Director  
Justin Tabor, AICP, Principal Planner  
Mike DaRoza, City Manager  
File

# Proposed LDR Text Amendment

Strikethrough represents text to be stricken. Underline represents text to be added.

## Sec. 4.3. Use specific standards.

### 4.3.4 Business uses.

#### (J) Vehicle sales and services.

(2) *Automobile rental and sales; recreational vehicle rental and sales; truck or tractor rental or sales.* Automobile rental and sales and truck or tractor rental or sales shall comply with the following standards:

(a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:

(i) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

(ii) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate vehicle or equipment displays within a required setback or buffer.
  - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
  - (d) *Vehicle display pad.* Not have more than one vehicle display pad for every 100 feet of street frontage. The vehicle display pad may be elevated up to two feet above adjacent displays or grade.
  - (e) *No display on top of building.* There shall be no vehicle display on top of a building.
  - (f) *Vehicle display pad.* Have no racks that tilt vehicles in any way to show the underside, unless they are located inside a show room.
  - (g) *Other materials for sale.* Display no other materials for sale between the principal structure and the street.
  - (h) *Testing.* Not test vehicles on residential streets.
- (4) *Boat and marine rental and sales.* Boat and marine rental and sales shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts-, unless one or more of the following standards are met:
    - (i) The proposed boat and marine rental and sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
    - (ii) The proposed boat and marine rental and sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet



when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed boat and marine rental and sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate boat and marine equipment displays within a required setback or buffer.
  - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
  - (d) *Vehicle display pad.* Not have more than one boat and marine display pad for every 100 feet of street frontage. The pad may be elevated up to two feet above adjacent displays or grade.
  - (e) *Other materials for sale.* Not display other materials for sale between the principal structure and the street.
- (6) *Gasoline sales (automobile service station, mini-service and self-service).* Gasoline sales (full-service, mini-service and self-service) shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts-, unless one or more of the following standards are met:
    - (i) The proposed gasoline sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
    - (ii) The proposed gasoline sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the

required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed gasoline sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
  - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
  - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *Methods of ingress/egress.*
  - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
  - (ii) Methods of ingress/egress shall:
    - a. Not exceed 40 feet in width, exclusive of transitions.
    - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
    - c. Not be located closer than 15 feet to any other property line.
- (d) *Location of gasoline pumps.* Locate no gasoline pump within 15 feet of any street right-of-way line; where a greater street setback line has been established, locate no gasoline pump within 15 feet of such setback line. Pumps shall be protected from vehicle impact with bollards or other physical structures.
- (e) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (f) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (g) *Storage and accessory sales of materials and equipment.*
  - (i) Have no outdoor displays of materials or equipment, including tires, except in a display rack for automobile products no more than four feet wide, maintained within three feet of a principal building. There shall be a limit of one display rack per street frontage.
  - (ii) Not store any unlicensed, inoperable or junked vehicles.
- (h) *No outdoor sale of oil, grease, auto parts.* Where mini-service and self-service facilities sell food, hardware, drugs and related items, in conjunction with gas, prohibit the outdoor sale of oil, grease, parts or accessories for automobiles and related items, and no service except for self-service water, air or carwash.
- (i) *Repair work.* In a full-service station, ensure all repair work, vehicle washing, lubrication, and installation of parts and accessories is performed within an enclosed structure.
- (j) *Storage of automobiles.* In a full-service station, store all automobile parts, dismantled vehicles, and similar materials within an enclosed building or totally screen them from view

by a solid or privacy fence. A chainlink fence with slats shall not constitute acceptable screening or fencing.

- (k) *Automotive repair and servicing.* If a full-service gasoline sales use provides automotive repair and servicing, it shall comply with all the standards listed for automobile repair and service stations (Subsection 4.3.4(J)(3) of this section, Automobile repair and servicing).



# City of Alachua

MIKE DAROZA  
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT  
DIRECTOR KATHY WINBURN, AICP

May 10, 2022

John C Vick  
Manager  
V3 Capital Group  
496 S. Hunt Club Blvd  
Apopka, FL 32703

*Also submitted electronically to [trey@v3capgroup.com](mailto:trey@v3capgroup.com)*

**RE: Application Acceptance for LDR Text Amendment related to Use-Specific Standards for Automobile Sales and Services**

Dear Mr Vick:

On April 28, 2022 the City of Alachua received your application for an amendment to the text of the City of Alachua Land Development Regulations. The proposed amendment relates to the use-specific standards for automobile sales and services found in Section 4.3.4 (J).

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

The contents of the application **have not** been thoroughly reviewed. An in-depth review of the content of the application will be performed and any further issues with content will be provided to you at the Project Assistance Team (PAT) meeting, which will be scheduled separately from this letter. Should you have any questions, please feel free to contact me at (386) 418-6100, ext. 1603 or via email at [ahall@cityofalachua.com](mailto:ahall@cityofalachua.com).

Sincerely,

Adam Hall, AICP  
Principal Planner

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

# City of Alachua

## LDR Text Amendment Application

### *Sec. 4.3.4(J) Use Specific Standards: Vehicle Sales and Services*

Revised: May 25, 2022

V 3 Capital Group  
496 S. Hunt Club Boulevard  
Apopka, FL 32703

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# City of Alachua Text Amendment Application

FOR PLANNING USE ONLY

Case #: \_\_\_\_\_  
Application Fee: \$ \_\_\_\_\_  
Filing Date: \_\_\_\_\_ Acceptance Date: \_\_\_\_\_  
Review Type: P&Z, CC

COMPREHENSIVE PLAN       LAND DEVELOPMENT REGULATIONS

### A. APPLICANT

- Applicant's Status       Applicant       Agent
- Name of Applicant(s) or Contact Person(s): John C Vick III      Title: Manager  
Company (if applicable): V3 Capital Group  
Mailing address: 496 S. Hunt Club Blvd.  
City: Apopka      State: FL      ZIP: 32703  
Telephone: ( ) 407-848-1663      FAX: ( ) \_\_\_\_\_      e-mail: Trey@v3capgroup.com
- If the applicant is agent for the property owner\*:  
Name of Owner (title holder): \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
City: \_\_\_\_\_      State: \_\_\_\_\_      ZIP: \_\_\_\_\_

\* Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

### B. PROPOSAL

- Description/Location of Section/Goal, Objective, or Policy Requesting to Amend/Add: \_\_\_\_\_  
Sec. 4.3.4(J) Vehicle sales and services
- Proposed text language and/or explanation of reason for request: \_\_\_\_\_  
Provide for conditions by which a reduction in the minimum separation requirement for these uses can occur to encourage efficient, compact and logical development patterns.
- List any and all new Section/Goal, Objective, or Policy Requested: \_\_\_\_\_  
N/A

### C. ATTACHMENTS

- Proposed text in strikethrough/underscore format.
- Explanation of need and justification.
- For a text amendment to the Land Development Regulations, reference Section 2.4.1(E)(1).
- For a Large Scale Comprehensive Plan Amendment to the Comprehensive Plan, demonstrate consistency with the Comprehensive Plan.

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

Signature of Applicant

John C Vick III, Manager

Typed or printed name and title of applicant

Signature of Co-applicant

Typed or printed name of co-applicant

State of Florida      County of Seminole

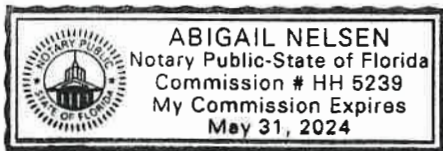
The foregoing application is acknowledged before me this 28 day of April, 2020 by John C. Vick III

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

NOTARY SEAL

Abigail Nelsen

Signature of Notary Public, State of Florida



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

Revised 9/17/2010

## Explanation of Need and Justification

The proposed LDR Text Amendment application revises use specific separation requirements for vehicle sales and services. The requirements are detailed in Sec. 4.3 Use Specific Standards, particularly Sec. 4.3.4(J). The proposed amendment fosters continued growth along key transportation and utility corridors and protects neighboring uses.

LDR Sec. 4.3.4(J) provides a host of automotive-related uses, classified wholly as “Vehicle sales and services.” The following uses are included:

- Automobile body shop
- Automobile rental and sales
- Automobile repair and servicing
- Boat and marine rental and sales
- Carwash or auto detailing
- Gasoline sales
- Tire sales and mounting, transmission or muffler shop

Such uses are commercial in nature and serve the residents of the community as they are able to access the related goods and services. To that end, the City has generally permitted these uses in commercial zoning categories.

In addition to other use-specific standards for the abovementioned uses, the LDR require a minimum separation of 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts. This separation requirement does not consider intervening roadways or how enhanced buffering can serve as an additional separation tool between uses. Additionally, the existing requirement can run counter to the City’s development pattern and stated vision and goals.

**The proposed amendment provides two (2) conditions by which the 250-foot separation requirement can be reduced in the following uses:**

- Automobile rental and sales
- Automobile repair and servicing
- Boat and marine rental and sales
- Gasoline sales

The first condition that would permit a reduction is when an intervening arterial or collector street exists between the proposed “vehicle sales and services” use and the school, day care center, residential use, or vacant land in residential zone districts. This acknowledges that arterial or collector streets by nature provide separation between lands and such streets inherently have impacts on adjacent properties, including traffic, sound and light. The proposed amendment reduces the minimum separation when this condition is met to 100 feet and 50 feet when an enhanced landscaped buffer is provided (except in the automobile repair and servicing use where the minimum separation is proposed to not reduce to less than 100 feet).



The second condition that would permit a reduction is when the proposed use fronts U.S. Hwy 441. The City has established U.S. Hwy 441 as a commercial corridor, thereby directing commercial development to occur along this roadway. By reducing the separation requirement, the City is maximizing existing and future land use patterns along this corridor, which promotes a planned and logical development pattern. The proposed amendment reduces the minimum separation when this condition is met to 100 feet and 50 feet when an enhanced landscaped buffer is provided (except in the automobile repair and servicing use where the minimum separation is proposed to not reduce to less than 100 feet).

The City of Alachua continues to experience greenfield development; however, infill development has begun to occur as well, which will only continue to trend upward. As infill continues, the City has turned its focus on compact patterns of land use and development. The existing minimum separation standard for the “vehicle sales and services” uses disrupts the logical development pattern of the City’s commercial corridor, limiting compactness and function. The proposed amendment addresses this concern while protecting neighboring uses.

The existing minimum separation requirement also fails to incorporate enhanced landscaped buffering as a tool in separating uses. In some ways, landscaping can serve as a more effective buffering technique than distance separation alone. Through enhanced landscaped buffering, neighboring uses can be mitigated from sound and light sources, and provide more privacy than distance separation. The proposed amendment provides for this alternative.

In reviewing standards, it is helpful to consider neighboring communities and how similar uses are treated. This relates particularly to vehicle sales and services type uses. In contrast to the City of Alachua’s current separation of 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts, the City of Gainesville requires separation of 50 feet from residential districts or Planned Developments district with predominately residential uses. Meanwhile, Alachua County has no use specific separation requirement in standard commercial zoning and the County’s maximum separation between commercial uses and single family residential is 40 feet. The separation standards in the proposed amendment are well beyond these neighboring communities’ requirements.

By approving the proposed amendment, the City will be able to foster continued urban growth along its primary transportation and utility corridors, promoting a healthy and logical development pattern, while protecting neighboring uses.

# Proposed LDR Text Amendment

~~Strikethrough~~ represents text to be stricken. Underline represents text to be added.

## Sec. 4.3. Use specific standards.

### 4.3.4 Business uses.

#### (J) Vehicle sales and services.

(2) *Automobile rental and sales; recreational vehicle rental and sales; truck or tractor rental or sales.* Automobile rental and sales and truck or tractor rental or sales shall comply with the following standards:

(a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:

(i) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

(ii) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest

property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate vehicle or equipment displays within a required setback or buffer.
  - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
  - (d) *Vehicle display pad.* Not have more than one vehicle display pad for every 100 feet of street frontage. The vehicle display pad may be elevated up to two feet above adjacent displays or grade.
  - (e) *No display on top of building.* There shall be no vehicle display on top of a building.
  - (f) *Vehicle display pad.* Have no racks that tilt vehicles in any way to show the underside, unless they are located inside a show room.
  - (g) *Other materials for sale.* Display no other materials for sale between the principal structure and the street.
  - (h) *Testing.* Not test vehicles on residential streets.
- (3) *Automobile repair and servicing.* Automotive repair and servicing shall comply with the following standards:
- (a) *Minimum separation.* Separation distance shall be measured from lot line to lot line. Lots shall be located at least 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts, unless one of the following conditions is met:
    - (i) The proposed automobile repair and servicing use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
    - (ii) The proposed automobile repair and servicing use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest

property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
    - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
    - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
  - (c) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
  - (d) *Ingress/egress.*
    - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
    - (ii) Methods of ingress/egress shall:
      - a. Not exceed 40 feet in width, exclusive of transitions.
      - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
      - c. Not be located closer than 15 feet to any other property line.
  - (e) *Enclosure.* Repair and store all vehicles within an enclosed building. Temporary vehicle storage may be allowed in an outdoor storage area that shall be no larger than 25 percent of the total lot area. Such areas shall be located to the rear of the principal structure and be screened from off-site views. The height of materials and equipment stored shall not exceed the height of the screening fence or wall.
  - (f) *Public address systems.* Have no outdoor speaker or public address system which is audible from single-family lands.
  - (g) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
  - (h) *Testing.* Not test vehicles on residential streets.
  - (i) *Parked vehicles.* Not park or store a vehicle as a source of parts, or park or store a vehicle for the purpose of sale or lease/rent.
  - (j) *Vehicle storage.* Not store or park a vehicle that has been repaired and is awaiting removal for more than 30 consecutive days. In cases where a vehicle has been abandoned by its lawful owner prior to or during the repair process, the vehicle may remain on site as long as is necessary after the 30 day period, provided the owner or operator of the establishment can demonstrate steps have been taken to remove the vehicle from the premises using the appropriate legal means.
  - (k) *Service bay orientation.* Service bay doors shall not be oriented toward any adjacent uses where the minimum separation requirements apply in (a) above.
- (4) *Boat and marine rental and sales.* Boat and marine rental and sales shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:
    - (i) The proposed boat and marine rental and sales use is located with an intervening arterial or collector street between such use and schools, day care

centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

- (ii) The proposed boat and marine rental and sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed boat and marine rental and sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate boat and marine equipment displays within a required setback or buffer.
- (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
- (d) *Vehicle display pad.* Not have more than one boat and marine display pad for every 100 feet of street frontage. The pad may be elevated up to two feet above adjacent displays or grade.
- (e) *Other materials for sale.* Not display other materials for sale between the principal structure and the street.
- (6) *Gasoline sales (automobile service station, mini-service and self-service).* Gasoline sales (full-service, mini-service and self-service) shall comply with the following standards:
  - (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:
    - (i) The proposed gasoline sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential

uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

- (ii) The proposed gasoline sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed gasoline sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
  - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
  - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *Methods of ingress/egress.*
  - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
  - (ii) Methods of ingress/egress shall:
    - a. Not exceed 40 feet in width, exclusive of transitions.
    - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
    - c. Not be located closer than 15 feet to any other property line.
- (d) *Location of gasoline pumps.* Locate no gasoline pump within 15 feet of any street right-of-way line; where a greater street setback line has been established, locate no gasoline pump within 15 feet of such setback line. Pumps shall be protected from vehicle impact with bollards or other physical structures.

- (e) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (f) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (g) *Storage and accessory sales of materials and equipment.*
  - (i) Have no outdoor displays of materials or equipment, including tires, except in a display rack for automobile products no more than four feet wide, maintained within three feet of a principal building. There shall be a limit of one display rack per street frontage.
  - (ii) Not store any unlicensed, inoperable or junked vehicles.
- (h) *No outdoor sale of oil, grease, auto parts.* Where mini-service and self-service facilities sell food, hardware, drugs and related items, in conjunction with gas, prohibit the outdoor sale of oil, grease, parts or accessories for automobiles and related items, and no service except for self-service water, air or carwash.
- (i) *Repair work.* In a full-service station, ensure all repair work, vehicle washing, lubrication, and installation of parts and accessories is performed within an enclosed structure.
- (j) *Storage of automobiles.* In a full-service station, store all automobile parts, dismantled vehicles, and similar materials within an enclosed building or totally screen them from view by a solid or privacy fence. A chainlink fence with slats shall not constitute acceptable screening or fencing.
- (k) *Automotive repair and servicing.* If a full-service gasoline sales use provides automotive repair and servicing, it shall comply with all the standards listed for automobile repair and service stations (Subsection 4.3.4(J)(3) of this section, Automobile repair and servicing).

## LDR Section 2.4.1(E)(1) Analysis

The below analysis demonstrates consistency with Sec. 2.4.1(E)(1) (a) – (h).

### **(a) Consistent with Comprehensive Plan. Whether and the extent to which the proposed amendment is consistent with the Comprehensive Plan.**

Vision Element, Vision Statement states, *“The City will be a business friendly community, encouraging economic development...Alachua will be a leader in fostering quality well-planned growth and redevelopment.”* The proposed amendment encourages economic development, focused along collector/arterial streets and U.S. Hwy 441, which serves as the City’s primary commercial corridor. By providing conditions by which the minimum separation for “vehicle sales and services” can be reduced, the City is promoting development to occur in a compact, logical pattern and well-planned pattern.

Vision Element, Goal 1: Economic Development states, *“The City will maintain its focus on a welcoming business environment and encourage business development in the downtown area and along the US 441 corridor.”* The proposed amendment expressly addresses enhancing the business environment and promoting the U.S. Hwy 441 corridor for business development, by providing reductions in the minimum separation requirement for “vehicle sales and services” for properties fronting U.S. Hwy 441.

Vision Element, Goal 3: Transportation Mobility states, *“The City will provide efficient traffic circulation that is safe and convenient, while maintaining or improving the level of service on roadways.”* The proposed amendment, by providing reductions in the minimum separation requirement, promotes compactness of development, following well-established urban/regional planning principles, which creates a more efficient transportation network.

Future Land Use Element, Objective 1.3: Commercial states, *“These land use categories shall provide a broad range of commercial uses including retail sales and services.”* The proposed amendment encourages the development of commercial properties consistent with this Objective by providing alternatives for reductions in the minimum separation requirements for “vehicle sales and services” uses. These uses are by nature sales and service related.

Future Land Use Element, Policy 1.3.e states, *“Infill within established commercial areas is preferred over extension of a strip commercial pattern,” and “Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development upon surrounding land uses.”* The proposed amendment encourages infill development by providing conditions to reduce the minimum separation requirement, discouraging a strip commercial pattern. Additionally, the proposed amendment provides for enhanced landscaped buffering alternatives to more fully mitigate visual impacts upon surrounding land uses.

Future Land Use Element, Policy 1.3.f states, *“The City shall establish and maintain the US 441 corridor as a Corporate Corridor Activity Center. The intent of establishing this activity center is to implement economic development objectives and to promote a coordinated development*



*plan to maximize existing and future land use patterns and preserve the function of the US 441 corridor.”* The proposed amendment provides for reductions in the minimum separation requirement for “vehicle sales and services” when proposed development fronts U.S. Hwy 441. By providing for reductions in the separation requirement, the proposed amendment encourages development of these uses to occur along the City’s Corporate Corridor Activity Center. Moreover, the reduction leads to more compact and efficient development, therefore maximizing existing and future land use patterns, and preserving the function of the corridor.

Future Land Use Element, Objective 2.7: Discouragement of Urban Sprawl states, *“The City shall discourage the proliferation of urban sprawl as set forth in Chapter 163, Florida Statutes.”* The proposed amendment, by providing for reductions in the minimum separation requirement for “vehicle sales and services,” promotes more compact development, maximizing existing and future public facilities and services, which follows a planned development pattern that encourages infill development.

Future Land Use Element, Policy 4.1.b states, *“The City shall establish flexible standards related to landscaping, buffering, stormwater (to the extent allowable), and parking requirements to encourage infill development.”* The proposed amendment provides for alternatives for buffering and landscaping to reduce the minimum separation requirement for “vehicle sales and services.” These reductions encourage infill development. By allowing enhanced landscape buffering to serve as a tool to mitigate impacts on neighboring properties, the proposed amendment provides flexibility as these uses are developed, thereby encouraging infill development.

Transportation Element, Policy 1.5.e states, *“Where feasible, the City will encourage strategies to facilitate development patterns that support multi-modal solutions, including urban design and appropriate land use mixes, including intensity and density.”* The proposed amendment promotes compactness and efficient transportation networks by providing for reductions in the minimum separation requirement for “vehicle sales and services” uses. By encouraging compactness, the proposed amendment facilitates development patterns that support multi-modal solutions.

**(b) Consistent with ordinances. Whether the proposed amendment is in conflict with any provision of these LDRs or the City Code of Ordinances.**

The proposed amendment provides reductions in the minimum separation requirement of Sec. 4.3.4(J) when certain conditions are met. If approved, no conflict with the LDRs or City Code of Ordinances would exist.

**(c) Changed conditions. Whether and the extent to which there are changed conditions that require an amendment.**

The City of Alachua’s economic growth has transitioned from primarily greenfield development to greenfield and infill development. Several years ago, minimum separation requirements were not as adversely impactful as new development occurred around undeveloped properties. As the City continues to develop, particularly along its U.S. Hwy 441 corridor, new commercial development will continue to occur near existing developed properties. The current separation requirement disrupts the City’s logical development

pattern. It also discourages compactness which runs counter to urban and regional planning principles. The natural growth of the community to infill development has provided for this changed condition that necessitates an amendment. The proposed amendment addresses this issue while protecting neighboring uses.

**(d) *Community need.* Whether and the extent to which the proposed amendment addresses a demonstrated community need.**

The City of Alachua has strategically focused on becoming a self-sustaining community. This includes having the necessary opportunities and amenities for its citizens within its corporate limits. A large component of reaching self-sustainability is offering residents access to a variety of retail and service amenities. The “vehicle sales and services” uses are in line with such amenities. The current minimum separation standard for these uses hinders the ability of commercial properties to be developed to provide these goods and services. The proposed amendment encourages the development of these commercial enterprises along primary transportation and utility corridors, for planned development to occur in a responsible manner.

**(e) *Compatible with surrounding uses.* Whether and the extent to which the proposed amendment is consistent with the purpose and intent of the zone districts in these LDRs, or will improve compatibility among uses and will ensure efficient development within the City.**

The proposed amendment addresses use specific separation standards for “vehicle sales and services.” These uses are generally permitted in business districts in the City. Of course, the uses contained within “vehicle sales and services” are required to occur on property that has the appropriate land use and zoning designations.

The Community Commercial District is intended, “to provide lands for business uses that provide goods and services to residents of the entire community.” The Central Business District is intended, “to encourage the development of the City’s historic downtown as the focal point in Alachua for an intense mix of office, retail, service, restaurant, entertainment, cultural, government, civic, and residential uses.” The Commercial Intensive District is intended, “to provide lands and facilitate highway-oriented development opportunities within the City, for uses that require high public visibility and an accessible location.”

The proposed amendment is consistent with these intentions.

Additionally, the proposed amendment will improve the City’s ability to ensure efficient development, with conditions to reduce the minimum separation requirement promoting more compactness and introducing enhanced landscaped buffering into separation alternatives.

**(f) *Development patterns.* Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern.**

The “vehicle sales and services” uses are required to be consistent with underlying future land use designations. Therefore, any such use would continue to have to occur on properly entitled properties. The proposed amendment would improve the City’s ability to have a

logical and orderly development pattern. By establishing conditions by which the minimum separation standards can be reduced, the City is maximizing existing and future land use patterns, while protecting neighboring properties. The proposed amendment also encourages development to occur along U.S. Hwy 441, which the City has designated a commercial corridor.

**(g) *Effect on natural environment.* Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.**

The proposed amendment does not impact or change any LDR related to the protection of the natural environment.

**(h) *Public facilities.* Whether and the extent to which the proposed amendment would result in development that is adequately served by public facilities (roads, potable water, sewage, stormwater management, parks, and solid wastes).**

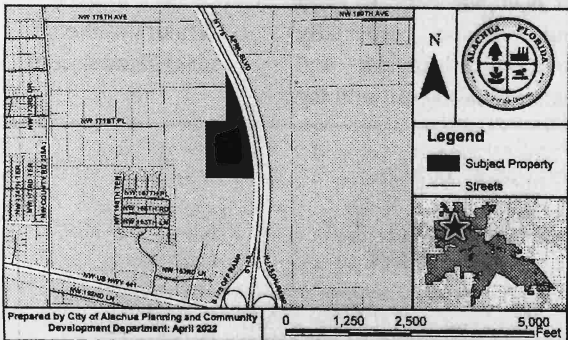
The proposed amendment addresses “vehicle sales and services” uses. These uses can only occur in business districts within the City. The proposed amendment would reduce minimum separation requirements when certain conditions are met, including intervening collector/arterial streets and U.S. Hwy 441 frontage. This amendment in fact encourages development to occur where the City’s primary public facilities exist along the collector and arterial streets. The proposed amendment will continue to ensure development is adequality served by public facilities.



# City of ALACHUA

## NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning & Zoning Board of the City of Alachua will hold a public hearing on June 14, 2022 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following: A request by Clay Sweger, AICP, of EDA Consultants, Inc., applicant and agent for Alachua A One, LLC, property owner, for consideration of a Small Scale Comprehensive Plan Amendment on a ±27.9 acre subject property to amend the Future Land Use Map (FLUM) from Corporate Park to High Density Residential on a parcel of land generally located north of the US 441/Interstate-75 interchange, and north of NW 161st Terrace; consisting of a portion of Tax Parcel Number 03049-000-000. Existing FLUM: Corporate Park; Proposed FLUM: High Density Residential; Existing Zoning: Corporate Park (CP).



At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

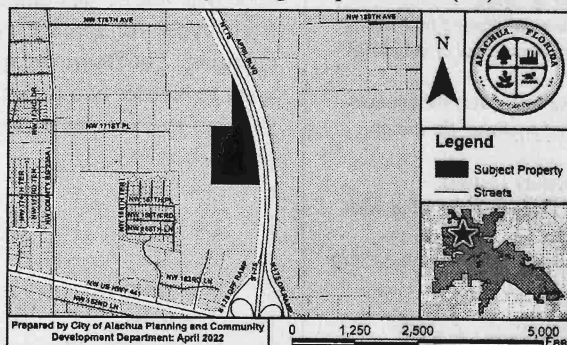
(Published: Alachua County Today - June 2, 2022)



# City of ALACHUA

## NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

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At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

(Published: Alachua County Today - June 2, 2022)



# City of ALACHUA

## NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning and Zoning Board of the City of Alachua will hold a public hearing on June 14, 2022, at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider a request by John C Vick III of V3 Capital Group to amend the City of Alachua Land Development Regulations (LDRs) as follows: amending Section 4.3.4 (J) regarding use-specific standards for vehicle sales and services.

At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

(Published: Alachua County Today - June 2, 2022)



# City of ALACHUA

## NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning and Zoning Board of the City of Alachua will hold a public hearing on June 14, 2022 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following: A request by Daniel Young, P.E., of CHW, Inc, applicant, on behalf of Concept Development, Inc, property owner, for consideration of a Site Plan to construct a ±6,952 square foot automobile repair and servicing facility with associated site improvements on a ±0.98 acre subject property located north of US 441, west of Interstate 75 and east of NW 161st Terrace (Tax Parcel No. 03049-003-000);



# City of ALACHUA

## NOTICE OF PUBLIC HEARING BEFORE THE CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the City Commission of the City of Alachua will hold a public hearing on June 13, 2022 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following: A request by Aaron Hickman, PSM., of Causseaux, Hewett, & Walpole, Inc., applicant and agent, for San Felasco Research Ventures, LLC, property owner, for consideration of the Final Plat for Convergence Research Park Residential Phase 1. The final plat proposes to subdivide the ±44.44 acre subject property into a total of 86 lots with associated common areas and road right-of-way. The subject property is located south of San Felasco Parkway, north of Shaw Farms of Alachua and Alachua Highlands and east of



# City of ALACHUA

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

Notice is hereby given that the City Commission of the City of Alachua will hold a public hearing on a proposed ordinance. The hearing will be held on June 13, 2022 at 6:00 p.m., in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida.

The ordinance title is as follows:

ORDINANCE 22-13

AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE SMALL SCALE AMENDMENT OF THE CITY OF ALACHUA COMPREHENSIVE PLAN FUTURE LAND USE MAP; AMENDING THE FUTURE LAND USE MAP CLASSIFICATION OF A ±25.48 ACRE PROPERTY FROM AGRICULTURE AND MODERATE DENSITY RESIDENTIAL TO MODERATE DENSITY RESIDENTIAL AND MEDIUM DENSITY RESIDENTIAL; LOCATED EAST OF CR 235A AND SOUTH OF NW 162ND LANE; TAX PARCEL NUMBERS 03055-010-001, 03055-010-003, 03055-001-000, 03055-001-001, 03055-001-003 AND 03871-000-000; REPEALING ALL ORDINANCES IN CONFLICT; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.



# City of **ALACHUA**

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

Notice is hereby given that the City Commission of the City of Alachua will hold a public hearing on a proposed ordinance. The hearing will be held on June 27, 2022 at 6:00 p.m., in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida.

The ordinance title is as follows:

### **ORDINANCE 22-15**

**AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE AMENDMENT OF THE CITY'S LAND DEVELOPMENT REGULATIONS ("LDRS"); AMENDING SUBPART B OF THE CITY OF ALACHUA CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; AMENDING ARTICLE 4, SECTION 4.3.4 (J), RELATED TO USE-SPECIFIC STANDARDS FOR VEHICLE SALES AND SERVICES; PROVIDING A REPEALING CLAUSE; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 1501 at least 48 hours prior to the public hearing.

# LOCAL & STATE



**WeatherTiger**  
Ryan Truchelut  
Guest columnist

## Short-lived hurricane heat shield has formed

Like defending candy corn, the word “moist,” or the series finale of *Lost*, finding something positive to say about the brutal heat wave gripping Florida and the eastern U.S. is a provocative choice.

We need a little controversy, so here’s an alternate perspective: without the heat, the U.S. Gulf Coast could well have been dealing with a tropical threat this week.

### A hurricane heat shield forms

Florida’s weather between May and September is an exercise in poison picking, with the options limited to hot and wet, hotter and dry, and the wildcard influence of the Tropics. For the upcoming week to ten days, we will be squarely in the second camp.

Thunderstorm coverage will be less than normal as high temperatures soar into the mid- and upper-90s. Spotty triple-digit heat is even expected this weekend across North Florida and the Deep South.

A more typically miserable pattern will probably resume sometime in the last week of June.

The culprit is a powerful ridge of high pressure aloft centered over the Southeastern U.S. The cores of ridges are defined by light winds and sinking air, which heats as it is compressed. Unfortunately, abundant sunlight also continues to evaporate moisture from bodies of water and soils as this occurs, adding up to a humid, stagnant airmass at the surface with high temperatures somewhere between the melting points of chocolate and tungsten.

See **WEATHERTIGER**, Page 9A

## REVIEW



Emily King Brown, playing Lana Mae, rehearses for “Honky Tonk Laundry” at the Hipp. MICHAEL EADDY

## Hipp brings song and dance to stage in ‘Honky Tonk Laundry’

**Ron Cunningham**

Special to Gainesville Sun  
USA TODAY NETWORK

Lana Mae keeps a star-spangled Big Gulp on her counter and a bag of Cheetos stashed on the bottom shelf. Oh, and she dispenses Xanax and chicken-fried aphorisms with equal aplomb.

Katie has a jones for Krispy Kreme and a mad-on for

the potential boyfriend who did her wrong with a bleach-blond floozy. Oh, and a steamer trunk full of repressed emotions from back when mama set fire to the double-wide.

Just another country-western song? Nah. It’s the Hippodrome’s latest summer musical extravaganza.

Roger Bean’s “Honky Tonk Laundry” is exactly

See **‘LAUNDRY’**, Page 9A

## UF athletics exceeds academic average in NCAA’s latest APR report

**Graham Hall**

Gainesville Sun  
USA TODAY NETWORK

Florida’s student-athletes have had recent success in the classroom, with a score of 989 in the Academic Progress Rate (APR), announced Tuesday by the NCAA.

The latest report, which marks the 18th year of the APR, contains rates through four years: from the 2017-18 academic year through the 2020-21 academic year. UF’s overall score exceeded the national average of 984.

“Last month, we finished the academic year with an overall student-athlete GPA of 3.21 – the highest in program history,” Florida athletic director Scott Stricklin said. “Today’s APR is another example of the commitment Gator student-athletes show in the academic arena.”

Four UF women’s athletic programs – cross country, golf, gymnastics and volleyball – turned in the maximum APR score of 1,000, while 13 teams exceeded or equaled its sport’s national average.

The Florida football team posted a score of 981, 12 points above the NCAA Division I Football Bowl Subdivision (FBS) national average of 969.

UF men’s basketball and baseball also surpassed the national averages of 968 and 977, re-

spectively, with scores of 990 and 982.

Under the APR format, a portion of NCAA revenue is allocated to member schools if student-athletes meet certain criteria. Schools earn one academic achievement unit per year if its student-athletes meet at least one of these requirements:

- Earn an overall single-year all-sport APR of 985 or higher

- Earn an overall all-sport Graduation Success Rate of 90% or higher

- Earn a federal graduation rate that is at least 13 percentage points higher than the federal graduation rate of the student-body at that school.

Having met the requirements of the first two points, UF will qualify for the NCAA’s revenue distribution.

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

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The ordinance title is as follows:

#### ORDINANCE 22-15

**AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE AMENDMENT OF THE CITY’S LAND DEVELOPMENT REGULATIONS (“LDRS”); AMENDING SUBPART B OF THE CITY OF ALACHUA CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; AMENDING ARTICLE 4, SECTION 4.3.4 (J), RELATED TO USE-SPECIFIC STANDARDS FOR VEHICLE SALES AND SERVICES; PROVIDING A REPEALING CLAUSE; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

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