

PLANNING AND ZONING BOARD MEETING

CITY OF LAKE CITY

March 05, 2024 at 5:30 PM

Venue: City Hall

AGENDA

The meeting will be held in the City Council Chambers on the second floor of City Hall located at 205 North Marion Avenue, Lake City, FL 32055. Members of the public may also view the meeting on our YouTube channel. YouTube channel information is located at the end of this agenda.

INVOCATION

ROLL CALL

MINUTES

- [i.](#) **Meeting Minutes:** February 6, 2024
- [ii.](#) **Meeting Minutes;** 01-10-2024 and 01-17-2024 Special Called Planning and Zoning Meeting

OLD BUSINESS

- [iii.](#) **CPA23-06 and Z23-07-** Petitions submitted by David Winsberg (owner), to amend the Future Land Use Map and Official Zoning Atlas of the Land Development Regulations by changing the Future Land Use from Residential Medium to Residential High density and changing the zoning district from Residential Single-Family 3 and Residential Multi-Family 1 to Residential Multi-Family 2 on property described, as follows: Parcel No. 11602-002 and 11642-000..

NEW BUSINESS

- [iv.](#) **SPR24-03,** Petition submitted by Michael Wagner. (agent) for WPG-Lake City, LLC (owner), for a Site Plan Review for Wawa, in the Commercial Intensive Zoning District, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations section 4.13.
- [v.](#) **SPR24-02,** Petition submitted by Carol Chadwick. (agent) for Kevin Bedendbough (owner), for a Site Plan Review for Melrose Place, in the Residential Multi-Family 2 Zoning District, and located on parcel 13536-005, which is regulated by the Land Development Regulations section 4.9.

WORKSHOP- None

ADJOURNMENT

YouTube Channel Information

Members of the public may also view the meeting on our YouTube channel at:
<https://youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City Council with respect to any matter considered at its meeting or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

File Attachments for Item:

i. Meeting Minutes: February 6, 2024

PLANNING AND ZONING

MEETING MINUTES

DATE: 02/06/2024

ROLL CALL:

Mrs. McKellum- Present	Mr. McMahon- Present	Mr. Nelson- Present
Mr. Carter- Present	Mr. Lydick- Present	City Attorney- Clay Martin- Present

MINUTES: January 03, 2023 Planning and Zoning Meeting.

Comments or Revisions: None

Motion to approve 01/03/2024 Meeting Minutes by Mr. Carter and seconded by Mr. Nelson.

OLD BUSINESS: None

NEW BUSINESS:

Petition # LDR 24-03 Presented By: Robert Angelo

As owner or agent and gives address of:

Petitioner is Sworn in by:

Discussion:

Robert Introduced petition LDR 24-03. Robert stated that we are doing a complete rewrite of the parking requirements in the Land Development Regulations for the City of Lake City. Robert presented the power point titled, Parking Requirements Text Amendment. Robert stated that after the Planning and Zoning Board, then this would go to the City Council to be adopted.

Robert stated that he looked an existing plaza, plaza where Publix is. Robert stated that they currently have about 270 parking spaces and the current regulations would require about 450 to almost 500 spaces. Robert stated that with the new parking requirements the plaza would require about 350 parking spaces. Robert stated that even with the new requirements that plaza would still be short on spaces. Mr. McMahon asked if Publix would be a big box retailer. Robert stated that they would be considered a shopping plaza being they have other retailers in the plaza with them. Mr. McMahon.

Mr. Lydick asked how amendable is the City on this as far as making some minor tweaks to this? He stated that for instance clubs and charitable establishments would require a lot of spaces based on the member count. Robert stated that we looked at other jurisdictions that Mr. Young pulled them from. Mr. Lydick asked if there was a variance for parking in the new requirements? Robert stated that there is not one and there is not one in the current regulations. Robert stated that we could add that in to the regulations. Robert stated that is why we are bringing this in front of the board is to get their feedback. Mr. Carter agreed that there needs to be a process in place to adjust.

Mr. Lydick asked if we reached out to some of our local businesses and got their input? Robert stated that they have not done that, but that is something we could do before the next meeting. Robert stated that we want it right for the citizens. Mr. Lydick asked at what point does a big box retailer become a shopping plaza? Robert stated that the plaza with Big Lots is a shopping plaza being that they several businesses that use the same parking lot. Robert stated that a business-like Lowe's or Walmart where they are the only one on the lot and have there own parking lot is considered a big box retailer as they do not share the parking lot with anyone.

PLANNING AND ZONING

MEETING MINUTES

Public Comment:

Carol Chadwick stated that she is in support, as a professional engineer, of this and that there are businesses waiting for this to get passed. Mr. Lydick asked her if she had a chance to review any of the text. She stated that she has not.

Sylvester Warren stated he is a local developer and applauds the staff for proposing this. He stated that when he was on the board they had a dental office come in front of them that would have turned out completely different for them. He stated that this will help the City grow. He stated that there is a lady that wants to open up a pharmacy. He stated the sites that she is looking at are not able to be used due to the amount of impervious surface that needs to be put in. He stated that this amendment would allow her to be able to develop the property she is looking at.

Motion to close public comment by: Mr. Carter **Seconded by:** Mrs. McKellum

Board Discussion:

Mr. Carter stated that he thinks this is an excellent idea. He stated that we have had people come before them that could not do what they wanted to due to the parking.

Mr. Lydick asked Mr. Young if this would put an undo burden on the department and staff to make the changes that talked about. Mr. Young stated that it would not.

Motion to table LDR 24-03 to allow to create some addendums and allow time to survey local businesses to get feedback by: Mr. Carter **Motion Seconded By:** Mr. Nelson

Mrs. McKellum: Aye **Mr. Nelson:** Aye **Mr. McMahon:** Aye
Mr. Carter: Aye **Mr. Lydick:** Aye

Agenda Item # Resolution 2024 PZ-SP-01 Introduced By: Clay Marin, City Attorney

Mr. Martin introduced Resolution 2024 PZ-SP-01. He stated the purpose or the resolution for the denying of Petition SPR 22-15 submitted by Circle K. He stated that the basis for denial are in items A thru H of the recitals. Mr. Lydick asked at what point does the ratification become effective. Mr. Martin stated that once the Board ratifies it, it is effective. He stated that this gives the party a date and a written action to which the appeal process can start if appealed.

Mr. Martin read the resolution by title.

Motion to Adopt PZ-SP 24-01 by: Mr. Carter **Motion Seconded By:** Mr. Nelson

Mrs. McKellum: Aye **Mr. Nelson:** Aye **Mr. McMahon:** Aye
Mr. Carter: Aye **Mr. Lydick:** Aye

PLANNING AND ZONING

MEETING MINUTES

WORKSHOP:

Discussion:

Mr. McMahon asked if the decision of the denial of Circle K's project was appealed where would it go. Mr. Martin stated that they need to do some research as the text currently in the LDR would have it come before the Board of Adjustments which is the same group. He stated that this would not allow for due process.

Robert asked the Board what they would like to see as a workshop for the next couple months. The Board stated that they would like to discuss Robert's Rules of Order and meeting decorum.

ADJOURNMENT

Mr. Lydick closed the meeting.

Motion to Adjourn by: Mr. Carter

Time: 6:10 pm

Motion Seconded By: Mrs. McKellum

Mr. Lydick, Board Chairperson

Date Approved

Robert Angelo, Secretary

Date Approved

File Attachments for Item:

ii. Meeting Minutes; 01-10-2024 and 01-17-2024 Special Called Planning and Zoning Meeting

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

DATE: 01/10/2024 and 01/17/2024

ROLL CALL:

Mrs. McKellum- Present
Mr. Carter- Present

Mr. McMahon- Present
Mr. Lydick- Present

Mr. Nelson- Present

MINUTES: None

Comments or Revisions: None

Motion to forego 01/03/2024 Meeting Minutes by Mr. Carter and seconded by Mr. Nelson.

OLD BUSINESS: None

NEW BUSINESS:

Petition # SPR22-15 Presented By: Jarod Stubbs, as Agent

As owner or agent and gives address of: 755 Commerce Ct, Decatur, GA

Petitioner is Sworn in by: Mr. Lydick

Mr. Walker discussed with the Chair about swearing any that wishes to speak at the meeting on 01-10-2024 or 01-17-2024. Mr. Walker swore in all that wished to speak.

Mr. Walker discussed with the Board about ex-parte communications and asked the Board if they had any ex-parte communications. Mr. Nelson stated no. Mr. McMahon stated no. Mr. Carter stated that he had some general discussion. Mr. Walker asked him it would have an effect on his decision. Mr. Carter stated no. Mrs. McKellum stated no. Mr. Lydick stated no, but one of the attorneys that will be speaking on the project is working on a land deal that he is part of but has no monetary gain in the land deal. Mr. Walker and Mr. Lydick discussed whether it would influence his decision. Mr. Lydick stated no.

Mr. Walker explained the reason for this meeting as this matter was heard and approved in July of 2022. He stated that due to improper public notice it would need another hearing, a duo novo hearing.

Discussion:

Robert Angelo introduced petition SPR 22-15. Robert stated that the applicant is looking to add high-flow diesel pumps to the rear of their current facility. Robert stated that the application is listed three parcels but is being re-platted into two parcels leaving parcels 02524-001 and 02524-102. Robert stated that the current use is for automotive service station and is permitted per Land Development Regulations Section 4.15.2.1. Robert stated that the staff review from 2022 did not change any and staff's comments were still the same. Mr. Lydick asked if Robert could go through the steps as how we got to where we are. Robert stated that the project was approved in July in 2022. Robert stated that Nick Patel expressed concerns of the project. Robert stated that upon review of the application the City noticed that the project was not properly noticed. Mr. Walker stated that the Land Development Regulations states that you do not need to notice the hearing. Mr. Walker stated that all the attorneys in

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

the room would agree that this is a quasi-judicial matter, and the public did not have a chance to be heard and it is his opinion that the petition needs to be re-heard.

Marshall Rainey spoke on behalf of Circle K. He introduced the parties on there side, John Shell owner of GWC Developments and Mike Higgins Real Estate Director for Circle K. He stated that Circle K has a ground lease for the two parcels. He stated that they are looking to add four high flow diesel pumps. He showed a diagram for the site plan which is page C-4 of the site plan. He stated that the site would have three spots for refueling behind the existing facility and six parking spots.

He stated that they have objected to the appeal the whole time. He stated that the rules in place at the time stated that no public notice or meeting is required per the Land Development Regulations 13.11.3. He stated that Circle K's position has been that it is inappropriate to throw out the baby out with the bath water in July of 2022. He stated that there was no objection from nobody, staff, FDOT, and anyone till October 2022 when Mr. Patel raised concern. He stated that they had received there building permit in February 2023. He stated at that time no lawsuit or appeal had been filed. He stated that it is a 30-day appeal period.

He stated that Circle K signed a long-term ground lease and signed a construction contract. He stated that months after the project was approved Mr. Patel filed an appeal of the construction permit. He stated that Mr. Patel's attorneys are calling the issuing of the permit a development order. He stated that the development order is the approval of the site plan by the board. He discussed the appeal process and how it would go to the City Council.

He stated that Mr. Walkers office notified them that the project was not properly noticed and that the project would need to be heard over. He stated that they objected to that, but they wanted to play nice and put the project on hold. He stated that the whole basis of the appeal was for if the four high flow diesel pumps make it a truck stop. He stated the definition of a truck stop in the Land Development Regulations in section 2.1. He stated that the site currently has 24 gas pumps and the addition is only for four diesel pumps. He stated that it is going to be 95% cars and 5% trucks. He stated that it is not a truck stop based on the definition. He stated that they are not going to have any of the accommodations that you normally have at a truck stop. He stated that the City has not changed its position.

He stated that no one has provided a traffic analysis except Circle K. He stated that the area is an intense commercial area. He stated that no other development in the Gateway Crossing Development has not had to provide no where near the level of a traffic analysis.

Mr. Walker address the Chair, Board, and audience about quasi-judicial hearing and that all comments go thru the chair and that everyone will be heard.

Mike Higgins, Director of Real Estate for Circle K. Mr. Rainey started questioning Mr. Higgins. He asked him to explain his role with Circle K and what his involvement with the site was . Mr. Higgins stated that he is very familiar with the site. He stated what Circle K is looking to do with the site. Mr. Rainey asked if he knew about how much fuel the current site pumps. He stated just under five million gallons a year. Mr. Rainey asked him if this was a high-volume store. He stated yes. He asked if there were any projections for the additional pumps He stated about 1.5 million gallons. He asked if they expected to see about one third more vehicles out there. He stated no, because a truck takes ten times the amount of fuel. He asked what the average car put in their car verse a truck. He stated the average car put about ten gallons in. He stated that the average truck puts in about one hundred gallons.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

Mr. Rainey asked if Circle K hired an engineer to handle the project. He stated yes, Kimley Horne. Mr. Rainey asked if a representative of Kimley Horne was there. He stated yes, Jarod Stubbs. He asked when the project was approved and was it approved unanimously. He stated yes, in July of 2022. Mr. Rainey asked what steps they took next. He stated that they got cooperate approval to move forward.

Mr. Rainey asked how much Circle K was paying on there lease. He stated eleven thousand dollars a month. Mr. Rainey asked if they hired a general contractor. He stated yes. Mr. Rainey asked if he was aware of the concerns from Mr. Patel. He stated yes. He asked him when he learned of the objections. He stated in November.

Mr. Rainey asked if the traffic is consistent with other developments and the Commercial Highway Interchange. He stated yes. Mr. Rainey asked about trucks coming around to the front of the site. He stated that the only trucks that would be out front is deliveries but not regular traffic. Mr. Rainey asked with the expansion were they adding bathrooms. He stated yes, because that is a major complaint from the store. Mr. Rainey asked if there were going to be any showers. He stated no. Mr. Rainey asked if they were going to add a restaurant or any overnight accommodations. He stated no.

Mr. Rainey called John Shell, owner of Gateway Crossings Partners. John stated that he was involved with property when the original development plan was approved by the City. He stated that he was contacted but Mr. Neely to partner with him to develop the property. He stated that they purchased the land in 2015. Mr. Rainey asked if they did a traffic analysis of the site. He stated yes, they did one for the whole site in 2015. He stated that they came up with a density for the entire build out.

Mr. Rainey asked if he spoke with Kimley Horne about the Circle K traffic analysis and if it was anywhere close to what they projected back in 2015. He stated he did discuss if with Kimley Horne and that they are nowhere close to being at capacity. He stated they were more ambitious in 2015 and that it will never reach that density. Mr. Rainey asked if GWC owned the lot that Circle K is currently on. He stated no they develop the lots, then either sell them or lease them. Mr. Rainey asked if Circle K entered a lease with them for lot two. He stated yes.

Mr. Rainey asked if he had the opportunity to speak with anyone from the City and discuss if this site would be a truck stop. He stated that he had a conversation with Dave Young in 2021. He stated that it was determined then that this was not a truck stop. Mr. Rainey asked how he heard about the concerns for the site. He stated that there were some articles in the paper. He said that he had some conversations with Mr. Patel. He stated that they agreed to disagree about the use. He stated that he asked Mr. Patel why they did not hear from him in a timely manner.

Mr. Rainey asked him from the conversations, what was Mr. Patel's primary concerns. He stated that the stacking characteristics of the traffic. He stated in Mr. Patel's view this is a truck stop. Mr. Rainey asked if Mr. Patel offered up any suggestions as to the fix of the concerns. He stated out of respect to Mr. Patel that neither of them is a traffic engineer, but in Mr. Patel's opinion that there should be another turn lane. He stated that he told Mr. Patel that the road is owned by the City.

Mr. Rainey asked if the addition of the new pumps is consistent with the Commercial Highway Interchange district. He stated yes, otherwise they would not have entered into a long-term lease.

Mr. Rainey asked if he was aware that Mr. Patel partners own other hotels that abuts the district. He stated yes, they own several. Mr. Rainey asked if they own Comfort Inn and Suites and encourages truck parking. He stated yes, matter of fact last night there were ten or so eight-teen wheelers parked there. Mr. Rainey asked if he was aware of any billboards advertising truck parking there. He stated yes, there is a large one on I-75. He stated that it had a big star burst that states trucks

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

welcome. Mr. Shell stated that it is more of a truck stop than what the expansion of Circle K is. Mr. Rainey asked if he had discussed the Comfort Inn and Suites site with Mr. Patel. He stated yes, on a previous business matter. Mr. Rainey asked if they discussed if that open parcel next to Comfort Inn and Suites is for sell. He stated that no it was not. He said that Mr. Patel said that he had other partners and it was decided that the site was more valuable to them for truck parking. Mr. Rainey stated right across the street. Mr. Shell stated yes, about one hundred and eighty feet away.

Mr. Rainey turned the questioning over to his partner Jason Gabriel. Jason stated he would be asking questions for Vincent Spark, a traffic engineer. Mr. Gabriel asked what his role was with Kimley Horne. He stated that he is a traffic engineer, mainly prepares traffic analysis for public and private sector.

Mr. Gabriel asked if he was familiar with the site. He stated yes, he prepared the traffic analysis for the site. Mr. Gabriel asked if Circle K had Kimley Horne prepare traffic analysis for the site. He stated yes. One in early 2022 and the other in October 2022. Mr. Gabriel asked if he reviewed the traffic analysis the Mr. Shell referred to in his questioning. He stated that they reviewed the traffic analysis prepared in 2015. He stated what the traffic analysis involved as to density. Mr. Gabriel asked him if it was a comprehensive look at the site. He stated yes. Mr. Gabriel asked compared to the traffic analysis in 2015 to current time how does that look. He stated that the traffic analysis in 2015 was a comprehensive report for the entire build out and that all the current and proposed development is considerably less traffic that what was projected.

Mr. Gabriel asked about how far the intersection is from the exit ramp form I-75. He stated about four hundred feet. Mr. Gabriel asked what zoning district the sire was in. He stated the Commercial Highway Interchange. Mr. Gabriel asked what uses were allowed in the area. He stated mostly commercial and industrial use and that there is not any district that is much more intense. Mr. Gabriel asked if the Commercial Highway Interchange for the City of Lake City was and intense use. He stated a relative intense use.

Mr. Gabriel asked how many fuel stations and how many pumps are currently on the site. He stated twenty-four fueling stations and twelve pumps. Mr. Gabriel asked how many fueling stations and pumps were being proposed. He stated three refueling stations and four pumps. He stated that each fueling station will have two hoses for the trucks. Mr. Gabriel asked what is the ratio of the cars verse the trucks. He stated about 95% auto and 5% truck. He stated that it takes longer to fuel a truck, about ten to fifteen minutes.

Mr. Gabriel asked him to summarize the traffic analysis. He discussed the traffic analysis and stated the proposed expansion would not dramatically affect the site. Mr. Gabriel asked him if they took traffic counts from Centurion Ct and Hwy 90 and if they were conservative. He stated yes, and they viewed as all the traffic going to Circle K. Mr. Gabriel asked what the focus was on the traffic analysis. He stated that they looked at LOS, stacking, delays, and movements mainly north and south. Mr. Gabriel asked if they looked at AM and PM hours. He stated yes. Mr. Gabriel asked what the existing PM trips were. He stated that the existing PM trips in was one hundred twenty-two and one hundred six-teen out. Mr. Gabriel asked about how many PM trips were estimated. He stated about seventy-two new trips, thirty-six in and thirty-six out. He stated that the ITE has a trip generation for each use but that it is for the whole US and sees a use in Atlanta the same as Lake City and they calibrated it to the current conditions.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

Mr. Gabriel asked if they looked at any of the other sites proposed. He stated yes, at a high level based on the information from the City. He discussed the amount of the traffic from the other developments. He stated that the other sites were proposing a considerable amount more traffic than the Circle K. He stated that the other sites only looked at how many trips were being generated and did not look at where they were going. Mr. Gabriel asked if in his opinion was there any upgrades needed. He stated with looking at the existing conditions that it would not and that the LOS would stay a B. He stated that FDOT could adjust the green times to help the intersections.

Mr. Gabriel asked if there were going to be any accommodations for trucks other than the addition of the pumps. He stated no. Mr. Gabriel asked about the technical evaluation of the October traffic analysis done by Kimley Horne, for Circle K, provided by Mr. Buckholtz. Mr. Gabriel asked that he states in there the evaluations that Kimley Horne analysis uses a 3.61 growth rate and ignores Rib Crib, Sonic, and U-Haul. He stated that those developments were approved after the Circle K project. Mr. Gabriel asked about the reference 69% reductions and all the traffic on Centurion Ct being considered as going to Circle K and that if the popularity of Circle K increases then the trip generation could double. He stated that they did the reduction at 69% based ITE suggestions to do so. He stated that the ITE suggests adjusting the calculations to local conditions and variables. He stated that the over counts and under counts, they were being conservative. They looked at it as all the trips going to Circle K and not going anywhere else, even though a lot of the traffic currently on Centurion Ct goes to Denny's and the Hotel.

Mr. Gabriel asked about the reduction is trips being calculated not taking into count the trips on I-75 and projecting the traffic count to low. He stated that typically the pass by counts do not come from the interchange but come from road that the site is on. He stated they did not remove any from there counts. He stated they considered all the trips still going to Circle K.

Mr. Gabriel asked about his reference to the 95% que length and the blocking of Denny's entrance. He stated that the south bound form seven vehicles to eight vehicles. He stated that the current stacking will already block Denny's and that per State Statue 163 are not responsible for fixing the current problem. Mr. Gabriel asked what is your professional opinion of Mr. Buckholtz evaluation. He stated that the only sense that it was inaccurate and incomplete is that they were overly conservative. He stated that the refence to the addition of green arrows is wrong and you can see that in any google street view.

Mr. Gabriel turned the questioning over to Mr. Rainey. Mr. Rainey asked Jarod Stubbs to introduce himself and his background. He did. Mr. Rainey asked how he was involved with the project. He stated that he was the involved the site plan review in 2022 and started the concept in 2021. Mr. Rainey asked about the circulation on the site plan page 4.2. He discussed the circulation and the turn lane. He stated that the fixing of the turn lane was based on detailed coordination with FDOT. He stated that the current curbing is broken due to trucks running over the curb.

Mr. Rainey asked about the fuel truck routing movements. He stated the route of the fuel truck and that it is how it is currently. He stated that they are proposing new fuel storage tanks to the north of the current building and would only be accessed from the rear of the building. Mr. Rainey asked if the delivery trucks and refueling trucks currently travel to the front of the building. He stated yes. Mr. Rainey asked if they were going to install any signs restricting truck traffic to the front of the building. He stated yes. He said that this was considered and coordinated with the City after hearing of the concerns from Mr. Patel and would put no overnight parking signs.

Mr. Rainey asked if he had discussion with City staff about whether this would be a truck stop. He stated after Mr. Shells meeting with Mr. Young he had a meeting with Mr. Young and City staff in

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

September 2021 to discuss zoning and zoning process. He stated that at that meeting he verified with Mr. Young that no additional approvals would be needed. Mr. Rainey asked is it your understanding that since September 2021 that no special use would be needed for the project. He stated that it was his understanding that it did not need a special use to be permitted.

Mr. Rainey asked if the project had all the necessary FDOT permits. He stated yes, they had the upgrade permit and the drainage permit. Mr. Rainey asked if he was familiar with a letter sent by FDOT in October of 2023 threaten to revoke the access permit for Centurion Ct. He stated yes. Mr. Rainey asked if he had a chance to speak with the individual that sent the letter. He stated yes, he spoke with Troy Register. Mr. Rainey asked if he had discussed the letter with Troy. He stated yes, but it took several days to reach him and he also spoke with Carlos. He stated that the intent of the email was to get feedback from the City on the project and that he was getting a lot of concerned feedback from an adjacent land owner concerning the site plan and it was not what was permitted by FDOT. He stated at that point he sent detailed information presented and the slight modification. He stated that the updated site plan reduced the number of parking spaces for trucks from nine to six. Mr. Rainey asked if he had provided Troy with all the changes after his conversation with him. He stated yes. Mr. Rainey asked when that was. He stated it was November 10th. He stated that they received the letter from FDOT on October 30th. Mr. Rainey asked if he had received any information or feedback from FDOT since then. He said no. Mr. Rainey asked if he felt that he satisfied all FDOT needs. He stated yes.

At 7:36pm Chair called a five-minute break. At 7:48 Chair resumed the meeting.

Robert Angelo stated that the land is conducive for the proposed use based on the traffic count. He stated that 5% of the traffic according to the traffic analysis is for truck traffic and 95% is for auto traffic. He stated that this would still fall in the category of an automotive service station. He stated that the site would still be primarily used for automotive. He stated that would not require a special exception.

He stated that all of City department response on the staff review from 2022 are the same. He stated from speaking with City staff they all still felt the same way. Mr. Walker asked if he was introducing the staff review from 2022 as the staff review for this hearing, He stated yes.

Mr. Walker asked if he had looked at the Land Development Regulations. He stated yes. Mr. Walker asked if that was also the view of his Director Dave Young. He stated yes. He asked who all reviews the site plans. He stated that all the City departments and Directors review the projects and they have a New Development Meeting every other Thursday to discuss projects. He stated that Mr. Young and him met to discuss whether this is a truck stop or an automotive service station. He stated that they determined that based on the definition of a truck stop, it is not a truck stop and is a automotive service station. Mr. Walker asked if the definitions that he is referring to is from the Land Development Regulations. He stated yes, they are from the section 2.1. Mr. Walker asked based on the information provided in the application if it was his professional opinion that based on the addition of the three refueling stations that is a minor in comparison to the automotive service station. He stated yes, based on looking at the current site plan and the proposed site plan. The current site plan has twenty-four fueling station and the new one would only add three high flow fueling stations. He stated that based on the traffic flow being 95% auto and 5% truck makes this an automotive service station. Mr. Walker asked in section 4.2 did you review this section to determine if the use is permitted. He

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

stated yes. Mr. Walker asked if he believed if a special exception is needed. He stated no, based on the previous reasons.

Mr. Walker asked if there was a process to review a site plan. He stated yes and discussed the process. Mr. Walker asked if this property was in the CHI Commercial Highway Interchange zoning district. He stated yes. Mr. Walker asked if an automotive service station is a permitted use in the CHI zoning district. He stated yes, in section 4.15.2.1. Mr. Walker asked has the applicant provided the necessary information in keeping with section 13.1.11. He stated yes. Mr. Walker asked if he was introducing his testimony and all his submitted documents in as evidence. He stated yes.

Dave Young, Director of Growth Management and Land Development Regulations Administrator, stated that he had to interpret the definition of a truck stop. He stated that it did not fit the category. He stated that he met with John Shell and a representative of Circle K in 2021. He stated that they stand behind what they have done to this point.

Guy Norris, Attorney with Norris and Norris law firm introduced his co council Terrell Arline, Nick Patel, client and partner of Gateway Hotels. Mr. Norris stated that all folks agree that page 4.3 of the site plan is an aerial view of the proposed site. He stated that you have I-75 pinning in the development. He stated that he wanted the board to see what where lot one was and that it was not owned by Circle K or was it owned by GWC. He also stated that Circle K is not the owner of lot one. He stated that the applicant is GWC which is not the owner of lot one. He stated that the only thing being developed on lot one is nine hundred square feet of the building which is owned by someone else. He stated the owner of lot one is not an applicant or agent of the application. The owner of lot two GWC and its agent Kimley Horne.

He stated that the proposed construction on lot two was for high flow diesel pumps. He stated that they are for tractor trailers and the canopy is designed high enough to cover tractor trailers not automobiles. He stated that the parking proposed is for tractor trailer rigs not automobiles. He stated that the truck pulls in forward and has nowhere to go but backwards. He stated that the other construction is the under-ground diesel pumps to service the high flow pumps. He stated that they even have a dumpster. He stated that all the construction on lot two is for trucks. He stated that they are going to restrict automobiles on lot two, but there going to call it an automotive service station.

He stated that he wanted to ensure that the documents submitted on December 18, 2023 was in evidence. He stated that there was a tremendous amount of discussion about an appeal. He stated that per your Council that this is not an appeal but a rehearing. He stated that you are here on a duo novo hearing and that the previous hearing in July 2022 matters not. He stated that there was no public notice.

He stated they are here on behalf on Gateway Hotels the owner of Tru by Hilton. He stated after approval of the plat, road Centurion Ct was turned over to the City. He stated that they provided a diagram for the proposed developments and how the hotel, restaurants, and how it is pinned in by I-75. He stated that if there had been any discussion on whether there would be a truck stop there, then Tru would not exist and they would not have bought lots four and five to build another hotel. He stated that you are not going to build a hotel like that next to a truck stop. He stated that his clients are proud citizens of the community.

He stated that GWC is the applicant not Circle K and that it is for nothing more that servicing tractor trailers. He stated that the site has a proposed one-hundred-foot sign advertising high flow diesel and here is the price. He stated that we are not here for an appeal, we are here on a duo novo hearing.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

He stated that your purpose here is the hearing of both sides along with the public comment and to make a decision and apply the existing Land Development Regulations. He introduced exhibit FGH1, a photo of a similar size Circle K in Jacksonville taken in the twilight. He stated lets see if this meets the definition of an automotive service station. He stated the definition of an automotive station. He stated that you heard the City say that this is an automotive service station. He stated that tractor trailers rigs produce more fumes, smoke, noise, vibration and an automobile. He stated that an automotive service station is not a car wash or a truck stop, or here is the key a combination of. He stated that is not an automotive service station.

He stated that the other side stated that an automotive service station is not a truck stop. He stated he agrees. He stated that when pumps are erect you shall consider each a principle use. He stated that there was some discussion of 4.2 mentioned by the City Staff. He stated that the following regulation shall apply to the location, design, construction, operation and maintenance of automotive service and self-service stations right, Mr. Angelo used that exact term. He stated look their self-service gasoline pumps. He stated that in section 4.2.6 that no sign or pump of any type shall be with in twenty-five feet of the lot line. He stated that these are all reasonable expectations and are all for gasoline. He stated the definition of truck stops. He stated it sort of brings back memories of lot two. He stated that when is says may have restaurants, snack bars, or overnight accommodations does not mean they must have in order to be a truck stop. He stated that much was stated about showers earlier. He stated that no word of showers is mentions in the definition of automotive service stations or truck stops. He stated that in the definition of truck stops the only requirements is for the refueling of tractor trailers.

He stated that in the auto service stations definition says that when motor fuel pumps are erected in conjunction with a use which is not an automotive service station, each use shall be considered as a separate principal use. He stated that for the Planning and Zoning to approve a truck stop it must have a special exception. He stated no special exception has been done or have the requirements of a special exception been met. He states that the LDR does not say how large a truck stop has to be.

He stated that the Board should use the prohibited use as well to review this petition. He stated the verbiage in the LDR for prohibited use in the Commercial Highway Interchange district. He stated that any use which is potentially dangerous, noxious, or offensive to neighboring use, such as backing out into the road way. He stated that on page C4.5 on the site plan, the site is pinned in by I-75.

He stated that City of Lake City is the Gateway to Florida. He stated that the photograph in Exhibit FGH1, picture of a Circle K with truck parking is not what you want at the exit. He stated that every truck will have to enter and exit on Centurion Ct. He stated that it is only a two-lane road. He stated that the Columbia County Economic Council have expressed opposition. He stated that the FDOT has expressed concerns in a letter about the development. He stated that Mr. Register sent an email to Circle K, the Mayor, and the City Attorney Todd Kennon. He read the email talks about revoking the access permit for Centurion Ct and not to extend the safety permit that expires in October 30, 2023. He stated that the City did not contact the department to determine if a new permit was needed. He stated that the Board was led to believe that no farther traffic concerns would be created. He stated that the proposed use is not compatible with the district. He stated that when approving a special exception would promote the health and safety of the community.

Terrill Arline, land use attorney stated that it is his belief that this is a truck and should be heard as a special exception. He stated that the site will increase traffic.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

Mr. Arline questioned Jeff Buckholtz. Mr. Arline discussed Mr. Buckholtz about his resume and education. Mr. Arline asked him if he was hired by Nick Patel to review the traffic analysis submitted by Kimley Horne. He stated yes.

Mr. Arline asked him if he prepared two reports for Nick Patel reviewing the two-traffic analysis from Kimley Horne. He stated yes. Mr. Arline asked him if he produced report in material as Exhibit G after he saw the most recent traffic analysis from Kimley Horne. He stated yes. He stated that Kimley ignored the additional projects that are coming on Centurion Ct. He stated that he understood in the first one as they were not proposed, but they were aware of them in the second one.

He stated that he did not agree with the reduction on ITE trip generation, which is the average in the industry thought the US. He stated it is not the highest count or the lowest. He stated that it is a high-volume intersection, probably worse than Miami. He stated the mistake in the bypass traffic is where they took the traffic out. He stated that they should be taken out the traffic on I-75. He stated how they took the truck fueling stations as they are car fueling stations in wrong. He stated that the land regulations have not caught up with the current trends with truck stops. He stated that in the past you had large truck stops but now they are adding fueling stations to auto service stations.

He stated that Kimley Horne looked at the high flow fueling stations and looked at them as auto fueling stations on there traffic analysis. He stated that they needed to go out and find similar uses with similar conditions and use that for trip generation. He stated there is no documentation in their reports that shows 95% auto and 5% truck. Mr. Arline asked him, does that establish that there will be an increase in truck traffic. He stated if you look at their synchro runs across Kimley Horne's reports they only use 2% truck traffic, 2% before and 2% after. He stated that they stated that there would be 72 trips but they did not state that they would be truck trips, they assumed. He stated that if you have all this information wrong then your que length is going to be wrong. He stated that trucks are longer then autos and they did not take that into account. Mr. Buckholtz asked why did Kimley Horne not analysis the truck traffic on the exit ramp coming off of I-75.

Mr. Arline asked him, what is the issues that could arise with longer que lengths. He stated that people would not be able to leave Denny's or other places and cause backups. He stated if you do a traffic study you may see that you need a longer right turn lane or maybe a double left turn lane. Mr. Arline asked him in his conclusion if he felt that the Kimley Horne information was inaccurate. He stated yes.

Mr. Norris questions Nick Patel. Mr. Norris asked him if he is one of the owners of Florida Gateway Hotels. He stated yes. Mr. Norris asked him, what does Florida Gateway Hotels do. He stated that they own Tru Hotel in Lake City. Mr. Norris asked him how many hotels do you have in Lake City. He stated seven. Mr. Norris asked him if the Comfort Inn and Suites is in the same zoning district or in the CHI zoning district. He stated no. Mr. Norris asked him if Mr. Shell was mistaken in that the Comfort Inn and Suites hotel was in the same zoning district or in the CHI zoning district. He stated yes. Mr. Norris asked him does Comfort Suites sell parking spaces. He stated no. He stated that there is a big difference between a hotel and a truck stop. He stated that they turn off their trucks at a hotel. He stated that my hotels are high quality hotels.

Mr. Norris asked him if he took the photo labeled exhibit FGH1 and does it represent the overall Circle K site on Chaffe Rd. He stated yes. Mr. Norris asked him when and from whom did you acquire the property on Centurion Ct. He stated in 2016 and from Gateway Crossing Development Partners. Mr. Norris asked him is this a development like a residential subdivision with a home owners association. He

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

stated yes, there is an association that governs what comes in and what does not. He stated that they pay a yearly fee to the association.

Mr. Norris asked him if he owned another lot on Centurion Ct. He stated yes. Mr. Norris asked him if he planned to build another hotel. He stated yes. Mr. Norris asked him if the other hotel that he plans to build is going to be another Hilton or a Marriot. He stated yes. Mr. Norris asked him in all his travels and stays at other hotels has he ever seen a Marriot next to a truck stop. He stated that it is hard to find a good Marriot next to a truck stop. Mr. Norris asked him if the development of lot two is approved have an adverse effect on your decision to build a Marriot hotel there. He stated yes. He stated that if this truck stop comes it will hamper his ability to get a good franchise and it will depreciate his property.

Mr. Norris asked him was there plans to build a truck stop there when he bought the property to develop. He stated no. He stated that where the U-Haul is going to be built was to be a movie theatre. He stated that he did not buy into a truck stop.

Mr. Norris asked him to describe Centurion Ct. He stated that it is a one way in and one way out. He stated that it was not built for trucks.

Mr. Norris asked him when did he learn find out about the mini truck stop. He stated that Parker Neeley asked him about buying the lease of the lot that he was leasing. Mr. Patel asked him to send him the information. He stated that when he reviewed the material that Mr. Neeley emailed to him, that is when he seen what was coming. Mr. Norris asked him if the document that is in the material that they provided to the Board was what he sent him. He stated yes. Mr. Norris asked him if he called the City once he knew what was coming. He stated yes.

Mr. Norris asked him if he met with any one from the City. He stated he requested to meet with Mr. Dyal the City Manager, Steve and Mr. Angelo. He stated at that meeting that he expressed how deeply concerned he was about the development. Mr. Norris asked him if Mr. Young was employed with the City at that time. He stated that he was not. Mr. Norris asked him if this meeting was after the Planning and Zoning meeting in July. He stated yes. Mr. Norris asked him if he was aware of the Planning and Zoning meeting in July. He stated that he was not. Mr. Norris asked him if anyone told him of the meeting in July. He stated he does not recall. Mr. Norris asked him what was represented to him at this meeting as to the status of the development. He stated that Mr. Dyal said that we would take those concerns into consideration and we would reach out to Circle K. He stated that he told the City that he wanted to be part of the decision of what happens. Mr. Norris asked him if at this meeting did the City tell him that no permit had been issued at that point. He stated yes, they told him that a permit had not been issued at that point.

Mr. Norris asked him if the City told him if he needed to wait for the issuance of the permit to file an appeal. He stated that he did not recall. Mr. Norris asked him did you file a notice of an appeal with the Board of Adjustments after the permit was issued. He stated he did. Mr. Norris asked him was he notified in any way about the meeting in July 2022. He stated he was not.

Mr. Norris asked him what is his understanding of the meeting on January 10, 2024. He stated that was his understanding that he was not noticed properly and that Mr. Walker advised to have a do over hearing.

Mr. Norris asked him how often he travels to the Tru Hotel and has he seen vehicles blocking the road waiting to leave Centurion Ct. He stated that he travels to almost every day. Mr. Norris introduced exhibit FGH-2 into the record, a photo of the Circle K on Chaffee Rd showing the truck stop at Chaffee Rd just from a different angle. Mr. Norris asked him if he took the photo. He stated he did. Mr.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

Norris asked him when he enters Centurion Ct does he turn left off of Highway 90. He stated he does. Mr. Norris introduced exhibit FGH-3 into the record, showing the entryway onto Centurion Ct. Mr. Norris asked him if he took the photo. He stated he did. Mr. Norris asked him if it shows an accurate representation of the entrance to Centurion Ct. He stated it did. Mr. Norris asked him if the traffic there typical. He stated yes.

Mr. Norris introduced exhibit FGH-4 into the record, a picture of Centurion Ct with an RV blocking the road. Mr. Norris asked him if he took the photo. He stated yes. Mr. Norris asked him if that picture accurately represents Centurion Ct. He stated it did. Mr. Norris asked him why the backup happened. He stated that it is a two-way road and a high-volume Circle K.

Mr. Norris introduced exhibit FGH-5 into the record, an aerial photo of the Circle K on Chaffee Rd. He asked he felt like this was an accurate representation of what the Circle K on Centurion Ct will look like. He stated that the difference is that the one on Centurion Ct will only have one way in and out but the one on Chaffee Rd has plenty of room and access. He stated that trucks were parked on the side of the road.

Mr. Norris asked him if he was aware of regulations of tractor trailer rigs having to stay off of the road for ten hours a day. He stated yes. He stated that it would be very difficult make them move if they are out of hours. He stated that if you allow this, it will degrade the area. He stated you have smoke, noise, and vibration. He stated that he may not get his franchise if it comes.

Mr. Norris asked him if he was a member of the Tourist Development Council (TDC). He stated he was. Mr. Norris asked him if the TDC advertises Lake City and Columbia County. He stated yes, they do. Mr. Norris asked him what his thoughts were for an automotive service station. He stated that if the primary use is for refueling of trucks, it is a truck stop. Mr. Norris asked him about photo of tables in the Circle K in Lake City. He stated that the LDR does not say you have to have a restaurant to be a truck stop. He stated there is no written basis for using the 95% to 5% to determine if it is a truck stop.

He stated that this business does not add any value to this exit. He stated he would not invest any property near a truck stop. Mr. Norris asked him a trucker heading down I75, how far down I-75 to get to another truck stop. He stated about fifteen minutes. He stated that if Circle K was to advertise cheap gas then this would encourage more traffic. He stated that he believes that the City Staff made a mistake. He stated that there is no harm in asking Circle K to change their plan.

Mr. Norris questioned, Aaron Trippense. Mr. Norris asked him what his role with FDOT is. He stated that he is a Maintenance Engineer for five counties. Mr. Norris asked him if he knows Troy Register. He stated yes, he is Troy's supervisor for twenty years. He asked if he was still employed by FDOT. He stated yes. Mr. Norris asked him if he was familiar with the DOT permits for Gateway Crossings. He stated yes, there were two issued in 2022. One for driveway access and one for the drainage. Mr. Norris asked him do you have any involvement with the permits. He stated yes, he is in charge of the office.

Mr. Norris handed him a paper with an email on it that is in the record. Mr. Norris asked him if he was familiar with the letter. He stated yes. Mr. Norris asked him who signed the letter. He stated Troy Register did at his request. Mr. Norris asked him who was the letter sent to. He stated the Mayor, Florida Gateway Hotels, and Circle K. Mr. Norris asked him if he was involved with the decision to send and draft the email. He stated yes. Mr. Norris asked him what is the status of the upgrade permit. He stated it is expired. Mr. Norris asked him what does that mean for the permit. He stated that it is no longer viable. Mr. Norris asked him about another permit that was issued in 2016 and what it is for. He stated that it is the original permit for the access of the connection of Centurion Ct to US 90.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

Mr. Norris asked him about what does it mean in the letter when they stated the jurisdiction. He stated that it means that Centurion Ct is a City street and is the owner of the permit. Mr. Norris asked him about the letter and how the development is significantly different. He stated that planned construction is for high flow diesel pumps. He stated that is a significant change in what was in the original permit. He stated that the permits for the upgrade permit in 2022 was not presented as a change in use. Mr. Norris asked him what does this mean. He stated that FDOT is monitoring this development and if it is approved they will revoke the original permit from 2016 and will require a new permit.

Mr. Norris asked him what was the City obligation. He stated that it was the City's responsibility to apply for a change in the permit, which would require a traffic study. Mr. Norris asked him if FDOT had heard anything from the City since the letter was sent. He stated they have not. Mr. Norris asked him what is the status on the permit from 2016. He stated that it is active, but if the project is approved it would cause the permit to not be in compliance. Mr. Norris asked him if the DOT was in a position to revoke the permit. He stated yes, they are in the works to do so as the monitor this project. He stated that the City should communicate with his office with any changes to the permit form 2016.

Mr. Arline questioned Luis Serna. Mr. Arline asked him to go over his education and his resume. He did. Mr. Arline asked him if he worked as a planner in local government. He stated yes, for over fourteen years. Mr. Arline asked him if he was AICP certified. He stated he was. Mr. Arline asked him if he was retained by Nick Patel. He stated he was, to review the notice of appeal. Mr. Arline asked him if he reviewed the site plan application for tonight. He said that he was.

Mr. Arline asked him to give his opinion. He stated that he feels that the site plan did not go thru the right process and that it should have been a special exception. Mr. Arline asked him if he looked at the definition of a automotive service station and a truck stop. He stated he did. He stated that his conclusion is that this use is clearly a truck stop. Mr. Arline asked him if the City concluded if this was a truck stop what did they need to do. He stated that they needed to run it as a special exception which the process is clearly defined in section 11.2. He concluded with that he has never seen a situation where high flow pumps be an accessory use. Mr. Arline asked him what does it mean with the development being on a separate lot. He stated that if Circle K was to go away then the lot would be truck stop.

Mr. Lydick advised the Board to no discuss the project through out the next week.

**Mr. Carter motioned to enter a period of recess for the next seven days and reconvene on the 17th.
Seconded by Mr. Nelson.**

Motion to recess was approved unanimously by hand voted.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

Meeting continued from January 10, 2024.

Mr. Lydick asked City Attorney to give a recap of previous meeting and to explain how the meeting will flow.

Public Comment:

Mr. Lydick addresses the public and explained the use of the three-minute clock. He stated that he had the public comment papers from the previous meeting from January 10, 2024.

The following people spoke at the meeting on January 17, 2024. Brad Wheeler, Bruce Drawdy, Azie Handy, Tony Buzzella, Barbara Lemley, Ben Loftstrom, Billy Bivins, Jonathon Sluss, Joey O'Hern, Robby Hollingsworth, Janak Patel, Shailesh Patel, Amanda Johnson, Sharon Del Castillo, John Cole, Dennille Decker, Ron Williams, Tim Williams, and Dylan Adams all spoke. They all discussed concerns about access to the hospital on Commerce Blvd, obligations to citizens, developments are cause deer to enter the road, tractor trailers will back up interstate, stated the Board are people of integrity, can fix previous vote, somethings were left out, Board got false information, traffic is going to get worse, is having the truck stop there in the best interest of Lake City, Mr. Patel has been good for Lake City, Mr. Patel has stopped vagrants from being under the interstate, one way in one way out to hospital, not enough room on site, will block traffic, truck drivers do not throw their urine bottles in the trash, drivers coming off interstate do not know there is on three fueling stations, cul-de-sac not designed for tractor trailers, does the City plan to cite truckers for sleeping, drivers get there fuel at the end of there eight hours, Ellisville is always full of trucks, truckers will be fined if they move and are out of hours, regularly have to stop at green light, school on County Road 252 is a concern with traffic increase, concerned about turn lane off of I-75 to Highway 90, has been an out pour from the business owners to the Chamber, thinks we need a thorough traffic study, Board serves the citizens, does not need a traffic study if you drive it daily, economic development needs planning, compare it to the Oaks Mall exit in Gainesville, County is putting in a truck stop at next exit, truck stop is not in the right spot, agrees we need trucks but not there, against location not truck stop, this in not the growth we aspired, first impression is last impression, problems with trucks parking on Centurion Ct now, trucks park near entrance to hotel, safety of guest, when an accident happens at intersection causes major delays, husband had a stroke and EMS was able to get there quick but with more traffic they may not be able to, would ruin the image of Lake City as the Gateway to Florida, has worked hard to change image of Lake City, keep Highway 90 a business corridor, state made cities have a Future Land Use for reason, Columbia County is one of the fastest growing counties in America, stacking is not sufficient, insufficient space between I-75 and Centurion Ct, gas is a lost leader and retail is the profit, just because we can does not mean we should and want development but not at cost to Citizens.

Motion to close public comment by Mr. Carter. Seconded by Mrs. McKellum.

Mr. Gabriel questioned Mr. Buckholtz. Mr. Gabriel asked him if he issued to Mr. Patel. He stated yes. Mr. Gabriel asked him if it was labeled technical evaluation of Circle K's traffic analysis. He stated yes. Mr. Gabriel asked him if has perform a traffic analysis of the area. He stated no. Mr. Gabriel asked him about his stated that Circle K traffic analysis should have included the new developments after the

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

project was approved and is this a standard practice. He stated yes. He stated that they did not know of the developments for the first traffic analysis but they did on the second one.

Mr. Gabriel asked him about his comments of the ITE calibration being inaccurate and if he read the section that explained the calibration. He stated yes, it was not very long. They discussed the calibrations. Mr. Gabriel asked him that in the report it states that the traffic is lower at that site than what the ITE suggest, is that correct. He stated that is what the study says. Mr. Gabriel stated that the observed trips were about 60 % of the ITE projects. Mr. Buckholtz stated that was suspicious. Mr. Gabriel asked him in what way. He stated is a high-volume location but it came back at almost half of what is average.

Mr. Gabriel asked him about his testimony when he stated that it is inappropriate to treat car fueling station like truck fueling stations. Mr. Gabriel stated that he agreed. Mr. Buckholtz stated he was glad he agreed but the study did not state that.

Mr. Gabriel asked him about in his testimony the he stated that the average car fueling station pumps about ten gallons per trip in about three to five minutes and the average high-flow fueling station pumps about one hundred gallons in about ten minutes. He asked him with that information if, how many trucks could fill up in an hour. He stated six. Mr. Gabriel asked him if there were three fueling stations, how many trucks could fill up in an hour. He stated eighteen, which is quick. He stated it would take closer to fifteen minutes which would only allow for twelve trucks per hour. Mr. Gabriel stated let's assume we are at the faster side of the estimate. Mr. Gabriel asked him how many trips would they generate with the proposed development. He stated half what Kimley Horne projected, which is the problem. He stated that their study showed seventy-two trucks per hour and we just determined that only eighteen could refuel. He stated what is going to happen to the rest. He stated that you are confusing the supply and demand. They are going to park in the road.

Mr. Gabriel asked him if he was aware of section 950 of the ITE that is specifically for truck stops. He stated yes. Mr. Gabriel asked him if the ITE section 950 defines a truck stop. He stated yes. Mr. Gabriel read the definition of a truck stop in the ITE. Mr. Buckholtz asked Mr. Gabriel what question are you asking, I just told it is not a truck stop. He stated this is a new land use, a mini truck stop. This is a use they have not had. He stated the best way to find the trips is to go look at a similar development.

Mr. Gabriel asked him you stated in your testimony that you objected to the 95% auto and 5% truck correct. He stated yes. He stated that there is no documentations. Mr. Gabriel stated bring him to his next point. He stated that in earlier testimony Kimley Horne's engineer stated that there would be about 4.7 million gallons a year for gas and about 1.7 million gallons of diesel. Mr. Buckholtz stated that Kimley Horne is looking at the whole site not just the pumps being added. Mr. Gabriel stated that the projected auto fueling trip is about 470,000 and about 15,000 truck trips, which equates to about 3% truck and 97% auto. Mr. Gabriel asked him is that correct. He stated yes, but you are looking at the existing trips as well as the new ones. He stated that you can only look at what is being added not what is existing. He stated that if you look at the ITE and calculated the peak trips per hour then do that for the entire year you would get 180,000 truck trips.

Mr. Gabriel stated that he stated that in your testimony that the traffic at this intersection is would than Miami, correct. He stated sure when you look at the truck traffic from I-75. He stated, he said South Beach which does not have a truck problem.

Mr. Gabriel asked him if he was familiar with the ITE chapter ten. He stated yes. Mr. Gabriel stated that section 10.2 of the ITE states that pass by traffic is traffic coming from an adjacent street. He stated pass by trip are not diverted from another road way not adjacent to the site. Mr. Gabriel asked

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

him based on this definition would you not take the trips to and from US 90. He stated is you want to look at that definition, fine. He stated the mistake Kimley Horne made was the took away all of the pass by trips from US 90 and none from I-75 which is a technical error. He stated it is not a huge so we should not argue it. They discussed passed by trips in more depth and how they are calculated.

Mr. Gabriel asked him are you aware that the ITE has separate definition for pass by trips and diverted trips. He stated yes. Mr. Gabriel asked him did the Kimley Horne traffic study reduce their estimated trips to account for diverted trips from I-75. He stated another mistake, they did not. They discussed trip generation in more depth.

Mr. Gabriel asked him asked if he was involved with the project when this traffic analysis was done. He stated no. Mr. Gabriel asked him if he was aware that Kimley Horne communicated with the City Staff and FDOT staff when conducting the traffic analysis. He stated he does not know.

Marshall Rainey questioned Mr. Patel. Rainey asked him are you aware that this site was approved on July 6, 2022. He stated yes. Mr. Rainey asked him you learned of the development a couple of months later. He stated yes, not sure exactly when. Mr. Rainey asked him you were familiar with the application. He stated he was not familiar with the details. Mr. Rainey asked him when you found out it was approved did you file an appeal. He stated he did not because he was under the assumption that the City still had the power to stop the project. Mr. Rainey asked him did you go to the Lake City Reporter. He stated he did not.

Mr. Rainey asked him in your testimony you stated that you were very involved in the Tourist Development Council in the past, did you have anything to do with the letter sent to the City from the Tourist Development Council. He stated he is not a member, but is involved in may ways with them and it was very important that he let them know of the development. Mr. Rainey asked him did you encourage this letter in any way. He stated he did not, but that he did inform them of the development and how he was concerned about it. Mr. Rainey stated but you did bring if to their attention.

Mr. Rainey asked him did you bring this to the attention of several City Council members. He stated yes. He stated that when he originally filed an appeal he did not get any cooperation with the City attorney. He stated that he then went to the City Council to get on the agenda.

Mr. Rainey stated the you went to Tourist Development Council and to the City Council. Mr. Rainey asked him did you look at the regulations to see if you had a time period to file an appeal. He stated no. He stated that he only looked the definition of a truck stop and an automotive service station. He stated there was no notice given. Mr. Rainey asked him did you look to see if there was an apelet procedure or did you go to the Tourist Development Council and City Council and lobby. He stated no. He stated he did not lobby. He stated that he went to them because he has a right to be heard. He stated that he had no notice. He stated that you can not expect me to appeal something when I have no idea of what is going on at this exit. Mr. Rainey stated that he understands that. He stated that we got to 2023 almost six months after the approval. Mr. Patel stated that I believe we filed our appeal in 2023. Mr. Rainey stated March 29, 2023 you filed the appeal, twenty-nine days after the construction permit was issued. Mr. Patel stated that he will argue the fact that he filed an appeal of the development order. Mr. Rainey asked him if he was aware of what a development order is and what the difference between a development order and a construction permit. He stated yes. Mr. Rainey stated that when you order the filing of the appeal more that eight months had passed since the development order. Mr. Patel stated possibly.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

Mr. Rainey asked him in respect to the Tru hotel how many feet is it from I-75. He stated he does not know. He stated he knows it is close. Mr. Rainey asked him lots four and five, they back up to I-75 correct. He stated yes. Mr. Rainey asked him you bought lots four and five, a Marriot an upscale hotel right. He stated yes. Mr. Rainey asked him in your testimony you stated that you are worried about the noise from the six parking spots at Circle K correct. He stated you are right. Mr. Rainey asked him is it your belief that the discomfort from those six spots is significantly more than the thousands of trucks that go by on I-75. He stated Mr. Rainey I have been building hotels for a very long time. He stated that there is different types of construction. He stated that when you are near an interstate you build a sound proof exterior wall. He stated that you can not take away all of the noise. He stated that he owns a Comfort Inn and Suites in Gainesville and they do not get complaints on noise. Mr. Rainey stated that you are worried about the trucks a couple of lots away with a building in between but you are not worried about the thousands on I-75. Mr. Patel stated that there is a difference, they are going to be twenty-four hours a day. He stated your traffic engineer testified that there is going to be thirty-six new trips. Mr. Patel stated that the trucks that are waiting to fuel are going to park near his hotel. Mr. Rainey stated that is a congestion issue not a noise issue.

Mr. Rainey asked him you hired Mr. Buckholtz right. He stated yes. Mr. Rainey asked him if he was hired to provide expert services for you correct. He stated yes. Mr. Rainey asked him if he was hired to provide a traffic analysis. He stated no, he was hired to review the Kimley Horne traffic study. Mr. Rainey asked him you hired him to shot holes in the traffic study right. He stated yes. Mr. Rainey asked him if he or anyone else that has commissioned an independent traffic study for the area. He stated no.

Mr. Rainey asked him if he was aware that lot one is owned by Asprey and that lot two is owned by GWC. He stated he does not. Mr. Rainey asked him if he was aware that Circle K was a long-term lease on both lots. He stated that he does not. Mr. Rainey asked him if you are familiar with a triple net lease. He stated he is not.

Mr. Rainey asked for exhibit A-1 be brought up on the screen, page C3.0 of the site plan. Mr. Rainey asked him if he had ever examined the plan before. He stated he may have. Mr. Rainey asked him if he was aware of the plans to expand the existing building. He stated he was. Mr. Rainey asked him if he was aware of the current dumpster pad being demolished and a new one on lot two. He stated yes. Mr. Rainey asked him if he was familiar with any utility plans for networking. He stated he was getting to technical for him. Mr. Rainey asked him if he was familiar with where the brains of the operations is. He stated he was not. Mr. Rainey asked him is it fair to say that both lots are being developed. He stated yes.

Mr. Rainey asked him in the power point presentation there is a picture of some dinning tables in a Circle K, are sure those are from the one on Centurion Ct. He stated no. He stated this is a picture of one he took at the time when you submitted your plans. Mr. Rainey introduced Applicant exhibit 1, a picture of dining counter top currently in the Circle K on Centurion Ct. Mr. Rainey asked him if had been in the Circle K recently. He stated no. Mr. Patel stated that is obviously less seating that the one he took.

Mr. Rainey asked him you have a Comfort Suites that is across the street caddy corner. He stated yes. Mr. Rainey introduce Composite Exhibit 2, four pages. Mr. Rainey asked him if he pays for a billboard on I-75 advertising the Comfort Inn and Suites. He stated yes. Mr. Rainey asked him in your testimony last week you stated that you invite trucks to your hotel and turn off, correct. He stated yes. Mr. Rainey asked him if his hotel looks like the picture he was showing of trucks parked in the parking lot. He stated yes. Mr. Rainey asked him that creates a lot of heavy traffic correct. He stated no. He stated that he had a picture of the parking lot at night with no trucks and wanted to enter it in to

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

evidence. Mr. Rainey said they would concede and allow it. Mr. Rainey stated that picture is of a certain moment in time and that you may have one truck there but you may have fifteen there another night. Mr. Rainey showed him another picture and asked how many trucks were there. He stated nine. Mr. Rainey asked him if the billboard work. He stated that the Comfort Inn and Suites has not submitted a site plan. Mr. Rainey asked him if any of his other hotel advertise for truck parking. He stated he was not sure. Mr. Rainey asked him he recognized the hotel in the photo as his. He stated yes. The picture showed a billboard in front of his hotel. He stated that he has no control over the sign.

Mr. Rainey introduced exhibit 3, a picture of the Econo Lodge with a package store next to it. Mr. Rainey asked him he recognized the hotel. He stated yes. Mr. Rainey asked him you have to drive past this to get to your hotel right. He stated yes. He stated that the structure existed before he built his hotel.

Mr. Rainey introduced exhibit 4, a picture of the Days Inn. Mr. Rainey asked him if he owned the Days Inn. He stated yes. Mr. Rainey asked him about the one-hundred-foot pole in front of the hotel. He stated yes.

Mr. Rainey introduced composite exhibit 5, two pages, pictures of Camping World next to a hotel. Mr. Rainey asked him does this accurately depict the view form the Hampton Inn. He stated yes. Mr. Rainey asked him Camping World has a RV garage correct. He stated yes. Mr. Rainey asked him can you see it from your hotel. He stated yes. Mr. Rainey asked him do you know how many hundreds of RV's are next to his hotel. He stated that he understands that it is an RV center. He stated that hotel is not in a subdivision. He stated that Tru Hotel is in a subdivision. Mr Rainey asked if his Hampton Inn is in a CHI zoning district and if it is a intensive zoning district. He stated that he did not research that. He stated that he does not agree that it is an intensive use. Mr. Rainey stated that according to the public comment earlier in the meeting the citizens thought it was. Mr. Patel stated that he does not think that Florida Gateway Drive is intensive, but does think that the intersection and the exit is. He stated that MR. Rainey is forgetting that Tru Hotel is in a subdivision and there is use restrictions on it. Mr. Rainey asked if there is a use restriction on HSD facilities, because if there was you would have enforced it on Mr. Shell and would not have allowed Circle K to lease the property. He stated that it is not mentioned and read Provision 13.4 declaration and association document. Mr. Rainey stated those are in a commercial subdivision correct. He stated yes.

Mr. Rainey stated that I think your concluding point, I could be wrong, based on your previous comments, is this would diminish the life we live in Columbia County. Mr. Rainey asked if that was accurate. He stated yes. He stated that the amount of traffic that you are going to create is significant. He stated that there was an accident, where one of his staff was injured, at the intersection right in front of Circle K.

Mr. Rainey asked for exhibit FGH4 from Guy Norris presentation showing picture of a Camper clocking Centurion Ct. Mr. Rainey asked if he took the picture and was it in the morning. He stated yes, but it was in the evening. Mr. Rainey asked that was at a point in time you pulled in there and seen the camper and took the photo, correct. He stated yes. Mr. Rainey asked how is that any different than when Mr. Shell took photos of trucks parked at your hotel, you pulled down Centurion Ct and did not see a camper. He stated it happens many times. Mr. Rainey asked if that is anecdotal, one picture one shot in time whether it be of your hotel in truck traffic or Centurion Ct absent a traffic study. He stated he will disagree with your statement, you are comparing night and day and apples and oranges. Mr. Rainey stated that he is not comparing apples and oranges. Mr. Rainey asked if he could determine how many trucks are parked in his hotel on average unless he does a study correct. He stated yes. Mr. Rainey

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

asked if the only traffic study that was done was Kimley Horne's. He stated yes, but it is inaccurate. Mr. Buckholtz testified earlier that the three bays would allow for twelve to eighteen trucks and that the site is going to create thirty-six trips, where are the rest of the trucks going to park.

Mr. Martin asked that the photo that Nick Patel mentioned in his questioning be introduced into the evidence. Mr. Norris introduced exhibit FGH6 into evidence.

Mr. Norris questioned Robert Angelo. Mr. Norris asked him if he was employed by the City and what his title was. He stated yes, he is the Planning and Zoning Tech. Mr. Norris asked him. Mr. Norris asked him how have you been in that position and are you familiar with the Land Development Regulations. He stated March will be two years and yes, he is familiar with the Regulations.

Mr. Norris asked him if he was present for Dr. Buckholtz cross-examination and that Dr. Buckholtz was asked questions about the ITE. He stated yes. Mr. Norris asked him if he know what the ITE, Institute of Transportation and Engineering. He stated yes, but he is not an engineer and does not know what the full definition is. Mr. Norris asked him if the ITE was part of the Land Development Regulations is it. He stated no it is not.

Mr. Norris asked him if the Land development Regulations defines a convenience store or high-speed diesel fuel station. He stated no it does not. Mr. Norris asked him if that is the terms that is on the application in front of the Board tonight isn't it. He stated yes. Mr. Norris asked him if it uses the term automotive service station or the term truck stop. He stated no. Mr. Norris asked him if there was a single use defined in the Land Development Regulations on the application. He stated no. Mr. Norris asked him if he was aware that Gate Way Crossings is a platted subdivision. He stated at the time he was not, but he is now. Mr. Norris asked him if he was aware of the process that the developer went through to replat lots one and two. He stated no, that was done as he came in.

Mr. Norris asked him as part of your work for the City you reviewed the entire application submitted by the applicant and that on lot two is where all of the development is going to be done. He stated yes. Mr. Norris asked him if he understands the applicant to be GWC Development Partners LLC. He stated yes.

Mr. Norris asked him if he was aware the in the Land Development Regulations for the CHI zoning district that a truck stop requires a special exception and that section 4.15.4 prohibits certain uses in the CHI zoning district. He stated yes. Mr. Norris asked him about the section that mentions use that are dangerous, noxious, or offensive to neighboring uses, that is talking about the CHI district, right. He stated yes. Mr. Norris asked him did I read that correctly. He stated yes.

Mr. Norris asked him did the City issue a variance for a one-hundred-foot truck diesel sign. He stated yes. Mr. Norris asked him if he was present for last week's meeting, tonight's meeting, and all of the material that was submitted. He stated yes. Mr. Norris asked him when he learned of the October 23, 2023 email of the letter to the Mayor, City Attorney, and Circle K about the FDOT permits. He stated I am not sure of the exact date or time, but it was either late November or early December. Mr. Norris asked him to your knowledge has the City made any response to the email. He stated yes, I reached out to Dan Morgan and I emailed him the updated site plan as he requested an updated site plan in December. Mr. Norris asked him if Dan Morgan was on the email. He stated he did not recall. Mr. Norris asked him if the City has any agreement with the developer or with Circle K to pay for any traffic studies for a new application for a connection permit on North West Centurion Ct. or for any improvements to Centurion Ct or US Hwy 90 that FDOT may require. He stated not that I am aware of.

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

Mr. Norris asked him according to the Land Development Regulations does the Planning and Zoning board have the right to deny or reject the site plan application. He stated that the are processes to accept, accept with conditions, or deny. Mr. Norris asked him if the Board determines if the development is incompatible, the Board has the right to reject the application. He stated yes, but the decision must be based off competent and substantial evidence. Mr. Norris asked him if the Board determines that the refueling of tractor trailer rigs and the high-flow diesel pumps are not and automotive service station they can reject the application. He stated would have to determine if it is a truck stop or an automotive service station.

Mr. Norris asked him if it is not an automotive service station then it must be a truck stop. He stated that they must look at the definition of a auto service station and by doing so the would determine if it is an automotive service station, it is not his decision to make for them. He stated that they would need to look at the overall structure of the whole site and see if the site is a truck stop. Mr. Norris asked him where in the LDR does it say that. He stated that we looked at the overall project for Circle K for the property that is leased by Circle K. He stated that we looked at the definition of an automotive service station, then we looked at the definition of a truck stop it is not a truck stop.

Mr. Norris asked him if the Board makes the determination that this is a truck stop, then they can deny the application. He stated that decision would originally been made by the Land Development Regulations Administrator and whether a special exception is needed and they would have made the decision at that time if it is a truck stop or an automotive service station. He stated that the Board is approving the site plan, not the decision of the Land Development Administrator. He stated that decision would need to be appealed through the articles in the LDR to the Board of Adjustments. Mr. Norris asked him like the appeal we filed. He stated no they you applied for an appeal against the construction permit and was not against the decision of the land development regulations administrator. Mr. Norris asked him if the development order was the permit issued as a result of that, right. He stated that we determined earlier that the development order is different from the construction permit. Mr. Norris asked him if the development order is the permit under the Florida Statue 163. Mr. Norris asked him if it is true that we are here tonight on a duo novo hearing. He stated yes.

Mr. Norris asked him if the Board determines that the traffic study conducted by Kimley Horne is flawed then they can deny to application. He stated he was not sure. He stated that they could deny it or do a conditional approval with a new traffic study. Mr. Norris asked him are they authorized to deny it. He stated that there is a lot of factors that goes into that.

Mr. Lydick opened up the floor for the Planning and Zoning Board to ask questions.

Mr. Carter asked Mr. Young if the Board can disagree on whether this is a truck stop or a gas station or is that for the Board of Adjustments. He stated as the land development administrator he makes the decision and determination on what and LDR section or definition is. He stated the only alternative is for a party to file the paper work to the land development regulations administrator for an appeal. Then the administrator would then schedule it with the Board of Adjustments.

Mr. Carter asked Mr. Martin, City Attorney, if it would help the Board to have the definition of a truck stop and automotive service station brought in front of the Board of Adjustments. Mr. Martin stated that that the Board is not making a decision on his interpretation but is making a decision on how

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

it is applied and has given testimony through staff of its application and have heard other testimony of how other people view how it should be applied.

Mr. Lydick asked Dr. Buckholtz is it a fair testimony that you think that the traffic at this intersection that will be created, will be an unacceptable quantity of traffic. He stated he can not honestly say with out a traffic study. Mr. Lydick asked him if the application was dropped for the HSD pumps and the rest of the lots were developed to the utmost potential of the original conceptual plan, in your professional opinion make the intersection unserviceable and that any development of the other parcels could have as much of an effect as the Circle K development. He stated it could, but with out any improvements, but with out a traffic study you do not know.

Mr. Lydick asked if under the notion that you know that there are issues with the traffic study and there could be an unacceptable increase in traffic, noise, and vibration that are mentioned in the LDR, if that is the justification for a majority of the members of the board to deny this application, would this set a precedent on future developments. Mr. Lydick asked if are we effectively closing that interchange. He stated that there would be a strong possibility. Mr. Lydick asked what is the grieving parties options depending on the outcome of this meeting. He stated that the next step would be the Board of Adjustments.

Mr. Nelson stated to Mr. Patel, that by your testimony it is clear that you do not want the high flow pumps by your hotel. Mr. Patel stated that he beliefs this would greatly diminish the area. Mr. Nelson asked Mr. Patel would help his case if he funded a traffic study. He stated that is not his purview to fund a traffic study for the developer. He stated it is the developer's responsibility to present a study which is acceptable to the FDOT. He stated that his traffic expert stated that the traffic study was inaccurate. Mr. Nelson stated that Dr. Buckholtz conceded that a traffic study needs to be done.

Applicant, intervener, and staff make there closing statements.

Mr. Rainey stated that it is Mr. Patel's right to object to any development that may interfere with his business. He stated that there was a lot of public that was there to voice their opinion and they understand that. He stated that there was a process in place and Circle K followed that process and have invested already in the site and committed to go forward. He stated that Mr. Patel did not follow that process and we are here on a do over. He stated that once Mr. Patel learned of the developments it took him months to file an appeal. He stated that the City attorney made the decision he made for the do over and that he understands the position the City attorney was in. He stated that they appreciate that the City of Lake City wants to turn square corners and do this right. He stated that they believe that the staff analyzed the LDR correctly and this is not a truck stop. He stated that the site is still going to be 95% auto. He stated that there is nothing wrong with someone wanting to and an ancillary use and develop lot two and make it one use.

He stated that he understands that Mr. Patel wants to lobby or meet with people but we are not a nation of men. He stated that Mr. Patel said that he has invested millions in the area. He stated that Mr. Patel should get the same treatment as some poor guy on the street. He stated that we are a nation of laws.

He stated the Circle K followed the rules and they should to. He stated just because they have talked about it being a truck stop a lot. Still does not mean it is.

He stated that Jarod Stubbs shows up on the application as the applicant and GWC shows up as the owner on the application. He stated that real party of interest is Circle K with has signed a fifty-year

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

ground lease between Circle K and GWC for lot one and then the lease was sold to an investor, which is recorded. He stated that they have signed and is now paying rent on a fifty-year ground lease for lot two to GWC. He stated that GWC will then probably then sell that.

He stated that in order to have a place for someone to fuel up, you must have a brain to the operation. He stated that this in an integrated site, egress, dumpster, and convenience store. He went of the specifics in the application and how it could no operate by itself.

He stated that the numbers on the traffic study is coming in far below the numbers of the traffic study done in 2016. He stated that Circle K has presented competent and substantial evidence but Mr. Patel has not. He stated that there was a reason that the other side only focused on the noise, vibration, and fumes.

He stated that this is as an intensive of an area as you are going to get. He stated that he believes that Circle K has followed the process.

Mr. Norris stated this is a very significant and serious matter for the City and the future of the City. Mr. Norris stated we are here for duo novo hearing as advised by your legal counsel. Mr. Norris stated he is advising you on the Florida law. Mr. Norris stated Florida law is very clear on duo process. Mr. Norris stated you are not a rubber stamp of the administrator and you are not bond by a mistake made by the Growth Management department for the City of Lake City.

Mr. Norris stated when you say you are entitled to the same process, you are correct. Mr. Norris stated we are not only here for Mr. Patel and Gateway Hotels, but are here for the public because the was a violation of due process. Mr. Norris stated that your counsel is going to advise you that per your Land Development Regulations that you will be guided in your decision by article 13.11 of the Land Development Regulations. He went through the article and why the Board could deny the application. Mr. Norris stated you are not a rubber stamp and that you are the deciding body that must make sure that the Land Development Regulations are applied correctly.

Mr. Norris stated it is funny that Circle K and the City's Growth Management department can not get past the first sentence of the definition of an automotive service station and as you can see that it is much for than one sentence. Mr. Norris stated you must follow and consider the definition of truck stop. Mr. Norris stated you must also consider Section 4.15 of the Land Development Regulations for CHI zoning district. Mr. Norris stated that a truck stop needs a special exception.

Mr. Norris stated that he wanted to address the question from the Chair of is this decision going to prohibit future development of this area. Mr. Norris stated the Land Development Regulations is clear of what is a permitted use and what is not. Mr. Norris stated that a truck stop requires a special exception. Mr. Norris stated that is in part because they are very well known for the noise, smoke, odor, and vibration.

Mr. Norris stated that is it funny that in the definition for automotive service station that it says however, which is code for wait a minute. Mr. Norris read the part of the definition after however. Mr. Norris stated that like a high-speed diesel pump added to a automotive service station. Mr. Norris stated that will you have level noise, smoke, or vibration greater than normal the use is prohibited.

Mr. Norris stated that when you use this application and all of the material that you will not see the use automotive service station on it. Mr. Norris stated it is important that no certified planner for the City or Circle K spoke about the project. Mr. Norris stated our planner a certified planner, stated that the facility does not meet the definition of an automotive service station in his opinion. Mr. Norris stated there is a reason that I am the only one harping on the definitions. Mr. Norris stated Mr. Serna in

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

his testimony stated that Circle K and the City staff made an error in viewing this as an automotive service station.

Mr. Norris stated that Mr. Serna stated that with the flawed logic of the viewing of the project Circle K would be able to have twenty-three high speed diesel pumps and still be an automotive service station. Mr. Norris stated that there is no size limits for how many pumps there has to be. Mr. Norris stated they testified that they are going to prohibit cars from lot two. Mr. Norris stated that the principle use for lot two is for refueling of trucks. Mr. Norris stated that the representative from the FDOT testified that this is a truck stop.

Mr. Norris stated that in the definition of an automotive service station it mentions that it can not be a truck stop or a combination thereof. Mr. Norris stated it is very clear and each use must be viewed as a separate use.

Mr. Norris stated that there is no provision in the Land Development Regulations that allows you to call your project an expansion. Mr. Norris stated that it is undisputed that lot two is not used for autos.

Mr. Norris stated that the site plans shows how catastrophic this would be for the busiest intersection in all of Columbia County. Mr. Norris stated Circle K evidence will bring more than fifteen thousand new trucks to the intersection per year. Mr. Norris stated they will not be coming to the vacant lot but if approved they will come in droves to the mini truck stop. Mr. Norris stated that all of the traffic must come through the intersection to get onto Centurion Ct.

Mr. Norris stated that we have seen that even though there promises to restrict overnight parking is not managed well by Circle K. Mr. Norris stated if they did then you would not have trucks parallel parked on the exit ramp. Mr. Norris stated the intersection already backs up with traffic. Mr. Norris stated have established that the Tourist Development Council has concerns with this application.

Mr. Norris stated that the FDOT expressed concerns for the application. Mr. Norris stated the FDOT representative stated in his testimony that the DOT would not review the expired safety upgrade permit until the City worked with them. Mr. Norris asked the Board if they were candid with you. Mr. Norris stated that if the new use is approved then a new access permit would need to be applied for thru the FDOT by the City as they are the owner of the road. Mr. Norris stated that in the email from the FDOT that they stated that the City did not communicate nor did they update for the permit and that the site plan is significantly different than what was presented.

Mr. Norris stated that according to the Circle K representative and quoted what he stated about the 2016 connection permit. Mr. Norris stated that none of that is a truck stop or even close. Mr. Norris stated that everyone can agree that none of the uses permitted in the connection permit are a truck stop. Mr. Norris stated we are not asking you to deny this based on comments from FDOT. Mr. Norris stated we are suggesting that the FDOT had no problem with the traffic in 2016, but they do now.

Mr. Norris stated it is also clear that Circle K made no agreement to upgrade the exit or the road. Mr. Norris stated that the burden imposed on the City road could put the City on the hook for the upgrades. Mr. Norris stated we have established thru Dr. Buckholtz testimony that this site is going to significantly increase traffic at this intersection. Mr. Norris stated that the Circle K is telling us to listen to us and not to the public and the experts on the other side and do not believe your common sense.

Mr. Norris stated that this is the primary entrance to Columbia County and that the application is not compatible with the Gateway to Florida. Mr. Norris stated we have proved that the staff did not define the use of lot two correctly. Mr. Norris stated we strongly believe that this falls under the

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

category of prohibited uses in section 4.15.4 of the Land Development Regulations. Mr. Norris stated to assisted the Board we have prepared a recommended motion.

Robert Angelo recapped the process. He stated that the Land Development Regulations Administrator made an interpretation back in 2021 of whether this is a truck stop or not. He stated that was based on the Land Development Regulations, which is the book that we use to guide our decisions. He stated that we have to review what is in front of us. He stated you have heard lots of comments that it is not adequate, there is new uses, or it is not right. He stated that may be true but we have to view it with what is in front of use and not hypotheticals. He stated that we have to review competent and substantial evidence.

He stated that we reviewed this we looked at the definition of an automotive service station. He stated that in the last sentence of it, states that an automotive service station can not be a car wash, truck stop, or a body shop. He stated then we looked at those definitions. He stated when we reviewed the definition of a truck stop. He stated the definition is for primary use is for the refueling and servicing of tractor trailer rigs. He stated the it does not say and/or it says and. He stated that we are not here to argue if this is a truck stop or not, or the traffic studies. He stated that he recommends what Mr. Norris stated and that the Board should use the whole LDR not just a section of it.

Mr. Martin read into the record section 13.11 of the Land Development Regulations. He stated this is the criteria that Board should use when making their decision. Mr. Lydick if this is clear to the Board.

Mr. Carter stated that he is convinced that based on the definition of a truck stop in the LDR, all though at minimum it is a truck stop. He stated that he is convinced that it is not compatible with the district. He stated that he thinks that is does designate a separate principal use and would require a special exception.

Mr. McMahon stated that he is concerned with the amount of truck traffic coming in and out. Mr. Carter stated that the expert witness's testimony from Dr. Buckholtz and the Planner Mr. Serna heavily affected his opinion. Mrs. McKellum stated that her thoughts are about the safety and that the lady that spoke about her husband going to the hospital. She stated that with her driving the area going to the doctors. She stated that it should somewhere else.

Mr. Carter stated that the testimony form the gentlemen from FDOT that stated his concerns about the traffic affected his opinion as well.

Mr. Lydick asked about how they should do the motion. Mr. Martin advised how the motion should be.

Mr. Carter moved to motion SPR 22-15 in that it is incompatible with the character of the district and that the proposed use constitutes a separate principal use and that based on the definition of a truck stop although minimally meets that definition in 2.1 and for the City Attorney to bring back a resolution that adopts it. Mr. Nelson seconded the motion.

Mrs. McKellum: Aye Mr. Nelson: Aye Mr. McMahon: Aye
Mr. Carter: Aye Mr. Lydick: Aye

SPECIAL CALLED PLANNING AND ZONING

MEETING MINUTES

WORKSHOP: None

ADJOURNMENT

Mr. Lydick closed the meeting.

Motion to Adjourn by: Mrs. McKellum

Time: 10:42 pm

Motion Seconded By: Mr. Carter

Mr. Lydick, Board Chairperson

Date Approved

Robert Angelo, Secretary

Date Approved

EXHIBIT

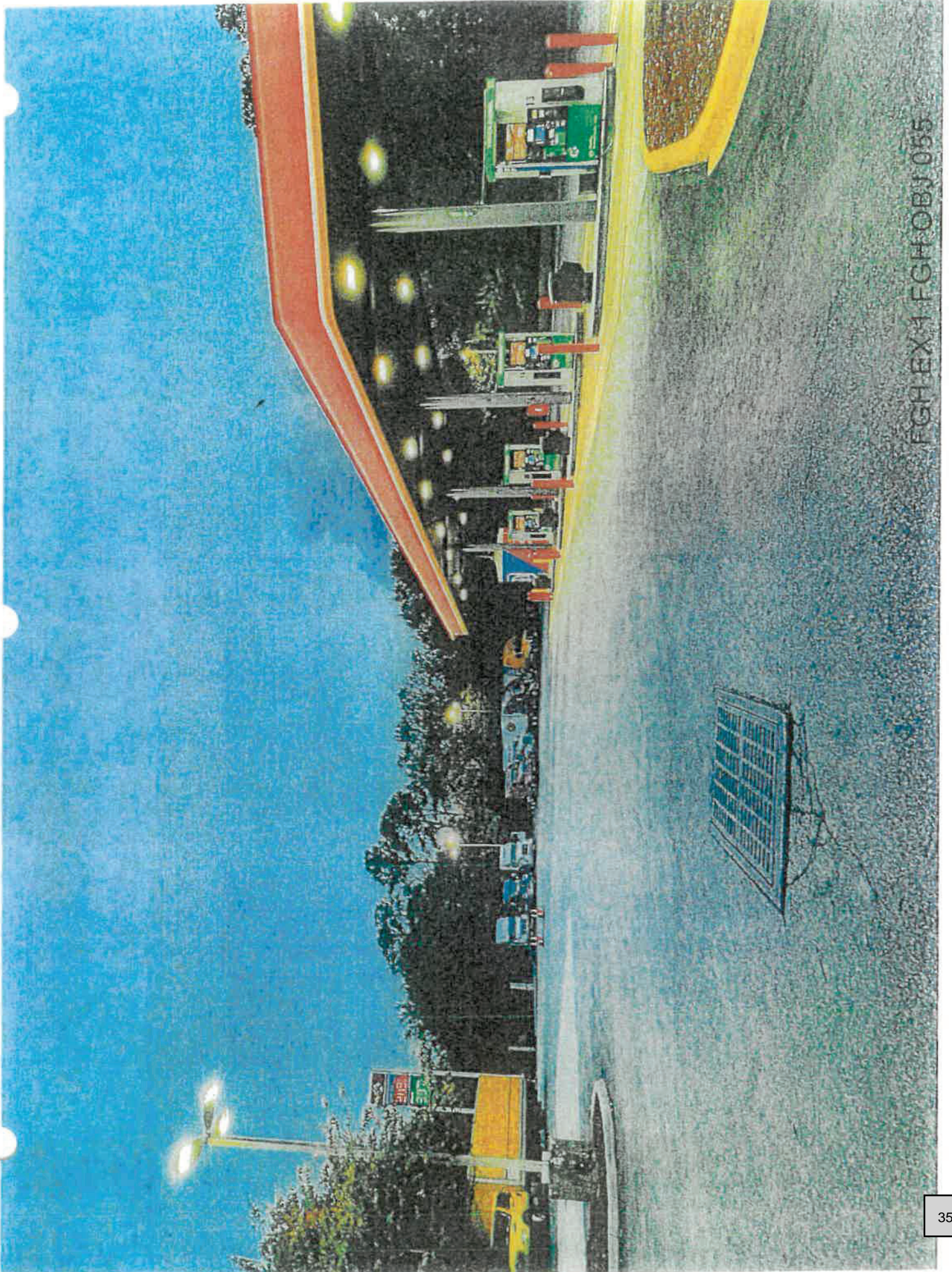
FGH1



FGH EX 1 FGH OBJ 054

EXHIBIT

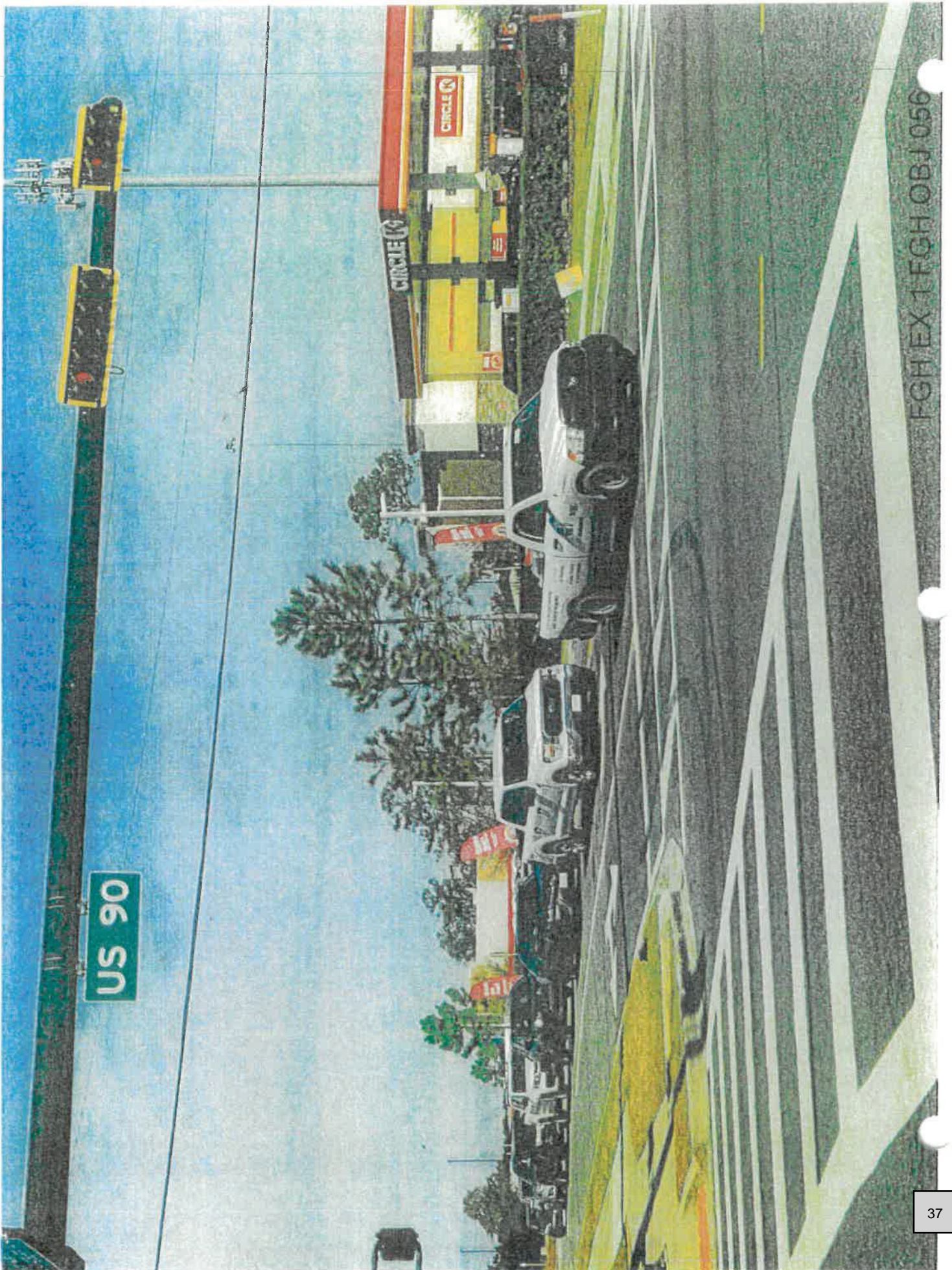
FGH2



FGH/EX-1 FGH/OBJ 055

EXHIBIT

FGH3



FGH EX 1 FGH OBJ 056

EXHIBIT

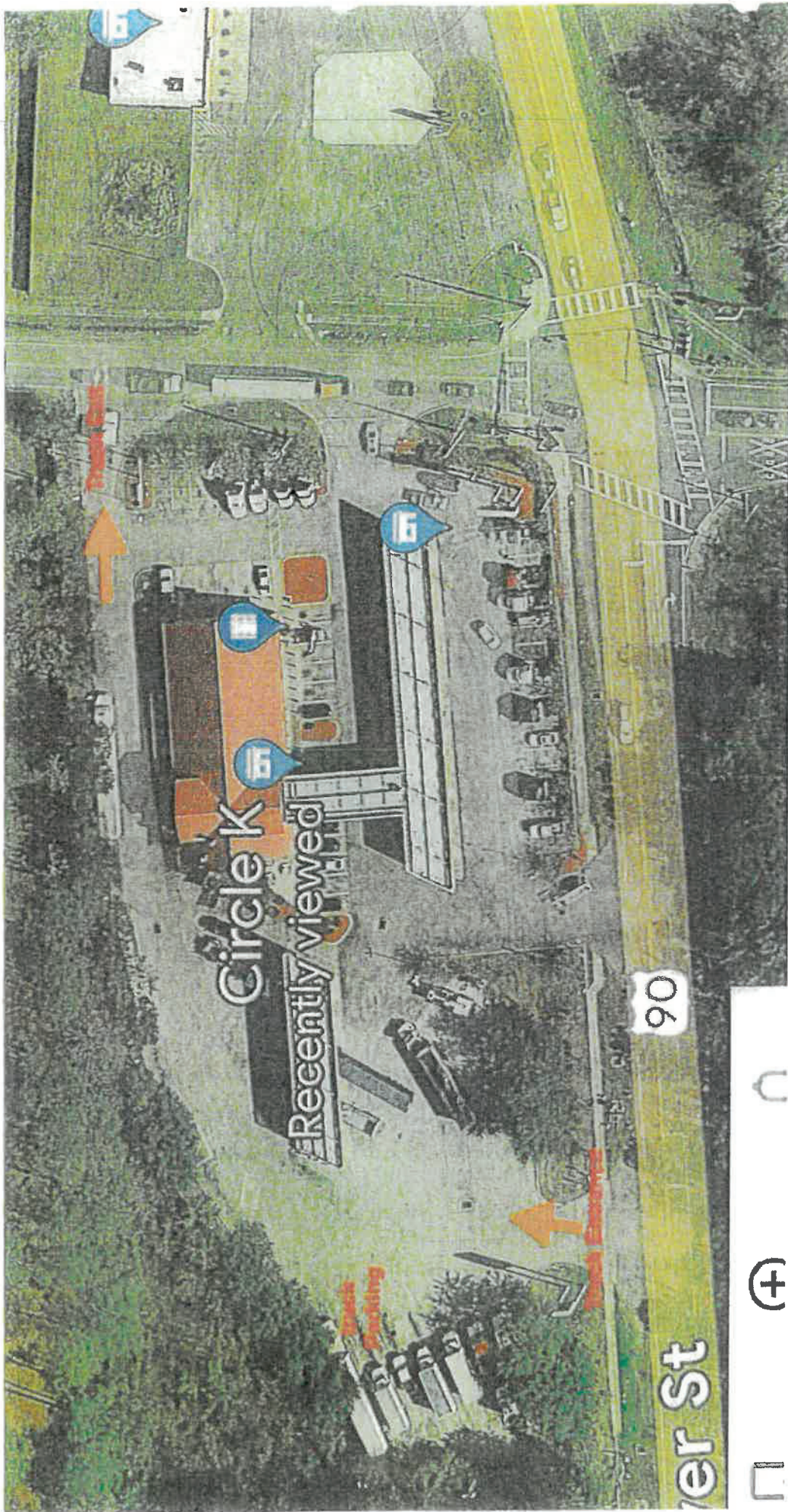
FGH4



FGH/EX 1 FGH/OBJ 057

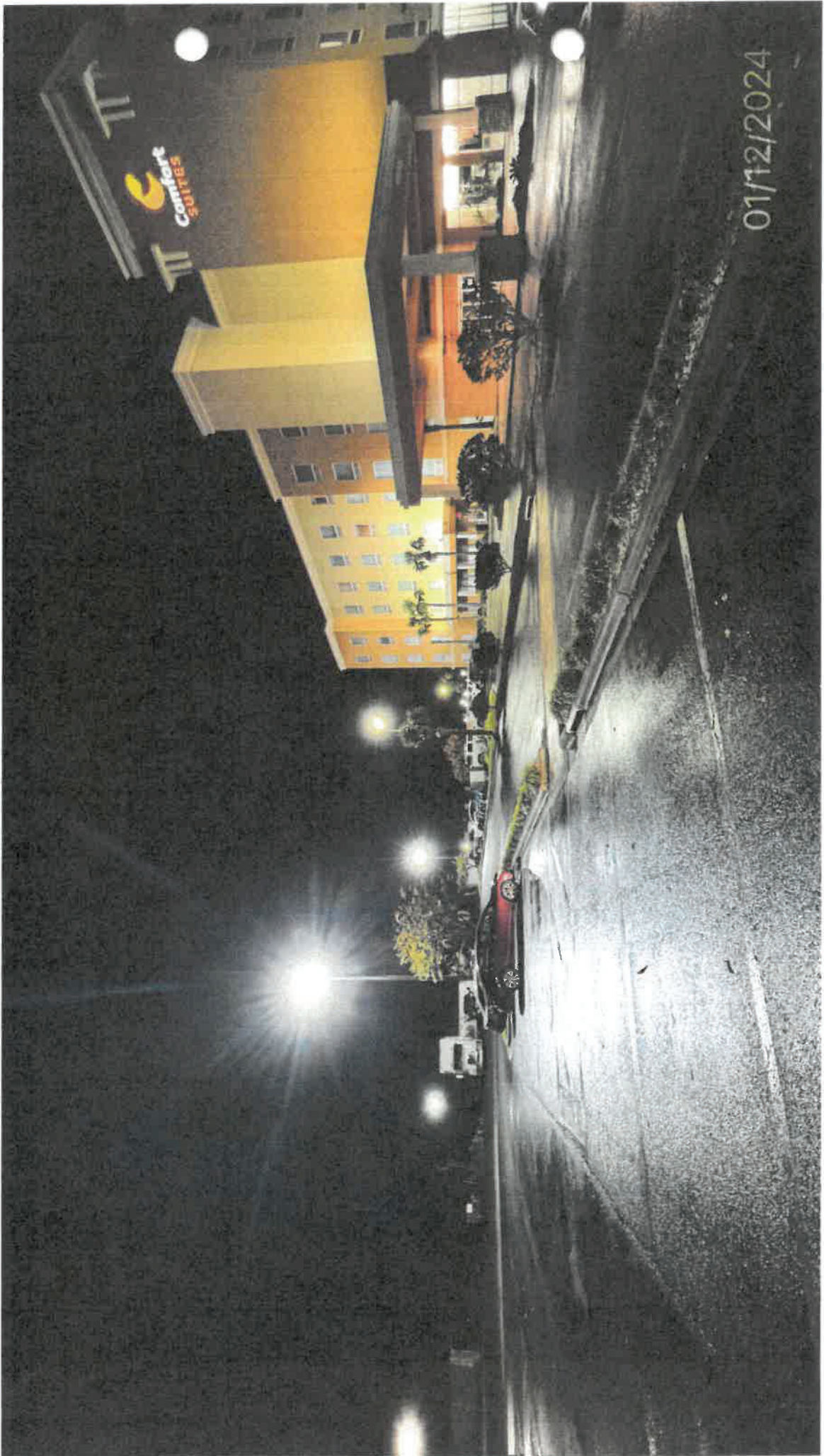
EXHIBIT

FGH5



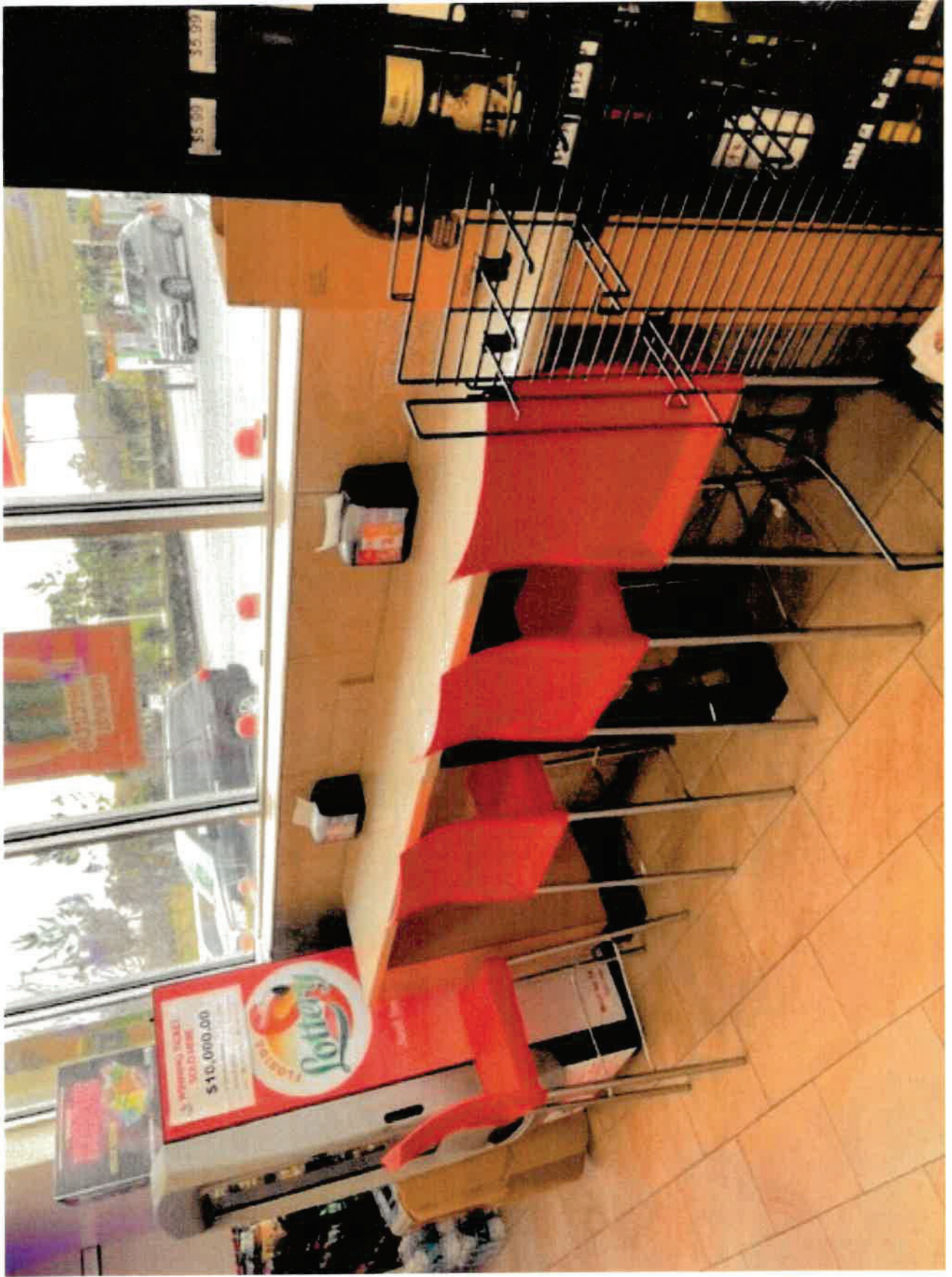
FGH EX 1 FGH OBJ 058

EXHIBIT FGH6

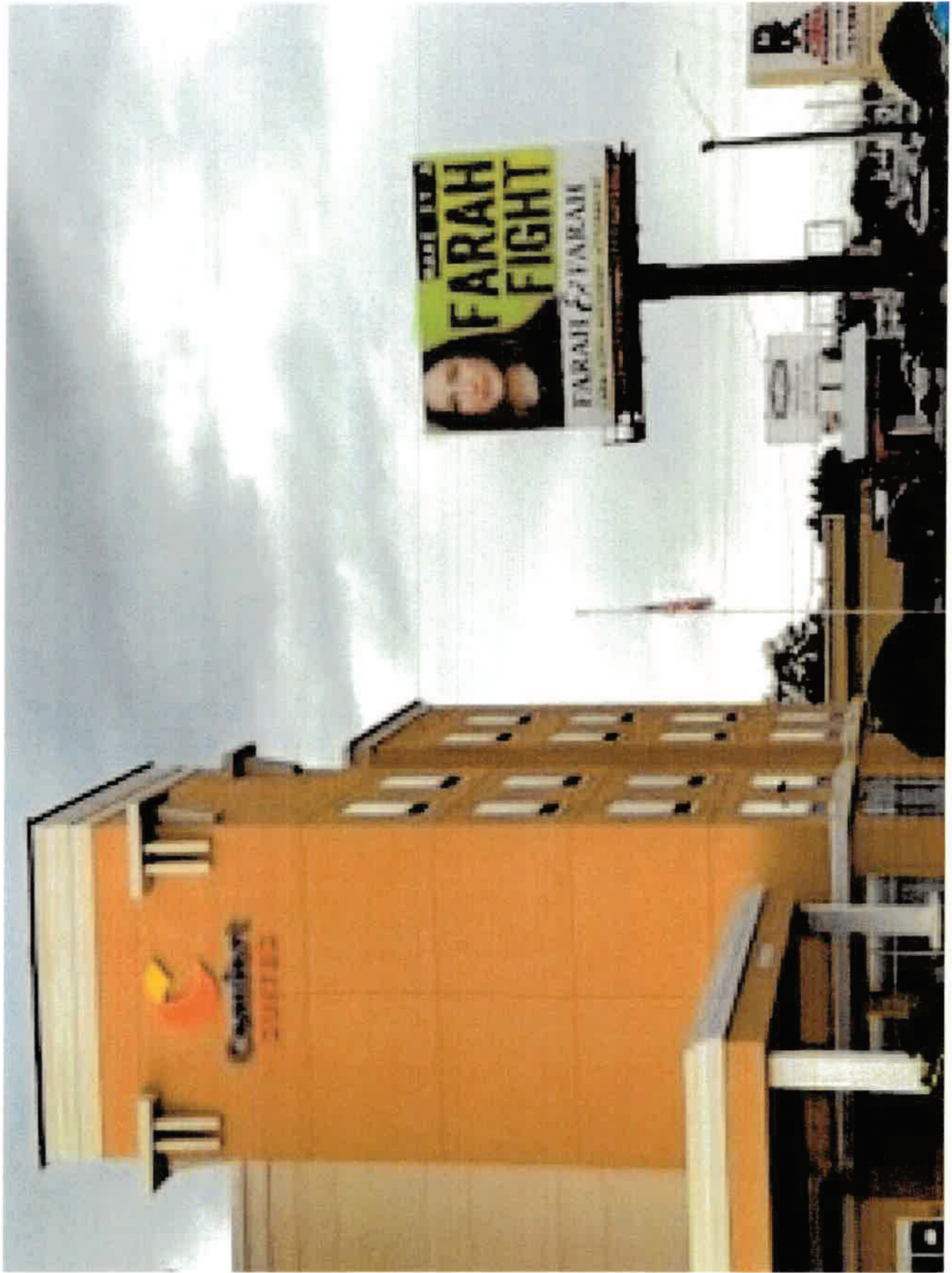


APPLICANTS EXHIBIT

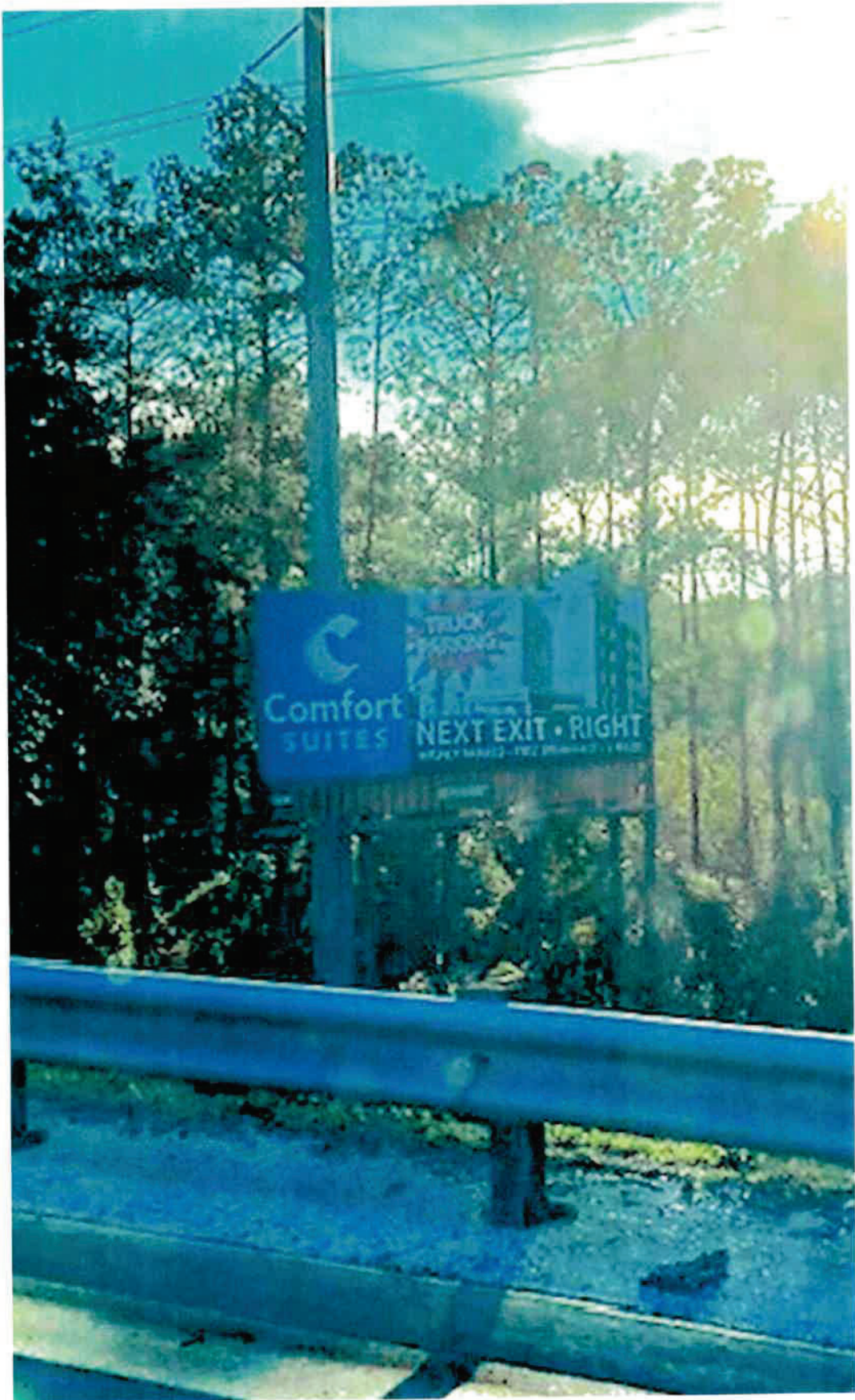
1

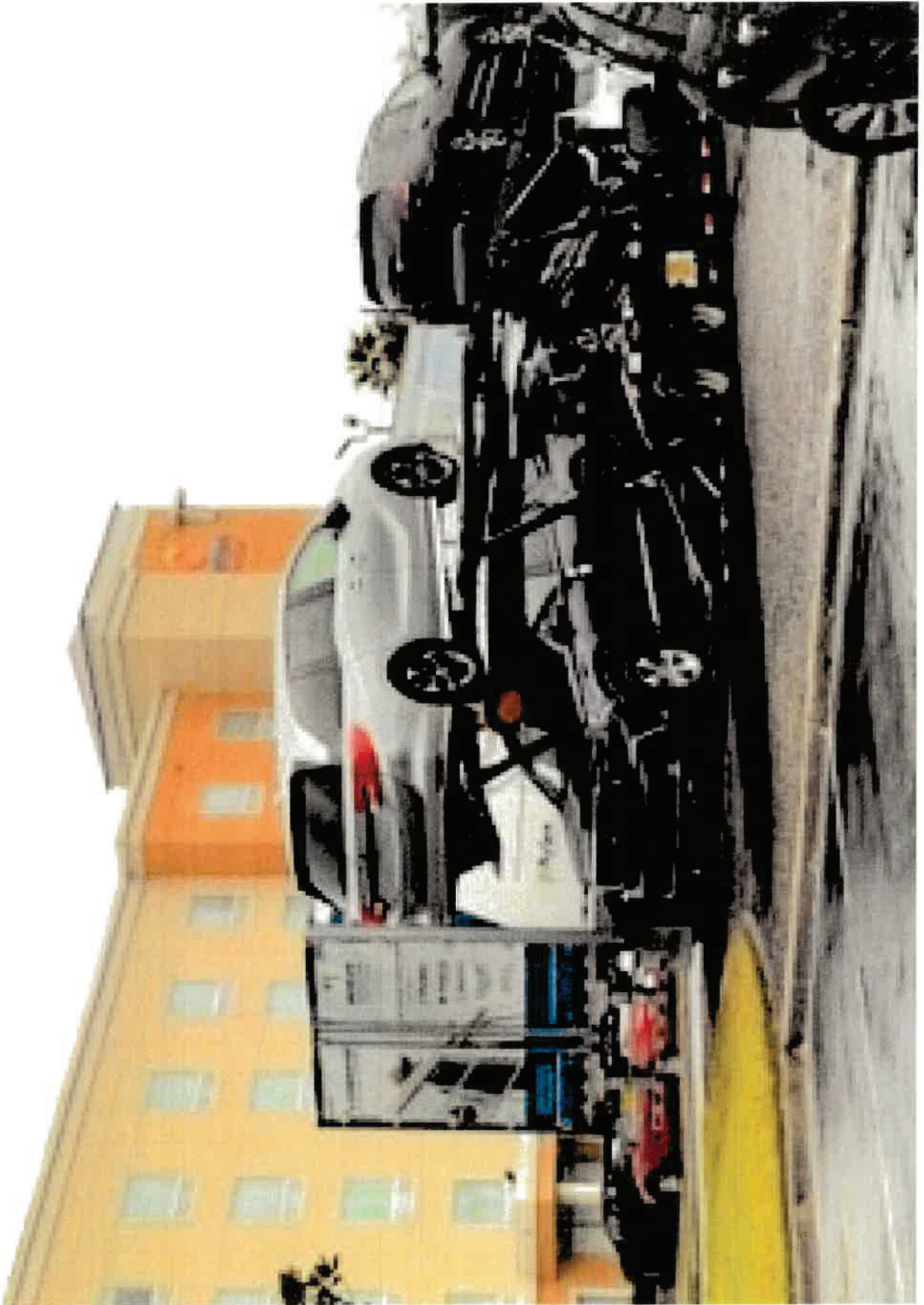


**APPLICANT
COMPOSITE
EXHIBIT
2
4 PAGES**



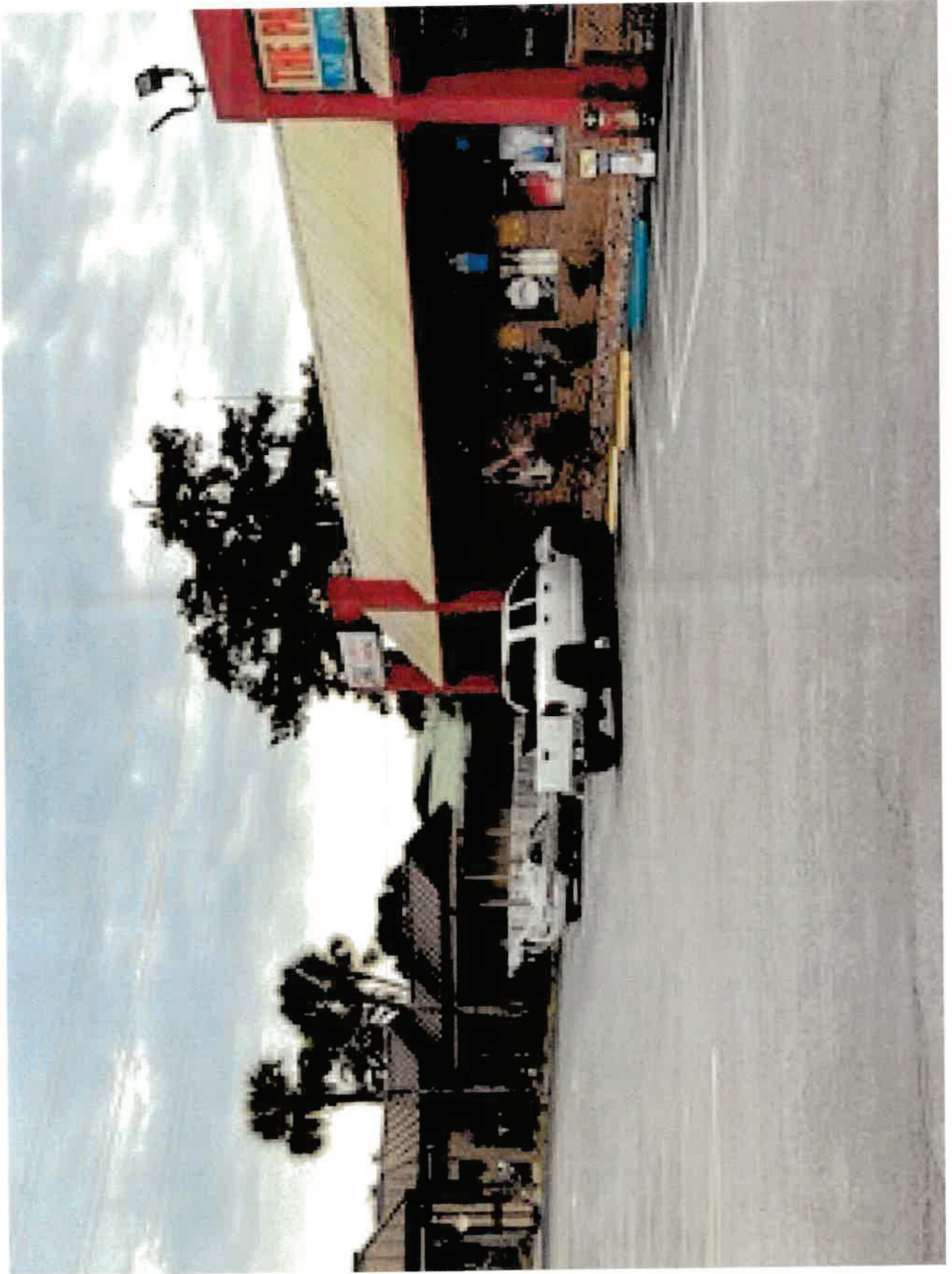






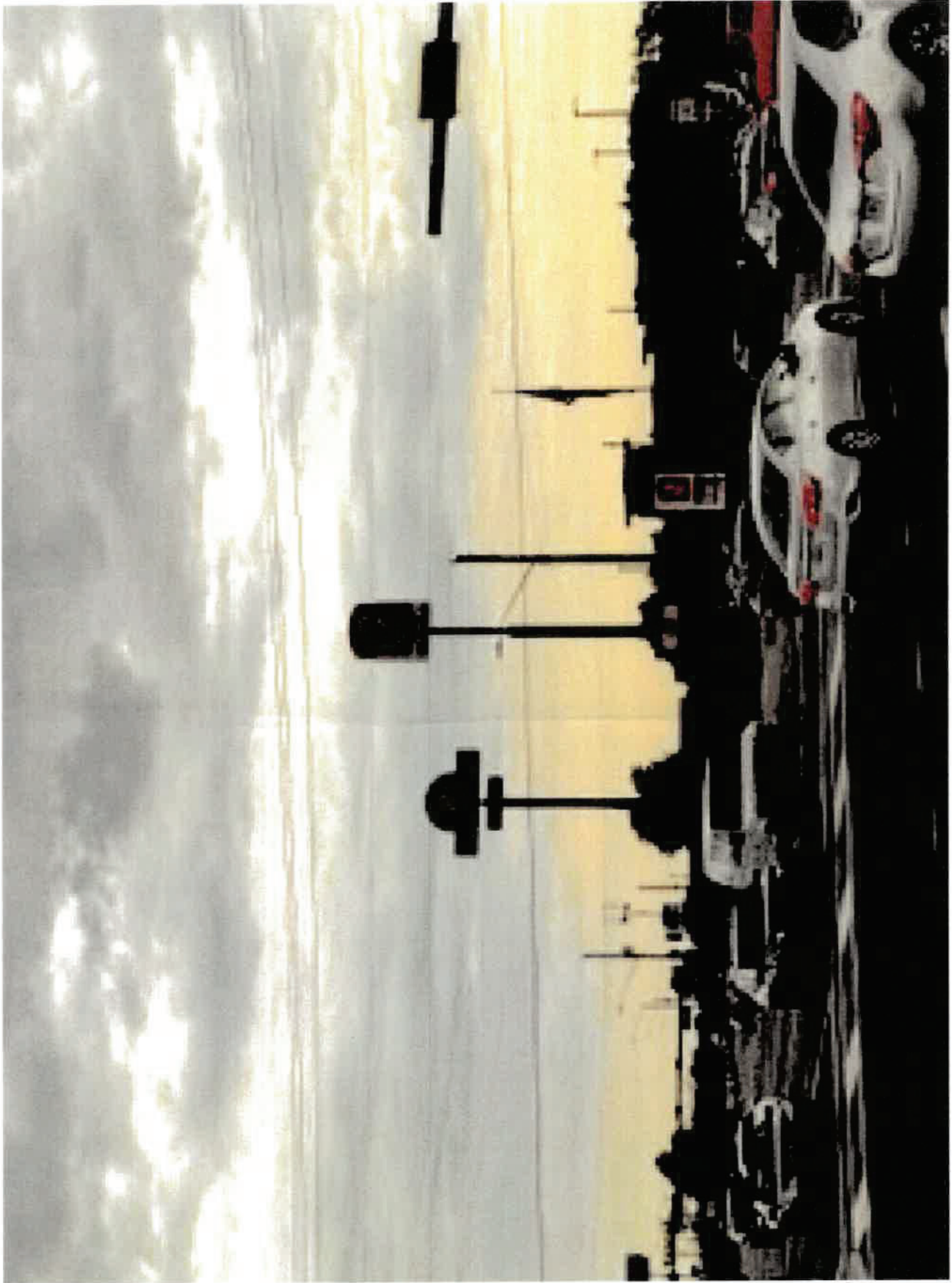
APPLICANT EXHIBIT

3



APPLICANTS EXHIBIT

4



**APPLICANT
COMPOSITE
EXHIBIT
5
2 PAGES**

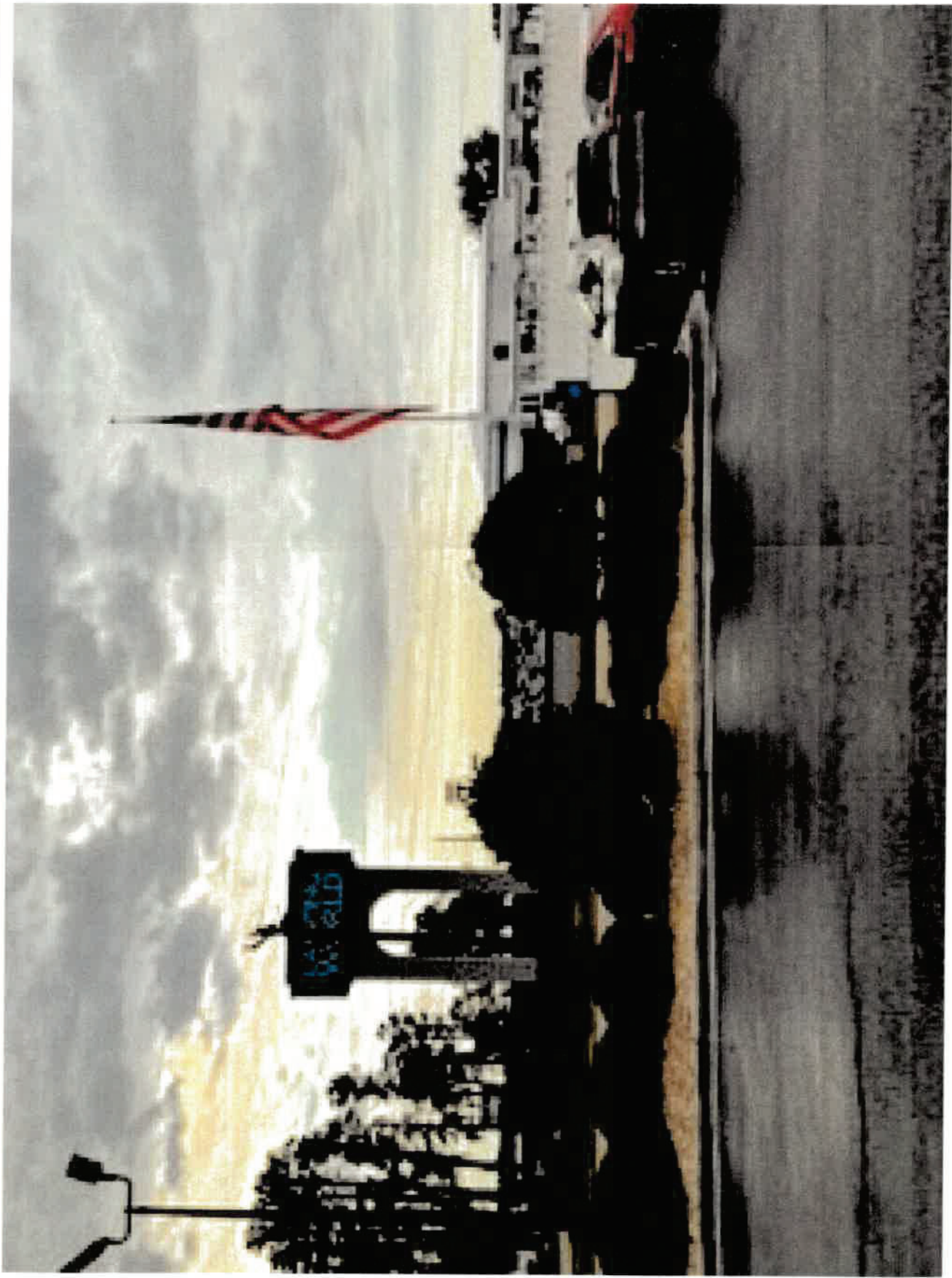




EXHIBIT PC1



January 17, 2024

City of Lake City Planning & Zoning Board/ LPA

Via: e mail delivery

RE: Please vote AGAINST the Expansion of existing Circle K on USHW 90 to have additional pumps to serve large Diesel Vehicles, or large Trucks and Trailers of any kind.

Dear Board,

My Experience and Some Applicable Background:

Licensed Real Estate Salesperson in FL since 2000

Commercial transaction award winner for Miami Dade Market in 2002-2004, 2007-2009

Consulting Firm for Economic and Real Estate Development in Greater

Homestead/Miami Dade area established in 2001

City of Live Oak CRA Director, 2013-2014

Suwannee County Development Authority Chairman, 2012-2013

With my clients and as a principal investor over a 10-12 year period we created over a Billion Dollars of taxable impact through the design, entitlement, development and delivery of over 7000 homes and hundreds of acres of Commercial and Retail Development including three Publix Shopping Centers, a new Hospital, a new Movie Theatre, many big box stores and a retail complex that housed the interim City Hall for many years as well.

I also work with repeat clients who buy and sell Commercial Real Estate using the 1031 codes and I underwrite acquisitions, confirm values and analyze and confirm applicable LDR's, HIBU, access, and DOT criteria both past and current to make sure the 1.5m to 5m per year in transactional volume.... meets our criteria.

How I am Affected by this Proposal:

I have lived here since 2004 with my wife, my parents-in-law, my parents (since 2006) and our 4 children. I work in Lake City currently in my 'day job' as the Regional Land Acquisition Manager for a National Home Builder.

I work from Home in Wellborn and an office in Lake City on USHWY 90. My wife and I travel both the I-10/I-75 corridor to the USHW 90 intersection several times a week as well as the USHW 90 to Lake City route many times a month. Our Hospital, Restaurants, Doctors offices, vendors, pharmacies, and grocery providers all are along this stretch of USHW 90, intersected by I-75.

I have experienced the occasional Semi Truck and Trailer as well as large Campers try and navigate the short exit path and turning movement between USHW 90 and I-75 from, and to the existing Circle K and the remainder of the development site and it's a complicated thing to watch, much less experience as someone who is trying to also get through that intersection. It is common to see two light cycles required during peak cycles for traffic to get through. The I-75 bridge also presents its own complications due to height and clearance tolerance as all who have lived here can attest.

There is insufficient space between I-75 exit and entrance ramps and the entrance to the Development AND insufficient space between the circle K and the USHW 90 intersection to manage current longer vehicle and truck traffic and to invite additional users to engage in these movements and intersections is a bad idea. Accidents, damage to the roadway, significant interruptions to East/West traffic flow WILL OCCUR. This is never a good idea and I would suggest as someone who lives West of I-75 it's also callous to the lives of West Lake City, Western Columbia County, and SE Suwannee County residents and taxpayers as unobstructed access to our only local Hospital via USHW 90 will be imperiled should you approve this request.

I have standing as a member of the public, and knowledge as someone who has engaged traffic engineers and planned large and small complicated projects with significant impacts to current and planned road design and conditions.

I've led a team designing and planning the siting and development of a 4-lane divided highway with a 5-mile infrastructure loop serving tens of thousands of cars per day and negotiated a Release of RROW from the Turnpike Authority adjacent to a major exit as an example of past work connected to road use and design. I have even had Rick Hall, a leading transportation Engineer and a father of significant sections of the FDOT "Green Book" speak to groups like yourselves to encourage good design and planning. Based on all my personal experience with this intersection, and substantial work experience, I ask you to please vote NO on this item and to NOT SUPPORT any increase in large vehicle service at this location at this time.

I have not visited the Circle K as frequently as I one did with my wife to get gas and a frozen Coke or Icee (they have the best selection in FL) because we couldn't get out due to camper traffic taking up all the available insufficient stacking space in the short area between the exit and the signalized intersection. It's dangerous to cars, pedestrians and bikes and motorcycles now because of the minimal planning for egress/ingress and the increased traffic on both 90 and 75.

Additional/Final Thoughts:

The State of FL is working to redesign I-75 instead of building a new interstate in the state. This process will include access and bridge improvements to facilitate additional capacity and safer ingress and egress from same. Saying NO now is based on the current design of both the surrounding roads and the current configuration of I-75. This can possibly be considered again should things change.

The more we cram in near the current insufficient on and off ramps makes it that much more expensive for the State to redesign and implement better and safer access to and from I-75 in the future. Stop making it worse for all of us who use these roads now and preserve the opportunity to have better road design here in the future too by saying NO.

I appreciate your time and service. Your work is important and necessary. Please let me know if you have any questions.

386 590 9015 Mobile

Respectfully,

A handwritten signature in black ink, appearing to read "Tim Williams", with a horizontal line underneath.

Tim Williams

CITY ATTORNEY

EXHIBIT

1

3 PAGES

CITY OF LAKE CITY

LAND DEVELOPMENT REGULATIONS

13.11.3 Action on Site and Development Plan.

The Land Development Regulation Administrator shall forward the application for site and development plan approval along with any comments or criticisms to the Planning and Zoning Board for consideration. The Planning and Zoning Board shall handle such matters in a public session as part of a previously prepared agenda, however, no public notice and hearing is required. All matters relating to Planning and Zoning Board consideration of site and development plans shall be a public record and approval, approval with conditions, or denial shall require formal action of the Planning and Zoning Board. A petition for a zoning amendment and an application for site and development plan approval shall not be handled concurrently. Rather, an application for site and development plan approval shall be heard only after the applicant has secured the appropriate zoning on the subject parcel. Appeals from decisions of the Planning and Zoning Board shall be heard as set out in Article 12 of these land development regulations.

In reaching a decision as to whether or not the site and development plan as submitted should be approved with a directive to the Land Development Regulation Administrator to issue building permits, the Planning and Zoning Board shall be guided in its decision to approve, approve with conditions, or to deny by the following standards; the Planning and Zoning Board shall show in its record that each was considered where applicable and it shall make findings in regard to those of the following standards which it finds to be applicable:

1. Sufficiency of statements on ownership and control of the development and sufficiency of conditions of ownership or control, use, and permanent maintenance of common open space, common facilities, or common lands to ensure preservation of such lands and facilities for their intended purpose and to ensure that such common facilities will not become a future liability for the City Council.
2. Density and/or the intended use of the proposed development with particular attention to its relationship to adjacent and nearby properties and effect on those properties and relationship to the Comprehensive Plan.
3. Ingress and egress to the development and proposed structures on the development, with particular reference to automotive and pedestrian safety, minimization of marginal friction with free movement of traffic on adjacent streets, separation of automotive traffic and pedestrian and other traffic, traffic flow and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe, or emergency.
4. Location and relationship of offstreet parking and offstreet loading facilities to thoroughfares and internal traffic patterns within the proposed development, with particular reference to automotive and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscape.
5. Sufficiency of proposed screens and buffers to preserve internal and external harmony and compatibility with uses inside and outside the proposed development.

6. Manner of stormwater management on the property, with particular reference to the effect of provisions for stormwater management on adjacent and nearby properties and the consequences of such stormwater management on overall public stormwater management capacities.
7. Adequacy of provision for sanitary sewers, with particular relationship to overall sanitary sewer availability and capacities.
8. Utilities, with reference to hook-in locations and availability and capacity for the uses projected.
9. Recreation facilities and open spaces, with attention to the size, location, and development of the areas as to adequacy, effect on privacy of adjacent and nearby properties and uses within the proposed development, and relationship to community open spaces and recreational facilities.
10. General amenities and convenience, with particular reference to assuring that appearance and general layout of the proposed development will be compatible and harmonious with properties in the general area and will not be in conflict with other development in the area as to cause substantial depreciation of property values.
11. Such other standards as may be imposed by these land development regulations on the particular use or activity involved.

PUBLIC COMMENT FORMS



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1-10-24
NAME: Brad Wheeler

ITEM YOU WISH TO ADDRESS: Circle K

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1-10-24
NAME: Bruce Drawds

ITEM YOU WISH TO ADDRESS: Circle K

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1-10-24

NAME: Azie Handy

ITEM YOU WISH TO ADDRESS: To comment about the truck stop they want to put on Hwy 90

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/10/24

NAME: John Craig

Absent

ITEM YOU WISH TO ADDRESS:

Proposal pumps added
at Circle K at 90 & I-75

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/10/2024
NAME: Tony Buzzella

ITEM YOU WISH TO ADDRESS: ZONING ISSUE
CIRCLE K expansion

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/10/24

NAME: Joe Adkins

N/A

ITEM YOU WISH TO ADDRESS: Circle K Expansion

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1-10-24

NAME: Lemley Barbara

ITEM YOU WISH TO ADDRESS: Circle K

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: Jan 10, 2023

NAME: Aaron Trippensee
with FDOT

N/A

ITEM YOU WISH TO ADDRESS: Circle K project

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.

443 SW Faul Ct



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/17/21
NAME: BEN LOESTROM

ITEM YOU WISH TO ADDRESS: Circle K

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 01-17-24
NAME: Billy Bivins

ITEM YOU WISH TO ADDRESS: Truck Stop 90-I 10

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1-17-2024

NAME: Jonathan Sluss

ITEM YOU WISH TO ADDRESS: Circle A truck Stop

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 11/17/24
NAME: Joey Ottern

Ch. of Comm.

ITEM YOU WISH TO ADDRESS: Possible expansion at Gateway Crossing

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/17/24

NAME: Robby Hollingsworth cc BOC
Robby Hollingsworth

ITEM YOU WISH TO ADDRESS: Truck stop

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/10/24

NAME: DAVID KRAS

N/A

ITEM YOU WISH TO ADDRESS: Circle K expansion

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 01/10/2024
NAME: Janak Patel

ITEM YOU WISH TO ADDRESS: Circle K Truck stop development.

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/10/23
NAME: Shailish Patel

ITEM YOU WISH TO ADDRESS: Circle K Expansion
of TRUCK STOP

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/10/24

NAME: Amanda Johnson

ITEM YOU WISH TO ADDRESS: Truck stop

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1-10-24

NAME: ~~Sharon DelCastillo~~ Sharon DelCastillo

ITEM YOU WISH TO ADDRESS: Diesel Station

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/16/24
NAME: John Cole

ITEM YOU WISH TO ADDRESS: Truck Stop & more for youth
in 2024

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1-10-24
NAME: Dennille Decker

ITEM YOU WISH TO ADDRESS: TRUCK STOP

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.

440 NW Winfield St



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1-10-24
NAME: Ron Williams

CC BOCC

ITEM YOU WISH TO ADDRESS: US 90 west Track stop

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.

3196 104st st



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/17/23

NAME: TIM Williams

ITEM YOU WISH TO ADDRESS: Circle K Fueling Station

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.



REQUEST TO ADDRESS THE MAYOR AND COUNCIL

If you wish to speak to the Mayor and City Council at tonight's meeting, please complete this form and present it to the City Clerk prior to the meeting.

When you speak, you must come to the podium in front and clearly state your name and address for the record. Personal, impertinent or slanderous remarks are not permitted.

Special interest groups are encouraged to select a representative to speak for the group to conserve time and avoid repetition.

A 3 MINUTE TIME LIMIT WILL BE IMPOSED ON ALL COMMENTS FROM THE PUBLIC UNLESS TIME IS SPECIFICALLY EXTENDED BY THE MAYOR.

DATE: 1/17/23
NAME: Dylan Adams

ITEM YOU WISH TO ADDRESS: Circle (K)

NOTE: Minutes of the City Council meetings are not transcribed verbatim. If you require a verbatim transcript you must make arrangements for a court reporter or some other method of recording/transcribing.

File Attachments for Item:

iii. CPA23-06 and Z23-07- Petitions submitted by David Winsberg (owner), to amend the Future Land Use Map and Official Zoning Atlas of the Land Development Regulations by changing the Future Land Use from Residential Medium to Residential High density and changing the zoning district from Residential Single-Family 3 and Residential Multi-Family 1 to Residential Multi-Family 2 on property described, as follows: Parcel No. 11602-002 and 11642-000..



GROWTH MANAGEMENT
 205 North Marion Ave.
 Lake City, FL 32055
 Telephone: (386) 719-5750
 E-mail: growthmanagement@locfla.com

PLANNING USE ONLY
 Application # _____
 Application Fee \$ 750.00
 Receipt No. _____
 Filing Date 8/7/23
 Completeness Date _____

COMPREHENSIVE PLAN AMENDMENT

Small Scale: \$750.00 Large Scale: \$1,500.00

A. PROJECT INFORMATION

1. Project Name: Winsberg Apartments
2. Address of Subject Property: NW Early Street
3. Parcel ID Number(s): 00-00-00-11602-002, 30-3S-17-11642-000
4. Existing Future Land Use Map Designation: Residential - Medium Density
5. Proposed Future Land Use Map Designation: Residential - High Density
6. Zoning Designation: RMF-1 and RSF-3
7. Acreage: 7.50 Acres
8. Existing Use of Property: Vacant
9. Proposed use of Property: Apartment Buildings

B. APPLICANT INFORMATION

1. Applicant Status Owner (title holder) Agent
2. Name of Applicant(s): David M. Winsberg Title: _____
 Company name (if applicable): _____
 Mailing Address: PO Box 2815
 City: Lake City State: FL Zip: 32056
 Telephone: (____) 386-755-7449 Fax: (____) _____ Email: david@winsberginc.com

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

3. If the applicant is agent for the property owner*.
 Property Owner Name (title holder): _____
 Mailing Address: _____
 City: _____ State: _____ Zip: _____
 Telephone: (____) _____ Fax: (____) _____ Email: _____

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

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

C. ADDITIONAL INFORMATION

- 1. Is there any additional contract for the sale of, or options to purchase, the subject property?
If yes, list the names of all parties involved: No
If yes, is the contract/option contingent or absolute: Contingent Absolute
- 2. Has a previous application been made on all or part of the subject property? Yes No
Future Land Use Map Amendment: Yes _____ No _____
Future Land Use Map Amendment Application No. _____
Site Specific Amendment to the Official Zoning Atlas (Rezoning): Yes _____ No _____
Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application No. _____
Variance: Yes _____ No _____
Variance Application No. _____
Special Exception: Yes _____ No _____
Special Exception Application No. _____

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

- 1. Boundary Sketch or Survey with bearings and dimensions.
- 2. Aerial Photo (can be obtained via the Columbia County Property Appraiser’s Office).
- 3. Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities, including but not limited to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts. For residential land use amendments, an analysis of the impacts to Public Schools is required.
- 4. Comprehensive Plan Consistency Analysis: An analysis of the application’s consistency with the Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies of the Comprehensive Plan and detail how the application complies with said Goals, Objectives, and Policies). For text amendments to the Comprehensive Plan, the proposed text amendment in strike-thru and underline format.
- 5. Legal Description with Tax Parcel Number (In Microsoft Word Format).
- 6. Proof of Ownership (i.e. deed).
- 7. Agent Authorization Form (signed and notarized).
- 8. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector’s Office).
- 9. Fee. The application fee for a Comprehensive Plan Amendment is as follows:
 - a. Small Scale Comprehensive Plan Amendment (10 Acres or less) = \$750.00
 - b. Large Scale Comprehensive Plan Amendment (More Than 10 Acres) = \$1,500.00 or actual city cost
 - c. Text Amendment to the Comprehensive Plan = \$750.00

No application shall be accepted or processed until the required application fee has been paid.

NOTICE TO APPLICANT

All nine (9) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Planning & Zoning Board.

A total of fourteen (14) copies of proposed Comprehensive Plan Amendment Application and support material and a PDF copy on a CD are required at the time of submittal.

THE APPLICANT ACKNOWLEDGES THAT THE APPLICANT OR AGENT MUST BE PRESENT AT THE PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD, AS ADOPTED IN THE BOARD RULES AND PROCEDURES. OTHERWISE THE REQUEST MAY BE CONTINUED TO A FUTURE HEARING DATE.

I hereby certify that all of the above statements and statements contained in any documents or plans submitted herewith are true and accurate to the best of my knowledge and belief.

David M. Winsberg

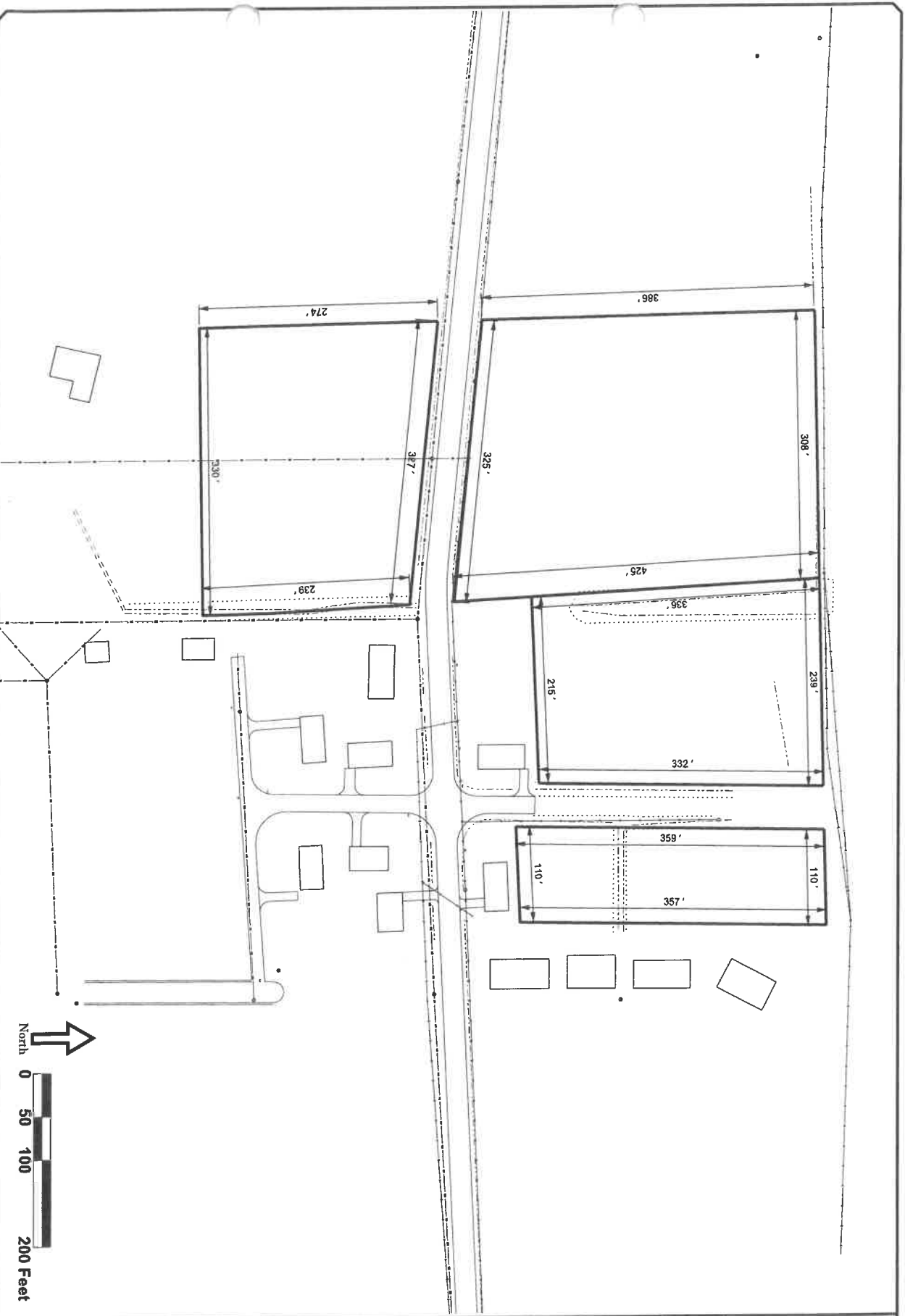
Applicant/Agent Name (Type or Print)

David M. Winsberg

Applicant/Agent Signature

August 6, 2023

Date



DATE		REVISION NOTES	

WINSBERG APARTMENTS		EXISTING CONDITIONS	
David M. Winsberg Winsberg, Inc. P.O. Box 2815 Lake City FL, 32056 PE# 68463 - CA# 28596			
For Permitting and Review: Not Final.			
DRAWN BY DW	CHECKED BY DW	PROJECT # 1933	SHEET



WINSBERG APARTMENTS

QUAD MAP

David M. Winsberg
 Winsberg, Inc.
 P.O. Box 2815
 Lake City FL, 32056
 PE# 68463 - CA# 29596

For Permitting and
 Review. Not Final.

PROJECT #

1933

SHEET

Q1



WINSBERG APARTMENTS

AERIAL MAP

David M. Winsberg
Winsberg, Inc.
P.O. Box 2815
Lake City FL, 32056
PE# 68463 - CA# 29596
For Permitting and
Review. Not Final.

PROJECT #

1933

SHEET

A1

Winsberg Apartments

CONCURRENCY & COMPREHENSIVE PLAN CONSISTENCY ANALYSIS, & ANALYSIS of the LDR's ARTICLE 12 REQUIREMENTS

**David M. Winsberg
PE License # 68463
Cert. Auth. # 29596**

**Winsberg, Inc.
PO Box 2815
Lake City, FL 32056
Phone (386) 755-7449
Fax (888) 522-0030
david@winsberginc.com**

Water & Sewer Usage

Water & Sewer usage is 200 GPD per dwelling unit. Thus, total usage is $200 \times 150 = 30,000$ GPD.

Solid Waste

Solid Waste is 8 lbs/day per dwelling unit. Thus, total usage is $8 \times 150 = 1,200$ lbs/day.

Trip Generation

ADT is 6.65 trips/day per dwelling unit. Thus, ADT is $6.65 \times 150 = 997.5$ trips/day.

PM peak trips is 0.62 trips per dwelling unit. Thus, PM peak trips is $0.62 \times 150 = 93$ trips.

Consistency with Objectives and Policies for Urban Development Areas

GOAL I - IN RECOGNITION OF THE IMPORTANCE OF CONSERVING THE NATURAL RESOURCES AND ENHANCING THE QUALITY OF LIFE, THE CITY SHALL DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, THE LAND AND WATER RESOURCES, FISCAL ABILITIES AND SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVE I.1 The City shall continue to direct future population growth and associated urban development to urban development areas as established within this comprehensive plan.

Consistency: The facility is located inside the Designated Urban Development Area and conforms to the requirements of the Comprehensive Plan and Land Development Regulations.

Policy I.1.1

The City shall limit the location of higher density residential and high intensity commercial and industrial uses to areas adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity. In addition, the county shall enable private subregional centralized potable water and sanitary sewer systems to connect to public regional facilities, in accordance with the objective and policies for the urban and rural areas within this future land use element of the comprehensive plan.

Consistency: The facility is located along Northwest Early Street where adequate capacity for transportation, water, sanitary sewer, etc... is available to support the facility.

Policy I.1.2

The City's future land use plan map shall allocate amounts and mixes of land uses for residential, commercial, industrial, public and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to

serve such urban land uses. Urban land uses shall be herein defined as residential, commercial and industrial land use categories.

Consistency: The property is being proposed to be used for activities that are consistent with usage of current surrounding properties.

Policy I.1.3

The City's future land use plan map shall base the designation of residential, commercial and industrial lands depicted on the future land use plan map upon acreage which can be reasonable expected to develop by the year 2025.

Consistency: The property owner wishes to start construction as soon as is reasonably possible. They do not intend to wait until 2025 to begin construction.

Policy I.1.4

The City shall continue to maintain standards for the coordination and siting of proposed urban development near agricultural or forested areas, or environmentally sensitive areas (including but not limited to wetlands and floodplain areas) to avoid adverse impact upon existing land uses.

Consistency: The facility is not located in any environmentally sensitive areas. It will not be used for agricultural or forestry activities.

Policy I.1.5

The City shall continue to regulate govern future urban development within designated urban development areas in conformance with the land topography and soil conditions, and within an area which is or will be served by public facilities and services.

Consistency: The facility was designed so as to conform with the existing land topography, soil conditions, and other unique features specific to this property.

Policy I.1.6

The City's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the designated urban development areas of the county. For the purpose of this policy and comprehensive plan, the phrase "other similar uses compatible with" shall mean land uses that can co-exist in relative proximity to other uses in a stable fashion over time such that no other uses within the same land use classification are negatively impacted directly or indirectly by the use.

Consistency: The facility is not designed to exceed any density, floor area ratio, or other similar required threshold. If necessary, a variance will be requested after exhausting all other options.

Analysis of the LDR's Article 12 Requirements

a. Whether the proposed change would be in conformance with the county's comprehensive plan and would have an adverse effect on the county's comprehensive plan.

Analysis: The proposed zoning change is in conformance with the comprehensive plan and will not cause any adverse effects to the plan.

b. The existing land use pattern.

Analysis: Other parcels with this proposed zoning are located nearby.

c. Possible creation of an isolated district unrelated to adjacent and nearby districts.

Analysis: Other parcels with this proposed zoning are located in the area but are also isolated from sites with the same zoning.

d. The population density pattern and possible increase or overtaxing of the load on public facilities such as schools, utilities, streets, etc.

Analysis: A concurrency analysis for increases due to utility requirements and traffic impacts has been done. For the impact on schools, additional students may be present in the district as a result of the development. However, this development will not overtax the load on public facilities.

e. Whether existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.

Analysis: The zoning that we propose for this property is more suitable to existing conditions than the current zoning of the property.

f. Whether changed or changing conditions make the passage of the proposed amendment necessary.

Analysis: Housing is needed in the area due to the increase in people moving to the area.

g. Whether the proposed change will adversely influence living conditions in the neighborhood.

Analysis: The proposed zoning change will positively affect the neighborhood's living conditions.

h. Whether the proposed change will create or excessively increase traffic congestion or otherwise affect public safety.

Analysis: The proposed zoning change will not create excessive traffic congestion and will not otherwise affect public safety.

i. Whether the proposed change will create a drainage problem.

Analysis: The proposed zoning change will not create any drainage problems.

j. Whether the proposed change will seriously reduce light and air to adjacent areas.

Analysis: The proposed zoning change will not reduce light or air to adjacent areas.

k. Whether the proposed change will adversely affect property values in the adjacent area.

Analysis: The proposed zoning change will likely cause property values in the adjacent area to increase.

l. Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accord with existing regulations.

Analysis: The proposed zoning change may encourage the improvement and development of adjacent properties.

m. Whether the proposed change will constitute a grant of special privilege to an individual owner as contrasted with the public welfare.

Analysis: The proposed zoning change will not grant special privileges to the owner.

n. Whether there are substantial reasons why the property cannot be used in accord with existing zoning.

Analysis: What the developer wants to construct is not compatible with the current zoning.

o. Whether the change suggested is out of scale with the needs of the neighborhood or the City.

Analysis: Overall, there is a need for more housing to service the growth in the neighborhood and in the City.

p. Whether it is impossible to find other adequate sites in the city for the proposed use in districts already permitting such use. When pertaining to other proposed amendments of these land development regulations. The planning and zoning board shall consider and study:

i. The need and justification for the change.

ii. The relationship of the proposed amendment to the purposes and objectives of the comprehensive planning program and to the City's comprehensive plan, with appropriate consideration as to whether the proposed change will further the purposes of these land development regulations and other ordinances, regulations, and actions designed to implement the City's comprehensive plan.

Analysis: The owner has purchased this property awhile ago and would like to develop it.

Parcel ID # 30-3S-17-11642-000:

The East 1/2 of the East 1/2 of the SW 1/4 of the NE 1/4 of Section 30, Township 3 South, Range 17 East, Columbia County, Florida.

Less and Except:

Block 70 and Right-of-Way for Fronnie Street (now known as NW Early Street).

Parcel ID # 00-00-00-11602-002:

Parcel One:

A parcel of land particularly described as follows:

Begin at the NW corner of West 1/2 of Block "O" Northwestern Division, City of Lake City, Florida; run thence S 89 degrees 46 minutes 26 seconds E, along the North line of said Block "O" Northwestern Division, 238.90 feet; thence S 02 degrees 26 minutes 28 seconds W, 331.85 feet; thence S 89 degrees 02 minutes 37 seconds W, 214.94 feet to the West line of said Block "O", Northwestern Division; thence N 01 degrees 40 minutes 48 seconds W, 336.23 feet to the POINT OF BEGINNING.

Parcel Two:

A parcel of land particularly described as follows:

Commence at the NW corner of West 1/2 of Block "O" Northwestern Division, City of Lake City, Florida run thence S 89 degrees 46 minutes 26 seconds E, along the North line of said Block "O" Northwestern Division, 288.94 feet to the POINT OF BEGINNING; thence S 89 degrees 46 minutes 26 seconds E, still along the said North line of Block "O" Northwestern Division 109.89 feet; thence S 02 degrees 26 minutes 28 seconds W, 356.89 feet; thence S 89 degrees 02 minutes 37 seconds W, 110.00 feet; thence N 02 degrees 26 minutes 28 seconds E, 359.16 feet to the POINT OF BEGINNING.

Prepared by:
Michael H. Harrell
Abstract & Title Services, Inc.
111 East Howard Street
Live Oak, Florida 32064

Inst: 201612008372 Date: 5/18/2016 Time: 12:45 PM
Doc Stamp-Deed: 70.00
DC, P.DeWitt Cason, Columbia County Page 1 of 3 B:1315 P:513

ATS# 1-38045

Special Warranty Deed

THIS WARRANTY DEED made the 16th day of May 2016, by First Federal Bank of Florida, hereinafter called the grantor, whose address is 4705 W US 90, Lake City, Florida 32055, to David Matthew Winsberg, whose post office address is P.O. Box 2815, Lake City, Florida 32056, hereinafter called the grantee:

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

Witnesseth: That the grantor, for and in consideration of the sum of \$10.00 and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys, and confirms unto the grantee, all that certain land situate in Columbia County, Florida, viz: Tax ID# R11602-002 & 11642-000

See Exhibit "A" attached hereto and by this reference made a part hereof.

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

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

AND the Grantor does hereby covenant with Grantee that, except as above noted that, at the time of the delivery of this Deed, the premises were free from all encumbrances made by it, and that it will warrant and defend the same against the lawful claims and demands of all persons claiming by, through, or under it, but against none other.

GRANTOR makes no representation or warranties of any kind or character expressed or implied as to the condition of said property. The Grantees has inspected and examined the property and are purchasing same based on no representation or warranties expressed or implied made by Grantor but on their own judgment.

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.
Signed, sealed and delivered in our presence:

Witness:
Stacy Gant
Printed Name:

First Federal Bank of Florida
BY: Pam Hitt
Pam Hitt, Senior Executive Vice President

Witness:
Kathryn E Baird
Printed Name:

STATE OF FLORIDA
COUNTY OF COLUMBIA

I hereby certify that on this 16th day of May, 2016, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared PAM HITT, AS SENIOR EXECUTIVE VICE PRESIDENT OF FIRST FEDERAL BANK OF FLORIDA, to me known to be the person described in and who executed the foregoing instrument and acknowledged before me that she executed the same. Witness my hand and official seal in the County and State aforesaid this 16th day of May, 2016.

Notary Seal

Kathryn E Baird
Notary Public
My Commission Expires: 9-7-2019



10. Affiant(s) further state that they are each familiar with the nature of an oath; and with the penalties as provided by the laws of the State aforesaid for falsely swearing to statements made in an instrument of this nature, or have heard read to them, the full facts of this affidavit, and understand its context.

First Federal Bank of Florida

BY: *Pam Hitt*
Pam Hitt, Senior Executive Vice President

STATE OF FLORIDA
COUNTY OF COLUMBIA

The foregoing instrument was acknowledged before me this 16th day of May, 2016, by Pam Hitt, as Senior Executive Vice President of First Federal Bank of Florida, personally known to me or, if not personally known to me, who produced driver's licenses for identification and who did not take an oath.

(SEAL)

Kathryn E Baird
NOTARY PUBLIC

My Commission Expires: 9-7-2019



ATS# 38045

EXHIBIT "A"

PARCEL ONE: The East 1/2 of the East 1/2 of the SW 1/4 of the NE 1/4 of Section 30, Township 3 South, Range 17 East, Columbia County, Florida.

LESS AND EXCEPT: Block 70 and Right-of-Way for Fronnie Street (now known as NW Early Street).

PARCEL TWO: A parcel of land particularly described as follows: Begin at the NW corner of West 1/2 of Block "O" Northwestern Division, City of Lake City, Florida; run thence S 89 degrees 46 minutes 26 seconds E, along the North line of said Block "O" Northwestern Division, 238.90 feet; thence S 02 degrees 26 minutes 28 seconds W, 331.85 feet; thence S 89 degrees 02 minutes 37 seconds W, 214.94 feet to the West line of said Block "O", Northwestern Division; thence N 01 degrees 40 minutes 48 seconds W, 336.23 feet to the POINT OF BEGINNING. PARCEL THREE: A parcel of land particularly described as follows: Commence at the NW corner of West 1/2 of Block "O" Northwestern Division, City of Lake City, Florida run thence S 89 degrees 46 minutes 26 seconds E, along the North line of said Block "O" Northwestern Division, 288.94 feet to the POINT OF BEGINNING; thence S 89 degrees 46 minutes 26 seconds E, still along the said North line of Block "O" Northwestern Division 109.89 feet; thence S 02 degrees 26 minutes 28 seconds W, 356.89 feet; thence S 89 degrees 02 minutes 37 seconds W, 110.00 feet; thence N 02 degrees 26 minutes 28 seconds E, 359.16 feet to the POINT OF BEGINNING.

LESS AND EXCEPT: Commence at the Southeast corner of the W 1/2 of Block "O" Northwestern Division of Lake City, Florida, and run thence South 90 degrees 25 minutes W, 235.0 feet along the South boundary line of the W 1/2 of Block "O" for a POINT OF BEGINNING; run thence South 88 degrees 25 minutes W, 33.0 feet along the South boundary line of said W 1/2 of Block "O", run thence North 01 degrees 40 minutes 40 seconds E, 417.29 feet to the North boundary line of the W 1/2 of Block "O", run thence North 88 degrees 55 minutes E, 33.0 feet along said North boundary line of the W 1/2 of Block "O", run thence South 1 degree 40 minutes 40 seconds W, 417.29 feet to the South boundary line of the W 1/2 of Block "O" and the POINT OF BEGINNING.

Register for eBill

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

Account Number	Tax Type	Tax Year			
R11602-002	REAL ESTATE	2022			
Mailing Address WINSBERG DAVID MATTHEW P O BOX 2815 LAKE CITY FL 32056		Property Address GEO Number 000000-11602-002			
Exempt Amount	Taxable Value				
See Below	See Below				
Exemption Detail	Millage Code	Escrow Code			
NO EXEMPTIONS	001				
<u>Legal Description (click for full description)</u>					
00-00-00 0000/00002.65 Acres NW DIV: BEG AT NW COR OF W1/2 OF BLK O, RUN E 238.90 FT, S 331.85 FT, W 214.94 FT, N 336.23 FT TO POB. ALSO, COMM AT NW COR OF W1/2 OF BLOCK O, RUN E 288.94 FT FOR POB, CONT E 109.89 FT, S 356.89 FT, W 110 FT, N 359.16 FT TO POB, EX COMM See Tax Roll For Extra Legal					
Ad Valorem Taxes					
Taxing Authority	Rate	Assessed Value	Exemption Amount	Taxable Value	Taxes Levied
CITY OF LAKE CITY	4.9000	12,720	0	\$12,720	\$62.33
BOARD OF COUNTY COMMISSIONERS	7.8150	12,720	0	\$12,720	\$99.41
COLUMBIA COUNTY SCHOOL BOARD					
DISCRETIONARY	0.7480	12,720	0	\$12,720	\$9.51
LOCAL	3.2990	12,720	0	\$12,720	\$41.96
CAPITAL OUTLAY	1.5000	12,720	0	\$12,720	\$19.08
SUNWANNEE RIVER WATER MGT DIST	0.3368	12,720	0	\$12,720	\$4.28
LAKE SHORE HOSPITAL AUTHORITY	0.0001	12,720	0	\$12,720	\$0.00
Total Millage		18.5999	Total Taxes		\$236.57
Non-Ad Valorem Assessments					
Code	Levying Authority	Amount			
XLCF	CITY FIRE ASSESSMENT	\$50.40			
Total Assessments					\$50.40
Taxes & Assessments					\$286.97

[Prior Years Payment History](#)

Register for eBill

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

Account Number	Tax Type	Tax Year			
R11642-000	REAL ESTATE	2022			
Mailing Address WINSBERG DAVID MATTHEW P O BOX 2815 LAKE CITY FL 32056		Property Address GEO Number 303S17-11642-000			
Exempt Amount	Taxable Value				
See Below	See Below				
Exemption Detail NO EXEMPTIONS <u>Legal Description (click for full description)</u> 30-3S-17 0000/00005.30 Acres NW DIV: E1/2 OF E1/2 OF SW1/4 OF NE1/4, EX BLOCK 70 & EX RD R/W. ORB 810-515, POA 1089-2792, 2797, WD 1089-2788, WD 1243-1218, SWD 1315-513,	Millage Code 001	Escrow Code			
Ad Valorem Taxes					
Taxing Authority	Rate	Assessed Value	Exemption Amount	Taxable Value	Taxes Levied
CITY OF LAKE CITY	4.9000	7,288	0	\$7,288	\$35.71
BOARD OF COUNTY COMMISSIONERS	7.8150	7,288	0	\$7,288	\$56.94
COLUMBIA COUNTY SCHOOL BOARD					
DISCRETIONARY	0.7480	7,288	0	\$7,288	\$5.45
LOCAL	3.2990	7,288	0	\$7,288	\$24.04
CAPITAL OUTLAY	1.8000	7,288	0	\$7,288	\$10.93
SOMANNEE RIVER WATER MGT DIST	0.9368	7,288	0	\$7,288	\$2.45
LAKE SHORE HOSPITAL AUTHORITY	0.0001	7,288	0	\$7,288	\$0.00
Total Millage		19.5989	Total Taxes		\$135.54
Non-Ad Valorem Assessments					
Code	Levying Authority	Amount			
XLCF	CITY FIRE ASSESSMENT	\$50.40			
Total Assessments		\$50.40			
Taxes & Assessments		\$185.94			

[Prior Years Payment History](#)



GROWTH MANAGEMENT
 205 North Marion Ave
 Lake City, Florida 32055
 Telephone (386) 719-5750
 growthmanagement@lcfla.com

PLANNING USE ONLY

Application # Z _____
 Application Fee \$ 750.00
 Receipt No. _____
 Filing Date 8/7/23
 Completeness Date _____

Less Than or Equal to 10 Acres: \$750.00 Greater Than 10 Acres: \$1,000.00 or actual cost

Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application

A. PROJECT INFORMATION

1. Project Name: Winsberg Apartments
2. Address of Subject Property: NW Early Street
3. Parcel ID Number(s): 00-00-00-11602-002, 30-3S-17-11642-000
4. Future Land Use Map Designation: Residential - Medium Density
5. Existing Zoning Designation: RMF-1 and RSF-3
6. Proposed Zoning Designation: RMF-2
7. Acreage: 7.50 Acres
8. Existing Use of Property: Vacant
9. Proposed use of Property: Apartment Buildings

B. APPLICANT INFORMATION

1. Applicant Status Owner (title holder) Agent
2. Name of Applicant(s): David M. Winsberg Title: _____
 Company name (if applicable): _____
 Mailing Address: PO Box 2815
 City: Lake City State: FL Zip: 32056
 Telephone: () 386-755-7449 Fax: () Email: david@winsberginc.com

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

3. If the applicant is agent for the property owner*.
 Property Owner Name (title holder): _____
 Mailing Address: _____
 City: _____ State: _____ Zip: _____
 Telephone: () Fax: () Email: _____

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

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

C. ADDITIONAL INFORMATION

1. Is there any additional contract for the sale of, or options to purchase, the subject property?
If yes, list the names of all parties involved: No
If yes, is the contract/option contingent or absolute: Contingent Absolute
2. Has a previous application been made on all or part of the subject property: Yes No
Future Land Use Map Amendment: Yes _____ No _____
Future Land Use Map Amendment Application No. CPA _____
Site Specific Amendment to the Official Zoning Atlas (Rezoning): Yes _____ No _____
Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application No. _____
Variance: Yes _____ No _____
Variance Application No. _____
Special Exception: Yes _____ No _____
Special Exception Application No. _____

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

1. Boundary Sketch or Survey with bearings and dimensions.
2. Aerial Photo (can be obtained via the Columbia County Property Appraiser's Office).
3. Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities, including but not limited to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts. For residential Zoning Designations, an analysis of the impacts to Public Schools is required.
4. An Analysis of the Requirements of Article 12 of the Land Development Regulations:
 - a. Whether the proposed change would be in conformance with the county's comprehensive plan and would have an adverse effect on the county's comprehensive plan.
 - b. The existing land use pattern.
 - c. Possible creation of an isolated district unrelated to adjacent and nearby districts.
 - d. The population density pattern and possible increase or overtaxing of the load on public facilities such as schools, utilities, streets, etc.
 - e. Whether existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.
 - f. Whether changed or changing conditions make the passage of the proposed amendment necessary.
 - g. Whether the proposed change will adversely influence living conditions in the neighborhood.
 - h. Whether the proposed change will create or excessively increase traffic congestion or otherwise affect public safety.
 - i. Whether the proposed change will create a drainage problem.
 - j. Whether the proposed change will seriously reduce light and air to adjacent areas.

- k. Whether the proposed change will adversely affect property values in the adjacent area.
 - l. Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accord with existing regulations.
 - m. Whether the proposed change will constitute a grant of special privilege to an individual owner as contrasted with the public welfare.
 - n. Whether there are substantial reasons why the property cannot be used in accord with existing zoning.
 - o. Whether the change suggested is out of scale with the needs of the neighborhood or the City.

 - p. Whether it is impossible to find other adequate sites in the city for the proposed use in districts already permitting such use. When pertaining to other proposed amendments of these land development regulations. The planning and zoning board shall consider and study:
 - i. The need and justification for the change.
 - ii. The relationship of the proposed amendment to the purposes and objectives of the comprehensive planning program and to the City's comprehensive plan, with appropriate consideration as to whether the proposed change will further the purposes of these land development regulations and other ordinances, regulations, and actions designed to implement the City's comprehensive plan.
5. Legal Description with Tax Parcel Number (In Microsoft Word Format).
6. Proof of Ownership (i.e. deed).
7. Agent Authorization Form (signed and notarized).
8. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector's Office).
9. Fee. The application fee for a Site Specific Amendment to the Official Zoning Atlas is As listed in fee schedule. No application shall be accepted or processed until the required application fee has been paid.

NOTICE TO APPLICANT

All nine (9) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Planning & Zoning Board.

A total of eighteen (18) copies of proposed Site Specific Amendment to the Official Zoning Atlas Application and support material, and a PDF copy on a CD, are required at the time of submittal.

THE APPLICANT ACKNOWLEDGES THAT THE APPLICANT OR AGENT MUST BE PRESENT AT THE PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD, AS ADOPTED IN THE BOARD RULES AND PROCEDURES, OTHERWISE THE REQUEST MAY BE CONTINUED TO A FUTURE HEARING DATE.

I hereby certify that all of the above statements and statements contained in any documents or plans submitted herewith are true and accurate to the best of my knowledge and belief.

David M. Winsberg

Applicant/Agent Name (Type or Print)

David M. Winsberg

Applicant/Agent Signature

August 4, 2023

Date

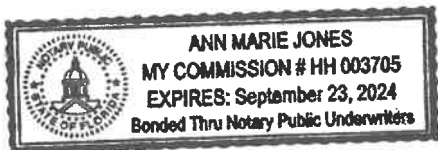
STATE OF FLORIDA
COUNTY OF Columbia

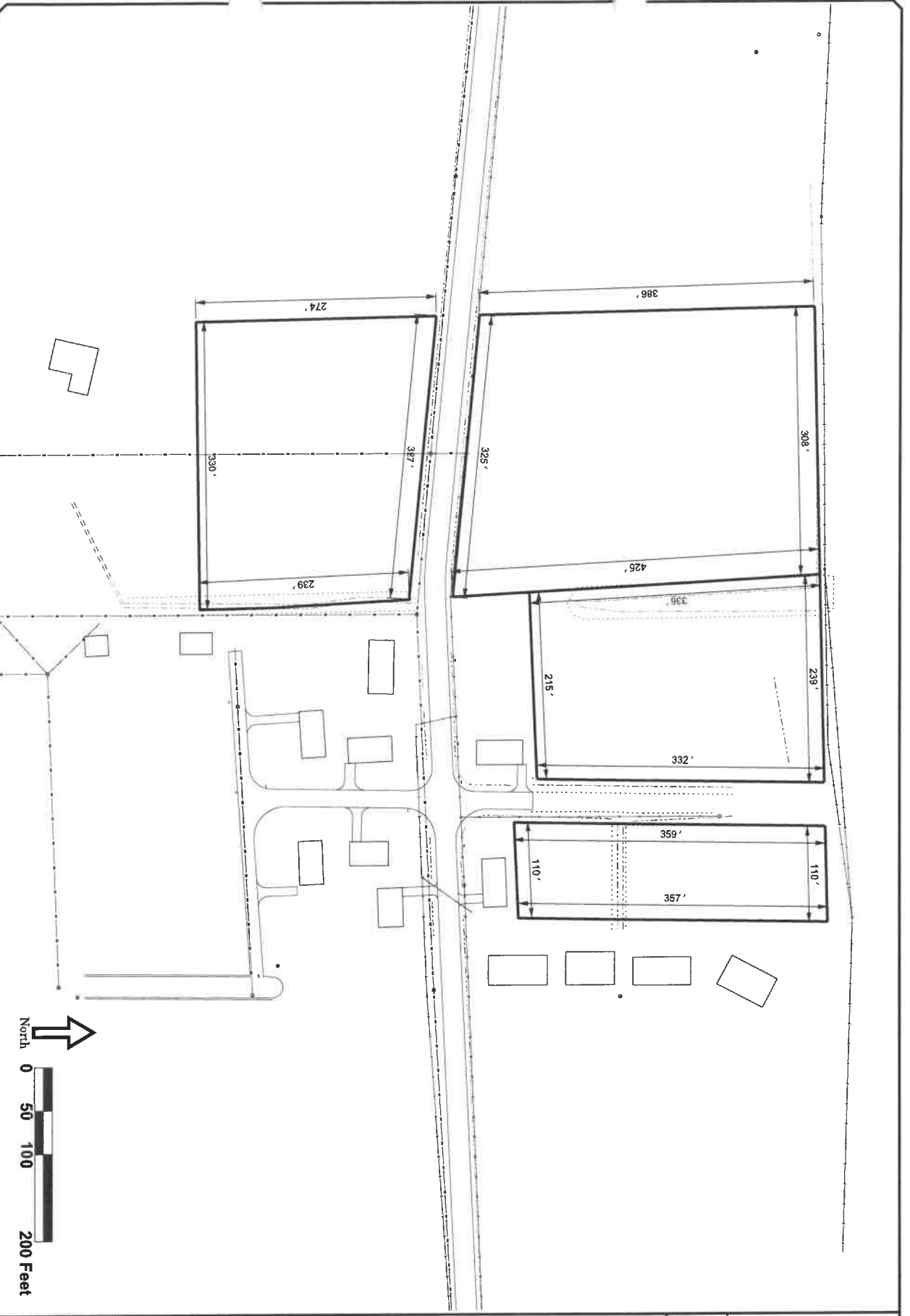
The foregoing instrument was acknowledged before me this 4 day of August, 2023 by (name of person acknowledging).

(NOTARY SEAL or STAMP)

Ann M. Jones
Signature of Notary
Ann M Jones
Printed Name of Notary

Personally Known _____ OR Produced Identification
Type of Identification Produced





R:\CAD Standards\Microstation\Cells\sheets.cel 10/7/2014 3:11:06 PM

WINSBERG APARTMENTS

EXISTING CONDITIONS

David M. Winsberg
 Winsberg, Inc.
 P.O. Box 2815
 Lake City FL, 32056
 PE# 88463 - CA# 29598

For Permitting and
 Review, Not Final.

DRAWN BY: **DW**
 CHECKED BY: **DW**
 PROJECT #: **1933**
 SHEET

DATE	REVISION NOTES



WINSBERG APARTMENTS

QUAD MAP

David M. Winsberg
Winsberg, Inc.
 P.O. Box 2815
 Lake City FL, 32056
 PE# 68463 - CA# 29596
 For Permitting and
 Review. Not Final.

PROJECT #
1933
SHEET
Q1



WINSBERG APARTMENTS

AERIAL MAP

David M. Winsberg
Winsberg, Inc.
P.O. Box 2815
Lake City FL, 32056
PE# 68463 - CA# 29596
For Permitting and
Review. Not Final.

PROJECT #
1933
SHEET
A1

Winsberg Apartments

CONCURRENCY & COMPREHENSIVE PLAN CONSISTENCY ANALYSIS, & ANALYSIS of the LDR's ARTICLE 12 REQUIREMENTS

**David M. Winsberg
PE License # 68463
Cert. Auth. # 29596**

**Winsberg, Inc.
PO Box 2815
Lake City, FL 32056
Phone (386) 755-7449
Fax (888) 522-0030
david@winsberginc.com**

Water & Sewer Usage

Water & Sewer usage is 200 GPD per dwelling unit. Thus, total usage is $200 \times 150 = 30,000$ GPD.

Solid Waste

Solid Waste is 8 lbs/day per dwelling unit. Thus, total usage is $8 \times 150 = 1,200$ lbs/day.

Trip Generation

ADT is 6.65 trips/day per dwelling unit. Thus, ADT is $6.65 \times 150 = 997.5$ trips/day.

PM peak trips is 0.62 trips per dwelling unit. Thus, PM peak trips is $0.62 \times 150 = 93$ trips.

Consistency with Objectives and Policies for Urban Development Areas

GOAL I - IN RECOGNITION OF THE IMPORTANCE OF CONSERVING THE NATURAL RESOURCES AND ENHANCING THE QUALITY OF LIFE, THE CITY SHALL DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, THE LAND AND WATER RESOURCES, FISCAL ABILITIES AND SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVE I.1 The City shall continue to direct future population growth and associated urban development to urban development areas as established within this comprehensive plan.

Consistency: The facility is located inside the Designated Urban Development Area and conforms to the requirements of the Comprehensive Plan and Land Development Regulations.

Policy I.1.1

The City shall limit the location of higher density residential and high intensity commercial and industrial uses to areas adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity. In addition, the county shall enable private subregional centralized potable water and sanitary sewer systems to connect to public regional facilities, in accordance with the objective and policies for the urban and rural areas within this future land use element of the comprehensive plan.

Consistency: The facility is located along Northwest Early Street where adequate capacity for transportation, water, sanitary sewer, etc... is available to support the facility.

Policy I.1.2

The City's future land use plan map shall allocate amounts and mixes of land uses for residential, commercial, industrial, public and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to

serve such urban land uses. Urban land uses shall be herein defined as residential, commercial and industrial land use categories.

Consistency: The property is being proposed to be used for activities that are consistent with usage of current surrounding properties.

Policy I.1.3

The City's future land use plan map shall base the designation of residential, commercial and industrial lands depicted on the future land use plan map upon acreage which can be reasonable expected to develop by the year 2025.

Consistency: The property owner wishes to start construction as soon as is reasonably possible. They do not intend to wait until 2025 to begin construction.

Policy I.1.4

The City shall continue to maintain standards for the coordination and siting of proposed urban development near agricultural or forested areas, or environmentally sensitive areas (including but not limited to wetlands and floodplain areas) to avoid adverse impact upon existing land uses.

Consistency: The facility is not located in any environmentally sensitive areas. It will not be used for agricultural or forestry activities.

Policy I.1.5

The City shall continue to regulate govern future urban development within designated urban development areas in conformance with the land topography and soil conditions, and within an area which is or will be served by public facilities and services.

Consistency: The facility was designed so as to conform with the existing land topography, soil conditions, and other unique features specific to this property.

Policy I.1.6

The City's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the designated urban development areas of the county. For the purpose of this policy and comprehensive plan, the phrase "other similar uses compatible with" shall mean land uses that can co-exist in relative proximity to other uses in a stable fashion over time such that no other uses within the same land use classification are negatively impacted directly or indirectly by the use.

Consistency: The facility is not designed to exceed any density, floor area ratio, or other similar required threshold. If necessary, a variance will be requested after exhausting all other options.

Analysis of the LDR's Article 12 Requirements

a. Whether the proposed change would be in conformance with the county's comprehensive plan and would have an adverse effect on the county's comprehensive plan.

Analysis: The proposed zoning change is in conformance with the comprehensive plan and will not cause any adverse effects to the plan.

b. The existing land use pattern.

Analysis: Other parcels with this proposed zoning are located nearby.

c. Possible creation of an isolated district unrelated to adjacent and nearby districts.

Analysis: Other parcels with this proposed zoning are located in the area but are also isolated from sites with the same zoning.

d. The population density pattern and possible increase or overtaxing of the load on public facilities such as schools, utilities, streets, etc.

Analysis: A concurrency analysis for increases due to utility requirements and traffic impacts has been done. For the impact on schools, additional students may be present in the district as a result of the development. However, this development will not overtax the load on public facilities.

e. Whether existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.

Analysis: The zoning that we propose for this property is more suitable to existing conditions than the current zoning of the property.

f. Whether changed or changing conditions make the passage of the proposed amendment necessary.

Analysis: Housing is needed in the area due to the increase in people moving to the area.

g. Whether the proposed change will adversely influence living conditions in the neighborhood.

Analysis: The proposed zoning change will positively affect the neighborhood's living conditions.

h. Whether the proposed change will create or excessively increase traffic congestion or otherwise affect public safety.

Analysis: The proposed zoning change will not create excessive traffic congestion and will not otherwise affect public safety.

i. Whether the proposed change will create a drainage problem.

Analysis: The proposed zoning change will not create any drainage problems.

j. Whether the proposed change will seriously reduce light and air to adjacent areas.

Analysis: The proposed zoning change will not reduce light or air to adjacent areas.

k. Whether the proposed change will adversely affect property values in the adjacent area.

Analysis: The proposed zoning change will likely cause property values in the adjacent area to increase.

l. Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accord with existing regulations.

Analysis: The proposed zoning change may encourage the improvement and development of adjacent properties.

m. Whether the proposed change will constitute a grant of special privilege to an individual owner as contrasted with the public welfare.

Analysis: The proposed zoning change will not grant special privileges to the owner.

n. Whether there are substantial reasons why the property cannot be used in accord with existing zoning.

Analysis: What the developer wants to construct is not compatible with the current zoning.

o. Whether the change suggested is out of scale with the needs of the neighborhood or the City.

Analysis: Overall, there is a need for more housing to service the growth in the neighborhood and in the City.

p. Whether it is impossible to find other adequate sites in the city for the proposed use in districts already permitting such use. When pertaining to other proposed amendments of these land development regulations. The planning and zoning board shall consider and study:

i. The need and justification for the change.

ii. The relationship of the proposed amendment to the purposes and objectives of the comprehensive planning program and to the City's comprehensive plan, with appropriate consideration as to whether the proposed change will further the purposes of these land development regulations and other ordinances, regulations, and actions designed to implement the City's comprehensive plan.

Analysis: The owner has purchased this property awhile ago and would like to develop it.

Parcel ID # 30-3S-17-11642-000:

The East 1/2 of the East 1/2 of the SW 1/4 of the NE 1/4 of Section 30, Township 3 South, Range 17 East, Columbia County, Florida.

Less and Except:

Block 70 and Right-of-Way for Fronnie Street (now known as NW Early Street).

Parcel ID # 00-00-00-11602-002:

Parcel One:

A parcel of land particularly described as follows:

Begin at the NW corner of West 1/2 of Block "O" Northwestern Division, City of Lake City, Florida; run thence S 89 degrees 46 minutes 26 seconds E, along the North line of said Block "O" Northwestern Division, 238.90 feet; thence S 02 degrees 26 minutes 28 seconds W, 331.85 feet; thence S 89 degrees 02 minutes 37 seconds W, 214.94 feet to the West line of said Block "O", Northwestern Division; thence N 01 degrees 40 minutes 48 seconds W, 336.23 feet to the POINT OF BEGINNING.

Parcel Two:

A parcel of land particularly described as follows:

Commence at the NW corner of West 1/2 of Block "O" Northwestern Division, City of Lake City, Florida run thence S 89 degrees 46 minutes 26 seconds E, along the North line of said Block "O" Northwestern Division, 288.94 feet to the POINT OF BEGINNING; thence S 89 degrees 46 minutes 26 seconds E, still along the said North line of Block "O" Northwestern Division 109.89 feet; thence S 02 degrees 26 minutes 28 seconds W, 356.89 feet; thence S 89 degrees 02 minutes 37 seconds W, 110.00 feet; thence N 02 degrees 26 minutes 28 seconds E, 359.16 feet to the POINT OF BEGINNING.

Prepared by:
Michael H. Harrell
Abstract & Title Services, Inc.
111 East Howard Street
Live Oak, Florida 32064

Inst: 201612008372 Date: 5/18/2016 Time: 12:45 PM
Doc Stamp-Deed: 70.00
DC, P.DeWitt Cason, Columbia County Page 1 of 3 B:1315 P:513

ATS# 1-38045

Special Warranty Deed

THIS WARRANTY DEED made the 16th day of May 2016, by First Federal Bank of Florida, hereinafter called the grantor, whose address is 4705 W US 90, Lake City, Florida 32055, to David Matthew Winsberg, whose post office address is P.O. Box 2815, Lake City, Florida 32056, hereinafter called the grantee:

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

Witnesseth: That the grantor, for and in consideration of the sum of \$10.00 and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys, and confirms unto the grantee, all that certain land situate in Columbia County, Florida, viz: Tax ID# R11602-002 & 11642-000

See Exhibit "A" attached hereto and by this reference made a part hereof.

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

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

AND the Grantor does hereby covenant with Grantee that, except as above noted that, at the time of the delivery of this Deed, the premises were free from all encumbrances made by it, and that it will warrant and defend the same against the lawful claims and demands of all persons claiming by, through, or under it, but against none other.

GRANTOR makes no representation or warranties of any kind or character expressed or implied as to the condition of said property. The Grantees has inspected and examined the property and are purchasing same based on no representation or warranties expressed or implied made by Grantor but on their own judgment.

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written. Signed, sealed and delivered in our presence:

Stacy Gambel
Witness:

Stacy Gambel
Printed Name:

First Federal Bank of Florida

BY: Pam Hitt
Pam Hitt, Senior Executive Vice President

Kathryn Baird
Witness:

KATHRYN E. BAIRD
Printed Name:

STATE OF FLORIDA
COUNTY OF COLUMBIA

I hereby certify that on this 16th day of May, 2016, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared PAM HITT, AS SENIOR EXECUTIVE VICE PRESIDENT OF FIRST FEDERAL BANK OF FLORIDA, to me known to be the person described in and who executed the foregoing instrument and acknowledged before me that she executed the same. Witness my hand and official seal in the County and State aforesaid this 16th day of May, 2016.

Notary Seal

Kathryn Baird
Notary Public
My Commission Expires: 9-7-2019



10. Affiant(s) further state that they are each familiar with the nature of an oath; and with the penalties as provided by the laws of the State aforesaid for falsely swearing to statements made in an instrument of this nature, or have heard read to them, the full facts of this affidavit, and understand its context.

First Federal Bank of Florida

BY: Pam Hitt
Pam Hitt, Senior Executive Vice President

STATE OF FLORIDA
COUNTY OF COLUMBIA

The foregoing instrument was acknowledged before me this 16th day of May, 2016, by Pam Hitt, as Senior Executive Vice President of First Federal Bank of Florida, personally known to me or, if not personally known to me, who produced driver's licenses for identification and who did not take an oath.

(SEAL)

Kathryn E Baird
NOTARY PUBLIC

My Commission Expires: 9-7-2019



ATS# 38045

EXHIBIT "A"

PARCEL ONE: The East 1/2 of the East 1/2 of the SW 1/4 of the NE 1/4 of Section 30, Township 3 South, Range 17 East, Columbia County, Florida.

LESS AND EXCEPT: Block 70 and Right-of-Way for Fronnie Street (now known as NW Early Street).

PARCEL TWO: A parcel of land particularly described as follows: Begin at the NW corner of West 1/2 of Block "O" Northwestern Division, City of Lake City, Florida; run thence S 89 degrees 46 minutes 26 seconds E, along the North line of said Block "O" Northwestern Division, 238.90 feet; thence S 02 degrees 26 minutes 28 seconds W, 331.85 feet; thence S 89 degrees 02 minutes 37 seconds W, 214.94 feet to the West line of said Block "O", Northwestern Division; thence N 01 degrees 40 minutes 48 seconds W, 336.23 feet to the POINT OF BEGINNING. PARCEL THREE: A parcel of land particularly described as follows: Commence at the NW corner of West 1/2 of Block "O" Northwestern Division, City of Lake City, Florida run thence S 89 degrees 46 minutes 26 seconds E, along the North line of said Block "O" Northwestern Division, 288.94 feet to the POINT OF BEGINNING; thence S 89 degrees 46 minutes 26 seconds E, still along the said North line of Block "O" Northwestern Division 109.89 feet; thence S 02 degrees 26 minutes 28 seconds W, 356.89 feet; thence S 89 degrees 02 minutes 37 seconds W, 110.00 feet; thence N 02 degrees 26 minutes 28 seconds E, 359.16 feet to the POINT OF BEGINNING.

LESS AND EXCEPT: Commence at the Southeast corner of the W 1/2 of Block "O" Northwestern Division of Lake City, Florida, and run thence South 90 degrees 25 minutes W, 235.0 feet along the South boundary line of the W 1/2 of Block "O" for a POINT OF BEGINNING; run thence South 88 degrees 25 minutes W, 33.0 feet along the South boundary line of said W 1/2 of Block "O", run thence North 01 degrees 40 minutes 40 seconds E, 417.29 feet to the North boundary line of the W 1/2 of Block "O", run thence North 88 degrees 55 minutes E, 33.0 feet along said North boundary line of the W 1/2 of Block "O", run thence South 1 degree 40 minutes 40 seconds W, 417.29 feet to the South boundary line of the W 1/2 of Block "O" and the POINT OF BEGINNING.

Register for eBill

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

Account Number	Tax Type	Tax Year			
R11602-002	REAL ESTATE	2022			
Mailing Address WINSBERG DAVID MATTHEW P O BOX 2815 LAKE CITY FL 32056		Property Address GEO Number 000000-11602-002			
Exempt Amount	Taxable Value				
See Below	See Below				
Exemption Detail NO EXEMPTIONS	Millage Code 001	Escrow Code			
Legal Description (click for full description) 00-00-00 0000/00002.65 Acres NW DIV: BEG AT NW COR OF W1/2 OF BLK O, RUN E 236.90 FT, S 331.85 FT, W 214.94 FT, N 336.23 FT TO POB. ALSO, COMM AT NW COR OF W1/2 OF BLOCK O, RUN E 288.94 FT FOR POB, CONT E 109.89 FT, S 356.89 FT, W 110 FT, N 359.16 FT TO POB, EX COMM See Tax Roll For Extra Legal					
Ad Valorem Taxes					
Taxing Authority	Rate	Assessed Value	Exemption Amount	Taxable Value	Taxes Levied
CITY OF LAKE CITY	4.9000	12,720	0	\$12,720	\$62.33
BOARD OF COUNTY COMMISSIONERS	7.8150	12,720	0	\$12,720	\$99.41
COLUMBIA COUNTY SCHOOL BOARD					
DISCRETIONARY	0.7480	12,720	0	\$12,720	\$9.51
LOCAL	3.2990	12,720	0	\$12,720	\$41.96
CAPITAL OUTLAY	1.5000	12,720	0	\$12,720	\$19.08
SUWANNEE RIVER WATER MGT DIST	0.3368	12,720	0	\$12,720	\$4.28
LAKE SHORE HOSPITAL AUTHORITY	0.0001	12,720	0	\$12,720	\$0.00
Total Millage		19.5989	Total Taxes		\$236.57
Non-Ad Valorem Assessments					
Code	Levying Authority	Amount			
XLCF	CITY FIRE ASSESSMENT	\$50.40			
Total Assessments					\$50.40
Taxes & Assessments					\$286.97

[Prior Years Payment History](#)

Register for eBill

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

Account Number	Tax Type	Tax Year			
R11642-000	REAL ESTATE	2022			
Mailing Address WINSBERG DAVID MATTHEW P O BOX 2815 LAKE CITY FL 32056		Property Address GEO Number 303S17-11642-000			
Exempt Amount	Taxable Value				
See Below	See Below				
Exemption Detail NO EXEMPTIONS	Millage Code 001	Escrow Code			
<u>Legal Description (click for full description)</u> 30-3S-17 0000/00005.30 Acres NW DIV: E1/2 OF E1/2 OF SW1/4 OF NE1/4, EX BLOCK 70 & EX RD R/W. ORB 810-515, POA 1089-2792, 2797, WD 1089-2788, WD 1243-1218, SWD 1315-513,					
Ad Valorem Taxes					
Taxing Authority	Rate	Assessed Value	Exemption Amount	Taxable Value	Taxes Levied
CITY OF LAKE CITY	4.9000	7,288	0	\$7,288	\$35.71
BOARD OF COUNTY COMMISSIONERS	7.8150	7,288	0	\$7,288	\$56.94
COLUMBIA COUNTY SCHOOL BOARD					
DISCRETIONARY	0.7480	7,288	0	\$7,288	\$5.45
LOCAL	3.2990	7,288	0	\$7,288	\$24.04
CAPITAL OUTLAY	1.5000	7,288	0	\$7,288	\$10.93
SUNNANEE RIVER WATER MGT DIST	0.3368	7,288	0	\$7,288	\$2.45
LAKE SHORE HOSPITAL AUTHORITY	0.0001	7,288	0	\$7,288	\$0.00
Total Millage		19.5989	Total Taxes		\$135.54
Non-Ad Valorem Assessments					
Code	Levying Authority	Amount			
XLCF	CITY FIRE ASSESSMENT	\$50.40			
Total Assessments		\$50.40			
Taxes & Assessments		\$185.94			

[Prior Years Payment History](#)

Project Summary

Project Name: Winsberg Apartments CPA and Re-zoning

Project Number: CPA23-06 and Z23-07

Parcel Number: 11602-002 and 11642-000

Project Notes

- Project type: Re-zoning and comprehensive plan amendment
- Future land use is: Residential Medium
- Proposed future land use is: Residential High
- Zoning designation is: Residential Single-Family 3 and Residential Multi-Family 1
- Proposed zoning is: Residential Multi-Family 2
- Proposed use of the property: Family Housing
- Land is conducive for use: Yes, per the LDR section 4.9.2.2. The parcel is not contiguous with other parcels that are residential multi-family 2 zoning district and is not in close proximity.
- See staff review for notes from directors and city staff for their comments.

Project Summary

Project Z23-07 and CPA23-05 is for a re-zoning and has been reviewed by city staff. Application is sufficient for review. After review of the petition the city staff has determined that the petition is consistent with the land development regulations and the comprehensive plan. The parcel is not contiguous with the Residential Multi-Family 2 Zoning District. At this time the City has concerns of traffic on Early Street as this proposed project would add an additional 997.5 trips per day per applicants traffic analysis.



DEPARTMENT OF GROWTH MANAGEMENT
 205 North Marion Avenue
 Lake City, Florida 32055
 Telephone: (386) 719-5750
growthmanagement@lcfla.com

REVIEW REPORT TO PLANNING AND ZONING, BOARD OF
 ADJUSTMENT AND HISTORICAL COMMITTEES' BY STAFF
 FOR SITE PLAN REVIEW, SPECIAL EXCEPTIONS, VARIANCES, COMPREHENSIVE
 PLAN AMENDMENTS/ ZONING AND CERTIFICATE OF APPROPRIATENESS

Date: 08-17-2023

Request Type: Site Plan Review (SPR) Special Exception (SE) Variances (V)

Comprehensive Plan Amendment/Zoning (CPA/Z) Certificate of Appropriateness (COA)

Project Number: CPA23-00 and Z23-00

Project Name: Winsberg Apartments

Project Address: NW Early St

Project Parcel Number: 11602-002 and 11642-000

Owner Name: David Winsberg

Owner Address: PO Box 2815, Lake City, FL

Owner Contact Information: Telephone Number: 386-755-7449 Email: david@winsberginc.com

Owner Agent Name: _____

Owner Agent Address: _____

Owner Agent Contact Information: Telephone: _____ Email: _____

The City of Lake City staff has reviewed the application and documents provided for the above request and have determined the following.

Growth Management – Building Department, Planning and Zoning, Code Enforcement, Permitting

Building Department: Reviewed by: _____ **Date:** _____

Comments: _____

Planning and Zoning: Reviewed by: Robert Angelo **Date:** 08/28/2023

Comments: The property is not contiguous to a residential multi-family 2 zoning district and is not in close proximity. However it is contiguous to a residential multi-family1. Proposed use would put 997.5 trip per day on Early St per traffic analysis.

Business License: Reviewed by: Marshall Sova **Date:** 8/17/2023
Marshall Sova (Aug 17, 2023 09:12 EDT)

Comments: If approved and apartments are built a business license will need to be applied for.

Code Enforcement: Reviewed by: Marshall Sova **Date:** 8/17/2023
Marshall Sova (Aug 17, 2023 09:12 EDT)

Comments: No open code enforcement cases

Permitting: Reviewed by: Angela **Date:** 8/17/23

Comments: _____

Utilities – Water, Sewer, Gas, Water Distribution/Collections, Customer Service

Water Department: Reviewed by: Michael L. Osborn Jr. Michael L. Osborn Jr. (Aug 17, 2023 13:14 EDT) **Date:** 8/17/23

Comments: None

Sewer Department: Reviewed by: Cody P Cody P (Aug 17, 2023 10:53 EDT) **Date:** 8/17/23

Comments: None

Gas Department: Reviewed by: Steve Brown Steve Brown (Aug 17, 2023 13:31 EDT) **Date:** _____

Comments: _____

Water Distribution/Collection: Reviewed by: brian scott brian Scott (Aug 17, 2023 13:19 EDT) **Date:** _____

Comments: will need utility plans , utilities will have to be extended to some property.

Customer Service: Reviewed by: Shasta Pelham Shasta Pelham (Aug 18, 2023 07:59 EDT) **Date:** 08/18/23

Comments: A tap application and utility plans must be submitted in order to request water, sewer and/or natural gas services.
The tap fees, impact fees and utility deposit will be calculated upon approval of the tap application.

This response does not represent the City of Lake City's commitment for or reservation of capacity. In accordance with the City of Lake City's policies and procedures, commitment to serve is made only upon the City of Lake City's approval of your application for :

Public Safety – Public Works, Fire Department, Police Department

Public Works: Reviewed by:  Steve Brown (Aug 17, 2023 13:31 EDT) **Date:** _____

Comments: _____

Fire Department: Reviewed by: *Dwight Booger* **Date:** 08/17/2023

Comments: _____

Police Department: Reviewed by: _____ **Date:** _____

Comments: _____

Please provide separate pages for comments that will not fit in provided spaces and please label the pages for your department and for the project.

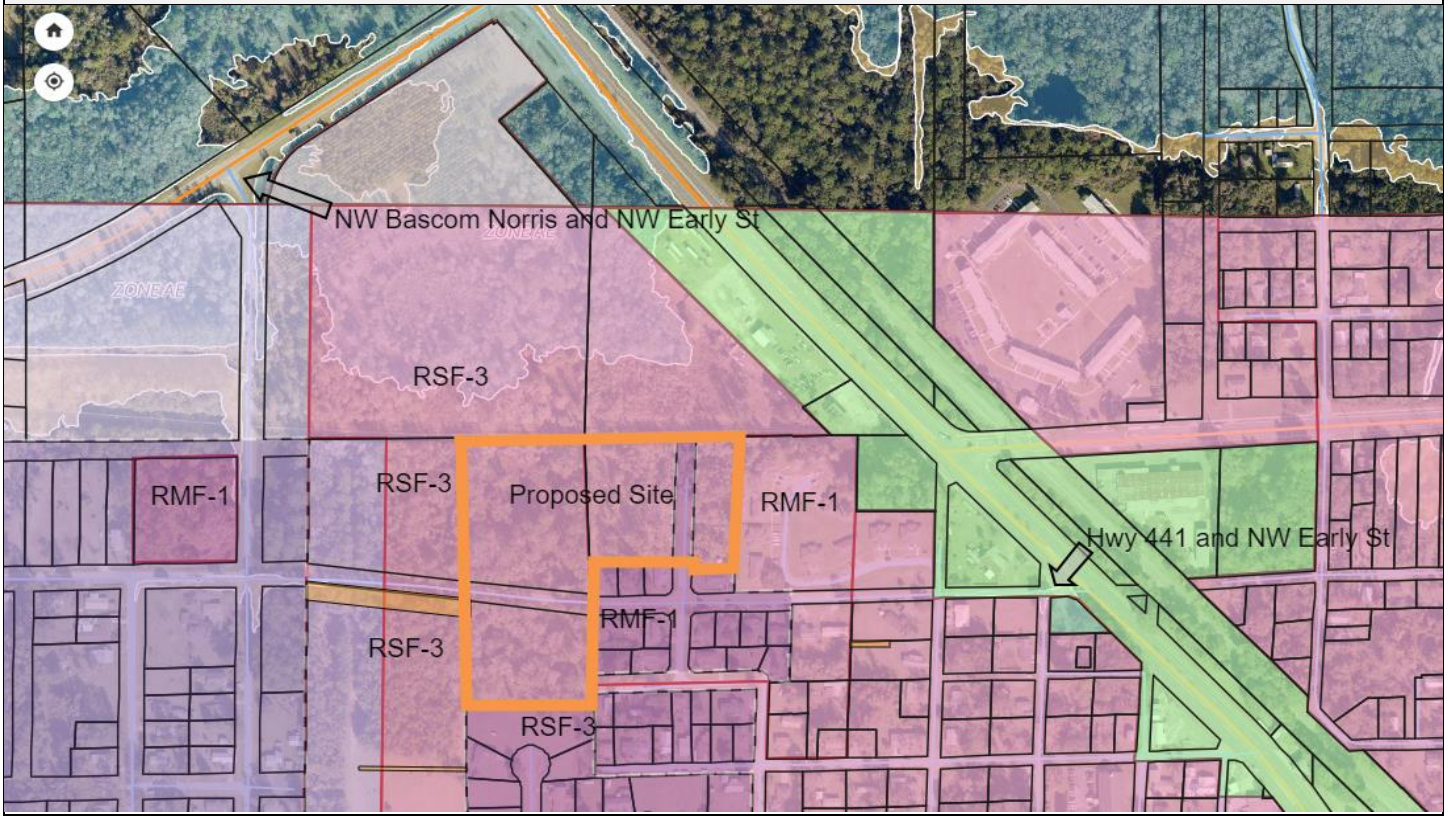
LAKE CITY GROWTH MANAGEMENT STAFF ANALYSIS REPORT

Project Information	
Project Name and Case No.	Winsberg Apartments Rezoning-Z23-0 and CPA23-00
Applicant	David Winsberg
Owner	David Winsberg
Requested Action	Rezone parcels 11602-002 and 11642-000 from residential multi-family 1 and residential single-family 3 to residential multi-family 2. Change the FLU from residential medium to residential high.
Hearing Date	
Staff Analysis/Determination	Sufficient for Review
Prepared By	Robert Angelo

Subject Property Information	
Size	+/- 7.50 Acres
Location	NW Early St, Lake City, FL
Parcel Number	11602-002 and 11642-000
Future Land Use	Residential Medium
Proposed Future Land Use	Residential High
Current Zoning District	Residential Multi-Family 1 and Residential Single-Family 2
Proposed Zoning	Residential Multi-Family 2 (RMF-2)
Flood Zone-BFE	Flood Zone X Base Flood Elevation-N/A

Land Use Table				
Direction	Future Land Use	Zoning	Existing Use	Comments
N	Residential Medium	RSF-3	Vacant	
E	Residential Medium	RMF-1	Residential	
S	Residential Medium	RMF-1	Residential	
W	Residential Medium	RSF-3	Vacant	

Map of Location



Picture of Location



Summary of Request

Applicant has petitioned to rezone the above parcel from Residential Multi-Family 1 and Residential Single-Family 3 to Residential Multi-Family 2 and change the FLU from Residential Medium to Residential High. The current density allows for 8 dwelling units per acre and the proposed density will allow for 20 dwelling units. The parcels are not contiguous and are not in close proximity with the Residential Multi-Family 2 Zoning District. The applicants traffic analysis states that this change will potentially add 997.5 trips per day on NW Early St.

PUBLIC NOTICE

[Faded text on a sign, likely containing public notice details]

**CITY OF LAKE CITY
NOTICE
LAND USE ACTION**

A PUBLIC HEARING IS SCHEDULED TO CONSIDER A REQUEST FOR:

Z 23-07, an application by David M. Winsberg, to amend the Official Zoning Atlas of the Land Development Regulations by changing the zoning district from RESIDENTIAL, SINGLE FAMILY-3 (RSF-3) to RESIDENTIAL, MULTIPLE FAMILY-2 (RMF-2) on property described, as follows:

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: The East 1/2 of the East 1/2 of the Southwest 1/4 of the Northeast 1/4 of said Section 30, North of Magnolia Heights Subdivision as recorded in the Public Records of Columbia County, Florida, and less the right-of-way of Northwest Early Street (formerly known as Fronnie Street).

Containing 5.30 acres, more or less.

WHEN: March 05, 2024
5:30 p.m.

WHERE: City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida. Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>.

Copies of the amendment are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5746.

At the aforementioned public hearing, all interested parties may be heard with respect to the amendment.

**FOR MORE INFORMATION CONTACT
ROBERT ANGELO
PLANNING & ZONING TECHNICIAN
AT 386.719.5820**

PUBLIC NOTICE

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
PUBLIC NOTICE

NOTICE TO THE PUBLIC OF THE
PROPOSED
REVISIONS TO THE
GENERAL PLAN
FOR THE
CITY OF
CANAAN

THE CITY OF CANAAN HAS ADOPTED THE
GENERAL PLAN FOR THE CITY OF CANAAN
ON MAY 1, 2012. THE CITY OF CANAAN
IS NOW REVISIONING THE GENERAL PLAN
FOR THE CITY OF CANAAN. THE
REVISIONS TO THE GENERAL PLAN FOR
THE CITY OF CANAAN ARE AVAILABLE
FOR PUBLIC REVIEW AND COMMENT
FROM MAY 15, 2013 TO MAY 31, 2013.
PUBLIC COMMENT WILL BE ACCEPTED
DURING THIS PERIOD. THE CITY OF
CANAAN WILL CONSIDER ALL PUBLIC
COMMENT RECEIVED DURING THIS
PERIOD. THE CITY OF CANAAN WILL
CONSIDER ALL PUBLIC COMMENT RECEIVED
DURING THIS PERIOD. THE CITY OF
CANAAN WILL CONSIDER ALL PUBLIC
COMMENT RECEIVED DURING THIS
PERIOD.

**CITY OF LAKE CITY
NOTICE
LAND USE ACTION**

A PUBLIC HEARING IS SCHEDULED TO CONSIDER A REQUEST FOR:

Z 23-07, an application by David M. Winsberg, to amend the Official Zoning Atlas of the Land Development Regulations by changing the zoning district from RESIDENTIAL, MULTIPLE FAMILY-1 (RMF-1) to RESIDENTIAL, MULTIPLE FAMILY-2 (RMF-2) on property described, as follows:

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of the centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 85.04 feet to the Point of Beginning; thence continue North 02°26'28" East 359.16 feet; thence South 89°46'26" East 109.89 feet; thence South 02°26'28" West 356.89 feet; thence South 89°02'37" West 110.00 feet to the Point of Beginning.

Containing 0.91 acre, more or less.

AND

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 444.20 feet; thence North 89°46'26" West 50.04 feet to the Point of Beginning; thence South 02°26'28" West 331.85 feet; thence South 89°02'37" West 214.94 feet; thence North 01°40'48" West 336.23 feet; thence South 89°46'26" East 238.90 feet to the Point of Beginning

Containing 1.74 acres, more or less.

All said lands containing 2.65 acres, more or less.

WHEN: March 05, 2024
5:30 p.m.

WHERE: City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida. Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>.

Copies of the amendment are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5746.

At the aforementioned public hearing, all interested parties may be heard with respect to the amendment.

**FOR MORE INFORMATION CONTACT
ROBERT ANGELO
PLANNING & ZONING TECHNICIAN
AT 386.719.5820**

NOTICE OF PUBLIC MEETING CITY OF LAKE CITY PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on Tuesday, March 5, 2024 at 5:30 PM or as soon after.

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.

Angelo, Robert

From: LCR-Classifieds <classifieds@lakecityreporter.com>
Sent: Tuesday, February 20, 2024 3:06 PM
To: Angelo, Robert
Subject: RE: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Confirmed

Thank you
Kym Harrison • 386-754-0401
Serving **4** counties in North Florida

70% of households with income above \$100k are newspaper readers.

Sources: ¹ 2018 Release 2 Nielsen Scarborough Report. Copyright 2019 Scarborough Research. All rights reserved

From: Angelo, Robert <AngeloR@lcfla.com>
Sent: Tuesday, February 20, 2024 2:58 PM
To: LCR-Classifieds <classifieds@lakecityreporter.com>
Subject: RE: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Looks good.

Thank You
Robert Angelo
City of Lake City
Growth Management
growthmanagement@lcfla.com
386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

From: LCR-Classifieds <classifieds@lakecityreporter.com>
Sent: Tuesday, February 20, 2024 11:46 AM
To: Angelo, Robert <AngeloR@lcfla.com>
Subject: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Proof attached for approval. 2x9 \$297 publishing 2/24

Thank you
Kym Harrison • 386-754-0401
Serving **4** counties in North Florida

70% of households with income above \$100k are newspaper readers.

Sources: ¹ 2018 Release 2 Nielsen Scarborough Report. Copyright 2019 Scarborough Research. All rights reserved

From: Angelo, Robert <AngeloR@lcfla.com>
Sent: Tuesday, February 20, 2024 10:25 AM
To: LCR-Classifieds <classifieds@lakecityreporter.com>
Subject: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Kym

Please publish this ad in the body of the paper as a display ad in the **February 24, 2024** paper.

Thank You
Robert Angelo
City of Lake City
Growth Management
growthmanagement@lcfla.com
386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

NOTICE OF PUBLIC MEETING CITY OF LAKE CITY PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on Tuesday, March 5, 2024 at 5:30 PM or as soon after.

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.

NOTICE OF PUBLIC MEETING CITY OF LAKE CITY PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on Tuesday, March 5, 2024 at 5:30 PM or as soon after.

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.

Angelo, Robert

From: LCR-Classifieds <classifieds@lakecityreporter.com>
Sent: Tuesday, February 20, 2024 3:57 PM
To: Angelo, Robert
Subject: RE: 803498 803496 RE: Legal Ad for CPA 23-06 and Z 23-07

Confirmed!

Thank you
Kym Harrison • 386-754-0401
Serving **4** counties in North Florida

70% of households with income above \$100k are newspaper readers.

Sources: ¹ 2018 Release 2 Nielsen Scarborough Report. Copyright 2019 Scarborough Research. All rights reserved

From: Angelo, Robert <AngeloR@lcfla.com>
Sent: Tuesday, February 20, 2024 3:25 PM
To: LCR-Classifieds <classifieds@lakecityreporter.com>
Subject: RE: 803498 803496 RE: Legal Ad for CPA 23-06 and Z 23-07

Looks good.

Thank You
Robert Angelo
City of Lake City
Growth Management
growthmanagement@lcfla.com
386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

From: LCR-Classifieds <classifieds@lakecityreporter.com>
Sent: Tuesday, February 20, 2024 3:14 PM
To: Angelo, Robert <AngeloR@lcfla.com>
Subject: 803498 803496 RE: Legal Ad for CPA 23-06 and Z 23-07

Thank you! Both attached for approval by noon on Friday.

Thank you
Kym Harrison • 386-754-0401
Serving **4** counties in North Florida

70% of households with income above \$100k are newspaper readers.

Sources: ¹ 2018 Release 2 Nielsen Scarborough Report. Copyright 2019 Scarborough Research. All rights reserved

From: Angelo, Robert <AngeloR@lcfla.com>
Sent: Tuesday, February 20, 2024 3:05 PM
To: LCR-Classifieds <classifieds@lakecityreporter.com>
Subject: Legal Ad for CPA 23-06 and Z 23-07

Kym,

Please publish these two ads in the legal section on **February 24, 2024**.

Thank You
Robert Angelo
City of Lake City
Growth Management
growthmanagement@lcfla.com
386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

LAKE CITY REPORTER
1086 SW MAIN BLVD STE 103
PO BOX 1709
LAKE CITY FL 32056-1709
(386)752-1293

ORDER CONFIRMATION

Salesperson: KYM HARRISON

Printed at 02/20/24 15:10 by kharr-cn

Acct #: 45150

Ad #: 803496

Status: New WHOLD

CITY OF LAKE CITY
ATTN: FINANCE
205 N MARION AVE
LAKE CITY FL 32055

Start: 02/24/2024 Stop: 02/24/2024

Times Ord: 1 Times Run: ***

STD 1.00 X 19.03 Words: 696

Total STD 19.03

Class: 8000 LEGAL COLUMBIA CO

Rate: LG Cost: 314.00

Affidavits: 1

Ad Descrpt: CPA 23-06

Descr Cont: NOTICE OF PUBLIC HEARINGS

Given by: *

Contact: AP CHERYL 719-5794

Phone: (386)719-5804

Fax#:

Email:

Agency:

P.O. #:
Created: kharr 02/20/24 15:08

Last Changed: kharr 02/20/24 15:10

PUB ZONE EDT TP RUN DATES
LCR A 96 S 02/24

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)

This ad has been reformatted for proofing purposes. Column breaks are not necessarily as they will appear in publication.

NOTICE OF PUBLIC HEARINGS CONCERNING AMENDMENTS TO THE CITY OF LAKE CITY COMPREHENSIVE PLAN

BY THE PLANNING AND ZONING BOARD OF THE CITY OF LAKE CITY, FLORIDA, SERVING ALSO AS THE LOCAL PLANNING AGENCY OF THE CITY OF LAKE CITY, FLORIDA, NOTICE IS HEREBY GIVEN that, pursuant to Section 163.3161 through 163.3248, Florida Statutes, as amended, and the City of Lake City Land Development Regulations, as amended, objections, recommendations and comments concerning the amendments, as described below, will be heard by the Planning and Zoning Board of the City of Lake City, Florida, serving also as the Local Planning Agency of the City of Lake City, Florida, at public hearings on March 05, 2024 at 5:30 p.m., or as soon thereafter as the matters can be heard in the City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida and via communications media technology.

CPA 23-06, an application by David M. Winsberg, to amend the Future Land Use Plan Map of the Comprehensive Plan by changing the future land use classification from RESIDENTIAL, MEDIUM DENSITY (less than or equal to 8 dwelling units per acre) to RESIDENTIAL, HIGH DENSITY (less than or equal to 20 dwelling units per acre) for the property described, as follows:

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: The East 1/2 of the East 1/2 of the Southwest 1/4 of the Northeast 1/4 of said Section 30, North of Magnolia Heights Subdivision as recorded in the Public Records of Columbia County, Florida, and less the right-of-way of Northwest Early Street (formerly known as Fronnie Street).

Containing 5.30 acres, more or less.

AND

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of the centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 85.04 feet to the Point of Beginning; thence continue North 02°26'28" East 359.16 feet; thence South 89°46'26" East 109.89

feet; thence South 02°26'28" West 356.89 feet; thence South 89°02'37" West 110.00 feet to the Point of Beginning.

Containing 0.91 acre, more or less.

AND

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 444.20 feet; thence North 89°46'26" West 50.04 feet to the Point of Beginning; thence South 02°26'28" West 331.85 feet; thence South 89°02'37" West 214.94 feet; thence North 01°40'48" West 336.23 feet; thence South 89°46'26" East 238.90 feet to the Point of Beginning

Containing 1.74 acres, more or less.

All said lands containing acres 7.95, more or less.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>.

Those attendees wishing to share a document must email the item to submissions@lcfla.com no later than noon on the day of the meeting.

Copies of the amendments are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5746.

At the aforementioned public hearings, all interested parties may appear and be heard with respect to the amendments.

All persons are advised that if they decide to appeal any decision made at the above referenced public hearings, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons with disabilities requesting reasonable accommodations to participate in these proceedings should contact the Office of City Manager, 386.719.5768 at least 48 hours prior to the proceedings. If you are hearing or speech impaired, please contact the Florida Relay Service at 800.955.8770 (voice) or 800.955.8771 (TTY).

803496

February 24, 2024

NOTICE OF PUBLIC HEARINGS
CONCERNING AMENDMENTS TO THE
CITY OF LAKE CITY COMPREHENSIVE PLAN

BY THE PLANNING AND ZONING BOARD OF THE CITY OF LAKE CITY, FLORIDA, SERVING ALSO AS THE LOCAL PLANNING AGENCY OF THE CITY OF LAKE CITY, FLORIDA, NOTICE IS HEREBY GIVEN that, pursuant to Section 163.3161 through 163.3248, Florida Statutes, as amended, and the City of Lake City Land Development Regulations, as amended, objections, recommendations and comments concerning the amendments, as described below, will be heard by the Planning and Zoning Board of the City of Lake City, Florida, serving also as the Local Planning Agency of the City of Lake City, Florida, at public hearings on March 05, 2024 at 5:30 p.m., or as soon thereafter as the matters can be heard in the City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida and via communications media technology.

CPA 23-06, an application by David M. Winsberg, to amend the Future Land Use Plan Map of the Comprehensive Plan by changing the future land use classification from RESIDENTIAL, MEDIUM DENSITY (less than or equal to 8 dwelling units per acre) to RESIDENTIAL, HIGH DENSITY (less than or equal to 20 dwelling units per acre) for the property described, as follows:

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: The East 1/2 of the East 1/2 of the Southwest 1/4 of the Northeast 1/4 of said Section 30, North of Magnolia Heights Subdivision as recorded in the Public Records of Columbia County, Florida, and less the right-of-way of Northwest Early Street (formerly known as Fronnie Street).

Containing 5.30 acres, more or less.

AND

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of the centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 85.04 feet to the Point of Beginning; thence continue North 02°26'28" East 359.16 feet; thence South 89°46'26" East 109.89 feet; thence South 02°26'28" West 356.89 feet; thence South 89°02'37" West 110.00 feet to the Point of Beginning.

Containing 0.91 acre, more or less.

AND

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 444.20 feet; thence North 89°46'26" West 50.04 feet to the Point of Beginning; thence South 02°26'28" West 331.85 feet; thence South 89°02'37" West 214.94 feet; thence North 01°40'48" West 336.23 feet; thence South 89°46'26" East 238.90 feet to the Point of Beginning

Containing 1.74 acres, more or less.

All said lands containing acres 7.95, more or less.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>.

Those attendees wishing to share a document must email the item to submissions@lcfla.com no later than noon on the day of the meeting.

Copies of the amendments are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5746.

At the aforementioned public hearings, all interested parties may appear and be heard with respect to the amendments.

All persons are advised that if they decide to appeal any decision made at the above referenced public hearings, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons with disabilities requesting reasonable accommodations to participate in these proceedings should contact the Office of City Manager, 386.719.5768 at least 48 hours prior to the proceedings. If you are hearing or speech impaired, please contact the Florida Relay Service at 800.955.8770 (voice) or 800.955.8771 (TTY).

LAKE CITY REPORTER
1086 SW MAIN BLVD STE 103
PO BOX 1709
LAKE CITY FL 32056-1709
(386)752-1293

ORDER CONFIRMATION

Salesperson: KYM HARRISON Printed at 02/20/24 15:13 by kharr-cn

Acct #: 45150 Ad #: 803498 Status: New WHOLD

CITY OF LAKE CITY Start: 02/24/2024 Stop: 02/24/2024
ATTN: FINANCE Times Ord: 1 Times Run: ***
205 N MARION AVE STD 1.00 X 19.49 Words: 698
LAKE CITY FL 32055 Total STD 19.49

Class: 8000 LEGAL COLUMBIA CO
Rate: LG Cost: 321.59

Contact: AP CHERYL 719-5794 # Affidavits: 1
Phone: (386)719-5804 Ad Descrpt: Z 23-07
Fax#: P.O. #: Descr Cont: NOTICE OF PUBLIC HEARINGS
Email: Created: kharr 02/20/24 15:11
Agency: Last Changed: kharr 02/20/24 15:12

PUB ZONE EDT TP RUN DATES
LCR A 96 S 02/24

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)

This ad has been reformatted for proofing purposes. Column breaks are not necessarily as they will appear in publication.

NOTICE OF PUBLIC HEARINGS CONCERNING AMENDMENTS TO THE CITY OF LAKE CITY LAND DEVELOPMENT REGULATIONS

BY THE PLANNING AND ZONING BOARD OF THE CITY OF LAKE CITY, FLORIDA, SERVING ALSO AS THE LOCAL PLANNING AGENCY OF THE CITY OF LAKE CITY, FLORIDA, NOTICE IS HEREBY GIVEN that, pursuant to Section 163.3161 through 163.3248, Florida Statutes, as amended, and the City of Lake City Land Development Regulations, as amended, objections, recommendations and comments concerning the amendments, as described below, will be heard by the Planning and Zoning Board of the City of Lake City, Florida, serving also as the Local Planning Agency of the City of Lake City, Florida, at public hearings on March 05, 2024 at 5:30 p.m., or as soon thereafter as the matters can be heard in the City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida and via communications media technology.

Z 23-07, an application by David M. Winsberg, to amend the Official Zoning Atlas of the Land Development Regulations by changing the zoning district from RESIDENTIAL, SINGLE FAMILY-3 (RSF-3) and RESIDENTIAL, MULTIPLE FAMILY-1 (RMF-1) to RESIDENTIAL, MULTIPLE FAMILY-2 (RMF-2) on property described, as follows:

From RESIDENTIAL, SINGLE FAMILY-3 (RSF-3) to MULTIPLE FAMILY-2 (RMF-2):

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: The East 1/2 of the East 1/2 of the Southwest 1/4 of the Northeast 1/4 of said Section 30, North of Magnolia Heights Subdivision as recorded in the Public Records of Columbia County, Florida, and less the right-of-way of Northwest Early Street (formerly known as Fronnie Street).

Containing 5.30 acres, more or less.

From RESIDENTIAL, MULTIPLE FAMILY-1 (RMF-1) to MULTIPLE FAMILY-2 (RMF-2):

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of the centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East

85.04 feet to the Point of Beginning; thence continue North 02°26'28" East 359.16 feet; thence South 89°46'26" East 109.89 feet; thence South 02°26'28" West 356.89 feet; thence South 89°02'37" West 110.00 feet to the Point of Beginning.

Containing 0.91 acre, more or less.

AND

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 444.20 feet; thence North 89°46'26" West 50.04 feet to the Point of Beginning; thence South 02°26'28" West 331.85 feet; thence South 89°02'37" West 214.94 feet; thence North 01°40'48" West 336.23 feet; thence South 89°46'26" East 238.90 feet to the Point of Beginning

Containing 1.74 acres, more or less.

All said lands containing 7.95 acres, more or less.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>.

Those attendees wishing to share a document must email the item to submissions@lcfia.com no later than 12:00 p.m. on the day of the meeting.

Copies of the amendments are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfia.com or by calling 386.719.5746.

At the aforementioned public hearings, all interested parties may appear and be heard with respect to the amendments.

All persons are advised that if they decide to appeal any decision made at the above referenced public hearings, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons with disabilities requesting reasonable accommodations to participate in these proceedings should contact the Office of City Manager, 386.719.5768 at least 48 hours prior to the proceedings. If you are hearing or speech impaired, please contact the Florida Relay Service at 800.955.8770 (voice) or 800.955.8771 (TTY).

8034989

February 24, 2024

NOTICE OF PUBLIC HEARINGS
CONCERNING AMENDMENTS TO THE
CITY OF LAKE CITY LAND DEVELOPMENT REGULATIONS

BY THE PLANNING AND ZONING BOARD OF THE CITY OF LAKE CITY, FLORIDA, SERVING ALSO AS THE LOCAL PLANNING AGENCY OF THE CITY OF LAKE CITY, FLORIDA, NOTICE IS HEREBY GIVEN that, pursuant to Section 163.3161 through 163.3248, Florida Statutes, as amended, and the City of Lake City Land Development Regulations, as amended, objections, recommendations and comments concerning the amendments, as described below, will be heard by the Planning and Zoning Board of the City of Lake City, Florida, serving also as the Local Planning Agency of the City of Lake City, Florida, at public hearings on March 05, 2024 at 5:30 p.m., or as soon thereafter as the matters can be heard in the City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida and via communications media technology.

Z 23-07, an application by David M. Winsberg, to amend the Official Zoning Atlas of the Land Development Regulations by changing the zoning district from RESIDENTIAL, SINGLE FAMILY-3 (RSF-3) and RESIDENTIAL, MULTIPLE FAMILY-1 (RMF-1) to RESIDENTIAL, MULTIPLE FAMILY-2 (RMF-2) on property described, as follows:

From RESIDENTIAL, SINGLE FAMILY-3 (RSF-3) to MULTIPLE FAMILY-2 (RMF-2):

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: The East 1/2 of the East 1/2 of the Southwest 1/4 of the Northeast 1/4 of said Section 30, North of Magnolia Heights Subdivision as recorded in the Public Records of Columbia County, Florida, and less the right-of-way of Northwest Early Street (formerly known as Fronnie Street).

Containing 5.30 acres, more or less.

From RESIDENTIAL, MULTIPLE FAMILY-1 (RMF-1) to MULTIPLE FAMILY-2 (RMF-2):

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of the centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 85.04 feet to the Point of Beginning; thence continue North 02°26'28" East 359.16 feet; thence South 89°46'26" East 109.89 feet; thence South 02°26'28" West 356.89 feet; thence South 89°02'37" West 110.00 feet to the Point of Beginning.

Containing 0.91 acre, more or less.

AND

A parcel of land lying in Section 30, Township 3 South, Range 17 East, Columbia County, Florida. Being more particularly describes as follows: Commence at the intersection of centerlines of Northwest Early Street (formerly known as Fronnie Street) and Northwest Cray Way (formerly known as South Carolina Street); thence North 89°02'37" East 25.02 feet; thence North 02°26'28" East 444.20 feet; thence North 89°46'26" West 50.04 feet to the Point of Beginning; thence South 02°26'28" West 331.85 feet; thence South 89°02'37" West 214.94 feet; thence North 01°40'48" West 336.23 feet; thence South 89°46'26" East 238.90 feet to the Point of Beginning

Containing 1.74 acres, more or less.

All said lands containing 7.95 acres, more or less.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>.

Those attendees wishing to share a document must email the item to submissions@lcfla.com no later than 12:00 p.m. on the day of the meeting.

Copies of the amendments are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5746.

At the aforementioned public hearings, all interested parties may appear and be heard with respect to the amendments.

All persons are advised that if they decide to appeal any decision made at the above referenced public hearings, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons with disabilities requesting reasonable accommodations to participate in these proceedings should contact the Office of City Manager, 386.719.5768 at least 48 hours prior to the proceedings. If you are hearing or speech impaired, please contact the Florida Relay Service at 800.955.8770 (voice) or 800.955.8771 (TTY).



February 20, 2023

To Whom it May Concern

On March 5, 2024 the Planning and Zoning Board will be having a meeting at 5:30pm, or as soon after, at 205 N. Marion. At this meeting we will be hearing petition CPA 23-06 and Z 23-07, to change the future land use and rezone parcels 11602-002 and 11642-000, more specifically, to change the future land use from Residential Medium Density, 8 dwelling units per acre, to Residential High, 20 dwelling units per acre and to change the zoning from Residential Single Family-3 and Residential Multi-Family-1 to Residential Multi-Family-2.

If you have any questions or concerns please call 386-752-2031 ext. 820 or email growthmanagement@lcfla.com.

Robert Angelo

Planning and Zoning Tech
City of Lake City

Columbia County Property Appraiser - Sales Report

Name	Address1	Address2	Address3	City	State	ZIP
BROOM DWAYNE	538 NW EARLY ST		LAKE CITY	FL	32055	
WILLIAMS DAMARQUIS ANTWAN	427 NW CREDO WAY		LAKE CITY	FL	32055	
COLE RONALD H	PO BOX 16		LAKE CITY	FL	32056	
WINSBERG DAVID MATTHEW	P O BOX 2815		LAKE CITY	FL	32056	
ROBERTS INVESTMENT GROUP INC	P O BOX 273956		TAMPA	FL	33688	
WINSBERG DAVID MATTHEW	P O BOX 2815		LAKE CITY	FL	32056	
BROWN KIMBERLY F	966 NW CRAY WAY		LAKE CITY	FL	32055-1209	
BOWDEN LARRY W	967 NW CRAY WAY		LAKE CITY	FL	32055-1210	
WEATHERS RAYMOND JR	994 NW CRAY WAY		LAKE CITY	FL	32055	
MULLINS SHIRLEY ANN	1010 NW DYSON TER		LAKE CITY	FL	32055	
BROOM EUGENIA JOHNSON	538 NW EARLY ST		LAKE CITY	FL	32055-1222	
JONES ROSHONDA W	554 NW EARLY ST		LAKE CITY	FL	32055	
SHEPPARD DENNIS	568 NW EARLY ST		LAKE CITY	FL	32055	
PAXTON CHELBONY DIX	573 NW EARLY ST		LAKE CITY	FL	32055	
FORD CARL A	6085 THACKERAY LANE		TALLAHASSEE	FL	32309	
HARPER TYRONE	875 NW REDDING AVE		LAKE CITY	FL	32055	
REEL LIFE LLC	1245 E JANE AVE		KINGMAN	AZ	86409	
FLOWERS BERTHA M	605 NW HARPERS PL		LAKE CITY	FL	32055	
LEE RICHARD STEPHEN JR	100 NW HARPERS PL		LAKE CITY	FL	32055	
SAPP HENRY J	P O BOX 3666		LAKE CITY	FL	32056	
DAVIS DONALD	350 NW AUBURN PL		LAKE CITY	FL	32055	
COLUMBIA COUNTY HOUSING AUTHORITY	498 SW JUNIPER WAY		LAKE CITY	FL	32025	

GIS Buffer



0

470

940

1410

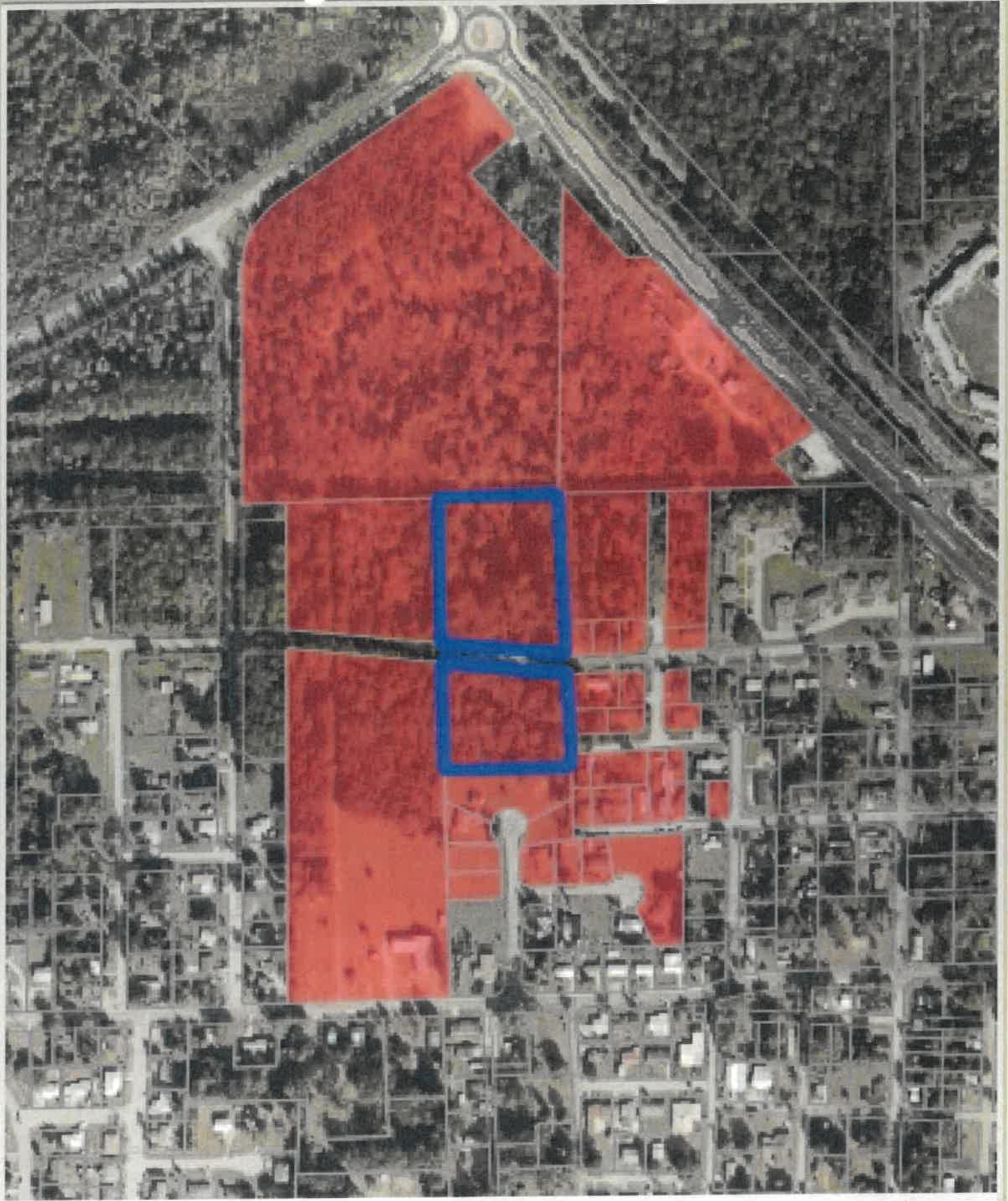
1880

155

Columbia County Property Appraiser - Sales Report

Name	Address1	Address2	Address3	City	State	ZIP
TSHABALALA RICHARD ANDREW	2731 XERXES AVE NORTH		ROBBINSDALE	MN	55422	
ELLIOTT SHIRLEY LEOLA	7248 VENUS RD		COLUMBIA	SC	29209	
TSHABALALA RICHARD ANDREW	2731 XERXES AVE NORTH		ROBBINSDALE	MN	55422	
WILLIAMS DAMARQUIS ANTWAN	427 NW CREDO WAY		LAKE CITY	FL	32055	
COLE RONALD H	PO BOX 16		LAKE CITY	FL	32056	
WINSBERG DAVID MATTHEW	P O BOX 2815		LAKE CITY	FL	32056	
ROBERTS INVESTMENT GROUP INC	P O BOX 273956		TAMPA	FL	33688	
WINSBERG DAVID MATTHEW	P O BOX 2815		LAKE CITY	FL	32056	
BROWN KIMBERLY F	966 NW CRAY WAY		LAKE CITY	FL	32055-1209	
BOWDEN LARRY W	967 NW CRAY WAY		LAKE CITY	FL	32055-1210	
WEATHERS RAYMOND JR	994 NW CRAY WAY		LAKE CITY	FL	32055	
PAXTON CHELBONY DIX	573 NW EARLY ST		LAKE CITY	FL	32055	
FORD CARLA	6085 THACKERAY LANE		TALLAHASSEE	FL	32309	
JAMES JAMES H	575 NW GIBSON LN		LAKE CITY	FL	32055	
JAMES JAMES W	587 NW GIBSON LN		LAKE CITY	FL	32055	
DOUGLAS CLYDE	929 NE JOE CORNY TER		LAKE CITY	FL	32055	
CORDLE ROBERT T	607 NW GIBSON LN		LAKE CITY	FL	32055	
BELL SANDRA	625 NW GIBSON LN		LAKE CITY	FL	32025	
REEL LIFE LLC	1245 E JANE AVE		KINGMAN	AZ	86409	
HARPER TERINDA D	875 NW REDDING AVE		LAKE CITY	FL	32055	
FLOWERS BERTHA M	605 NW HARPERS PL		LAKE CITY	FL	32055	
LEE RICHARD STEPHEN JR	100 NW HARPERS PL		LAKE CITY	FL	32055	
HARRIS MICHAEL	418 NW JEFFERSON ST		LAKE CITY	FL	32055	
NEW DAY SPRING MISSIONARY BAPTIST CHURCH	1321 W LONG ST		LAKE CITY	FL	32055	
WYCHE TAMI R	879 NW MAGNOLIA WAY		LAKE CITY	FL	32055	
DIXON LATWALA D	894 NW MAGNOLIA WAY		LAKE CITY	FL	32055	
DIXON LATWALA	894 NW MAGNOLIA WAY		LAKE CITY	FL	32055	
DAVIS DONALD	350 NW AUBURN PL		LAKE CITY	FL	32055	
SEALS BLONIRENE	P O BOX 3211		LAKE CITY	FL	32056-3211	
ADAMS YVETTE W	683 NW SHAW GLN		LAKE CITY	FL	32055	

GIS Buffer



0

570

1140

1710

2280

File Attachments for Item:

iv. SPR24-03, Petition submitted by Michael Wagner. (agent) for WPG-Lake City, LLC (owner), for a Site Plan Review for Wawa, in the Commercial Intensive Zoning District, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations section 4.13.



GROWTH MANAGEMENT
 205 North Marion Ave.
 Lake City, FL 32055
 Telephone: (386)719-5750
 E-Mail:
 growthmanagement@lcfla.com

FOR PLANNING USE ONLY
 Application # SPR 24-03
 Application Fee: **\$200.00**
 Receipt No. 2024-00030721
 Filing Date 02/06/2024
 Completeness Date 02/15/2024

Site Plan Application

A. PROJECT INFORMATION

veh sale/repair (2700)

1. Project Name: Gas Station / C-Store Lake City
2. Address of Subject Property: 1518 W US HIGHWAY 90, LAKE CITY, FL
3. Parcel ID Number(s): 31-3S-17-06185-000 & 31-3S-17-06233-000
4. Future Land Use Map Designation: Commercial
5. Zoning Designation: CI - Commercial Intensive
6. Acreage: 8.58 AC
7. Existing Use of Property: VEH SALE/REPAIR (2700)
8. Proposed use of Property: Gas station with convenient store. (Automobile Self-Service Station)
9. Type of Development (Check All That Apply):
 - Increase of floor area to an existing structure: Total increase of square footage _____
 - New construction: Total square footage 6,119 SF
 - Relocation of an existing structure: Total square footage _____

B. APPLICANT INFORMATION

1. Applicant Status Owner (title holder) Agent
2. Name of Applicant(s): MICHAEL T WAGNER Title: MANAGER
 Company name (if applicable): WPG-LAKE CITY, LLC
 Mailing Address: 4211 W BOYSCOUT BLVD, SUITE 620
 City: TAMPA State: FL Zip: 33607
 Telephone: () 813-284-7978 Fax: () Email: sliakos@wagspg.com

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

3. If the applicant is agent for the property owner*.
 - Property Owner Name (title holder): _____
 - Mailing Address: _____
 - City: _____ State: _____ Zip: _____
 - Telephone: () _____ Fax: () _____ Email: _____

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

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

C. ADDITIONAL INFORMATION

1. Is there any additional contract for the sale of, or options to purchase, the subject property?
If yes, list the names of all parties involved: N/A
If yes, is the contract/option contingent or absolute: Contingent Absolute
2. Has a previous application been made on all or part of the subject property? Yes No
Future Land Use Map Amendment: Yes _____ No _____
Future Land Use Map Amendment Application No. _____
Site Specific Amendment to the Official Zoning Atlas (Rezoning): Yes _____ No _____
Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application No. _____
Variance: Yes _____ No _____
Variance Application No. _____
Special Exception: Yes _____ No _____
Special Exception Application No. _____

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

1. Vicinity Map – Indicating general location of the site, abutting streets, existing utilities, complete legal description of the property in question, and adjacent land use.
2. Site Plan – Including, but not limited to the following:
 - a. Name, location, owner, and designer of the proposed development.
 - b. Present zoning for subject site.
 - c. Location of the site in relation to surrounding properties, including the means of ingress and egress to such properties and any screening or buffers on such properties.
 - d. Date, north arrow, and graphic scale not less than one inch equal to 50 feet.
 - e. Area and dimensions of site (Survey).
 - f. Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
 - g. Access to utilities and points of utility hook-up.
 - h. Location and dimensions of all existing and proposed parking areas and loading areas.
 - i. Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas).
 - j. Location and size of any lakes, ponds, canals, or other waters and waterways.
 - k. Structures and major features fully dimensioned including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and percent of property covered by structures.
 - l. Location of trash receptacles.
 - m. For multiple-family, hotel, motel, and mobile home park site plans:
 - i. Tabulation of gross acreage.
 - ii. Tabulation of density.
 - iii. Number of dwelling units proposed.
 - iv. Location and percent of total open space and recreation areas.
 - v. Percent of lot covered by buildings.

- vi. Floor area of dwelling units.
 - vii. Number of proposed parking spaces.
 - viii. Street layout.
 - ix. Layout of mobile home stands (for mobile home parks only).
3. Stormwater Management Plan—Including the following:
 - a. Existing contours at one foot intervals based on U.S. Coast and Geodetic Datum.
 - b. Proposed finished elevation of each building site and first floor level.
 - c. Existing and proposed stormwater management facilities with size and grades.
 - d. Proposed orderly disposal of surface water runoff.
 - e. Centerline elevations along adjacent streets.
 - f. Water management district surface water management permit.
 4. Fire Department Access and Water Supply Plan: The Fire Department Access and Water Supply Plan must demonstrate compliance with Chapter 18 of the Florida Fire Prevention Code, be located on a separate signed and sealed plan sheet, and must be prepared by a professional fire engineer licensed in the State of Florida. The Fire Department Access and Water Supply Plan must contain fire flow calculations in accordance with the Guide for Determination of Required Fire Flow, latest edition, as published by the Insurance Service Office (“ISO”) and/or Chapter 18, Section 18.4 of the Florida Fire Prevention Code, whichever is greater.
 5. Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities. For commercial and industrial developments, an analysis of the impacts to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts are required.
 6. Comprehensive Plan Consistency Analysis: An analysis of the application’s consistency with the Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies of the Comprehensive Plan and detail how the application complies with said Goals, Objectives, and Policies).
 7. Legal Description with Tax Parcel Number (In Word Format).
 8. Proof of Ownership (i.e. deed).
 9. Agent Authorization Form (signed and notarized).
 10. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector’s Office).
 11. Fee. The application fee for a Site and Development Plan Application is \$200.00. No application shall be accepted or processed until the required application fee has been paid.

NOTICE TO APPLICANT

All eleven (11) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Planning & Zoning Board.

A total of ten (10) copies of proposed site plan application and all support materials must be submitted along with a PDF copy on a CD. See City of Lake City submittal guidelines for additional submittal requirements.

THE APPLICANT ACKNOWLEDGES THAT THE APPLICANT OR AGENT MUST BE PRESENT AT THE PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD, AS ADOPTED IN THE BOARD RULES AND PROCEDURES, OTHERWISE THE REQUEST MAY BE CONTINUED TO A FUTURE HEARING DATE.

I hereby certify that all of the above statements and statements contained in any documents or plans submitted herewith are true and accurate to the best of my knowledge and belief.

MICHAEL T WAGNER

Applicant/Agent Name (Type or Print)

Michael T. Wagner

Applicant/Agent Signature

1/31/24

Date

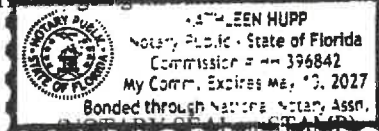
Applicant/Agent Name (Type or Print)

Applicant/Agent Signature

Date

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me this 31ST day of JAN, 2024, by (name of person acknowledging) MICHAEL T WAGNER.



COMMISSION # HH 396842

Kathleen Hupp

Signature of Notary

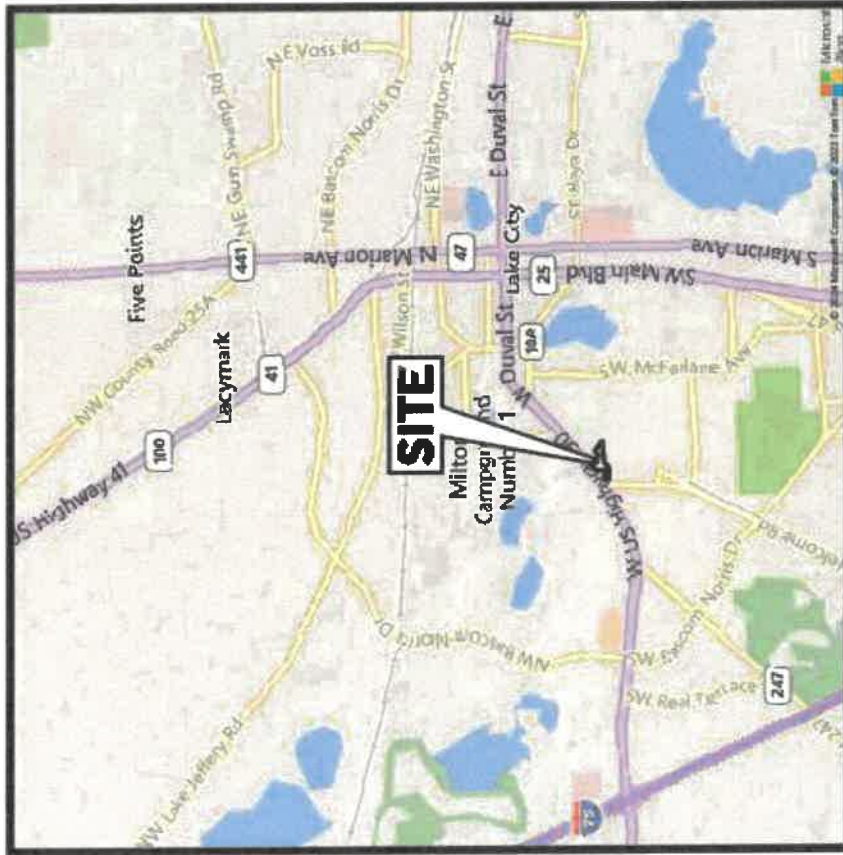
KATHLEEN HUPP

Printed Name of Notary

Personally Known OR Produced Identification
Type of Identification Produced

City of Lake City – Growth Management Department
205 North Marion Ave, Lake City, FL 32055 ♦ (386) 719-5750

VICINITY MAP



LOCATION MAP

SCALE: NTS

STANDARD DRAWING LEGEND
 FOR BRITISH PLAN SET

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
(Symbol)	PROPERTY LINE	(Symbol)	UTILITY POLE
(Symbol)	BOUNDARY	(Symbol)	RAIL
(Symbol)	SETBACK	(Symbol)	WATER
(Symbol)	...	(Symbol)	...

BOHLER
 ENGINEERING

REVISIONS

REV.	DATE	COMMENT

STANDARD ABBREVIATIONS

SYMBOL	ABBREVIATION	DESCRIPTION
B	BUILDING	BUILDING
C	CITY	CITY
...

FOUR EIGHT PLAN SET

B	BUILDING
C	CITY
...	...

ACCESSIBILITY DESIGN GUIDELINES

1. The purpose of this document is to provide guidelines for the design of accessible routes...
2. The guidelines apply to all new construction and alterations to existing structures...
3. The guidelines are based on the requirements of the Americans with Disabilities Act...

DEMOITION NOTES

1. The owner shall be responsible for the removal of all existing structures on the site...
2. All structures to be demolished shall be removed in accordance with the following specifications...
3. The contractor shall provide all necessary permits for the demolition work...

DRAINAGE AND UTILITY NOTES

1. All drainage systems shall be designed to prevent flooding of the site...
2. The contractor shall install all necessary drainage infrastructure...
3. All utility lines shall be protected and marked throughout the site...


SOIL EROSION & SEDIMENT CONTROL PLAN NOTES

1. The contractor shall implement all soil erosion and sediment control measures...
2. All erosion control structures shall be installed before any earthmoving begins...
3. The contractor shall maintain all erosion control structures in good condition...

GENERAL NOTES

1. The contractor shall be responsible for obtaining all necessary permits...
2. All work shall be completed in accordance with the specifications...
3. The contractor shall maintain the site in a safe condition throughout construction...

APPROVED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL



Wawa
 1001 W. US HWY 90
 TAMPA, FLORIDA 33609
 Phone: (813) 812-1199

SITE DEVELOPMENT PLANS

GENERAL NOTES AND LEGEND

(Symbol)	PROPERTY LINE
(Symbol)	BOUNDARY
(Symbol)	SETBACK
(Symbol)	...

REVISIONS

REV.	DATE	COMMENT

STANDARD DRAWING LEGEND

(Symbol)	UTILITY POLE
(Symbol)	RAIL
(Symbol)	WATER
(Symbol)	...

FOUR EIGHT PLAN SET

B	BUILDING
C	CITY
...	...

BOHLER
 ENGINEERING

REVISIONS

REV.	DATE	COMMENT

STANDARD ABBREVIATIONS

B	BUILDING
C	CITY
...	...

FOUR EIGHT PLAN SET

B	BUILDING
C	CITY
...	...

ACCESSIBILITY DESIGN GUIDELINES

1. The purpose of this document is to provide guidelines for the design of accessible routes...
2. The guidelines apply to all new construction and alterations to existing structures...
3. The guidelines are based on the requirements of the Americans with Disabilities Act...

DEMOITION NOTES

1. The owner shall be responsible for the removal of all existing structures on the site...
2. All structures to be demolished shall be removed in accordance with the following specifications...
3. The contractor shall provide all necessary permits for the demolition work...

DRAINAGE AND UTILITY NOTES

1. All drainage systems shall be designed to prevent flooding of the site...
2. The contractor shall install all necessary drainage infrastructure...
3. All utility lines shall be protected and marked throughout the site...

SOIL EROSION & SEDIMENT CONTROL PLAN NOTES

1. The contractor shall implement all soil erosion and sediment control measures...
2. All erosion control structures shall be installed before any earthmoving begins...
3. The contractor shall maintain all erosion control structures in good condition...

GENERAL NOTES

1. The contractor shall be responsible for obtaining all necessary permits...
2. All work shall be completed in accordance with the specifications...
3. The contractor shall maintain the site in a safe condition throughout construction...

APPROVED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL



Wawa
 1001 W. US HWY 90
 TAMPA, FLORIDA 33609
 Phone: (813) 812-1199

SITE DEVELOPMENT PLANS

GENERAL NOTES AND LEGEND

(Symbol)	PROPERTY LINE
(Symbol)	BOUNDARY
(Symbol)	SETBACK
(Symbol)	...

REVISIONS

REV.	DATE	COMMENT

STANDARD DRAWING LEGEND

(Symbol)	UTILITY POLE
(Symbol)	RAIL
(Symbol)	WATER
(Symbol)	...

FOUR EIGHT PLAN SET

B	BUILDING
C	CITY
...	...

BOHLER
 ENGINEERING

BOHLER
 ENGINEERING
 CIVIL AND COMMERCIAL ENGINEERING
 PLANNING ARCHITECTURE
 LAND DEVELOPMENT
 TRANSFORMATIVE SERVICES

REVISIONS

REV.	DATE	COMMENT

STANDARD ABBREVIATIONS

B	BUILDING
C	CITY
...	...

FOUR EIGHT PLAN SET

B	BUILDING
C	CITY
...	...

ACCESSIBILITY DESIGN GUIDELINES

1. The purpose of this document is to provide guidelines for the design of accessible routes...
2. The guidelines apply to all new construction and alterations to existing structures...
3. The guidelines are based on the requirements of the Americans with Disabilities Act...

DEMOITION NOTES

1. The owner shall be responsible for the removal of all existing structures on the site...
2. All structures to be demolished shall be removed in accordance with the following specifications...
3. The contractor shall provide all necessary permits for the demolition work...

DRAINAGE AND UTILITY NOTES

1. All drainage systems shall be designed to prevent flooding of the site...
2. The contractor shall install all necessary drainage infrastructure...
3. All utility lines shall be protected and marked throughout the site...

SOIL EROSION & SEDIMENT CONTROL PLAN NOTES

1. The contractor shall implement all soil erosion and sediment control measures...
2. All erosion control structures shall be installed before any earthmoving begins...
3. The contractor shall maintain all erosion control structures in good condition...

GENERAL NOTES

1. The contractor shall be responsible for obtaining all necessary permits...
2. All work shall be completed in accordance with the specifications...
3. The contractor shall maintain the site in a safe condition throughout construction...

APPROVED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL



Wawa
 1001 W. US HWY 90
 TAMPA, FLORIDA 33609
 Phone: (813) 812-1199

SITE DEVELOPMENT PLANS

GENERAL NOTES AND LEGEND

(Symbol)	PROPERTY LINE
(Symbol)	BOUNDARY
(Symbol)	SETBACK
(Symbol)	...

REVISIONS

REV.	DATE	COMMENT

STANDARD DRAWING LEGEND

(Symbol)	UTILITY POLE
(Symbol)	RAIL
(Symbol)	WATER
(Symbol)	...

FOUR EIGHT PLAN SET

B	BUILDING
C	CITY
...	...

BOHLER
 ENGINEERING

BOHLER
 ENGINEERING
 CIVIL AND COMMERCIAL ENGINEERING
 PLANNING ARCHITECTURE
 LAND DEVELOPMENT
 TRANSFORMATIVE SERVICES



WEST U.S. HIGHWAY 90
 (STATE ROAD 10)

KEYNOTES:

- (1) MULTY PROTECTION
- (2) CONSTRUCTION ENTRANCE
- (3) BELT PILING

LEGEND

(Symbol)	PROJECT AREA LOT LINES
(Symbol)	OWNED AREA LOT LINES
(Symbol)	EX. CONCRETE
(Symbol)	EX. ASPHALT TO BE REMOVED
(Symbol)	EX. CONCRETE TO BE REMOVED
(Symbol)	EX. FLOOR FINISH TO BE REMOVED
(Symbol)	EX. FLOOR TO BE REMOVED
(Symbol)	EX. EXTERIOR FINISH TO BE REMOVED
(Symbol)	EX. INTERIOR FINISH TO BE REMOVED
(Symbol)	EX. EXTERIOR WALL TO BE REMOVED
(Symbol)	EX. EXTERIOR DOOR TO BE REMOVED
(Symbol)	EX. EXTERIOR WINDOW TO BE REMOVED
(Symbol)	EX. EXTERIOR ROOF TO BE REMOVED
(Symbol)	EX. EXTERIOR TERRACE TO BE REMOVED

REVISIONS

REV	DATE	COMMENTS

BOHLER

SITE CIVIL AND CHEMICAL ENGINEERING
 LAND ACQUISITION
 PROGRAM MANAGER
 PROJECT MANAGER
 PRESIDENTIAL SERVICES
 TRANSPORTATION SERVICES
 ARCHITECTURAL SERVICES
 SURVEYING SERVICES
 SPECIALTY SERVICES

Wawa

PREPARED FOR
 BOHLER //

FOR
 Wawa
 1000 S. WESTSHORE BLVD., SUITE 100
 TAMPA, FLORIDA 33609
 CITY OF LAKE CITY
 PROJECT: 11-1-11
 DATE: 11-1-11
 FACILITY: 11-1-11

811
 NATIONAL UNIFORM
 DIGITALLY
 TRANSMITTED
 SERVICE

REVISIONS FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

BOHLER //

400 N. WESTSHORE BLVD., SUITE 100
 TAMPA, FLORIDA 33609
 CITY OF LAKE CITY
 PROJECT: 11-1-11
 DATE: 11-1-11
 FACILITY: 11-1-11

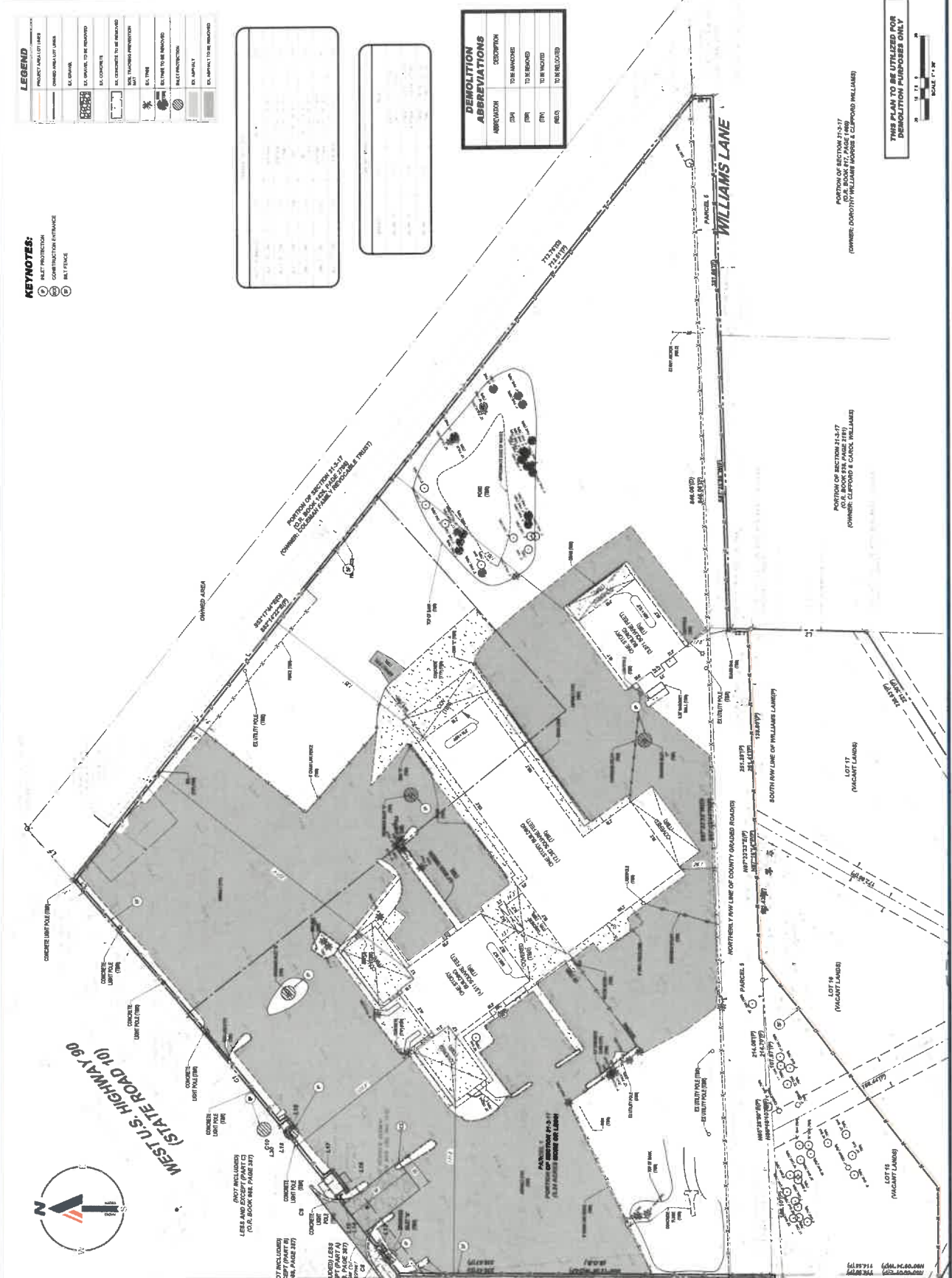
SOIL EROSION CONTROL PHASE 1 PLAN

PROJECT NUMBER: **C-2.01**

DATE: 11-1-11

SCALE: 1" = 10'

THIS PLAN IS TO BE UTILIZED FOR DEMOLITION PURPOSES ONLY



REV	DATE	COMMENT



DESIGNED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT: **SITE DEVELOPMENT PLANS**



BOHLER
 BOHLER CIVIL AND CONSULTING ENGINEERING
 1515 W. 10th St.
 TAMPA, FLORIDA 33609
 PHONE: (813) 812-1111
 FAX: (813) 812-1111



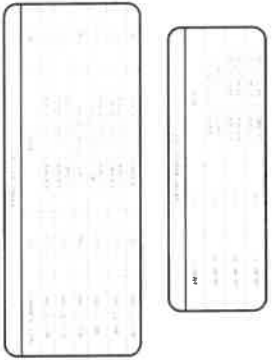
SOIL EROSION CONTROL PHASE 1 PLAN
 SHEET TITLE: **C-2.02**
 ORG. DATE: 202204

KEYNOTES:

- 1. SALT PROTECTION
- 2. CONSTRUCTION ENTRANCE
- 3. SALT FENCE

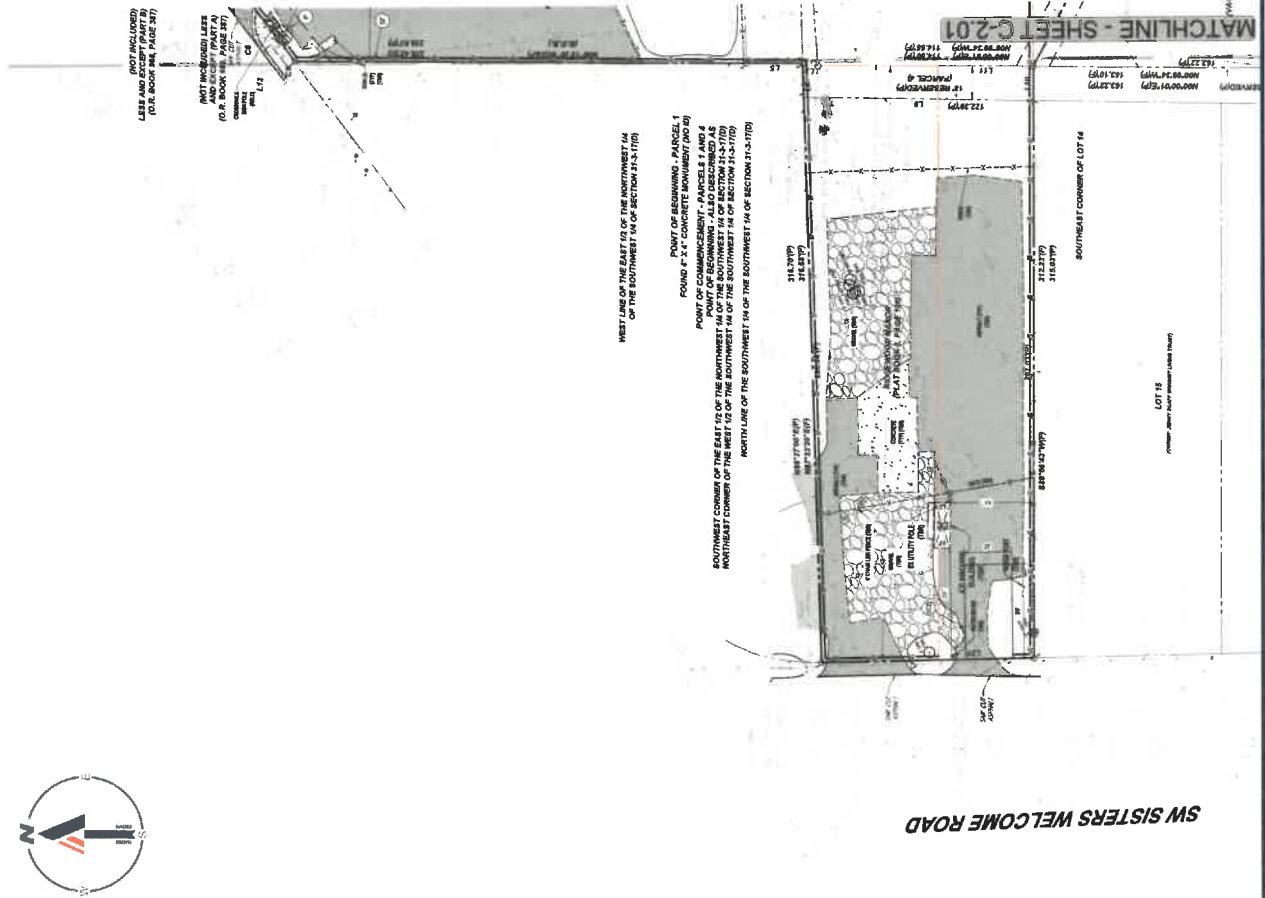
LEGEND:

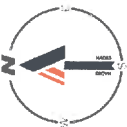
- PROJECT AREA LOT LINES
- OWNED NEIGHBOR LOT LINES
- EX. DRIVE
- EX. DRIVE TO BE REMOVED
- EX. CONCRETE
- EX. CONCRETE TO BE REMOVED
- LAND IMPROVEMENT AND TRAILING PREPARATION
- EX. FENCE
- EX. FENCE TO BE REMOVED
- EX. ASPHALT
- EX. ASPHALT TO BE REMOVED



DEMOLITION ABBREVIATIONS

ABBREVIATION	DESCRIPTION
(RM)	TO BE REMOVED
(RM)	TO BE REMOVED
(RM)	TO BE REMOVED
(RM)	TO BE REMOVED





ZONING TABLE

ZONE: C-3.01 COMMERCIAL CENTER

APPLICANT / OWNER INFORMATION
 PROJECT: 10111 W. STATE ROAD 100, LOT 100
 APPLICANT: Wawa Inc., 10111 W. STATE ROAD 100, LOT 100

PARCEL INFORMATION
 PARCEL ID: 10111 W. STATE ROAD 100, LOT 100
 APPLICANT: Wawa Inc., 10111 W. STATE ROAD 100, LOT 100
 EXISTING LAND USE: COMMERCIAL
 PROPOSED LAND USE: COMMERCIAL

BULK REQUIREMENTS

USE	REQUIRED	PROPOSED
FRONT	15.0'	15.0'
REAR	15.0'	15.0'
LEFT	15.0'	15.0'
RIGHT	15.0'	15.0'
HEIGHT	35.0'	35.0'
AREA	10,000 SQ. FT.	10,000 SQ. FT.
MAXIMUM NUMBER OF UNITS	10	10

AREA CALCULATIONS
 TOTAL PROJECT AREA: 10,000 SQ. FT.
 TOTAL IMPROVEMENT AREA: 10,000 SQ. FT.
 TOTAL PAVED AREA: 10,000 SQ. FT.
 TOTAL ASPHALT PAVED AREA: 10,000 SQ. FT.
 TOTAL CONCRETE PAVED AREA: 0 SQ. FT.
 TOTAL SIDEWALK PAVED AREA: 0 SQ. FT.
 TOTAL BIKEWAY PAVED AREA: 0 SQ. FT.
 TOTAL BIKEWAY UNPAVED AREA: 0 SQ. FT.
 TOTAL BIKEWAY TOTAL PAVED AREA: 0 SQ. FT.
 TOTAL BIKEWAY TOTAL UNPAVED AREA: 0 SQ. FT.
 TOTAL BIKEWAY TOTAL AREA: 0 SQ. FT.
 TOTAL BIKEWAY TOTAL PAVED PERCENTAGE: 0.00%
 TOTAL BIKEWAY TOTAL UNPAVED PERCENTAGE: 0.00%
 TOTAL BIKEWAY TOTAL AREA PERCENTAGE: 0.00%

PARKING CALCULATIONS
 TOTAL PARKING SPACES REQUIRED: 10
 TOTAL PARKING SPACES PROVIDED: 10
 TOTAL BIKEWAY SPACES PROVIDED: 0
 TOTAL BIKEWAY SPACES REQUIRED: 0
 TOTAL BIKEWAY SPACES PROVIDED PERCENTAGE: 0.00%
 TOTAL BIKEWAY SPACES REQUIRED PERCENTAGE: 0.00%

REVISIONS

REV.	DATE	COMMENT

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS

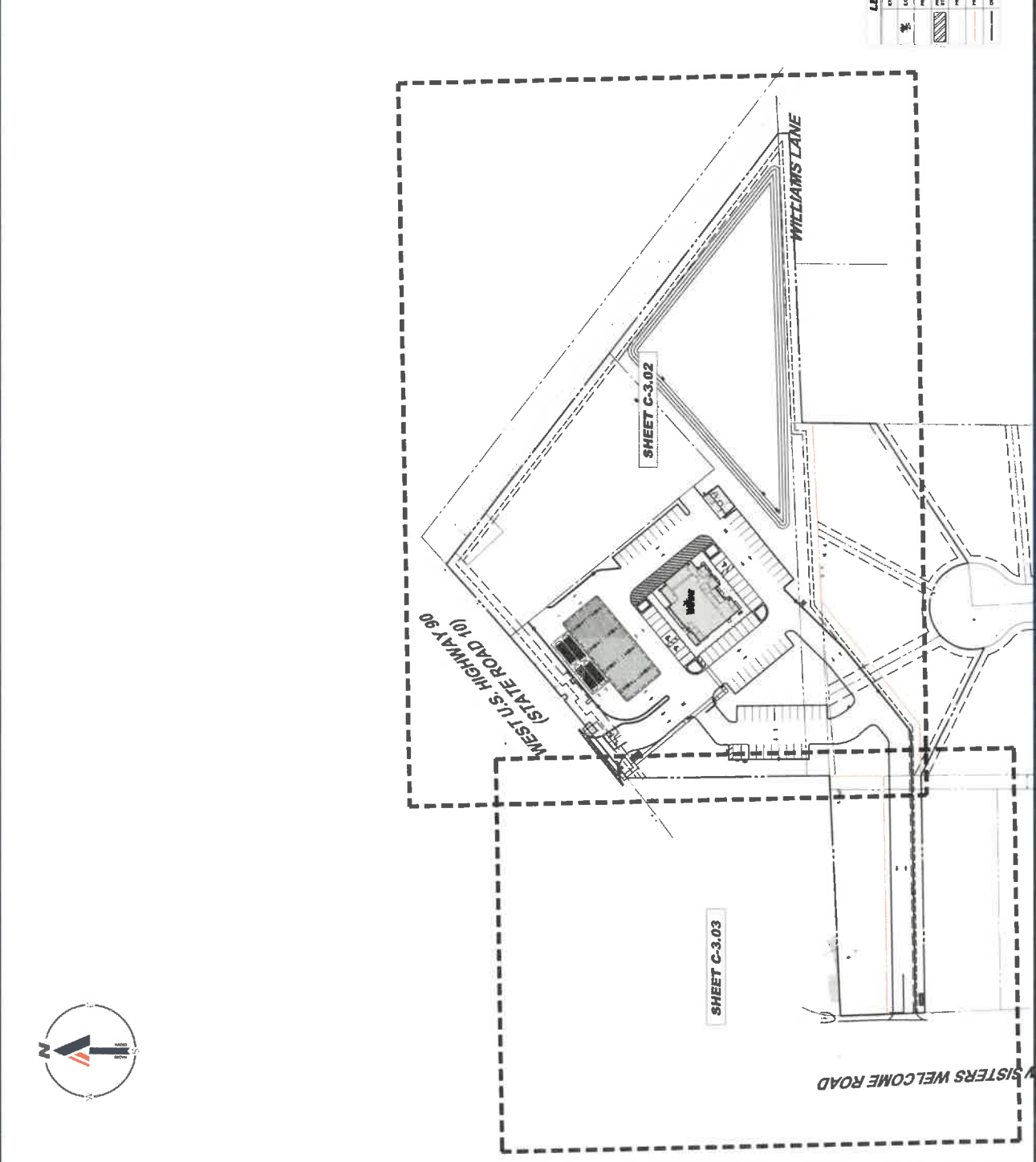
REVISIONS

REVISIONS

REVISIONS

REVISIONS

REVISIONS



THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY

SCALE: 1" = 40'

BOHLER //

10111 W. STATE ROAD 100, LOT 100
 LAND CITY, FL 33618
 Phone: (813) 833-1119
 Fax: (813) 833-1120
 Website: www.bohler.com

BOHLER //

10111 W. STATE ROAD 100, LOT 100
 LAND CITY, FL 33618
 Phone: (813) 833-1119
 Fax: (813) 833-1120
 Website: www.bohler.com

BOHLER //

10111 W. STATE ROAD 100, LOT 100
 LAND CITY, FL 33618
 Phone: (813) 833-1119
 Fax: (813) 833-1120
 Website: www.bohler.com

BOHLER //

10111 W. STATE ROAD 100, LOT 100
 LAND CITY, FL 33618
 Phone: (813) 833-1119
 Fax: (813) 833-1120
 Website: www.bohler.com

BOHLER
 SITE CIVIL AND CONCRETE ENGINEERING
 LAND SURVEYING
 LANDSCAPE ARCHITECTURE
 PERMITTING SERVICES
 TRANSPORTATION SERVICES
 TRAFFIC ENGINEERING
 LANDSCAPE ARCHITECTURE
 PERMITTING SERVICES
 TRANSPORTATION SERVICES

NO.	DATE	REVISIONS



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

Wawa
 1318 W 43RD HWY BK
 LAND CITY, FL 32609
 Phone: (904) 831-0100
 Fax: (904) 831-0101
 WWW.WAWA.COM

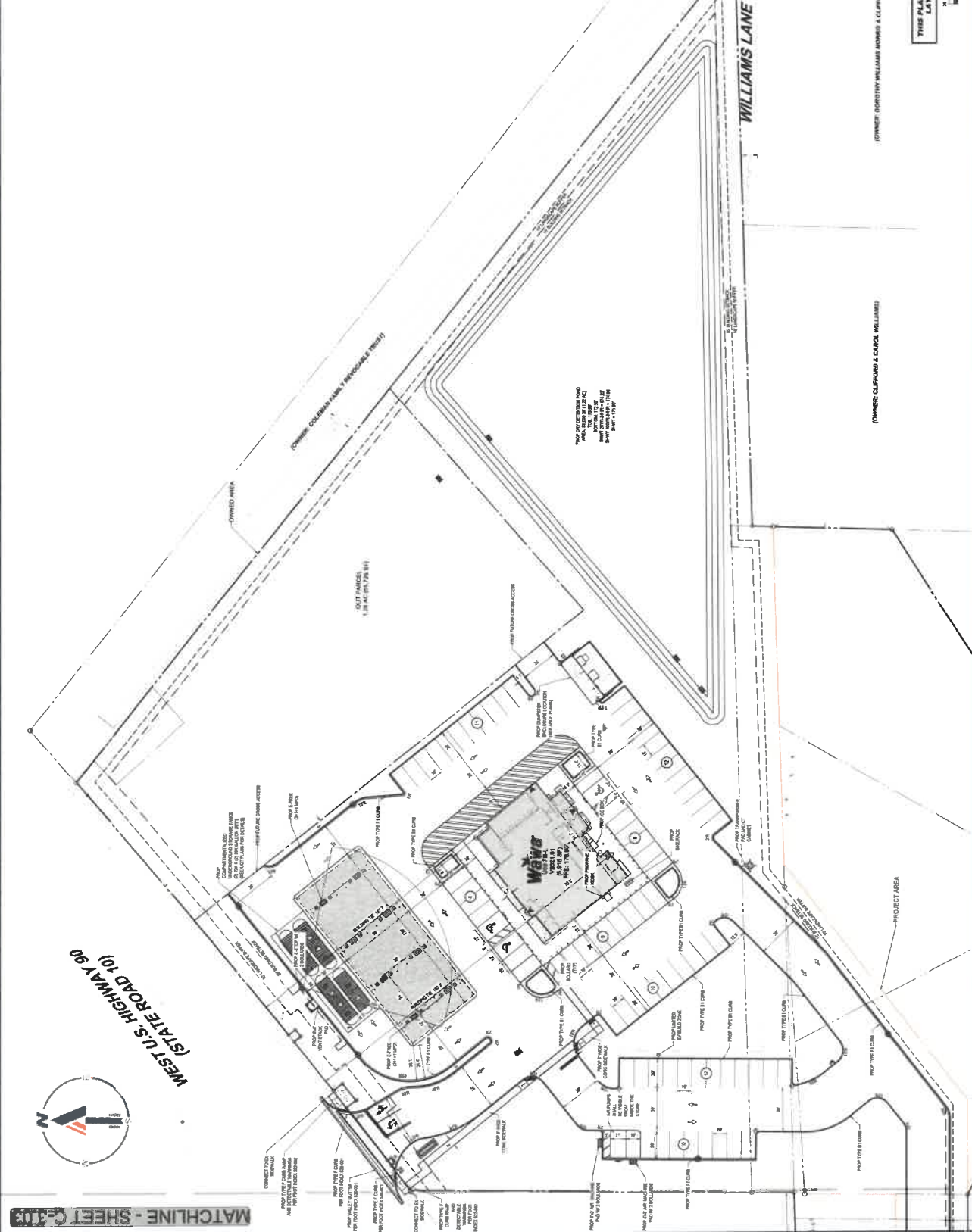
BOHLER
 100 WEST WASHINGTON ST., SUITE 100
 TAMPA, FLORIDA 33601
 Phone: (813) 831-0100
 Fax: (813) 831-0101
 WWW.BOHLER.COM

BOHLER
 100 WEST WASHINGTON ST., SUITE 100
 TAMPA, FLORIDA 33601
 Phone: (813) 831-0100
 Fax: (813) 831-0101
 WWW.BOHLER.COM

Wawa
 1318 W 43RD HWY BK
 LAND CITY, FL 32609
 Phone: (904) 831-0100
 Fax: (904) 831-0101
 WWW.WAWA.COM

LEGEND

[Symbol]	EXIST. CONCRETE
[Symbol]	EXIST. TIE
[Symbol]	PROP. CONCRETE MATERIAL
[Symbol]	PROP. CONCRETE FOOTING
[Symbol]	PROP. LIMITED FILL/BACK FILL



THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY

SCALE 1" = 30'

MATCHLINE - SHEET C-103

BOHLER
 CIVIL AND CONSULTING ENGINEERING
 1500 W. GARDNER AVENUE
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.BOHLER.COM

REV	DATE	COMMENT

311
 MUNICIPAL GOVT
 1500 W. GARDNER AVENUE
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.BOHLER.COM

DESIGNED FOR MUNICIPAL &
 AGENCY REVIEW & APPROVAL

Wawa
 1518 W. US HWY #4
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.WAWA.COM

BOHLER
 1500 W. GARDNER AVENUE
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.BOHLER.COM



BOHLER
 1500 W. GARDNER AVENUE
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.BOHLER.COM

LEGEND

	EASEMENT
	PROPOSED CONSTRUCTION
	PROPOSED PAVEMENT
	PROPOSED UTILITY



REVISIONS

REV	DATE	COMMENT

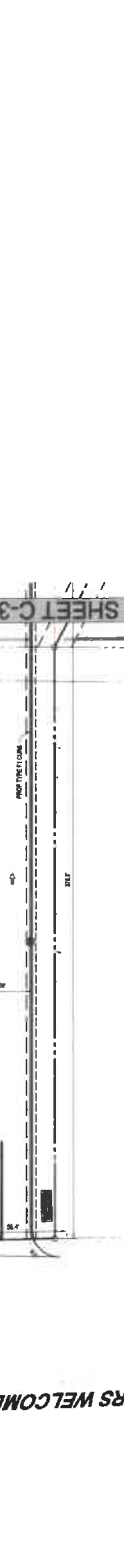
DESIGNED FOR MUNICIPAL &
 AGENCY REVIEW & APPROVAL

Wawa
 1518 W. US HWY #4
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.WAWA.COM

DESIGNED FOR MUNICIPAL &
 AGENCY REVIEW & APPROVAL

Wawa
 1518 W. US HWY #4
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.WAWA.COM

BOHLER
 1500 W. GARDNER AVENUE
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.BOHLER.COM



BOHLER
 1500 W. GARDNER AVENUE
 TAMPA, FLORIDA 33609
 TEL: (813) 973-1100
 FAX: (813) 973-1101
 WWW.BOHLER.COM

SHEET NUMBER: **C-3.03**
 ORIG. DATE: 3/20/2024

THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY

SW SISTERS WELCOME ROAD

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAMS ARCHITECTURE
PROGRAMS MANAGEMENT
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES



SEALER FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

DATE: 11/14/2024
DRAWN BY: J. GARDNER
CHECKED BY: J. GARDNER
SCALE: AS SHOWN
PROJECT: WAWA

PREPARED BY
wawa
198 W US HWY N
SUITE 200
DALLAS, TEXAS 75241
PHONE: (214) 353-4101
WWW.WAWA.COM

BOHLER
402 W. WEBB STREET, SUITE 200
DALLAS, TEXAS 75201
PHONE: (214) 353-4101
WWW.BOHLENER.COM



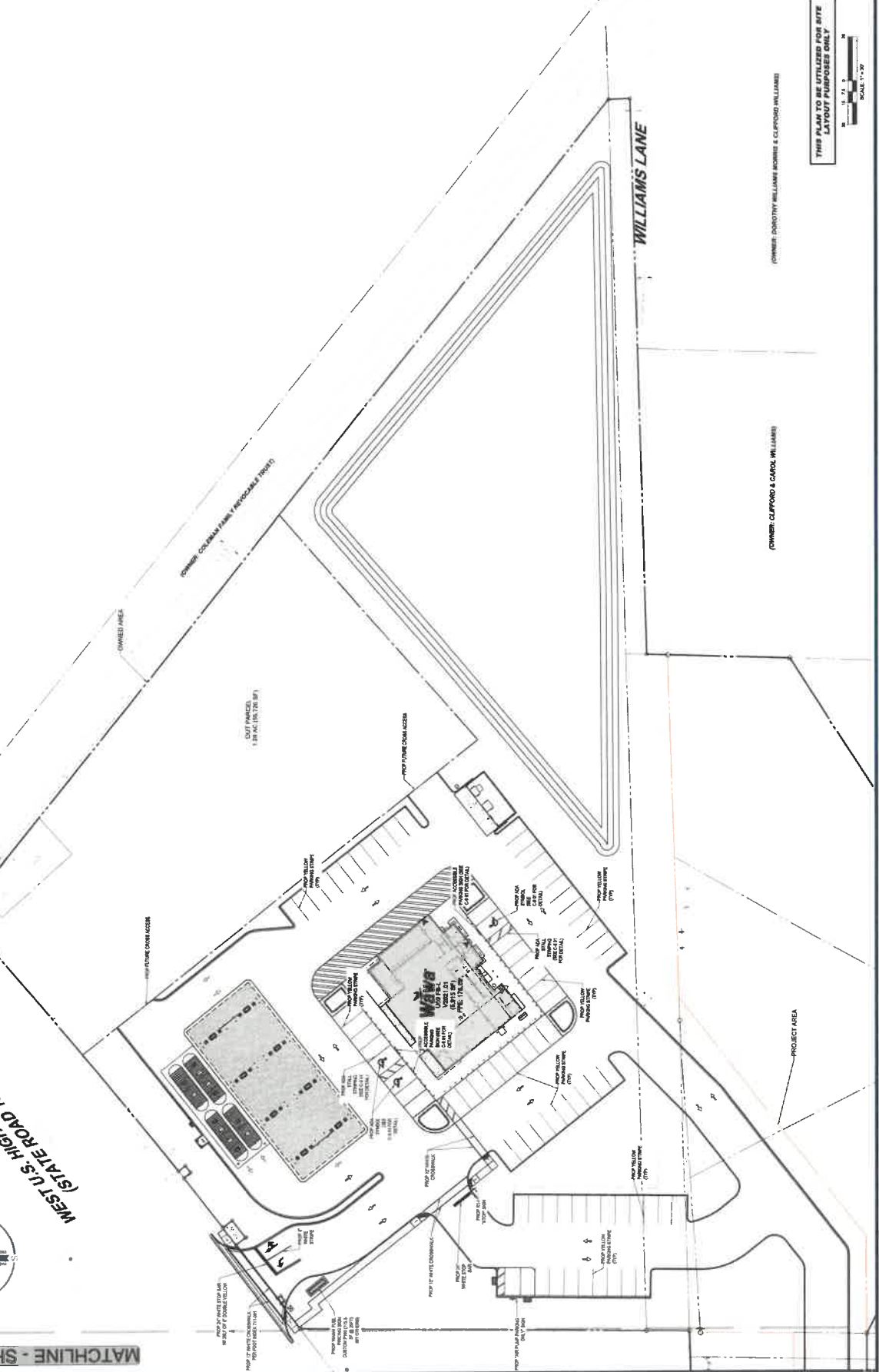
PROJECT TITLE
PAVEMENT MARKING AND SIGNAGE PLAN

SHEET NUMBER
C-3.04

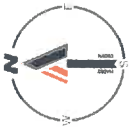
DATE
11/14/2024

LEGEND

(Symbol)	CONCRETE
(Symbol)	ASPHALT
(Symbol)	PROPOSED PAVEMENT
(Symbol)	PROPOSED DRIVE PAVED ZONE



MATCHLINE - SHEET C-3.03



THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY



PLAN NO. 2024-11-14-PAV-MARKING-SIGNAGE-PLAN-198-W-HWY-N-DALLAS-TX...

REV#	DATE	COMMENT



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT: **Wawa**

FOR: **Wawa**

LOCATION: **215 W. WILSON BLVD. SUITE 304
LAKE CITY, FL 32818**

PHONE: (813) 875-1196
FAX: (813) 875-1197

BOHLER ENGINEERING

1885 N. WINDLAGE BLVD. SUITE 304
TALLAHASSEE, FLORIDA 32310
PHONE: (904) 833-4550
FAX: (904) 833-4551

BOHLER ENGINEERING

1885 N. WINDLAGE BLVD. SUITE 304
TALLAHASSEE, FLORIDA 32310
PHONE: (904) 833-4550
FAX: (904) 833-4551

PAVEMENT MARKING AND SIGNAGE PLAN

PROJECT NUMBER: **C-3.05**

SCALE: 1" = 30'

THIS PLAN IS INTENDED FOR SITE LAYOUT PURPOSES ONLY

LEGEND

EX. CONCRETE

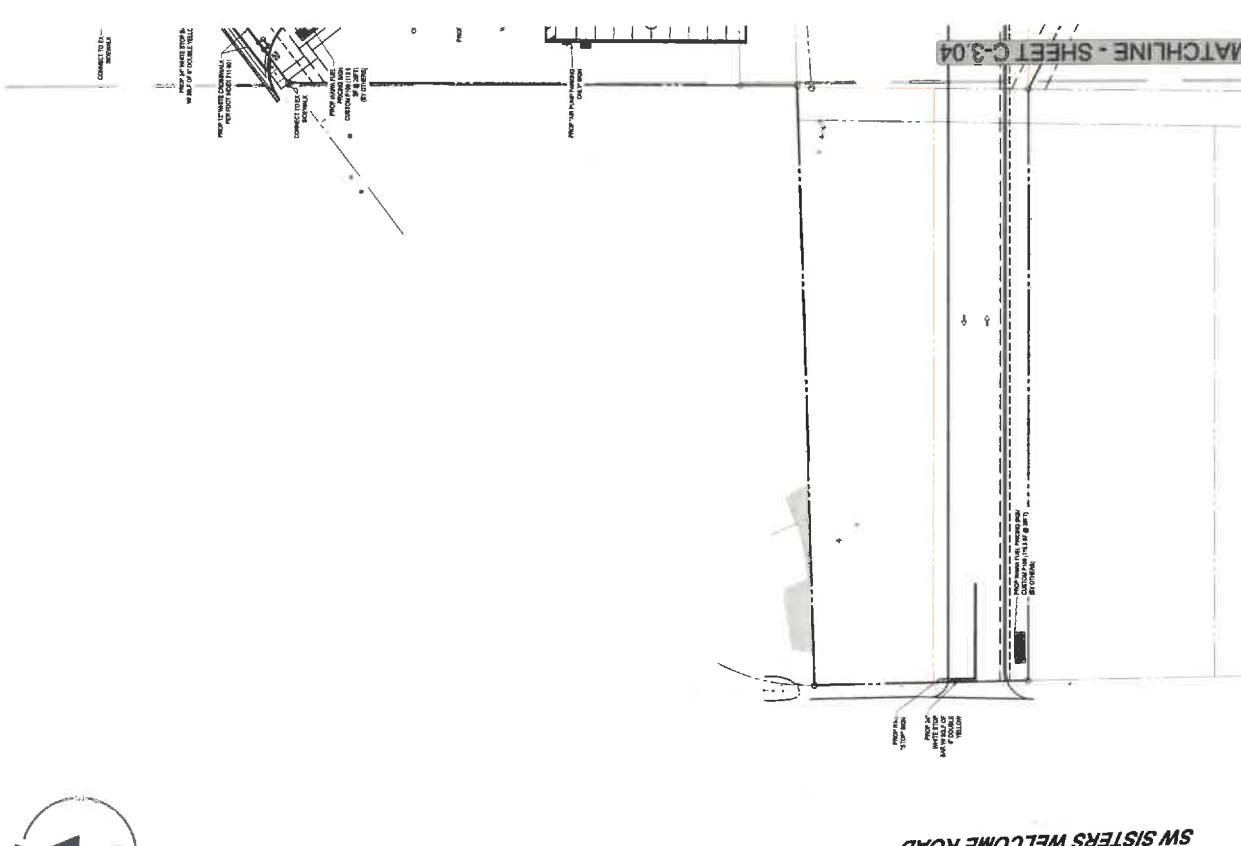
EXIST. TRUCK DRIVE

PROPOSED TRUCK DRIVE

PROPOSED TRUCK DRIVE

PROPOSED TRUCK DRIVE

PROPOSED TRUCK DRIVE



REV.	DATE	COMMENT

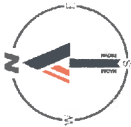
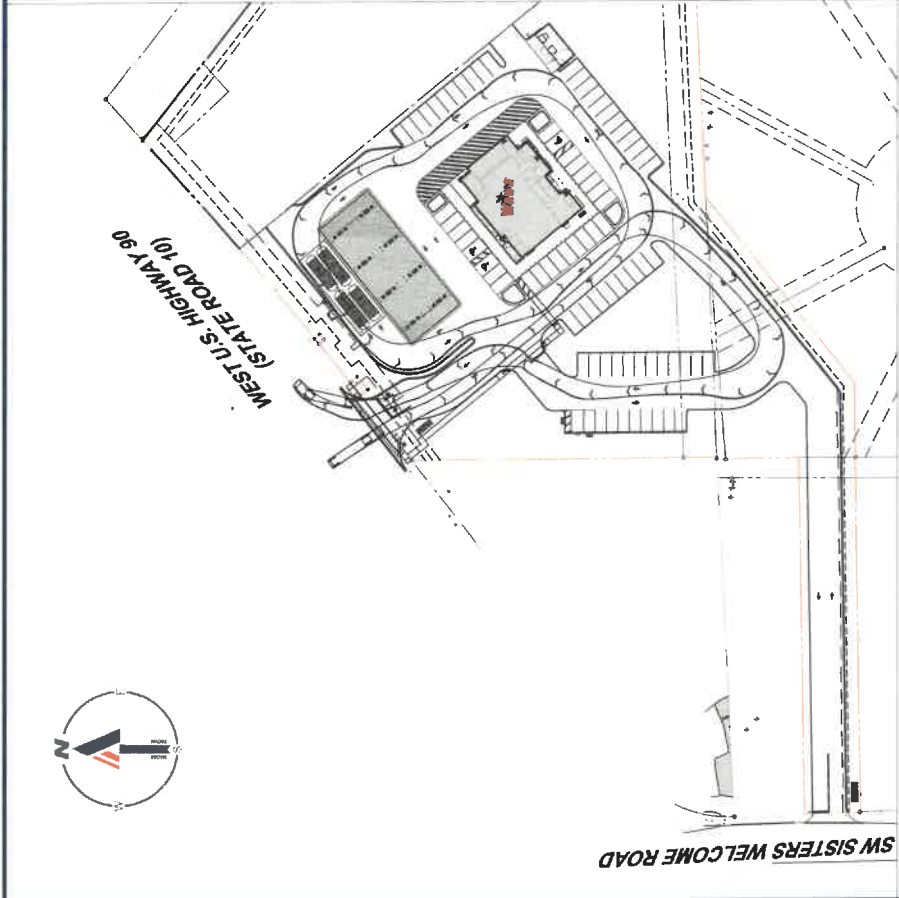
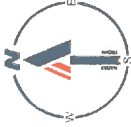
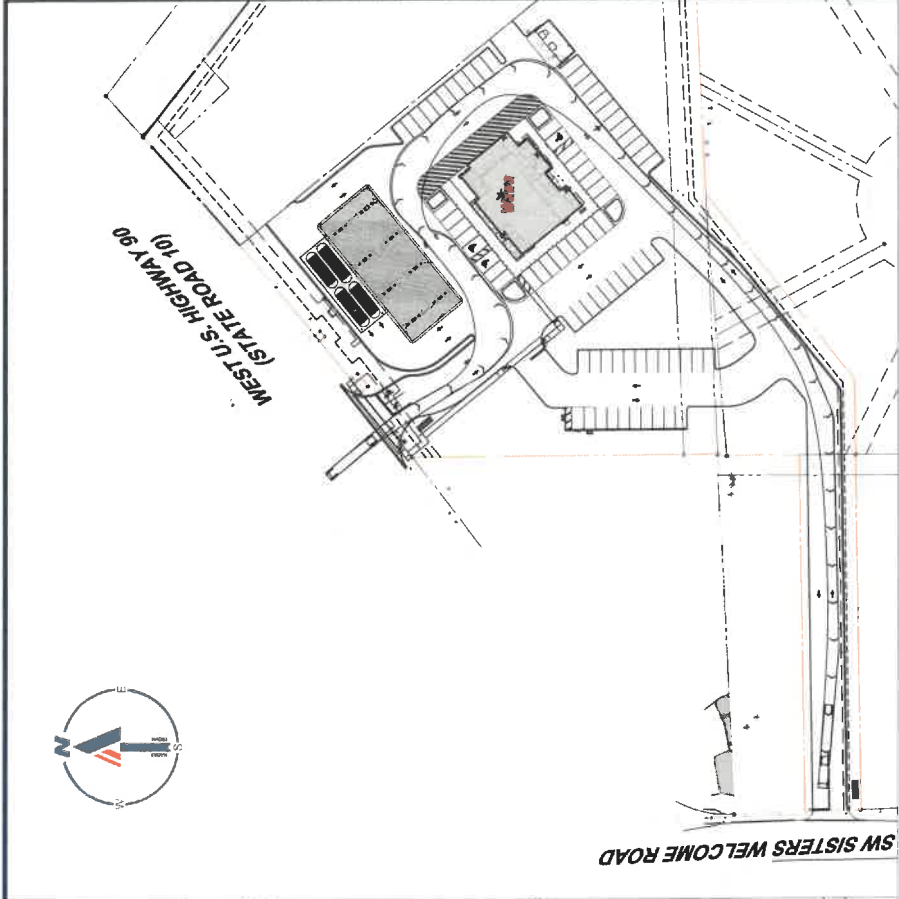


ISSUED FOR MUNICIPAL &
 AGENCY REVIEW & APPROVAL

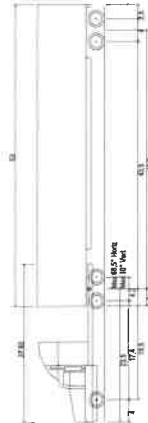
Wawa
 Wawa
 188 W US HWY 90
 LAKE CITY, FL 32828
 Phone: (850) 833-4108
 Fax: (850) 833-4108
 E-MAIL: WAWA@WAWA.COM

BOHLER
 880 W. GULFSTREAM BLVD., SUITE 180
 TAMPA, FLORIDA 33606
 Phone: (813) 833-4108
 Fax: (813) 833-4108
 E-MAIL: BOHLER@BOHLER.COM

VEHICULAR MOVEMENT PLAN
C-3.06
 SHEET TITLE:
 DATE: 08/14/2018



DELIVERY
 SCALE: 1" = 30'



- WB-67 - Interstate Semi-Trailer
- Overall Length: 79.500ft
- Overall Width: 8.500ft
- Overall Body Height: 12.027ft
- Min. Body Ground Clearance: 1.354ft
- Min. Wheel Ground Clearance: 8.354ft
- Lock-to-lock Turn: 6.00ft
- Curb to Curb Turning Radius: 45.000ft

THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY.

FUEL
 SCALE: 1" = 30'



- WB-59 - Intermediate Semi-Trailer
- Overall Length: 55.000ft
- Overall Width: 8.500ft
- Overall Body Height: 12.027ft
- Min. Body Ground Clearance: 1.354ft
- Min. Wheel Ground Clearance: 8.354ft
- Lock-to-lock Turn: 6.00ft
- Curb to Curb Turning Radius: 45.000ft

REV	DATE	COMMENT

BOHLER CIVIL AND CONSULTING ENGINEERING
 PROJECT MANAGEMENT
 LAND SURVEYING
 SURVEYING & DESIGN
 SURVEYING SERVICES
 TRANSPORTATION SERVICES

ISSUED FOR MUNICIPAL &
 AGENCY REVIEW & APPROVAL

PROJECT NO: 2022004
 DRAWING NO: 2022004
 DATE: 08/23/2024
 SCALE: AS SHOWN

Wawa
 PROPOSED
 Wawa
 1505 W. US HWY 90
 LAKE CITY, FL 33505
 TAMPA, FLORIDA 33609
 PHONE: (813) 913-1400
 FAX: (813) 913-1410

BOHLER
 400 N. WASHINGTON BLVD, SUITE 600
 TAMPA, FLORIDA 33609
 PHONE: (813) 913-1400
 FAX: (813) 913-1410

THIS PLAN IS THE PROPERTY OF BOHLER AND ASSOCIATES, INC. ANY REPRODUCTION OR TRANSMISSION OF THIS PLAN WITHOUT THE WRITTEN PERMISSION OF BOHLER AND ASSOCIATES, INC. IS STRICTLY PROHIBITED. BOHLER AND ASSOCIATES, INC. SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

LEGEND

[Symbol]	5% CONCRETE
[Symbol]	10% CONCRETE
[Symbol]	20% CONCRETE
[Symbol]	30% CONCRETE
[Symbol]	40% CONCRETE
[Symbol]	50% CONCRETE
[Symbol]	60% CONCRETE
[Symbol]	70% CONCRETE
[Symbol]	80% CONCRETE
[Symbol]	90% CONCRETE
[Symbol]	100% CONCRETE
[Symbol]	APPROVAL
[Symbol]	NOT LIMITED TO BUILD

WEST U.S. HIGHWAY 90
 (STATE ROAD 10)

OWNER: CLIFFORD WILLIAMS MORRIS & CLIFFORD WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

PROJECT AREA

OUT FENCE
 4.38 AC (188,776 SQ FT)

SEE SHEET C-4.01 FOR DETAIL

SEE SHEET C-4.02 FOR DETAIL

SEE SHEET C-4.03 FOR DETAIL

SEE SHEET C-4.04 FOR DETAIL

SEE SHEET C-4.05 FOR DETAIL

SEE SHEET C-4.06 FOR DETAIL

SEE SHEET C-4.07 FOR DETAIL

SEE SHEET C-4.08 FOR DETAIL

SEE SHEET C-4.09 FOR DETAIL

SEE SHEET C-4.10 FOR DETAIL

SEE SHEET C-4.11 FOR DETAIL

SEE SHEET C-4.12 FOR DETAIL

SEE SHEET C-4.13 FOR DETAIL

SEE SHEET C-4.14 FOR DETAIL

SEE SHEET C-4.15 FOR DETAIL

SEE SHEET C-4.16 FOR DETAIL

SEE SHEET C-4.17 FOR DETAIL

SEE SHEET C-4.18 FOR DETAIL

SEE SHEET C-4.19 FOR DETAIL

SEE SHEET C-4.20 FOR DETAIL

SEE SHEET C-4.21 FOR DETAIL

SEE SHEET C-4.22 FOR DETAIL

SEE SHEET C-4.23 FOR DETAIL

SEE SHEET C-4.24 FOR DETAIL

SEE SHEET C-4.25 FOR DETAIL

SEE SHEET C-4.26 FOR DETAIL

SEE SHEET C-4.27 FOR DETAIL

SEE SHEET C-4.28 FOR DETAIL

SEE SHEET C-4.29 FOR DETAIL

SEE SHEET C-4.30 FOR DETAIL

SEE SHEET C-4.31 FOR DETAIL

SEE SHEET C-4.32 FOR DETAIL

SEE SHEET C-4.33 FOR DETAIL

SEE SHEET C-4.34 FOR DETAIL

SEE SHEET C-4.35 FOR DETAIL

SEE SHEET C-4.36 FOR DETAIL

SEE SHEET C-4.37 FOR DETAIL

SEE SHEET C-4.38 FOR DETAIL

SEE SHEET C-4.39 FOR DETAIL

SEE SHEET C-4.40 FOR DETAIL

SEE SHEET C-4.41 FOR DETAIL

SEE SHEET C-4.42 FOR DETAIL

SEE SHEET C-4.43 FOR DETAIL

SEE SHEET C-4.44 FOR DETAIL

SEE SHEET C-4.45 FOR DETAIL

SEE SHEET C-4.46 FOR DETAIL

SEE SHEET C-4.47 FOR DETAIL

SEE SHEET C-4.48 FOR DETAIL

SEE SHEET C-4.49 FOR DETAIL

SEE SHEET C-4.50 FOR DETAIL

SEE SHEET C-4.51 FOR DETAIL

SEE SHEET C-4.52 FOR DETAIL

SEE SHEET C-4.53 FOR DETAIL

SEE SHEET C-4.54 FOR DETAIL

SEE SHEET C-4.55 FOR DETAIL

SEE SHEET C-4.56 FOR DETAIL

SEE SHEET C-4.57 FOR DETAIL

SEE SHEET C-4.58 FOR DETAIL

SEE SHEET C-4.59 FOR DETAIL

SEE SHEET C-4.60 FOR DETAIL

SEE SHEET C-4.61 FOR DETAIL

SEE SHEET C-4.62 FOR DETAIL

SEE SHEET C-4.63 FOR DETAIL

SEE SHEET C-4.64 FOR DETAIL

SEE SHEET C-4.65 FOR DETAIL

SEE SHEET C-4.66 FOR DETAIL

SEE SHEET C-4.67 FOR DETAIL

SEE SHEET C-4.68 FOR DETAIL

SEE SHEET C-4.69 FOR DETAIL

SEE SHEET C-4.70 FOR DETAIL

SEE SHEET C-4.71 FOR DETAIL

SEE SHEET C-4.72 FOR DETAIL

SEE SHEET C-4.73 FOR DETAIL

SEE SHEET C-4.74 FOR DETAIL

SEE SHEET C-4.75 FOR DETAIL

SEE SHEET C-4.76 FOR DETAIL

SEE SHEET C-4.77 FOR DETAIL

SEE SHEET C-4.78 FOR DETAIL

SEE SHEET C-4.79 FOR DETAIL

SEE SHEET C-4.80 FOR DETAIL

SEE SHEET C-4.81 FOR DETAIL

SEE SHEET C-4.82 FOR DETAIL

SEE SHEET C-4.83 FOR DETAIL

SEE SHEET C-4.84 FOR DETAIL

SEE SHEET C-4.85 FOR DETAIL

SEE SHEET C-4.86 FOR DETAIL

SEE SHEET C-4.87 FOR DETAIL

SEE SHEET C-4.88 FOR DETAIL

SEE SHEET C-4.89 FOR DETAIL

SEE SHEET C-4.90 FOR DETAIL

SEE SHEET C-4.91 FOR DETAIL

SEE SHEET C-4.92 FOR DETAIL

SEE SHEET C-4.93 FOR DETAIL

SEE SHEET C-4.94 FOR DETAIL

SEE SHEET C-4.95 FOR DETAIL

SEE SHEET C-4.96 FOR DETAIL

SEE SHEET C-4.97 FOR DETAIL

SEE SHEET C-4.98 FOR DETAIL

SEE SHEET C-4.99 FOR DETAIL

SEE SHEET C-4.100 FOR DETAIL

PROPOSED WAWA STORE

WILLIAMS LANE

PROJECT AREA

SCALE 1" = 20'

THIS PLAN IS THE PROPERTY OF BOHLER AND ASSOCIATES, INC. ANY REPRODUCTION OR TRANSMISSION OF THIS PLAN WITHOUT THE WRITTEN PERMISSION OF BOHLER AND ASSOCIATES, INC. IS STRICTLY PROHIBITED.

BOHLER AND ASSOCIATES, INC.

175

MATCHLINE - SHEET C-4.12

PROJECT AREA

PROJECT AREA

PROJECT AREA

PROJECT AREA

PROJECT AREA

PROJECT AREA

PROJECT AREA

BOHLER
 SITE CIVIL AND CONSULTING ENGINEERING
 LAND SURVEYING
 PROGRAM MANAGEMENT
 LANDSCAPE ARCHITECTURE
 PLANNING SERVICES
 SURVEYING SERVICES
 TRANSPORTATION SERVICES

REV	DATE	COMMENT



ISSUED FOR MUNICIPAL &
 AGENCY REVIEW & APPROVAL

Wawa
 PROPOSED
 1558 W US HWY 90
 LAND CITY, FL 33608
 818-738-2772

BOHLER
 800 N WESTBROOK BLVD, SUITE 100
 TAMPA, FLORIDA 33609
 Phone: (813) 855-4100
 Fax: (813) 855-4101
 www.bohler.com

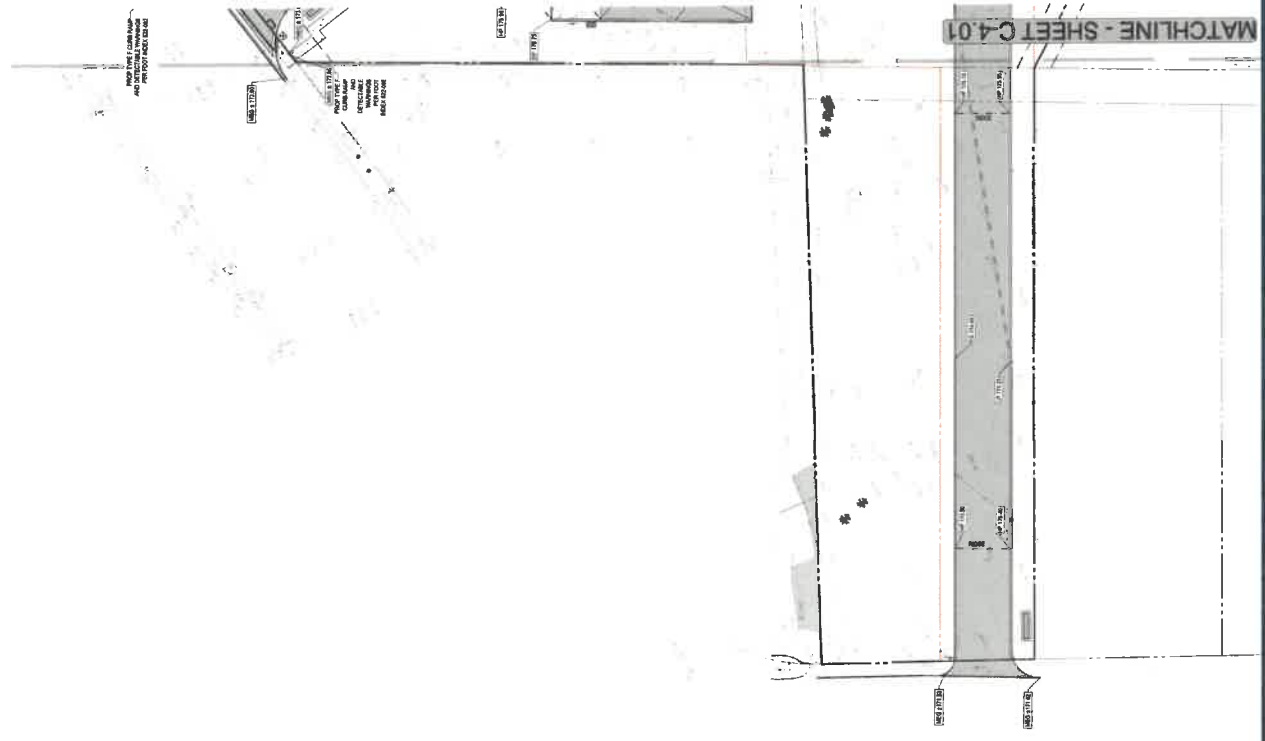


PAVING AND GRADING PLAN

PROJECT NUMBER: **C-4.02**
 SHEET DATE: 2/20/24

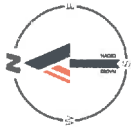
LEGEND

	EX. CONCRETE
	EX. TREE
	PROP. ASPHALTE
	PROP. ASPHALT
	PROP. HEAVY DUTY CONCRETE
	PROP. LIGHT DUTY CONCRETE
	PROP. LIMITED BY BUILD



THIS PLAN TO BE UTILIZED FOR SITE GRADING PURPOSES ONLY

SCALE: 1" = 30'



SW SISTERS WELCOME ROAD

REV.	DATE	COMMENT



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT NO.: 18020000000000000000
 DRAWN BY: J. BOHLER
 DATE: 12/15/18
 PROJECT: Wawa

Wawa
 1818 W. US HWY 90
 LAKE CITY, FL 33606
 Phone: (813) 831-1119
 Fax: (813) 831-1118

BOHLER
 4015 W. HOLLAND BLVD., SUITE 300
 TAMPA, FLORIDA 33609
 Phone: (813) 831-1119
 Fax: (813) 831-1118

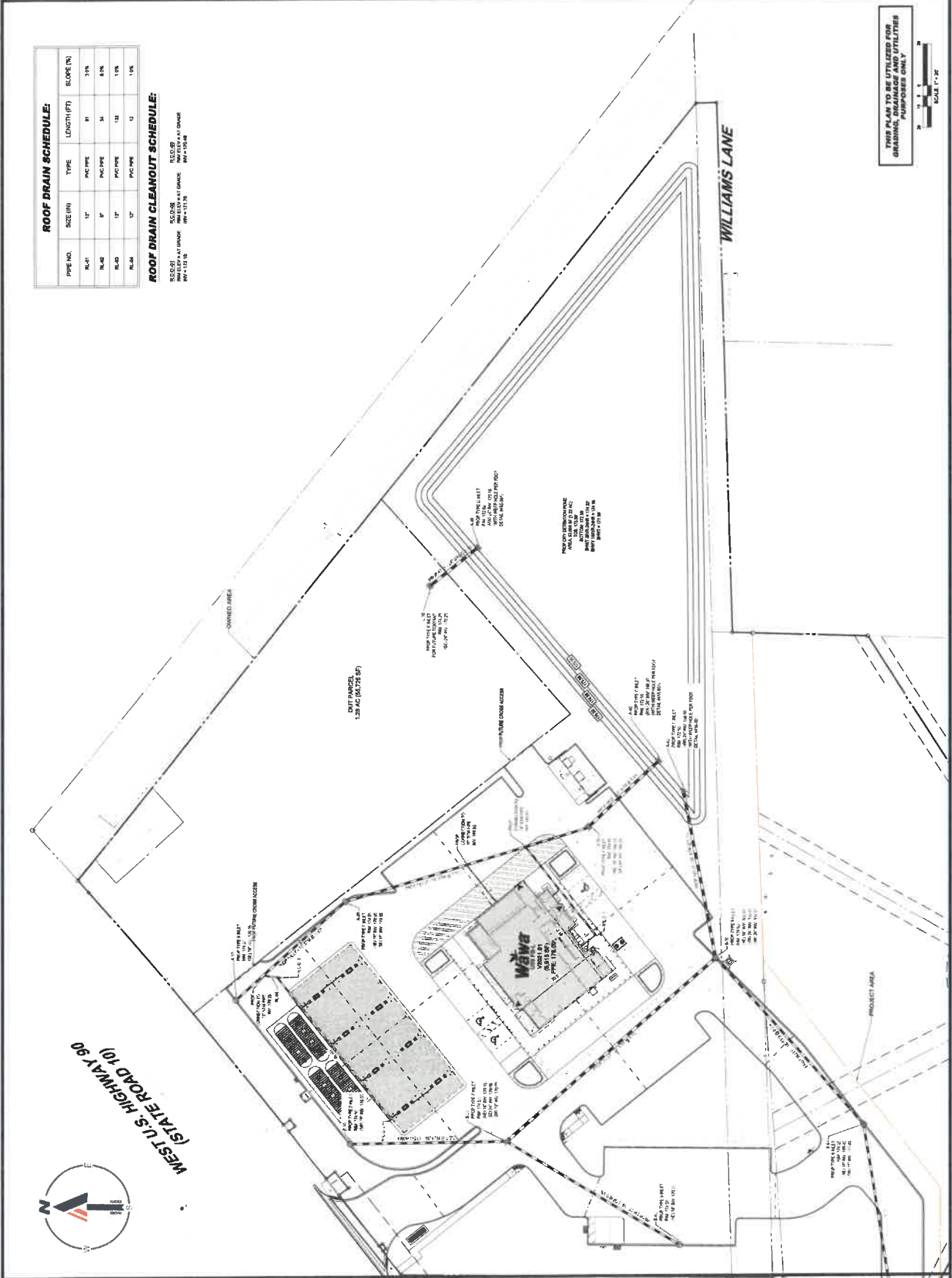


DRAINAGE PLAN

PROJECT NUMBER: **C-4.03**
 SHEET TITLE: **DRAINAGE PLAN**
 SHEET DATE: 202004

PIPE NO.	SIZE (IN)	TYPE	LENGTH (FT)	SLOPE (IN)
RD-01	12"	PVC PIPE	81	3/16"
RD-02	8"	PVC PIPE	34	8/16"
RD-03	12"	PVC PIPE	132	1/8"
RD-04	12"	PVC PIPE	02	1/8"

SIZE (IN)	TYPE	LENGTH (FT)	SLOPE (IN)
12"	PVC PIPE	81	3/16"
8"	PVC PIPE	34	8/16"
12"	PVC PIPE	132	1/8"
12"	PVC PIPE	02	1/8"



THIS PLAN TO BE UTILIZED FOR GRADING PURPOSES ONLY

SCALE 1" = 20'

BOHLER
 SITE CIVIL AND CONSULTING ENGINEERING
 LAND SERVICES
 PROGRAMS ARCHITECTURE
 SUSTAINABLE DESIGN
 PRESENTING SERVICES
 TRANSPORTATION SERVICES

REV#	DATE	COMMENT



ISSUED FOR MUNICIPAL AGENCY REVIEW & APPROVAL

PROJECT NO: 14-200003-000
 DATE: 01/14/2014
 DRAWN BY: J. B. BOHLER
 CHECKED BY: J. B. BOHLER
 SCALE: AS SHOWN

SITE DEVELOPMENT PLANS
 FOR



BOHLER
 400 N. WESTBOROUGH BLVD, SUITE 504
 TAMPA, FLORIDA 33609
 PHONE: (813) 812-1191
 FAX: (813) 812-1191
 WWW.BOHLER.COM

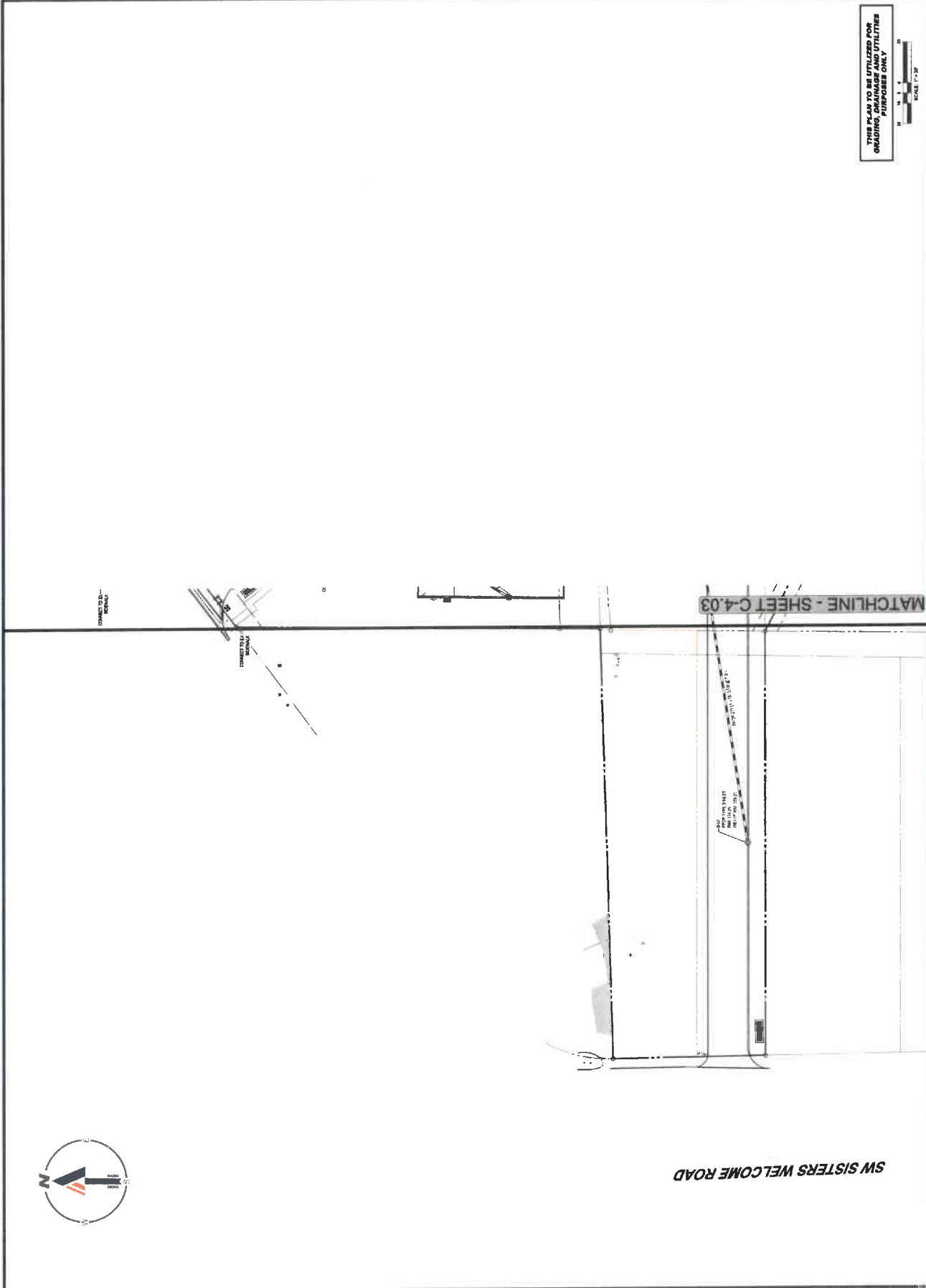


THIS DRAWING IS A PROFESSIONAL ENGINEERING DESIGN AND SHALL BE USED ONLY AS SHOWN. ANY CHANGES TO THE DRAWING SHALL BE MADE BY THE ENGINEER. THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE ENGINEER. THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE ENGINEER.

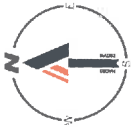
DRAINAGE PLAN

PROJECT NO: **C-4.04**
 DATE: 01/14/2014

ORIG. DATE - 02/08/04



THIS PLAN TO BE UTILIZED FOR GRADING UTILITIES PURPOSES ONLY
 SCALE: 1" = 20'



SW SISTERS WELCOME ROAD

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
 LAND DEVELOPMENT
 PROCESS MANAGEMENT
 ARCHITECTURAL DESIGN
 LANDSCAPE ARCHITECTURE
 SURVEYING SERVICES
 PERMITTING SERVICES
 TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT: SITE DEVELOPMENT PLANS FOR [REDACTED]

LOCATION: 10000 S.W. 10th Ave, Miami, FL 33150

DRAWN BY: [REDACTED]

CHECKED BY: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]

Wawa

1450 S.W. 10th Ave
 MIAMI, FL 33150
 Phone: (305) 875-4100

BOHLER

400 N. WINDY ROAD, SUITE 100
 TAMPA, FLORIDA 33606
 Phone: (813) 875-4100



THIS PLAN IS INTENDED FOR SITE BUILDING PURPOSES ONLY

GRADING PLAN DETAILS

Sheet Number: C-4.05

DATE: 12/15/2018



BOHLER
 SITE CIVIL AND CONSULTING ENGINEERING
 LAND SURVEYING
 PROFESSIONAL ENGINEERING
 LANDSCAPE ARCHITECTURE
 PLANNING SERVICES
 TRANSPORTATION SERVICES

REV	DATE	COMMENT



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT: Wawa
 LOCATION: 1075 WILMS RD, WILMS, FL 32086
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: [Date]

Wawa
 1075 WILMS RD
 WILMS, FL 32086
 Phone: (904) 854-4199
 Fax: (904) 854-4198

BOHLER
 601 N. WILSON AVE., SUITE 100
 WILMS, FL 32086
 Phone: (904) 854-4199
 Fax: (904) 854-4198



UTILITY PLAN
 SHEET NUMBER: **C-5.01**
 DATE: [Date]

UTILITY CROSSING SCHEDULE:

TOP OF UTILITY BY NUMBER
 BOTTOM UTILITY AT GRADE
 DATE: 08/14/14

CODE	BY	AT GRADE
0208	BY	AT GRADE
0209	BY	AT GRADE
0210	BY	AT GRADE
0211	BY	AT GRADE
0212	BY	AT GRADE
0213	BY	AT GRADE
0214	BY	AT GRADE
0215	BY	AT GRADE
0216	BY	AT GRADE
0217	BY	AT GRADE
0218	BY	AT GRADE
0219	BY	AT GRADE
0220	BY	AT GRADE
0221	BY	AT GRADE
0222	BY	AT GRADE
0223	BY	AT GRADE
0224	BY	AT GRADE
0225	BY	AT GRADE
0226	BY	AT GRADE
0227	BY	AT GRADE
0228	BY	AT GRADE
0229	BY	AT GRADE
0230	BY	AT GRADE
0231	BY	AT GRADE
0232	BY	AT GRADE
0233	BY	AT GRADE
0234	BY	AT GRADE
0235	BY	AT GRADE
0236	BY	AT GRADE
0237	BY	AT GRADE
0238	BY	AT GRADE
0239	BY	AT GRADE
0240	BY	AT GRADE
0241	BY	AT GRADE
0242	BY	AT GRADE
0243	BY	AT GRADE
0244	BY	AT GRADE
0245	BY	AT GRADE
0246	BY	AT GRADE
0247	BY	AT GRADE
0248	BY	AT GRADE
0249	BY	AT GRADE
0250	BY	AT GRADE

SANITARY CLEANOUT SCHEDULE:

CODE	BY	AT GRADE
0208	BY	AT GRADE
0209	BY	AT GRADE
0210	BY	AT GRADE
0211	BY	AT GRADE
0212	BY	AT GRADE
0213	BY	AT GRADE
0214	BY	AT GRADE
0215	BY	AT GRADE
0216	BY	AT GRADE
0217	BY	AT GRADE
0218	BY	AT GRADE
0219	BY	AT GRADE
0220	BY	AT GRADE
0221	BY	AT GRADE
0222	BY	AT GRADE
0223	BY	AT GRADE
0224	BY	AT GRADE
0225	BY	AT GRADE
0226	BY	AT GRADE
0227	BY	AT GRADE
0228	BY	AT GRADE
0229	BY	AT GRADE
0230	BY	AT GRADE
0231	BY	AT GRADE
0232	BY	AT GRADE
0233	BY	AT GRADE
0234	BY	AT GRADE
0235	BY	AT GRADE
0236	BY	AT GRADE
0237	BY	AT GRADE
0238	BY	AT GRADE
0239	BY	AT GRADE
0240	BY	AT GRADE
0241	BY	AT GRADE
0242	BY	AT GRADE
0243	BY	AT GRADE
0244	BY	AT GRADE
0245	BY	AT GRADE
0246	BY	AT GRADE
0247	BY	AT GRADE
0248	BY	AT GRADE
0249	BY	AT GRADE
0250	BY	AT GRADE

WEST U.S. HIGHWAY 90 (STATE ROAD 10)

WILLIAMS LANE

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: DOROTHY WILLIAMS MORRIS & CLIFFORD WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: DOROTHY WILLIAMS MORRIS & CLIFFORD WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: DOROTHY WILLIAMS MORRIS & CLIFFORD WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: DOROTHY WILLIAMS MORRIS & CLIFFORD WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

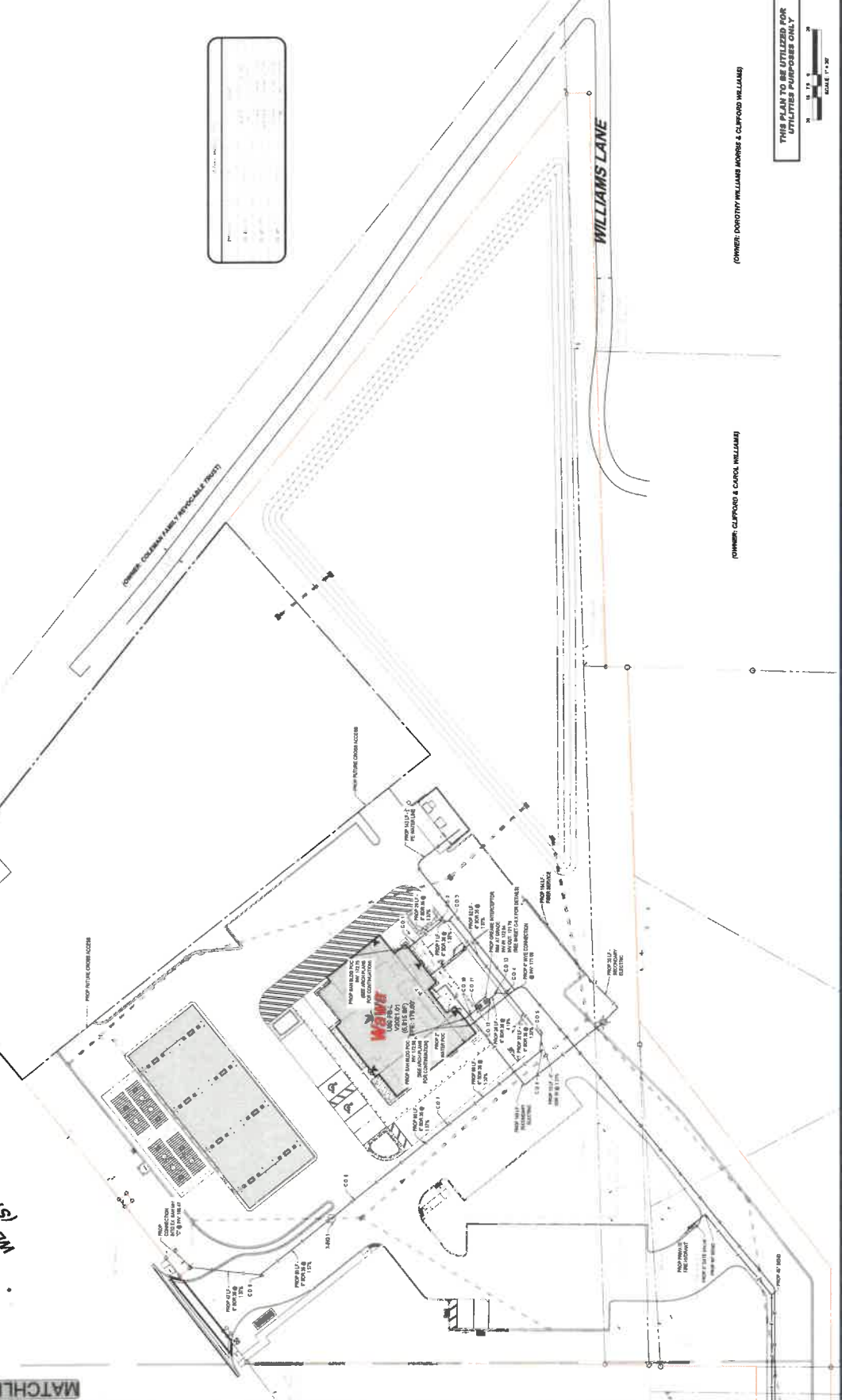
OWNER: DOROTHY WILLIAMS MORRIS & CLIFFORD WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: DOROTHY WILLIAMS MORRIS & CLIFFORD WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS


OWNER: DOROTHY WILLIAMS MORRIS & CLIFFORD WILLIAMS



THIS PLAN TO BE UTILIZED FOR UTILITIES PURPOSES ONLY

SCALE: 1" = 40'

MATCHLINE - SHEET C-5.02




BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND MANAGEMENT
PROGRAM MANAGEMENT
Landscape Architecture
Site Specific Design
PERMITTING SERVICES
TRANSPORTATION SERVICES

311
POLICE
FIRE
PUBLIC WORKS

ISSUED FOR MUNICIPAL &
AGENCY REVIEW & APPROVAL

Wawa
PROPOSED
3825 WILBUR HWY IN
LAKE CITY, FL 33609
931-238-1111
8:31 - 2:38 P.M.

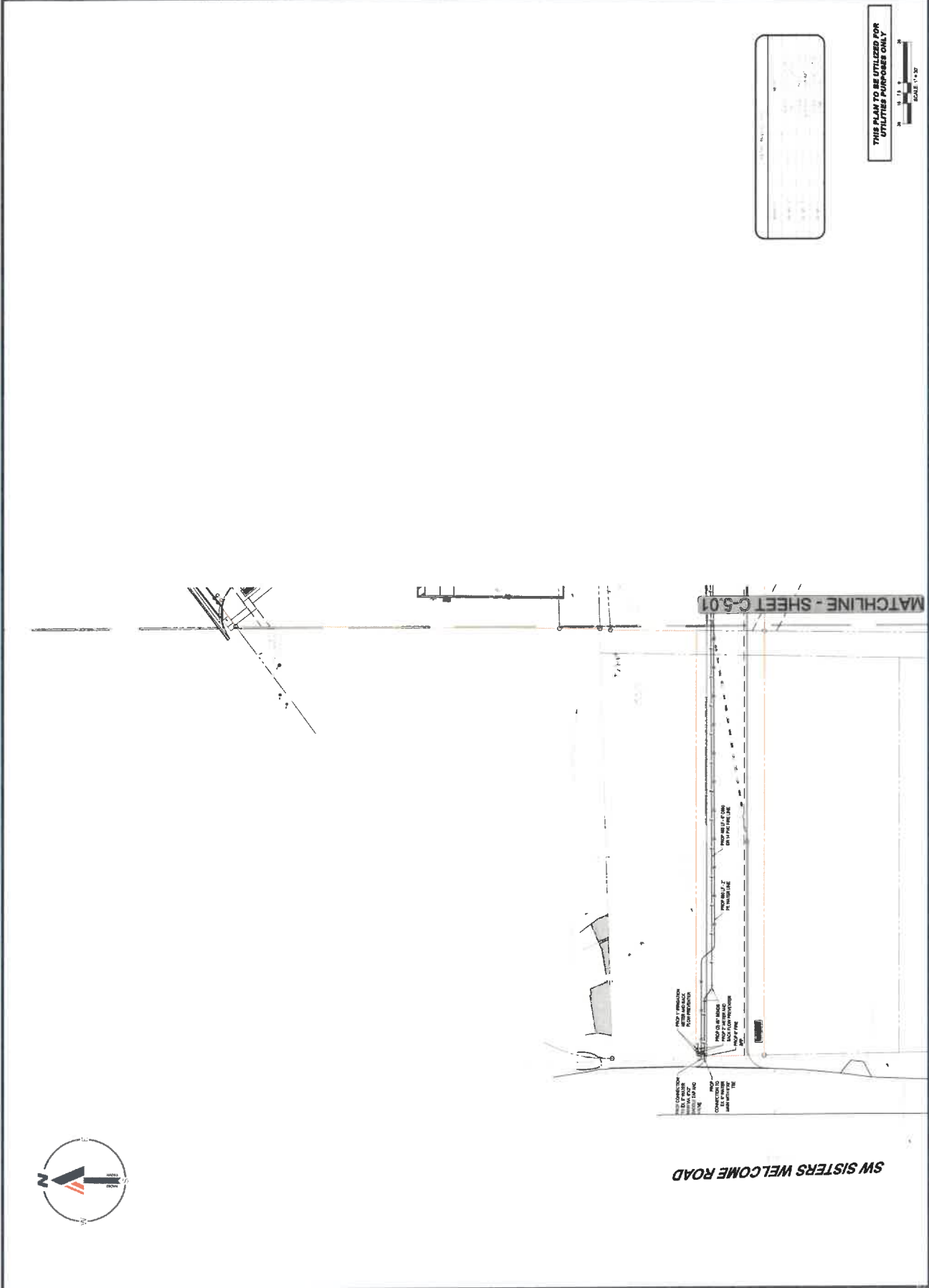
BOHLER
460 N. WESTMOORE BLVD, SUITE 650
TAMPA, FLORIDA 33609
Phone: (813) 813-1111
Fax: (813) 813-1111



UTILITY PLAN

PROJECT NUMBER: **C-5.02**

DATE: _____



BOHLER
 ARTS CIVIL AND CONSULTING ENGINEERING
 LAND SURVEYING
 PROGRAM ARCHITECTURE
 ARCHITECTURAL DESIGN
 PERMITTING SERVICES
 TRANSPORTATION SERVICES

REV#	DATE	COMMENT



ISSUED FOR MUNICIPAL &
 AGENCY REVIEW & APPROVAL

Wawa
 PREPARED BY
 Wawa's Way
 1508 WUB HWY IN
 LAKE CITY, FL 33505
 PHONE: (813) 812-4100
 FAX: (813) 812-4100
 WWW.WAWA.COM

BOHLER
 4011 WESTBROOK BLVD., SUITE 100
 TAMPA, FLORIDA 33609
 PHONE: (813) 812-4100
 FAX: (813) 812-4100
 WWW.BOHLER.COM

BOHLER
 4011 WESTBROOK BLVD., SUITE 100
 TAMPA, FLORIDA 33609
 PHONE: (813) 812-4100
 FAX: (813) 812-4100
 WWW.BOHLER.COM

BOHLER
 4011 WESTBROOK BLVD., SUITE 100
 TAMPA, FLORIDA 33609
 PHONE: (813) 812-4100
 FAX: (813) 812-4100
 WWW.BOHLER.COM

BOHLER
 4011 WESTBROOK BLVD., SUITE 100
 TAMPA, FLORIDA 33609
 PHONE: (813) 812-4100
 FAX: (813) 812-4100
 WWW.BOHLER.COM



MATCHLINE - SHEET C-2.02

THIS PLAN TO BE UTILIZED FOR SOIL
 EROSION CONTROL PURPOSES ONLY

OWNER: DOROTHY WILLIAMS BORDS & CLIFFORD WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

OWNER: CLIFFORD & CAROL WILLIAMS

BOHLER //

SITE CIVIL AND CONSULTING ENGINEERING
 LAND SURVEYING
 PROGRAM MANAGEMENT
 LANDSCAPE ARCHITECTURE
 SUSTAINABLE DESIGN
 PERMITTING SERVICES
 TRANSPORTATION SERVICES

NO.	DATE	COMMENT



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

DATE: 11/11/2024
 DRAWN BY: WAWA INCORPORATED
 DATE: 11/11/2024
 CHECKED BY: WAWA INCORPORATED
 DATE: 11/11/2024
 PROJECT: SW SISTERS WELCOME ROAD

Wawa
 INCORPORATED

1818 W US HWY 90
 LAND CITY, FL 33506
 211.733.8772

BOHLER //

800 N. GULFSTREAM BLVD., SUITE 150
 TAMPA, FLORIDA 33604
 Phone: (813) 833-1180
 Fax: (813) 833-1181
 Email: info@bohler.com



EROSION AND SEDIMENT CONTROL PLAN PHASE 2

PROJECT NUMBER: **C-8.02**

DATE: 11/11/2024

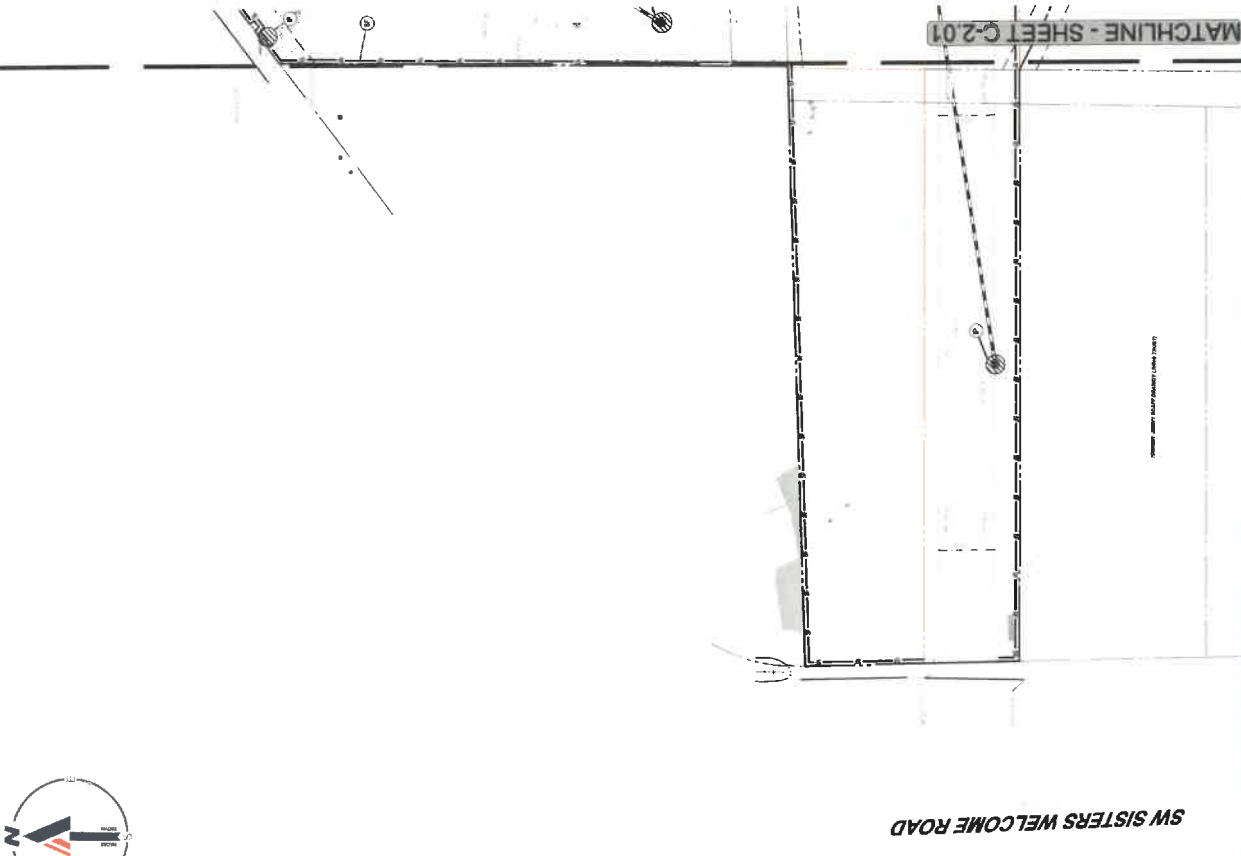
LEGEND

	EROSION PROTECTION
	SEDIMENTATION CONTROL
	CONSTRUCTION ENTRANCE

KEYNOTES:

1. ALL PROTECTION SHALL BE INSTALLED PRIOR TO CONSTRUCTION.

2. CONSTRUCTION ENTRANCE SHALL BE MAINTAINED AT ALL TIMES.



THIS PLAN TO BE UTILIZED FOR SOIL EROSION AND SEDIMENT CONTROL PURPOSES ONLY.

SCALE: 1" = 20'



REV.	DATE	COMMENTS



BOHLER
 CIVIL AND CONSULTING ENGINEERING
 LANDSCAPE ARCHITECTURE
 PROJECT MANAGEMENT
 LAND SURVEYING
 PLANNING SERVICES
 PRINTING SERVICES
 TRANSPORTATION SERVICES

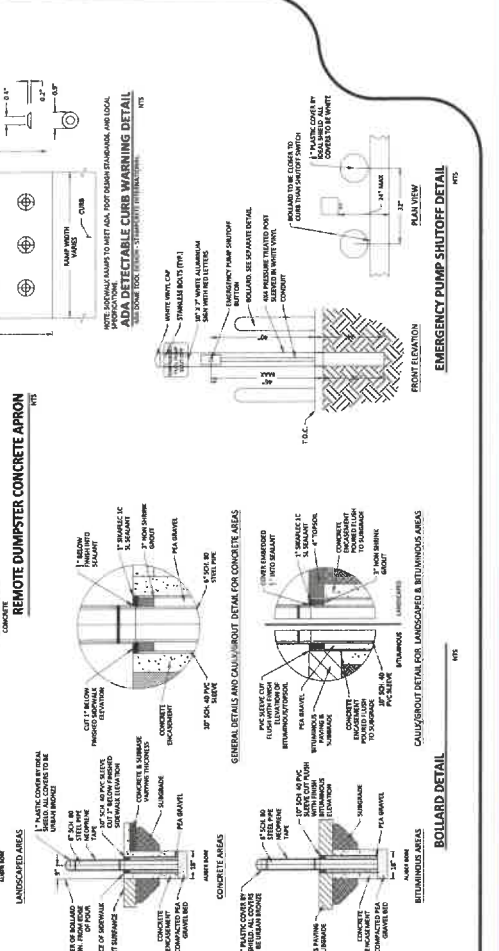
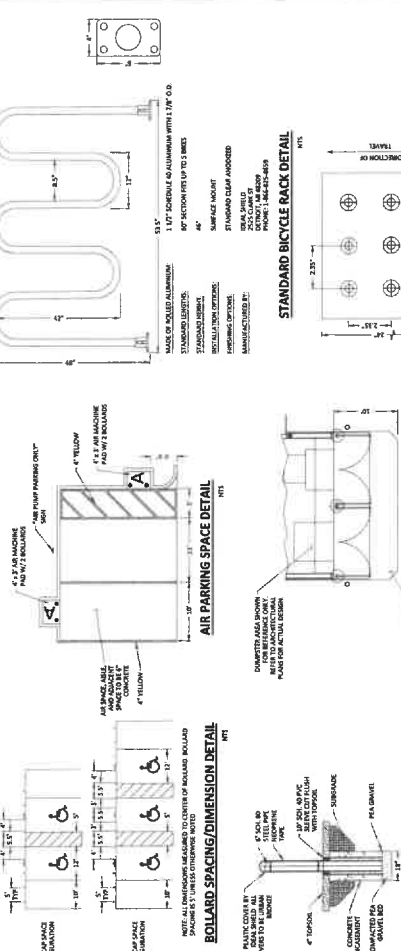
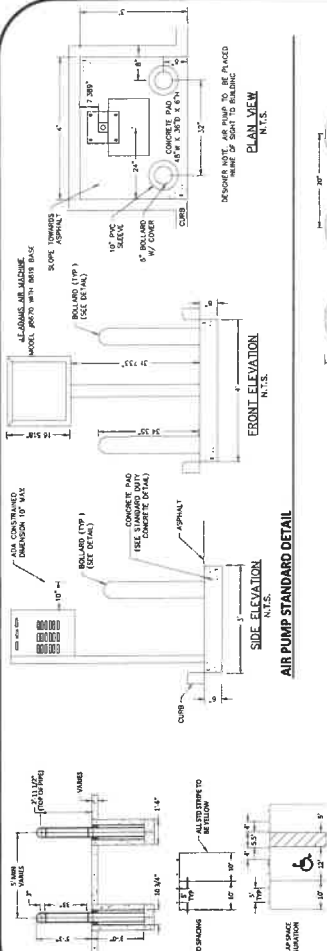
Wawa
 PREPARED FOR
Wawa
 1819 W. US HWY. 90
 TAMPA, FLORIDA 33609
 Phone: (813) 833-1100
 Fax: (813) 833-1101

BOHLER
 CIVIL AND CONSULTING ENGINEERING
 LANDSCAPE ARCHITECTURE
 PROJECT MANAGEMENT
 LAND SURVEYING
 PLANNING SERVICES
 PRINTING SERVICES
 TRANSPORTATION SERVICES

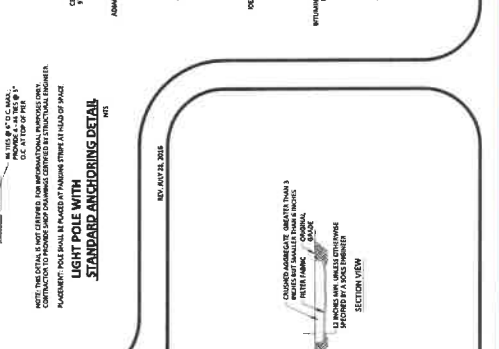
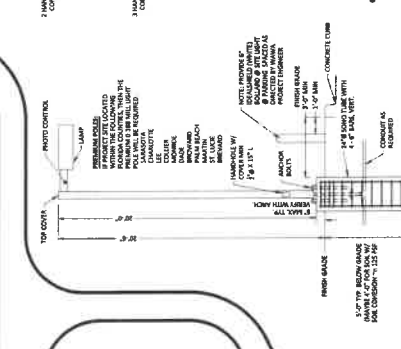
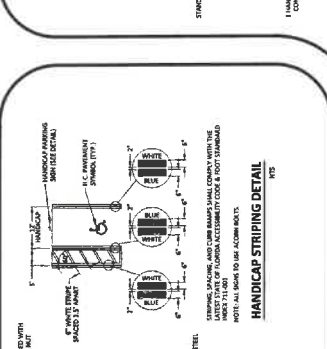


CONSTRUCTION DETAILS
C-9.01
 DATE: 06/23/2017

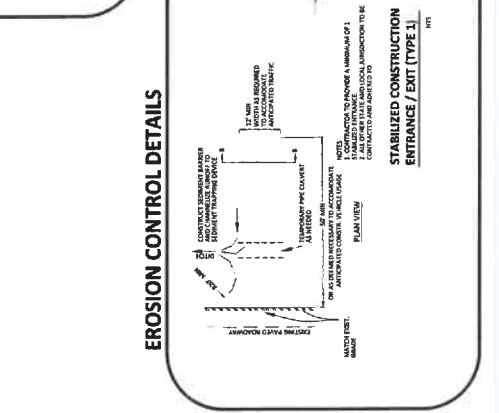
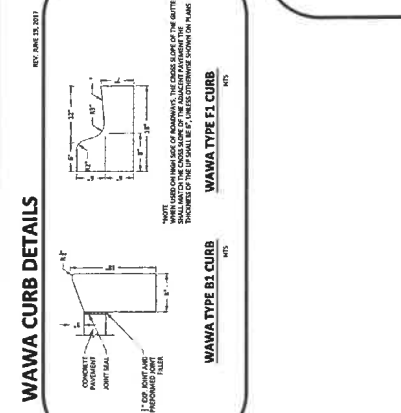
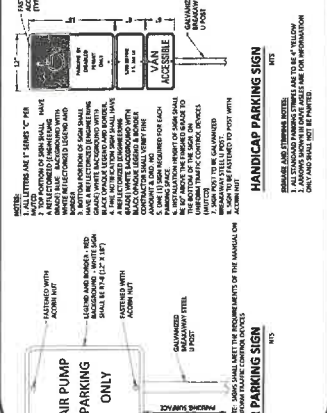
WAWA GENERAL DETAILS



WAWA SIGNAGE/STRIPING DETAILS

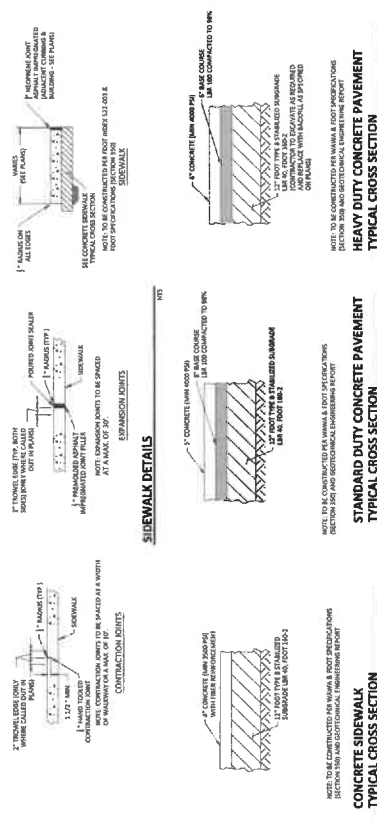


WAWA CURB DETAILS



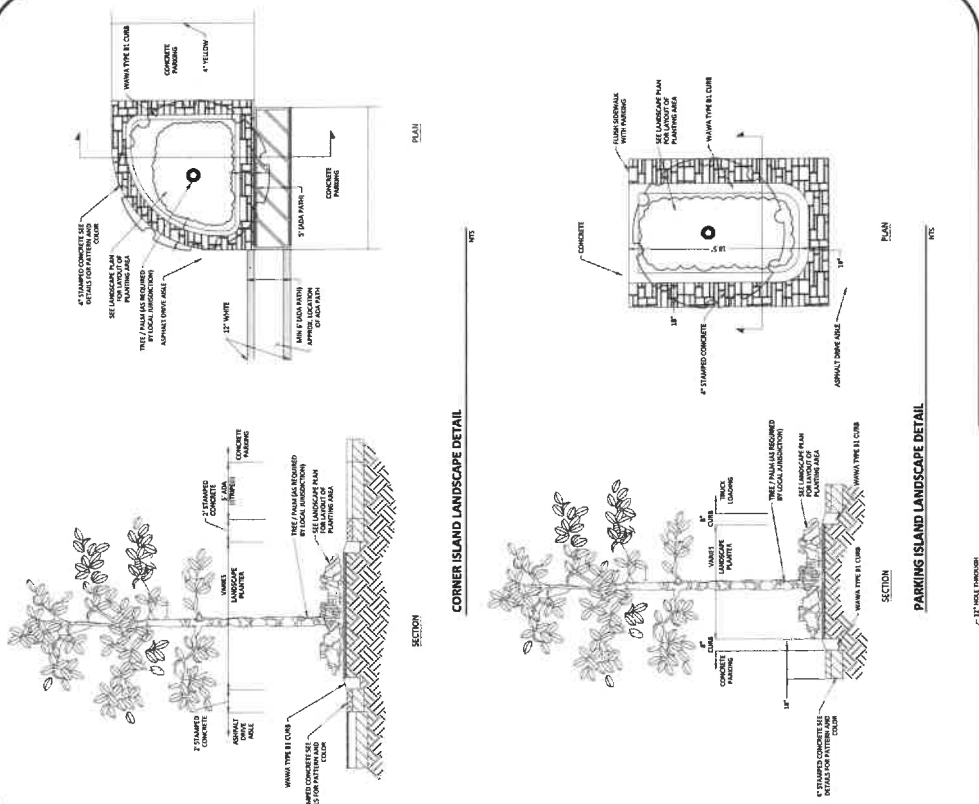
WAWA PAVEMENT DETAILS

REV. DATE: 1.2022



WAWA PLANTER DETAILS

REV. DATE: 02.2024



BOHLER

BOHLER CIVIL AND CONSULTING ENGINEERING
 LANDSCAPE ARCHITECTURE
 PROGRAM MANAGEMENT
 PROJECT MANAGEMENT
 PERMITTING SERVICES
 TRAFFIC/VIASIBILITY SERVICES

REV	DATE	COMMENT



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

SITE DEVELOPMENT PLANS



BOHLER

BOHLER CIVIL AND CONSULTING ENGINEERING
 LANDSCAPE ARCHITECTURE
 PROGRAM MANAGEMENT
 PROJECT MANAGEMENT
 PERMITTING SERVICES
 TRAFFIC/VIASIBILITY SERVICES



CONSTRUCTION DETAILS

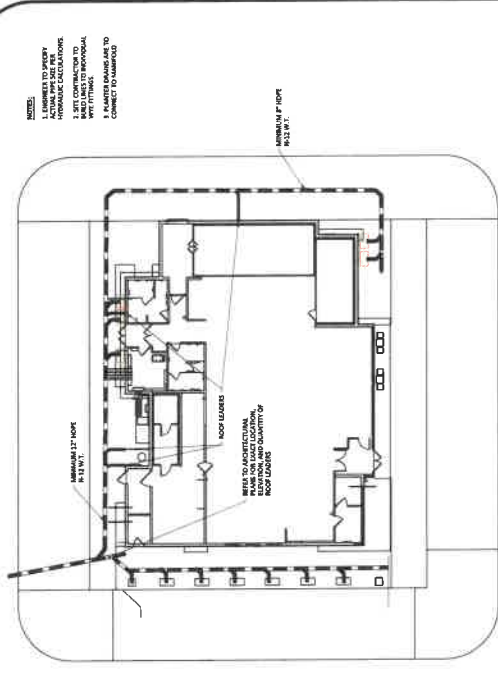
C-9.02

CONS. DATE: 2/2024

WAWA DRAINAGE DETAILS

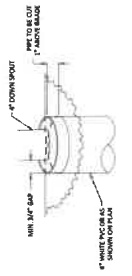
REV: MAY 12, 2019

- NOTES:**
1. REFER TO PERMITS FOR THE CONTRACTOR TO PROVIDE NECESSARY PERMITS.
 2. SEE CONTRACTOR TO PROVIDE NECESSARY PERMITS.
 3. HANDED DRAWINGS TO CORRECT TO REFLECTED.



ROOF DRAIN MANIFOLD DETAIL

WTS



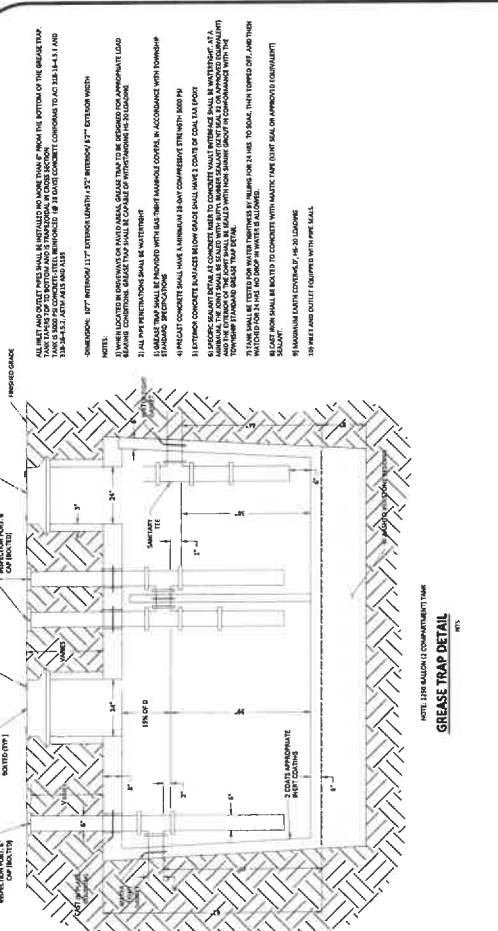
ROOF DRAIN CONNECTION DETAIL

WTS

WAWA UTILITY DETAILS

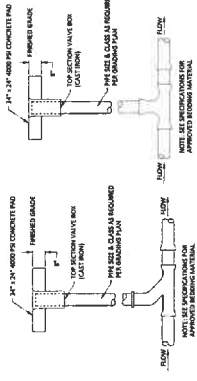
REV: JUL 28, 2014

- NOTES:**
1. ALL UTILITY DETAILS SHALL BE DESIGNED TO BE WITHIN THE FOOTING OF THE BRACKETED TANK. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 2. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 3. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 4. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 5. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 6. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 7. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 8. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 9. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.
 10. ALL UTILITY DETAILS SHALL BE WITHIN THE FOOTING OF THE BRACKETED TANK.



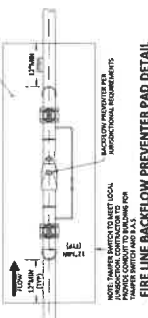
GREASE TRAP DETAIL

WTS



CLEAN OUT DETAIL

WTS



FIRE LINE BACKFLOW PREVENTER PAD DETAIL

WTS

BOHLER

BOHLER ENGINEERING & ARCHITECTURE

1111 WEST MONTECALVO BLVD. SUITE 100
TAMPA, FLORIDA 33601
PH: 813.281.1100
FAX: 813.281.1101

REV	DATE	COMMENTS



BOHLER ENGINEERING & ARCHITECTURE

1111 WEST MONTECALVO BLVD. SUITE 100
TAMPA, FLORIDA 33601
PH: 813.281.1100
FAX: 813.281.1101

Wawa

Wawa
1818 N.W. 18th Ave
Largo, FL 34640
PH: 813.281.1100
FAX: 813.281.1101

BOHLER

BOHLER ENGINEERING & ARCHITECTURE



CONSTRUCTION DETAILS

C-9.03

WTS

REV	DATE	COMMENTS



DESIGNED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT NO: 17-000000
SHEET NO: 17-000000
DATE: 11/20/2018
DRAWN BY: [Name]
CHECKED BY: [Name]

SITE DEVELOPMENT PLANS

Wawa
1818 W US HWY 9
CITY OF LAKE CITY
FLORIDA 33606
PHONE: (813) 512-1111

BOHLER

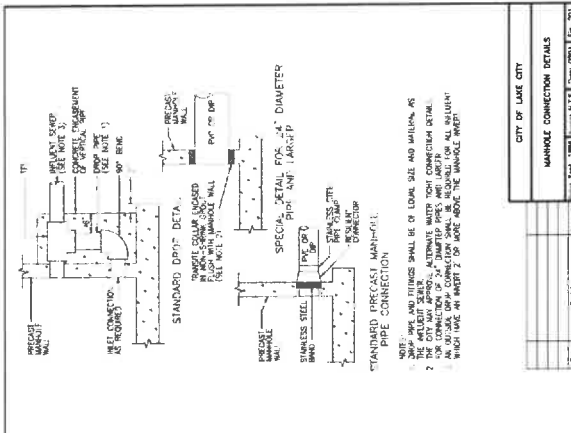
600 N. WESTBORO BLVD, SUITE 200
TAMPA, FLORIDA 33606
PHONE: (813) 812-2400



CONSTRUCTION DETAILS

PROJECT NUMBER: **C-9.04**

ORIG. DATE: 5/20/2018



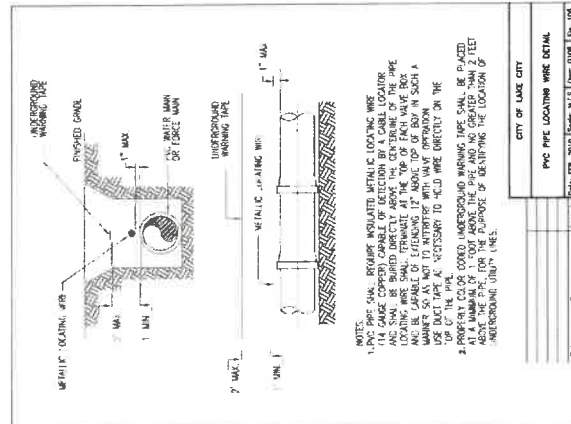
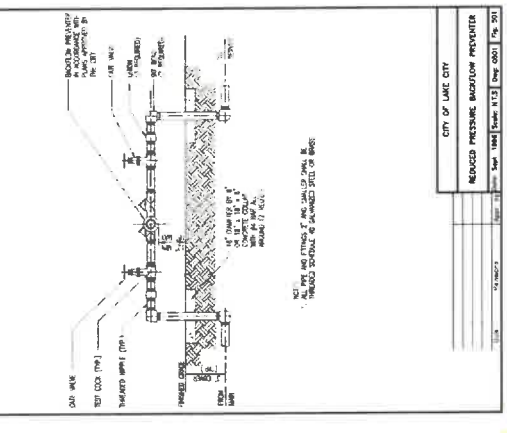
CITY OF LAKE CITY

MANHOLE CONNECTION DETAILS

DATE: 11/20/2018

SCALE: 1/8" = 1'-0"

FIG. 001



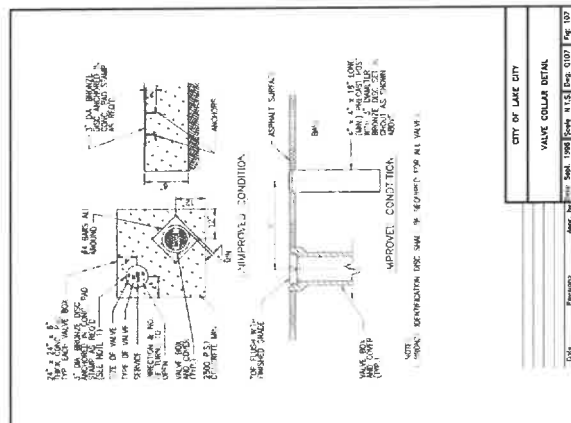
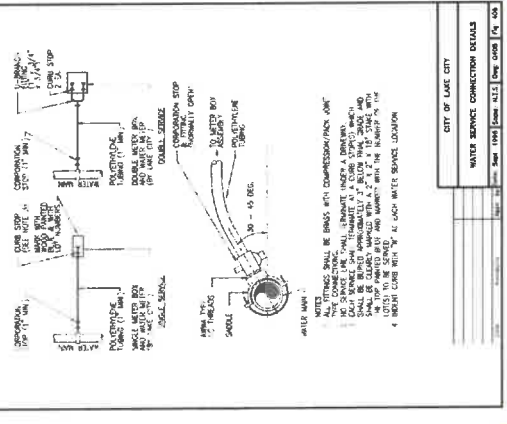
CITY OF LAKE CITY

PVC PIPE LOCATION WIRE DETAIL

DATE: 11/20/2018

SCALE: 1/8" = 1'-0"

FIG. 008



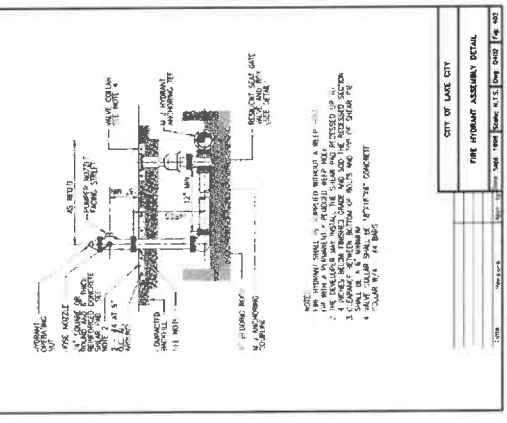
CITY OF LAKE CITY

VALVE COLLAR DETAIL

DATE: 11/20/2018

SCALE: 1/8" = 1'-0"

FIG. 010



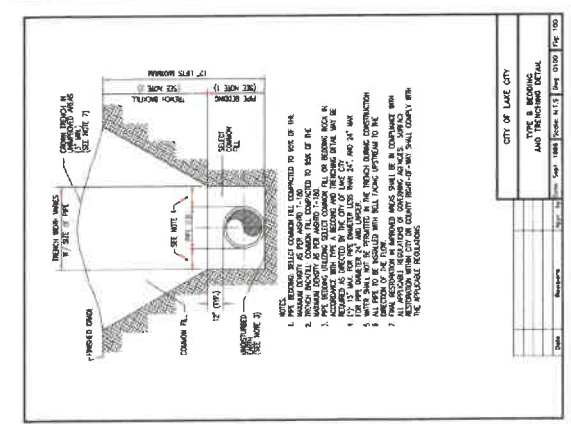
CITY OF LAKE CITY

FIRE RISER/STAND ASSEMBLY DETAIL

DATE: 11/20/2018

SCALE: 1/8" = 1'-0"

FIG. 002



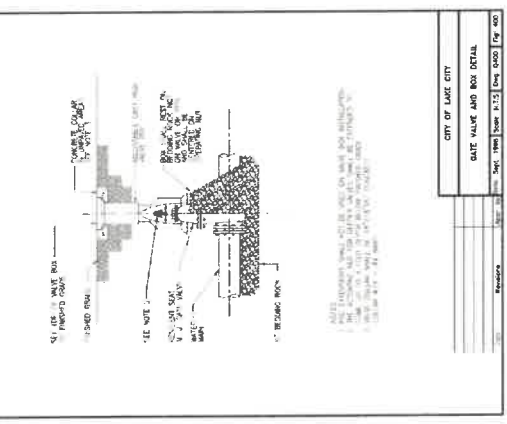
CITY OF LAKE CITY

GATE VALVE AND BOX DETAIL

DATE: 11/20/2018

SCALE: 1/8" = 1'-0"

FIG. 000



CITY OF LAKE CITY

GATE VALVE AND BOX DETAIL

DATE: 11/20/2018

SCALE: 1/8" = 1'-0"

FIG. 000

BOHLER
 SITE CIVIL AND CONSULTING ENGINEERING
 LANDSCAPE ARCHITECTURE
 PERMITTING SERVICES
 TRANSPORTATION SERVICES

REVISIONS

NO.	DATE	COMMENTS



BRAND FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

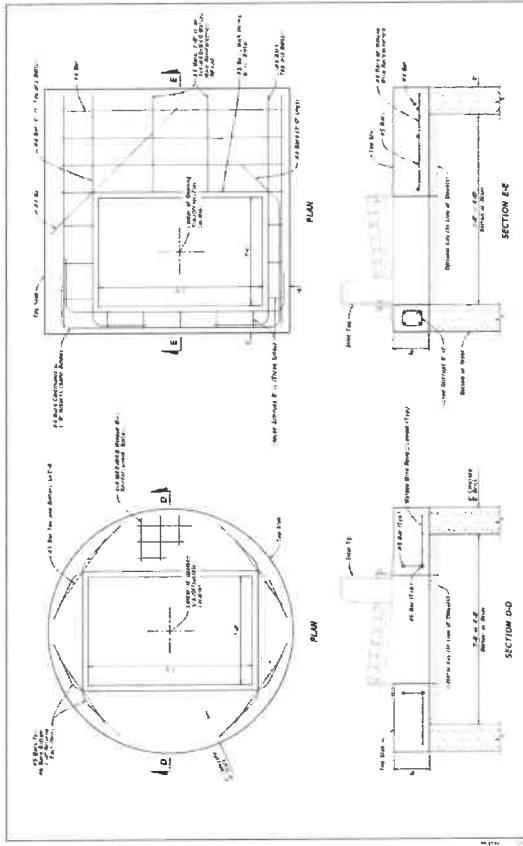
PROJECT: **WAVE**
 DRAWN BY: [Name]
 DATE: [Date]
 SCALE: [Scale]

WAVE
 WAVE DEVELOPMENT PLANS
 1414 W. WAVE BLVD.
 TAMPA, FLORIDA 33610
 PHONE: (813) 833-1100
 FAX: (813) 833-1101

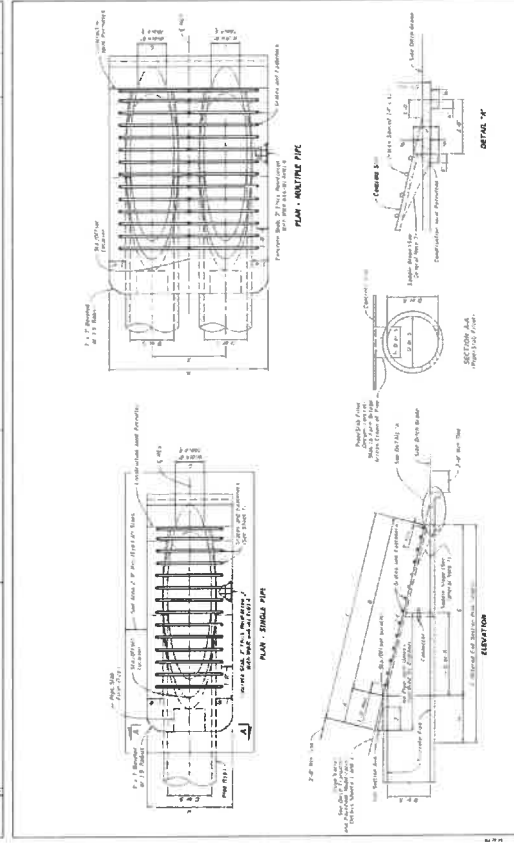
BOHLER
 400 W. WAVE BLVD. SUITE 1100
 TAMPA, FLORIDA 33610
 PHONE: (813) 833-1100
 FAX: (813) 833-1101

THE DRAWING IS THE PROPERTY OF BOHLER AND ASSOCIATES, INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF BOHLER AND ASSOCIATES, INC.

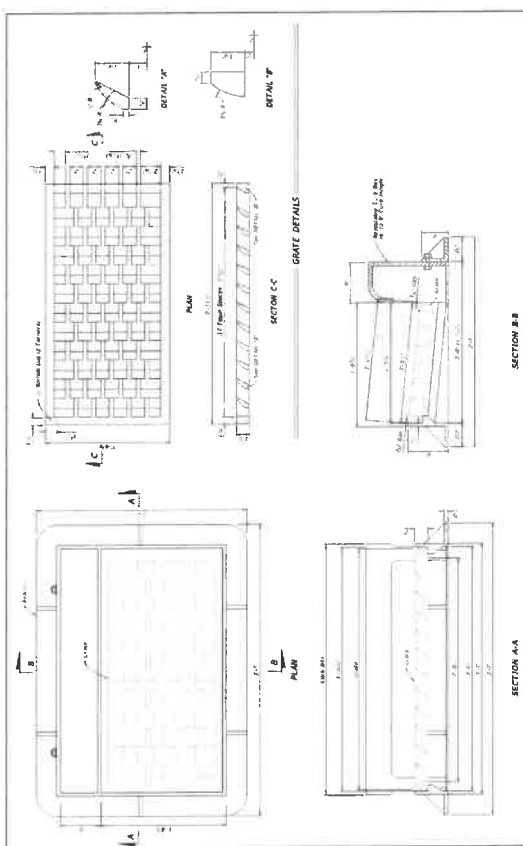
CONSTRUCTION DETAILS
C-9.05
 SHEET NUMBER
 CURB DATE - 2/20/24



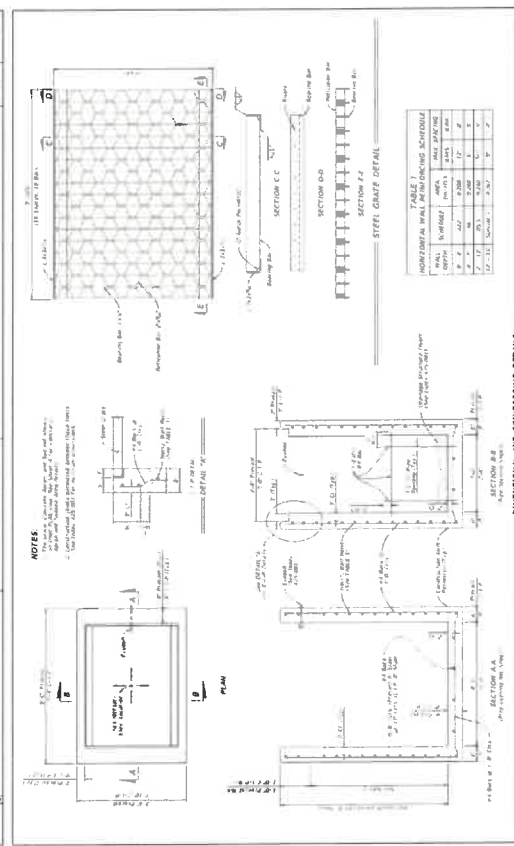
DESCRIPTION: CURB INLET TYPE 9
 SHEET: 3 of 3
 PROJECT: FY 2023-24 STANDARD PLANS



DESCRIPTION: ROUND CONCRETE PIPE
 SHEET: 2 of 7
 PROJECT: FY 2023-24 STANDARD PLANS



DESCRIPTION: FRAME AND GRATE DETAILS
 SHEET: 2 of 3
 PROJECT: FY 2023-24 STANDARD PLANS



DESCRIPTION: DIMENSIONAL AND REINFORCING DETAILS
 SHEET: 2 of 4
 PROJECT: FY 2023-24 STANDARD PLANS

REV	DATE	COMMENT



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT NO: 2023-24
 SHEET NO: 4 of 7

SITE DEVELOPMENT PLANS



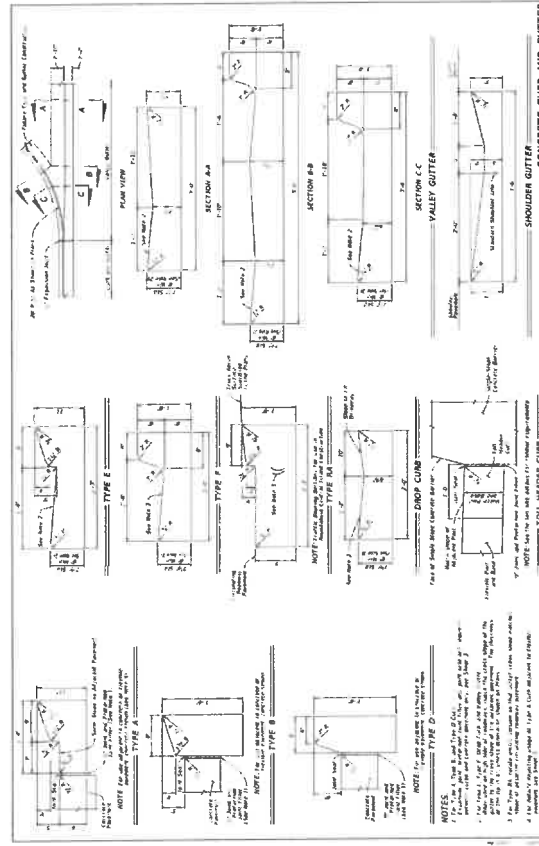
BOHLER
 6071 WESTCHASE BLVD, SUITE 300
 TAMPA, FLORIDA 33609
 Phone: (813) 835-4100
 Fax: (813) 835-4101



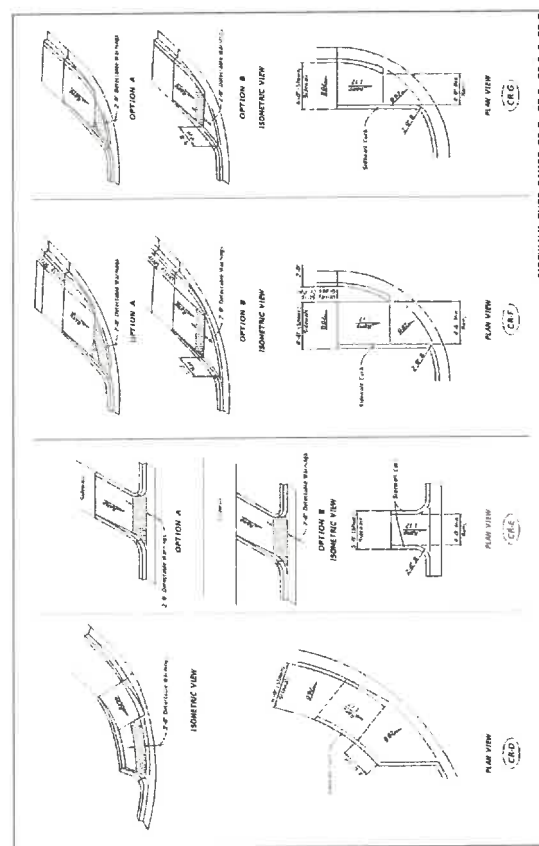
CONSTRUCTION DETAILS

PROJECT NUMBER: **C-9.06**
 SHEET TITLE: CONCRETE CURB AND GUTTER

DATE: 12/20/23



CONCRETE CURB AND GUTTER
 SHEET NO: 520-001, 2 of 3



DETECTABLE WALKWAYS AND SIDEWALK CURB RAMPS
 SHEET NO: 522-002, 4 of 7

BOHLER

ARTS CIVIL AND CONSULTING ENGINEERING
LANDSCAPE ARCHITECTURE
DESIGN SERVICES
LANDSCAPE ARCHITECTURE
PERMITTING SERVICES
TRANSPORTATION SERVICES

1400 W. SOUTH AVENUE
TAMPA, FL 33606
TEL: 813-839-1000
WWW.BOHLERFL.COM

REV	DATE	COMMENTS



DESIGNED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT NO: 2023-0012

DATE: 11/15/2023

DRAWN BY: J. D. [Name]

CHECKED BY: M. P. [Name]

APPROVED BY: M. P. [Name]

SITE DEVELOPMENT PLANS

FOR [Project Name]



BOHLER

1400 W. SOUTH AVENUE
TAMPA, FL 33606
TEL: 813-839-1000
WWW.BOHLERFL.COM

Project: [Project Name]

Sheet: [Sheet Name]

Date: [Date]

LANDSCAPE PLAN

Sheet Name: **L-1.01**

Proj. Date: 2023-11-15

PLANT SCHEDULE	SYMBOL	CODE	CITY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	NATIVE	DROUGHT
TREES	M	7		RED WOODS	COBT 804	7" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	8		SOUTHERN NERITA	804	7" CAL. DB (H.T. 14.5 FT)	804	NAIVE	TOUGH
	MS	9		REDBAY	COBT 804	7" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	10		LORDEL PINE	COBT 804	7" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	11		SOUTHERN DUNE	804	7" CAL. DB (H.T. 14.5 FT)	804	NAIVE	TOUGH
SHRUB AREAS	MS	12		GAZONIA	COBT 804	3" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	13		AMARYLLIS	COBT 804	3" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	14		IMPERATA	COBT 804	3" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	15		IMPERATA	COBT 804	3" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	16		IMPERATA	COBT 804	3" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	17		IMPERATA	COBT 804	3" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH
	MS	18		IMPERATA	COBT 804	3" CAL. DB (H.T. 14.5 FT)	COBT 804	NAIVE	TOUGH

NO.	LANDSCAPE	REQUIREMENTS	REQUIRED	PROPOSED
1	TREES	MIN. 15% TREE COVERAGE	15%	15%
2	SHRUBS	MIN. 15% SHRUB COVERAGE	15%	15%

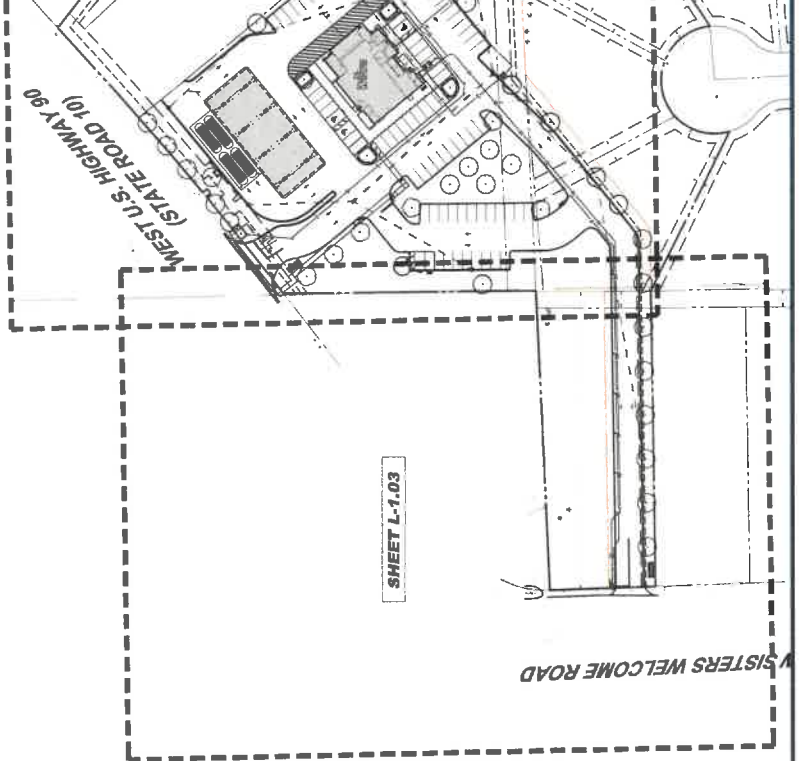
ZONING TABLE	
APPLICANT / OWNER INFORMATION	PROJECT NAME: WAWA STORE # 1400 W. SOUTH AVENUE, TAMPA, FL 33606
PARCEL INFORMATION	PARCEL NUMBER: 1118 W. WASHINGTON ST., TAMPA, FL 33606
LANDSCAPE REQUIREMENTS	MIN. 15% TREE COVERAGE
AREA CALCULATIONS	TOTAL PROJECT AREA: 8,800 SQ. FT.
PARKING CALCULATIONS	TOTAL PARKING SPACES: 77 SPACES

- LANDSCAPE & ROOT BARRIER NOTES:**
- 1. THESE SHOW ON THE PLAN ARE FOR GRAPHIC REPRESENTATION ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 - 2. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 - 3. EXISTING UTILITIES COMMENTS SHALL BE BY HAND ONLY.
 - 4. THE PLAN IS TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY.
 - 5. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 - 6. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 - 7. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 - 8. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 - 9. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 - 10. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 - 11. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

NATIVE SPECIES:

* NATIVE SPECIES - HIGHT DROUGHT TOLERANCE OFFERS MEANS DROUGHT TOLERANCE

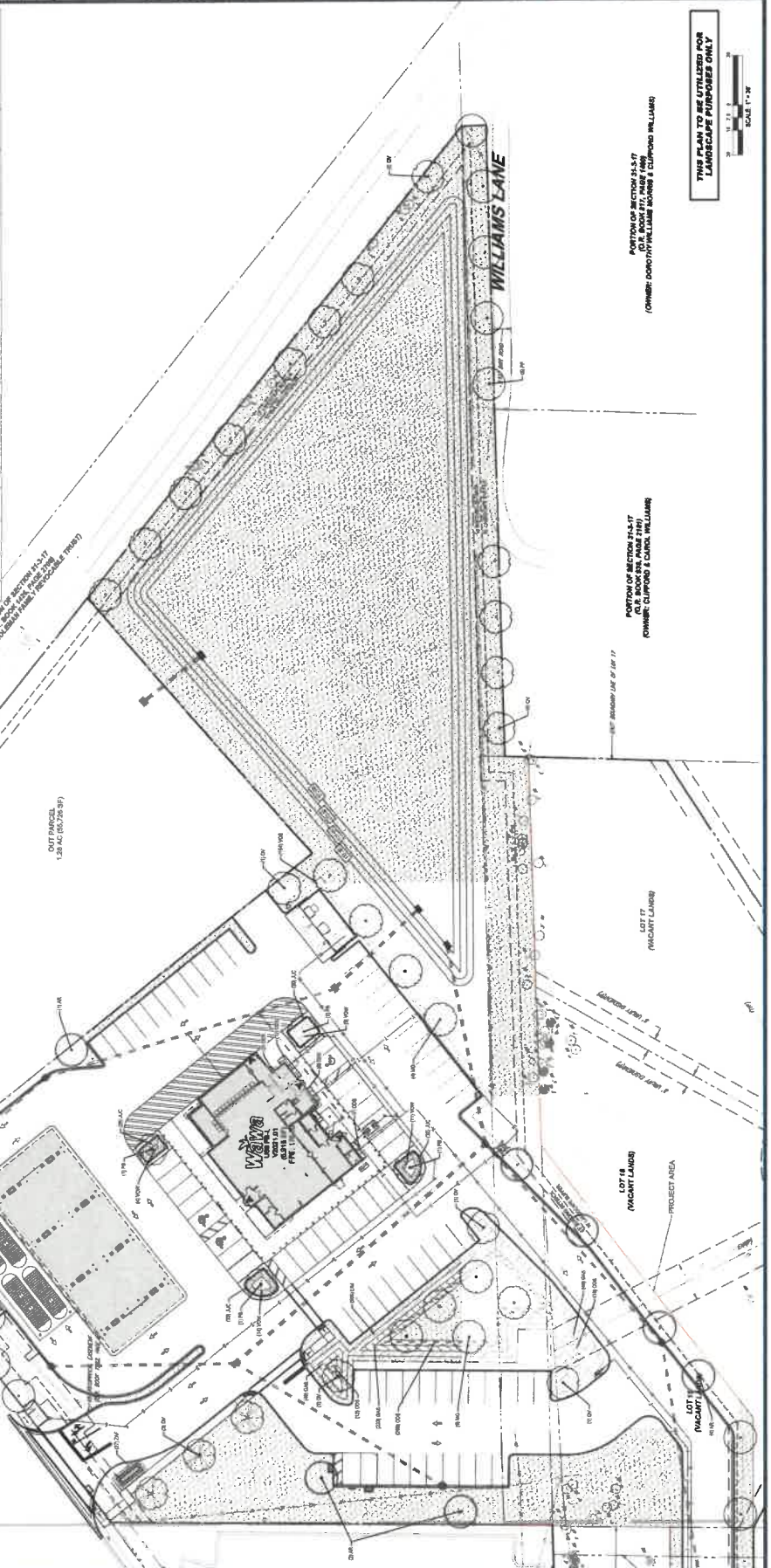
CONTRACTOR SHALL VERIFY PLANT CHARACTERISTICS IN THE PLAN WITH THE PLANT WHEN THERE IS A DISCREPANCY IN PLANT CHARACTERISTICS. THE CONTRACTOR SHALL VERIFY THE PLANT WITH THE PLANT WHEN THERE IS A DISCREPANCY IN PLANT CHARACTERISTICS.





MATCHLINE - SHEET L-1.03

PLANT SCHEDULE								
SYMBOL	CODE	CITY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	NATIVE	HEIGHT
TREES								
14			ALB. BIRCH	WHITE BIRCH	7" CAL. 14 FT. OR 1.5#	CONT. 6BA	W/SPK	12-15 FT.
15			AMERICAN BIRCH	BETULA PAPEROSA	7" CAL. 14 FT. OR 1.5#	CONT. 6BA	W/SPK	12-15 FT.
16			AMERICAN BIRCH	BETULA PAPEROSA	7" CAL. 14 FT. OR 1.5#	CONT. 6BA	W/SPK	12-15 FT.
17			AMERICAN BIRCH	BETULA PAPEROSA	7" CAL. 14 FT. OR 1.5#	CONT. 6BA	W/SPK	12-15 FT.
18			AMERICAN BIRCH	BETULA PAPEROSA	7" CAL. 14 FT. OR 1.5#	CONT. 6BA	W/SPK	12-15 FT.
19			AMERICAN BIRCH	BETULA PAPEROSA	7" CAL. 14 FT. OR 1.5#	CONT. 6BA	W/SPK	12-15 FT.
20			AMERICAN BIRCH	BETULA PAPEROSA	7" CAL. 14 FT. OR 1.5#	CONT. 6BA	W/SPK	12-15 FT.
SHRUB AREAS								
21			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
22			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
23			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
24			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
25			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
26			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
27			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
28			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
29			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.
30			AMERICAN BIRCH	BETULA PAPEROSA	24" FT. 3" SP.	CONTAINER	W/SPK	3-4 FT.



BOHLER
 SITE CIVIL AND CONSULTING ENGINEERING
 LANDSCAPE ARCHITECTURE
 PROGRAM MANAGEMENT
 LANSAP/PLANNING SERVICES
 TRANSPORTATION SERVICES
 3877 UNIVERSITY DRIVE
 TAMPA, FL 33613
 (813) 974-1100

NO.	DATE	REVISIONS



PREPARED BY:
 BOHLER
 DATE: 11/11/11
 DRAWN BY:
 BOHLER
 DATE: 11/11/11

Wawa
 Wawa Development
 400 W. Williams Lane
 Lake City, FL 33459
 Phone: (813) 915-1800
 Fax: (813) 915-1878

BOHLER
 SITE DEVELOPMENT PLANS FOR

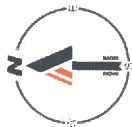
LANDSCAPE PLAN
 L-1.02
 DATE: 11/11/11

BOHLER & ASSOCIATES
 3877 UNIVERSITY DRIVE
 TAMPA, FL 33613
 (813) 974-1100

BOHLER & ASSOCIATES
 3877 UNIVERSITY DRIVE
 TAMPA, FL 33613
 (813) 974-1100

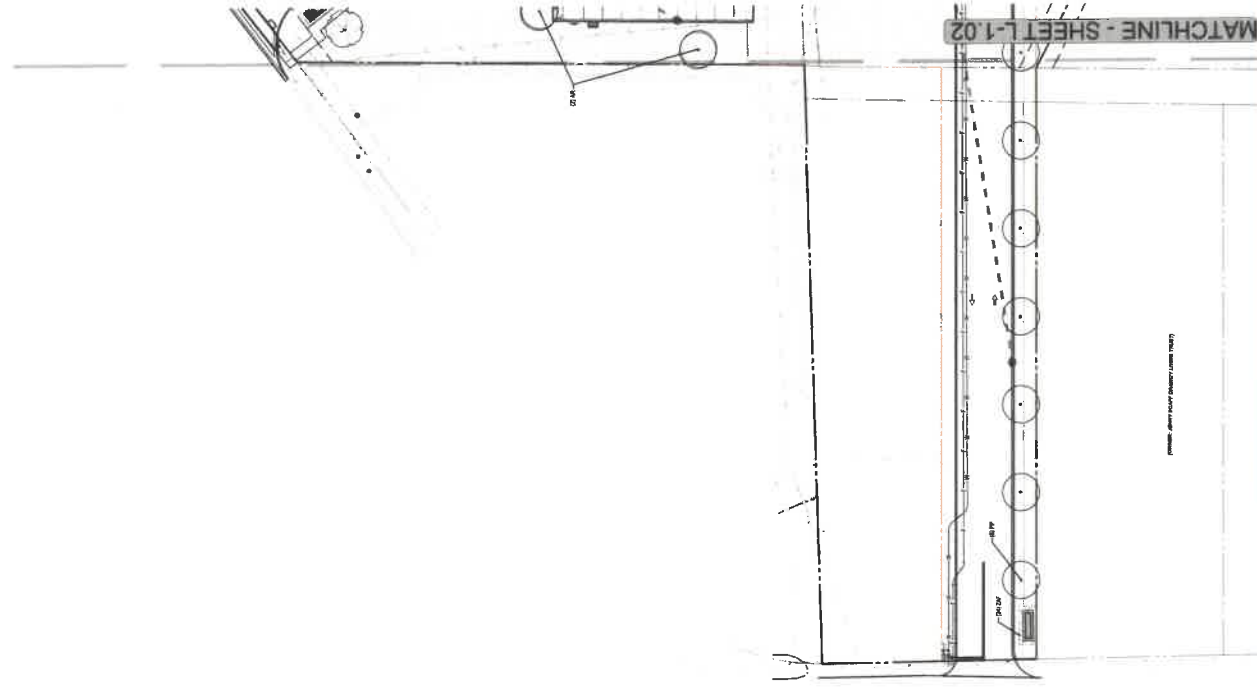
BOHLER & ASSOCIATES
 3877 UNIVERSITY DRIVE
 TAMPA, FL 33613
 (813) 974-1100

BOHLER & ASSOCIATES
 3877 UNIVERSITY DRIVE
 TAMPA, FL 33613
 (813) 974-1100



PLANT SCHEDULE

SYMBOL	CODE	CITY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	NATIVE	DROUGHT
TREES								
M	7		ADONIS KUBIA	RED MAPLE	7 CAL. 12 CAL. 12 5.6 SPIN	CONTAINER	NATIVE	TOLEANT
M	1		MARULLA QUAMOCINA	BOUTYON MARBULA	7 CAL. 12 CAL. 12 5.6 SPIN	5A	NATIVE	TOLEANT
M	2		PERSEA LOROPANNA	REDGATE	2.5 FT. CAL. 12 CAL. 12 5.6 SPIN	CONTAINER	NATIVE	TOLEANT
M	3		PERSEA LOROPANNA	LONOLLY PINE	7 CAL. 12 CAL. 12 5.6 SPIN	CONTAINER	NATIVE	TOLEANT
M	4		QUERUS BRUNNANA	REDTICKLE OAK	7 CAL. 12 CAL. 12 5.6 SPIN	5A	NATIVE	TOLEANT
SPRUBS								
M	5		COLLETA TRIVALLIS	COLLETA TRIVALLIS	24 FT. 3.5 FT. SPIN	CONTAINER	NO	NO
M	6		JANSONIA CHRYSOBA	JANSONIA	24 FT. 3.5 FT. SPIN	CONTAINER	NO	NO
M	7		PERSEA LOROPANNA	PERSEA LOROPANNA	24 FT. 3.5 FT. SPIN	CONTAINER	NO	NO
M	8		PERSEA LOROPANNA	PERSEA LOROPANNA	24 FT. 3.5 FT. SPIN	CONTAINER	NO	NO
M	9		PERSEA LOROPANNA	PERSEA LOROPANNA	24 FT. 3.5 FT. SPIN	CONTAINER	NO	NO
M	10		PERSEA LOROPANNA	PERSEA LOROPANNA	24 FT. 3.5 FT. SPIN	CONTAINER	NO	NO
M	11		PERSEA LOROPANNA	PERSEA LOROPANNA	24 FT. 3.5 FT. SPIN	CONTAINER	NO	NO
M	12		PERSEA LOROPANNA	PERSEA LOROPANNA	24 FT. 3.5 FT. SPIN	CONTAINER	NO	NO
SEED								
M	13		PERSEA LOROPANNA	PERSEA LOROPANNA	1/2 CAL. 12 CAL. 12 5.6 SPIN	FULL TIGHT COVERAGE		



BOHLER
 SITE CIVIL AND CONSULTING ENGINEERING
 LANDSCAPE ARCHITECTURE
 PLANNING SERVICES
 PERMITTING SERVICES
 SUSTAINABLE DESIGN
 TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT: SW SISTERS WELCOME ROAD
 CLIENT: BOHNER/BOHNER PARTNERS
 DATE: 01/20/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

Wawa
 1818 W. US HWY 3
 LAND CITY, FL 3208
 311-738-7172

BOHLER
 400 N. W. 15th Street, Suite 180
 Tampa, Florida 33604
 Phone: (813) 815-4100
 Fax: (813) 815-4100
 Email: info@bohler.com

LANDSCAPE PLAN

SHEET NUMBER: **L-1.03**

DATE: 01/20/2024

THIS PLAN TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY

SCALE: 1" = 30'

REV#	DATE	COMMENT

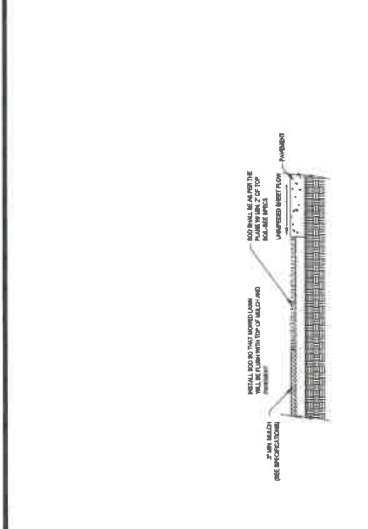


BOHLER PRESENTS
Wave?
 1875 W. WILSON AVENUE, SUITE 100
 TAMPA, FLORIDA 33609
 PHONE: (813) 915-1188
 FAX: (813) 915-1199
 WWW.BOHLERLANDSURVEYING.COM

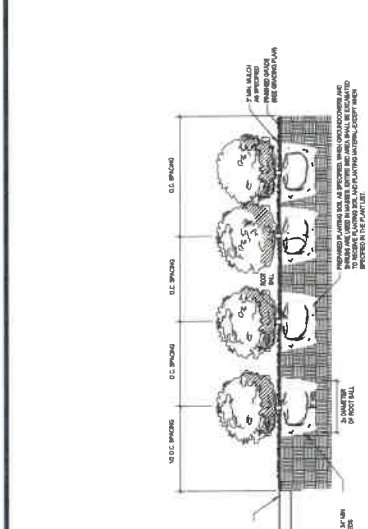
BOHLER LAND SURVEYING PROGRAM MANAGEMENT ARCHITECTURE ENGINEERING CONSULTANTS

980 N. WESTLAND AVENUE, SUITE 100
 TAMPA, FLORIDA 33609
 PHONE: (813) 915-1188
 FAX: (813) 915-1199
 WWW.BOHLERLANDSURVEYING.COM

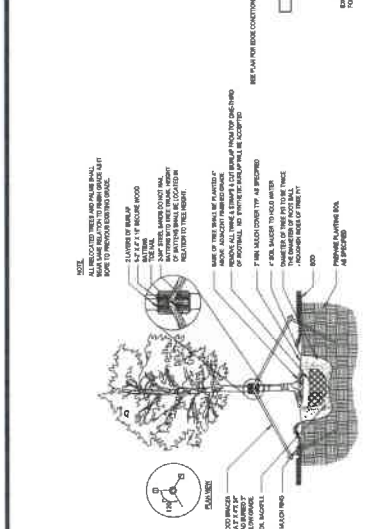
LANDSCAPE DETAILS
 L-1.04
 SHEET NUMBER
 ORIG. DATE: 2/20/04



1 TREE INSTALLATION SECTION NTS



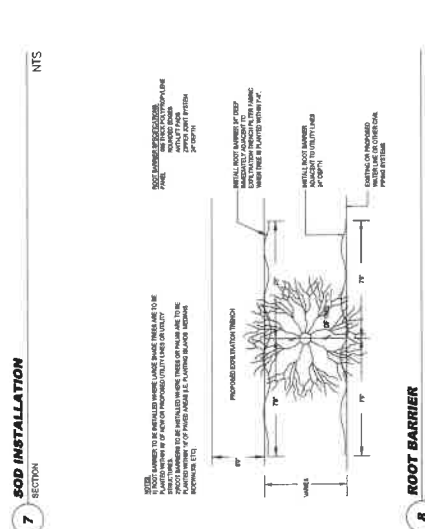
2 PALM TREE SECTION NTS



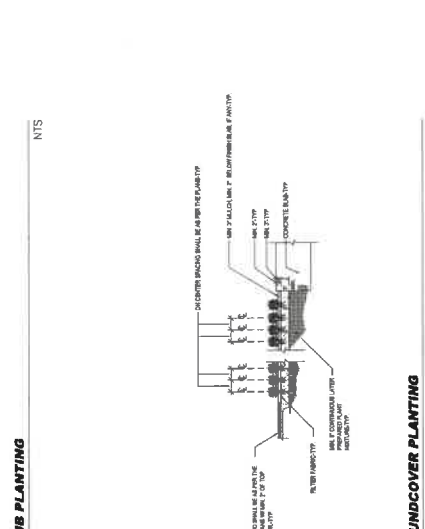
3 SMALL TREE SECTION NTS



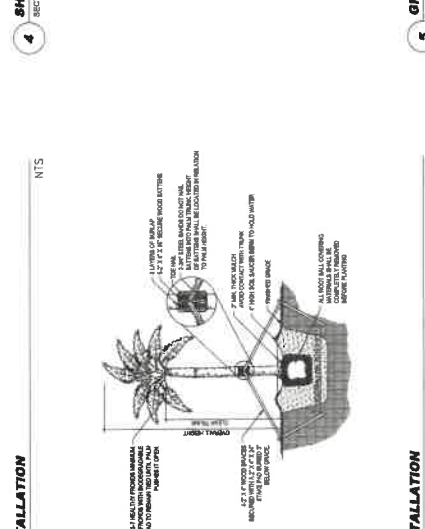
4 SHRUBS PLANTING SECTION NTS



5 GROUND COVER PLANTING SECTION NTS



6 PLANTING ADJACENT TO BUILDING SECTION NTS



7 SOD INSTALLATION SECTION NTS



8 ROOT BARRIER SECTION NTS

WAC LIGHTING
 WAC Lighting Inc.
 10000 W. 15th Ave.
 Denver, CO 80202
 Phone: 303.440.2400
 Fax: 303.440.2401
 www.waclighting.com

WAC LIGHTING

LED LIGHTING

WAC Lighting Inc. is proud to announce the introduction of its new LED lighting products. These products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. The new LED lighting products are available in a variety of colors and finishes, and are designed to be easy to install and maintain.

LED LIGHTING

WAC Lighting Inc. is proud to announce the introduction of its new LED lighting products. These products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. The new LED lighting products are available in a variety of colors and finishes, and are designed to be easy to install and maintain.

WAC LIGHTING
 WAC Lighting Inc.
 10000 W. 15th Ave.
 Denver, CO 80202
 Phone: 303.440.2400
 Fax: 303.440.2401
 www.waclighting.com

ADDITIONAL FEATURE (MPC)

THE EDGER® Series
 The Edger Series is a line of LED lighting products designed for use in commercial and residential settings. These products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. The Edger Series is available in a variety of colors and finishes, and is designed to be easy to install and maintain.

LED LIGHTING

WAC Lighting Inc. is proud to announce the introduction of its new LED lighting products. These products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. The new LED lighting products are available in a variety of colors and finishes, and are designed to be easy to install and maintain.

CREE LIGHTING

CREE LIGHTING

CREE LIGHTING

CREE Lighting is a leading manufacturer of LED lighting products. Their products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. CREE Lighting is committed to providing high-quality, energy-efficient lighting solutions for a wide range of applications.

WAC LIGHTING
 WAC Lighting Inc.
 10000 W. 15th Ave.
 Denver, CO 80202
 Phone: 303.440.2400
 Fax: 303.440.2401
 www.waclighting.com

McDraw Edgeman
 Integrated LED
 Wall Mount Luminaire

LED LIGHTING

WAC Lighting Inc. is proud to announce the introduction of its new LED lighting products. These products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. The new LED lighting products are available in a variety of colors and finishes, and are designed to be easy to install and maintain.

McDraw Edgeman

McDraw Edgeman

McDraw Edgeman

McDraw Edgeman is a leading manufacturer of LED lighting products. Their products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. McDraw Edgeman is committed to providing high-quality, energy-efficient lighting solutions for a wide range of applications.

WAC LIGHTING
 WAC Lighting Inc.
 10000 W. 15th Ave.
 Denver, CO 80202
 Phone: 303.440.2400
 Fax: 303.440.2401
 www.waclighting.com

McDraw Edgeman

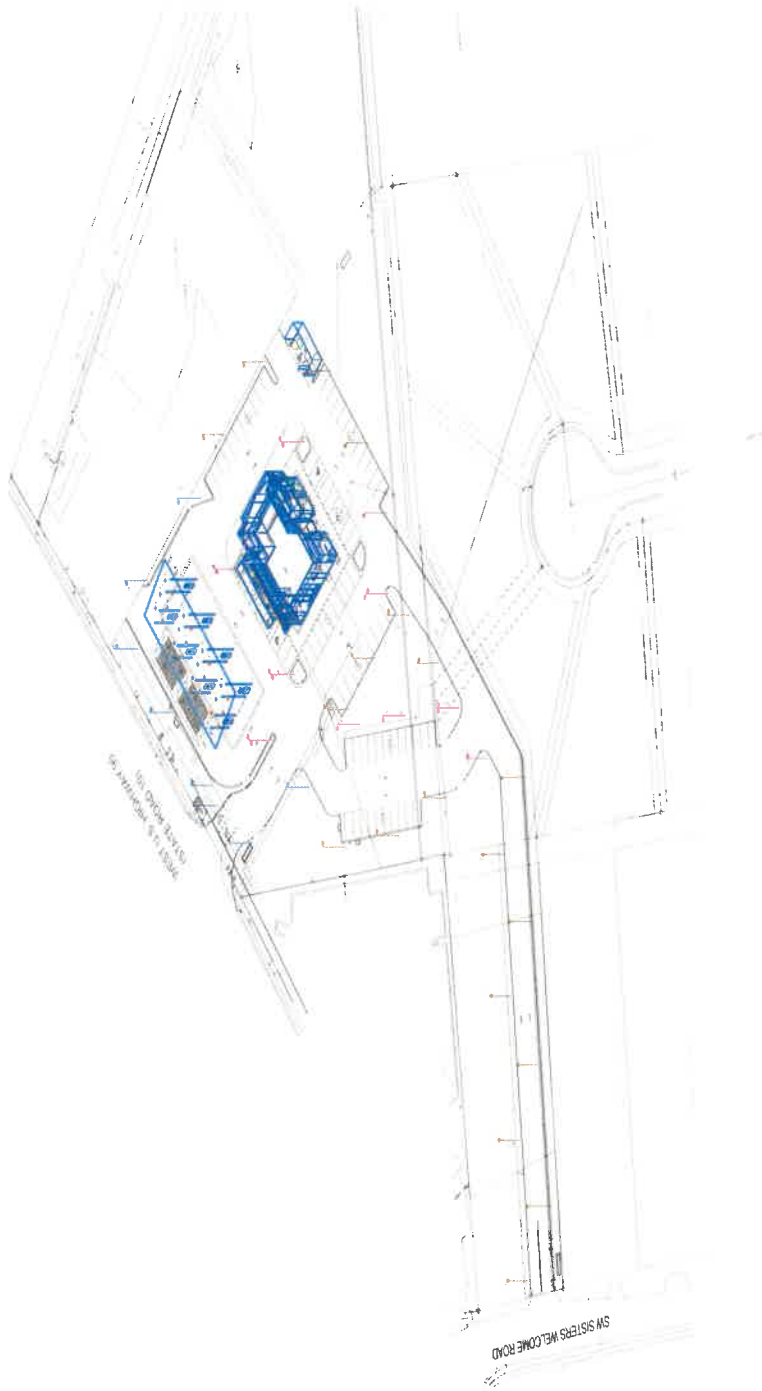
McDraw Edgeman is a leading manufacturer of LED lighting products. Their products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. McDraw Edgeman is committed to providing high-quality, energy-efficient lighting solutions for a wide range of applications.

McDraw Edgeman

McDraw Edgeman

McDraw Edgeman

McDraw Edgeman is a leading manufacturer of LED lighting products. Their products are designed to provide high-quality, energy-efficient lighting solutions for a wide range of applications. McDraw Edgeman is committed to providing high-quality, energy-efficient lighting solutions for a wide range of applications.



THIS PLAN AND ALL OTHER DOCUMENTS HEREOF ARE THE PROPERTY OF REBELEONARD ASSOCIATES, INC. AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF REBELEONARD ASSOCIATES, INC. ANY UNAUTHORIZED USE OF THIS PLAN OR ANY OTHER DOCUMENTS HEREOF IS PROHIBITED. THIS PLAN AND ALL OTHER DOCUMENTS HEREOF ARE PROVIDED AS A GUIDE ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR LIABILITY. REBELEONARD ASSOCIATES, INC. SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE, LOSS, OR INJURY RESULTING FROM THE USE OF THIS PLAN OR ANY OTHER DOCUMENTS HEREOF. THIS PLAN AND ALL OTHER DOCUMENTS HEREOF ARE NOT TO BE USED FOR ANY PURPOSE OTHER THAN THAT FOR WHICH THEY WERE PREPARED. REBELEONARD ASSOCIATES, INC. SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE, LOSS, OR INJURY RESULTING FROM THE USE OF THIS PLAN OR ANY OTHER DOCUMENTS HEREOF.

AREA FLOOR
CANOPY
DOWNLIGHT
WALL MOUNTED
COVLINE
WALL MOUNTED
WALL MOUNTED
WALL MOUNTED



60
40
25
15
7.5
3.2
0.94
0.12
0
Illuminance
(Fc)

ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF RELEONARD ASSOCIATES, INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. ANY UNAUTHORIZED USE OR REPRODUCTION OF THIS DOCUMENT IS STRICTLY PROHIBITED. THE INFORMATION CONTAINED HEREIN IS FOR YOUR INFORMATION ONLY AND DOES NOT CONSTITUTE AN OFFER OF ANY FINANCIAL PRODUCT OR SERVICE. THE INFORMATION CONTAINED HEREIN IS SUBJECT TO CHANGE WITHOUT NOTICE. THE INFORMATION CONTAINED HEREIN IS NOT INTENDED TO BE USED AS A SUBSTITUTE FOR PROFESSIONAL ADVICE. RELEONARD ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING OUT OF OR FROM THE USE OF THIS DOCUMENT. THE INFORMATION CONTAINED HEREIN IS NOT INTENDED TO BE USED AS A SUBSTITUTE FOR PROFESSIONAL ADVICE. RELEONARD ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING OUT OF OR FROM THE USE OF THIS DOCUMENT.



WAWA #5472
LAKE CITY, FL
RL-864-S1

RECORDED & INDEXED BY THE FLORIDA ARCHIVE. THIS RECORD IS A PUBLIC RECORD. IT IS THE PROPERTY OF THE FLORIDA ARCHIVE AND IS TO BE KEPT IN THE FLORIDA ARCHIVE. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE FLORIDA ARCHIVE. FOR MORE INFORMATION, CONTACT THE FLORIDA ARCHIVE AT 1111 GULF BLVD., SUITE 300, PALM BEACH, FL 33480. TEL: 561-858-2800. FAX: 561-858-2801. WWW.FLORIDAARCHIVE.COM

RELEONARD
ASSOCIATES
1111 GULF BLVD., SUITE 300
PALM BEACH, FL 33480
TEL: 561-858-2800
FAX: 561-858-2801
WWW.FLORIDAARCHIVE.COM

DRAINAGE CALCULATION BOOK

for

Wawa – Lake City

1518 W US HWY 90.
Lake City, FL 32055

City of Lake City

Prepared for:



Prepared by

BOHLER //

Certificate of Authorization No. 30780

600 North Westshore Blvd, Suite 950
Tampa, FL 33609



Digitally signed by Kyle Morel
DN: c=US, serialNumber=MAS20230802905706,
streetName=Boca Raton, o=BOHLER
ENGINEERING FL, LLC, cn=Kyle Morel,
email=kmorel@bohlereng.com
Date: 2024.02.05 12:12:20 -05'00'

This item has been digitally signed and sealed by Kyle Steven Morel, PE, on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Kyle Morel, P.E.

Florida Professional Engineer License No. 77085

January 23, 2024

Table of Contents

	Stormwater Narrative
Appendix A	Aerial Map
Appendix B	Vicinity Map
Appendix C	Pre & Post Basin Maps
Appendix D	FEMA Map
Appendix E	NRCS Soils Map
Appendix F.....	Stormwater Calculations
Appendix G	Ponds

STORMWATER NARRATIVE

Project Name: Wawa Lake City
Location: 1518 W US 90. Lake City, FL 32055
Permittee: WPG-Lake City, LLC
Operating Entity: WPG-Lake City, LLC
Project Area: 6.48 AC
Project Land Use: Commercial (C-Store)

I. Introduction

This project proposes the development of a 5,915 SF C-Store and 8 gas pump stations on a 5.16 AC parcel and a 1.32 AC pad ready outparcel as well as the necessary infrastructure. A dry pond is utilized to provide quality and quantity for the new development and the outparcel. The project is located at 1518 W US 90. Lake City, FL 32055 in City of Lake City.

II. Existing Features

The site currently consists of multiple buildings. The existing grades on site average to an elevation of about 175.50 NAVD 88. The site is located within the stream-to-sink basin per SRWMD requirements. Based on USGS soil maps, the soil mapping group is 3- Alpine fine sand and 20- Chipley fine sand belonging to soil group 'A'. Additionally, a site-specific geotechnical report was completed for this site by ECS Florida, LLC. Per the geotechnical report, evidence of groundwater was encountered at each boring at depths ranging from 4.5 to 8.5 feet below the existing grade at 171-167 ft. Also, from the geotechnical report, the seasonal high was estimated to be about 4 feet below existing grade or elevation 171.50. Please reference the ECS Florida, LLC geotechnical report for further detail pertaining to the existing onsite soil conditions.

Based on a review of the existing spot elevations, stormwater appears to flow from the existing building located at the middle of the site into the existing drainage inlets and on-site ponds on the west and southeast side of the property. It does not appear the project has positive outfall.

III. Proposed Drainage

The proposed stormwater conveyance system will collect and route stormwater from the site into the dry pond located at the southeast end of the site. The water will percolate within the dry pond under 72 hours.

The stormwater management system for the development has been designed to provide both treatment and attenuation in accordance with the municipality requirements below.

SRWMD– Attenuate to the 100yr-24hr using SCS type II distribution. Pond system must recover within 72 hours.

City of Lake City – Provide treatment for the first 2” of runoff per the stream-to-sink requirements. Ponds shall be designed in accordance with the SRWMD requirements.

IV. Environmental / FEMA Considerations

The project is not located within any known wetlands. The entirety of the site falls within FEMA flood zone 'X' per map number 12023C0291D (11/02/2018). See FEMA map in Appendix D.

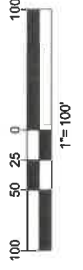
Appendix A

Aerial Map



AERIAL EXHIBIT

1518 W US 90
LAKE CITY, FL 32055



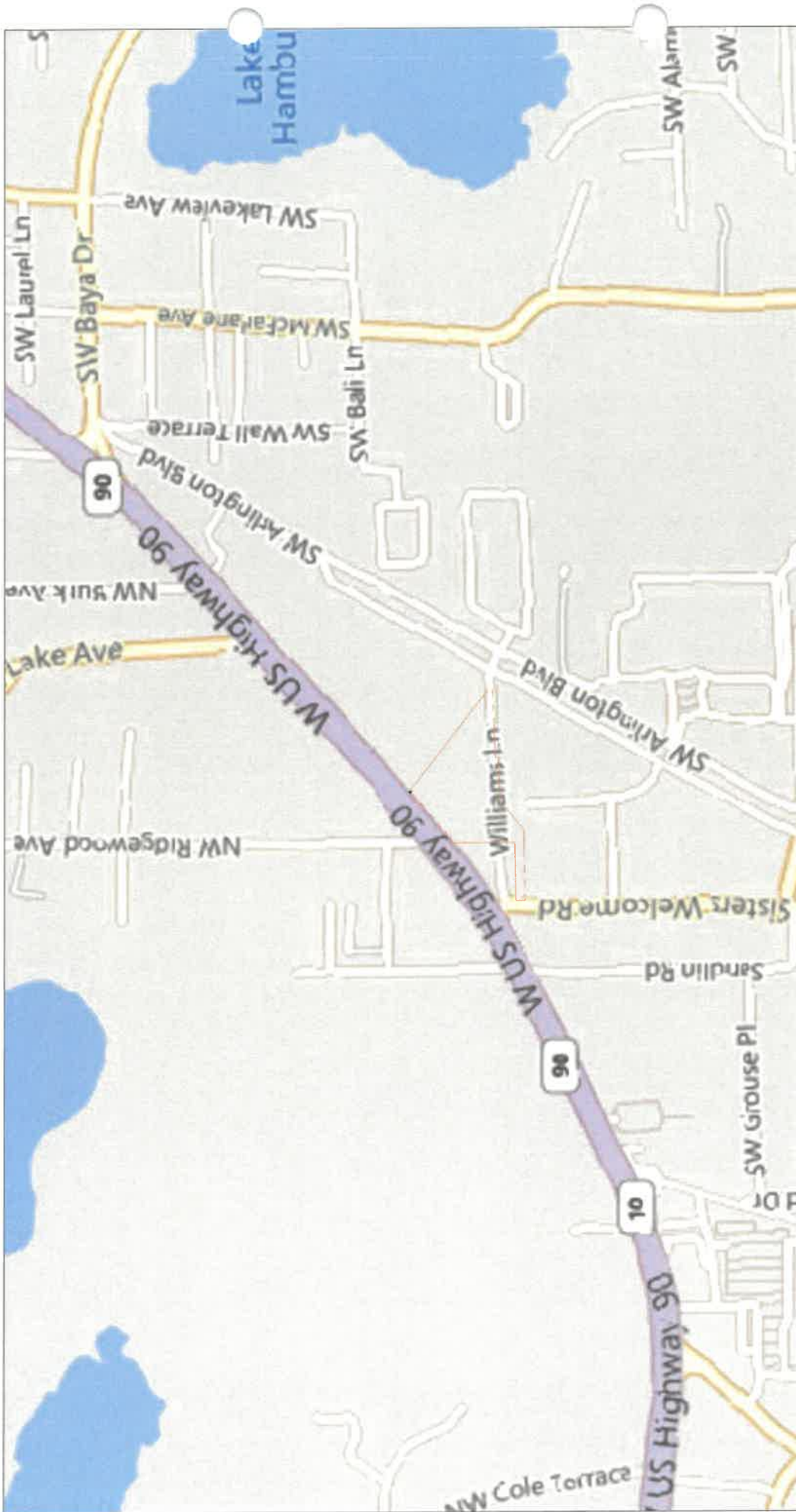
2024-01-23 | SD | FLA320039.00

BOHLER //

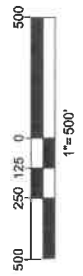
600 N. WESTSHORE BLVD. SUITE 950
TAMPA, FLORIDA 33609
Phone: (813) 812-4100
Fax: (813) 812-4101
FLORIDA BUSINESS CERT. OF AUTH. NO. 3076

Appendix B

Vicinity Map



2024-01-23 10:51 | FL320055.00



VICINITY EXHIBIT

1518 W US 90
LAKE CITY, FL 32055

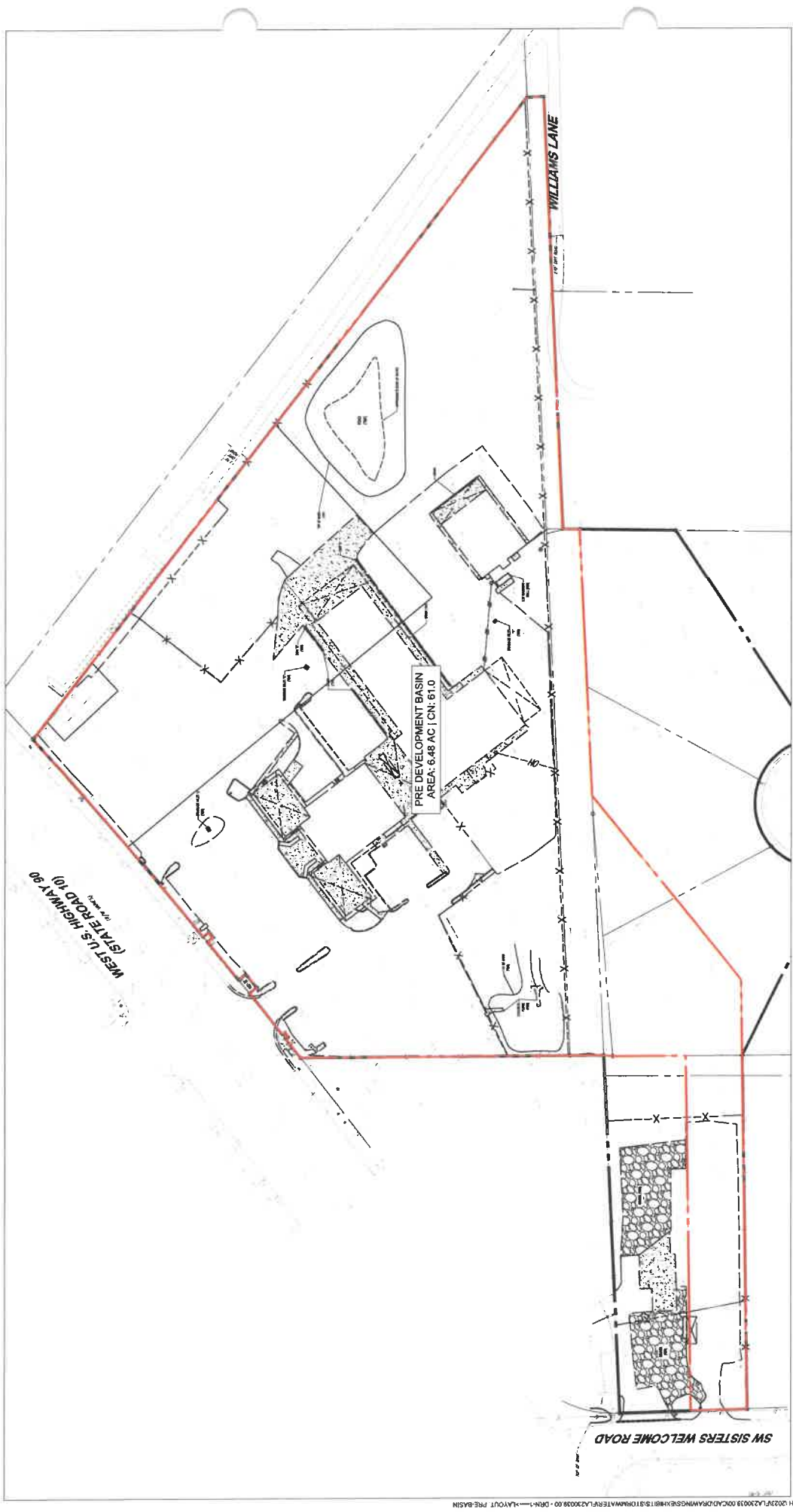
BOHLER //

600 N. WESTSHORE BLVD. SUITE 950
TAMPA, FLORIDA 33609
Phone: (813) 812-4100
Fax: (813) 812-4101

FLORIDA BUSINESS CENTER AUTHORITY NO. 2016

Appendix C

Pre & Post Basin Maps



PRE BASIN EXHIBIT

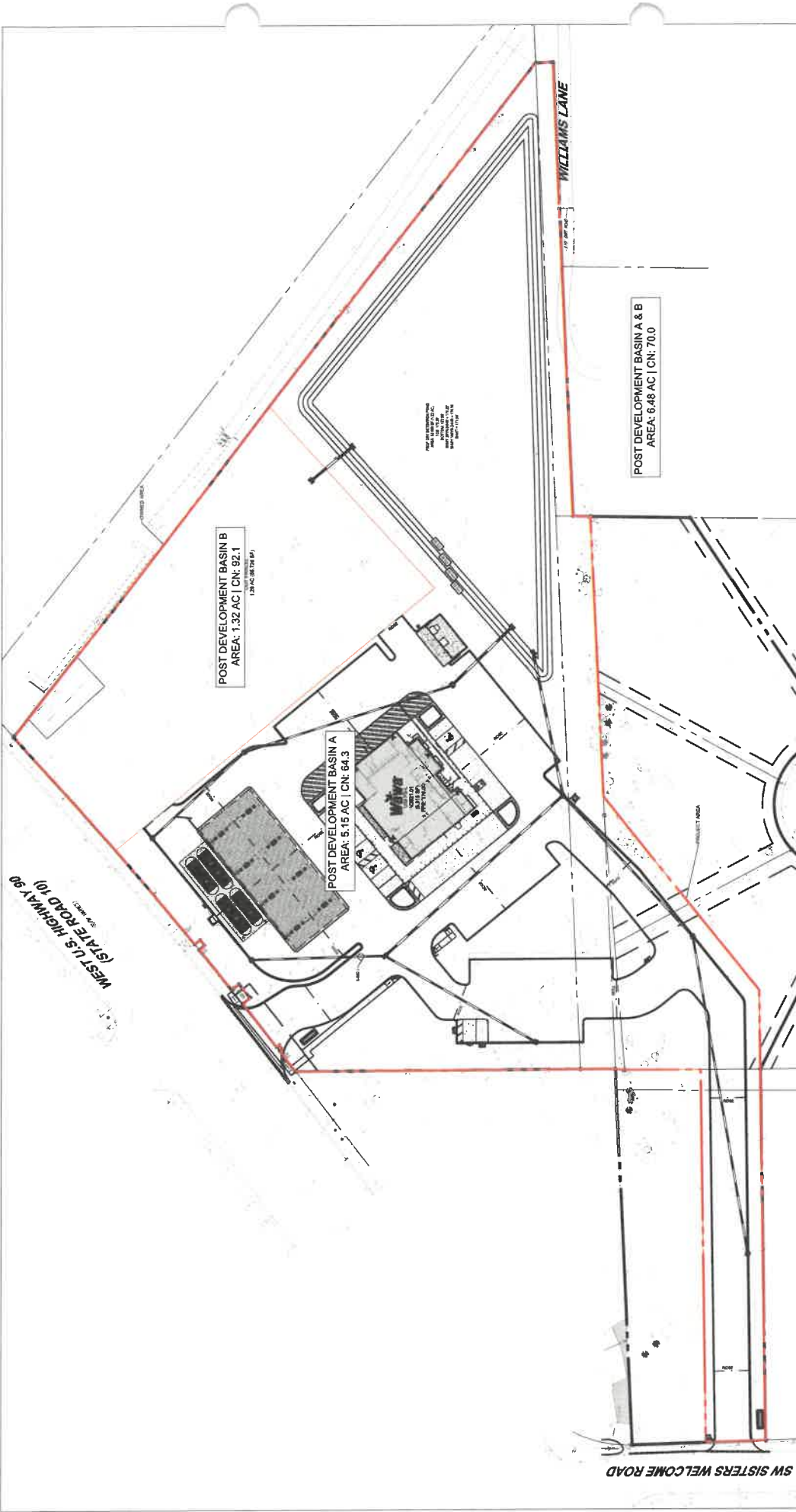
1518 W US 90
LAKE CITY, FL 32055



2024-01-23 | 80 | FLA20039.00

BOHLER //

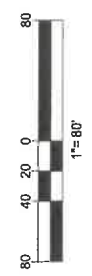
600 N. WESTSHORE BLVD., SUITE 950
TAMPA, FLORIDA 33608
Phone: (813) 812-4100
Fax: (813) 812-4101
FLORIDA BUSINESS CERT. OF AUTH. No. 32786



POST BASIN EXHIBIT

1518 W US 90
LAKE CITY, FL 32055

BOHLER //
 800 N. WESTSHORE BLVD, SUITE 950
 TAMPA, FLORIDA 33609
 Phone: (813) 812-4100
 Fax: (813) 812-4101
FLORIDA BUSINESS CERT. OF AUTH. NO. 30786



2024-01-23 | SD | FLA230038 00

Appendix D

FEMA Map

National Flood Hazard Layer FIRMette



82°39'44"W 30°11'10"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X

Future Conditions 1% Annual Chance Flood Hazard Zone X

Area with Reduced Flood Risk due to Levee. See Notes, Zone X

Area with Flood Risk due to Levee Zone X

NO SCREEN Area of Minimal Flood Hazard Zone X

Effective LOMRs

Area of Undetermined Flood Hazard Zone D

Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall

Cross Sections with 1% Annual Chance Water Surface Elevation

Coastal Transect

Base Flood Elevation Line (BFE)

Limit of Study

Jurisdiction Boundary

Coastal Transect Baseline

Profile Baseline

Hydrographic Feature

Digital Data Available

No Digital Data Available

Unmapped

OTHER FEATURES

MAP PANELS



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

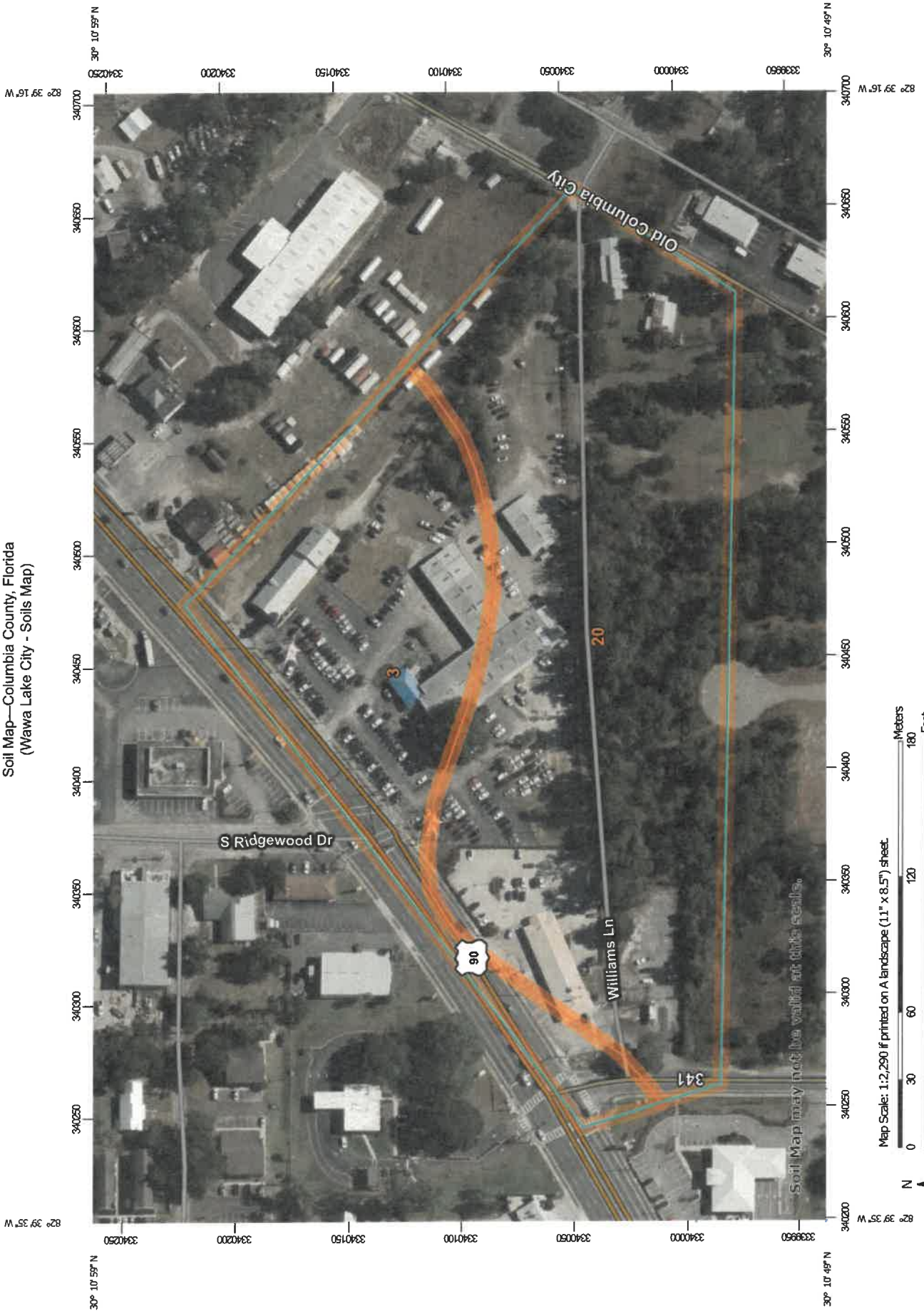
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 11/17/2023 at 3:20 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRW panel number, and FIRW effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Appendix E

NRCS Soils Map

Soil Map—Columbia County, Florida
(Wawa Lake City - Soils Map)



Map Scale: 1:2,250 if printed on A landscape (11" x 8.5") sheet.








































Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

MAP LEGEND

-  Area of Interest (AOI)
-  Soils
-  Soil Map Unit Polygons
-  Soil Map Unit Lines
-  Soil Map Unit Points
- Special Point Features**
 -  Blowout
 -  Borrow Pit
 -  Clay Spot
 -  Closed Depression
 -  Gravel Pit
 -  Gravelly Spot
 -  Landfill
 -  Lava Flow
 -  Marsh or swamp
 -  Mine or Quarry
 -  Miscellaneous Water
 -  Perennial Water
 -  Rock Outcrop
 -  Saline Spot
 -  Sandy Spot
 -  Severely Eroded Spot
 -  Sinkhole
 -  Slide or Slip
 -  Sodic Spot
-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features
- Water Features**
 -  Streams and Canals
- Transportation**
 -  Ralls
 -  Interstate Highways
 -  US Routes
 -  Major Roads
 -  Local Roads
- Background**
 -  Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Columbia County, Florida
Survey Area Data: Version 18, Sep 1, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 7, 2022—Feb 14, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
3	Alpin fine sand, 0 to 5 percent slopes	4.9	32.2%
20	Chipley fine sand, 0 to 5 percent slopes	10.4	67.8%
Totals for Area of Interest		15.3	100.0%

Columbia County, Florida

3—Alpin fine sand, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: 2v174
Elevation: 30 to 190 feet
Mean annual precipitation: 51 to 59 inches
Mean annual air temperature: 66 to 70 degrees F
Frost-free period: 280 to 310 days
Farmland classification: Not prime farmland

Map Unit Composition

Alpin and similar soils: 80 percent
Minor components: 20 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Alpin

Setting

Landform: Knolls on marine terraces, ridges on marine terraces
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Interfluvium
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Eolian deposits or sandy marine deposits

Typical profile

A - 0 to 6 inches: fine sand
E - 6 to 65 inches: fine sand
Bt - 65 to 80 inches: fine sand

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Excessively drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): High (2.00 to 6.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water supply, 0 to 60 inches: Very low (about 2.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: A

Forage suitability group: Sandy soils on ridges and dunes of xeric uplands (G138XA111FL)
Other vegetative classification: Sandy soils on ridges and dunes of xeric uplands (G138XA111FL)
Hydric soil rating: No

Minor Components

Blanton

Percent of map unit: 8 percent
Landform: Knolls on marine terraces, ridges on marine terraces
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Interfluve, side slope
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: Sandy soils on rises, knolls, and ridges of mesic uplands (G138XA121FL)
Hydric soil rating: No

Chipley

Percent of map unit: 8 percent
Landform: Knolls on marine terraces, rises on marine terraces, flats on marine terraces
Landform position (two-dimensional): Shoulder, footslope
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: Sandy soils on rises and knolls of mesic uplands (G138XA131FL)
Hydric soil rating: No

Albany

Percent of map unit: 4 percent
Landform: Ridges on marine terraces
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Interfluve, talf
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: Sandy soils on rises and knolls of mesic uplands (G138XA131FL)
Hydric soil rating: No

Data Source Information

Soil Survey Area: Columbia County, Florida
Survey Area Data: Version 18, Sep 1, 2022

Columbia County, Florida

20—Chipley fine sand, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: vrsw
Elevation: 330 to 660 feet
Mean annual precipitation: 50 to 58 inches
Mean annual air temperature: 64 to 72 degrees F
Frost-free period: 258 to 288 days
Farmland classification: Not prime farmland

Map Unit Composition

Chipley and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Chipley

Setting

Landform: Knolls on marine terraces, rises on marine terraces, flats on marine terraces
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Sandy marine deposits

Typical profile

A - 0 to 7 inches: fine sand
C - 7 to 80 inches: fine sand

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Runoff class: Negligible
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: About 24 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water supply, 0 to 60 inches: Low (about 3.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3s
Hydrologic Soil Group: A

Forage suitability group: Sandy soils on rises and knolls of mesic uplands (G138XA131FL)

Other vegetative classification: Sandy soils on rises and knolls of mesic uplands (G138XA131FL)

Hydric soil rating: No

Minor Components

Alpin

Percent of map unit: 3 percent

Landform: Flats on marine terraces, knolls on marine terraces, ridges on marine terraces

Landform position (three-dimensional): Interfluve

Down-slope shape: Convex

Across-slope shape: Linear

Other vegetative classification: Sandy soils on ridges and dunes of xeric uplands (G138XA111FL)

Hydric soil rating: No

Blanton

Percent of map unit: 3 percent

Landform: Knolls on marine terraces, ridges on marine terraces

Landform position (three-dimensional): Interfluve, side slope

Down-slope shape: Convex

Across-slope shape: Linear

Other vegetative classification: Sandy soils on rises, knolls, and ridges of mesic uplands (G138XA121FL)

Hydric soil rating: No

Albany

Percent of map unit: 3 percent

Landform: Knolls on marine terraces, ridges on marine terraces

Landform position (three-dimensional): Interfluve, talf

Down-slope shape: Convex

Across-slope shape: Linear

Other vegetative classification: Sandy soils on rises and knolls of mesic uplands (G138XA131FL)

Hydric soil rating: No

Hurricane

Percent of map unit: 3 percent

Landform: Rises on marine terraces, flats on marine terraces

Landform position (three-dimensional): Interfluve

Down-slope shape: Convex

Across-slope shape: Linear

Other vegetative classification: Sandy soils on rises and knolls of mesic uplands (G138XA131FL)

Hydric soil rating: No

Lakeland

Percent of map unit: 3 percent

Landform: Knolls on marine terraces, ridges on marine terraces

Landform position (three-dimensional): Interfluve

Down-slope shape: Convex

Across-slope shape: Linear

Other vegetative classification: Sandy soils on ridges and dunes of
xeric uplands (G138XA111FL)

Hydric soil rating: No

Data Source Information

Soil Survey Area: Columbia County, Florida

Survey Area Data: Version 18, Sep 1, 2022

Appendix F

Stormwater Calculations

PROJECT NAME: Wawa - Lake City
PROJECT #: FLA230039.00

SUMMARY OF GROUND COVER DATA

COMBINED Parcels

BASINS A & B	Land Use Description	CN	Area (ac.)	Total Area (ac)	Weighted CN
PRE-DEVELOPMENT	Impervious	98	2.41	6.48	61.0
	Open Space	39	4.06		
	Open Water	100	0.00		
POST-DEVELOPMENT	Impervious	98	3.41	6.48	70.0
	Open Space	39	3.06		
	Open Water	100	0.00		

Notes:

- 1.) See Appendix D for NRCS Soils Map
- 2.) CN Values based on Hydrologic Soil Group information provided within the geotechnical report
- 3.) CN numbers per TR-55, Urban Hydrology for Small Watersheds

Wawa Parcel

BASIN A (PARCEL 1)	Land Use Description	CN	Area (ac.)	Total Area (ac)	Weighted CN
PRE-DEVELOPMENT BASIN	Impervious	98	2.41	6.48	61.0
	Open Space	39	4.06		
	Open Water	100	0.00		
POST-DEVELOPMENT BASIN	Impervious	98	2.22	5.16	64.3
	Open Space	39	2.93		
	Open Water	100	0.00		

Outparcel

Basin B (PARCEL 2)	Land Use Description	CN	Area (ac.)	Total Area (ac)	Weighted CN
PRE-DEVELOPMENT	Impervious	98	2.41	6.48	61.0
	Open Space	39	4.06		
	Open Water	100	0.00		
POST-DEVELOPMENT	Impervious[1]	98	1.19	1.32	92.1
	Open Space	39	0.13		
	Open Water	100	0.00		

[1] Outparcel designed to account for 90% impervious surface area.

PROJECT: Wawa - Lake City
PROJECT #: FLA230039.00

Stage - Storage Calculations

DRY POND

Elevation (ft NAVD)	Area (sq ft)	Area (acres)	Incremental Volume (ac-ft)	Cumulative Volume (ac-ft)
172.50	40195	0.923	0.000	0.000
173.50	44320	1.017	0.970	0.970
174.50	48605	1.116	1.067	2.037
175.50	53000	1.217	1.166	3.203

WATERSHED AREA CONTRIBUTING TO BASIN	(ac)	6.48
DEPTH OF TREATMENT	(in)	2.00
WATER QUALITY VOLUME	(ac-ft) (cu-ft)	0.415 18077
WATER QUALITY ELEVATION	(ft)	172.93

<-- Per SRWMD Stream-to-Sink

Appendix G

Ponds

PONDS Version 3.3.0276
Retention Pond Recovery - Refined Method
Copyright 2012
Devo Seereeram, Ph.D., P.E.

Project Data

Project Name: Wawa - Lake City
Simulation Description:
Project Number: FLA230039.00
Engineer : SD
Supervising Engineer: KM
Date: 01-23-2024

Aquifer Data

Base Of Aquifer Elevation, [B] (ft datum): 160.50
Water Table Elevation, [WT] (ft datum): 171.50
Horizontal Saturated Hydraulic Conductivity, [Kh] (ft/day): 5.50
Fillable Porosity, [n] (%): 25.00
Unsaturated Vertical Infiltration Rate, [Iv] (ft/day): 3.5
Maximum Area For Unsaturated Infiltration, [Av] (ft²): 53000.0

Geometry Data

Equivalent Pond Length, [L] (ft): 500.0
Equivalent Pond Width, [W] (ft): 106.0
Ground water mound is expected to intersect the pond bottom

Stage vs Area Data

<u>Stage</u> (ft datum)	<u>Area</u> (ft ²)
172.50	40195.0
173.50	44320.0
174.50	48605.0
175.50	53000.0

Discharge Structures

Discharge Structure #1 is inactive
Discharge Structure #2 is inactive
Discharge Structure #3 is inactive

PONDS Version 3.3.0276
Retention Pond Recovery - Refined Method
Copyright 2012
Devo Seereeram, Ph.D., P.E.

Scenario Input Data

Scenario 1 :: Suwanee River WMD 24 Hour (100-YR)

Hydrograph Type: Inline SCS
Modflow Routing: Routed with infiltration
Repetitions: 1

Basin Area (acres) 6.480
Time Of Concentration (minutes) 10.0
DCIA (%) 0.0
Curve Number 70
Design Rainfall Depth (inches) 9.8
Design Rainfall Duration (hours) 24.0
Shape Factor UHG 256
Rainfall Distribution Suwanee River WMD 24 Hour

Initial ground water level (ft datum) 171.50 (default)

No times after storm specified.

Scenario 2 :: Suwanee River WMD 24 Hour (10-YR)

Hydrograph Type: Inline SCS
Modflow Routing: Routed with infiltration
Repetitions: 1

Basin Area (acres) 6.480
Time Of Concentration (minutes) 10.0
DCIA (%) 0.0
Curve Number 70
Design Rainfall Depth (inches) 6.7
Design Rainfall Duration (hours) 24.0
Shape Factor UHG 256
Rainfall Distribution Suwanee River WMD 24 Hour

Initial ground water level (ft datum) 171.50 (default)

No times after storm specified.

Scenario 3 :: Suwanee River WMD 24 Hour (25-YR)

Hydrograph Type: Inline SCS
Modflow Routing: Routed with infiltration
Repetitions: 1

Basin Area (acres) 6.480
Time Of Concentration (minutes) 10.0
DCIA (%) 0.0
Curve Number 70
Design Rainfall Depth (inches) 7.9
Design Rainfall Duration (hours) 24.0
Shape Factor UHG 256
Rainfall Distribution Suwanee River WMD 24 Hour

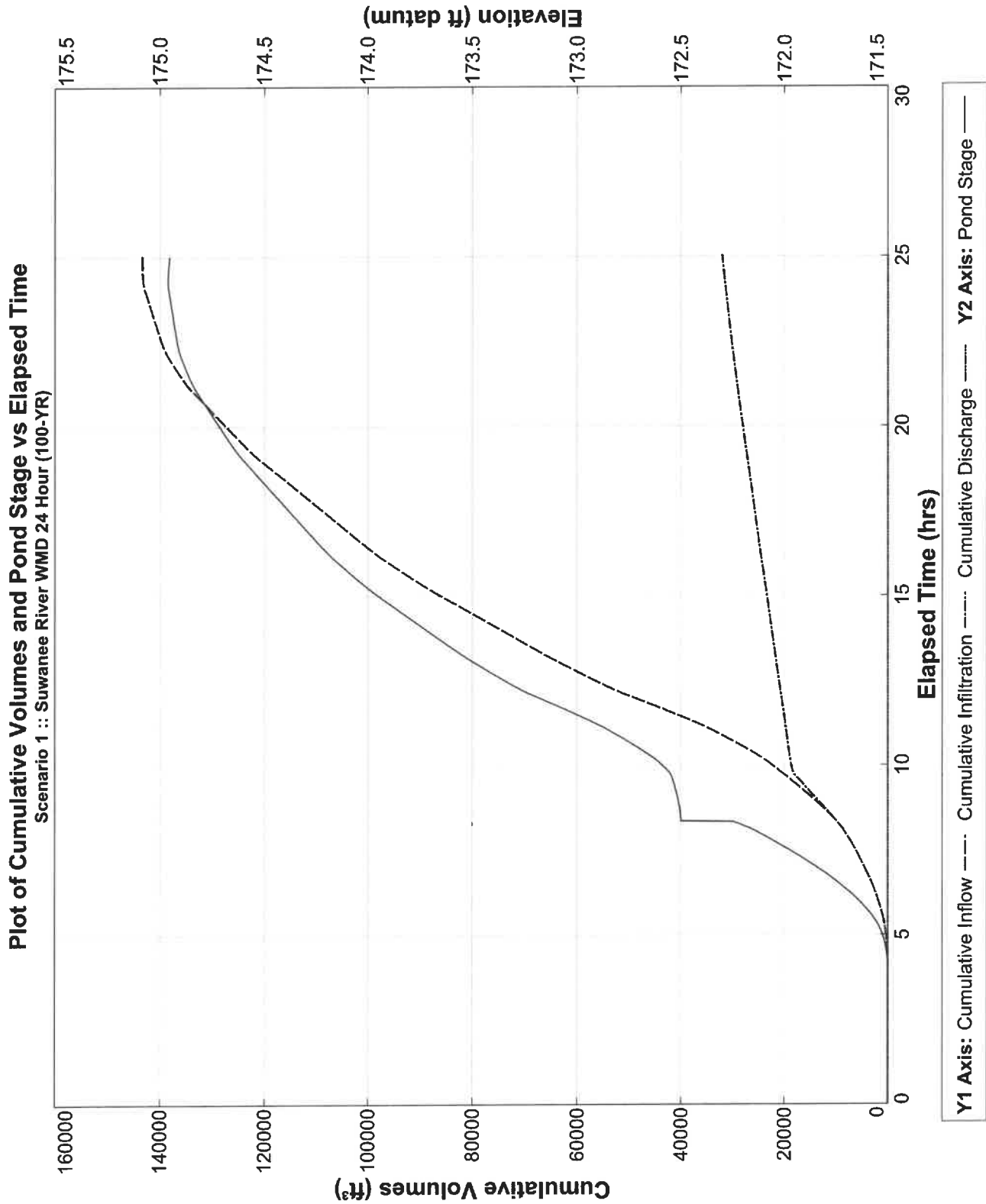
Initial ground water level (ft datum) 171.50 (default)

No times after storm specified.

PONDS Version 3.3.0276
Retention Pond Recovery - Refined Method
Copyright 2012
Devo Seereeram, Ph.D., P.E.

Summary of Results :: Scenario 1 :: Suwanee River WMD 24 Hour (100-YR)

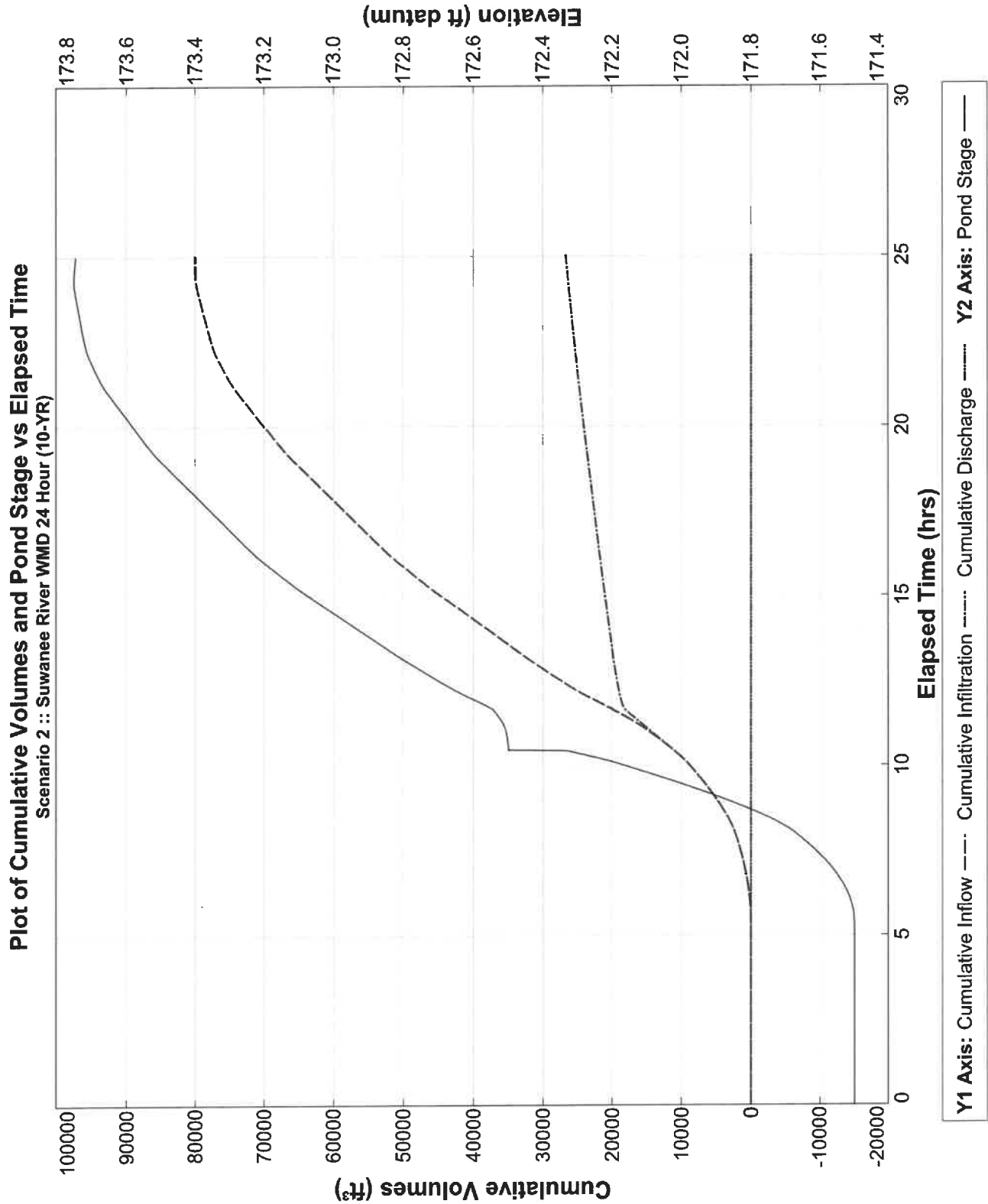
	Time (hours)	Stage (ft datum)	Rate (ft ³ /s)	Volume (ft ³)
Stage				
Minimum	0.000	171.50		
Maximum	24.289	174.96		
Inflow				
Rate - Maximum - Positive	12.000		4.7902	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	24.978			143308.1
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			143308.1
Infiltration				
Rate - Maximum - Positive	9.711		1.6367	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	25.022			32050.6
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			32050.6
Combined Discharge				
Rate - Maximum - Positive	None		None	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	None			None
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			0.0
Discharge Structure 1 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Discharge Structure 2 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Discharge Structure 3 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Pollution Abatement:				
36 Hour Stage and Infiltration Volume	N.A.	N.A.		N.A.
72 Hour Stage and Infiltration Volume	N.A.	N.A.		N.A.



PONDS Version 3.3.0276
Retention Pond Recovery - Refined Method
Copyright 2012
Devo Seereeram, Ph.D., P.E.

Summary of Results :: Scenario 2 :: Suwanee River WMD 24 Hour (10-YR)

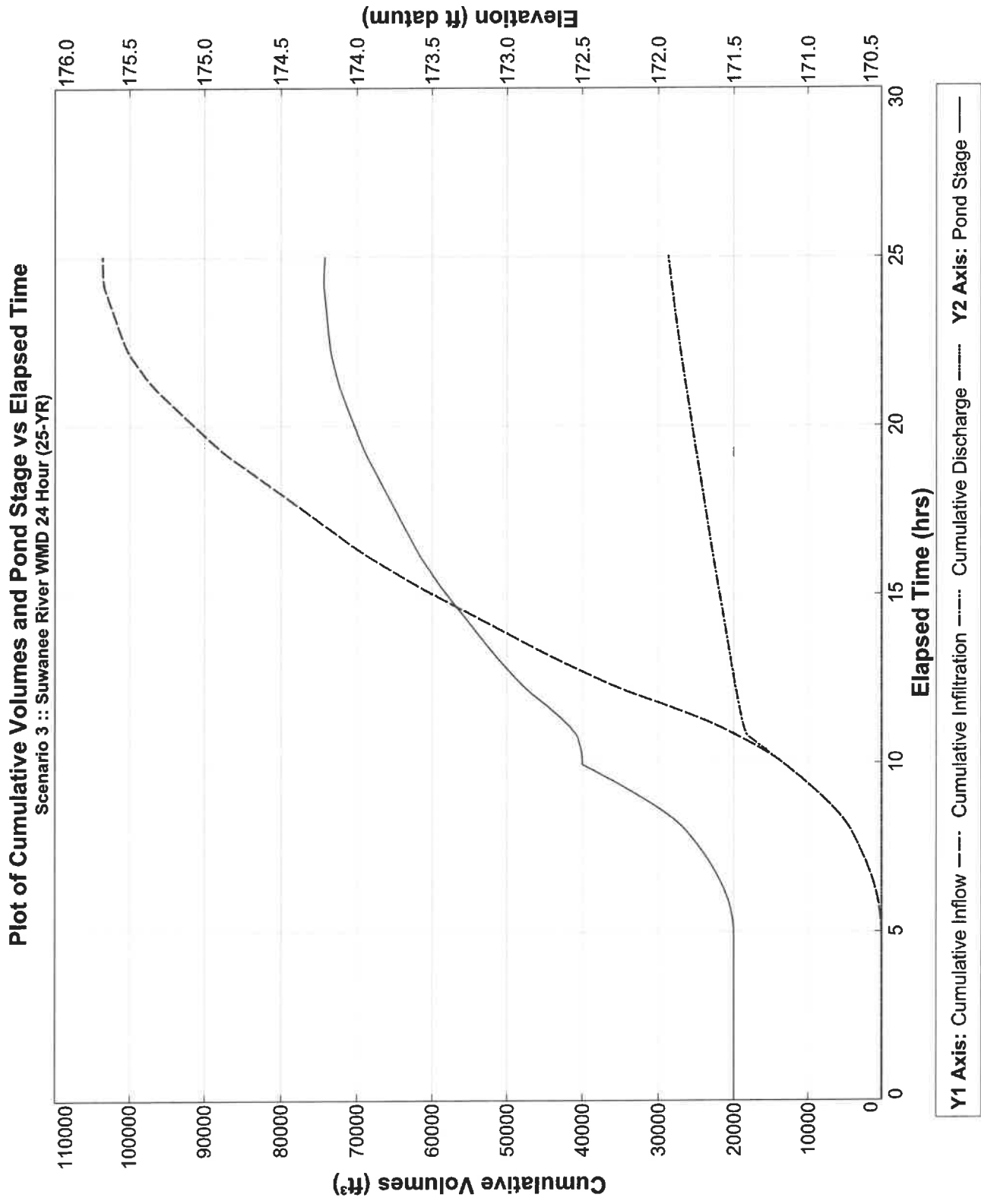
	Time (hours)	Stage (ft datum)	Rate (ft ³ /s)	Volume (ft ³)
Stage				
Minimum	0.000	171.50		
Maximum	24.267	173.75		
Inflow				
Rate - Maximum - Positive	12.000		2.6909	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	24.978			79882.9
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			79882.9
Infiltration				
Rate - Maximum - Positive	11.622		1.6358	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	25.022			26666.7
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			26666.7
Combined Discharge				
Rate - Maximum - Positive	None		None	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	None			None
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			0.0
Discharge Structure 1 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Discharge Structure 2 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Discharge Structure 3 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Pollution Abatement:				
36 Hour Stage and Infiltration Volume	N.A.	N.A.		N.A.
72 Hour Stage and Infiltration Volume	N.A.	N.A.		N.A.



PONDS Version 3.3.0276
Retention Pond Recovery - Refined Method
Copyright 2012
Devo Seereeram, Ph.D., P.E.

Summary of Results :: Scenario 3 :: Suwanee River WMD 24 Hour (25-YR)

	Time (hours)	Stage (ft datum)	Rate (ft ³ /s)	Volume (ft ³)
Stage				
Minimum	0.000	171.50		
Maximum	24.267	174.22		
Inflow				
Rate - Maximum - Positive	12.000		3.4867	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	24.978			103629.4
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			103629.4
Infiltration				
Rate - Maximum - Positive	10.778		1.8208	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	25.022			28713.5
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			28713.5
Combined Discharge				
Rate - Maximum - Positive	None		None	
Rate - Maximum - Negative	None		None	
Cumulative Volume - Maximum Positive	None			None
Cumulative Volume - Maximum Negative	None			None
Cumulative Volume - End of Simulation	25.022			0.0
Discharge Structure 1 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Discharge Structure 2 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Discharge Structure 3 - inactive				
Rate - Maximum - Positive	disabled		disabled	
Rate - Maximum - Negative	disabled		disabled	
Cumulative Volume - Maximum Positive	disabled			disabled
Cumulative Volume - Maximum Negative	disabled			disabled
Cumulative Volume - End of Simulation	disabled			disabled
Pollution Abatement:				
36 Hour Stage and Infiltration Volume	N.A.	N.A.		N.A.
72 Hour Stage and Infiltration Volume	N.A.	N.A.		N.A.

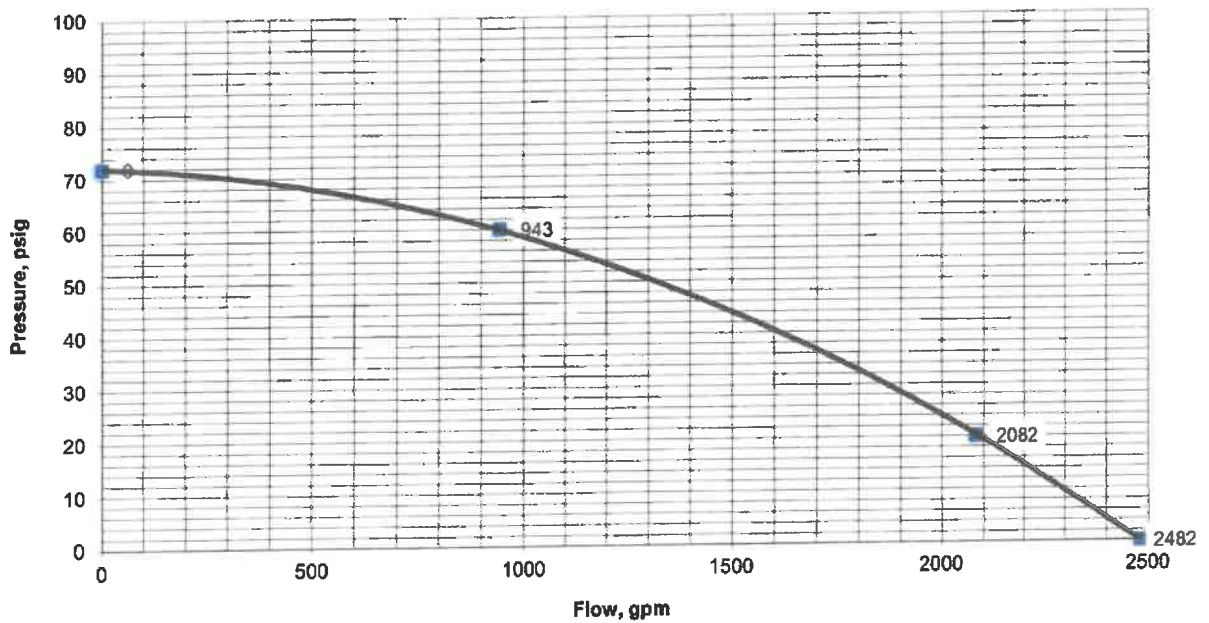


City of Lake City Water flow report

HYDRANT # & LOCATION: **CO US 90 & Sisters Welcome Road** DATE: **2/7/2024**
 TEST BY: **AI/Brandon** Day: **Wednesday** Time: **13:15** Minutes: **2**
 WATER SUPPLIED BY: **Municipal**
 PURPOSE OF TEST: **request**

DATA

FLOW HYDRANT(S)	A1	A2	A3
SIZE OPENING:	2.5	2.5	2.5
COEFFICIENT:	0.8		
PITOT READING:	40		
GPM:	943	0	0
TOTAL FLOW DURING TEST:	943 GPM		
STATIC READING:	72 PSI		RESIDUAL: 60 PSI
RESULTS:	AT 20 PSI RESIDUAL 2082 GPM		AT 0 PSI 2482 GPM
ESTIMATED CONSUMPTION:	1887 GAL.		
REMARKS:			





NFPS



PO BOX 3823
LAKE CITY, FL 32056



PHONE (386) 752-4675
FAX (386) 752-4674



www.nfps.net

DATA ANALYSIS AND CONCURRENCY REPORT

Application for Site &
Development Plan Approval

Prepared for:



Prepared by:



Brandon M. Stubbs, Senior Planner
North Florida Professional Services, Inc.



General Project Information

SUBJECT: A request for a Site & Development Plan Approval for a +/-5,915 square foot Automotive Self-Service Station use, as permitted in Section 4.13.2 of the Land Development Regulations, along with parking, stormwater management system, landscaping, and other amenities on 6.48-acre subject property.

APPLICANT/AGENT: Brandon M. Stubbs, Senior Planner for North Florida Professional Services, Inc.

PROPERTY OWNER(S): WPG-LAKE CITY, LLC.

LOCATION: North of SW Midtown Place; South of U.S. Highway 90, Buddy's Home Furnishings, ABC Fine Wine & Spirits, and NW Ridgewood Ave; East of Cedar River Seafood, SW Sister's Welcome Road, and Campus USA Credit Union; and West of Fueled Outdoors, Easy Street Auto, and Chevron Station; Columbia County, Florida.

PARCEL ID NUMBER(S): 06185-000 and 06233-000

ACREAGE: ±6.48-Acres

FLUM City of Lake City Commercial & Columbia County Commercial

ZONING City of Lake City Commercial, Intensive ("CI") & Columbia County Commercial, Intensive ("CI")



SUMMARY

The proposal is to construct a ±5,915 square foot building for an Automotive Self-Service Station use within a Commercial, Intensive (“CI”) Zone District on a ±6.48 acres subject property with associated parking, landscaping, stormwater management, and other amenities. The subject property was utilized for the sale of new and used automobiles but remained vacant for several months.

FUTURE LAND USE MAP DESIGNATION of Subject Property

The City of Lake City Commercial FLUM Designation is described as follows in Policy I.1.2 of the Future Land Use Element of the Comprehensive Plan:

“Lands classified as commercial use consist of areas used for the sale, rental, and distribution of products or performance of services, as well as public, charter and private elementary, middle and high schools. In addition, off-site signs, churches and other houses of worship, private clubs and lodges, residential dwelling units, which existed within this category on the date of adoption of this objective, and other similar uses compatible with commercial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio except within the (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial-Central Business District and (CHI) Commercial, Highway Interchange districts being subject to an intensity of less than or equal to 1.0 floor area ratio.

(CN) Commercial, Neighborhood uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio. (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial-Central Business District and (CHI) Commercial, Highway Interchange districts shall be limited to an intensity of less than or equal to 1.0 floor area ratio.”

OFFICIAL ZONING ATLAS DESIGNATION of Subject Property

The City of Lake City Commercial, Intensive (“CI”) Designation is described as follows in Section 4.13.1 of the Land Development Regulations:

“The “CI” Commercial, Intensive category includes one (1) zone district: CI. This district is intended for intensive, highly automotive-oriented uses that require a conspicuous and accessible location convenient to streets carrying large volumes of traffic. Such activities generally require large land areas, do not cater directly in appreciable degree to pedestrians, and require ample offstreet parking and offstreet loading space. This district permits certain uses not of a neighborhood or general commercial type and serves the entire City.”



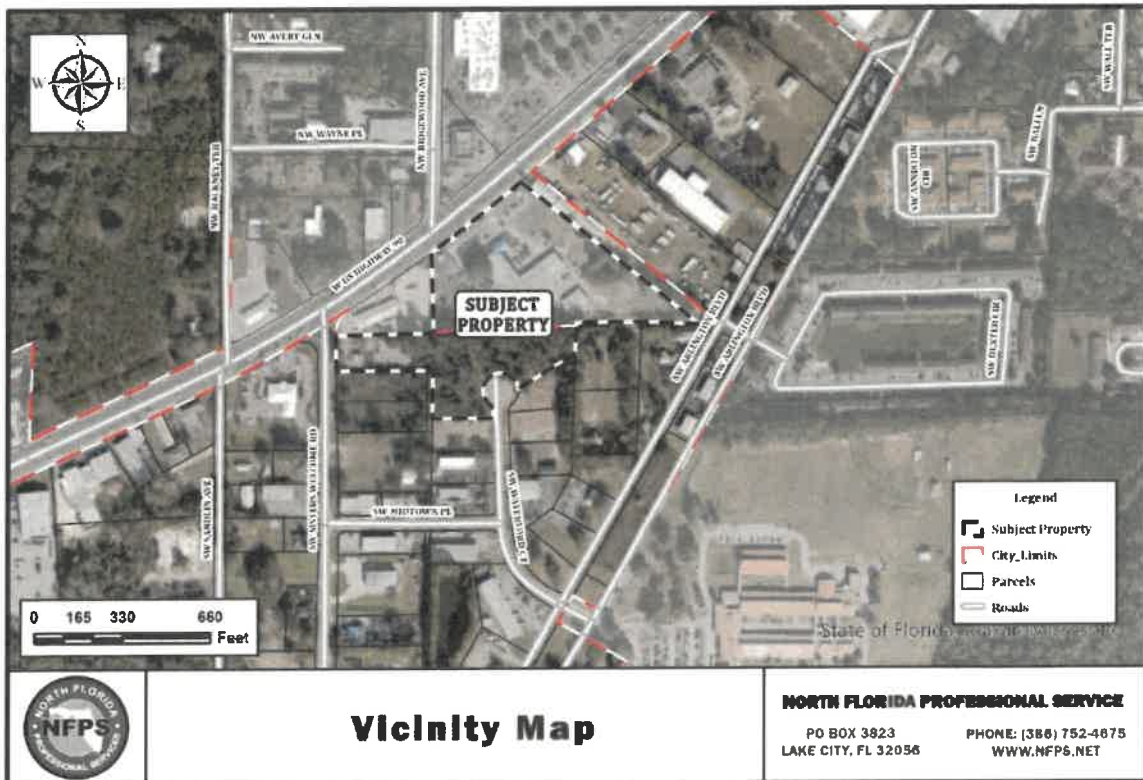
SURROUNDING USES

The existing uses, Future Land Use Map (“FLUM”) Designations, and zone districts of the surrounding area are identified in Table 1. Map 1 provides an overview of the vicinity of the subject property.

Table 1. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	U.S. Highway 90/Buddy’s Home Furnishings/ABC Fine Wine & Spirits/NW Ridgewood Ave	Commercial	Commercial, Intensive (“CI”)
South	SW Waterford Court/Hydroponic Garden Center/Vacant Commercial Lands	Columbia County Commercial	Columbia County Commercial, Intensive (“CI”)
East	Fueled Outdoors/Chevron/Florida Highway Patrol Station	Commercial/ Columbia County Commercial	Commercial, Intensive (“CI”)/ Columbia County Commercial, Intensive (“CI”)
West	Cedar River Seafood/SW Sisters Welcome Road/Campus USA Credit Union	Commercial/Columbia County Commercial	Commercial, Intensive (“CI”)/ Columbia County Commercial, Intensive (“CI”)

Map 1. Vicinity Map



CONSISTENCY WITH THE COMPREHENSIVE PLAN

Below is a chart of the existing FLUM Designation and the corresponding Official Zoning Atlas designation consistent with said proposed FLUM Designation.

Table 2. Zoning Consistency with Underlying Future Land Use Map Designation

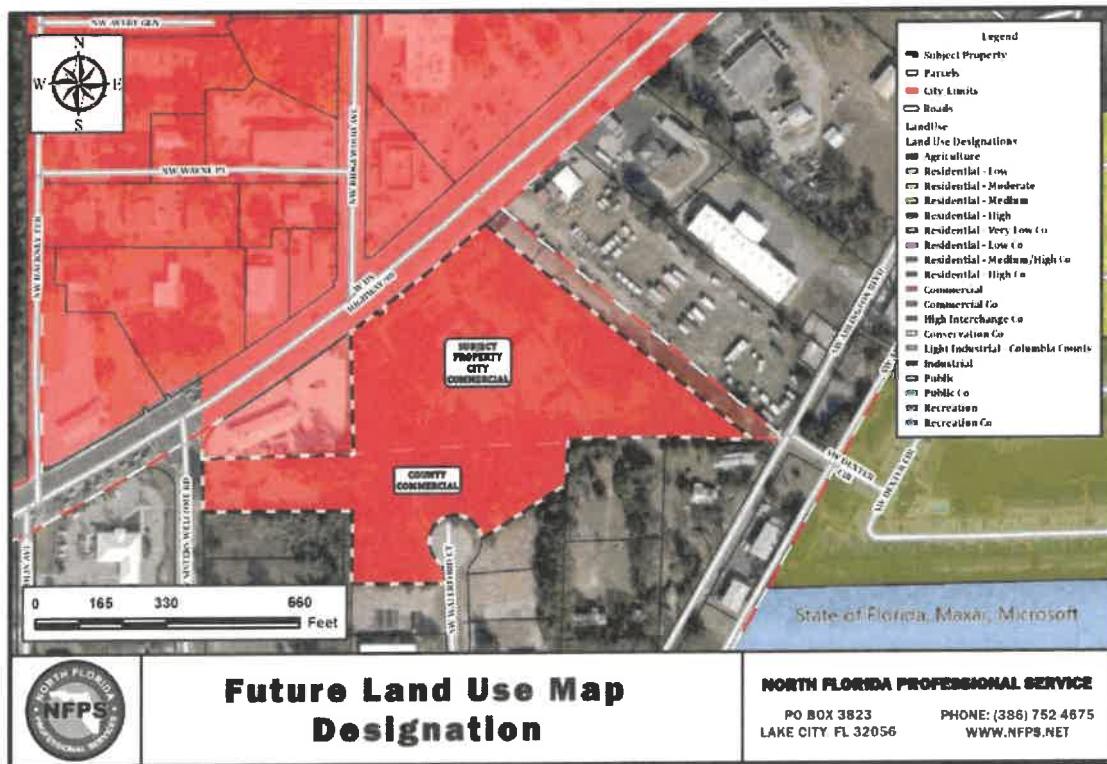
FLUM Designation	Official Zoning Atlas Designation	Consistent
Commercial	Commercial, Intensive ("CI")	✓

The following Comprehensive Plan Elements have Goals, Objectives, and Policies (GOPs) that support the proposed Future Land Use Map Amendment to the Comprehensive Plan:

- Future Land Use Element
- Transportation Element
- Sanitary Sewer, Solid Waste, Drainage, Potable Water, & Natural Groundwater Aquifer Recharge Element
- Capital Improvements Element

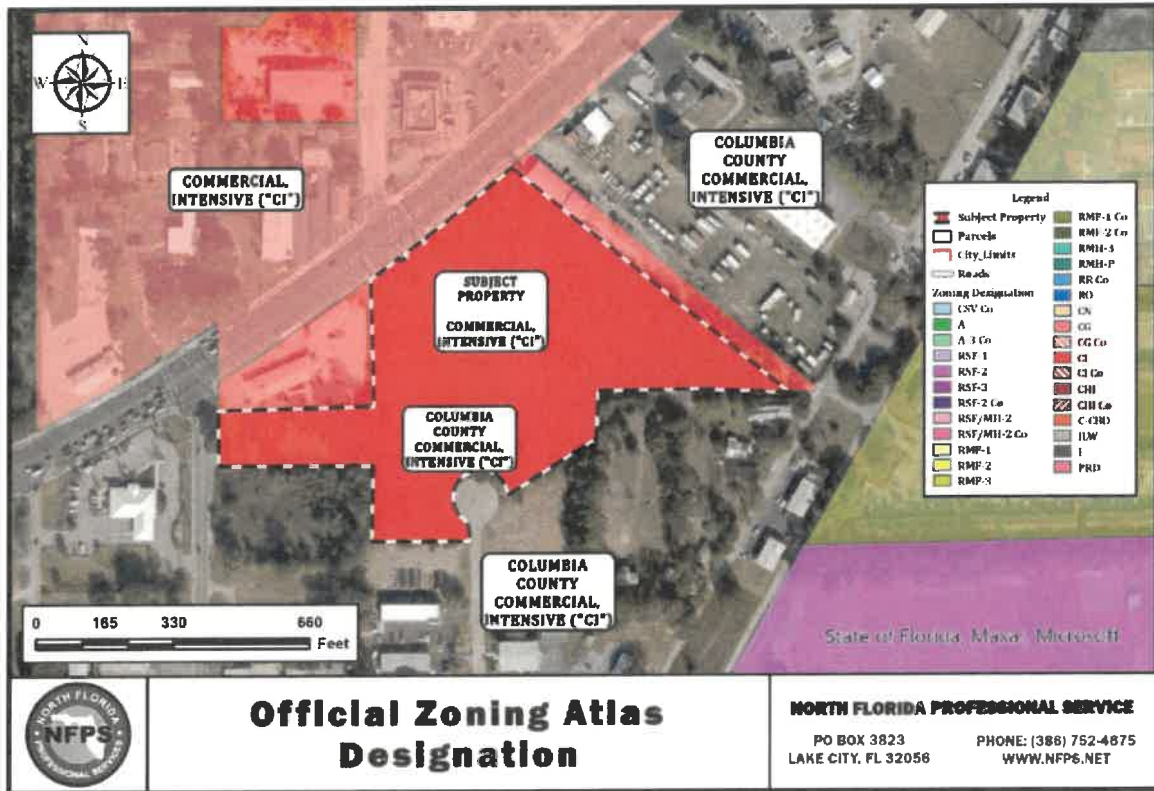
An analysis of Section 15.2.2 of the Land Development Regulations along with a Comprehensive Plan Consistency Analysis have been submitted as an accessory document to this report. According to the analysis, this application is consistent with the Comprehensive Plan and the Goals, Objectives, and Policies (GOPs) therein.

Map 2. FLUM Map





Map 3. Official Zoning Atlas Map



ENVIRONMENTAL CONDITIONS ANALYSIS

Wetlands

According to Illustration A-VI of the Comprehensive Plan, entitled Wetlands, which is based upon the National Wetlands Inventory, dated 1987, and the National Wetlands Reconnaissance Survey, dated 1981, there are no wetlands located on the subject property.

Evaluation: Given there are no known wetlands located onsite, there are no issues related to wetland protection.



Map 6. NWI Wetlands Map



Soil Survey

Each soil type found on the subject property is identified below. The hydrologic soil group is an indicator of potential soil limitations. The hydrologic soil group, as defined for each specific soil, refers to a group of soils which have been categorized according to their runoff-producing characteristics. These hydrologic groups are defined by the Soil Survey of Columbia County, Florida, dated 2002. The chief consideration with respect to runoff potential is the capacity of each soil to permit infiltration (the slope and kind of plant cover are not considered but are separate factors in predicting runoff). There are four hydrologic groups: A, B, C, and D. "Group A" soils have a higher infiltration rate when thoroughly wet and therefore have a lower runoff potential. "Group D" soils have very lower infiltration rates and therefore a higher runoff potential.

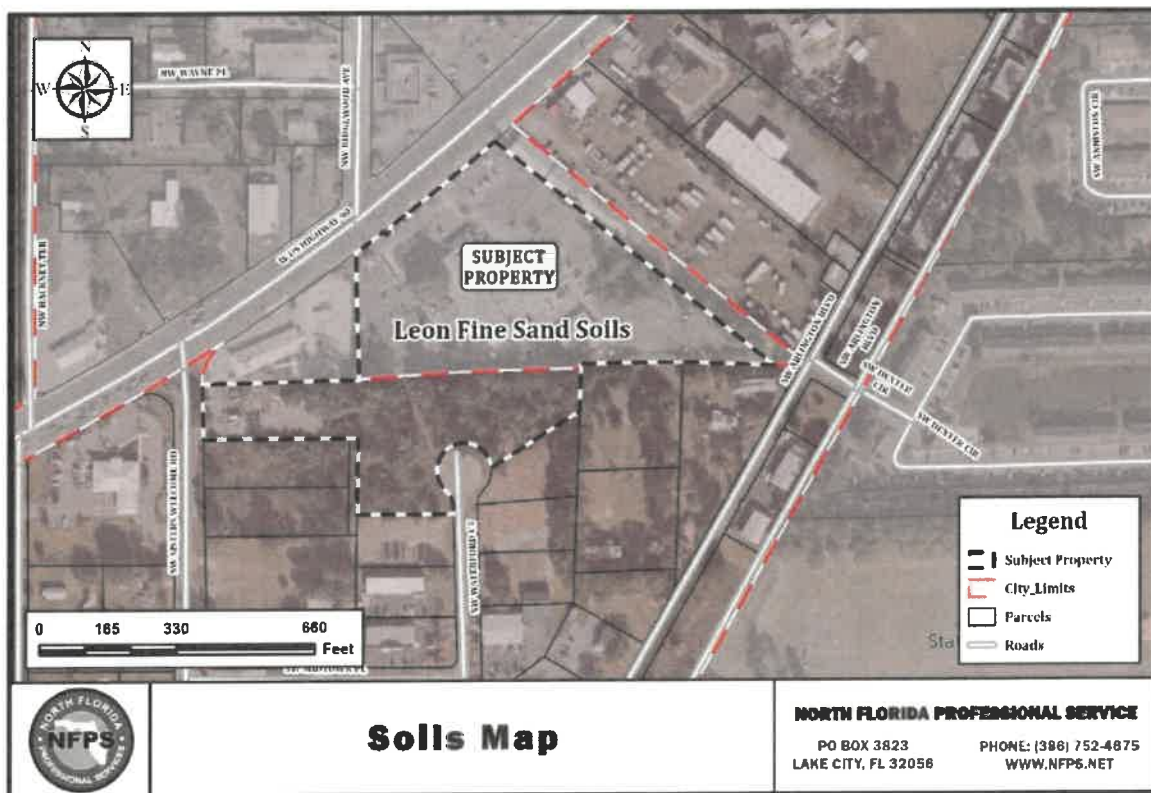
There is one soil types found on the subject property:

- 1) Leon Fine Sand soils are poorly drained, nearly level soils in broad flatwoods and in areas adjacent to wet depressions and drainage ways in the uplands. The surface and subsurface layers are comprised of fine sand to a depth of 19 inches. The subsoil layer is comprised of fine sand to a depth of 80 inches or more. Leon fine sand soils have severe limitations for building site development and for septic tank absorption fields.

Evaluation: The soil type found on the subject property is Leon Fine Sand Soils (0 to 5 percent slopes). Leon Fine Sand Soils type pose severe limitations for building development and severe limitations for septic tank absorption field. The proposed development has provided a stormwater management

system that complies with the Suwannee River Water Management District regulations. Further, the proposed development shall connect to the Community Potable and Sanitary Sewer Water Systems. Given the preceding information, there are no issues related to soil suitability.

Map 7. Soils Map



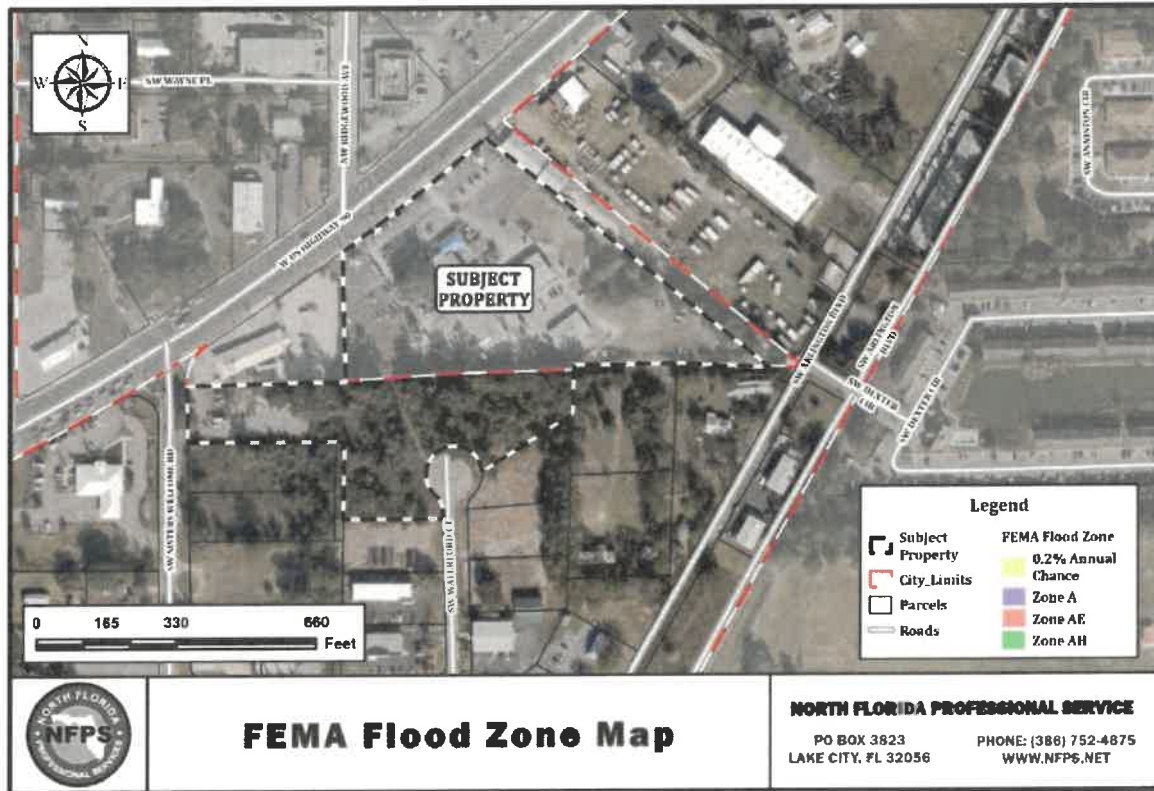
Flood Potential

Panel 0291D and 0292D of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Series, dated November 2, 2018, indicates that the subject property is in Flood Zone Flood Zone "X" (areas determined to be outside of the 500-year floodplain).

Evaluation: Given the subject property is not located within a FEMA Designated Flood Zone, there is no concern of flooding on the subject property.



Map 8. FEMA FIRM Map



Stream to Sink

According to the Stream to Sink Watersheds, prepared by the Suwannee River Water Management District, the subject property is not located within a stream to sink area.

Evaluation: Section 4.2.38 of the County's LDRs regulates Stream to Sink watershed areas. At this time, there is no concern related to Stream to Sink Watersheds.

Minerals

According to Illustration A-VII of the Comprehensive Plan, entitled Minerals, which is based upon Natural Resources, prepared by the Florida Department of Environmental Protection, 2012, the subject property is within an area known to contain any minerals.

Evaluation: There are no issues related to minerals.



Historic Resources

According to Illustration A-II of the Comprehensive Plan, entitled Historic Resources, which is based upon the Florida Division of Historical Resources, Master Site File, dated 1998, there are no known historic resources located on the subject property.

Evaluation: There are no issues related to historic Resources.

Aquifer Vulnerability

According to the Prime Natural Groundwater Aquifer Recharge Areas Map 2019, prepared by the Suwannee River Water Management District, dated 2000, the subject property is not located in a high Groundwater Aquifer Recharge area.

Evaluation: Given the subject property is not located in a High Groundwater Aquifer Recharge Area, there is no issue related to aquifer vulnerability at this time.

Vegetative Communities/Wildlife

The subject property is located within an area not known as a vegetative community.

Evaluation: There are no known wildlife habitats associated with a non-vegetative community. Further, the subject property is an existing developed site; therefore, there is no issue related to vegetative communities or wildlife.

PUBLIC FACILITIES IMPACT

Traffic Impact

Table 3. Affected Comprehensive Plan Roadway Segments¹

Segment Number ²	Segment Description	Lanes	Functional Classification	Area Type	LOS
6	U.S. 90 (from S.R. 247 to Baya Ave)	6-D	Arterial I	Transition	D

¹ Source: City of Lake City Comprehensive Plan, Traffic Element.

² FDOT roadway segment number shown in parenthesis (when applicable.) For the purposes of concurrency management, City of Lake City Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity.

Table 4. Existing Trip Generation¹

Land Use	AADT ²	PM Peak Hour ³
Automobile Sales (Used) ¹ (ITE Code 041)	482	88
Total	482	88

¹ Source: ITE Trip Generation, 10th Edition.

² Formula: AADT = ITE, 10th Edition - 27.06 trips per thousand SQ FT x 17,798 SQ FT = 482 AADT

³ Formulas: PM Peak = ITE, 10th Edition - 4.92 trips per SQ FT x 17,798 SQ FT = 88 PM Peak Trips



Table 5. Proposed Trip Generation¹

Land Use	AADT ²	PM Peak Hour ³
Convenience Market with Gasoline Pumps ¹ (ITE Code 853)	3,692	293
Total	3,692	293

⁴ Source: ITE Trip Generation, 10th Edition.
⁵ Formula: AADT = ITE, 10th Edition - 624.20 trips per thousand SQ FT x 5,915 SQ FT = 3,692 AADT
⁶ Formulas: PM Peak = ITE, 10th Edition - 49.59 trips per SQ FT x 5,915 SQ FT = 293 PM Peak Trips

Table 6. Net Increase in Trip Generation¹

Land Use	AADT ²	PM Peak Hour ³
Convenience Market with Gasoline Pumps (ITE Code 853)	3,692	293
Automobile Sales (Used) (ITE Code 841)	482	88
Total	3,210	205

Table 7. Projected Impact on Affected Comprehensive Plan Roadway Segments

Traffic System Category	US 90 Segment # 6 ¹
Maximum Service Volume ²	56,800
Existing Traffic ³	31,500
Reserved Trips ⁴	0
Available Capacity	25,300
Projected Daily Trips	3,210
Residual Capacity	22,090
PM Peak Hour Traffic Analysis	US 90 Segment # 6 ¹
Maximum Service Volume ²	5,110
Existing Traffic ³	2,993
Reserved Trips ⁴	0
Available Capacity	2,117
Projected PM Peak Hour Trips	205
Residual Capacity	1,912

¹ FDOT roadway segment number shown in parenthesis (when applicable.) For the purposes of concurrency management, City of Trenton Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity.
² Source: FDOT 2023 Multimodal Quality/Level of Service Handbook, Generalized Annual Average Daily Volumes and Generalized Peak Hour Two-Way Volumes for Urbanized Areas.
³ Florida Department of Transportation, District II, Annual Average Daily Traffic Report.

Evaluation: The impacts generated by the development will not adversely affect the Level of Service (LOS) of the roadway segment identified above; therefore, the demand generated by the development is acceptable.

Potable Water Impacts

The subject property is located within a community potable water system service area. The subject property will be served potable water via City of Lake City Potable Water System. The City of Lake City Potable Water System is anticipated to meet or exceed the adopted level of service standard for potable water established within the Comprehensive Plan. Note: Calculations are based upon Chapter 62-6.008, F.S.



The proposed use is a ±5,915 sq ft Automobile Self-Service Station use. A proposed Automobile Self-Service Station creates 325 GPD per day per water closet. The proposed Automobile Self-Service Station proposes 6 water closets. Therefore, the proposed use will generate 1,950 GPD. $6 \text{ WC} \times 325 \text{ GPD} = 1,950 \text{ GPD Total}$

Evaluation: The impacts generated by the development will not adversely affect the Level of Service (LOS) for potable water facilities; therefore, the demand generated by the development is acceptable.

Sanitary Sewer Impacts

The subject property is located within a community centralized sanitary sewer system service area. The subject property will be served sanitary sewer via City of Lake City Sanitary Sewer System. The City of Lake City Sanitary Sewer System is anticipated to meet or exceed the adopted level of service standard for sanitary sewer established within the Comprehensive Plan. Note: Calculations are based upon Chapter 62-6.008, F.S.

The proposed use is a ±5,915 sq ft Automobile Self-Service Station use. A proposed Automobile Self-Service Station creates 325 GPD per day per water closet. The proposed Automobile Self-Service Station proposes 6 water closets. Therefore, the proposed use will generate 1,950 GPD. $6 \text{ WC} \times 325 \text{ GPD} = 1,950 \text{ GPD Total}$

Evaluation: The impacts generated by the development will not adversely affect the Level of Service (LOS) for sanitary sewer facilities; therefore, the demand generated by the development is acceptable.

Solid Waste Impacts

Solid waste facilities for uses to be located on the site are provided at the sanitary landfill. The level of service standard established within the Comprehensive Plan for the provision of solid waste disposal is currently being met or exceeded.

The proposed use is a ±5,915 sq ft Automobile Self-Service Station use. A proposed Automobile Self-Service Station on average generates approximately 2.5 lbs of solid waste per 100 square feet per day. $(1 \text{ LBS} \times 59.15 \text{ SQ FT}) = 148 \text{ pounds of solid waste per day.}$

Evaluation: The impacts generated by the development will not adversely affect the Level of Service (LOS) of solid waste facilities; therefore, the demand generated by the development is acceptable.

Recreation Facilities

The proposed development is commercial in nature; therefore, there is no impact on recreation facilities. The development will have no negative impact on the Level of Service (LOS) of recreation facilities.



Public School Facilities

The proposed development is commercial in nature; therefore, there is no impact on public school facilities. The development will have no negative impact on the Level of Service (LOS) of public school facilities.



Comprehensive Plan Analysis

Comprehensive Plan Compliance Narrative: The subject property is surrounded by urban uses, including commercial uses and land use to the north, south, east, and west. The Commercial, Intensive (“CI”) Zoning Designation is consistent with the underlying Future Land Use Map Designation. Further, both the Commercial FLUM Designation and CI Zoning Designation permit Automotive Self-Service Stations as a by-right use.

Below is a list of Goals, Objectives, and Policies the proposed development is consistent with:

OBJECTIVE I.1 The City Concurrency Management System shall make available or schedule for availability the public facilities for future growth and urban development as development occurs in order to provide for urban densities and intensities within the City.

Policy I.1.1 The location of higher density residential, high intensity commercial and heavy industrial uses shall be directed to areas adjacent to arterial or collector roads, identified on the Future Traffic Circulation Map, where public facilities are available to support such higher density or intensity.

Policy I.1.2 The land development regulations of the City shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities and shall establish the following floor area ratio(s) to be applied to each classification of land use:

COMMERCIAL

Lands classified as commercial use consist of areas used for the sale, rental, and distribution of products or performance of services, as well as public, charter and private elementary, middle and high schools. In addition, off-site signs, churches and other houses of worship, private clubs and lodges, residential dwelling units, which existed within this category on the date of adoption of this objective, and other similar uses compatible with commercial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio except within the (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial-Central Business District and (CHI) Commercial, Highway Interchange districts being subject to an intensity of less than or equal to 1.0 floor area ratio. (CN) Commercial, Neighborhood uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio. (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial-Central Business District and (CHI) Commercial, Highway Interchange districts shall be limited to an intensity of less than or equal to 1.0 floor area ratio.

Policy I.1.3 The City shall continue to allocate amounts and types of land uses for residential, commercial, industrial, public, and recreation to meet the needs of the existing and projected future populations and to locate urban

land uses in a manner where public facilities may be provided to serve such urban land uses. (Urban land uses shall be herein defined as residential, commercial and industrial land use categories).

- Policy I.1.3 The City shall continue to allocate amounts and types of land uses for residential, commercial, industrial, public, and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to serve such urban land uses. (Urban land uses shall be herein defined as residential, commercial and industrial land use categories).
- Policy I.1.4 The City shall continue to limit the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan map to acreage which can be reasonably expected to develop by the year 2025.
- OBJECTIVE I.3 The City shall require that all proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.
- Policy I.3.1 The City shall limit the issuance of development orders and permits to areas where the adopted level of service standards for the provision of public facilities found within the Comprehensive Plan are maintained. This provision also includes areas where development orders were issued prior to the adoption of the Comprehensive Plan.
- Policy II.1.2. The City shall control the number and frequency of connections and access points of driveways and roads to arterials and collectors by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, and the following requirements for non-state roads: 1. Permitting 1 access point for ingress and egress purposes to a single property or development; 2. Permitting 2 access points if the minimum distance between the two access points exceeds 20 feet; 3. Permitting 3 access points if the minimum distance between each access point is at least 100 feet; or 4. Permitting more than 3 access points where a minimum distance of 1,000 feet is maintained between each access point.
- Policy II.1.3. The City shall continue to require development to provide safe and convenient on-site traffic flow, which includes the provision for vehicle parking.
- OBJECTIVE II.2 The City shall require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map, limiting higher density and higher intensity land use locations to be adjacent to collector or arterial roads, as identified on the Future Traffic Circulation Map.
- Policy II.4.7 The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.

PARCEL TAX NUMBERS

31-3S-17-06233-000 (26332)

31-3S-17-06185-000 (26291)

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF COLUMBIA, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1

COMMENCE AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 3 SOUTH, RANGE 17 EAST, COLUMBIA COUNTY, FLORIDA AND RUN N 00°13'36" W, ALONG THE WEST LINE OF SAID EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 30.00 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF A COUNTY GRADED ROAD AND THE POINT OF BEGINNING; THENCE CONTINUE N 00°13'36" W, STILL ALONG THE WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 238.42 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF US HIGHWAY NO. 90, SAID POINT BEING ON THE ARC OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 4,633.66 FEET AND A CENTRAL ANGLE OF 04°24'15", SAID CURVE ALSO HAVING A CHORD DISTANCE OF 356.10 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, BEING ALSO SAID SOUTHEASTERLY RIGHT-OF-WAY LINE OF US HIGHWAY NO. 90 A DISTANCE OF 356.18 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE N 47°50'15" E, STILL ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE 11.57 FEET; THENCE S 52°17'44" E, 713.76 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF A COUNTY GRADED ROAD; THENCE S 87°23'33" W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE 846.06 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION CONVEYED IN O.R. BOOK 988, PAGE 387 OF THE PUBLIC RECORDS OF COLUMBIA COUNTY, FLORIDA.

PARCEL 2

LOTS 14, 15, 16, AND 17, MIDTOWN COMMERCIAL CENTER, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 6, PAGES 200 AND 201, OF THE PUBLIC RECORDS OF COLUMBIA COUNTY, FLORIDA.

PARCEL 3

LOT 14, RIDGEWOOD MANOR, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 105, OF THE PUBLIC RECORDS OF COLUMBIA COUNTY, FLORIDA.

PARCEL 4

COMMENCE AT THE NORTHEAST CORNER OF THE W 1/2 OF THE SW 1/4 OF THE SW 1/4, SECTION 31, TOWNSHIP 3 SOUTH, RANGE 17 EAST, COLUMBIA COUNTY, FLORIDA AND RUN SOUTH 87°23'33" WEST ALONG THE NORTH LINE OF THE SW 1/4 OF THE SW 1/4, 18 FEET TO

THE NORTHEAST CORNER OF LOT 14 OF RIDGEWOOD MANOR, A SUBDIVISION ACCORDING TO A PLAT RECORDED IN PLAT BOOK 2, PAGE 105, OF THE PUBLIC RECORDS OF COLUMBIA COUNTY, FLORIDA; THENCE RUN SOUTH ALONG THE EAST LINE OF SAID LOT 14, 123.48 FEET TO THE SOUTHEAST CORNER OF SAID LOT; THENCE RUN NORTH $87^{\circ}23'33''$ WEST, 18 FEET TO THE EAST LINE OF THE W 1/2 OF THE SW 1/4 OF THE SW 1/4; THENCE RUN NORTH ALONG THE EAST LINE OF SAID W 1/2 OF THE SW 1/4 OF THE SW 1/4, 123.48 FEET TO THE NORTHEAST CORNER OF THE W 1/2 OF THE SW 1/4 OF THE SW 1/4 AND THE POINT OF BEGINNING.

PARCEL 5

TOGETHER WITH THAT PORTION OF VACATED WILLIAMS LANE LYING NORTH OF LOTS 15, 16 AND 17, MIDTOWN COMMERCIAL CENTER ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 6, PAGES 200 AND 201, AS VACATED BY RESOLUTION NO. 98R-26, RECORDED IN OFFICIAL RECORDS BOOK 864, PAGE 1410, OF THE PUBLIC RECORDS OF COLUMBIA COUNTY, FLORIDA.

ALSO TOGETHER WITH THE NORTH 1/2 OF VACATED WILLIAMS LANE LYING EAST OF MIDTOWN COMMERCIAL CENTER ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 6, PAGES 200 AND 201, ABUTTING PARCEL 1 ABOVE ON THE SOUTH, AS VACATED BY RESOLUTION NO. 98R-26, RECORDED IN OFFICIAL RECORDS BOOK 864, PAGE 1410, OF THE PUBLIC RECORDS OF COLUMBIA COUNTY, FLORIDA.

ALL OF THE ABOVE ALSO DESCRIBED AS:

BEGIN AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 3 SOUTH, RANGE 17 EAST, COLUMBIA COUNTY, FLORIDA; THENCE RUN NORTH $00^{\circ}12'45''$ WEST, ALONG THE WEST LINE OF SAID EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 29.77 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF A COUNTY GRADED ROAD; THENCE CONTINUE NORTH $00^{\circ}13'36''$ WEST, ALONG SAID WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 238.63 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF US HIGHWAY NO. 90, THENCE ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 90 THE FOLLOWING FOURTEEN (14) COURSES AND DISTANCES: 1) 21.65 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 4,633.66 FEET AND A CENTRAL ANGLE OF $00^{\circ}16'03''$, AND A CHORD BEARING AND DISTANCE OF NORTH $52^{\circ}05'04''$ EAST, 21.65 FEET; 2) SOUTH $38^{\circ}02'58''$ EAST, A DISTANCE OF 3.00 FEET; 3) NORTH $51^{\circ}55'23''$ EAST, A DISTANCE OF 4.44 FEET; 4) NORTH $38^{\circ}06'38''$ WEST, A DISTANCE OF 3.00 FEET; 5) 46.63 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 4,633.66 FEET AND A CENTRAL ANGLE OF $00^{\circ}34'36''$, AND A CHORD BEARING AND DISTANCE OF NORTH $51^{\circ}36'27''$ EAST, 46.63 FEET; 6) SOUTH $38^{\circ}40'51''$ EAST, A DISTANCE OF 8.00 FEET; 7) NORTH $51^{\circ}13'35''$ EAST, A DISTANCE OF 15.02 FEET; 8) NORTH $38^{\circ}51'58''$ WEST, A DISTANCE OF 8.00 FEET; 9) 43.69 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 4,633.66 FEET AND A CENTRAL ANGLE OF $00^{\circ}32'25''$, AND A CHORD BEARING AND DISTANCE OF NORTH $50^{\circ}51'49''$ EAST, 43.69 FEET; 10) SOUTH $39^{\circ}28'51''$ EAST, A DISTANCE OF 6.00 FEET; 11) NORTH $50^{\circ}33'23''$ EAST, A DISTANCE OF 6.01 FEET; 12) NORTH $39^{\circ}28'51''$ WEST, A DISTANCE OF 6.00 FEET; 13) 219.50 FEET ALONG THE ARC OF A

CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 4,633.66 FEET AND A CENTRAL ANGLE OF 02°42'51", AND A CHORD BEARING AND DISTANCE OF NORTH 49°09'44" EAST, 219.48 FEET; 14) NORTH 48°23'22" EAST, A DISTANCE OF 11.57 FEET; THENCE LEAVING SAID SOUTHEASTERLY RIGHT-OF-WAY LINE, SOUTH 52°14'22" EAST, A DISTANCE OF 713.51 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF A COUNTY GRADED ROAD; THENCE SOUTH 02°37'16" EAST; A DISTANCE OF 15.00 FEET; THENCE SOUTH 87°25'58" WEST, A DISTANCE OF 381.66 FEET; THENCE SOUTH 00°55'33" WEST, A DISTANCE OF 14.67 FEET TO THE NORTHEAST CORNER OF LOT 17, MIDTOWN COMMERCIAL CENTER AS RECORDED IN PLAT BOOK 6, PAGES 200 AND 201; THENCE SOUTH 00°55'33" WEST ALONG THE EAST BOUNDARY LINE OF SAID LOT 17, A DISTANCE OF 84.50 FEET TO THE SOUTHEAST CORNER OF SAID LOT 17; THENCE SOUTH 56°23'45" WEST ALONG THE SOUTHEASTERLY BOUNDARY LINE OF SAID LOT 17, A DISTANCE OF 221.30 FEET TO A POINT OF CURVATURE AND A POINT ON THE RIGHT-OF-WAY LINE OF SW WATERFORD COURT (R/W VARIES), MIDTOWN COMMERCIAL CENTER AS RECORDED IN PLAT BOOK 6, PAGES 200 AND 201; THENCE ALONG SAID RIGHT-OF-WAY LINE THE FOLLOWING FOUR (4) COURSES AND DISTANCES: 1) 125.90 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 57.00 FEET AND A CENTRAL ANGLE OF 126°33'01", AND A CHORD BEARING AND DISTANCE OF NORTH 68°38'40" WEST, 101.82 FEET; 2) 97.61 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 57.00 FEET AND A CENTRAL ANGLE OF 98°07'11", AND A CHORD BEARING AND DISTANCE OF SOUTH 01°24'18" EAST, 86.11 FEET TO A POINT OF REVERSE CURVATURE; 3) 33.40 FEET ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 40.00 FEET AND A CENTRAL ANGLE OF 47°50'09", AND A CHORD BEARING AND DISTANCE OF SOUTH 26°35'28" EAST, 32.43 FEET TO A POINT OF TANGENCY; 4) SOUTH 02°44'10" EAST, A DISTANCE OF 18.97 FEET TO THE SOUTHEAST CORNER OF LOT 14, MIDTOWN COMMERCIAL CENTER AS RECORDED IN PLAT BOOK 6, PAGES 200 AND 201; THENCE LEAVING SAID RIGHT-OF-WAY LINE OF SW WATERFORD COURT ALONG THE SOUTH BOUNDARY LINE OF SAID LOT 14, SOUTH 89°04'05" WEST, A DISTANCE OF 201.39 FEET TO THE SOUTHWEST CORNER OF SAID LOT 14; THENCE NORTH 00°09'34" WEST ALONG THE WEST BOUNDARY LINE OF SAID LOT 14, A DISTANCE OF 163.10 FEET TO THE NORTHWEST CORNER OF SAID LOT 14; THENCE SOUTH 89°06'43" WEST, A DISTANCE OF 312.23 FEET TO THE EAST RIGHT-OF-WAY LINE OF SW SISTERS WELCOME ROAD; THENCE NORTH 01°46'36" WEST ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 112.77 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE OF SW SISTERS WELCOME ROAD, NORTH 87°22'20" EAST, A DISTANCE OF 316.58 FEET TO THE POINT OF BEGINNING.

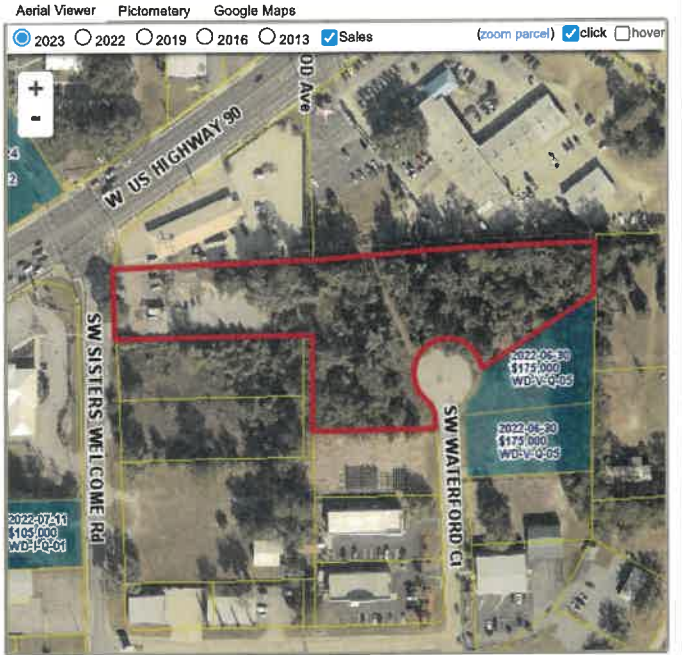
SAID PARCEL CONTAINING 377,905 SQUARE FEET - 8.68 ACRES MORE OR LESS.

Retrieve Tax Record | 2023 TRIM (pdf) | Property Card | Parcel List Generator | Show on GIS Map | Print

Parcel: << 31-3S-17-06233-000 (26332) >>

Owner & Property Info		Show Search Results	
Owner	LAKE CITY U AUTOMOTIVE MANAGEMENT LLC 1101 E FLETCHER AVE TAMPA, FL 33612		
Site	129 SW SISTERS WELCOME RD, LAKE CITY		
Description*	LOT 14 RIDGEWOOD MANOR S/D. & COMM NE COR OF LOT 14 RIDGEWOOD MANOR S/D. RUN E 18 FT, S 122.39 FT, W 18 FT, N 122.39 FT TO POB. & A PORTION OF WILLIAMS LN VACATED IN RES # 98R-21 IN ORB 864-1410. & LOTS 14 THRU 17 MIDTOWN COMMERCIAL CENTER S/D. 637-760 T ...more>>>		
Area	2.97 AC	S/T/R	31-3S-17
Use Code**	MISC IMPROVED (0700)	Tax District	1

*The Description above is not to be used as the Legal Description for this parcel in any legal transaction.
**The Use Code is a FL Dept. of Revenue (DOR) code and is not maintained by the Property Appraiser's office. Please contact your city or county Planning & Zoning office for specific zoning information.



Property & Assessment Values			
2023 Certified Values		2024 Working Values	
Mkt Land	\$210,750	Mkt Land	\$210,750
Ag Land	\$0	Ag Land	\$0
Building	\$0	Building	\$0
XFOB	\$7,317	XFOB	\$7,317
Just	\$218,067	Just	\$218,067
Class	\$0	Class	\$0
Appraised	\$218,067	Appraised	\$218,067
SOH Cap [?]	\$0	SOH Cap [?]	\$0
Assessed	\$218,067	Assessed	\$218,067
Exempt	\$0	Exempt	\$0
Total Taxable	county:\$218,067 city:\$0 other:\$0 school:\$218,067	Total Taxable	county:\$218,067 city:\$218,067 other:\$0 school:\$218,067

Sales History							Show Similar Sales within 1/2 mile	Fill out Sales Questionnaire
Sale Date	Sale Price	Book/Page	Deed	V/I	Qualification (Codes)	RCode		
12/16/2016	\$2,422,500	1327/2609	WD	I	U	30		
6/30/2016	\$2,282,900	1318/0514	WD	I	U	37		
9/30/2009	\$2,500,000	1181/1894	WD	I	Q	01		
8/17/2009	\$100	1180/0438	QC	I	U	11		
6/17/2004	\$244,000	1018/1447	WD	V	U	09		
6/11/2004	\$81,000	1018/1449	WD	V	Q			
1/5/2001	\$39,900	0917/1896	WD	V	Q			
1/5/2001	\$39,900	0917/1890	WD	V	Q			
1/5/2001	\$39,900	0917/1884	WD	V	Q			
1/21/2000	\$39,900	0906/1935	WD	V	Q			
10/1/1997	\$55,000	0846/1953	WD	I	Q			
2/13/1997	\$243,607	0835/0764	WD	I	U	35		
10/1/1990	\$0	0732/0414	WD	I	U	11		

Building Characteristics					
Bldg Sketch	Description*	Year Blt	Base SF	Actual SF	Bldg Value
					NONE

Extra Features & Out Buildings (Codes)					
Code	Desc	Year Blt	Value	Units	Dims
0260	PAVEMENT-ASPHALT	2001	\$5,017.00	11148.00	0 x 0
0166	CONC,PAVMT	2001	\$500.00	1.00	0 x 0
0169	FENCE/WOOD	1993	\$600.00	1.00	0 x 0
0140	CLFENCE 6	1993	\$1,200.00	1.00	0 x 0

Land Breakdown					
Code	Desc	Units	Adjustments	Eff Rate	Land Value
1001	MISC COMMERCIAL (MKT)	37,900.000 SF (0.870 AC)	1.0000/1.0000 1.0000/ /	\$3 /SF	\$94,750
1000	VACANT COMMERCIAL (MKT)	1.000 LT (0.500 AC)	1.0000/1.0000 1.0000/ /	\$29,000 /LT	\$29,000
1000	VACANT COMMERCIAL (MKT)	1.000 LT (0.540 AC)	1.0000/1.0000 1.0000/ /	\$29,000 /LT	\$29,000
1000	VACANT COMMERCIAL (MKT)	1.000 LT (0.470 AC)	1.0000/1.0000 1.0000/ /	\$29,000 /LT	\$29,000
1000	VACANT COMMERCIAL (MKT)	1.000 LT (0.590 AC)	1.0000/1.0000 1.0000/ /	\$29,000 /LT	\$29,000

Show Search Results

Columbia County Property Appraiser

Jeff Hampton

2024 Working Values

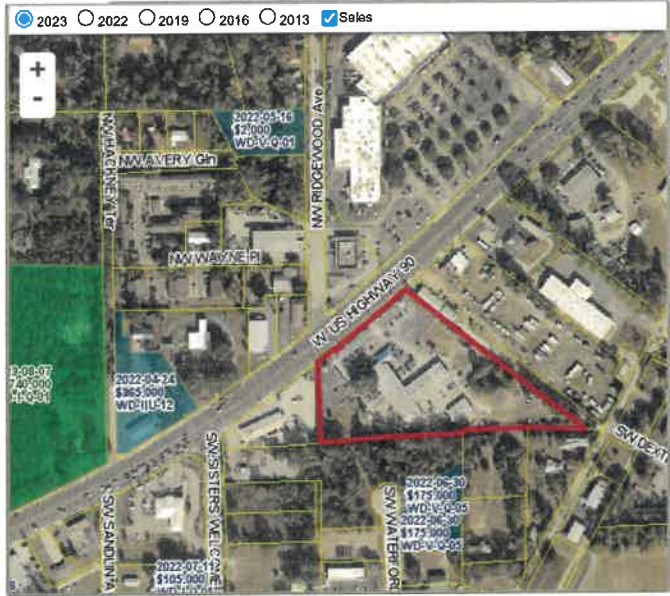
updated: 1/25/2024

Parcel: **31-3S-17-06185-000 (26291)**

[Aerial Viewer](#) [Pictometry](#) [Google Maps](#)

Owner & Property Info			
Owner	LAKE CITY U AUTOMOTIVE MANAGEMENT LLC 1101 E FLETCHER AVE TAMPA, FL 33612		
Site	1518 W US HIGHWAY 90, LAKE CITY		
Description*	COMM AT SW COR OF E1/2 OF NW1/4 OF SW1/4, RUN N 30 FT TO N R/W LINE OF CO GRADED RD FOR POB, CONT N 238.42 FT TO A PT ON SE'RLY R/W LINE US-90, RUN NELY ALONG R/W 356.18 FT, RUN N 47 DG E 11.57 FT, S 52 DG E 713.76 FT TO PT ON N R/W LINE CO GRADED RD, W 8... more>>>		
Area	5.125 AC	S/T/R	31-3S-17
Use Code**	VEH SALE/REPAIR (2700)	Tax District	1

*The Description above is not to be used as the legal description for this parcel in any legal transaction.
**The Use Code is a FL Dept. of Revenue (DOR) code and is not maintained by the Property Appraiser's office. Please contact your city or county Planning & Zoning office for specific zoning information.



Property & Assessment Values			
2023 Certified Values		2024 Working Values	
Mkt Land	\$1,040,038	Mkt Land	\$1,040,038
Ag Land	\$0	Ag Land	\$0
Building	\$468,840	Building	\$257,577
XFOB	\$55,222	XFOB	\$55,222
Just	\$1,564,100	Just	\$1,352,837
Class	\$0	Class	\$0
Appraised	\$1,564,100	Appraised	\$1,352,837
SOH Cap [?]	\$0	SOH Cap [?]	\$0
Assessed	\$1,564,100	Assessed	\$1,352,837
Exempt	\$0	Exempt	\$0
Total Taxable	county:\$1,564,100 city:\$1,564,100 other:\$0 school:\$1,564,100	Total Taxable	county:\$1,352,837 city:\$1,352,837 other:\$0 school:\$1,352,837

Sales History						
Sale Date	Sale Price	Book/Page	Deed	V/I	Qualification (Codes)	RCode
12/16/2016	\$2,422,500	1327/2609	WD	I	U	30
6/30/2016	\$2,282,900	1318/0514	WD	I	U	37
9/30/2009	\$2,500,000	1181/1694	WD	I	Q	01
1/1/1995	\$1,959,800	0903/0463	WD	I	U	03
6/21/1993	\$1,000	0776/0652	CT	I	U	11
9/23/1988	\$150,000	0665/0439	WD	I	U	02 (Multi-Parcel Sale) - show
10/30/1987	\$1,600,000	0636/0265	WD	I	U	

Building Characteristics						
Bldg Sketch	Description*	Year Blt	Base SF	Actual SF	Bldg Value	
Sketch	VEH SHRM (6604)	1984	4524	10212	\$100,478	
Sketch	VEH SALE/R (6600)	1984	12310	16895	\$115,455	
Sketch	SERVGARAGE (6500)	1993	3000	3800	\$41,644	

*Bldg Desc determinations are used by the Property Appraisers office solely for the purpose of determining a property's Just Value for ad valorem tax purposes and should not be used for any other purpose.

Extra Features & Out Buildings (Codes)						
Code	Desc	Year Blt	Value	Units	Dims	
0260	PAVEMENT-ASPHALT	1993	\$41,903.00	93118.00	0 x 0	
0140	CLFENCE 6	1993	\$3,720.00	1958.00	0 x 0	
0166	CONC,PAVMT	1993	\$3,419.00	4558.00	0 x 0	
0253	LIGHTING	1993	\$4,000.00	8.00	0 x 0	
0253	LIGHTING	1993	\$1,200.00	4.00	0 x 0	
0296	SHED METAL	1993	\$200.00	1.00	5 x 13	
0298	SERVICE BOOTH	2008	\$780.00	120.00	5 x 24	

Land Breakdown					
Code	Desc	Units	Adjustments	Eff Rate	Land Value
2700	AUTO SALES (MKT)	130,680.000 SF (3.000 AC)	1.0000/1.0000 1.0000/ /	\$7 /SF	\$947,430
2700	AUTO SALES (MKT)	92,608.000 SF (2.125 AC)	1.0000/1.0000 1.0000/ /	\$1 /SF	\$92,608

**This Instrument Prepared By
and Should be Returned To:**

**Stephen E. Cook, Esquire
SHUTTS & BOWEN LLP
300 S. Orange Avenue, Suite 1000
Orlando, Florida 32801**

Tax Parcel I.D. No.: R06185-000 and R06233-000

SPECIAL WARRANTY DEED
(North Florida Auto)

THIS SPECIAL WARRANTY DEED is made as of the 16th day of December, 2016, by and between **LAKE CITY T AUTOMOTIVE MANAGEMENT, LLC**, a Florida limited liability company, whose mailing address is 1101 E. Fletcher Avenue, Tampa, Florida 33612 (hereinafter referred to as "Grantor"), and **LAKE CITY U AUTOMOTIVE MANAGEMENT, LLC**, a Florida limited liability company, whose address is 1101 E. Fletcher Avenue, Tampa, Florida 33612 (hereinafter referred to as "Grantee").

(Whenever used herein, the terms "Grantor" and "Grantee" shall be deemed to include the parties to this Special Warranty Deed and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations, limited liability companies or partnerships. The singular shall be deemed to include the plural, and vice versa, where the context so permits.)

WITNESSETH:

WITNESSETH, that the Grantor, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, has granted, bargained, sold, conveyed and confirmed, and by these presents does grant, bargain, sell, convey and confirm, unto Grantee, all that certain land situate in Columbia County, Florida, more particularly described in Exhibit "A" attached hereto (the "Property").

TOGETHER with all the tenements, hereditaments and appurtenances with every privilege, right, title, interest and estate, reversion, remainder and easement hereto belonging or in anywise appertaining, and together with all improvements located thereon or therein.

TO HAVE AND TO HOLD the Property, and all the estate, right, title, interest, lien and equity whatsoever of Grantor either in law or in equity or both, to the proper use, benefit, and behoof of Grantee and Grantee's successors and assigns in fee simple forever.

AND Grantor hereby covenants with said Grantee that Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and


convey the Property; that Grantor does hereby fully warrant the title to the Property and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other, and that the Property is free of all encumbrances, except for matters of record, this reference to which shall not serve to reimpose the same.

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed as of the day and year first above written.


Signed, sealed and delivered
in the presence of:

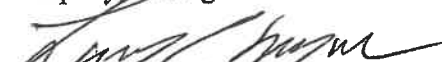
"GRANTOR"

LAKE CITY T AUTOMOTIVE
MANAGEMENT, LLC, a Florida limited
liability company


Print Name: T. Bennett

By: LCM Investments Holdings II,
LLC, a Delaware limited liability
company, Manager


Print Name: Robert Murray

By: 
Larry C. Morgan, Chairman

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me this ___ day of December, 2016, by Larry C. Morgan, as Chairman of LCM Investments Holdings II, LLC, a Delaware limited liability company, Manager of Lake City T Automotive Management, LLC, a Florida limited liability, on behalf of the company. He, who is personally known to me or has produced _____ as identification.



Print Name: _____
Notary Public, State of Florida at Large
Commission No.: _____
My Commission Expires: _____

[Affix Notary Seal]

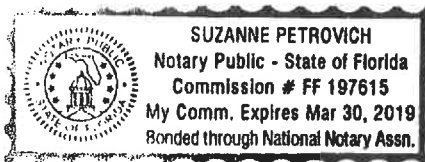


EXHIBIT "A"

LEGAL DESCRIPTION

The land referred to herein below is situated in the County of Columbia, State of Florida, and is described as follows:

Commence at the Southwest corner of the East 1/2 of the Northwest 1/4 of the Southwest 1/4 of Section 31, Township 3 South, Range 17 East, Columbia County, Florida and run N 00°13'36" W, along the West line of said East 1/2 of the Northwest 1/4 of the Southwest 1/4 a distance of 30.00 feet to the Northerly right-of-way line of a County Graded Road and the POINT OF BEGINNING; thence continue N 00°13'36" W, still along the West line of the East 1/2 of the Northwest 1/4 of the Southwest 1/4 a distance of 238.42 feet to a point on the Southeasterly right-of-way line of US Highway No. 90, said point being on the arc of a curve concave to the Northwest having a radius of 4,633.66 feet and a central angle of 04°24'15", said curve also having a chord distance of 356.10 feet; thence Northeasterly along the arc of said curve, being also said Southeasterly right-of-way line of US Highway No. 90 a distance of 356.18 feet to the Point of Tangency of said curve; thence N 47°50'15" E, still along said Southeasterly right-of-way line 11.57 feet; thence S 52°17'44" E, 713.76 feet to a point on the Northerly right-of-way line of a County Graded Road; thence S 87°23'33" W, along said Northerly right-of-way line 846.06 feet to the POINT OF BEGINNING.

LESS AND EXCEPT that portion conveyed in O.R. Book 988, Page 387 of the public records of Columbia County, Florida.

ALSO,

Lots 14, 15, 16, and 17, MIDTOWN COMMERCIAL CENTER, a subdivision according to the plat thereof recorded in Plat Book 6, Pages 200-201 of the public records of Columbia County, Florida.

ALSO,

Lot 14, Ridgewood Manor, a subdivision according to the plat thereof recorded in Plat Book 2, Page 105 of the public records of Columbia County, Florida.

ALSO,

COMMENCE at the Northeast Corner of the W 1/2 of the SW 1/4 of the SW 1/4, Section 31, Township 3 South, Range 17 East, Columbia County, Florida and run S 87°23'33" West along the North line of the SW 1/4 18 feet to the Northeast Corner of Lot 14 of RIDGEWOOD MANOR, a subdivision according to a plat recorded in Plat Book 2, Page 105 of the public records of Columbia County, Florida; thence run South along the East line of said Lot 14, 123.48 feet to the Southeast Corner of said Lot; thence run N 87°23'33" West, 18 feet to the East line of the W 1/2 of the SW 1/4 of the SW 1/4; thence run North along the East line of said W 1/2 of the SW 1/4 of the SW 1/4, 123.48 feet to the Northeast Corner of the W 1/2 of the SW 1/4 of the SW 1/4 and the POINT OF BEGINNING.



[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Search by Entity Name](#) /

Detail by Entity Name

Florida Limited Liability Company
WPG-LAKE CITY, LLC

Filing Information

Document Number L23000428448
FEI/EIN Number 93-3453099
Date Filed 09/13/2023
State FL
Status ACTIVE

Principal Address

4211 W. BOY SCOUT BLVD STE 620
TAMPA, FL 33607

Mailing Address

4211 W. BOY SCOUT BLVD STE 620
TAMPA, FL 33607

Registered Agent Name & Address

JENNEWEIN, JONATHAN P
101 E. KENNEDY BLVD STE 3700
TAMPA, FL 33602

Authorized Person(s) Detail

NONE

Annual Reports

No Annual Reports Filed

Document Images

[09/13/2023 – Florida Limited Liability](#)

[View image in PDF format](#)



[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Search by Entity Name](#) /

Detail by Entity Name

Florida Limited Liability Company
WAGNER PROPERTY GROUP, LLC

Filing Information

Document Number L14000046784
FEI/EIN Number 46-5251347
Date Filed 03/20/2014
State FL
Status ACTIVE

Principal Address

101 E. KENNEDY BLVD, SUITE 3700
TAMPA, FL 33602

Mailing Address

101 E. KENNEDY BLVD, SUITE 3700
TAMPA, FL 33602

Registered Agent Name & Address

JENNEWEIN, JONATHAN P
101 E. KENNEDY BLVD, SUITE 3700
TAMPA, FL 33602

Authorized Person(s) Detail

Name & Address

Title Manager

Wagner, Michael T
4211 W Boy Scout Blvd
Suite 620
Tampa, FL 33607

Annual Reports

Report Year	Filed Date
2021	04/27/2021
2022	03/28/2022
2023	03/02/2023

Document Images

[03/02/2023 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[03/28/2022 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[04/27/2021 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[03/26/2020 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[04/16/2019 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[03/16/2018 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[03/13/2017 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[03/08/2016 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[04/23/2015 -- ANNUAL REPORT](#)

[View image in PDF format](#)

[03/20/2014 -- Florida Limited Liability](#)

[View image in PDF format](#)

**LIMITED LIABILITY COMPANY AFFIDAVIT
OF WPG-LAKE CITY, LLC**

STATE OF FLORIDA


COUNTY OF HILLSBOROUGH

Before me, the undersigned authority, personally appeared Michael T. Wagner (“Affiant”), who being by me first duly sworn, on oath deposes and says that:

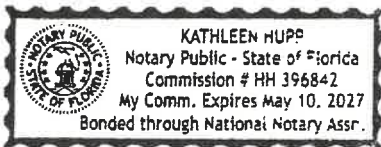
1. He is the sole Manager of Wagner Property Group, LLC, a Florida limited liability company, the Manager of **WPG-LAKE CITY, LLC**, a Florida limited liability company (“**WPG-LAKE CITY**”), and is authorized to execute this Affidavit on behalf of **WPG-LAKE CITY**.
2. **WPG-LAKE CITY** is currently in existence under valid Articles of Organization and has not been terminated or dissolved.
3. Affiant is authorized, by the Articles of Organization and Operating Agreement of Wagner Property Group, LLC, and by the Articles of Organization and Operating Agreement of **WPG-LAKE CITY** to represent said entity as it pertains to any and all permitting, approvals, necessary government filings related to this project.
4. Affiant further states that he is familiar with the nature of an oath and with the penalties as provided by the laws of the State of Florida for falsely swearing to statements made in an instrument of this nature. Affiant further certifies that he has fully read this Affidavit and understands its contents.

[SIGNATURE PAGE TO LIMITED LIABILITY COMPANY AFFIDAVIT
OF WPG-LAKE CITY, LLC]

FURTHER AFFIANT SAYETH NAUGHT.


Michael T. Wagner

Sworn and subscribed before me by means of physical presence or ___ online notarization, this 1st day of February, 2024, by Michael T. Wagner, who is personally known to me or ___ has produced a valid driver's license as identification.




(Signature of Notary Public)

KATHLEEN HUPP
(Printed Notary Name)

My Commission Expires:
MAY 10, 2027



GROWTH MANAGEMENT DEPARTMENT
 205 North Marion Ave, Lake City, FL 32055
 Phone: 386-719-5750
 E-mail: growthmanagement@lcfla.com

AGENT AUTHORIZATION FORM

I, WPG-Lake City, LLC (owner name), owner of property parcel

number 31-3S-17-06233-000 & 31-3S-17-06815-000 (parcel number), do certify that

the below referenced person(s) listed on this form is/are contracted/hired by me, the owner, or, is an officer of the corporation; or, partner as defined in Florida Statutes Chapter 468, and the said person(s) is/are authorized to sign, speak and represent me as the owner in all matters relating to this parcel.

Printed Name of Person Authorized	Signature of Authorized Person
1. Kyle Morel, PE	1.
2.	2.
3.	3.
4.	4.
5.	5.

I, the owner, realize that I am responsible for all agreements my duly authorized agent agrees with, and I am fully responsible for compliance with all Florida Statutes, City Codes, and Land Development Regulations pertaining to this parcel.

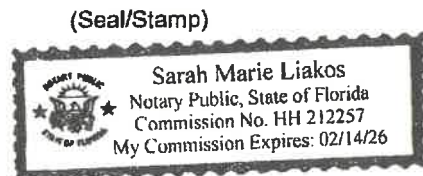
If at any time the person(s) you have authorized is/are no longer agents, employee(s), or officer(s), you must notify this department in writing of the changes and submit a new letter of authorization form, which will supersede all previous lists. Failure to do so may allow unauthorized persons to use your name and/or license number to obtain permits.

Michael T. Wagner 1/31/24
 Owner Signature (Notarized) Date

NOTARY INFORMATION:
 STATE OF: FLORIDA COUNTY OF: HILLSBOROUGH

The above person, whose name is MICHAEL T WAGNER, personally appeared before me and is known by me or has produced identification (type of I.D.) _____ on this 31st day of JANUARY, 20 24.

NOTARY'S SIGNATURE



Columbia County Tax Collector

generated on 1/30/2024 10:23:01 AM EST

Tax Record

Last Update: 1/30/2024 2:00:13 AM EST

Register for eBill

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

Account Number	Tax Type	Tax Year
R06185-000	REAL ESTATE	2023
Mailing Address LAKE CITY U AUTOMOTIVE MANAGEMENT LLC 1101 E FLETCHER AVE TAMPA FL 33612		Property Address 1518 US HIGHWAY 90 LAKE CITY GEO Number 313S17-06185-000
Exempt Amount	Taxable Value	
See Below	See Below	
Exemption Detail	Millage Code	Escrow Code
NO EXEMPTIONS	001	
Legal Description (click for full description) 31-3S-17 2700/27005.13 Acres COMM AT SW COR OF E1/2 OF NW1/4 OF SW1/4, RUN N 30 FT TO N R/W LINE OF CO GRADED RD FOR POB, CONT N 238.42 FT TO A PT ON SE'RLY R/W LINE US-90, RUN NE'LY ALONG R/W 356.18 FT, RUN N 47 DG E 11.57 FT, S 52 DG E 713.76 FT TO PT ON N R/W LINE See Tax Roll For Extra Legal		
Ad Valorem Taxes		
Taxing Authority	Rate	Assessed Value
CITY OF LAKE CITY	4.9000	1,356,406
BOARD OF COUNTY COMMISSIONERS	7.8150	1,356,406
COLUMBIA COUNTY SCHOOL BOARD		
DISCRETIONARY	0.7480	1,356,406
LOCAL	3.2170	1,356,406
CAPITAL OUTLAY	1.5000	1,356,406
SUWANNEE RIVER WATER MGT DIST	0.3113	1,356,406
LAKE SHORE HOSPITAL AUTHORITY	0.0001	1,356,406
		Exemption Amount
		0
		Taxable Value
		\$1,356,406
		Taxes Levied
		\$6,646.39
		\$10,600.31
		\$1,014.59
		\$4,363.56
		\$2,034.61
		\$422.25
		\$0.14
Total Millage		18.4914
Total Taxes		\$25,081.85
Non-Ad Valorem Assessments		
Code	Levying Authority	Amount
XLCF	CITY FIRE ASSESSMENT	\$5,946.51
Total Assessments		\$5,946.51
Taxes & Assessments		\$31,028.36
If Paid By		Amount Due
		\$0.00

Date Paid	Transaction	Receipt	Item	Amount Paid
11/8/2023	PAYMENT	9920579.0001	2023	\$29,787.23

Prior Years Payment History

Prior Year Taxes Due
NO DELINQUENT TAXES

Columbia County Tax Collector

generated on 1/30/2024 10:27:38 AM EST

Tax Record

Last Update: 1/30/2024 2:00:13 AM EST

Register for eBill

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

Account Number	Tax Type	Tax Year		
R06233-000	REAL ESTATE	2023		
Mailing Address LAKE CITY U AUTOMOTIVE MANAGEMENT LLC 1101 E FLETCHER AVE TAMPA FL 33612		Property Address 129 SISTERS WELCOME LAKE CITY GEO Number 313S17-06233-000		
Exempt Amount	Taxable Value			
See Below	See Below			
Exemption Detail	Millage Code	Escrow Code		
NO EXEMPTIONS	002			
Legal Description (click for full description) 31-3S-17 0700/07002.97 Acres LOT 14 RIDGEWOOD MANOR S/D. & COMM NE COR OF LOT 14 RIDGE- WOOD MANOR S/D, RUN E 18 FT, S 122.39 FT, W 18 FT, N 122.39 FT TO POB. & A PORTION OF WILLIAMS LN VACATED IN RES # 98R-21 IN ORB 864-1410. & LOTS 14 THRU 17 MIDTOWN See Tax Roll For Extra Legal				
Ad Valorem Taxes				
Taxing Authority	Rate	Assessed Exemption Value Amount Taxable Value Taxes Levied		
BOARD OF COUNTY COMMISSIONERS	7.8150	218,067 0 \$218,067 \$1,704.19		
COLUMBIA COUNTY SCHOOL BOARD DISCRETIONARY	0.7480	218,067 0 \$218,067 \$163.11		
LOCAL	3.2170	218,067 0 \$218,067 \$701.52		
CAPITAL OUTLAY	1.5000	218,067 0 \$218,067 \$327.10		
SUWANNEE RIVER WATER MGT DIST	0.3113	218,067 0 \$218,067 \$67.88		
LAKE SHORE HOSPITAL AUTHORITY	0.0001	218,067 0 \$218,067 \$0.02		
Total Millage		13.5914		
Total Taxes		\$2,963.82		
Non-Ad Valorem Assessments				
Code	Levying Authority	Amount		
FFIR	FIRE ASSESSMENTS	\$3.19		
Total Assessments		\$3.19		
Taxes & Assessments		\$2,967.01		
If Paid By		Amount Due		
		\$0.00		
Date Paid	Transaction	Receipt	Item	Amount Paid

11/8/2023	PAYMENT	9920579.0002	2023	\$2,848.33
-----------	---------	--------------	------	------------

Prior Years Payment History

Prior Year Taxes Due
NO DELINQUENT TAXES



Lake City Convenience Store – Lake City, FL

Traffic Impact Analysis

October 2023

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

Lake City Convenience Store

Lake City, FL

Prepared for:

Wagner Property Group

Prepared by:

Kimley-Horn and Associates, Inc.

October 2023

Digitally signed by Vincent E Spahr
DN: cn=Vincent E Spahr, c=US,
o=Florida,
email=vincent.spahr@kimley-horn.com
Date: 2023.10.25 16:25:48 -04'00'

VINCENT E. SPAHR, P.E.
STATE OF FLORIDA,
PROFESSIONAL ENGINEER,
LICENSE NO. 88747
THIS ITEM HAS BEEN DIGITALLY SIGNED
AND SEALED BY VINCENT E. SPAHR, P.E.
ON THE DATE INDICATED HERE.
PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED
AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.

©Kimley-Horn and Associates, Inc. 2023

K:\GVL_TPTO\147779016 - Lake City C-Store Traffic Study\doc\2 - traffic study\Lake City C Store TIA_FDOT_231025.docx

Table of Contents

1.0	INTRODUCTION	1
2.0	EXISTING CONDITIONS ANALYSIS	3
2.1	<i>Existing Traffic Data</i>	3
2.2	<i>Existing Intersection Conditions</i>	5
3.0	PROJECT DEVELOPMENT	6
3.1	<i>Site Access</i>	6
3.2	<i>Trip Generation</i>	6
3.3	<i>Trip Distribution</i>	7
3.4	<i>Trip Assignment</i>	7
4.0	BACKGROUND CONDITIONS ANALYSIS – YEAR 2025	10
4.1	<i>Historical Traffic Growth</i>	10
4.2	<i>Background Traffic</i>	10
4.3	<i>Background Intersection Analysis</i>	10
5.0	BUILDOUT CONDITIONS ANALYSIS – YEAR 2025	13
5.1	<i>Buildout Traffic</i>	13
5.2	<i>Buildout Intersection Analysis</i>	13
5.3	<i>Site Access Analysis</i>	15
5.4	<i>Access Spacing Standards</i>	15
6.0	CONCLUSION	16

Figures

Figure 1: Project Location and Study Area	2
Figure 2: Existing (2023) Volumes	4
Figure 3: Project Trip Distribution	8
Figure 4: Project Trip Assignment.....	9
Figure 5: Background (2025) Volumes	12
Figure 6: Buildout (2025) Volumes	14

Tables

Table 1: Existing Intersection Conditions	5
Table 2: Trip Generation Summary.....	7
Table 3: Background Intersection Conditions	10
Table 4: Buildout Intersection Conditions.....	13

Appendices

Appendix A: Approved Methodology

Appendix B: Traffic Data

Appendix C: Intersection Volume Development Worksheets

Appendix D: Synchro Output Reports

Appendix E: FDOT *Trend* Worksheet

Appendix F: NCHRP Report 457 Worksheets

1.0 INTRODUCTION

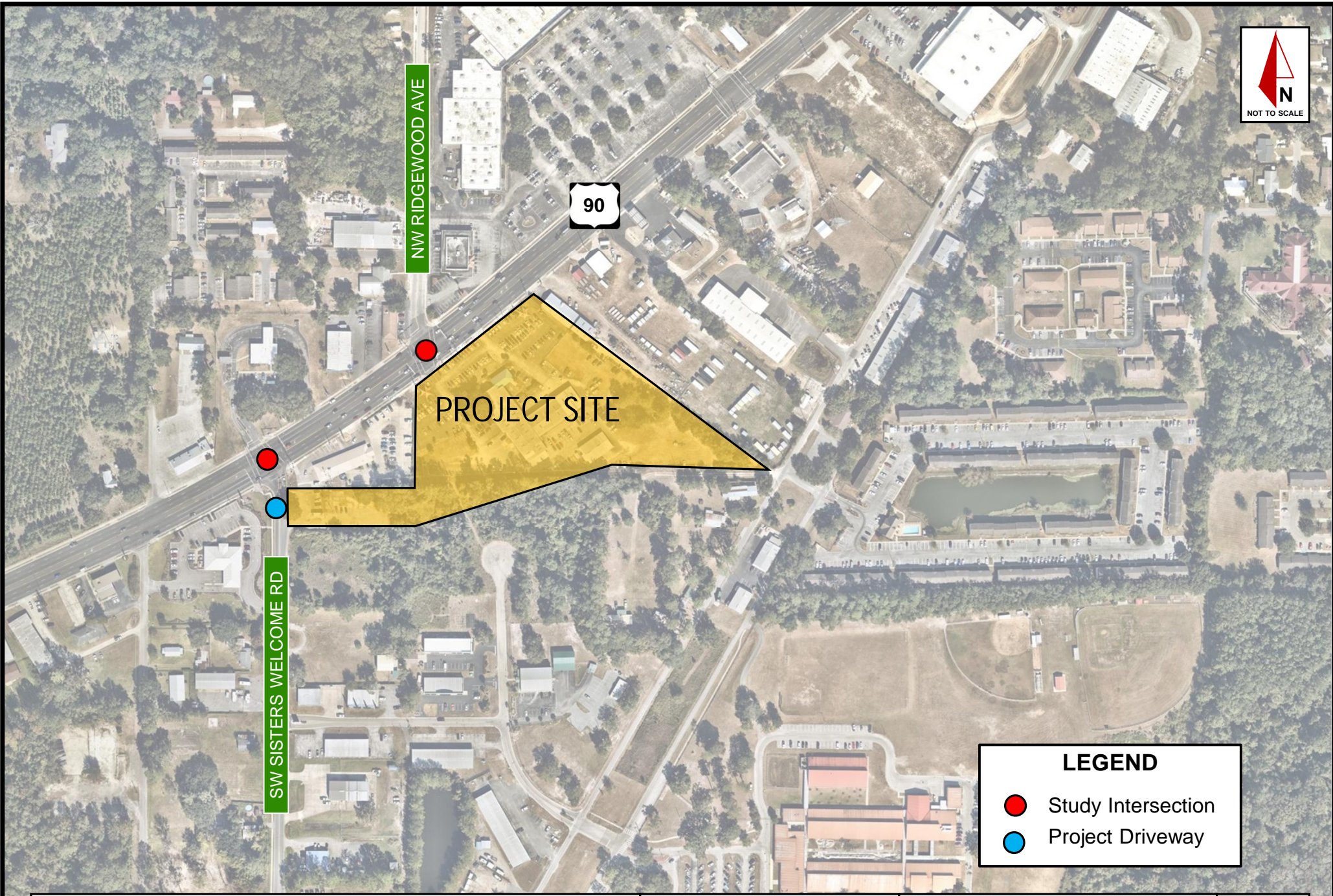
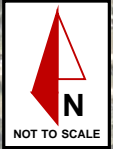
Kimley-Horn has been retained by Wagner Property Group to analyze and document the traffic impacts associated with the development of a convenience store and gas station on the south side of the intersection of US Highway 90 (US 90) and NW Ridgewood Avenue in Lake City, Florida.

The site is currently occupied by a defunct automotive dealership that is proposed to be demolished. The proposed redevelopment is anticipated to include a 5,915-square-foot convenience store/gas station with 16 vehicle fueling positions and a commercial outparcel. The proposed buildout year is 2025. The project location is shown in **Figure 1**.

The methodology for this Traffic Impact Analysis (TIA) was reviewed and approved by Columbia County and by the Florida Department of Transportation (FDOT). The approved methodology, including a conceptual site plan for the proposed convenience store and gas station, is provided in **Appendix A**.

In accordance with the approved methodology, the study area for this traffic impact analysis includes the project driveways and two signalized intersections:

- US 90 and NW Ridgewood Avenue
- US 90 and SW Sisters Welcome Road



NW RIDGEWOOD AVE

90

PROJECT SITE

SW SISTERS WELCOME RD

LEGEND

- Study Intersection
- Project Driveway

Figure 1: Project Location and Study Area

October 2023
Project No.: 147779016

Kimley»Horn
© 2023 Kimley-Horn and Associates, Inc.
800 SW 2nd Avenue, Suite 100, Gainesville, FL 32601
Phone: (352) 374-3274

2.0 EXISTING CONDITIONS ANALYSIS

2.1 EXISTING TRAFFIC DATA

Turning movement counts were collected at the study intersections on Thursday, September 7, 2023, during the AM (7:00 AM – 9:00 AM) and PM (3:00 PM – 6:00 PM) peak periods. The PM peak period was extended to 3:00 PM to capture school PM peak hour conditions due to the proximity of the project site to Lake City Middle School. Raw turning movement counts are provided in **Appendix B**.

Turning movement volumes were adjusted using the appropriate peak season conversion factor from the FDOT Florida Traffic Online (FTO) database. Seasonal factor data is included in **Appendix B**. Existing signal timings were provided by Lake City staff for use in the analysis; signal timing worksheets are included in **Appendix B**.

Figure 2 illustrates turning movement volumes for existing peak season conditions at the study intersections. The intersection volume development worksheets can be found in **Appendix C**.

LEGEND

- ➔ Existing Volumes: AM (MD) [PM]
- Ⓝ Study Intersection

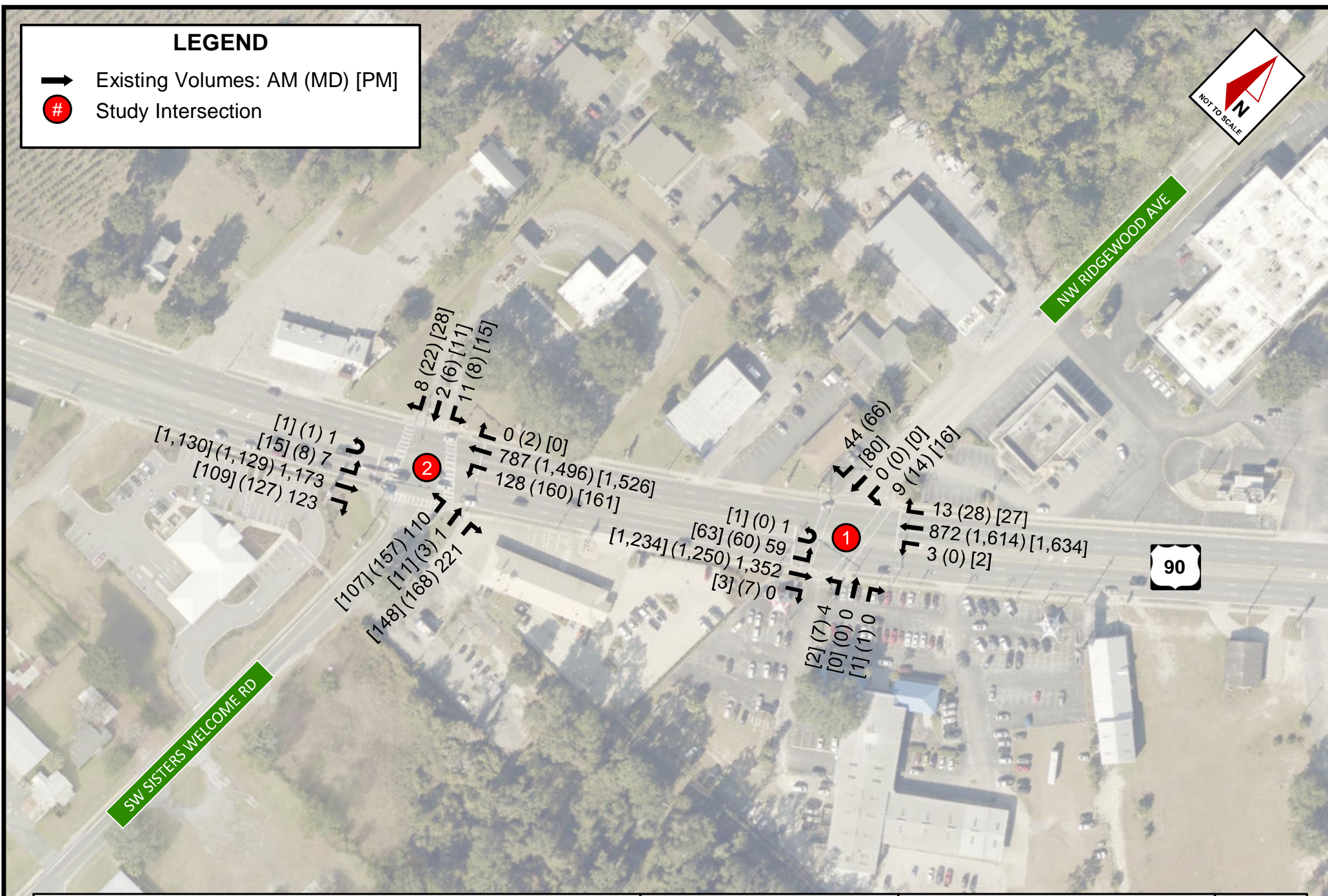


Figure 2: Existing (2023) Volumes

October 2023
Project No.: 147779016

Kimley»Horn
© 2023 Kimley-Horn and Associates, Inc.
800 SW 2nd Avenue, Suite 100, Gainesville, FL 32601
Phone: (352) 374-3274

2.2 EXISTING INTERSECTION CONDITIONS

Intersection capacity analyses were performed for existing (2023) conditions using the operational analysis procedures outlined in the *Highway Capacity Manual, 6th Edition* (HCM 6). Specifically, *Synchro* (v11) software was used to evaluate existing operational conditions at study area intersections by reporting level of service (LOS), delay, volume-to-capacity (v/c) ratios, and the 95th percentile queue for each movement. **Table 1** summarizes the operational analyses for the existing AM, School PM, and PM peak hour conditions at the study intersections. Synchro outputs are provided in **Appendix D**.

Table 1: Existing Intersection Conditions

		AM Peak Hour				School PM Peak Hour				PM Peak Hour			
		LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)	LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)	LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)
US 90 & NW Ridgewood Ave	Overall Intersection	A	4.7	-	-	A	3.2	-	-	A	3.7	-	-
	Eastbound	A	5.9	-	-	A	3.5	-	-	A	5.0	-	-
	EBL	A	4.0	0.14	25	A	3.7	0.20	25	A	3.9	0.20	25
	EBT/R	A	6.0	0.42	200	A	3.6	0.31	125	A	5.2	0.31	175
	Westbound	A	1.1	-	-	A	0.9	-	-	A	0.7	-	-
	WBL	A	5.2	0.02	0	A	0.0	0.00	0	A	4.6	0.01	0
	WBT/R	A	1.2	0.28	25	A	1.2	0.44	25	A	0.9	0.42	25
	Northbound	E	75.0	-	-	F	81.9	-	-	F	92.7	-	-
	NBL/T/R	E	75.0	0.32	25	F	81.9	0.34	25	F	92.7	0.32	25
Southbound	E	69.1	-	-	F	81.8	-	-	F	81.7	-	-	
SBL/T/R	E	69.1	0.49	50	F	81.8	0.64	75	F	81.7	0.65	100	
US 90 & SW Sisters Welcome Rd	Overall Intersection	B	16.5	-	-	B	15.0	-	-	B	11.9	-	-
	Eastbound	B	14.1	-	-	B	14.5	-	-	B	11.8	-	-
	EBL	A	8.9	0.02	25	A	9.8	0.03	25	A	7.9	0.05	25
	EBT/R	B	14.6	0.46	325	B	14.9	0.41	300	B	12.1	0.36	275
	Westbound	A	4.4	-	-	A	4.6	-	-	A	3.1	-	-
	WBL	B	11.4	0.48	75	B	11.3	0.49	100	A	9.0	0.43	75
	WBT/R	A	3.2	0.28	50	A	4.3	0.45	125	A	2.5	0.43	75
	Northbound	E	74.1	-	-	F	81.2	-	-	E	76.6	-	-
	NBL	E	64.8	0.69	200	F	89.2	0.86	300	E	79.8	0.77	200
	NBT/R	F	82.6	0.84	250	E	65.6	0.49	150	E	71.6	0.55	125
Southbound	E	70.3	-	-	F	81.6	-	-	F	87.7	-	-	
SBL/T/R	E	70.3	0.42	50	F	81.6	0.53	75	F	87.7	0.70	100	

The intersection of US 90 and NW Ridgewood Avenue operates with LOS A during existing (2023) AM peak hour, School PM peak hour, and PM peak hour conditions. All movements operate with v/c ratios less than 1.00 under existing (2023) AM, School PM, and PM peak hour conditions. The northbound and southbound approaches operate with LOS E during the AM peak hour and LOS F during School PM and PM peak hours due to the prioritization of green time for the mainline US 90 movements.

The intersection of US 90 and SW Sisters Welcome Road operates with LOS B during existing (2023) AM peak hour, School PM peak hour, and PM peak hour conditions. All movements operate with v/c ratios less than 1.00 under existing (2023) AM, School PM, and PM peak hour conditions. The northbound approach operates with LOS E during the AM and PM peak hours and LOS F during the School PM peak hour due to the prioritization of green time for the mainline US 90 movements. The southbound approach operates with LOS E during the AM peak hour and LOS F during the School PM and PM peak hours due to the prioritization of green time for the mainline US 90 movements.

3.0 PROJECT DEVELOPMENT

The existing site is currently occupied by a defunct automotive dealership that is proposed to be demolished. The proposed redevelopment is anticipated to include a 5,915-square-foot convenience store/gas station with 16 vehicle fueling positions and a commercial outparcel. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout.

3.1 SITE ACCESS

Access to the site is proposed via one (1) connection at the existing traffic signal at the intersection of US 90 with NW Ridgewood Avenue and one (1) right-in/right-out (RI/RO) connection to SW Sisters Welcome Road, as shown in the conceptual site plan provided in **Appendix A**.

3.2 TRIP GENERATION

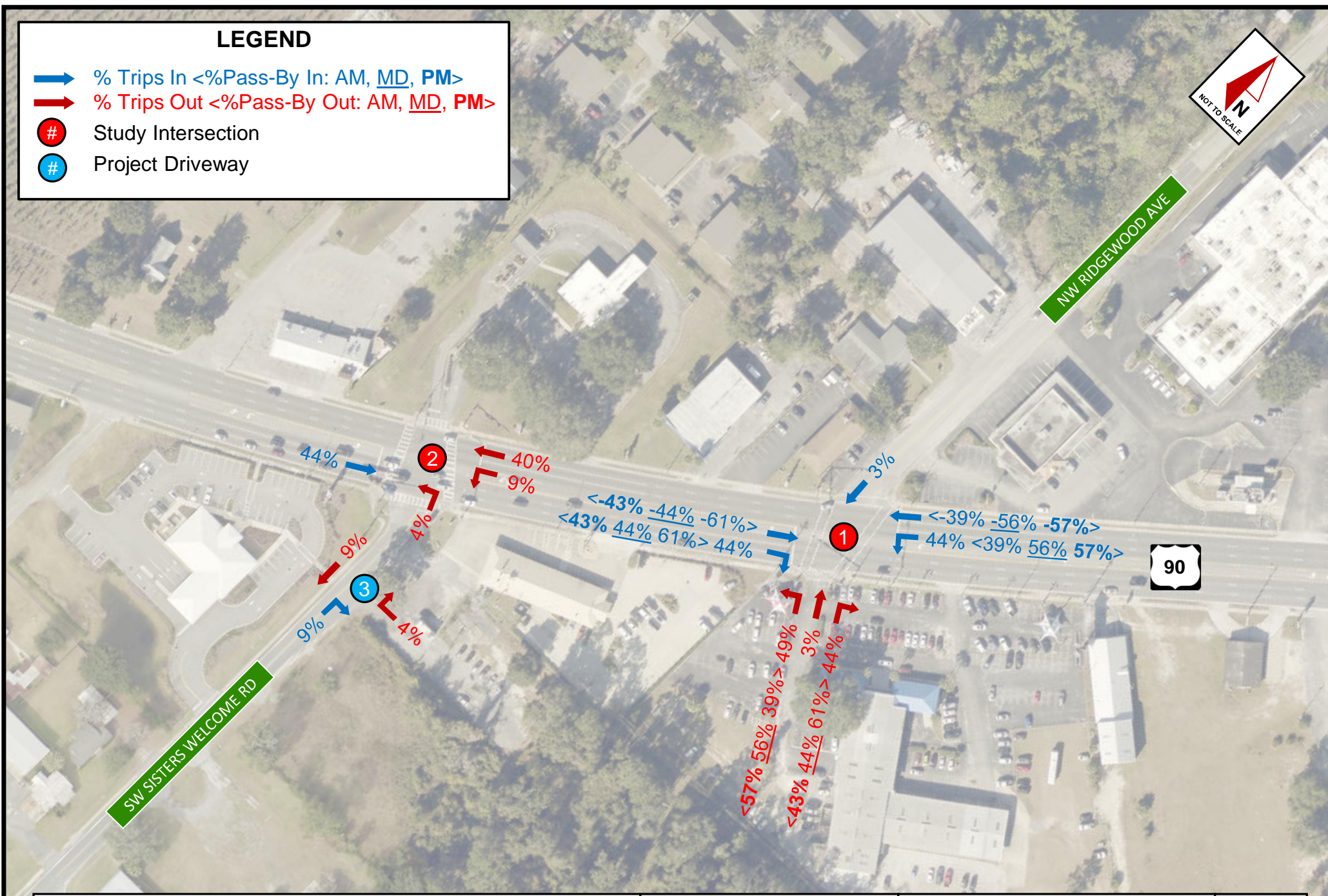
Trip generation and pass-by rates for the proposed development were calculated using the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Land Use Code (LUC) 945 (Gasoline Station with Convenience Market) and LUC 934 (Fast-Food Restaurant with Drive-Through Window) were used to calculate the trip generation potential for the proposed development and the commercial outparcel, respectively. The use and intensity of the commercial outparcel is not yet known, so conservative assumptions were made to consider the potential trip generation impacts.

Internal capture calculations were determined based on procedures outlined in the ITE *Trip Generation Handbook, 3rd Edition*. Pass-by capture rates published in the ITE *Trip Generation Manual, 11th Edition* were utilized to account for project trips already on the existing roadway network that are expected to travel to and from the subject property upon project buildout. Pass-by capture is limited to 20% of the adjacent street traffic along US 90, according to data collected on Thursday, September 7, 2023. The collected traffic data are provided in **Appendix B**.

The proposed development is anticipated to generate approximately 2,246 net new external daily trips, 164 net new external AM peak hour trips (83 in/81 out), 146 net new external School PM peak hour trips (73 in/73 out), and 136 net new external PM peak hour trips (70 in/ 66 out). In addition, the proposed development is anticipated to capture 5,808 daily pass-by trips, 424 AM peak hour pass-by trips, 394 school PM peak hour pass-by trips, and 360 PM peak hour pass-by trips. **Table 2** summarizes the trip generation potential of the proposed development.

LEGEND

- ➔ % Trips In <%Pass-By In: AM, MD, PM>
- ➔ % Trips Out <%Pass-By Out: AM, MD, PM>
- # Study Intersection
- # Project Driveway



LEGEND

- ➔ Project Trips In: Net New + **Pass-By: AM (MD) [PM]**
- ➔ Project Trips Out: Net New + **Pass-By: AM (MD) [PM]**
- # Study Intersection
- # Project Driveway

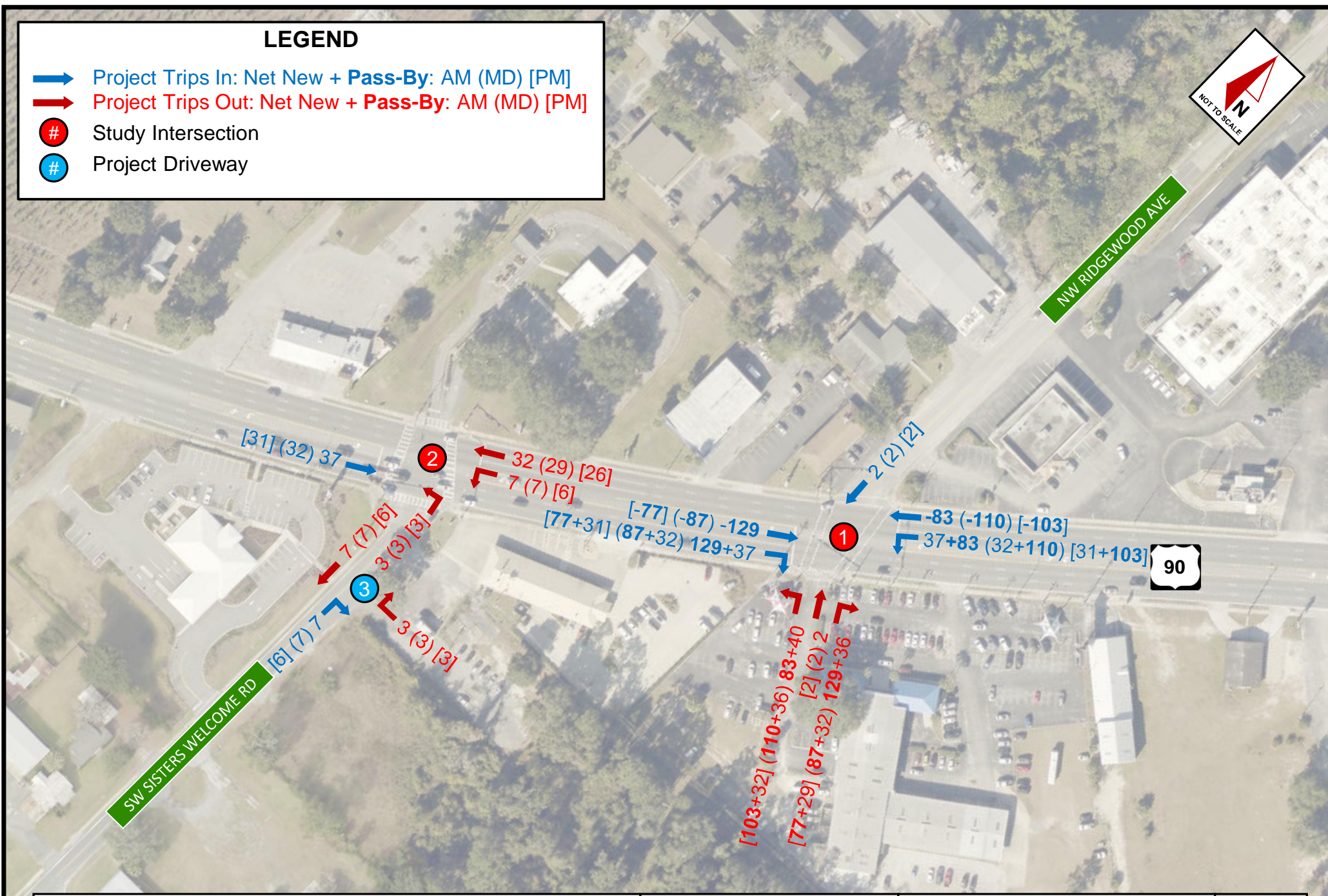


Figure 4: Project Trip Assignment

October 2023
Project No.: 147779016

Kimley»Horn
© 2023 Kimley-Horn and Associates, Inc.
800 SW 2nd Avenue, Suite 100, Gainesville, FL 32601
Phone: (352) 374-3274

4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2025

4.1 HISTORICAL TRAFFIC GROWTH

Historical traffic growth rates were calculated based on historical Annual Average Daily Traffic (AADT) volumes available at FDOT count station 290102, near the subject property. The historical AADT for years 2020 and 2021 were not included in the calculation of growth rates because 2020 and 2021 traffic volumes are considered outliers due to the COVID-19 pandemic. The historical traffic growth rate indicated an areawide annual growth rate of less than one percent. An areawide growth rate of one percent (1.00%) is proposed to forecast future background traffic volumes, consistent with the approved methodology. The FDOT growth trend worksheet can be found in **Appendix E**.

4.2 BACKGROUND TRAFFIC

Traffic conditions were evaluated for the year 2025 background conditions prior to the addition of project traffic. Background volumes at study area intersections were derived by applying 1.00% annual growth to existing (2023) traffic counts, consistent with the approved methodology. **Figure 5** illustrates the AM peak hour, School PM peak hour, and PM peak hour turning movement volumes for background conditions at the study intersections. The intersection volume development worksheet can be found in **Appendix C**.

4.3 BACKGROUND INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2025 background conditions in the AM, school PM, and PM peak hours using procedures outlined in the *Highway Capacity Manual 6* with *Synchro* (v11) software. **Table 3** summarizes the operational analyses for the 2025 background AM, School PM, and PM peak hour conditions at the study intersections. Synchro outputs are provided in **Appendix D**.

Table 3: Background Intersection Conditions

		AM Peak Hour				School PM Peak Hour				PM Peak Hour			
		LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)	LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)	LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)
US 90 & NW Ridgewood Ave	Overall Intersection	A	4.8	-	-	A	3.3	-	-	A	3.8	-	-
	Eastbound	A	6.0	-	-	A	3.5	-	-	A	5.0	-	-
	EBL	A	4.0	0.15	25	A	3.8	0.21	25	A	3.9	0.21	25
	EBT/R	A	6.0	0.42	200	A	3.7	0.31	125	A	5.3	0.31	175
	Westbound	A	1.1	-	-	A	0.9	-	-	A	0.7	-	-
	WBL	A	5.3	0.02	0	A	0.0	0.00	0	A	4.6	0.01	0
	WBT/R	A	1.3	0.29	25	A	1.2	0.45	25	A	1.0	0.43	25
	Northbound	E	75.0	-	-	F	81.9	-	-	F	92.7	-	-
	NBL/T/R	E	75.0	0.32	25	F	81.9	0.34	25	F	92.7	0.32	25
Southbound	E	69.1	-	-	F	82.1	-	-	F	82.1	-	-	
SBL/T/R	E	69.1	0.50	50	F	82.1	0.65	100	F	82.1	0.66	100	
US 90 & SW Sisters Welcome Rd	Overall Intersection	B	16.9	-	-	B	15.2	-	-	B	16.1	-	-
	Eastbound	B	14.6	-	-	B	14.9	-	-	B	12.0	-	-
	EBL	A	9.1	0.02	25	A	10.0	0.04	25	A	8.9	0.06	25
	EBT/R	B	15.1	0.47	325	B	15.3	0.42	325	B	12.3	0.37	275
	Westbound	A	4.6	-	-	A	4.8	-	-	B	10.5	-	-
	WBL	B	12.0	0.51	75	B	11.7	0.51	100	A	9.3	0.44	75
	WBT/R	A	3.4	0.28	75	A	4.4	0.46	125	B	10.7	0.44	300
	Northbound	E	74.6	-	-	F	81.5	-	-	E	77.8	-	-
	NBL	E	64.2	0.68	200	F	89.7	0.86	325	F	81.3	0.79	225
	NBT/R	F	84.0	0.84	250	E	65.6	0.50	150	E	72.4	0.57	150
Southbound	E	70.3	-	-	F	81.6	-	-	F	88.4	-	-	
SBL/T/R	E	70.3	0.42	50	F	81.6	0.53	75	F	88.4	0.71	100	

The intersection of US 90 and NW Ridgewood Avenue is expected to operate with LOS A during background (2025) AM peak hour, School PM peak hour, and PM peak hour conditions. All movements are expected to operate with v/c ratios less than 1.00 under background (2025) AM, School PM, and PM peak hour conditions.

The intersection of US 90 and SW Sisters Welcome Road is expected to operate with LOS B during background (2025) AM peak hour, School PM peak hour, and PM peak hour conditions. All movements are expected to operate with v/c ratios less than 1.00 under background (2025) AM, School PM, and PM peak hour conditions.

Consistent with the existing (2023) conditions analyses, the northbound and southbound approaches at both intersections are expected to operate with LOS E and LOS F due to the prioritization of green time to the mainline US 90 movements at the study intersections.

LEGEND

- ➔ Background Volumes: AM (MD) [PM]
- Ⓝ Study Intersection

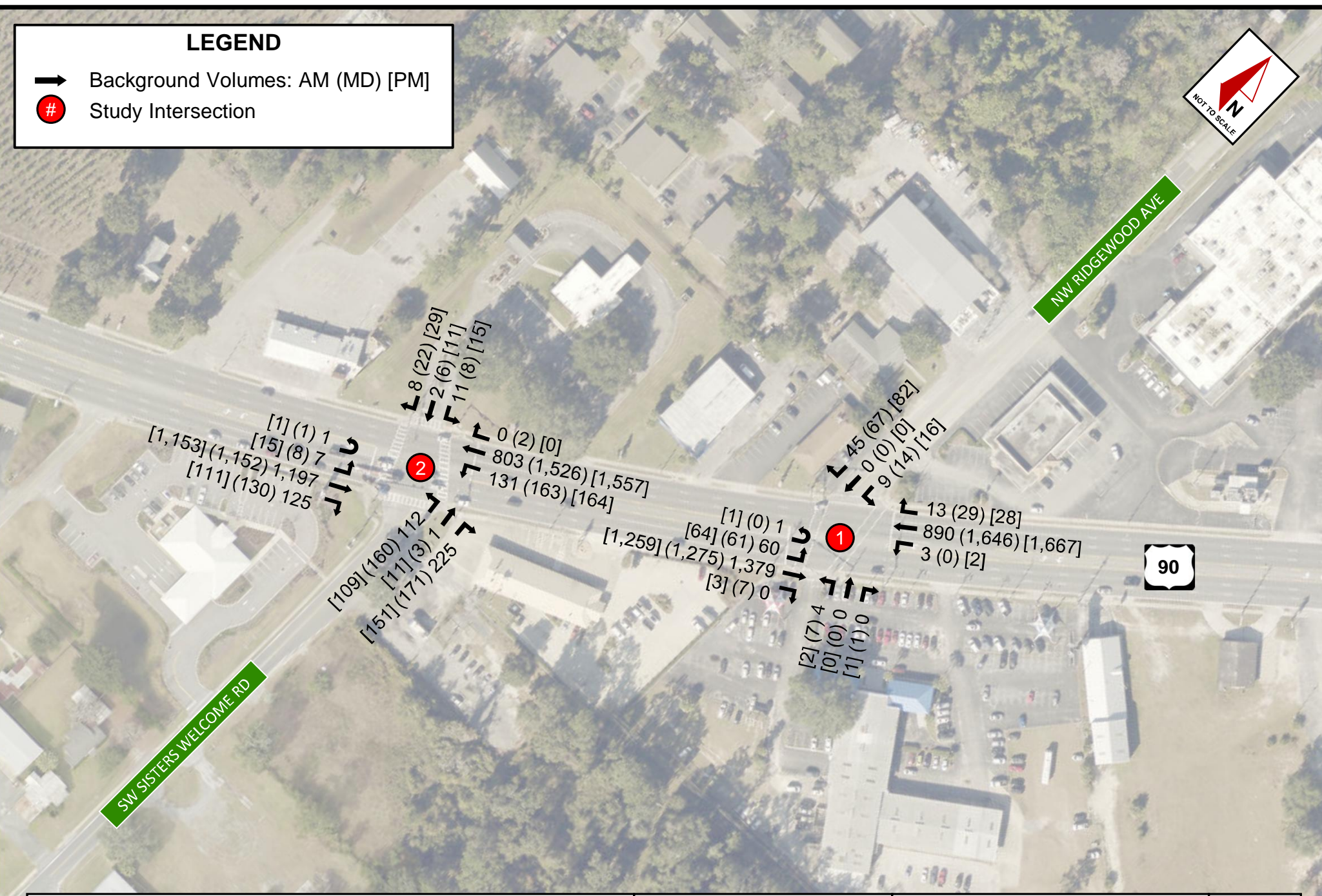


Figure 5: Background (2025) Volumes

October 2023
Project No.: 147779016

Kimley»Horn
© 2023 Kimley-Horn and Associates, Inc.
800 SW 2nd Avenue, Suite 100, Gainesville, FL 32601
Phone: (352) 374-3274

5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2025

5.1 BUILDOUT TRAFFIC

Future traffic conditions for the proposed development were evaluated for the year 2025 conditions with the inclusion of project traffic. Buildout volumes were developed by adding anticipated project trips to background (2025) volumes. **Figure 6** illustrates the forecasted turning movement volumes under buildout AM, School PM, and PM peak hour conditions at the study intersection and the proposed driveway. The intersection volume development worksheets can be found in **Appendix C**.

5.2 BUILDOUT INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2025 buildout conditions in the AM, School PM, and PM peak hour conditions using procedures outlined in the *Highway Capacity Manual 6* with *Synchro* (v11) software. **Table 4** summarizes the operational analyses for the 2025 buildout AM, School PM, and PM peak hour conditions at the study intersection.

Signal timing adjustments were applied at the intersection of US 90 and NW Ridgewood Avenue to provide 9 seconds of additional green time for the northbound approach under buildout AM peak hour conditions and 16 seconds of additional green time for the northbound approach under buildout School PM peak hour and PM peak hour conditions. As shown in **Table 4**, the adjustments are not expected to have significant detrimental effects on the mainline US 90 LOS. Synchro outputs are provided in **Appendix D**.

Table 4: Buildout Intersection Conditions

		AM Peak Hour				School PM Peak Hour				PM Peak Hour			
		LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)	LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)	LOS	Delay (s/veh)	v/c Ratio	95th %ile Queue (ft)
US 90 & NW Ridgewood Ave	Overall Intersection	B	15.0	-	-	B	13.3	-	-	B	12.1	-	-
	Eastbound	B	14.5	-	-	B	13.4	-	-	B	12.3	-	-
	EBL	A	8.1	0.16	50	A	8.9	0.23	50	A	8.2	0.23	50
	EBT/R	B	15.3	0.52	350	B	13.9	0.42	300	B	12.7	0.39	275
	Westbound	A	5.9	-	-	A	5.4	-	-	A	4.7	-	-
	WBL	B	13.6	0.54	75	B	10.9	0.45	75	A	9.6	0.39	75
	WBT/R	A	4.9	0.30	100	A	5.3	0.48	150	A	4.7	0.46	125
	Northbound	E	67.9	-	-	E	74.1	-	-	E	76.1	-	-
	NBL	E	70.5	0.83	250	E	76.1	0.84	275	E	77.1	0.83	250
	NBT/R	D	54.2	0.18	50	E	61.7	0.15	50	E	62.3	0.07	25
Southbound	E	68.9	-	-	F	82.6	-	-	F	83.0	-	-	
SBL/T/R	E	68.9	0.51	50	F	82.6	0.67	100	F	83.0	0.69	100	
US 90 & SW Sisters Welcome Rd	Overall Intersection	B	17.0	-	-	B	15.5	-	-	B	12.3	-	-
	Eastbound	B	14.9	-	-	B	15.3	-	-	B	12.3	-	-
	EBL	A	9.2	0.02	25	B	10.2	0.04	25	A	8.1	0.06	25
	EBT/R	B	15.5	0.49	350	B	15.8	0.43	325	B	12.7	0.38	275
	Westbound	A	4.7	-	-	A	5.0	-	-	A	3.3	-	-
	WBL	B	12.7	0.54	75	B	12.3	0.54	100	A	9.5	0.47	75
	WBT/R	A	3.4	0.30	75	A	4.5	0.47	125	A	2.6	0.45	75
	Northbound	E	75.1	-	-	F	82.0	-	-	E	77.5	-	-
	NBL	E	65.6	0.70	225	F	90.5	0.87	325	F	81.2	0.80	225
	NBT/R	F	84.0	0.84	250	E	65.1	0.49	150	E	71.8	0.56	150
Southbound	E	70.3	-	-	F	81.6	-	-	F	88.4	-	-	
SBL/T/R	E	70.3	0.42	50	F	81.6	0.53	75	F	88.4	0.71	100	
SW Sisters Welcome Rd & RI/RO Driveway	Westbound	B	10.5	-	-	B	10.3	-	-	A	9.7	-	-
	WBR	B	10.5	0.01	0	B	10.3	0.01	0	A	9.7	0.00	0

LEGEND

- ➔ Buildout Volumes: AM (MD) [PM]
- Ⓝ Study Intersection
- Ⓞ Project Driveway

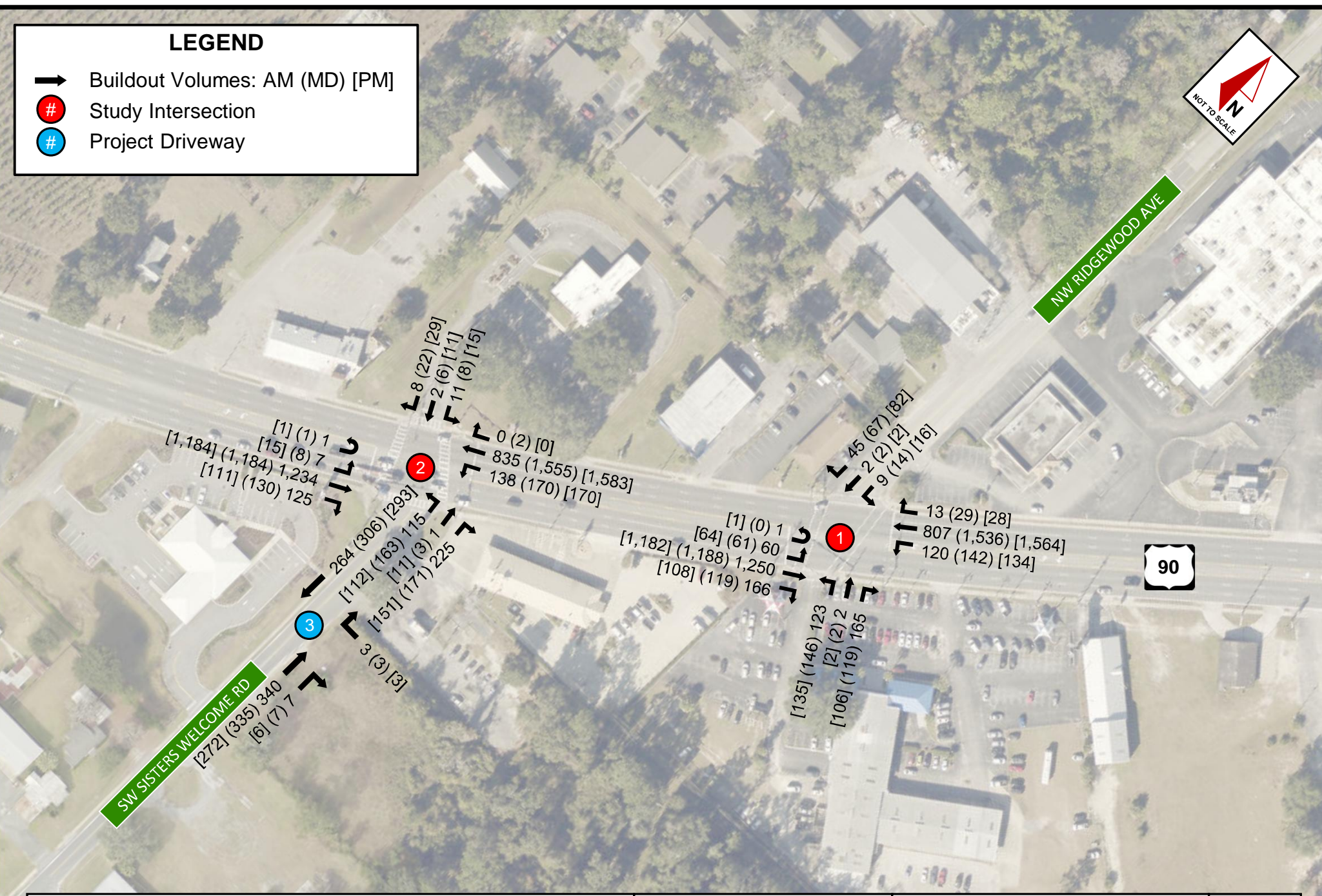


Figure 6: Buildout (2025) Volumes

October 2023
Project No.: 147779016

Kimley»Horn
© 2023 Kimley-Horn and Associates, Inc.
800 SW 2nd Avenue, Suite 100, Gainesville, FL 32601
Phone: (352) 374-3274

The intersection of US 90 and NW Ridgewood Avenue is expected to operate with LOS B under buildout (2025) AM peak hour, School PM peak hour, and PM peak hour conditions. All movements are expected to operate with v/c ratios less than 1.00 under buildout (2025) AM, school PM, and PM peak hour conditions.

The intersection of US 90 and SW Sisters Welcome Road is expected to operate with LOS B under buildout (2025) AM peak hour, School PM peak hour, and PM peak hour conditions. All movements are expected to operate with v/c ratios less than 1.00 under buildout (2025) AM, School PM, and PM peak hour conditions.

Consistent with the background (2025) conditions analyses, the northbound and southbound approaches at both intersections are expected to operate with LOS E and LOS F due to the prioritization of green time to the mainline US 90 movements at the study intersections. No new deficiencies are identified with the addition of project traffic.

The stop-controlled westbound approach at the proposed RI/RO driveway on SW Sisters Welcome Road is expected to operate with LOS B during the AM peak hour, LOS B during the School PM peak hour, and LOS A during the PM peak hour.

The westbound left-turn lane at the intersection of US 90 and NW Ridgewood Avenue is expected to have a 95th percentile queue of 3 vehicles (75 feet) under buildout conditions. The existing left-turn lane at this intersection has a length of 125 feet from the stop bar to the beginning of a two-way left turn. It is recommended that the paved median be repainted to be approximately 260 feet in length in order to accommodate 185 feet for deceleration from the posted 45 mph speed limit and 75 feet for queue storage.

5.3 SITE ACCESS ANALYSIS

The need for a dedicated right-turn lane on northbound SW Sisters Welcome Road at the subject development's proposed RI/RO driveway was evaluated utilizing the procedures outlined in the *National Highway Cooperative Research Program (NCHRP) Report 457*. Based on the anticipated buildout traffic at the proposed RI/RO driveway, a dedicated northbound right-turn lane is not warranted. NCHRP worksheets are provided in **Appendix F**.

5.4 ACCESS SPACING STANDARDS

US 90 is classified as an Access Class 6 roadway along the project frontage. For an Access Class 6 roadway with a posted speed limit of 45 mph or less, FDOT's minimum driveway spacing requirement is 245 feet measured from edge of the driveway to edge of the nearest driveway or intersection. Therefore, no additional driveway will meet the required access management standards along US 90 on the subject property.

6.0 CONCLUSION

This traffic impact analysis was performed to assess the transportation impacts associated with the development of a convenience store and gas station on the south side of the intersection of US Highway 90 (US 90) and NW Ridgewood Avenue in Lake City, Florida.

The expansion, proposed for buildout in the year 2025, will include a 5,915-square-foot convenience store/gas station with 16 vehicle fueling positions and a commercial outparcel. The site is currently occupied by a defunct automotive dealership that is proposed to be demolished. Access to the site is proposed via one (1) connection at the existing traffic signal at US 90 and NW Ridgewood Avenue and one (1) right-in/right-out connection to SW Sisters Welcome Road.

The proposed convenience store and gas station is anticipated to generate 164 net new AM peak hour trips (83 in, 81 out), 146 net new School PM peak hour trips (73 in, 73 out), and 136 net new PM peak hour trips (70 in, 66 out) at buildout. An additional 424 AM peak hour pass-by trips, 394 School PM peak hour pass-by trips, and 360 PM peak hour pass-by trips are expected to be captured from existing vehicles already utilizing US 90.

Operational analyses were performed utilizing *Synchro* software for the existing (2023), background (2025), and buildout (2025) conditions at the study intersections of US 90 with NW Ridgewood Avenue and US 90 with SW Sisters Welcome Road under AM, School PM, and PM peak hour conditions. Under buildout (2025) conditions, the northbound approach at the intersection of US 90 and NW Ridgewood Avenue is proposed to include a shared left/through lane and a dedicated right-turn lane to accommodate project traffic exiting the project site. Signal timing adjustments are recommended to provide additional green time for the northbound approach at US 90 and NW Ridgewood Avenue to accommodate buildout (2025) traffic volumes. The overall intersection and the mainline US 90 approaches are expected to operate with LOS B or better with the proposed signal timing adjustments.

Operational analysis results indicated that the two study intersections are expected to operate at LOS B through the buildout year with the addition of project traffic. All movements at both intersections are expected to continue to operate with v/c ratios less than 1.00 through project buildout, and no new operational deficiencies are expected at the study intersection under buildout (2025) conditions.

A site access analysis was performed at the proposed RI/RO connection on SW Sisters Welcome Road in accordance with procedures outlined in *NCHRP Report 457*. The site access analysis found that a dedicated ingress right-turn lane will not be warranted to accommodate project traffic.

APPENDIX A

Approved Methodology

Memorandum

To: Carlos Nieto, P.E.
Florida Department of Transportation, District Two
Traffic Operations

From: Vincent Spahr, P.E.
Kimley-Horn

Date: August 15, 2023

**Subject: Lake City Convenience Store Development
Traffic Analysis Methodology**

The purpose of this memorandum is to summarize the proposed traffic analysis methodology for a convenience store/gas station development in Lake City, Florida. The subject property (parcel IDs 31-3S-17-06185-000 and 31-3S-17-06233-000) is located on the south side of US 90, east of SW Sisters Welcome Road. The site is currently occupied by a defunct automotive dealership that is proposed to be demolished. The proposed redevelopment is anticipated to include a 5,915-square foot convenience store/gas station with 16 vehicle fueling positions and a commercial outparcel. The proposed buildout year is 2025.

Access to the site is proposed via one (1) full-access connection to US 90 at the existing traffic signal at the intersection of US 90 with NW Ridgewood Avenue and one (1) right-in/right-out connection to SW Sisters Welcome Road.

A conceptual site plan is provided as **Attachment A**. The project location is illustrated in **Figure 1**.

DATA COLLECTION

Turning movement counts will be collected during the AM peak period (7:00 AM to 9:00 AM) and an extended PM peak period (3:00 PM to 6:00 PM) on a typical weekday (Tuesday, Wednesday, or Thursday) once the Columbia County School District is in session at the following intersections:

- US 90 & SW Sisters Welcome Road (signalized)
- US 90 & NW Ridgewood Avenue (signalized)

The extended PM peak hour is to account for the dismissal period of Lake City Middle School located southeast of the project, which is known to impact traffic operations during the late afternoon period (3:00 PM to 4:00 PM).

Turning movement counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season conversion factor. The counts will include pedestrian, bicyclist, and heavy vehicle counts.



Figure 1: Project Location and Study Area

TRIP GENERATION

The trip generation potential of the proposed development has been calculated using the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 11th Edition. ITE Land Use Code (LUC) 945 (Convenience Store/Gas Station) and LUC 934 (Fast-Food Restaurant with Drive-Through Window) were referenced for the proposed development and the commercial outparcel, respectively. The use and intensity of the commercial outparcel is not yet known, so conservative assumptions were made to consider the potential trip generation impacts. Relevant excerpts from the ITE *Trip Generation Manual* are provided as **Attachment B**.

Internal capture calculations were determined based on procedures outlined in the ITE *Trip Generation Handbook*, 3rd Edition. Pass-by capture rates published in the ITE *Trip Generation Manual*, 11th Edition were utilized to account for trips already on the existing roadway network that are expected to travel to and from the subject property upon project buildout. Internal capture calculations are provided as **Attachment C**. Pass-by capture is limited to 20% of adjacent street traffic along US 90 according to the latest traffic data available from FDOT count station 290102; the synopsis report with 2022 traffic data is provided as **Attachment D**. AM peak hour, school PM peak hour, and PM peak hour background traffic will be updated once existing (2023) traffic data is collected at the study intersections.

The proposed development is anticipated to generate approximately 2,246 net new external daily trips, 244 net new external AM peak hour trips (123 in/121 out), 146 net new external school PM peak hour (73 in/73 out) and 136 net new external PM peak hour trips (70 in/66 out). In addition, the proposed development is anticipated to capture 5,808 daily pass-by trips, 344 AM peak hour pass-by trips, 394 school PM peak hour pass-by trips, and 360 PM peak hour pass-by trips. **Table 1** summarizes the trip generation potential of the proposed development.

Table 1: Trip Generation Summary

ITE Land Use Code	Land Use	Size	Units	Daily Trips ¹	AM Peak Hour ¹			School PM Peak Hour ¹			PM Peak Hour ¹		
					Total	In	Out	Total	In	Out	Total	In	Out
Gross Trip Generation													
934	Quick Serve Restaurant	3,000 KSF		1,402	134	68	66	80	40	40	99	51	48
945	Convenience Store/Gas Station	5,915 KSF		7,592	540	270	270	516	258	258	467	234	233
Total				8,994	674	338	336	596	298	298	566	285	281
	Retail			470	43	9	34	28	16	12	35	20	15
	Restaurant			470	43	34	9	28	12	16	35	15	20
Internal Capture ²				940	86	43	43	56	28	28	70	35	35
Driveway Volumes													
	Quick Serve Restaurant			932	91	34	57	52	28	24	64	36	28
	Convenience Store/Gas Station			7,122	497	261	236	488	242	246	432	214	218
Total				8,054	588	295	293	540	270	270	496	250	246
Pass-by Trips													
	Quick Serve Restaurant			466	46	23	23	28	14	14	36	18	18
	Convenience Store/Gas Station			5,342	378	189	189	366	183	183	324	162	162
20% of Adjacent Street Traffic ⁴				6,300	344	172	172	498	249	249	514	257	257
Total Pass-by Trips				5,808	344	172	172	394	197	197	360	180	180
Net New External Trips													
	Quick Serve Restaurant			466	38	14	34	24	14	10	28	18	10
	Convenience Store/Gas Station			1,780	206	109	47	122	59	63	108	52	56
Total				2,246	244	123	81	146	73	73	136	70	66
<p>1. Source: ITE Trip Generation Manual, 11th Edition and ITE Trip Generation Handbook, 3rd Edition. 2. Internal capture calculated based on methodologies outline in the ITE Trip Generation 3. Where unavailable, daily, AM peak hour, and school PM peak hour pass-by rates are assumed to be consistent with the minimum of AM peak hour or PM peak hour pass-by rates. 4. Pass-by traffic is limited to 20% of adjacent street traffic on US 90.</p> <p>ITE Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window Daily: T = 467.48*(X); X is 1,000 sq. ft. GFA AM Peak Hour of Adj. Street: T = 44.61*(X) (51% entering, 49% exiting); X is 1,000 sq. ft. GFA Weekday AM Peak Pass-by: P = 50% % of 24 Hour Vehicle Trips (3PM - 4PM) P = 5.7% PM Peak Hour of Adj. Street: T = 33.03*(X) (52% entering, 48% exiting); X is 1,000 sq. ft. GFA Weekday PM Peak Pass-by: P = 55%</p> <p>ITE Land Use Code 945 - Convenience Store/Gas Station (VFP [16-24]) Daily: T = 1283.38*(X); X is 1,000 sq. ft. GFA AM Peak Hour of Adj. Street: T = 91.35*(X) (50% entering, 50% exiting); X is 1,000 sq. ft. GFA Weekday AM Peak Pass-by: P = 76% % of 24 Hour Vehicle Trips (3PM - 4PM) P = 6.8% PM Peak Hour of Adj. Street: T = 78.95*(X) (50% entering, 50% exiting); X is 1,000 sq. ft. GFA Weekday PM Peak Pass-by: P = 75%</p>													

TRIP DISTRIBUTION

The distribution of project trips to and from the proposed development will be estimated based on existing travel patterns observed in the traffic data collected within the study area. **Figure 2** illustrates an approximation of the trip distribution based on available FDOT data, but the distribution will be refined after existing (2023) traffic data is collected at the study intersections.



Figure 2: Approximate Trip Distribution

BACKGROUND TRAFFIC

Historical growth rates were calculated based on historical Annual Average Daily Traffic (AADT) volumes reported at FDOT traffic count station 290102, near the subject property. The historical AADT for years 2020 and 2021 were not included in the calculation of growth rates because 2020 and 2021 traffic volumes are considered aberrations due to the Covid pandemic. The historical traffic growth rate indicated an areawide annual growth rate of less than one percent. An areawide growth rate of one percent (1.00%) is proposed to forecast future background traffic volumes in the forthcoming traffic study. The FDOT trend growth worksheet is provided in **Attachment E**.

INTERSECTION OPERATIONAL ANALYSES

Intersection operational analyses will be conducted for the AM peak hour, school PM peak hour, and PM peak hour at the study intersections and the proposed driveway connections. Intersection analyses will be performed using *Synchro 11* traffic engineering analysis software which applies the methodologies from the Transportation Research Board’s *Highway Capacity Manual*, 6th Edition. Operational analyses will be conducted at the study intersections for existing (2023), future background (without project), and future buildout (with project traffic) conditions. If significant improvements are required at the intersection of US 90 and NW Ridgewood Avenue to accommodate future buildout (with project traffic) conditions, an Intersection Control Evaluation (ICE) Study will be performed in coordination with FDOT.

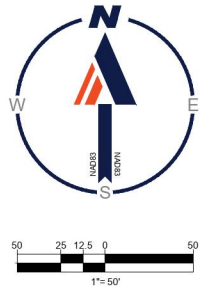
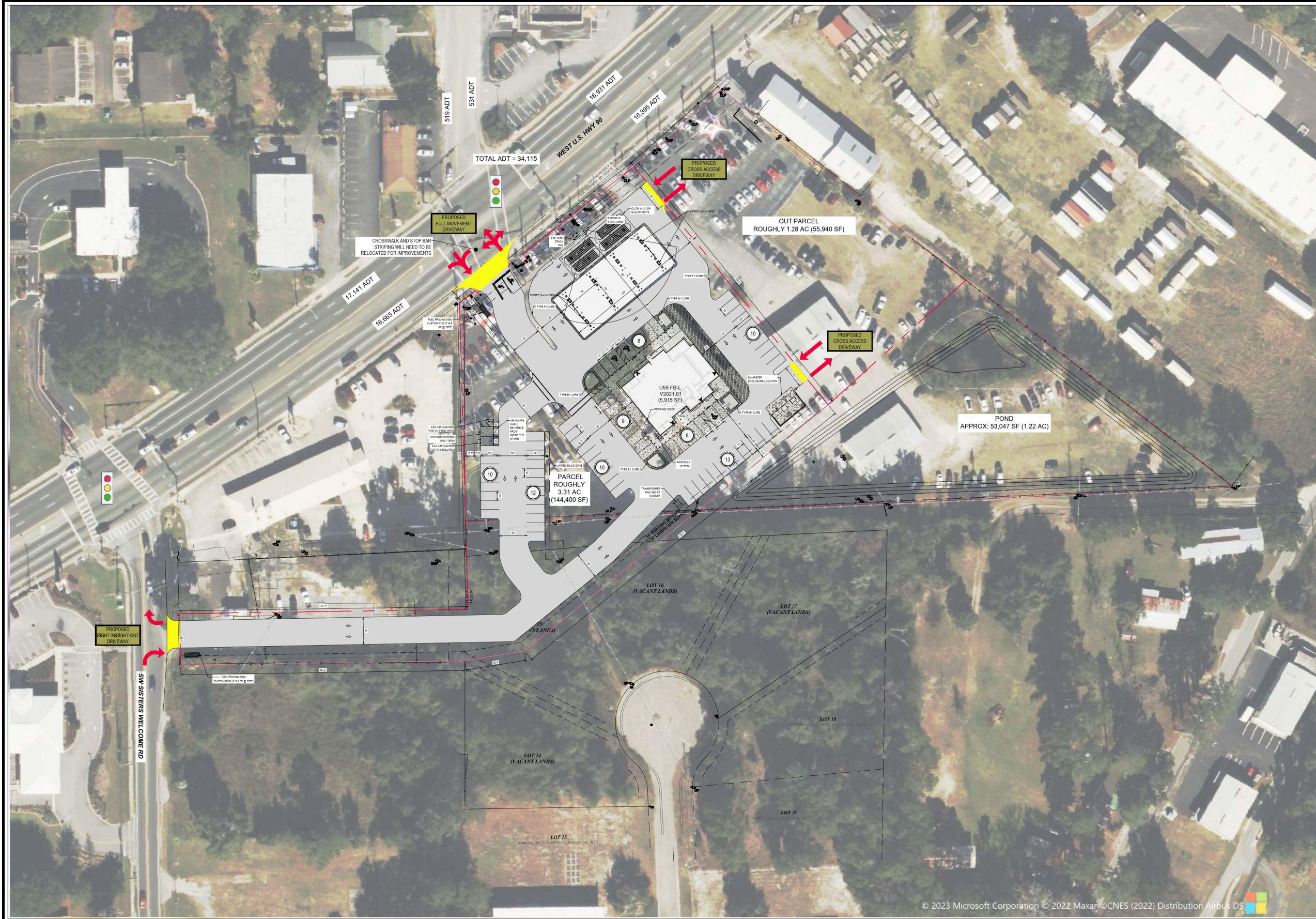
DOCUMENTATION

The results of the traffic analysis will be summarized in a technical letter. The letter will include supporting documents including data collection, volume development worksheets, and software output reports. The letter will include tables and graphics necessary to summarize the analysis and results, as well as any recommendations resulting from the analysis.

K:\GVL_TPTO\147779016 - Lake City C-Store Traffic Study\doc\1 - methodology\Traffic Methodology_Lake City C-Store.docx

Attachment A

Conceptual Site Plan



SITE DATA TABLE

JURISDICTION	CITY OF LAKE CITY
SITE AREA	3.31 AC (144,400 SF)
BUILDING AREA	5,915 SF
CURRENT ZONING	CI - COMMERCIAL INTENSIVE
OVERLAY DISTRICT	N/A
FUTURE LAND USE	COMMERCIAL
FRONT SETBACK (ROW)	20'
SIDE SETBACK	0'
REAR SETBACK	15'
FRONT/SIDE/REAR YARD BUFFER	10' / 0' / 10'
REQUIRED PARKING	20 SPACES (1 / 300 SF GFA)
PROVIDED 10'X20' PARKING	77 SPACES
PROVIDED 12'X20' ADA PARKING	3 SPACES
PARKING PROVIDED (TOTAL)	80 SPACES
BUILDING TYPE	U59-FB-L
CANOPY CONFIGURATION	STACKED
CANOPY TYPE	SLOPED
# OF MPD'S	8

NOTES:

1. THE CONCEPT REPRESENTED HEREIN IDENTIFIES A DESIGN CONCEPT RESULTING FROM LAYOUT PREFERENCES IDENTIFIED BY OWNER COUPLED WITH A PRELIMINARY REVIEW OF ZONING AND LAND DEVELOPMENT REQUIREMENTS AND ISSUES. THE FEASIBILITY WITH RESPECT TO OBTAINING LOCAL, COUNTY, STATE, AND OTHER APPLICABLE APPROVALS IS NOT WARRANTED AND CAN ONLY BE ASSESSED AFTER FURTHER EXAMINATION AND VERIFICATION OF SAME REQUIREMENTS AND PROCUREMENT OF JURISDICTIONAL APPROVALS.
2. THE CONCEPTUAL PLAN IS PREPARED FOR CONCEPTUAL PRESENTATION PURPOSES ONLY AND IS NOT INTENDED FOR UTILIZATION AS A ZONING AND/OR CONSTRUCTION DOCUMENT. THE EXISTING CONDITIONS SHOWN HEREON ARE BASED UPON INFORMATION THAT WAS SUPPLIED TO BOHLER ENGINEERING AT THE TIME OF PLAN PREPARATION AND MAY BE SUBJECT TO CHANGE UPON AVAILABILITY OF ADDITIONAL INFORMATION.

BOHLER //
 600 N WESTSHORE BLVD. STE. 950
 TAMPA, FLORIDA 33609
 Phone: (813) 812-4100
 Fax: (813) 812-4101
 FLORIDA BUSINESS CERT. OF AUTH. No. 30780

LAKE CITY GOVERNANCE PLAN

1518 W US HWY 90
 LAKE CITY, FL 32055

CITY OF LAKE CITY
 Approved Methodology
 Page 7 of 48

Attachment B

ITE Trip Generation Manual Excerpts

Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

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

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

Setting/Location: General Urban/Suburban

Number of Studies: 71

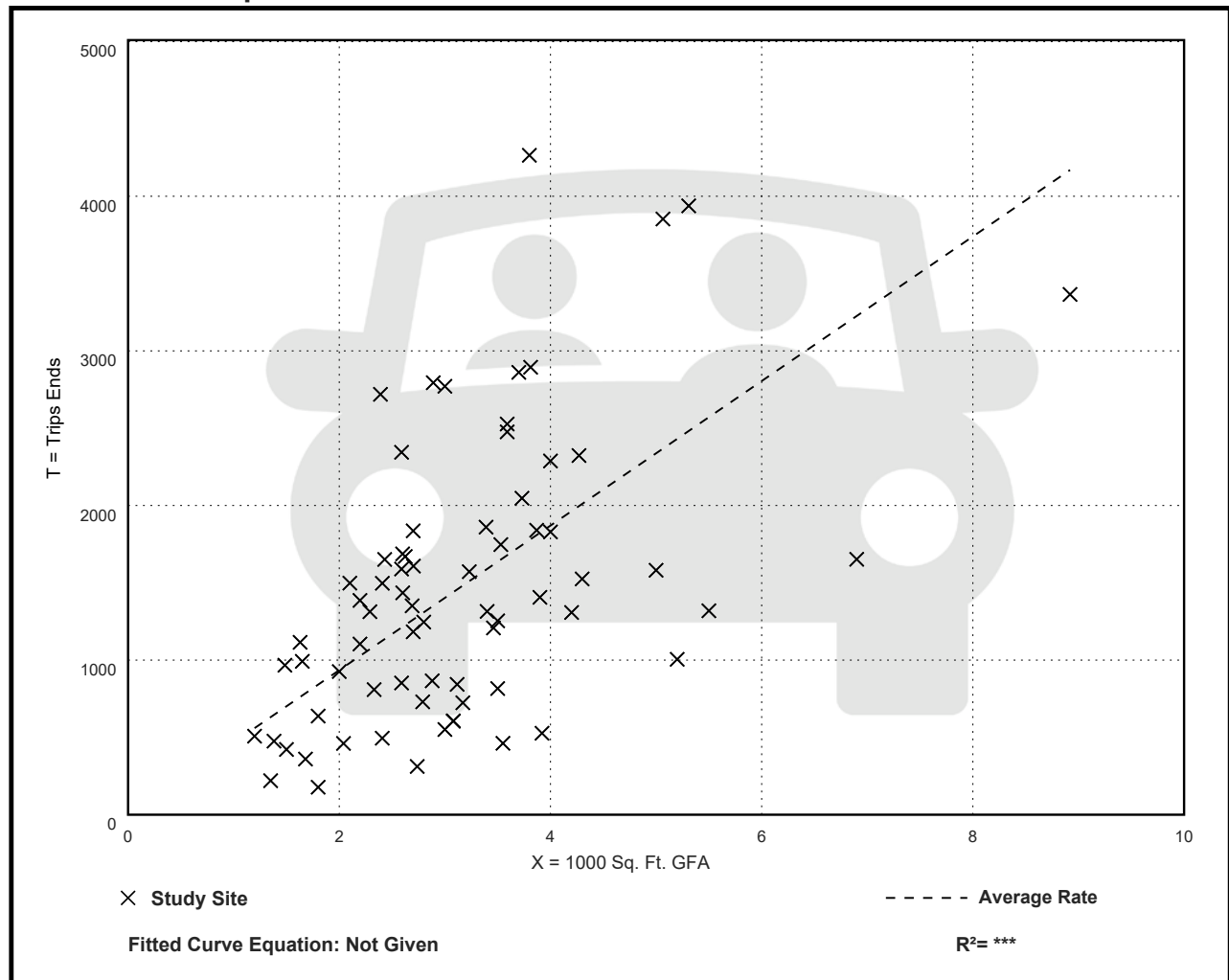
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 96

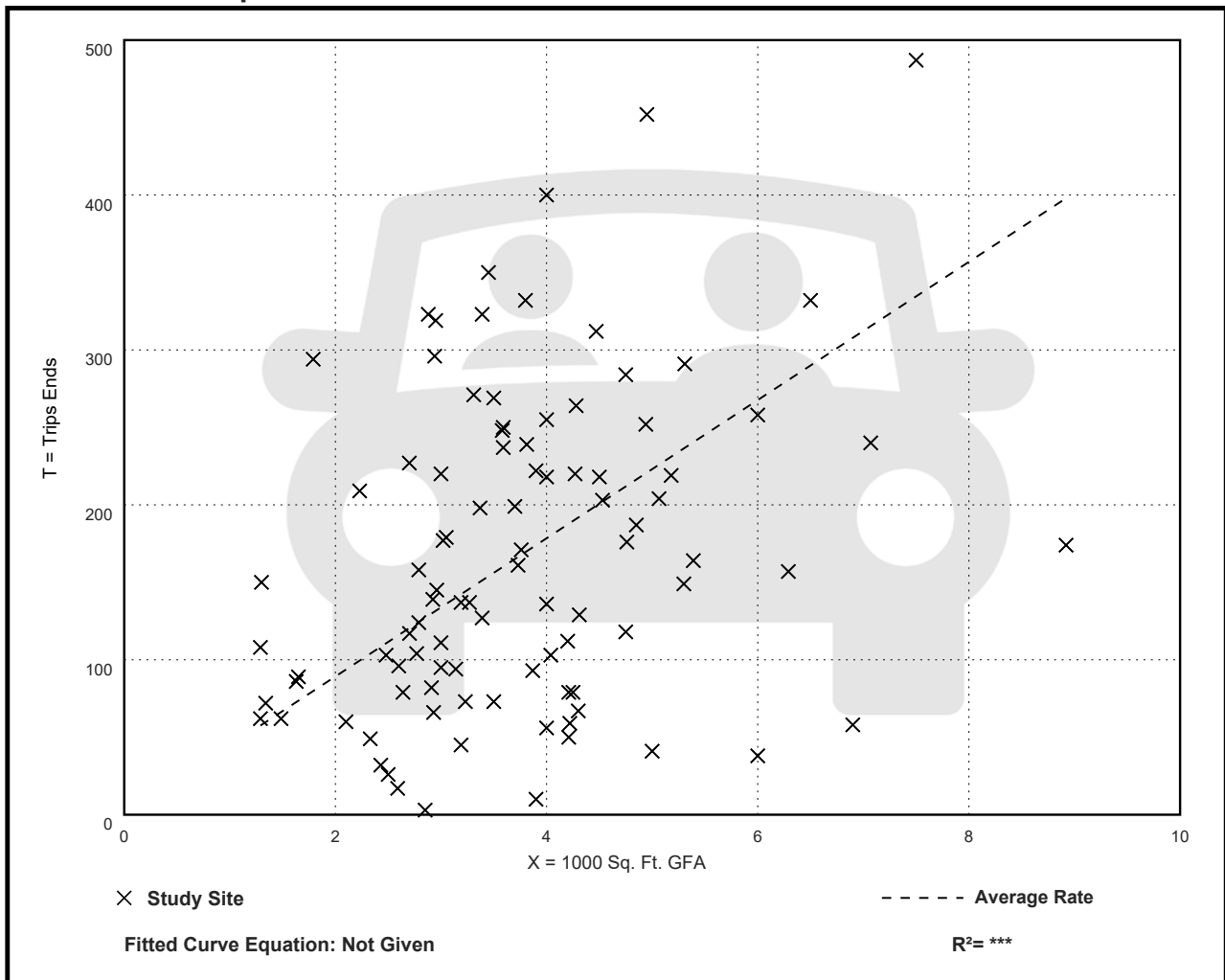
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

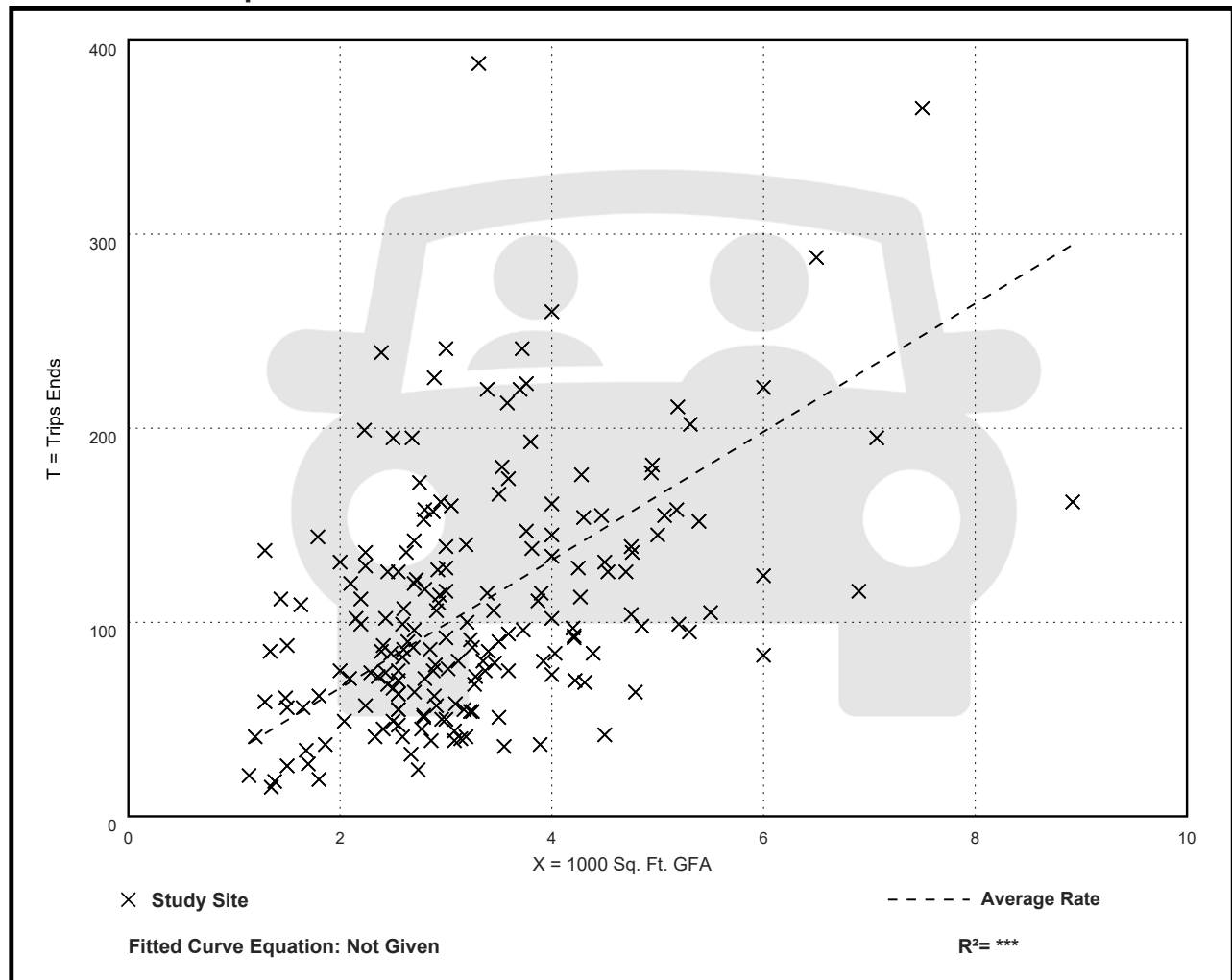
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Land Use: 945

Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

Convenience store (Land Use 851), gasoline/service station (Land Use 944), and truck stop (Land Use 950) are related uses.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of three subcategories, based on the number of vehicle fueling positions (VFP) at the site: between 2 and 8 VFP, between 9 and 15 VFP, and between 16 and 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of three other subcategories, based on the gross floor area (GFA) of the convenience store at the site: between 2,000 and 4,000 square feet, between 4,000 and 5,500 square feet, and between 5,500 and 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site-generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have sub-categories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

ITE recognizes there are existing convenience store/gas station sites throughout North America that are larger than the sites presented in the data plots. However, the ITE database does not include any site with more than 24 VFP or any site with gross floor area greater than 10,000 square feet. Submission of trip generation data for larger sites is encouraged.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arkansas, California, Connecticut, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Pennsylvania, Rhode Island, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

221, 245, 274, 288, 300, 340, 350, 351, 352, 355, 359, 385, 440, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 977, 1004, 1024, 1025, 1027, 1052

Convenience Store/Gas Station - VFP (16-24) (945)

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

Setting/Location: General Urban/Suburban

Number of Studies: 8

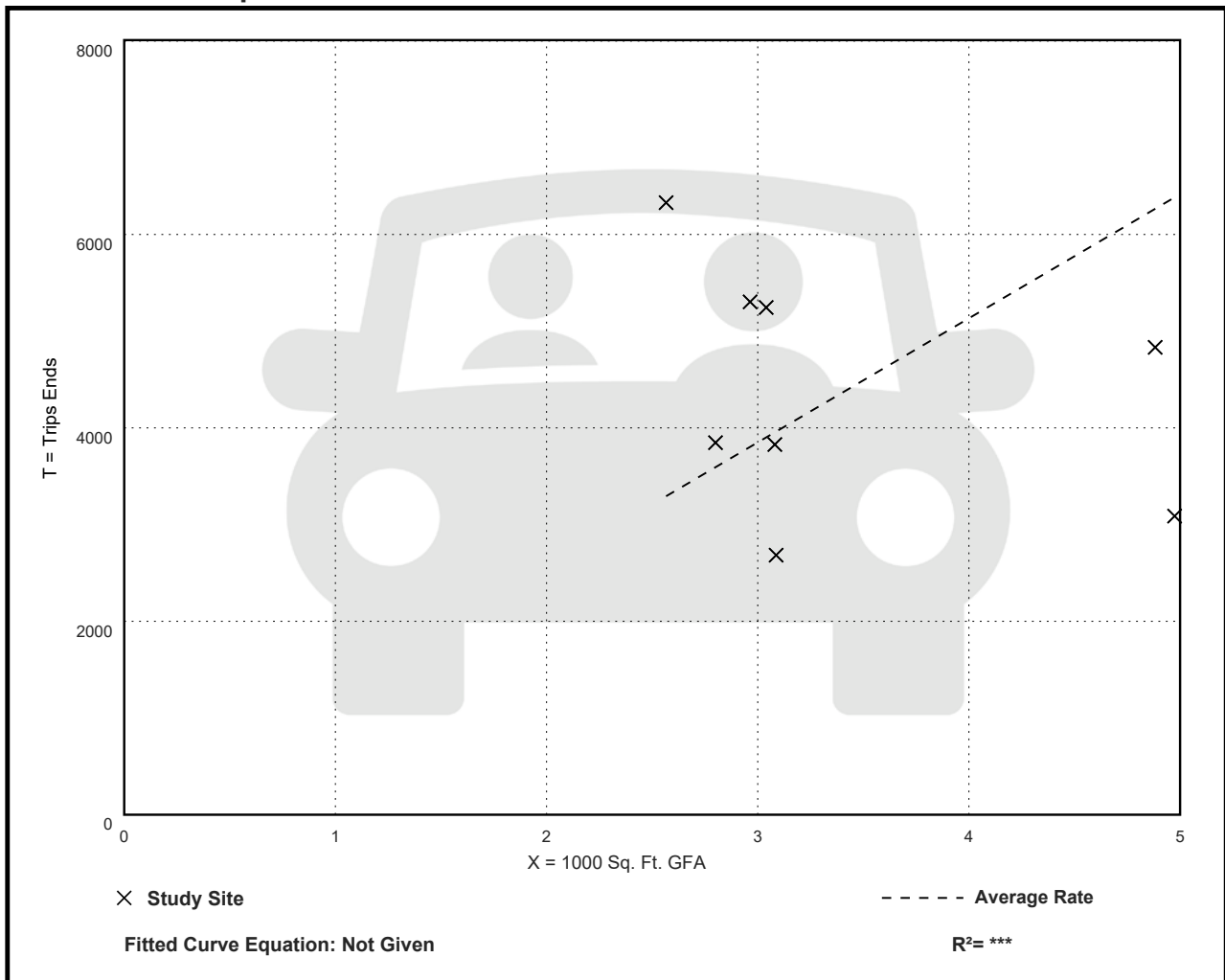
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1283.38	620.83 - 2466.48	581.47

Data Plot and Equation



Convenience Store/Gas Station - VFP (16-24) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

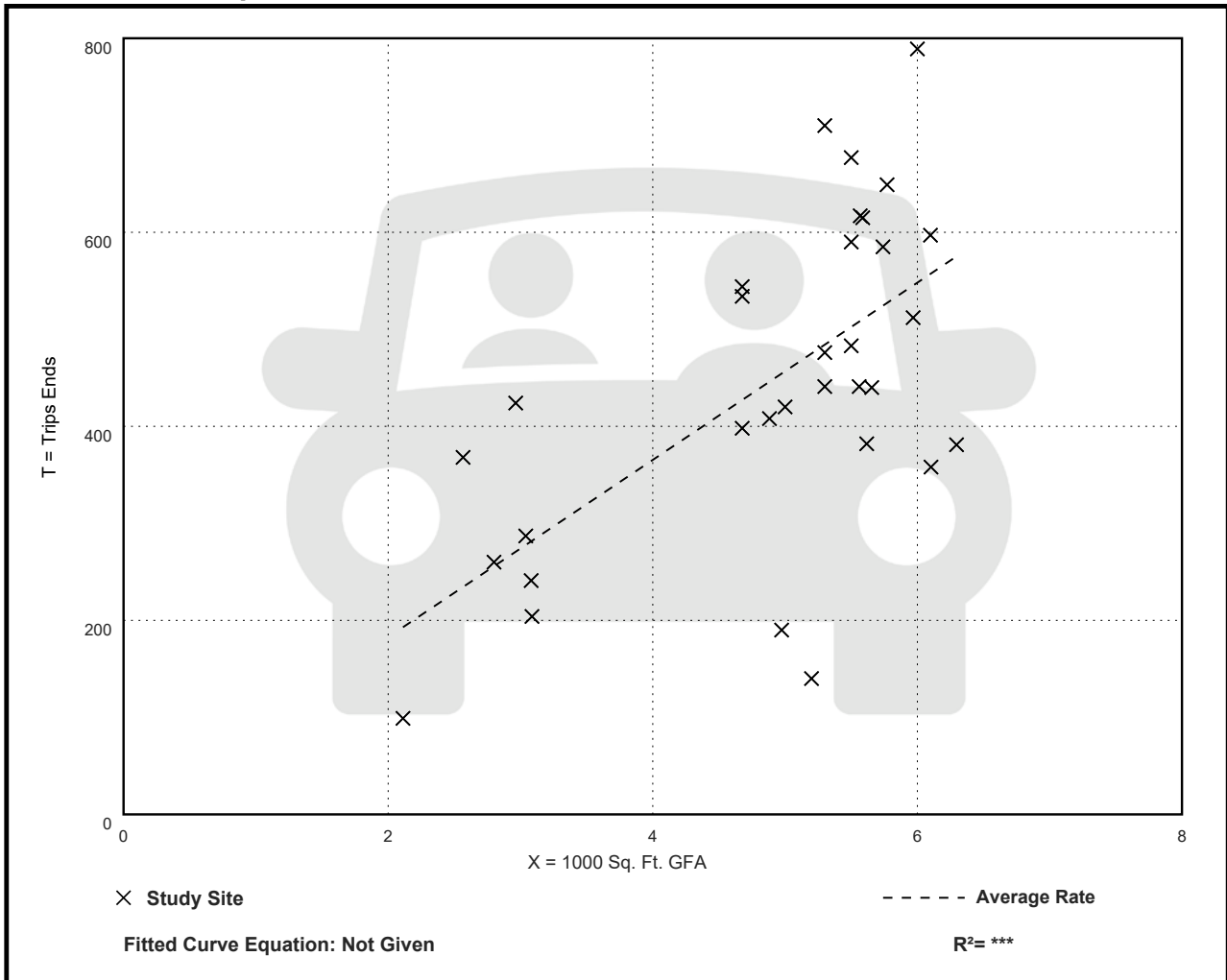
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
91.35	26.92 - 143.41	27.59

Data Plot and Equation



Convenience Store/Gas Station - VFP (16-24) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 39

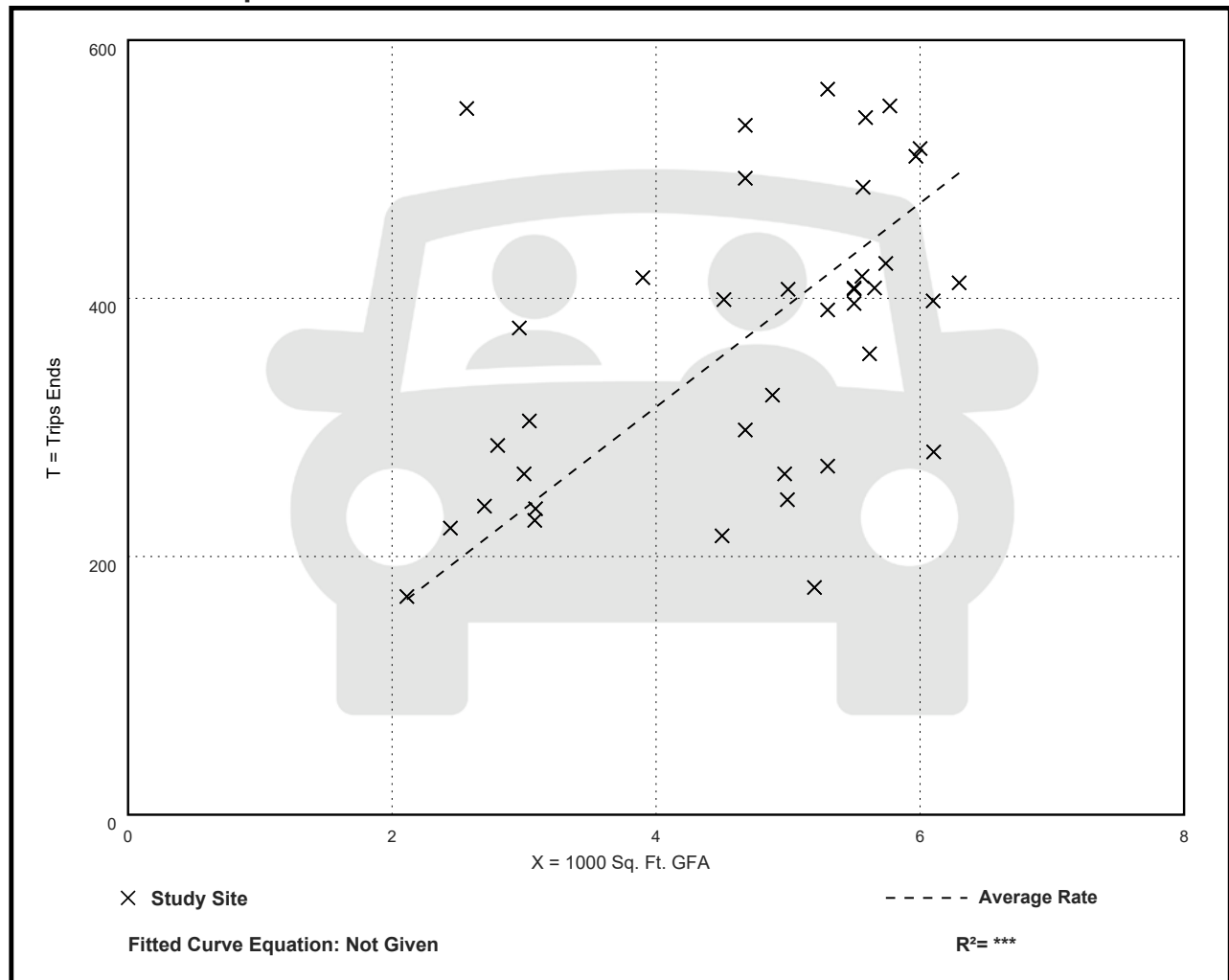
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
78.95	33.85 - 213.17	25.75

Data Plot and Equation



Vehicle Pass-By Rates by Land Use									
Source: ITE <i>Trip Generation Manual</i> , 11th Edition									
Land Use Code	934								
Land Use	Fast-Food Restaurant with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday AM Peak Period								
# Data Sites	5								
Average Pass-By Rate	50%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.4	Kentucky	1993	—	62	22	16	38	1407	2
3	Kentucky	1993	—	43	14	43	57	2903	2
3.3	--	1996	—	68	—	—	32	—	21
3.6	Kentucky	1993	—	32	47	21	68	437	2
4.2	Indiana	1993	—	46	23	31	54	1049	2

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	934								
Land Use	Fast-Food Restaurant with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	11								
Average Pass-By Rate	55%								
	Pass-By Characteristics for Individual Sites								
	GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume
					Primary (%)	Diverted (%)	Total (%)		
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
						Non-Pass-By Trips				
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30

5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
						Non-Pass-By Trips				
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30

4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2,954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use
Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	934			934			934			934			934		
Land Use	Fast-Food Restaurant with Drive-Through Window			Fast-Food Restaurant with Drive-Through Window			Fast-Food Restaurant with Drive-Through Window			Fast-Food Restaurant with Drive-Through Window			Fast-Food Restaurant with Drive-Through Window		
Setting	General Urban/Suburban			General Urban/Suburban			General Urban/Suburban			Dense Multi-Use Urban			Dense Multi-Use Urban		
Time Period	Weekday			Saturday			Sunday			Weekday			Saturday		
# Data Sites	53			6			4			1			1		
Time	% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips		
	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	0.8%	0.8%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.3%	0.1%	0.4%	0.6%	0.2%	1.1%
1:00 - 2:00 AM	0.4%	0.4%	0.5%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	0.3%	0.1%	0.5%	0.1%	0.1%	0.1%
2:00 - 3:00 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.2%	0.6%
3:00 - 4:00 AM	0.3%	0.2%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%
4:00 - 5:00 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
5:00 - 6:00 AM	0.7%	0.8%	0.7%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	0.4%
6:00 - 7:00 AM	2.1%	2.3%	1.9%	0.4%	0.5%	0.4%	0.5%	0.6%	0.4%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%
7:00 - 8:00 AM	3.3%	3.4%	3.1%	1.0%	1.2%	0.8%	0.7%	0.8%	0.9%	0.2%	0.2%	0.1%	0.2%	0.3%	0.1%
8:00 - 9:00 AM	3.5%	3.5%	3.4%	1.5%	1.5%	1.4%	0.8%	0.9%	0.7%	0.3%	0.3%	0.2%	0.4%	0.4%	0.3%
9:00 - 10:00 AM	3.3%	3.4%	3.3%	2.1%	2.2%	2.0%	1.7%	2.5%	1.7%	0.3%	0.4%	0.2%	0.2%	0.3%	0.1%
10:00 - 11:00 AM	3.8%	4.0%	3.7%	3.0%	3.2%	2.7%	2.4%	2.2%	2.7%	1.3%	1.6%	1.0%	1.7%	1.9%	1.5%
11:00 - 12:00 PM	8.4%	9.1%	7.7%	6.6%	7.2%	6.0%	5.0%	5.7%	4.3%	8.3%	9.4%	7.2%	4.6%	5.4%	3.7%
12:00 - 1:00 PM	11.9%	11.9%	12.0%	10.1%	10.4%	9.8%	8.9%	9.7%	8.1%	10.6%	10.4%	10.8%	7.6%	7.5%	7.8%
1:00 - 2:00 PM	8.3%	7.9%	8.7%	8.7%	8.4%	9.0%	9.2%	8.7%	9.7%	7.0%	6.2%	7.8%	6.0%	6.0%	6.0%
2:00 - 3:00 PM	6.7%	5.9%	6.5%	7.8%	7.7%	8.0%	7.6%	7.4%	7.9%	4.3%	4.1%	4.4%	7.9%	8.1%	7.6%
3:00 - 4:00 PM	5.7%	5.7%	5.7%	7.3%	7.2%	7.3%	8.4%	8.5%	8.4%	5.7%	6.2%	5.8%	5.2%	7.5%	8.6%
4:00 - 5:00 PM	5.7%	5.9%	5.6%	7.4%	7.7%	7.2%	8.3%	8.5%	8.1%	5.8%	5.7%	5.8%	4.7%	4.6%	4.8%
5:00 - 6:00 PM	6.7%	6.9%	6.5%	8.4%	8.7%	8.1%	9.9%	10.7%	9.2%	7.2%	7.3%	7.0%	6.4%	7.1%	5.7%
6:00 - 7:00 PM	7.4%	7.4%	7.4%	8.2%	8.1%	8.3%	10.9%	10.4%	11.4%	8.1%	8.3%	7.9%	9.4%	9.3%	9.4%
7:00 - 8:00 PM	6.5%	6.6%	6.3%	8.0%	7.6%	8.4%	10.6%	10.5%	10.7%	8.2%	8.5%	7.8%	7.6%	7.5%	7.8%
8:00 - 9:00 PM	5.7%	5.6%	5.8%	7.3%	7.5%	7.2%	7.6%	7.0%	8.3%	8.6%	8.1%	9.1%	9.7%	9.0%	10.5%
9:00 - 10:00 PM	4.4%	4.1%	4.6%	6.7%	6.4%	7.0%	6.7%	4.0%	3.7%	8.6%	8.9%	9.2%	10.0%	11.6%	8.4%
10:00 - 11:00 PM	2.7%	2.5%	2.9%	3.2%	2.6%	3.8%	1.4%	0.9%	1.8%	9.4%	9.6%	9.1%	8.7%	7.2%	10.1%
11:00 - 12:00 AM	1.6%	1.4%	1.8%	1.4%	1.1%	1.6%	0.6%	0.5%	0.8%	5.3%	4.5%	6.1%	5.0%	4.9%	5.1%

12:00 - 1:00 AM	0.8%	0.8%	0.8%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.3%	0.1%	0.4%	0.6%	0.2%	1.1%
12:15 - 1:15 AM	0.7%	0.6%	0.7%	0.3%	0.3%	0.4%	0.3%	0.4%	0.4%	0.2%	0.3%	0.3%	0.2%	0.1%	0.3%
12:30 - 1:30 AM	0.6%	0.5%	0.6%	0.1%	0.1%	0.1%	0.3%	0.3%	0.3%	0.3%	0.2%	0.5%	0.2%	0.1%	0.3%
12:45 - 1:45 AM	0.5%	0.4%	0.5%	0.1%	0.1%	0.1%	0.2%	0.2%	0.2%	0.3%	0.2%	0.5%	0.1%	0.1%	0.1%
1:00 - 2:00 AM	0.4%	0.4%	0.5%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	0.3%	0.2%	0.5%	0.1%	0.1%	0.1%
1:15 - 2:15 AM	0.4%	0.4%	0.4%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.3%	0.1%	0.5%	0.1%	0.3%	0.7%
1:30 - 2:30 AM	0.3%	0.3%	0.4%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.3%	0.5%	0.3%	0.7%
1:45 - 2:45 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.3%	0.5%	0.3%	0.7%
2:00 - 3:00 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.2%	0.6%
2:15 - 3:15 AM	0.3%	0.3%	0.3%	0.1%	0.0%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.2%
2:30 - 3:30 AM	0.3%	0.3%	0.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%
2:45 - 3:45 AM	0.3%	0.2%	0.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%
3:00 - 4:00 AM	0.3%	0.2%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%
3:15 - 4:15 AM	0.2%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:30 - 4:30 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:45 - 4:45 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4:00 - 5:00 AM	0.3%	0.3%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4:15 - 5:15 AM	0.4%	0.4%	0.4%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.3%
4:30 - 5:30 AM	0.5%	0.6%	0.5%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.4%
4:45 - 5:45 AM	0.6%	0.7%	0.6%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.4%
5:00 - 6:00 AM	0.7%	0.8%	0.7%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.5%	0.5%	0.4%
5:15 - 6:15 AM	1.0%	1.1%	0.9%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	0.0%	0.1%	0.2%	0.3%	0.1%	0.1%
5:30 - 6:30 AM	1.2%	1.3%	1.1%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
5:45 - 6:45 AM	1.6%	1.8%	1.4%	0.4%	0.4%	0.3%	0.4%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
6:00 - 7:00 AM	2.1%	2.3%	1.9%	0.4%	0.5%	0.4%	0.5%	0.6%	0.4%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%
6:15 - 7:15 AM	2.4%	2.6%	2.3%	0.6%	0.6%	0.5%	0.6%	0.6%	0.5%	0.1%	0.2%	0.0%	0.3%	0.4%	0.2%
6:30 - 7:30 AM	2.8%	2.9%	2.6%	0.6%	0.7%	0.6%	0.6%	0.7%	0.6%	0.1%	0.2%	0.0%	0.3%	0.4%	0.1%
6:45 - 7:45 AM	3.1%	3.2%	2.9%	0.7%	0.8%	0.6%	0.7%	0.6%	0.6%	0.2%	0.3%	0.1%	0.3%	0.4%	0.1%
7:00 - 8:00 AM	3.3%	3.4%	3.1%	1.0%	1.2%	0.8%	0.8%	0.9%	0.7%	0.2%	0.2%	0.1%	0.2%	0.3%	0.1%
7:15 - 8:15 AM	3.4%	3.5%	3.2%	1.2%	1.2%	1.2%	0.8%	0.9%	0.7%	0.3%	0.4%	0.1%	0.2%	0.2%	0.1%
7:30 - 8:30 AM	3.5%	3.6%	3.3%	1.2%	1.4%	1.1%	0.8%	1.0%	0.6%	0.3%	0.4%	0.1%	0.2%	0.2%	0.1%
7:45 - 8:45 AM	3.5%	3.6%	3.4%	1.4%	1.6%	1.3%	0.8%	1.0%	0.7%	0.3%	0.4%	0.1%	0.3%	0.3%	0.3%
8:00 - 9:00 AM	3.5%	3.5%	3.4%	1.5%	1.5%	1.4%	0.8%	0.9%	0.7%	0.3%	0.3%	0.2%	0.4%	0.4%	0.3%
8:15 - 9:15 AM	3.4%	3.4%	3.4%	1.6%	1.7%	1.5%	0.9%	1.2%	0.7%	0.2%	0.3%	0.2%	0.3%	0.2%	0.2%
8:30 - 9:30 AM	3.4%	3.3%	3.4%	1.8%	1.9%	1.7%	1.3%	1.4%	1.3%	0.3%	0.3%	0.2%	0.3%	0.3%	0.3%
8:45 - 9:45 AM	3.4%	3.3%	3.4%	1.9%	2.0%	1.7%	1.5%	1.8%	1.3%	0.3%	0.3%	0.2%	0.3%	0.3%	0.1%
9:00 - 10:00 AM	3.3%	3.4%	3.3%	2.1%	2.2%	2.0%	2.1%	2.5%	1.7%	0.3%	0.4%	0.2%	0.2%	0.3%	0.1%
9:15 - 10:15 AM	3.4%	3.5%	3.3%	2.2%	2.5%	1.9%	2.4%	2.6%	2.2%	0.2%	0.3%	0.2%	0.5%	0.4%	0.4%
9:30 - 10:30 AM	3.5%	3.6%	3.3%	2.3%	2.5%	2.1%	2.4%	2.6%	2.2%	0.4%	0.7%	0.2%	0.8%	1.2%	0.3%
9:45 - 10:45 AM	3.5%	3.6%	3.4%	2.5%	2.7%	2.3%	2.6%	2.7%	2.5%	0.9%	1.2%	0.7%	1.5%	1.9%	1.1%
10:00 - 11:00 AM	3.8%	4.0%	3.7%	3.0%	3.2%	2.7%	2.4%	2.2%	2.7%	1.3%	1.6%	1.0%	1.7%	1.9%	1.5%
10:15 - 11:15 AM	4.4%	4.1%	4.8%	3.4%	3.8%	3.0%	2.6%	2.8%	2.4%	2.5%	3.0%	1.9%	2.0%	2.6%	1.4%
10:30 - 11:30 AM	5.4%	5.9%	4.9%	4.2%	4.8%	3.6%	3.1%	3.5%	2.8%	4.1%	5.4%	2.8%	2.4%	2.7%	2.0%
10:45 - 11:45 AM	6.9%	7.7%	6.2%	5.6%	6.1%	5.1%	4.3%	4.7%	3.8%	5.9%	7.2%	4.6%	3.2%	4.4%	2.0%
11:00 - 12:00 PM	8.4%	9.1%	7.7%	6.6%	7.2%	6.0%	5.0%	5.7%	4.3%	8.3%	9.4%	7.2%	4.6%	5.4%	3.7%
11:15 - 12:15 PM	10.0%	10.8%	9.3%	7.7%	8.3%	7.2%	6.3%	6.9%	5.6%	10.2%	11.7%	8.7%	5.0%	5.6%	4.3%

11:30 - 12:30 PM	11.3%	11.9%	10.7%	8.9%	9.6%	8.2%	7.3%	8.1%	6.5%	10.8%	11.1%	10.5%	7.1%	7.7%	6.5%
11:45 - 12:45 PM	11.8%	12.0%	11.6%	9.4%	10.1%	8.8%	7.8%	9.0%	6.6%	11.3%	11.4%	11.3%	7.6%	7.5%	7.8%
12:00 - 1:00 PM	11.9%	12.0%	10.1%	10.4%	9.8%	9.8%	9.7%	8.1%	10.6%	10.4%	10.8%	7.6%	7.6%	7.5%	7.8%
12:15 - 1:15 PM	11.3%	10.9%	11.7%	10.3%	10.4%	10.2%	9.3%	9.9%	8.7%	10.0%	9.1%	10.9%	8.2%	7.9%	8.4%
12:30 - 1:30 PM	10.2%	9.6%	10.8%	10.0%	9.7%	10.4%	9.7%	9.8%	9.6%	9.0%	8.1%	9.9%	6.6%	6.0%	7.2%
12:45 - 1:45 PM	9.2%	8.8%	9.7%	9.5%	9.1%	9.8%	9.5%	8.7%	10.2%	7.8%	6.9%	8.6%	6.1%	5.6%	6.5%
1:00 - 2:00 PM	8.3%	7.9%	8.7%	8.7%	8.4%	9.0%	9.2%	8.7%	9.7%	7.0%	6.9%	7.8%	6.0%	6.0%	6.5%
1:15 - 2:15 PM	7.7%	7.3%	8.1%	8.3%	8.1%	8.5%	8.6%	8.0%	9.2%	5.6%	4.8%	6.3%	6.3%	5.8%	6.7%
1:30 - 2:30 PM	7.1%	6.8%	7.5%	8.0%	8.1%	8.0%	8.1%	7.4%	8.8%	5.3%	4.8%	5.7%	6.5%	6.5%	6.5%
1:45 - 2:45 PM	6.7%	6.3%	7.0%	8.1%	7.9%	8.3%	7.9%	7.6%	8.3%	4.9%	4.9%	4.9%	7.6%	8.1%	7.1%
2:00 - 3:00 PM	6.2%	5.9%	6.5%	7.8%	7.7%	7.6%	7.4%	7.9%	7.9%	4.3%	4.1%	4.4%	7.9%	8.1%	7.4%
2:15 - 3:15 PM	5.8%	5.7%	5.9%	7.7%	7.6%	7.9%	8.0%	8.0%	8.0%	5.0%	5.4%	4.6%	9.0%	9.8%	8.2%
2:30 - 3:30 PM	5.6%	5.4%	5.7%	7.5%	7.1%	7.8%	8.3%	8.7%	7.9%	4.9%	5.1%	4.8%	9.5%	10.0%	9.0%
2:45 - 3:45 PM	5.5%	5.4%	5.6%	7.2%	6.9%	7.5%	8.4%	8.5%	8.3%	5.2%	5.4%	5.0%	8.0%	7.5%	8.5%
3:00 - 4:00 PM	5.7%	5.7%	5.7%	7.3%	7.2%	7.3%	8.4%	8.5%	8.4%	5.7%	6.2%	5.2%	8.0%	7.5%	8.6%
3:15 - 4:15 PM	5.6%	5.6%	5.7%	7.3%	7.3%	7.3%	8.4%	8.3%	8.6%	5.3%	5.2%	5.5%	6.8%	6.5%	7.1%
3:30 - 4:30 PM	5.6%	5.7%	5.7%	7.4%	7.5%	7.4%	8.0%	8.3%	7.8%	5.7%	6.0%	5.4%	6.1%	5.6%	6.5%
3:45 - 4:45 PM	5.7%	5.8%	5.7%	7.3%	7.6%	7.1%	8.1%	8.4%	7.9%	5.8%	5.7%	6.0%	5.7%	5.2%	6.2%
4:00 - 5:00 PM	5.7%	5.9%	5.6%	7.4%	7.7%	7.2%	8.3%	8.5%	8.1%	5.8%	5.7%	5.8%	4.7%	4.6%	4.8%
4:15 - 5:15 PM	6.0%	6.2%	5.8%	7.4%	7.7%	7.1%	8.6%	9.1%	8.0%	6.0%	6.2%	5.9%	4.3%	4.2%	4.5%
4:30 - 5:30 PM	6.3%	6.6%	6.0%	7.6%	7.9%	7.4%	7.9%	9.4%	9.4%	6.5%	6.2%	6.7%	4.3%	4.4%	4.3%
4:45 - 5:45 PM	6.5%	6.8%	6.2%	8.3%	8.8%	7.8%	9.5%	9.9%	9.1%	6.8%	6.8%	6.7%	4.9%	5.4%	4.4%
5:00 - 6:00 PM	6.7%	6.9%	6.5%	8.4%	8.7%	8.1%	8.4%	10.7%	9.2%	7.2%	7.3%	7.0%	6.4%	7.1%	5.7%
5:15 - 6:15 PM	7.0%	7.2%	6.8%	8.5%	8.6%	8.5%	10.3%	10.5%	10.1%	7.3%	7.8%	6.8%	6.9%	7.5%	6.4%
5:30 - 6:30 PM	7.3%	7.4%	7.1%	8.6%	8.7%	8.5%	10.3%	10.7%	9.8%	7.4%	8.0%	6.8%	8.2%	8.6%	7.7%
5:45 - 6:45 PM	7.4%	7.4%	7.3%	8.3%	8.0%	8.6%	11.1%	11.0%	11.1%	7.7%	8.5%	7.0%	9.0%	9.3%	8.7%
6:00 - 7:00 PM	7.4%	7.4%	7.4%	8.2%	8.1%	8.3%	10.9%	10.4%	11.4%	8.1%	8.3%	7.9%	9.3%	9.3%	9.4%
6:15 - 7:15 PM	7.3%	7.2%	7.3%	8.4%	8.3%	8.6%	10.8%	10.7%	10.9%	8.1%	8.3%	7.9%	9.7%	9.6%	9.7%
6:30 - 7:30 PM	7.0%	6.8%	7.2%	8.3%	8.0%	8.6%	10.9%	10.5%	11.3%	7.9%	8.0%	7.8%	8.8%	9.1%	8.4%
6:45 - 7:45 PM	6.7%	6.6%	6.9%	8.2%	8.0%	8.4%	10.6%	10.3%	11.0%	8.3%	7.8%	8.8%	8.2%	8.3%	8.0%
7:00 - 8:00 PM	6.5%	6.3%	6.6%	8.0%	7.6%	8.4%	10.6%	10.5%	10.7%	8.2%	8.5%	7.8%	7.6%	7.5%	7.8%
7:15 - 8:15 PM	6.2%	6.0%	6.4%	7.6%	7.5%	7.6%	10.2%	10.0%	10.5%	8.6%	8.1%	9.2%	8.3%	9.1%	7.4%
7:30 - 8:30 PM	6.0%	5.9%	6.2%	7.5%	7.6%	7.3%	9.6%	9.3%	9.9%	8.8%	8.7%	9.0%	9.8%	9.8%	9.9%
7:45 - 8:45 PM	5.9%	5.8%	6.1%	7.5%	7.5%	7.4%	8.5%	8.1%	8.9%	7.8%	8.1%	7.5%	9.8%	9.4%	10.3%
8:00 - 9:00 PM	5.7%	5.6%	5.8%	7.3%	7.2%	7.6%	7.0%	7.0%	8.3%	8.6%	8.1%	9.1%	9.7%	9.0%	10.5%
8:15 - 9:15 PM	5.5%	5.3%	5.7%	7.1%	6.9%	7.3%	6.8%	6.0%	7.7%	9.1%	9.4%	8.9%	9.1%	7.9%	10.2%
8:30 - 9:30 PM	5.3%	5.0%	5.5%	7.0%	6.9%	7.1%	5.6%	4.8%	6.5%	9.0%	8.8%	9.2%	8.5%	8.7%	8.4%
8:45 - 9:45 PM	4.8%	4.6%	4.9%	6.9%	7.0%	6.9%	4.8%	4.4%	5.3%	9.5%	9.3%	9.7%	9.1%	10.5%	7.6%
9:00 - 10:00 PM	4.4%	4.1%	4.6%	6.7%	6.4%	7.0%	4.0%	3.7%	4.4%	8.9%	8.6%	9.2%	10.0%	11.6%	8.4%
9:15 - 10:15 PM	3.9%	3.7%	4.2%	6.1%	5.8%	6.5%	3.1%	2.6%	3.7%	8.0%	7.8%	8.1%	12.0%	11.5%	12.5%
9:30 - 10:30 PM	3.4%	3.2%	3.6%	5.2%	4.6%	5.9%	2.5%	2.0%	3.0%	7.6%	7.9%	7.4%	10.8%	9.7%	11.8%
9:45 - 10:45 PM	3.1%	2.9%	3.4%	4.0%	3.2%	4.8%	1.8%	1.4%	2.2%	8.8%	8.8%	8.8%	10.2%	8.6%	11.7%
10:00 - 11:00 PM	2.7%	2.5%	2.9%	3.2%	2.6%	3.8%	1.4%	0.9%	1.8%	9.4%	9.6%	9.1%	8.7%	7.2%	10.1%
10:15 - 11:15 PM	2.3%	2.1%	2.5%	2.7%	2.2%	3.2%	1.0%	0.9%	1.1%	10.0%	9.5%	10.6%	5.5%	5.2%	5.7%
10:30 - 11:30 PM	2.1%	1.9%	2.2%	2.0%	1.7%	2.3%	0.8%	0.9%	0.8%	9.8%	8.6%	11.1%	6.0%	6.0%	5.9%
10:45 - 11:45 PM	1.8%	1.6%	1.9%	1.8%	1.5%	2.1%	0.8%	0.6%	1.1%	7.2%	6.3%	8.0%	5.4%	5.1%	5.7%
11:00 - 12:00 AM	1.6%	1.4%	1.8%	1.4%	1.1%	1.6%	0.6%	0.5%	0.8%	5.3%	4.5%	6.1%	5.0%	4.9%	5.1%
11:15 - 12:15 AM	1.4%	1.2%	1.5%	1.0%	0.9%	1.2%	0.5%	0.3%	0.6%	2.9%	2.5%	3.3%	4.6%	4.4%	4.8%
11:30 - 12:30 AM	1.2%	1.1%	1.2%	1.0%	0.8%	1.2%	0.4%	0.2%	0.6%	1.5%	1.5%	1.5%	2.6%	2.1%	3.1%
11:45 - 12:45 AM	1.0%	0.9%	1.0%	0.6%	0.5%	0.6%	0.3%	0.3%	0.3%	1.0%	0.9%	1.1%	1.8%	1.3%	2.4%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use				Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE Trip Generation Manual, 11th Edition				Source: ITE Trip Generation Manual, 11th Edition			
Land Use Code	945			Land Use Code	945		
Land Use	Convenience Store/Gas Station			Land Use	Convenience Store/Gas Station		
Subcategory	GFA (2-4k)			Subcategory	GFA (4-10k)		
Setting	General Urban/Suburban			Setting	General Urban/Suburban		
Time Period	Weekday			Time Period	Weekday		
# Data Sites	38			# Data Sites	5		
	% of 24-Hour Vehicle Trips				% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting	Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.9%	0.9%	0.9%	12:00 - 1:00 AM	1.3%	1.2%	1.3%
1:00 - 2:00 AM	0.5%	0.5%	0.5%	1:00 - 2:00 AM	0.8%	0.8%	0.9%
2:00 - 3:00 AM	0.5%	0.4%	0.5%	2:00 - 3:00 AM	0.6%	0.6%	0.6%
3:00 - 4:00 AM	0.5%	0.5%	0.6%	3:00 - 4:00 AM	0.8%	0.8%	0.7%
4:00 - 5:00 AM	1.0%	1.0%	1.1%	4:00 - 5:00 AM	1.5%	1.6%	1.5%
5:00 - 6:00 AM	2.3%	2.3%	2.2%	5:00 - 6:00 AM	3.1%	3.1%	3.0%
6:00 - 7:00 AM	4.6%	4.7%	4.5%	6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	6.2%	6.2%	6.1%	7:00 - 8:00 AM	5.9%	6.0%	5.9%
8:00 - 9:00 AM	5.9%	5.8%	5.9%	8:00 - 9:00 AM	6.5%	6.5%	6.4%
9:00 - 10:00 AM	5.0%	5.0%	5.1%	9:00 - 10:00 AM	5.7%	5.6%	5.7%
10:00 - 11:00 AM	5.2%	5.2%	5.2%	10:00 - 11:00 AM	5.3%	5.3%	5.3%
11:00 - 12:00 PM	5.3%	5.3%	5.2%	11:00 - 12:00 PM	5.8%	5.8%	5.7%
12:00 - 1:00 PM	5.8%	5.8%	5.8%	12:00 - 1:00 PM	6.6%	6.6%	6.6%
1:00 - 2:00 PM	5.4%	5.4%	5.3%	1:00 - 2:00 PM	6.1%	6.2%	5.9%
2:00 - 3:00 PM	5.9%	6.1%	5.8%	2:00 - 3:00 PM	6.1%	6.0%	6.2%
3:00 - 4:00 PM	6.5%	6.5%	6.4%	3:00 - 4:00 PM	6.8%	6.8%	6.8%
4:00 - 5:00 PM	7.1%	7.2%	7.1%	4:00 - 5:00 PM	6.4%	6.3%	6.5%
5:00 - 6:00 PM	6.9%	7.0%	6.9%	5:00 - 6:00 PM	6.8%	6.7%	6.9%
6:00 - 7:00 PM	6.5%	6.5%	6.6%	6:00 - 7:00 PM	5.4%	5.3%	5.4%
7:00 - 8:00 PM	5.3%	5.3%	5.3%	7:00 - 8:00 PM	4.0%	3.9%	4.0%
8:00 - 9:00 PM	4.4%	4.3%	4.5%	8:00 - 9:00 PM	3.4%	3.4%	3.4%
9:00 - 10:00 PM	3.7%	3.7%	3.7%	9:00 - 10:00 PM	2.7%	2.8%	2.7%
10:00 - 11:00 PM	2.8%	2.7%	2.8%	10:00 - 11:00 PM	2.1%	2.1%	2.1%
11:00 - 12:00 AM	1.9%	1.8%	1.9%	11:00 - 12:00 AM	1.9%	1.9%	2.0%

12:00 - 1:00 AM	0.9%	0.9%	0.9%	12:00 - 1:00 AM	1.3%	1.2%	1.3%
12:15 - 1:15 AM	0.8%	0.7%	0.8%	12:15 - 1:15 AM	1.1%	1.1%	1.2%

12:30 - 1:30 AM	0.6%	0.6%	0.7%	12:30 - 1:30 AM	1.0%	0.9%	1.0%
12:45 - 1:45 AM	0.5%	0.5%	0.6%	12:45 - 1:45 AM	0.9%	0.9%	0.9%
1:00 - 2:00 AM	0.5%	0.5%	0.5%	1:00 - 2:00 AM	0.8%	0.8%	0.9%
1:15 - 2:15 AM	0.5%	0.5%	0.5%	1:15 - 2:15 AM	0.7%	0.6%	0.7%
1:30 - 2:30 AM	0.5%	0.5%	0.5%	1:30 - 2:30 AM	0.6%	0.6%	0.7%
1:45 - 2:45 AM	0.5%	0.5%	0.5%	1:45 - 2:45 AM	0.5%	0.5%	0.5%
2:00 - 3:00 AM	0.5%	0.4%	0.5%	2:00 - 3:00 AM	0.6%	0.6%	0.6%
2:15 - 3:15 AM	0.4%	0.4%	0.4%	2:15 - 3:15 AM	0.7%	0.7%	0.7%
2:30 - 3:30 AM	0.4%	0.4%	0.4%	2:30 - 3:30 AM	0.7%	0.8%	0.7%
2:45 - 3:45 AM	0.5%	0.5%	0.5%	2:45 - 3:45 AM	0.8%	0.7%	0.8%
3:00 - 4:00 AM	0.5%	0.5%	0.6%	3:00 - 4:00 AM	0.8%	0.8%	0.7%
3:15 - 4:15 AM	0.6%	0.6%	0.7%	3:15 - 4:15 AM	0.8%	0.9%	0.8%
3:30 - 4:30 AM	0.8%	0.7%	0.8%	3:30 - 4:30 AM	1.0%	1.0%	1.0%
3:45 - 4:45 AM	0.9%	0.8%	0.9%	3:45 - 4:45 AM	1.2%	1.3%	1.2%
4:00 - 5:00 AM	1.0%	1.0%	1.1%	4:00 - 5:00 AM	1.5%	1.6%	1.5%
4:15 - 5:15 AM	1.3%	1.2%	1.3%	4:15 - 5:15 AM	1.9%	1.9%	1.8%
4:30 - 5:30 AM	1.5%	1.5%	1.5%	4:30 - 5:30 AM	2.3%	2.4%	2.2%
4:45 - 5:45 AM	1.9%	1.9%	1.9%	4:45 - 5:45 AM	2.7%	2.8%	2.6%
5:00 - 6:00 AM	2.3%	2.3%	2.2%	5:00 - 6:00 AM	3.1%	3.1%	3.0%
5:15 - 6:15 AM	3.0%	3.0%	2.9%	5:15 - 6:15 AM	3.5%	3.7%	3.3%
5:30 - 6:30 AM	3.6%	3.7%	3.5%	5:30 - 6:30 AM	4.0%	4.0%	3.9%
5:45 - 6:45 AM	4.1%	4.2%	4.0%	5:45 - 6:45 AM	4.2%	4.3%	4.1%
6:00 - 7:00 AM	4.6%	4.7%	4.5%	6:00 - 7:00 AM	4.6%	4.7%	4.5%
6:15 - 7:15 AM	5.0%	5.0%	5.0%	6:15 - 7:15 AM	5.0%	5.0%	5.0%
6:30 - 7:30 AM	5.3%	5.3%	5.3%	6:30 - 7:30 AM	5.1%	5.2%	5.1%
6:45 - 7:45 AM	5.8%	5.8%	5.8%	6:45 - 7:45 AM	5.6%	5.7%	5.5%
7:00 - 8:00 AM	6.2%	6.2%	6.1%	7:00 - 8:00 AM	5.9%	6.0%	5.9%
7:15 - 8:15 AM	6.3%	6.3%	6.2%	7:15 - 8:15 AM	6.2%	6.2%	6.2%
7:30 - 8:30 AM	6.3%	6.3%	6.3%	7:30 - 8:30 AM	6.6%	6.5%	6.6%
7:45 - 8:45 AM	6.2%	6.2%	6.2%	7:45 - 8:45 AM	6.5%	6.6%	6.5%
8:00 - 9:00 AM	5.9%	5.8%	5.9%	8:00 - 9:00 AM	6.5%	6.5%	6.4%
8:15 - 9:15 AM	5.7%	5.6%	5.7%	8:15 - 9:15 AM	6.2%	6.3%	6.2%
8:30 - 9:30 AM	5.4%	5.4%	5.5%	8:30 - 9:30 AM	6.1%	6.1%	6.1%
8:45 - 9:45 AM	5.2%	5.1%	5.2%	8:45 - 9:45 AM	5.9%	5.8%	6.0%
9:00 - 10:00 AM	5.0%	5.0%	5.1%	9:00 - 10:00 AM	5.7%	5.6%	5.7%
9:15 - 10:15 AM	5.0%	5.1%	5.0%	9:15 - 10:15 AM	5.3%	5.3%	5.3%
9:30 - 10:30 AM	5.0%	5.0%	5.0%	9:30 - 10:30 AM	5.2%	5.3%	5.1%
9:45 - 10:45 AM	5.1%	5.1%	5.0%	9:45 - 10:45 AM	5.4%	5.4%	5.3%
10:00 - 11:00 AM	5.2%	5.2%	5.2%	10:00 - 11:00 AM	5.3%	5.3%	5.3%
10:15 - 11:15 AM	5.1%	5.1%	5.1%	10:15 - 11:15 AM	5.6%	5.6%	5.5%

10:30 - 11:30 AM	5.2%	5.2%	5.1%	10:30 - 11:30 AM	5.6%	5.7%	5.6%
10:45 - 11:45 AM	5.2%	5.2%	5.1%	10:45 - 11:45 AM	5.6%	5.6%	5.5%
11:00 - 12:00 PM	5.3%	5.3%	5.2%	11:00 - 12:00 PM	5.8%	5.8%	5.7%
11:15 - 12:15 PM	5.6%	5.7%	5.5%	11:15 - 12:15 PM	5.9%	6.1%	5.7%
11:30 - 12:30 PM	5.7%	5.7%	5.6%	11:30 - 12:30 PM	6.1%	6.2%	6.0%
11:45 - 12:45 PM	5.8%	5.9%	5.7%	11:45 - 12:45 PM	6.4%	6.4%	6.4%
12:00 - 1:00 PM	5.8%	5.8%	5.8%	12:00 - 1:00 PM	6.6%	6.6%	6.6%
12:15 - 1:15 PM	5.5%	5.5%	5.6%	12:15 - 1:15 PM	6.4%	6.3%	6.5%
12:30 - 1:30 PM	5.5%	5.5%	5.5%	12:30 - 1:30 PM	6.4%	6.3%	6.4%
12:45 - 1:45 PM	5.4%	5.4%	5.4%	12:45 - 1:45 PM	6.2%	6.3%	6.1%
1:00 - 2:00 PM	5.4%	5.4%	5.3%	1:00 - 2:00 PM	6.1%	6.2%	5.9%
1:15 - 2:15 PM	5.4%	5.5%	5.4%	1:15 - 2:15 PM	6.1%	6.1%	6.1%
1:30 - 2:30 PM	5.6%	5.7%	5.5%	1:30 - 2:30 PM	6.1%	6.1%	6.2%
1:45 - 2:45 PM	5.8%	5.9%	5.7%	1:45 - 2:45 PM	6.2%	6.3%	6.2%
2:00 - 3:00 PM	5.9%	6.1%	5.8%	2:00 - 3:00 PM	6.1%	6.0%	6.2%
2:15 - 3:15 PM	6.1%	6.2%	6.1%	2:15 - 3:15 PM	6.3%	6.4%	6.2%
2:30 - 3:30 PM	6.2%	6.2%	6.1%	2:30 - 3:30 PM	6.3%	6.3%	6.3%
2:45 - 3:45 PM	6.3%	6.4%	6.2%	2:45 - 3:45 PM	6.4%	6.4%	6.5%
3:00 - 4:00 PM	6.5%	6.5%	6.4%	3:00 - 4:00 PM	6.8%	6.8%	6.8%
3:15 - 4:15 PM	6.8%	6.9%	6.7%	3:15 - 4:15 PM	6.9%	6.7%	7.1%
3:30 - 4:30 PM	7.0%	7.1%	6.9%	3:30 - 4:30 PM	6.9%	6.7%	7.1%
3:45 - 4:45 PM	7.1%	7.2%	7.0%	3:45 - 4:45 PM	6.6%	6.5%	6.8%
4:00 - 5:00 PM	7.1%	7.2%	7.1%	4:00 - 5:00 PM	6.4%	6.3%	6.5%
4:15 - 5:15 PM	7.0%	7.0%	6.9%	4:15 - 5:15 PM	6.5%	6.6%	6.4%
4:30 - 5:30 PM	7.0%	7.1%	6.9%	4:30 - 5:30 PM	6.6%	6.6%	6.5%
4:45 - 5:45 PM	7.0%	7.0%	7.0%	4:45 - 5:45 PM	6.8%	6.8%	6.8%
5:00 - 6:00 PM	6.9%	7.0%	6.9%	5:00 - 6:00 PM	6.8%	6.7%	6.9%
5:15 - 6:15 PM	6.9%	6.9%	6.9%	5:15 - 6:15 PM	6.4%	6.2%	6.5%
5:30 - 6:30 PM	6.7%	6.7%	6.8%	5:30 - 6:30 PM	6.1%	5.9%	6.2%
5:45 - 6:45 PM	6.6%	6.6%	6.6%	5:45 - 6:45 PM	5.7%	5.6%	5.8%
6:00 - 7:00 PM	6.5%	6.5%	6.6%	6:00 - 7:00 PM	5.4%	5.3%	5.4%
6:15 - 7:15 PM	6.3%	6.3%	6.3%	6:15 - 7:15 PM	4.9%	4.8%	5.0%
6:30 - 7:30 PM	6.0%	6.0%	6.0%	6:30 - 7:30 PM	4.6%	4.5%	4.7%
6:45 - 7:45 PM	5.6%	5.5%	5.7%	6:45 - 7:45 PM	4.1%	4.0%	4.2%
7:00 - 8:00 PM	5.3%	5.3%	5.3%	7:00 - 8:00 PM	4.0%	3.9%	4.0%
7:15 - 8:15 PM	5.0%	5.0%	5.1%	7:15 - 8:15 PM	4.1%	4.1%	4.1%
7:30 - 8:30 PM	4.8%	4.7%	4.8%	7:30 - 8:30 PM	3.9%	3.9%	3.9%
7:45 - 8:45 PM	4.6%	4.6%	4.6%	7:45 - 8:45 PM	3.7%	3.7%	3.7%
8:00 - 9:00 PM	4.4%	4.3%	4.5%	8:00 - 9:00 PM	3.4%	3.4%	3.4%
8:15 - 9:15 PM	4.2%	4.1%	4.3%	8:15 - 9:15 PM	3.0%	3.0%	3.0%

8:30 - 9:30 PM	4.1%	4.0%	4.2%	8:30 - 9:30 PM	2.9%	2.9%	2.8%
8:45 - 9:45 PM	4.0%	3.9%	4.0%	8:45 - 9:45 PM	2.8%	2.8%	2.8%
9:00 - 10:00 PM	3.7%	3.7%	3.7%	9:00 - 10:00 PM	2.7%	2.8%	2.7%
9:15 - 10:15 PM	3.5%	3.5%	3.5%	9:15 - 10:15 PM	2.5%	2.5%	2.5%
9:30 - 10:30 PM	3.2%	3.2%	3.2%	9:30 - 10:30 PM	2.5%	2.5%	2.4%
9:45 - 10:45 PM	2.9%	2.9%	2.9%	9:45 - 10:45 PM	2.3%	2.4%	2.2%
10:00 - 11:00 PM	2.8%	2.7%	2.8%	10:00 - 11:00 PM	2.1%	2.1%	2.1%
10:15 - 11:15 PM	2.5%	2.4%	2.5%	10:15 - 11:15 PM	2.1%	2.2%	2.0%
10:30 - 11:30 PM	2.3%	2.2%	2.3%	10:30 - 11:30 PM	2.0%	2.0%	2.0%
10:45 - 11:45 PM	2.1%	2.0%	2.2%	10:45 - 11:45 PM	1.9%	1.8%	2.0%
11:00 - 12:00 AM	1.9%	1.8%	1.9%	11:00 - 12:00 AM	1.9%	1.9%	2.0%
11:15 - 12:15 AM	1.6%	1.6%	1.6%	11:15 - 12:15 AM	1.7%	1.7%	1.8%
11:30 - 12:30 AM	1.3%	1.3%	1.4%	11:30 - 12:30 AM	1.6%	1.5%	1.8%
11:45 - 12:45 AM	1.1%	1.1%	1.1%	11:45 - 12:45 AM	1.5%	1.5%	1.6%

Attachment C

Internal Capture Calculation Worksheets

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office						
	Retail	3,796	3,796	270	270	234	233
	Restaurant	701	701	68	66	51	48
	Cinema/Entertainment						
	Residential						
	Hotel						
		4,497	4,497	338	336	285	281
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	193	277	9	34	20	15
	Restaurant	277	193	34	9	15	20
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0
		470	470	43	43	35	35
OUTPUT	<i>Total % Reduction</i>	<i>10.5%</i>		<i>12.8%</i>		<i>12.4%</i>	
	Office						
	Retail	6.2%		8.0%		7.5%	
	Restaurant	33.5%		32.1%		35.4%	
	Cinema/Entertainment						
	Residential						
	Hotel						
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	3,603	3,519	261	236	214	218
	Restaurant	424	508	34	57	36	28
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0
		4,027	4,027	295	293	250	246

DAILY

GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
Retail	3,796	3,796	
Restaurant	701	701	
Cinema/Entertainment	0	0	
Residential	0	0	
Hotel	0	0	
	4,497	4,497	

Estimated Trip Origins within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		24%	34%	0%	2%	0%
	Retail	16%		21%	2%	20%	3%
	Restaurant	17%	28%		4%	11%	5%
	Cinema/Entertainment	1%	11%	16%		4%	1%
	Residential	3%	22%	21%	0%		2%
	Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	13%	1%	2%	0%
	Retail	18%		40%	13%	24%	9%
	Restaurant	22%	29%		16%	11%	38%
	Cinema/Entertainment	3%	2%	2%		2%	1%
	Residential	30%	14%	17%	0%		6%
	Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	588		797	76	759	95
	Restaurant	119	193		28	77	35
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel

DAILY	Office		759	88	0	0	0
	Retail	0		277	0	0	0
	Restaurant	0	1,101		0	0	0
	Cinema/Entertainment	0	76	11		0	0
	Residential	0	512	119	0		0
	Hotel	0	114	39	0	0	

*** MINIMUM ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		277	0	0	0
	Restaurant	0	193		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
	Retail	193	277
	Restaurant	277	193
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		470	470

A.M. PEAK HOUR

GROSS TRIP GENERATION

A.M. PEAK	Land Use	A.M. Peak Hour	
		Enter	Exit
	Office	0	0
Retail	270	270	
Restaurant	68	66	
Cinema/Entertainment	0	0	
Residential	0	0	
Hotel	0	0	
	338	336	

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		28%	63%	0%	1%	0%
	Retail	29%		13%	0%	14%	0%
	Restaurant	31%	14%		0%	4%	3%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	2%	1%	20%	0%		0%
	Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		32%	23%	0%	0%	0%
	Retail	4%		50%	0%	2%	0%
	Restaurant	14%	8%		0%	5%	4%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	3%	17%	20%	0%		0%
	Hotel	3%	4%	6%	0%	0%	

*** BASED ON EXIT ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	78		35	0	38	0
	Restaurant	20	9		0	3	2
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office						
	Retail						
	Restaurant						
	Cinema/Entertainment						
	Residential						
	Hotel						

A.M. PEAK	Office		86	16	0	0	0
	Retail	0		34	0	0	0
	Restaurant	0	22		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	46	14	0		0
	Hotel	0	11	4	0	0	

*** MINIMUM ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		34	0	0	0
	Restaurant	0	9		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	9	34
	Restaurant	34	9
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		43	43

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
Retail	234	233	
Restaurant	51	48	
Cinema/Entertainment	0	0	
Residential	0	0	
Hotel	0	0	
	285	281	

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	4%	0%	2%	0%
	Retail	2%		29%	4%	26%	5%
	Restaurant	3%	41%		8%	18%	7%
	Cinema/Entertainment	2%	21%	31%		8%	2%
	Residential	4%	42%	21%	0%		3%
	Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		8%	2%	1%	4%	0%
	Retail	31%		29%	26%	46%	17%
	Restaurant	30%	50%		32%	16%	71%
	Cinema/Entertainment	6%	4%	3%		4%	1%
	Residential	57%	10%	14%	0%		12%
	Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	5		68	9	61	12
	Restaurant	1	20		4	9	3
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office						
	Retail						
	Restaurant						
	Cinema/Entertainment						
	Residential						
	Hotel						

P.M. PEAK	Office		19	1	0	0	0
	Retail	0		15	0	0	0
	Restaurant	0	117		0	0	0
	Cinema/Entertainment	0	9	2		0	0
	Residential	0	23	7	0		0
	Hotel	0	5	3	0	0	

*** MINIMUM ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		15	0	0	0
	Restaurant	0	20		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	20	15
	Restaurant	15	20
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		35	35

School PM Peak
Hour

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office						
	Retail					258	258
	Restaurant					40	40
	Cinema/Entertainment						
	Residential						
	Hotel						
		0	0	0	0	298	298
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	16	12
	Restaurant	0	0	0	0	12	16
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0
		0	0	0	0	28	28
OUTPUT	<i>Total % Reduction</i>	<i>0.0%</i>		<i>0.0%</i>		<i>9.4%</i>	
	Office						
	Retail					5.4%	
	Restaurant					35.0%	
	Cinema/Entertainment						
	Residential						
	Hotel						
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	242	246
	Restaurant	0	0	0	0	28	24
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0
		0	0	0	0	270	270

DAILY

GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
Retail	0	0	
Restaurant	0	0	
Cinema/Entertainment	0	0	
Residential	0	0	
Hotel	0	0	
	0	0	

Estimated Trip Origins within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office			24%	34%	0%	2%	0%
Retail	16%			21%	2%	20%	3%
Restaurant	17%	28%			4%	11%	5%
Cinema/Entertainment	1%	11%	16%			4%	1%
Residential	3%	22%	21%	0%			2%
Hotel	38%	15%	39%	0%	1%		

Estimated Trip Destinations within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office			20%	13%	1%	2%	0%
Retail	18%			40%	13%	24%	9%
Restaurant	22%	29%			16%	11%	38%
Cinema/Entertainment	3%	2%	2%			2%	1%
Residential	30%	14%	17%	0%			6%
Hotel	2%	3%	6%	0%	0%		

*** BASED ON EXIT ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office			0	0	0	0	0
Retail	0			0	0	0	0
Restaurant	0	0			0	0	0
Cinema/Entertainment	0	0	0			0	0
Residential	0	0	0	0			0
Hotel	0	0	0	0	0		

*** BASED ON ENTER ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel

DAILY	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** MINIMUM ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
		Office	0
	Retail	0	0
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		0	0

A.M. PEAK HOUR

GROSS TRIP GENERATION

A.M. PEAK	Land Use	A.M. Peak Hour	
		Enter	Exit
	Office	0	0
Retail	0	0	
Restaurant	0	0	
Cinema/Entertainment	0	0	
Residential	0	0	
Hotel	0	0	
	0	0	

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		28%	63%	0%	1%	0%
	Retail	29%		13%	0%	14%	0%
	Restaurant	31%	14%		0%	4%	3%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	2%	1%	20%	0%		0%
	Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		32%	23%	0%	0%	0%
	Retail	4%		50%	0%	2%	0%
	Restaurant	14%	8%		0%	5%	4%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	3%	17%	20%	0%		0%
	Hotel	3%	4%	6%	0%	0%	

*** BASED ON EXIT ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office						
	Retail						
	Restaurant						
	Cinema/Entertainment						
	Residential						
	Hotel						

A.M. PEAK	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** MINIMUM ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	0	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		0	0

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
Retail	258	258	
Restaurant	40	40	
Cinema/Entertainment	0	0	
Residential	0	0	
Hotel	0	0	
	298	298	

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	4%	0%	2%	0%
	Retail	2%		29%	4%	26%	5%
	Restaurant	3%	41%		8%	18%	7%
	Cinema/Entertainment	2%	21%	31%		8%	2%
	Residential	4%	42%	21%	0%		3%
	Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		8%	2%	1%	4%	0%
	Retail	31%		29%	26%	46%	17%
	Restaurant	30%	50%		32%	16%	71%
	Cinema/Entertainment	6%	4%	3%		4%	1%
	Residential	57%	10%	14%	0%		12%
	Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	5		75	10	67	13
	Restaurant	1	16		3	7	3
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office						
	Retail						
	Restaurant						
	Cinema/Entertainment						
	Residential						
	Hotel						

P.M. PEAK	Office		21	1	0	0	0
	Retail	0		12	0	0	0
	Restaurant	0	129		0	0	0
	Cinema/Entertainment	0	10	1		0	0
	Residential	0	26	6	0		0
	Hotel	0	5	2	0	0	

*** MINIMUM ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		12	0	0	0
	Restaurant	0	16		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	16	12
	Restaurant	12	16
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		28	28

Attachment D

Historical Growth Calculations

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 29 - COLUMBIA

SITE: 0102 - SR 10 200' W. OF BURK ST.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	31500	C	E 16500		W 15000	9.00	54.70	6.10
2021	32500	S	E 16500		W 16000	9.00	54.20	5.90
2020	31500	F	E 16000		W 15500	9.00	54.80	6.80
2019	31500	C	E 16000		W 15500	9.00	54.80	6.20
2018	31000	C	E 15500		W 15500	9.00	54.70	6.20
2017	35000	C	E 16000		W 19000	9.00	55.50	5.80
2016	32000	C	E 16000		W 16000	9.00	53.90	5.40
2015	32000	C	E 16000		W 16000	9.00	54.50	5.70
2014	33000	C	E 16500		W 16500	9.00	54.40	5.90
2013	37000	C	E 18500		W 18500	9.00	55.30	6.40
2012	33500	C	E 16500		W 17000	9.00	54.70	5.50
2011	34500	C	E 17000		W 17500	9.00	53.70	5.30
2010	33500	C	E 17000		W 16500	9.94	54.40	4.90
2009	35000	C	E 17500		W 17500	9.78	54.18	5.30
2008	37500	C	E 19000		W 18500	9.82	54.63	6.20
2007	36000	C	E 17500		W 18500	9.99	54.46	6.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

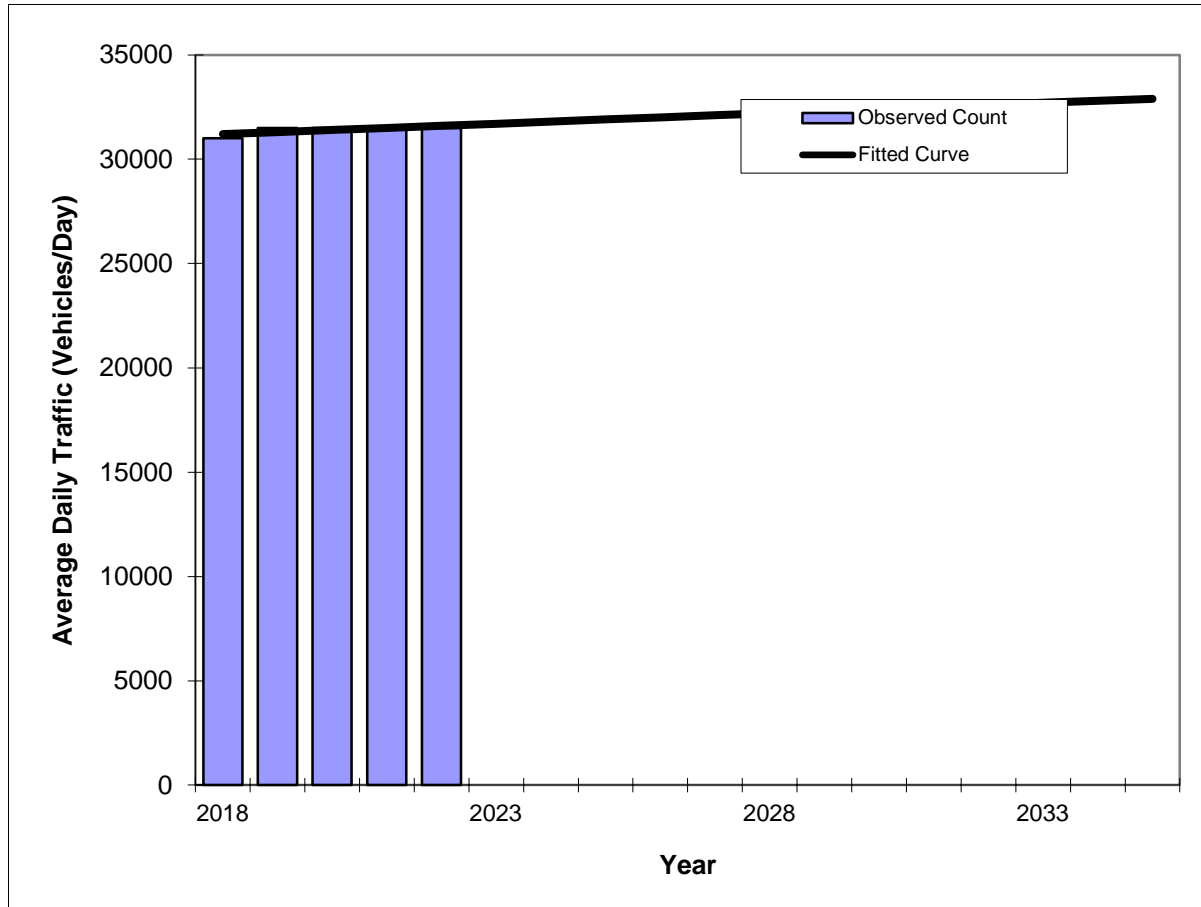
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

US 90/SR 10 -- 200' W OF BURK ST

FIN#	0
Location	1

County:	Columbia (29)
Station #:	0102
Highway:	US 90/SR 10



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	31000	31200
2019	31500	31300
2020	31500	31400
2021	31500	31500
2022	31500	31600
2023 Opening Year Trend		
2023	N/A	31700
2024 Mid-Year Trend		
2024	N/A	31800
2025 Design Year Trend		
2025	N/A	31900
TRANPLAN Forecasts/Trends		

Trend R-squared:	50.00%
Compounded Annual Historic Growth Rate:	0.32%
Compounded Growth Rate (2022 to Design Year):	0.32%
Printed:	9-Aug-23
Exponential Growth Option	

*Axle-Adjusted

COUNTY: 29
 STATION: 0102
 DESCRIPTION: SR 10 200' W. OF BURK ST.
 START DATE: 07/28/2022
 START TIME: 0000

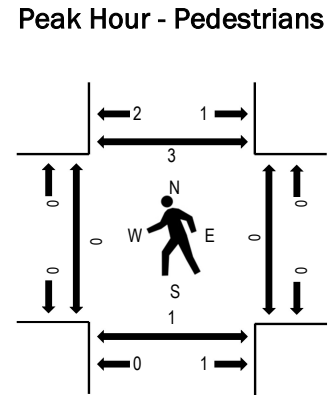
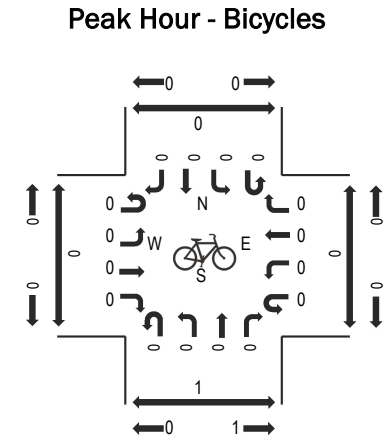
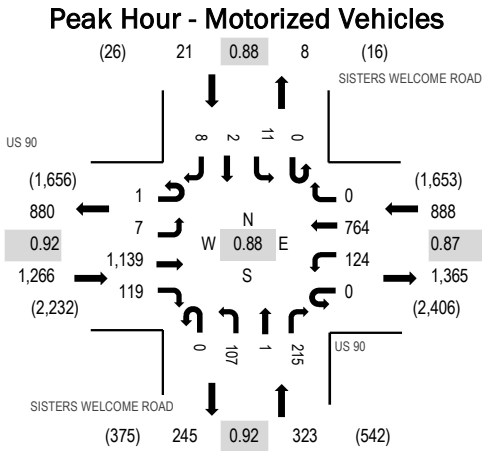
TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	26	24	17	16	83	30	19	17	25	91	174	
0100	25	20	18	17	80	11	11	12	9	43	123	
0200	22	13	17	32	84	9	22	17	8	56	140	
0300	9	27	27	35	98	12	18	4	18	52	150	
0400	45	41	41	43	170	14	23	18	19	74	244	
0500	58	96	96	137	387	22	25	33	57	137	524	
0600	136	149	202	195	682	36	50	74	92	252	934	
0700	227	237	291	249	1004	101	116	149	202	568	1572	
0800	257	232	245	220	954	165	171	176	258	770	1724	
0900	241	223	297	230	991	240	231	228	269	968	1959	
1000	232	297	275	262	1066	237	240	272	279	1028	2094	
1100	294	288	323	278	1183	288	305	300	318	1211	2394	
1200	333	310	332	344	1319	338	337	309	265	1249	2568	
1300	313	318	313	305	1249	284	309	308	300	1201	2450	
1400	332	270	328	271	1201	292	285	292	326	1195	2396	
1500	304	272	305	286	1167	328	341	338	311	1318	2485	
1600	283	271	282	302	1138	327	303	356	331	1317	2455	
1700	306	280	237	254	1077	368	345	312	297	1322	2399	
1800	258	202	230	201	891	241	216	227	185	869	1760	
1900	180	185	171	188	724	192	176	150	161	679	1403	
2000	143	148	134	121	546	132	149	143	110	534	1080	
2100	116	104	82	73	375	113	78	90	68	349	724	
2200	71	53	44	67	235	63	52	50	43	208	443	
2300	34	32	38	27	131	57	49	33	44	183	314	
24-HOUR TOTALS:					16835						15674	32509

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1034	845	957	845	1938
P.M.	1200	1319	1630	1400	1630	2570
DAILY	1200	1319	1630	1400	1630	2570

GENERATED BY SPS 5.0.0.61

APPENDIX B

Traffic Data



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

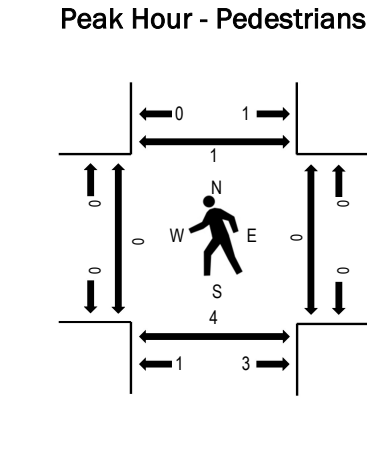
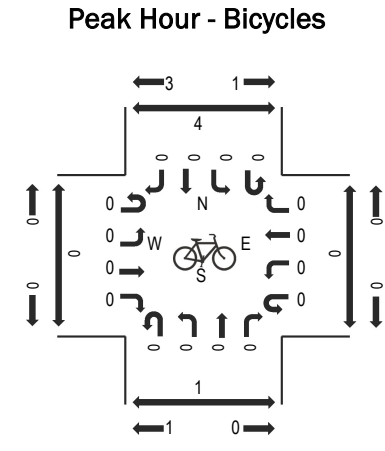
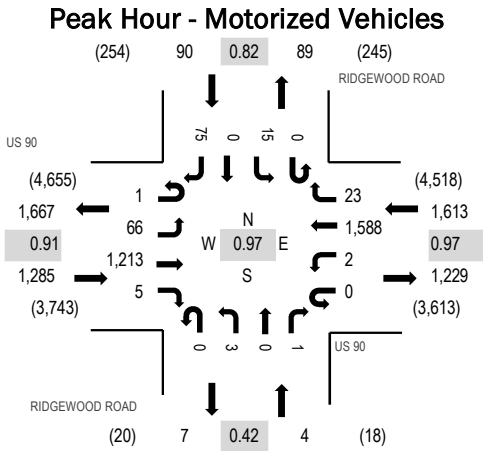
Interval Start Time	US 90 Eastbound				US 90 Westbound				SISTERS WELCOME ROAD Northbound				SISTERS WELCOME ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	190	7	0	13	115	0	0	12	0	28	0	0	0	0	365	2,178	0	0	1	0
7:15 AM	0	2	245	13	0	28	155	0	0	19	0	32	0	1	0	0	495	2,426	0	0	0	0
7:30 AM	0	1	301	26	0	29	170	0	0	25	0	54	0	1	2	1	610	2,498	0	0	0	0
7:45 AM	0	2	315	27	0	44	224	0	0	23	0	67	0	5	0	1	708	2,472	0	0	1	1
8:00 AM	1	2	302	32	0	19	178	0	0	26	0	47	0	1	0	5	613	2,275	0	0	0	0
8:15 AM	0	2	221	34	0	32	192	0	0	33	1	47	0	4	0	1	567		0	0	0	2
8:30 AM	0	2	229	22	0	18	224	0	0	40	1	45	0	0	1	2	584		0	0	1	0
8:45 AM	0	2	245	9	0	19	193	0	0	16	1	25	0	1	0	0	511		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	1	19	0	0	0	0	0	0	0	0	0	27
Lights	1	7	1,110	115	0	112	710	0	0	105	1	204	0	11	2	8	2,386
Mediums	0	0	22	4	0	11	35	0	0	2	0	11	0	0	0	0	85
Total	1	7	1,139	119	0	124	764	0	0	107	1	215	0	11	2	8	2,498

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.6%				7.4%				4.0%				0.0%			4.5%
Heavy Vehicle %	0.0%	0.0%	2.5%	3.4%	0.0%	9.7%	7.1%	0.0%	0.0%	1.9%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	4.5%
Peak Hour Factor		0.92				0.87				0.92				0.88			0.88
Peak Hour Factor	0.25	1.00	0.92	0.88	0.00	0.70	0.91	0.00	0.00	0.76	0.75	0.80	0.00	0.55	0.25	0.45	0.88



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 90 Eastbound				US 90 Westbound				RIDGEWOOD ROAD Northbound				RIDGEWOOD ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	14	342	3	0	1	328	5	0	3	0	0	0	7	0	11	714	2,924	0	0	1	0
3:15 PM	0	12	294	2	0	0	374	8	0	5	0	1	0	4	0	15	715	2,959	0	0	0	1
3:30 PM	0	12	292	3	0	0	392	7	0	0	0	0	0	4	0	16	726	2,981	0	0	0	1
3:45 PM	0	18	314	2	0	0	408	6	0	1	0	0	0	4	0	16	769	2,992	0	0	0	0
4:00 PM	0	16	314	0	0	0	393	6	0	1	0	0	0	2	0	17	749	2,974	0	0	0	0
4:15 PM	1	12	302	0	0	1	392	8	0	0	0	1	0	3	0	17	737	2,959	0	0	0	0
4:30 PM	0	20	283	3	0	1	395	3	0	1	0	0	0	6	0	25	737	2,890	0	0	4	1
4:45 PM	0	13	299	0	0	0	406	9	0	0	0	0	0	5	0	19	751	2,790	0	0	2	0
5:00 PM	0	9	270	0	0	1	410	9	0	1	0	1	0	12	0	21	734	2,635	0	0	1	0
5:15 PM	0	13	300	1	0	0	332	4	0	1	0	0	0	3	0	14	668		0	0	1	0
5:30 PM	0	13	282	0	0	1	318	4	0	1	0	0	0	2	0	16	637		0	0	0	0
5:45 PM	0	20	263	1	0	0	292	4	0	1	0	0	0	3	0	12	596		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	9	0	0	0	0	0	0	0	0	0	15
Lights	1	62	1,176	5	0	2	1,542	23	0	3	0	1	0	15	0	73	2,903
Mediums	0	4	31	0	0	0	37	0	0	0	0	0	0	0	0	2	74
Total	1	66	1,213	5	0	2	1,588	23	0	3	0	1	0	15	0	75	2,992

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.2%				2.9%				0.0%				2.2%			3.0%
Heavy Vehicle %	0.0%	6.1%	3.1%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	3.0%
Peak Hour Factor		0.91				0.97				0.42				0.82			0.97
Peak Hour Factor	0.25	0.83	0.91	0.83	0.00	0.75	0.98	0.81	0.00	0.45	0.00	0.50	0.00	0.54	0.00	0.82	0.97

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 2900 COLUMBIA COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2022 - 01/01/2022	1.02	1.04
2	01/02/2022 - 01/08/2022	1.05	1.07
3	01/09/2022 - 01/15/2022	1.08	1.10
4	01/16/2022 - 01/22/2022	1.07	1.09
5	01/23/2022 - 01/29/2022	1.05	1.07
6	01/30/2022 - 02/05/2022	1.03	1.05
7	02/06/2022 - 02/12/2022	1.02	1.04
8	02/13/2022 - 02/19/2022	1.00	1.02
9	02/20/2022 - 02/26/2022	1.00	1.02
10	02/27/2022 - 03/05/2022	0.99	1.01
11	03/06/2022 - 03/12/2022	0.99	1.01
*12	03/13/2022 - 03/19/2022	0.98	1.00
*13	03/20/2022 - 03/26/2022	0.98	1.00
*14	03/27/2022 - 04/02/2022	0.98	1.00
*15	04/03/2022 - 04/09/2022	0.97	0.99
*16	04/10/2022 - 04/16/2022	0.97	0.99
*17	04/17/2022 - 04/23/2022	0.97	0.99
*18	04/24/2022 - 04/30/2022	0.97	0.99
*19	05/01/2022 - 05/07/2022	0.97	0.99
*20	05/08/2022 - 05/14/2022	0.97	0.99
*21	05/15/2022 - 05/21/2022	0.98	1.00
*22	05/22/2022 - 05/28/2022	0.98	1.00
*23	05/29/2022 - 06/04/2022	0.99	1.01
*24	06/05/2022 - 06/11/2022	0.99	1.01
25	06/12/2022 - 06/18/2022	1.00	1.02
26	06/19/2022 - 06/25/2022	1.00	1.02
27	06/26/2022 - 07/02/2022	1.01	1.03
28	07/03/2022 - 07/09/2022	1.02	1.04
29	07/10/2022 - 07/16/2022	1.03	1.05
30	07/17/2022 - 07/23/2022	1.02	1.04
31	07/24/2022 - 07/30/2022	1.01	1.03
32	07/31/2022 - 08/06/2022	1.01	1.03
33	08/07/2022 - 08/13/2022	1.00	1.02
34	08/14/2022 - 08/20/2022	0.99	1.01
35	08/21/2022 - 08/27/2022	1.00	1.02
36	08/28/2022 - 09/03/2022	1.00	1.02
37	09/04/2022 - 09/10/2022	1.01	1.03
38	09/11/2022 - 09/17/2022	1.01	1.03
39	09/18/2022 - 09/24/2022	1.00	1.02
40	09/25/2022 - 10/01/2022	0.99	1.01
41	10/02/2022 - 10/08/2022	0.98	1.00
42	10/09/2022 - 10/15/2022	0.97	0.99
43	10/16/2022 - 10/22/2022	0.98	1.00
44	10/23/2022 - 10/29/2022	0.99	1.01
45	10/30/2022 - 11/05/2022	1.00	1.02
46	11/06/2022 - 11/12/2022	1.01	1.03
47	11/13/2022 - 11/19/2022	1.02	1.04
48	11/20/2022 - 11/26/2022	1.02	1.04
49	11/27/2022 - 12/03/2022	1.02	1.04
50	12/04/2022 - 12/10/2022	1.02	1.04
51	12/11/2022 - 12/17/2022	1.02	1.04
52	12/18/2022 - 12/24/2022	1.05	1.07
53	12/25/2022 - 12/31/2022	1.08	1.10

* PEAK SEASON

23-FEB-2023 09:11:19

830UPD

2_2900_PKSEASON.TXT

Location Details			
Signal ID:	75	Date:	May 25, 2023
Major Street:	US 90	Orientation:	E-W
Minor Street:	Ridgewood Ave	Orientation:	N-S

Controller Timings (seconds)

Movement # (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction	EBLT	WB		NB	WBLT	EB		SB									
Turn Type	FYA				FYA												
Min Green	5	15		7	5	15		7									
Ext	3.0	4.0		3.0	3.0	4.0		3.0									
Yellow	4.8	4.8		3.4	4.8	4.8		3.4									
All Red	2.0	2.0		2.5	2.0	2.0		2.9									
Max I	20	50		30	20	50		30									
Max II	15	110		15	15	110		15									
Walk		7		7		7		7									
Flashing Don't Walk		20		24		12		28									
Detector Memory	OFF	OFF		OFF	OFF	OFF		OFF									
Det. Switching to:																	
Recall		Min				Min											
CNA																	

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits																Offset	Seq	Coord Ø
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16			
1		130	23	74 Max	16	16	15	82 Max	16	17								17	1	2	
2		130	20	77 Min	16	16	17	80 Min	16	17								59	1	2	
3		150	21	93 Max	20	16	15	99 Max	16	20								60	1	2	
4		110	19	58 Max	16	16	15	62 Max	16	17								91	1	2	
5		100	19	48 Max	16	16	15	52 Max	16	17								25	1	2	
6		140	25	82 Max	16	16	18	89 Max	16	17								26	1	2	
7		110	24	53 Max	16	16	16	61 Max	16	17								33	1	2	
8		100	19	48 Max	16	16	15	52 Max	16	17								25	1	2	
9		140	25	82 Max	16	16	18	89 Max	16	17								26	1	2	
10		110	24	53 Max	16	16	16	61 Max	16	17								33	1	2	

Offset Reference Point	Phase Mode
End of Green of first through movement	User

Notes:
1) Use 'Max I' during FREE Operation.

SEQ 1				
Ring - 1	1	2	4	3
Ring - 2	5	6	7	8

Location Details			
Signal ID:	103	Date:	May 25, 2023
Major Street:	US 90	Orientation:	E-W
Minor Street:	Sisters Welcome	Orientation:	N-S

Controller Timings (seconds)

Movement # (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction	EBLT	WB		NB	WBLT	EB		SB									
Turn Type	FYA				FYA												
Min Green	5	15		7	5	15		7									
Ext	3.0	4.0		4.0	3.0	4.0		4.0									
Yellow	4.9	4.9		3.7	4.9	4.9		3.7									
All Red	2.0	2.0		2.4	2.0	2.0		2.4									
Max I	20	45		35	20	45		35									
Max II	13	95		15	27	95		15									
Walk		7		7		7		7									
Flashing Don't Walk		12		24		23		27									
Detector Memory	OFF	ON		OFF	OFF	ON		OFF									
Det. Switching to:																	
Recall		Min				Min											
CNA																	

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits														Offset	Seq	Coord Ø	
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14				Ø15
1		130	15	76 Max	17	22	29	62 Max	22	17								9	1	2
2		130	15	76 Max	17	22	21	70 Max	22	17								41	1	2
3		150	15	91 Max	17	27	31	75 Max	27	17								47	1	2
4		110	15	58 Max	17	20	23	50 Max	20	17								73	1	2
5		100	15	48 Max	17	20	17	46 Max	20	17								1	1	2
6		140	17	73 Max	20	30	23	67 Max	30	20								4	1	2
7		110	15	56 Max	17	22	18	53 Max	22	17								7	1	2
8		100	15	48 Max	17	20	17	46 Max	20	17								1	1	2
9		140	17	73 Max	20	30	23	67 Max	30	20								4	1	2
10		110	15	56 Max	17	22	18	53 Max	22	17								7	1	2

Offset Reference Point	Phase Mode
End of Green of first through movement	User

Notes:

- 1) Use 'Max I' during FREE Operation.

SEQ 1				
Ring - 1	1	2	3	4
Ring - 2	5	6	8	7

APPENDIX C
Intersection Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US 90 & NW Ridgewood Ave
 COUNT DATE: September 7, 2023
 AM PEAK HOUR FACTOR: 0.85
 SCHOOL PM PEAK HOUR FACTOR: 0.96
 PM PEAK HOUR FACTOR: 0.99

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
AM Raw Turning Movements		1	57	1,313	0		3	847	13		4	0	0		9	0	43			
Peak Season Conversion Factor		1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03			
AM EXISTING CONDITIONS		1	59	1,352	0		3	872	13		4	0	0		9	0	44			
"SCHOOL PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
PM Raw Turning Movements			58	1,214	7		0	1,567	27		7	0	1		14	0	64			
Peak Season Conversion Factor		1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03			
SCHOOL PM EXISTING CONDITIONS			60	1,250	7		0	1,614	28		7	0	1		14	0	66			
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
PM Raw Turning Movements		1	61	1,198	3		2	1,586	26		2	0	1		16	0	78			
Peak Season Conversion Factor		1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03			
PM EXISTING CONDITIONS		1	63	1,234	3		2	1,634	27		2	0	1		16	0	80			
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%			
AM BACKGROUND TRAFFIC GROWTH		0	1	27	0		0	18	0		0	0	0		0	0	1			
AM NON-PROJECT TRAFFIC		1	60	1,379	0		3	890	13		4	0	0		9	0	45			
"SCHOOL PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%			
SCHOOL PM BACKGROUND TRAFFIC GROWTH		1	25	0	0		0	32	1		0	0	0		0	0	1			
SCHOOL PM NON-PROJECT TRAFFIC		61	1,275	7		0	1,646	29		7	0	1		14	0	67				
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%			
PM BACKGROUND TRAFFIC GROWTH		0	1	25	0		0	33	1		0	0	0		0	0	2			
PM NON-PROJECT TRAFFIC		1	64	1,259	3		2	1,667	28		2	0	1		16	0	82			
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution	Entering			-61.0%	61.0%			39.0%	-39.0%											
	Exiting											39.0%		61.0%						
Net New Distribution	Entering				44.0%			44.0%					49.0%	3.0%	44.0%				3.0%	
	Exiting																			
"SCHOOL PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution	Entering			-44.0%	44.0%			56.0%	-56.0%											
	Exiting											56.0%		44.0%						
Net New Distribution	Entering				44.0%			44.0%					49.0%	3.0%	44.0%				3.0%	
	Exiting																			
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution	Entering			-43.0%	43.0%			57.0%	-57.0%											
	Exiting											57.0%		43.0%						
Net New Distribution	Entering				44.0%			44.0%					49.0%	3.0%	44.0%				3.0%	
	Exiting																			
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM TRAFFIC DIVERSIONS							0		-3				-4	0	0				0	
Project Trips	Pass - By			-129	129			83	-83				83		129					
	Net New				37			37				40	2	36				2		
AM TOTAL PROJECT TRAFFIC				0	0	-129	166		117	-83	0		119	2	165			0	2	0
AM TOTAL TRAFFIC		1	60	1,250	166		120	807	13		123	2	165		9	2	45			
"SCHOOL PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
SCHOOL PM TRAFFIC DIVERSIONS							-7		0				-7	0	-1				0	
Project Trips	Pass - By			-87	87			110	-110				110		87					
	Net New				32			32				36	2	32				2		
SCHOOL PM TOTAL PROJECT TRAFFIC						-87	112		142	-110			139	2	118			2		
SCHOOL PM TOTAL TRAFFIC		61	1,188	119		142	1,536	29		146	2	119		14	2	67				
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM TRAFFIC DIVERSIONS							-3		-2				-2	0	-1				0	
Project Trips	Pass - By			-77	77			103	-103				103		77					
	Net New				31			31				32	2	29				2		
PM TOTAL PROJECT TRAFFIC				0	0	-77	105		132	-103	0		133	2	105			0	2	0
PM TOTAL TRAFFIC		1	64	1,182	108		134	1,564	28		135	2	106		16	2	82			

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: US 90 & SW Sisters Welcome Rd
 COUNT DATE: September 7, 2023
 AM PEAK HOUR FACTOR: 0.88
 SCHOOL PM PEAK HOUR FACTOR: 0.95
 PM PEAK HOUR FACTOR: 1.00

"AM EXISTING TRAFFIC"																		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements	1	7	1,139	119		124	764	0		107	1	215		11	2	8		
Peak Season Conversion Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
AM EXISTING CONDITIONS																		
	1	7	1,173	123		128	787	0		110	1	221		11	2	8		
"SCHOOL PM EXISTING TRAFFIC"																		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements	1	8	1,096	123		156	1,452	2		152	3	163		8	6	21		
Peak Season Conversion Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
SCHOOL PM EXISTING CONDITIONS																		
	1	8	1,129	127		160	1,496	2		157	3	168		8	6	22		
"PM EXISTING TRAFFIC"																		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements	1	15	1,097	106		156	1,482	0		104	11	144		15	11	27		
Peak Season Conversion Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
PM EXISTING CONDITIONS																		
	1	15	1,130	109		161	1,526	0		107	11	148		15	11	28		
"AM BACKGROUND TRAFFIC"																		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
AM BACKGROUND TRAFFIC GROWTH	0	0	24	2		3	16	0		2	0	4		0	0	0		
AM NON-PROJECT TRAFFIC																		
	1	7	1,197	125		131	803	0		112	1	225		11	2	8		
"SCHOOL PM BACKGROUND TRAFFIC"																		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
SCHOOL PM BACKGROUND TRAFFIC GROWTH	0	0	23	3		3	30	0		3	0	3		0	0	0		
SCHOOL PM NON-PROJECT TRAFFIC																		
	1	8	1,152	130		163	1,526	2		160	3	171		8	6	22		
"PM BACKGROUND TRAFFIC"																		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
PM BACKGROUND TRAFFIC GROWTH	0	0	23	2		3	31	0		2	0	3		0	0	1		
PM NON-PROJECT TRAFFIC																		
	1	15	1,153	111		164	1,557	0		109	11	151		15	11	29		
"AM PROJECT DISTRIBUTION"																		
LAND USE	TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																	
	Exiting																	
Net New Distribution	Entering				44.0%													
	Exiting							9.0%	40.0%			4.0%						
"SCHOOL PM PROJECT DISTRIBUTION"																		
LAND USE	TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																	
	Exiting																	
Net New Distribution	Entering				44.0%													
	Exiting							9.0%	40.0%			4.0%						
"PM PROJECT DISTRIBUTION"																		
LAND USE	TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																	
	Exiting																	
Net New Distribution	Entering				44.0%													
	Exiting							9.0%	40.0%			4.0%						
"AM PROJECT TRAFFIC"																		
LAND USE	TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																	
	Net New				37			7	32			3						
AM TOTAL PROJECT TRAFFIC			0	0	37	0		7	32	0		3	0	0		0	0	0
AM TOTAL TRAFFIC																		
	1	7	1,234	125		138	835	0		115	1	225		11	2	8		
"SCHOOL PM PROJECT TRAFFIC"																		
LAND USE	TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																	
	Net New				32			7	29			3						
SCHOOL PM TOTAL PROJECT TRAFFIC					32			7	29		3							
SCHOOL PM TOTAL TRAFFIC																		
	1	8	1,184	130		170	1,555	2		163	3	171		8	6	22		
"PM PROJECT TRAFFIC"																		
LAND USE	TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																	
	Net New				31			6	26			3						
PM TOTAL PROJECT TRAFFIC			0	0	31	0		6	26	0		3	0	0		0	0	0
PM TOTAL TRAFFIC																		
	1	15	1,184	111		170	1,583	0		112	11	151		15	11	29		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SW Sisters Welcome Rd & RIRO Driveway
 COUNT DATE: September 7, 2023
 AM PEAK HOUR FACTOR: 0.88
 SCHOOL PM PEAK HOUR FACTOR: 0.95
 PM PEAK HOUR FACTOR: 1.00

"AM EXISTING TRAFFIC"														
	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements	0	0	0	0	0	0	323	0	0	0	245	0		
Peak Season Conversion Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
AM EXISTING CONDITIONS														
	0	0	0	0	0	0	333	0	0	0	252	0		
"SCHOOL PM EXISTING TRAFFIC"														
	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements	0	0	0	0	0	0	318	0	0	0	284	0		
Peak Season Conversion Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
SCHOOL PM EXISTING CONDITIONS														
	0	0	0	0	0	0	328	0	0	0	293	0		
"PM EXISTING TRAFFIC"														
	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements	0	0	0	0	0	0	259	0	0	0	273	0		
Peak Season Conversion Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
PM EXISTING CONDITIONS														
	0	0	0	0	0	0	267	0	0	0	281	0		
"AM BACKGROUND TRAFFIC"														
	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	7	0	0	0	5	0		
AM NON-PROJECT TRAFFIC														
	0	0	0	0	0	0	340	0	0	0	257	0		
"SCHOOL PM BACKGROUND TRAFFIC"														
	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
SCHOOL PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	7	0	0	0	6	0		
SCHOOL PM NON-PROJECT TRAFFIC														
	0	0	0	0	0	0	335	0	0	0	299	0		
"PM BACKGROUND TRAFFIC"														
	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	5	0	0	0	6	0		
PM NON-PROJECT TRAFFIC														
	0	0	0	0	0	0	272	0	0	0	287	0		
"AM PROJECT DISTRIBUTION"														
LAND USE	TYPE		WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering													
	Exiting													
Net New Distribution	Entering									9.0%				
	Exiting					4.0%							9.0%	
"SCHOOL PM PROJECT DISTRIBUTION"														
LAND USE	TYPE		WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering													
	Exiting													
Net New Distribution	Entering									9.0%				
	Exiting					4.0%							9.0%	
"PM PROJECT DISTRIBUTION"														
LAND USE	TYPE		WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering													
	Exiting													
Net New Distribution	Entering									9.0%				
	Exiting					4.0%							9.0%	
"AM PROJECT TRAFFIC"														
LAND USE	TYPE		WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By													
	Net New					3				7			7	
AM TOTAL PROJECT TRAFFIC			0	0	3	0	0	0	7	0	7	0		
AM TOTAL TRAFFIC														
	0	0	3	0	0	0	340	7	0	0	264	0		
"SCHOOL PM PROJECT TRAFFIC"														
LAND USE	TYPE		WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By													
	Net New					3				7			7	
SCHOOL PM TOTAL PROJECT TRAFFIC						3			7			7		
SCHOOL PM TOTAL TRAFFIC														
	0	0	3	0	0	0	335	7	0	0	306	0		
"PM PROJECT TRAFFIC"														
LAND USE	TYPE		WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By													
	Net New					3				6			6	
PM TOTAL PROJECT TRAFFIC			0	0	3	0	0	0	6	0	6	0		
PM TOTAL TRAFFIC														
	0	0	3	0	0	0	272	6	0	0	293	0		

APPENDIX D

Synchro Output Reports

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Existing (2023) Conditions, AM Peak Hour

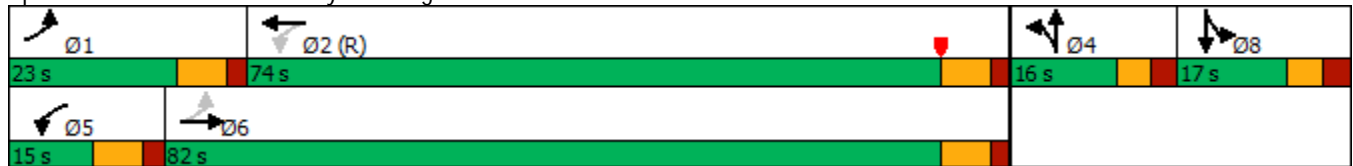


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations	↶	↕↕↕	↶	↕↕↕	↕↕	↕↕
Traffic Volume (vph)	60	1352	3	872	0	0
Future Volume (vph)	60	1352	3	872	0	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	1	6	5	2	4	8
Permitted Phases	6		2			
Detector Phase	1	6	5	2	4	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0
Minimum Split (s)	11.8	25.8	11.8	33.8	36.9	41.3
Total Split (s)	23.0	82.0	15.0	74.0	16.0	17.0
Total Split (%)	17.7%	63.1%	11.5%	56.9%	12.3%	13.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.9	6.3
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 17 (13%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Existing (2023) Conditions, AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (veh/h)	60	1352	0	3	872	13	4	0	0	9	0	44
Future Volume (veh/h)	60	1352	0	3	872	13	4	0	0	9	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	71	1591	0	4	1026	13	5	0	0	11	0	14
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	8	8	8
Cap, veh/h	503	3827	0	262	3619	46	16	0	0	22	0	28
Arrive On Green	0.04	0.76	0.00	0.01	0.96	0.96	0.01	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1767	5233	0	1711	4991	63	1781	0	0	698	0	888
Grp Volume(v), veh/h	71	1591	0	4	672	367	5	0	0	25	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1711	1635	1785	1781	0	0	1587	0	0
Q Serve(g_s), s	1.3	14.6	0.0	0.1	1.3	1.3	0.4	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	14.6	0.0	0.1	1.3	1.3	0.4	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.04	1.00		0.00	0.44		0.56
Lane Grp Cap(c), veh/h	503	3827	0	262	2371	1294	16	0	0	51	0	0
V/C Ratio(X)	0.14	0.42	0.00	0.02	0.28	0.28	0.32	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	661	3827	0	361	2371	1294	138	0	0	131	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	5.7	0.0	5.2	0.7	0.7	64.0	0.0	0.0	61.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.3	0.5	10.9	0.0	0.0	7.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	7.3	0.0	0.0	0.7	0.9	0.4	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.0	6.0	0.0	5.2	1.0	1.2	75.0	0.0	0.0	69.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1662			1043			5				25
Approach Delay, s/veh		5.9			1.1			75.0				69.1
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	101.1		7.1	7.5	105.0		10.5				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	16.2	67.2		10.1	8.2	75.2		10.7				
Max Q Clear Time (g_c+I1), s	3.3	3.3		2.4	2.1	16.6		4.0				
Green Ext Time (p_c), s	0.1	12.2		0.0	0.0	25.4		0.0				

Intersection Summary

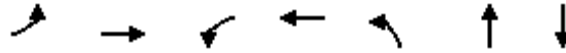
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Existing (2023) Conditions, AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵	↑	↕
Traffic Volume (vph)	8	1173	128	787	110	1	2
Future Volume (vph)	8	1173	128	787	110	1	2
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	15.0	62.0	29.0	76.0	22.0	22.0	17.0
Total Split (%)	11.5%	47.7%	22.3%	58.5%	16.9%	16.9%	13.1%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

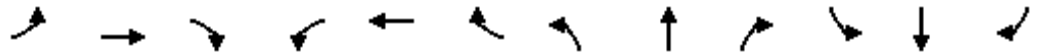
Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 9 (7%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Existing (2023) Conditions, AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	8	1173	123	128	787	0	110	1	221	11	2	8
Future Volume (veh/h)	8	1173	123	128	787	0	110	1	221	11	2	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	9	1333	138	145	894	0	125	1	135	12	2	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	7	7	7	4	4	4	2	2	2
Cap, veh/h	457	2882	298	300	3225	0	182	1	161	29	5	14
Arrive On Green	0.01	0.62	0.62	0.06	0.87	0.00	0.10	0.10	0.10	0.03	0.03	0.03
Sat Flow, veh/h	1767	4651	482	1711	5065	0	1753	11	1550	1035	173	518
Grp Volume(v), veh/h	9	968	503	145	894	0	125	0	136	20	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1756	1711	1635	0	1753	0	1562	1725	0	0
Q Serve(g_s), s	0.2	19.9	19.9	4.0	3.9	0.0	8.9	0.0	11.1	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	19.9	19.9	4.0	3.9	0.0	8.9	0.0	11.1	1.5	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.00	1.00		0.99	0.60		0.30
Lane Grp Cap(c), veh/h	457	2093	1088	300	3225	0	182	0	162	48	0	0
V/C Ratio(X)	0.02	0.46	0.46	0.48	0.28	0.00	0.69	0.00	0.84	0.42	0.00	0.00
Avail Cap(c_a), veh/h	548	2093	1088	508	3225	0	214	0	191	145	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	13.2	13.2	10.2	3.0	0.0	56.2	0.0	57.2	62.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.4	1.2	0.2	0.0	8.6	0.0	25.5	8.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	11.5	12.1	2.5	2.0	0.0	7.8	0.0	9.4	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	13.9	14.6	11.4	3.2	0.0	64.8	0.0	82.6	70.3	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	E	A	F	E	A	A
Approach Vol, veh/h		1480			1039			261				20
Approach Delay, s/veh		14.1			4.4			74.1				70.3
Approach LOS		B			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	92.4		19.6	13.2	87.5		9.7				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	8.1	69.1		* 16	22.1	55.1		10.9				
Max Q Clear Time (g_c+I1), s	2.2	5.9		13.1	6.0	21.9		3.5				
Green Ext Time (p_c), s	0.0	10.5		0.4	0.3	16.9		0.0				

Intersection Summary

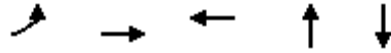
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Existing (2023) Conditions, School PM Peak Hour



Lane Group	EBL	EBT	WBT	NBT	SBT	Ø5
Lane Configurations						
Traffic Volume (vph)	60	1250	1614	0	0	
Future Volume (vph)	60	1250	1614	0	0	
Turn Type	pm+pt	NA	NA	NA	NA	
Protected Phases	1	6	2	4	8	5
Permitted Phases	6					
Detector Phase	1	6	2	4	8	
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	7.0	7.0	5.0
Minimum Split (s)	11.8	25.8	33.8	36.9	41.3	11.8
Total Split (s)	21.0	99.0	93.0	16.0	20.0	15.0
Total Split (%)	14.0%	66.0%	62.0%	10.7%	13.3%	10%
Yellow Time (s)	4.8	4.8	4.8	3.4	3.4	4.8
All-Red Time (s)	2.0	2.0	2.0	2.5	2.9	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	5.9	6.3	
Lead/Lag	Lead	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	None	Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 60 (40%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Existing (2023) Conditions, School PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (veh/h)	60	1250	7	0	1614	28	7	0	1	14	0	66
Future Volume (veh/h)	60	1250	7	0	1614	28	7	0	1	14	0	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	62	1302	7	0	1681	28	7	0	1	15	0	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	4	4	4
Cap, veh/h	311	4243	23	360	3829	64	20	0	3	23	0	38
Arrive On Green	0.03	0.82	0.82	0.00	0.99	0.99	0.01	0.00	0.01	0.04	0.00	0.04
Sat Flow, veh/h	1753	5157	28	1767	5130	85	1535	0	219	627	0	1002
Grp Volume(v), veh/h	62	846	463	0	1107	602	8	0	0	39	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1835	1767	1689	1838	1754	0	0	1629	0	0
Q Serve(g_s), s	1.2	9.0	9.0	0.0	0.6	0.6	0.7	0.0	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	1.2	9.0	9.0	0.0	0.6	0.6	0.7	0.0	0.0	3.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.87		0.12	0.38		0.62
Lane Grp Cap(c), veh/h	311	2756	1510	360	2521	1372	23	0	0	61	0	0
V/C Ratio(X)	0.20	0.31	0.31	0.00	0.44	0.44	0.34	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	423	2756	1510	456	2521	1372	118	0	0	149	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.4	3.2	3.2	0.0	0.1	0.1	73.4	0.0	0.0	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.3	0.5	0.0	0.6	1.0	8.6	0.0	0.0	10.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	4.1	4.6	0.0	0.6	0.9	0.7	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.7	3.4	3.6	0.0	0.7	1.2	81.9	0.0	0.0	81.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	F	A	A
Approach Vol, veh/h		1371			1709			8				39
Approach Delay, s/veh		3.5			0.9			81.9				81.8
Approach LOS		A			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	118.8		7.9	0.0	130.2		11.9				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	14.2	86.2		10.1	8.2	92.2		13.7				
Max Q Clear Time (g_c+I1), s	3.2	2.6		2.7	0.0	11.0		5.5				
Green Ext Time (p_c), s	0.1	30.5		0.0	0.0	18.1		0.1				

Intersection Summary

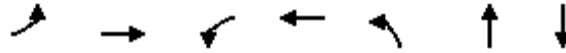
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Existing (2023) Conditions, School PM Peak Hour

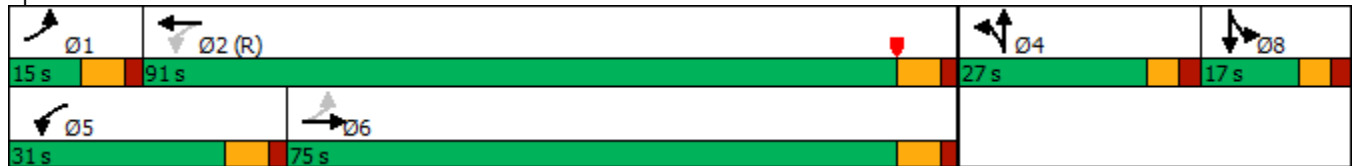


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↶	↕↕↕	↶	↕↕↕	↶	↕	↕↕
Traffic Volume (vph)	9	1129	160	1496	157	3	6
Future Volume (vph)	9	1129	160	1496	157	3	6
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	15.0	75.0	31.0	91.0	27.0	27.0	17.0
Total Split (%)	10.0%	50.0%	20.7%	60.7%	18.0%	18.0%	11.3%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

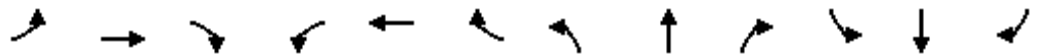
Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Existing (2023) Conditions, School PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	9	1129	127	160	1496	2	157	3	168	8	6	22
Future Volume (veh/h)	9	1129	127	160	1496	2	157	3	168	8	6	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1796	1796	1796	1870	1870	1870
Adj Flow Rate, veh/h	9	1188	132	168	1575	2	165	3	81	8	6	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	7	7	7	2	2	2
Cap, veh/h	264	2908	323	342	3497	4	192	6	165	15	11	32
Arrive On Green	0.01	0.63	0.63	0.07	0.89	0.67	0.11	0.11	0.11	0.03	0.03	0.03
Sat Flow, veh/h	1767	4614	513	1767	5225	7	1711	55	1472	433	324	919
Grp Volume(v), veh/h	9	869	451	168	1018	559	165	0	84	31	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1750	1767	1689	1854	1711	0	1527	1676	0	0
Q Serve(g_s), s	0.3	19.2	19.2	5.0	8.3	8.3	14.2	0.0	7.8	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	19.2	19.2	5.0	8.3	8.3	14.2	0.0	7.8	2.7	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.00	1.00		0.96	0.26		0.55
Lane Grp Cap(c), veh/h	264	2129	1103	342	2260	1241	192	0	171	58	0	0
V/C Ratio(X)	0.03	0.41	0.41	0.49	0.45	0.45	0.86	0.00	0.49	0.53	0.00	0.00
Avail Cap(c_a), veh/h	341	2129	1103	539	2260	1241	238	0	213	122	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	13.8	13.8	10.3	3.2	3.2	65.4	0.0	62.5	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	1.1	1.0	0.6	1.1	23.8	0.0	3.1	10.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	11.5	12.0	3.3	3.8	4.5	11.9	0.0	5.7	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	14.4	14.9	11.3	3.8	4.3	89.2	0.0	65.6	81.6	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	F	A	E	F	A	A
Approach Vol, veh/h		1329			1745			249				31
Approach Delay, s/veh		14.5			4.6			81.2				81.6
Approach LOS		B			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	107.3		22.9	14.3	101.4		11.3				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	8.1	84.1		* 21	24.1	68.1		10.9				
Max Q Clear Time (g_c+I1), s	2.3	10.3		16.2	7.0	21.2		4.7				
Green Ext Time (p_c), s	0.0	25.2		0.5	0.4	16.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Existing (2023) Conditions, PM Peak Hour

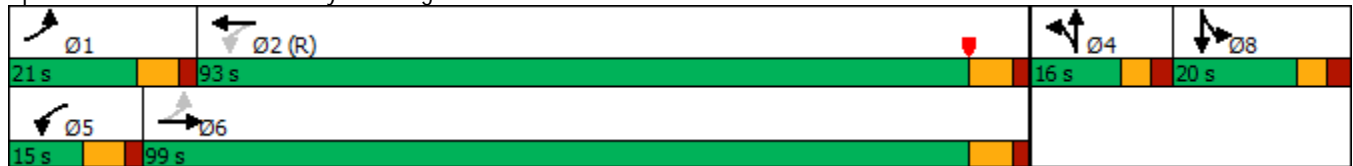


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations	↖	↕	↖	↕	↕	↕
Traffic Volume (vph)	64	1234	2	1634	0	0
Future Volume (vph)	64	1234	2	1634	0	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	1	6	5	2	4	8
Permitted Phases	6		2			
Detector Phase	1	6	5	2	4	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	21.8	12.9	13.3
Total Split (s)	21.0	99.0	15.0	93.0	16.0	20.0
Total Split (%)	14.0%	66.0%	10.0%	62.0%	10.7%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.9	6.3
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	Max	None	C-Max	None	None

Intersection Summary

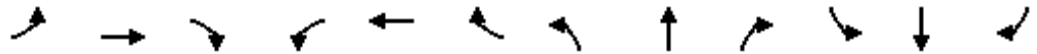
Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 60 (40%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
 1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
 Existing (2023) Conditions, PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (veh/h)	64	1234	3	2	1634	27	2	0	1	16	0	80
Future Volume (veh/h)	64	1234	3	2	1634	27	2	0	1	16	0	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	1246	3	2	1651	25	2	0	1	16	0	25
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	4078	10	370	3901	59	6	0	3	25	0	39
Arrive On Green	0.03	0.78	0.78	0.00	1.00	1.00	0.01	0.00	0.01	0.04	0.00	0.04
Sat Flow, veh/h	1767	5217	13	1781	5179	78	1140	0	570	646	0	1010
Grp Volume(v), veh/h	65	806	443	2	1085	591	3	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1853	1781	1702	1854	1711	0	0	1656	0	0
Q Serve(g_s), s	1.2	10.3	10.3	0.0	0.0	0.0	0.3	0.0	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	1.2	10.3	10.3	0.0	0.0	0.0	0.3	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.04	0.67		0.33	0.39		0.61
Lane Grp Cap(c), veh/h	324	2640	1448	370	2564	1396	9	0	0	63	0	0
V/C Ratio(X)	0.20	0.31	0.31	0.01	0.42	0.42	0.32	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	436	2640	1448	463	2564	1396	115	0	0	151	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.6	4.7	4.7	4.6	0.0	0.0	74.3	0.0	0.0	71.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.3	0.5	0.0	0.5	0.9	18.4	0.0	0.0	10.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	5.4	6.2	0.0	0.3	0.7	0.3	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	5.0	5.2	4.6	0.5	0.9	92.7	0.0	0.0	81.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	F	A	A
Approach Vol, veh/h		1314			1678			3				41
Approach Delay, s/veh		5.0			0.7			92.7				81.7
Approach LOS		A			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	119.8		6.7	7.2	124.0		12.0				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	14.2	86.2		10.1	8.2	92.2		13.7				
Max Q Clear Time (g_c+I1), s	3.2	2.0		2.3	2.0	12.3		5.7				
Green Ext Time (p_c), s	0.1	29.3		0.0	0.0	16.6		0.1				

Intersection Summary

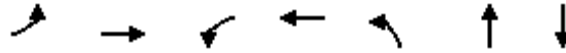
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Existing (2023) Conditions, PM Peak Hour

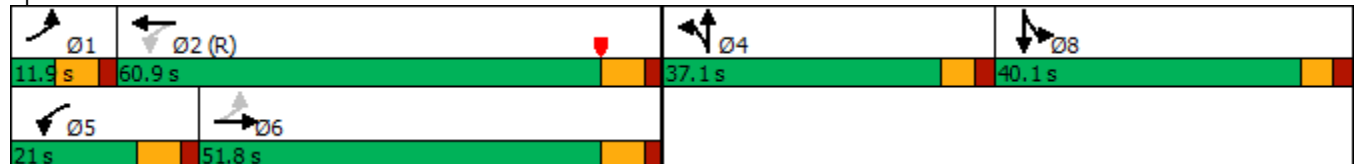


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶↶
Traffic Volume (vph)	16	1130	161	1526	107	11	11
Future Volume (vph)	16	1130	161	1526	107	11	11
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	11.9	51.8	21.0	60.9	37.1	37.1	40.1
Total Split (%)	7.9%	34.5%	14.0%	40.6%	24.7%	24.7%	26.7%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary

2: SW Sisters Welcome Rd & US 90

Lake City C Store
Existing (2023) Conditions, PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	16	1130	109	161	1526	0	107	11	148	15	11	28
Future Volume (veh/h)	16	1130	109	161	1526	0	107	11	148	15	11	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	16	1130	108	161	1526	0	107	11	58	15	11	22
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	5	5	5	2	2	2
Cap, veh/h	297	3114	297	377	3525	0	139	20	106	21	16	31
Arrive On Green	0.02	0.66	0.66	0.06	0.92	0.00	0.08	0.08	0.08	0.04	0.04	0.04
Sat Flow, veh/h	1767	4702	449	1781	5274	0	1739	253	1333	532	390	781
Grp Volume(v), veh/h	16	811	427	161	1526	0	107	0	69	48	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1774	1781	1702	0	1739	0	1586	1703	0	0
Q Serve(g_s), s	0.4	16.0	16.0	4.5	6.1	0.0	9.1	0.0	6.3	4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.4	16.0	16.0	4.5	6.1	0.0	9.1	0.0	6.3	4.2	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.00	1.00		0.84	0.31		0.46
Lane Grp Cap(c), veh/h	297	2236	1175	377	3525	0	139	0	126	69	0	0
V/C Ratio(X)	0.05	0.36	0.36	0.43	0.43	0.00	0.77	0.00	0.55	0.70	0.00	0.00
Avail Cap(c_a), veh/h	327	2236	1175	465	3525	0	359	0	328	386	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.91	0.91	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	11.3	11.3	8.3	2.1	0.0	67.7	0.0	66.4	71.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.9	0.7	0.4	0.0	12.1	0.0	5.1	16.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	9.7	10.3	2.8	2.7	0.0	8.0	0.0	4.9	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.9	11.7	12.1	9.0	2.5	0.0	79.8	0.0	71.6	87.7	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	E	F	A	A
Approach Vol, veh/h		1254			1687			176				48
Approach Delay, s/veh		11.8			3.1			76.6				87.7
Approach LOS		B			A			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	110.5		18.1	13.6	106.2		12.2				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	5.0	54.0		* 31	14.1	44.9		34.0				
Max Q Clear Time (g_c+I1), s	2.4	8.1		11.1	6.5	18.0		6.2				
Green Ext Time (p_c), s	0.0	21.5		0.9	0.2	12.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Background (2025) Conditions, AM Peak Hour

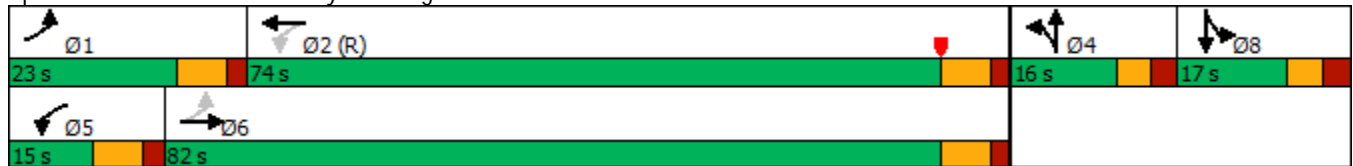


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↕↔	↕↔
Traffic Volume (vph)	61	1379	3	890	0	0
Future Volume (vph)	61	1379	3	890	0	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	1	6	5	2	4	8
Permitted Phases	6		2			
Detector Phase	1	6	5	2	4	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0
Minimum Split (s)	11.8	25.8	11.8	33.8	36.9	41.3
Total Split (s)	23.0	82.0	15.0	74.0	16.0	17.0
Total Split (%)	17.7%	63.1%	11.5%	56.9%	12.3%	13.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.9	6.3
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	Max	None	C-Max	None	None

Intersection Summary

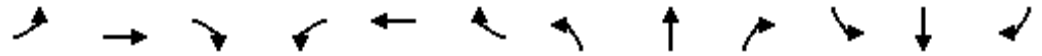
Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 17 (13%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
 1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
 Background (2025) Conditions, AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↕				↕
Traffic Volume (veh/h)	61	1379	0	3	890	13	4	0	0	9	0	45
Future Volume (veh/h)	61	1379	0	3	890	13	4	0	0	9	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	72	1622	0	4	1047	13	5	0	0	11	0	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	8	8	8
Cap, veh/h	495	3823	0	255	3616	45	16	0	0	22	0	30
Arrive On Green	0.04	0.75	0.00	0.01	0.96	0.96	0.01	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1767	5233	0	1711	4992	62	1781	0	0	670	0	914
Grp Volume(v), veh/h	72	1622	0	4	686	374	5	0	0	26	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1711	1635	1785	1781	0	0	1584	0	0
Q Serve(g_s), s	1.3	15.0	0.0	0.1	1.4	1.4	0.4	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.3	15.0	0.0	0.1	1.4	1.4	0.4	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.03	1.00		0.00	0.42		0.58
Lane Grp Cap(c), veh/h	495	3823	0	255	2368	1293	16	0	0	52	0	0
V/C Ratio(X)	0.15	0.42	0.00	0.02	0.29	0.29	0.32	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	652	3823	0	354	2368	1293	138	0	0	130	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	5.8	0.0	5.2	0.7	0.7	64.0	0.0	0.0	61.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.3	0.6	10.9	0.0	0.0	7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	7.4	0.0	0.0	0.7	1.0	0.4	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.0	6.0	0.0	5.3	1.0	1.3	75.0	0.0	0.0	69.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1694			1064			5				26
Approach Delay, s/veh		6.0			1.1			75.0				69.1
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	101.0		7.1	7.5	104.9		10.6				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	16.2	67.2		10.1	8.2	75.2		10.7				
Max Q Clear Time (g_c+I1), s	3.3	3.4		2.4	2.1	17.0		4.1				
Green Ext Time (p_c), s	0.1	12.6		0.0	0.0	26.1		0.0				

Intersection Summary

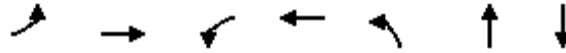
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Background (2025) Conditions, AM Peak Hour

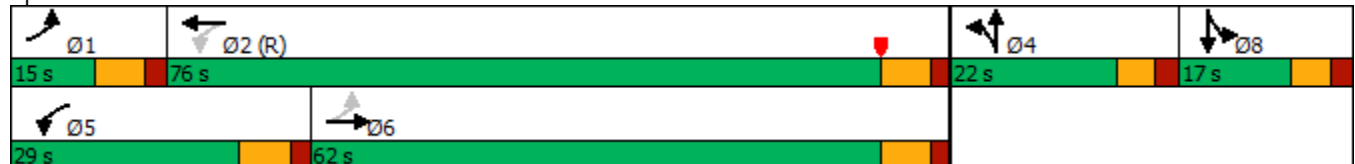


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵	↑	↕
Traffic Volume (vph)	8	1197	131	803	112	1	2
Future Volume (vph)	8	1197	131	803	112	1	2
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	15.0	62.0	29.0	76.0	22.0	22.0	17.0
Total Split (%)	11.5%	47.7%	22.3%	58.5%	16.9%	16.9%	13.1%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 9 (7%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Background (2025) Conditions, AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	8	1197	125	131	803	0	112	1	225	11	2	8
Future Volume (veh/h)	8	1197	125	131	803	0	112	1	225	11	2	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	9	1360	140	149	912	0	127	1	140	12	2	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	7	7	7	4	4	4	2	2	2
Cap, veh/h	448	2865	295	294	3211	0	187	1	166	29	5	14
Arrive On Green	0.01	0.62	0.62	0.07	0.87	0.00	0.11	0.11	0.11	0.03	0.03	0.03
Sat Flow, veh/h	1767	4654	479	1711	5065	0	1753	11	1551	1035	173	518
Grp Volume(v), veh/h	9	987	513	149	912	0	127	0	141	20	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1756	1711	1635	0	1753	0	1562	1725	0	0
Q Serve(g_s), s	0.2	20.6	20.6	4.2	4.1	0.0	9.1	0.0	11.5	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	20.6	20.6	4.2	4.1	0.0	9.1	0.0	11.5	1.5	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.00	1.00		0.99	0.60		0.30
Lane Grp Cap(c), veh/h	448	2079	1081	294	3211	0	187	0	167	48	0	0
V/C Ratio(X)	0.02	0.47	0.47	0.51	0.28	0.00	0.68	0.00	0.84	0.42	0.00	0.00
Avail Cap(c_a), veh/h	539	2079	1081	500	3211	0	214	0	191	145	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	13.6	13.6	10.7	3.2	0.0	55.9	0.0	57.0	62.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.5	1.3	0.2	0.0	8.3	0.0	27.0	8.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	11.9	12.6	2.6	2.1	0.0	7.9	0.0	9.7	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	14.3	15.1	12.0	3.4	0.0	64.2	0.0	84.0	70.3	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	E	A	F	E	A	A
Approach Vol, veh/h		1509			1061			268				20
Approach Delay, s/veh		14.6			4.6			74.6				70.3
Approach LOS		B			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	92.0		20.0	13.4	86.9		9.7				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	8.1	69.1		* 16	22.1	55.1		10.9				
Max Q Clear Time (g_c+I1), s	2.2	6.1		13.5	6.2	22.6		3.5				
Green Ext Time (p_c), s	0.0	10.8		0.4	0.3	17.1		0.0				

Intersection Summary

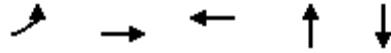
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Background (2025) Conditions, School PM Peak Hour

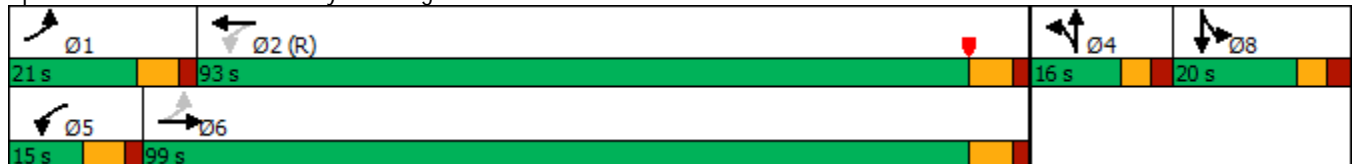


Lane Group	EBL	EBT	WBT	NBT	SBT	Ø5
Lane Configurations						
Traffic Volume (vph)	61	1275	1646	0	0	
Future Volume (vph)	61	1275	1646	0	0	
Turn Type	pm+pt	NA	NA	NA	NA	
Protected Phases	1	6	2	4	8	5
Permitted Phases	6					
Detector Phase	1	6	2	4	8	
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	7.0	7.0	5.0
Minimum Split (s)	11.8	21.8	21.8	12.9	13.3	11.8
Total Split (s)	21.0	99.0	93.0	16.0	20.0	15.0
Total Split (%)	14.0%	66.0%	62.0%	10.7%	13.3%	10%
Yellow Time (s)	4.8	4.8	4.8	3.4	3.4	4.8
All-Red Time (s)	2.0	2.0	2.0	2.5	2.9	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	5.9	6.3	
Lead/Lag	Lead	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	None	Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 60 (40%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
 1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
 Background (2025) Conditions, School PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (veh/h)	61	1275	7	0	1646	29	7	0	1	14	0	67
Future Volume (veh/h)	61	1275	7	0	1646	29	7	0	1	14	0	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	64	1328	7	0	1715	29	7	0	1	15	0	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	4	4	4
Cap, veh/h	304	4241	22	352	3825	65	20	0	3	23	0	38
Arrive On Green	0.03	0.82	0.82	0.00	0.99	0.99	0.01	0.00	0.01	0.04	0.00	0.04
Sat Flow, veh/h	1753	5158	27	1767	5128	87	1535	0	219	610	0	1017
Grp Volume(v), veh/h	64	863	472	0	1129	615	8	0	0	40	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1835	1767	1689	1838	1754	0	0	1627	0	0
Q Serve(g_s), s	1.2	9.2	9.2	0.0	0.7	0.7	0.7	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	1.2	9.2	9.2	0.0	0.7	0.7	0.7	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.05	0.87		0.12	0.37		0.62
Lane Grp Cap(c), veh/h	304	2755	1509	352	2519	1371	23	0	0	62	0	0
V/C Ratio(X)	0.21	0.31	0.31	0.00	0.45	0.45	0.34	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	416	2755	1509	448	2519	1371	118	0	0	149	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.88	0.88	0.88	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.5	3.2	3.2	0.0	0.2	0.2	73.4	0.0	0.0	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.3	0.5	0.0	0.6	1.1	8.6	0.0	0.0	10.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	4.2	4.8	0.0	0.6	1.0	0.7	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	3.5	3.7	0.0	0.7	1.2	81.9	0.0	0.0	82.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	F	A	A
Approach Vol, veh/h		1399			1744			8				40
Approach Delay, s/veh		3.5			0.9			81.9				82.1
Approach LOS		A			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	118.7		7.9	0.0	130.1		12.0				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	14.2	86.2		10.1	8.2	92.2		13.7				
Max Q Clear Time (g_c+I1), s	3.2	2.7		2.7	0.0	11.2		5.6				
Green Ext Time (p_c), s	0.1	31.7		0.0	0.0	18.8		0.1				

Intersection Summary

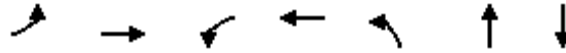
HCM 6th Ctrl Delay	3.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Background (2025) Conditions, School PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↶	↕↕↕	↶	↕↕↕	↶	↕	↕↕
Traffic Volume (vph)	9	1152	163	1526	160	3	6
Future Volume (vph)	9	1152	163	1526	160	3	6
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	15.0	75.0	31.0	91.0	27.0	27.0	17.0
Total Split (%)	10.0%	50.0%	20.7%	60.7%	18.0%	18.0%	11.3%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary
 2: SW Sisters Welcome Rd & US 90

Lake City C Store
 Background (2025) Conditions, School PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	9	1152	130	163	1526	2	160	3	171	8	6	22
Future Volume (veh/h)	9	1152	130	163	1526	2	160	3	171	8	6	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1796	1796	1796	1870	1870	1870
Adj Flow Rate, veh/h	9	1213	135	172	1606	2	168	3	84	8	6	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	7	7	7	2	2	2
Cap, veh/h	257	2895	322	336	3488	4	195	6	168	15	11	32
Arrive On Green	0.01	0.63	0.63	0.07	0.89	0.89	0.11	0.11	0.11	0.03	0.03	0.03
Sat Flow, veh/h	1767	4613	513	1767	5225	7	1711	53	1474	433	324	919
Grp Volume(v), veh/h	9	888	460	172	1038	570	168	0	87	31	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1750	1767	1689	1854	1711	0	1526	1676	0	0
Q Serve(g_s), s	0.3	19.9	19.9	5.2	8.7	8.7	14.5	0.0	8.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	19.9	19.9	5.2	8.7	8.7	14.5	0.0	8.0	2.7	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.00	1.00		0.97	0.26		0.55
Lane Grp Cap(c), veh/h	257	2120	1098	336	2255	1238	195	0	174	58	0	0
V/C Ratio(X)	0.04	0.42	0.42	0.51	0.46	0.46	0.86	0.00	0.50	0.53	0.00	0.00
Avail Cap(c_a), veh/h	334	2120	1098	531	2255	1238	238	0	213	122	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	14.1	14.1	10.6	3.3	3.3	65.3	0.0	62.4	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	1.2	1.1	0.6	1.1	24.4	0.0	3.1	10.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	11.8	12.4	3.4	3.9	4.6	12.2	0.0	5.9	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	14.7	15.3	11.7	3.9	4.4	89.7	0.0	65.6	81.6	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	F	A	E	F	A	A
Approach Vol, veh/h		1357			1780			255				31
Approach Delay, s/veh		14.9			4.8			81.5				81.6
Approach LOS		B			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	107.0		23.2	14.5	101.0		11.3				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	8.1	84.1		* 21	24.1	68.1		10.9				
Max Q Clear Time (g_c+I1), s	2.3	10.7		16.5	7.2	21.9		4.7				
Green Ext Time (p_c), s	0.0	26.1		0.5	0.4	17.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Background (2025) Conditions, PM Peak Hour

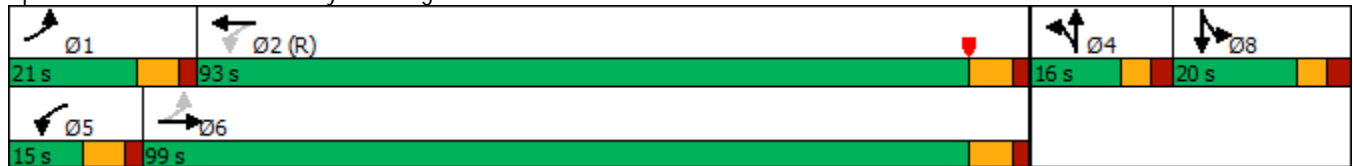


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	65	1259	2	1667	0	0
Future Volume (vph)	65	1259	2	1667	0	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	1	6	5	2	4	8
Permitted Phases	6		2			
Detector Phase	1	6	5	2	4	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	21.8	12.9	13.3
Total Split (s)	21.0	99.0	15.0	93.0	16.0	20.0
Total Split (%)	14.0%	66.0%	10.0%	62.0%	10.7%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.9	6.3
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 60 (40%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
 1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
 Background (2025) Conditions, PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕				↕
Traffic Volume (veh/h)	65	1259	3	2	1667	28	2	0	1	16	0	82
Future Volume (veh/h)	65	1259	3	2	1667	28	2	0	1	16	0	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	1272	3	2	1684	26	2	0	1	16	0	26
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	4077	10	361	3897	60	6	0	3	24	0	39
Arrive On Green	0.03	0.78	0.78	0.00	1.00	1.00	0.01	0.00	0.01	0.04	0.00	0.04
Sat Flow, veh/h	1767	5218	12	1781	5178	80	1140	0	570	630	0	1024
Grp Volume(v), veh/h	66	823	452	2	1107	603	3	0	0	42	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1853	1781	1702	1853	1711	0	0	1654	0	0
Q Serve(g_s), s	1.3	10.6	10.6	0.0	0.0	0.0	0.3	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	1.3	10.6	10.6	0.0	0.0	0.0	0.3	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.04	0.67		0.33	0.38		0.62
Lane Grp Cap(c), veh/h	316	2638	1448	361	2562	1395	9	0	0	64	0	0
V/C Ratio(X)	0.21	0.31	0.31	0.01	0.43	0.43	0.32	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	429	2638	1448	454	2562	1395	115	0	0	151	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.6	4.7	4.7	4.6	0.0	0.0	74.3	0.0	0.0	71.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.3	0.5	0.0	0.5	1.0	18.4	0.0	0.0	11.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	5.6	6.4	0.0	0.3	0.7	0.3	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	5.0	5.3	4.6	0.5	1.0	92.7	0.0	0.0	82.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	F	A	A
Approach Vol, veh/h		1341			1712			3				42
Approach Delay, s/veh		5.0			0.7			92.7				82.1
Approach LOS		A			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	119.7		6.7	7.2	124.0		12.1				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	14.2	86.2		10.1	8.2	92.2		13.7				
Max Q Clear Time (g_c+I1), s	3.3	2.0		2.3	2.0	12.6		5.8				
Green Ext Time (p_c), s	0.1	30.5		0.0	0.0	17.2		0.1				

Intersection Summary

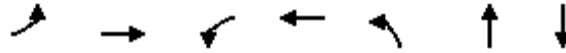
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Background (2025) Conditions, PM Peak Hour

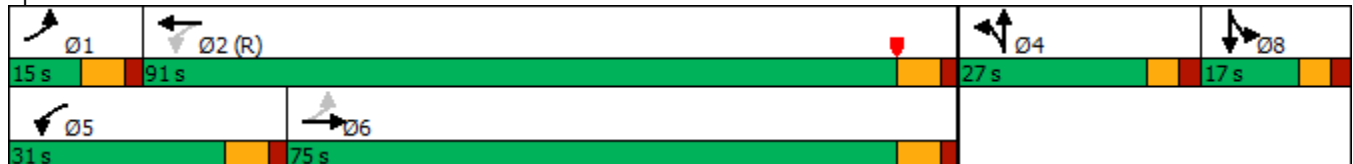


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵	↑	↕
Traffic Volume (vph)	16	1153	164	1557	109	11	11
Future Volume (vph)	16	1153	164	1557	109	11	11
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	15.0	75.0	31.0	91.0	27.0	27.0	17.0
Total Split (%)	10.0%	50.0%	20.7%	60.7%	18.0%	18.0%	11.3%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Background (2025) Conditions, PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	16	1153	111	164	1557	0	109	11	151	15	11	29
Future Volume (veh/h)	16	1153	111	164	1557	0	109	11	151	15	11	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	16	1153	110	164	1557	0	109	11	61	15	11	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	5	5	5	2	2	2
Cap, veh/h	259	3111	297	371	3527	0	138	19	106	21	16	32
Arrive On Green	0.02	0.66	0.66	0.05	0.69	0.00	0.08	0.08	0.08	0.04	0.04	0.04
Sat Flow, veh/h	1767	4703	448	1781	5274	0	1739	242	1342	521	382	798
Grp Volume(v), veh/h	16	828	435	164	1557	0	109	0	72	49	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1774	1781	1702	0	1739	0	1584	1701	0	0
Q Serve(g_s), s	0.4	16.5	16.5	4.5	20.4	0.0	9.2	0.0	6.6	4.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	16.5	16.5	4.5	20.4	0.0	9.2	0.0	6.6	4.3	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.00	1.00		0.85	0.31		0.47
Lane Grp Cap(c), veh/h	259	2234	1174	371	3527	0	138	0	125	69	0	0
V/C Ratio(X)	0.06	0.37	0.37	0.44	0.44	0.00	0.79	0.00	0.57	0.71	0.00	0.00
Avail Cap(c_a), veh/h	326	2234	1174	576	3527	0	242	0	221	124	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.90	0.90	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	11.4	11.4	8.5	10.3	0.0	67.9	0.0	66.6	71.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.9	0.7	0.4	0.0	13.5	0.0	5.8	17.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	9.9	10.5	2.9	11.2	0.0	8.1	0.0	5.2	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	11.9	12.3	9.3	10.7	0.0	81.3	0.0	72.4	88.4	0.0	0.0
LnGrp LOS	A	B	B	A	B	A	F	A	E	F	A	A
Approach Vol, veh/h		1279			1721			181				49
Approach Delay, s/veh		12.0			10.5			77.8				88.4
Approach LOS		B			B			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	110.5		18.0	13.7	106.1		12.2				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	8.1	84.1		* 21	24.1	68.1		10.9				
Max Q Clear Time (g_c+I1), s	2.4	22.4		11.2	6.5	18.5		6.3				
Green Ext Time (p_c), s	0.0	24.9		0.6	0.4	15.9		0.1				

Intersection Summary

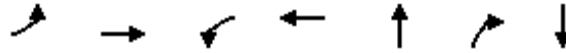
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Buildout (2025) Conditions, AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶↶
Traffic Volume (vph)	61	1250	120	807	2	165	2
Future Volume (vph)	61	1250	120	807	2	165	2
Turn Type	pm+pt	NA	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases	6		2			4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.8	25.8	11.8	33.8	36.9	36.9	41.3
Total Split (s)	23.0	73.0	15.0	65.0	25.0	25.0	17.0
Total Split (%)	17.7%	56.2%	11.5%	50.0%	19.2%	19.2%	13.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.9	5.9	6.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 17 (13%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Buildout (2025) Conditions, AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↑	↗		↕	
Traffic Volume (veh/h)	61	1250	166	120	807	13	123	2	165	9	2	45
Future Volume (veh/h)	61	1250	166	120	807	13	123	2	165	9	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	72	1471	195	141	949	13	145	2	29	11	2	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	8	8	8
Cap, veh/h	461	2805	371	259	3151	43	175	2	158	21	4	29
Arrive On Green	0.04	0.62	0.62	0.06	0.84	0.84	0.10	0.10	0.10	0.03	0.03	0.03
Sat Flow, veh/h	1767	4510	597	1711	4985	68	1758	24	1585	627	114	855
Grp Volume(v), veh/h	72	1101	565	141	622	340	147	0	29	28	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1731	1711	1635	1784	1782	0	1585	1596	0	0
Q Serve(g_s), s	1.9	23.8	23.8	3.9	5.3	5.3	10.5	0.0	2.2	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	23.8	23.8	3.9	5.3	5.3	10.5	0.0	2.2	2.2	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.04	0.99		1.00	0.39		0.54
Lane Grp Cap(c), veh/h	461	2100	1076	259	2067	1128	177	0	158	55	0	0
V/C Ratio(X)	0.16	0.52	0.52	0.54	0.30	0.30	0.83	0.00	0.18	0.51	0.00	0.00
Avail Cap(c_a), veh/h	618	2100	1076	289	2067	1128	262	0	233	131	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	13.8	13.8	11.9	4.2	4.2	57.4	0.0	53.7	61.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.8	1.5	1.8	0.4	0.7	13.1	0.0	0.6	7.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	12.8	13.4	2.5	2.8	3.2	9.2	0.0	1.6	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	14.6	15.3	13.6	4.6	4.9	70.5	0.0	54.2	68.9	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	E	A	D	E	A	A
Approach Vol, veh/h		1738			1103			176				28
Approach Delay, s/veh		14.5			5.9			67.9				68.9
Approach LOS		B			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	89.0		18.8	12.8	87.6		10.8				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	16.2	58.2		19.1	8.2	66.2		10.7				
Max Q Clear Time (g_c+I1), s	3.9	7.3		12.5	5.9	25.8		4.2				
Green Ext Time (p_c), s	0.1	10.6		0.4	0.1	22.1		0.0				

Intersection Summary

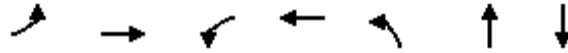
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Buildout (2025) Conditions, AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↵	↑↑↑	↵	↑↑↑	↵	↑	↕
Traffic Volume (vph)	8	1234	138	835	115	1	2
Future Volume (vph)	8	1234	138	835	115	1	2
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	15.0	62.0	29.0	76.0	22.0	22.0	17.0
Total Split (%)	11.5%	47.7%	22.3%	58.5%	16.9%	16.9%	13.1%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 9 (7%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary
 2: SW Sisters Welcome Rd & US 90

Lake City C Store
 Buildout (2025) Conditions, AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶↶		↶	↶			↶↶	
Traffic Volume (veh/h)	8	1234	125	138	835	0	115	1	225	11	2	8
Future Volume (veh/h)	8	1234	125	138	835	0	115	1	225	11	2	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	9	1402	140	157	949	0	131	1	140	12	2	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	7	7	7	4	4	4	2	2	2
Cap, veh/h	434	2865	286	288	3211	0	187	1	166	29	5	14
Arrive On Green	0.01	0.61	0.61	0.07	0.87	0.00	0.11	0.11	0.11	0.03	0.03	0.03
Sat Flow, veh/h	1767	4670	466	1711	5065	0	1753	11	1551	1035	173	518
Grp Volume(v), veh/h	9	1014	528	157	949	0	131	0	141	20	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1759	1711	1635	0	1753	0	1562	1725	0	0
Q Serve(g_s), s	0.2	21.5	21.6	4.4	4.4	0.0	9.4	0.0	11.5	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	21.5	21.6	4.4	4.4	0.0	9.4	0.0	11.5	1.5	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.00	1.00		0.99	0.60		0.30
Lane Grp Cap(c), veh/h	434	2072	1079	288	3211	0	187	0	167	48	0	0
V/C Ratio(X)	0.02	0.49	0.49	0.54	0.30	0.00	0.70	0.00	0.84	0.42	0.00	0.00
Avail Cap(c_a), veh/h	525	2072	1079	491	3211	0	214	0	191	145	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	13.9	13.9	11.2	3.2	0.0	56.0	0.0	57.0	62.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.6	1.5	0.2	0.0	9.6	0.0	27.0	8.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	12.3	13.1	2.8	2.2	0.0	8.2	0.0	9.7	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	14.7	15.5	12.7	3.4	0.0	65.6	0.0	84.0	70.3	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	E	A	F	E	A	A
Approach Vol, veh/h		1551			1106			272				20
Approach Delay, s/veh		14.9			4.7			75.1				70.3
Approach LOS		B			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	92.0		20.0	13.6	86.7		9.7				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	8.1	69.1		* 16	22.1	55.1		10.9				
Max Q Clear Time (g_c+I1), s	2.2	6.4		13.5	6.4	23.6		3.5				
Green Ext Time (p_c), s	0.0	11.5		0.4	0.3	17.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	3	340	7	0	264
Future Vol, veh/h	0	3	340	7	0	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	0	3	386	8	0	300

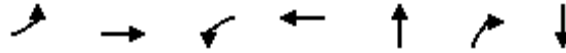
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	390	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	658	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	658	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	658
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	10.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Buildout (2025) Conditions, School PM Peak Hour

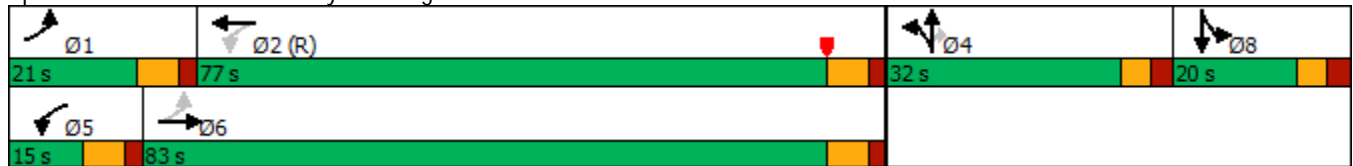


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↗	↕↕
Traffic Volume (vph)	61	1188	142	1536	2	119	2
Future Volume (vph)	61	1188	142	1536	2	119	2
Turn Type	pm+pt	NA	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases	6		2			4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	21.8	12.9	12.9	13.3
Total Split (s)	21.0	83.0	15.0	77.0	32.0	32.0	20.0
Total Split (%)	14.0%	55.3%	10.0%	51.3%	21.3%	21.3%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.9	5.9	6.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

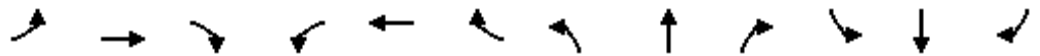
Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 60 (40%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
 1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
 Buildout (2025) Conditions, School PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↑	↗		↕	
Traffic Volume (veh/h)	61	1188	119	142	1536	29	146	2	119	14	2	67
Future Volume (veh/h)	61	1188	119	142	1536	29	146	2	119	14	2	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	64	1238	124	148	1600	29	152	2	24	15	2	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	4	4	4
Cap, veh/h	281	2983	299	327	3358	61	180	2	163	23	3	38
Arrive On Green	0.03	0.64	0.64	0.06	0.87	0.87	0.10	0.10	0.10	0.04	0.04	0.04
Sat Flow, veh/h	1753	4631	464	1767	5121	93	1759	23	1585	584	78	974
Grp Volume(v), veh/h	64	896	466	148	1055	574	154	0	24	42	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1745	1767	1689	1836	1782	0	1585	1636	0	0
Q Serve(g_s), s	1.8	19.5	19.5	4.4	10.2	10.2	12.7	0.0	2.1	3.8	0.0	0.0
Cycle Q Clear(g_c), s	1.8	19.5	19.5	4.4	10.2	10.2	12.7	0.0	2.1	3.8	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.05	0.99		1.00	0.36		0.60
Lane Grp Cap(c), veh/h	281	2158	1124	327	2215	1204	183	0	163	63	0	0
V/C Ratio(X)	0.23	0.41	0.42	0.45	0.48	0.48	0.84	0.00	0.15	0.67	0.00	0.00
Avail Cap(c_a), veh/h	393	2158	1124	348	2215	1204	310	0	276	149	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	13.0	13.0	9.9	4.0	4.0	66.1	0.0	61.3	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	1.0	1.0	0.7	1.4	10.0	0.0	0.4	11.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	11.1	11.7	2.9	4.7	5.5	10.5	0.0	1.6	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	13.5	13.9	10.9	4.7	5.3	76.1	0.0	61.7	82.6	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	E	A	E	F	A	A
Approach Vol, veh/h		1426			1777			178				42
Approach Delay, s/veh		13.4			5.4			74.1				82.6
Approach LOS		B			A			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	105.2		21.3	13.2	103.4		12.1				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	14.2	70.2		26.1	8.2	76.2		13.7				
Max Q Clear Time (g_c+I1), s	3.8	12.2		14.7	6.4	21.5		5.8				
Green Ext Time (p_c), s	0.1	24.8		0.7	0.1	18.4		0.1				

Intersection Summary

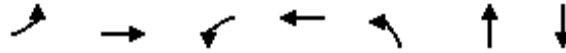
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Buildout (2025) Conditions, School PM Peak Hour

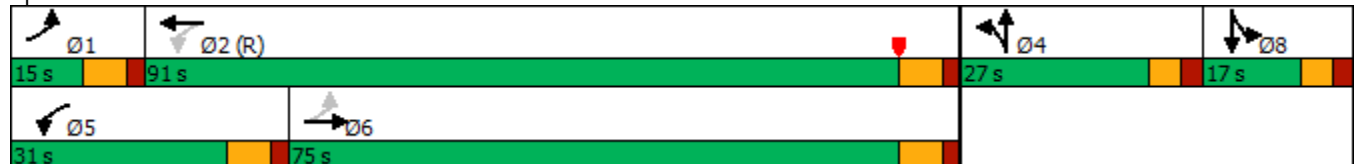


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↶	↕↕↕	↶	↕↕↕	↶	↕	↕↕
Traffic Volume (vph)	9	1184	170	1555	163	3	6
Future Volume (vph)	9	1184	170	1555	163	3	6
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	15.0	75.0	31.0	91.0	27.0	27.0	17.0
Total Split (%)	10.0%	50.0%	20.7%	60.7%	18.0%	18.0%	11.3%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Buildout (2025) Conditions, School PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	9	1184	130	170	1555	2	163	3	171	8	6	22
Future Volume (veh/h)	9	1184	130	170	1555	2	163	3	171	8	6	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1796	1796	1796	1870	1870	1870
Adj Flow Rate, veh/h	9	1246	135	179	1637	2	172	3	84	8	6	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	7	7	7	2	2	2
Cap, veh/h	250	2887	313	329	3477	4	199	6	171	15	11	32
Arrive On Green	0.01	0.62	0.62	0.07	0.89	0.89	0.12	0.12	0.12	0.03	0.03	0.03
Sat Flow, veh/h	1767	4628	501	1767	5225	6	1711	53	1474	433	324	919
Grp Volume(v), veh/h	9	909	472	179	1058	581	172	0	87	31	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1752	1767	1689	1854	1711	0	1526	1676	0	0
Q Serve(g_s), s	0.3	20.8	20.8	5.4	9.3	9.3	14.8	0.0	8.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	20.8	20.8	5.4	9.3	9.3	14.8	0.0	8.0	2.7	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.00	1.00		0.97	0.26		0.55
Lane Grp Cap(c), veh/h	250	2106	1093	329	2248	1234	199	0	177	58	0	0
V/C Ratio(X)	0.04	0.43	0.43	0.54	0.47	0.47	0.87	0.00	0.49	0.53	0.00	0.00
Avail Cap(c_a), veh/h	327	2106	1093	521	2248	1234	238	0	213	122	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	14.5	14.5	11.1	3.4	3.4	65.2	0.0	62.1	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	1.2	1.2	0.6	1.1	25.4	0.0	3.0	10.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	12.3	12.9	3.5	4.1	4.8	12.4	0.0	5.9	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	15.2	15.8	12.3	4.0	4.5	90.5	0.0	65.1	81.6	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	F	A	E	F	A	A
Approach Vol, veh/h		1390			1818			259				31
Approach Delay, s/veh		15.3			5.0			82.0				81.6
Approach LOS		B			A			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	106.7		23.5	14.7	100.5		11.3				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	8.1	84.1		* 21	24.1	68.1		10.9				
Max Q Clear Time (g_c+I1), s	2.3	11.3		16.8	7.4	22.8		4.7				
Green Ext Time (p_c), s	0.0	27.0		0.5	0.4	17.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	3	335	7	0	306
Future Vol, veh/h	0	3	335	7	0	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	7	7	2	2
Mvmt Flow	0	3	353	7	0	322

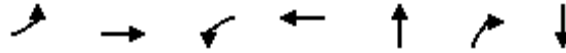
Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	357	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	687	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	687	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	687
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Timings
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Buildout (2025) Conditions, PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↗	↕↕
Traffic Volume (vph)	65	1182	134	1564	2	106	2
Future Volume (vph)	65	1182	134	1564	2	106	2
Turn Type	pm+pt	NA	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	5	2	4		8
Permitted Phases	6		2			4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	21.8	12.9	12.9	13.3
Total Split (s)	21.0	83.0	15.0	77.0	32.0	32.0	20.0
Total Split (%)	14.0%	55.3%	10.0%	51.3%	21.3%	21.3%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.9	5.9	6.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 60 (40%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Driveway/NW Ridgewood Ave & US 90



HCM 6th Signalized Intersection Summary
1: Driveway/NW Ridgewood Ave & US 90

Lake City C Store
Buildout (2025) Conditions, PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↑	↗		↘	
Traffic Volume (veh/h)	65	1182	108	134	1564	28	135	2	106	16	2	82
Future Volume (veh/h)	65	1182	108	134	1564	28	135	2	106	16	2	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	1194	109	135	1580	26	136	2	10	16	2	27
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	3093	282	346	3435	57	164	2	148	23	3	39
Arrive On Green	0.03	0.66	0.66	0.05	0.88	0.88	0.09	0.09	0.09	0.04	0.04	0.04
Sat Flow, veh/h	1767	4712	430	1781	5171	85	1757	26	1585	591	74	997
Grp Volume(v), veh/h	66	856	447	135	1040	566	138	0	10	45	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1765	1781	1702	1852	1783	0	1585	1661	0	0
Q Serve(g_s), s	1.8	17.5	17.5	3.8	9.0	9.0	11.4	0.0	0.9	4.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	17.5	17.5	3.8	9.0	9.0	11.4	0.0	0.9	4.0	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.05	0.99		1.00	0.36		0.60
Lane Grp Cap(c), veh/h	292	2217	1159	346	2261	1230	166	0	148	66	0	0
V/C Ratio(X)	0.23	0.39	0.39	0.39	0.46	0.46	0.83	0.00	0.07	0.69	0.00	0.00
Avail Cap(c_a), veh/h	405	2217	1159	373	2261	1230	310	0	276	152	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	11.9	11.9	8.9	3.5	3.5	66.9	0.0	62.1	71.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.9	0.7	0.7	1.2	10.2	0.0	0.2	11.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	10.2	10.8	2.5	4.2	4.9	9.7	0.0	0.7	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	12.3	12.7	9.6	4.1	4.7	77.1	0.0	62.3	83.0	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	E	F	A	A
Approach Vol, veh/h		1369			1741			148				45
Approach Delay, s/veh		12.3			4.7			76.1				83.0
Approach LOS		B			A			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	106.4		19.9	12.6	105.3		12.2				
Change Period (Y+Rc), s	6.8	6.8		5.9	6.8	6.8		6.3				
Max Green Setting (Gmax), s	14.2	70.2		26.1	8.2	76.2		13.7				
Max Q Clear Time (g_c+I1), s	3.8	11.0		13.4	5.8	19.5		6.0				
Green Ext Time (p_c), s	0.1	24.4		0.6	0.1	17.2		0.1				

Intersection Summary

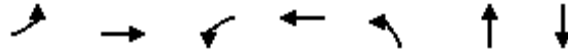
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Timings
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Buildout (2025) Conditions, PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	16	1184	170	1583	112	11	11
Future Volume (vph)	16	1184	170	1583	112	11	11
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	NA
Protected Phases	1	6	5	2	4	4	8
Permitted Phases	6		2				
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.9	36.9	11.9	25.9	37.1	37.1	40.1
Total Split (s)	15.0	75.0	31.0	91.0	27.0	27.0	17.0
Total Split (%)	10.0%	50.0%	20.7%	60.7%	18.0%	18.0%	11.3%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 2: SW Sisters Welcome Rd & US 90



HCM 6th Signalized Intersection Summary
2: SW Sisters Welcome Rd & US 90

Lake City C Store
Buildout (2025) Conditions, PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶↶		↶	↶			↶↶	
Traffic Volume (veh/h)	16	1184	111	170	1583	0	112	11	151	15	11	29
Future Volume (veh/h)	16	1184	111	170	1583	0	112	11	151	15	11	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	16	1184	110	170	1583	0	112	11	61	15	11	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	5	5	5	2	2	2
Cap, veh/h	283	3102	288	364	3518	0	140	20	108	21	16	32
Arrive On Green	0.02	0.66	0.66	0.06	0.92	0.00	0.08	0.08	0.08	0.04	0.04	0.04
Sat Flow, veh/h	1767	4715	438	1781	5274	0	1739	242	1342	521	382	798
Grp Volume(v), veh/h	16	848	446	170	1583	0	112	0	72	49	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1776	1781	1702	0	1739	0	1584	1701	0	0
Q Serve(g_s), s	0.4	17.2	17.2	4.8	6.6	0.0	9.5	0.0	6.6	4.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	17.2	17.2	4.8	6.6	0.0	9.5	0.0	6.6	4.3	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.00	1.00		0.85	0.31		0.47
Lane Grp Cap(c), veh/h	283	2221	1168	364	3518	0	140	0	128	69	0	0
V/C Ratio(X)	0.06	0.38	0.38	0.47	0.45	0.00	0.80	0.00	0.56	0.71	0.00	0.00
Avail Cap(c_a), veh/h	350	2221	1168	566	3518	0	242	0	221	124	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.1	11.7	11.7	8.7	2.2	0.0	67.7	0.0	66.4	71.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.9	0.8	0.4	0.0	13.5	0.0	5.4	17.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	10.3	10.9	3.0	2.8	0.0	8.3	0.0	5.1	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	12.2	12.7	9.5	2.6	0.0	81.2	0.0	71.8	88.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	F	A	E	F	A	A
Approach Vol, veh/h		1310			1753			184				49
Approach Delay, s/veh		12.3			3.3			77.5				88.4
Approach LOS		B			A			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	110.3		18.2	14.0	105.6		12.2				
Change Period (Y+Rc), s	6.9	6.9		* 6.1	6.9	6.9		6.1				
Max Green Setting (Gmax), s	8.1	84.1		* 21	24.1	68.1		10.9				
Max Q Clear Time (g_c+I1), s	2.4	8.6		11.5	6.8	19.2		6.3				
Green Ext Time (p_c), s	0.0	27.2		0.6	0.4	16.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	3	272	6	0	293
Future Vol, veh/h	0	3	272	6	0	293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	0	3	272	6	0	293

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	275	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	764	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	764	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	764
HCM Lane V/C Ratio	-	-	0.004
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

APPENDIX E
FDOT *Trend* Worksheet

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 29 - COLUMBIA

SITE: 0102 - SR 10 200' W. OF BURK ST.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	31500	C	E 16500		W 15000	9.00	54.70	6.10
2021	32500	S	E 16500		W 16000	9.00	54.20	5.90
2020	31500	F	E 16000		W 15500	9.00	54.80	6.80
2019	31500	C	E 16000		W 15500	9.00	54.80	6.20
2018	31000	C	E 15500		W 15500	9.00	54.70	6.20
2017	35000	C	E 16000		W 19000	9.00	55.50	5.80
2016	32000	C	E 16000		W 16000	9.00	53.90	5.40
2015	32000	C	E 16000		W 16000	9.00	54.50	5.70
2014	33000	C	E 16500		W 16500	9.00	54.40	5.90
2013	37000	C	E 18500		W 18500	9.00	55.30	6.40
2012	33500	C	E 16500		W 17000	9.00	54.70	5.50
2011	34500	C	E 17000		W 17500	9.00	53.70	5.30
2010	33500	C	E 17000		W 16500	9.94	54.40	4.90
2009	35000	C	E 17500		W 17500	9.78	54.18	5.30
2008	37500	C	E 19000		W 18500	9.82	54.63	6.20
2007	36000	C	E 17500		W 18500	9.99	54.46	6.40

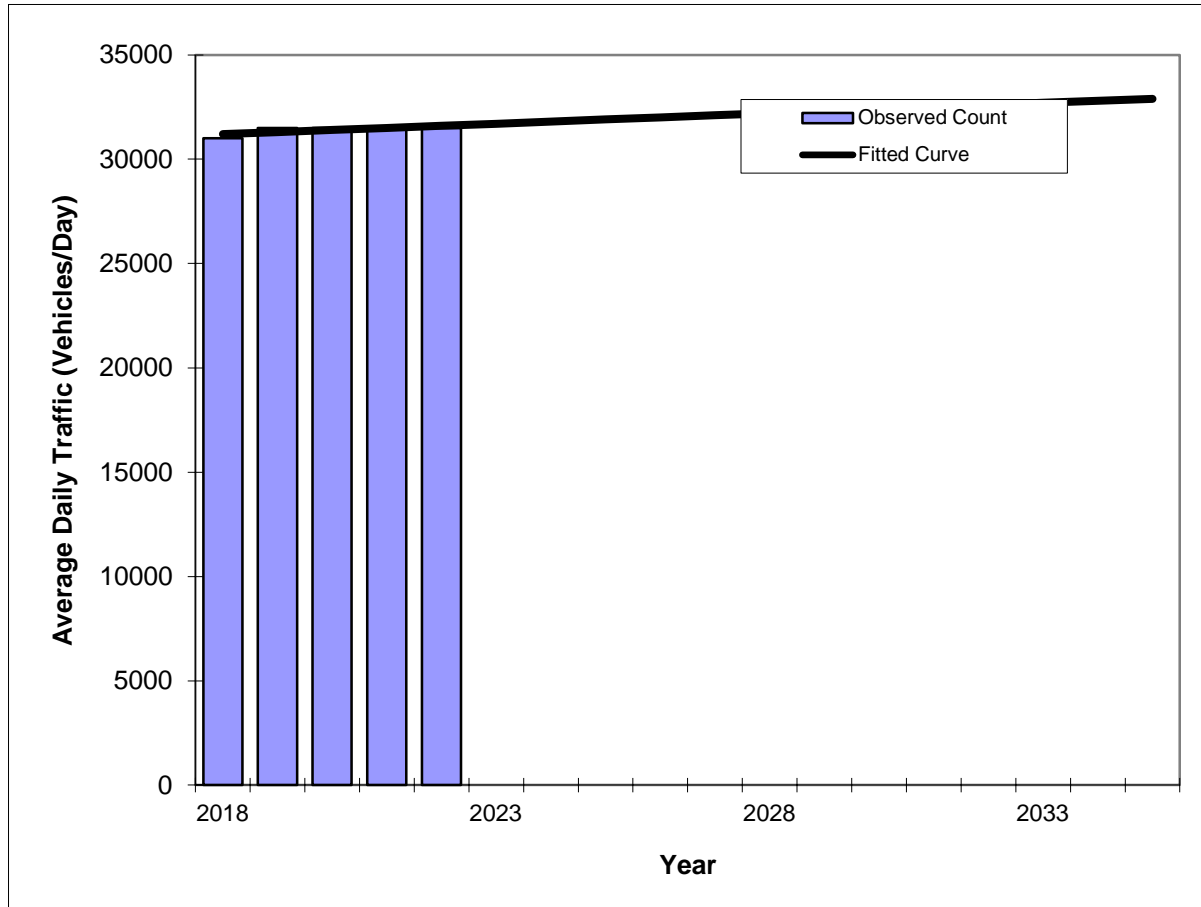
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
US 90/SR 10 -- 200' W OF BURK ST

FIN#	0
Location	1

County:	Columbia (29)
Station #:	0102
Highway:	US 90/SR 10



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	31000	31200
2019	31500	31300
2020	31500	31400
2021	31500	31500
2022	31500	31600
2023 Opening Year Trend		
2023	N/A	31700
2024 Mid-Year Trend		
2024	N/A	31800
2025 Design Year Trend		
2025	N/A	31900
TRANPLAN Forecasts/Trends		

Trend R-squared:	50.00%
Compounded Annual Historic Growth Rate:	0.32%
Compounded Growth Rate (2022 to Design Year):	0.32%
Printed:	9-Aug-23
Exponential Growth Option	

*Axle-Adjusted

APPENDIX F
NCHRP Report 457 Worksheets

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

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	347
Right-turn volume, veh/h:	7

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	3207
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

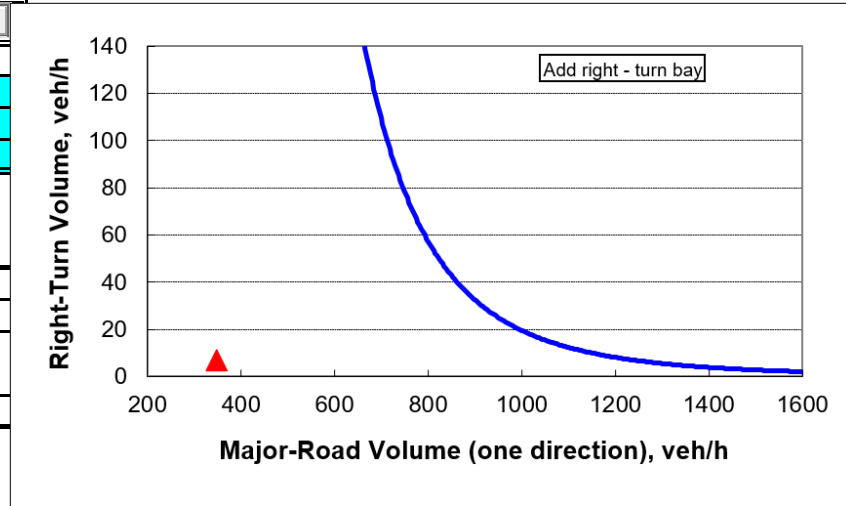


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway	
Variable	Value	
Major-road speed, mph:	30	
Major-road volume (one direction), veh/h:	341	
Right-turn volume, veh/h:	6	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	3488
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

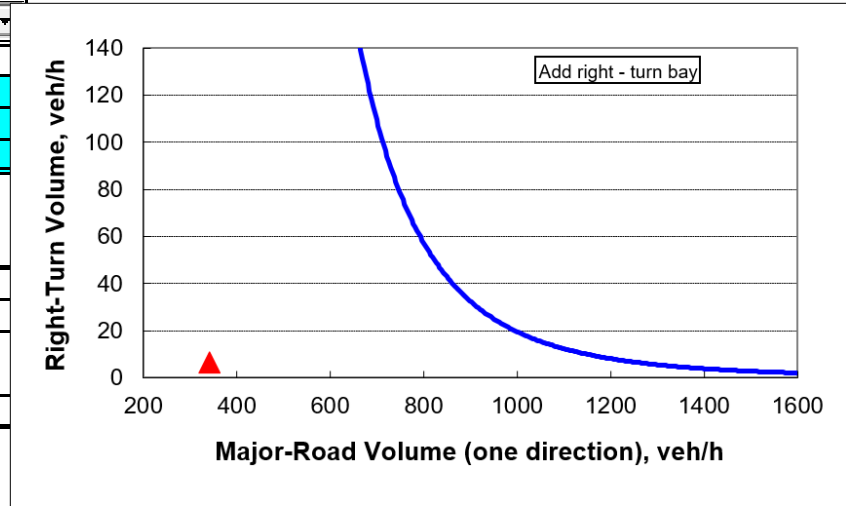


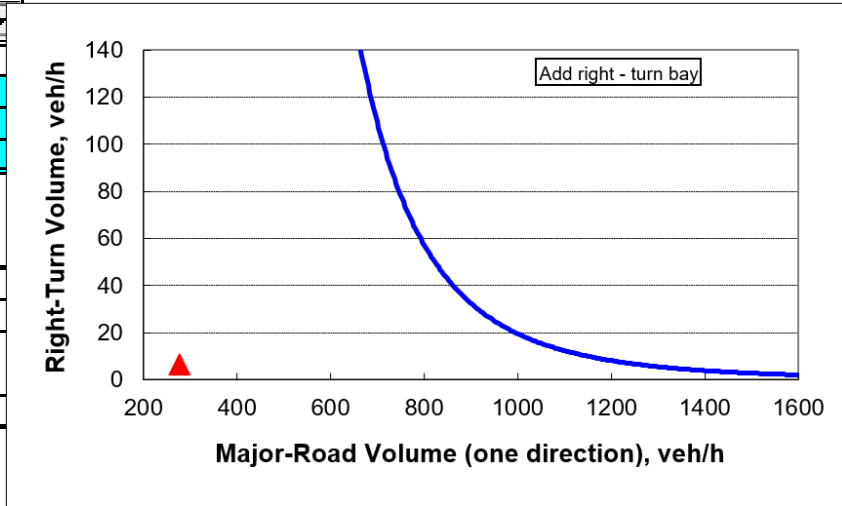
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	278
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	9334
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



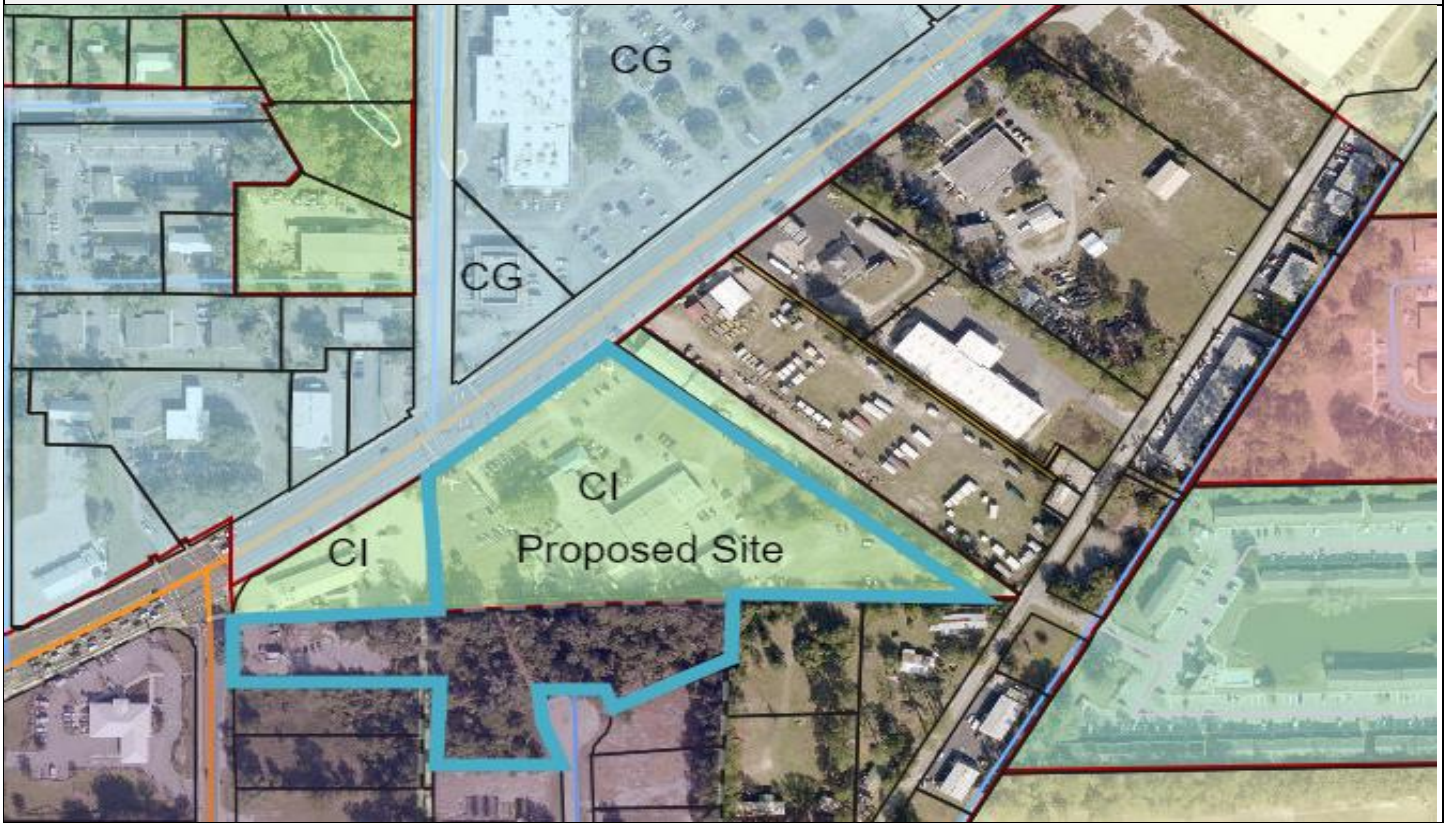
LAKE CITY GROWTH MANAGEMENT STAFF ANALYSIS REPORT

Project Information	
Project Name and Case No.	Wawa site plan review
Applicant	Michael Wagner
Owner	WPG- Lake City, LLC
Requested Action	Site plan review for Wawa, automotive service station, on parcels 06185-000 and 06233-000
Hearing Date	03-05-2024
Staff Analysis/Determination	Sufficient for Review
Prepared By	Robert Angelo

Subject Property Information	
Size	+/- 8.58 Acres
Location	1518 W US Highway 90, Lake City, FL
Parcel Number	06185-000 and 06233-000
Future Land Use	Commercial
Proposed Future Land Use	Commercial
Current Zoning District	Commercial Intensive (CI)
Proposed Zoning	Commercial Intensive (CI)
Flood Zone-BFE	Flood Zone X Base Flood Elevation-N/A

Land Use Table				
Direction	Future Land Use	Zoning	Existing Use	Comments
N	Commercial	CG	Retail	
E	Commercial	CI	Entertainment	
S	County		Business	
W	County		Business	

Map of Location



Picture of Location



Summary of Request

Applicant has petitioned for a site plan review for the above parcels to build an automotive service station.



DEPARTMENT OF GROWTH MANAGEMENT
205 North Marion Avenue
Lake City, Florida 32055
Telephone: (386) 719-5750
growthmanagement@lcfla.com

REVIEW REPORT TO PLANNING AND ZONING, BOARD OF
ADJUSTMENT AND HISTORICAL COMMITTEES' BY STAFF
FOR SITE PLAN REVIEW, SPECIAL EXCEPTIONS, VARIANCES, COMPREHENSIVE
PLAN AMENDMENTS/ ZONING AND CERTIFICATE OF APPROPRIATENESS

Date: 02/15/2024

Request Type: Site Plan Review (SPR) Special Exception (SE) Variances (V)

Comprehensive Plan Amendment/Zoning (CPA/Z) Certificate of Appropriateness (COA)

Project Number: SPR 24-03

Project Name: Wawa Site Plan Review

Project Address: 1518 W US Highway 90, Lake City, FL

Project Parcel Number: 06185-000 and 06233-000

Owner Name: WPG-Lake City, LLC (Michael Wagner, Manager)

Owner Address: 4211 W Boy Scout Blvd, Suite 620, Tampa, FL

Owner Contact Information: Telephone Number: 813-284-7978 Email: sliakos@wagspg.com

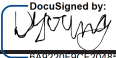
Owner Agent Name: _____

Owner Agent Address: _____

Owner Agent Contact Information: Telephone: _____ Email: _____

The City of Lake City staff has reviewed the application and documents provided for the above request and have determined the following.

Growth Management – Building Department, Planning and Zoning, Code Enforcement, Permitting

Building Department: Reviewed by:  **Date:** 2/15/2024

No comment at this timr

Planning and Zoning: Reviewed by:  **Date:** 2/15/2024

An automotive self service station is a permitted use per section 4.13.2 and 4.13.2.17 of the land development regulations. Also see section 4.2.6, Automotive Service and Self Service Stations.

Business License: Reviewed by:  **Date:** 2/15/2024

Will need to apply for business tax receipt before opening

Code Enforcement: Reviewed by:  **Date:** 2/15/2024

No open code violations or liens on property.

Permitting: Reviewed by: _____ **Date:** _____

Utilities – Water, Sewer, Gas, Water Distribution/Collections, Customer Service

Water Department: Reviewed by: DocuSigned by: Mike Osborn F596E86125784F8... **Date:** 2/16/2024

No comments at this time

Sewer Department: Reviewed by: DocuSigned by: Cody Prignon 10B401E3558D2498... **Date:** 2/15/2024

none

Gas Department: Reviewed by: DocuSigned by: Steve Brown 1857D9C11895F8E57495... **Date:** 2/21/2024

No comment at this time.

Water Distribution/Collection: Reviewed by: DocuSigned by: Brian Scott F596E86125784F8... **Date:** 2/15/2024

no concerns

Customer Service: Reviewed by: DocuSigned by: Shasta Pelham 1603F7A3170242E... **Date:** 2/21/2024

A tap application would need to be submitted in order to request city utilities. The utility fees will be calculated upon approval of the tap application. A floor plan of the existing building that depicts the fixture units is needed to accurately calculate the impact fee credit. Fixture units consist of drinking fountains, laundry trays, showers (per showerhead), sinks with the type included (example: hand sink, mop sink, two compartment sink), urinal, toilets, washing machine, and floor drains (with the drain size).

Public Safety – Public Works, Fire Department, Police Department

Public Works: Reviewed by:  _____ **Date:** 2/21/2024

No comment at this time.

Fire Department: Reviewed by: _____ **Date:** _____

Police Department: Reviewed by:  _____ **Date:** 2/22/2024

No comment at this time

NOTE: Please provide separate pages for comments that will not fit in provided spaces and please label the pages for your department and for the project.

State and County- FDOT, Suwannee River Water Management, School Board, Columbia County

FDOT: Reviewed by: _____ **Date:** _____

Suwannee River Water Management: Reviewed by: DocuSigned by: Garnett Spencer 650C0305882642D... **Date:** 2/15/2024

The project will require an ERP Individual Permit. The development has an application currently under review. The application number is ERP-023-247984-1.

School Board: Reviewed by: DocuSigned by: Leitha Hatchler 28099F1918BC423... **Date:** 2/20/2024

No comments or issues at this time.

County: Reviewed by: _____ **Date:** _____

NOTE: Please provide separate pages for comments that will not fit in provided spaces and please label the pages for your department and for the project.

PUBLIC NOTICE

CITY OF LAURENS
NOTICE
SCHEDULE MEETING

FOR MORE INFORMATION CONTACT
CITY CLERK
AT THE OFFICE OF THE CLERK

**CITY OF LAKE CITY
NOTICE
LAND USE ACTION**

A PUBLIC HEARING IS SCHEDULED TO CONSIDER A REQUEST FOR:

SPR24.03, a petition by Michael Wagner, as agent, to request a Site Plan Review approval be granted as provided for in Section 4.13 of the Land Development Regulations, to get approval on site plan for Wawa for a property located in the Commercial Intensive zoning district, in accordance with the submittal of the petition dated February 6, 2024, to be located on parcels 06185-000 and 06233-000

WHEN: March 5, 2024
5:30 p.m.

WHERE: City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida.
Members of the public may also view the meeting on our YouTube channel at:
<https://www.youtube.com/c/CityofLakeCity>.

Copies of the site plan review application are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5820.

At the aforementioned public hearing, all interested parties may be heard with respect to the Certificate of Appropriateness.

**FOR MORE INFORMATION CONTACT
ROBERT ANGELO
PLANNING & ZONING TECHNICIAN
AT 386.719.5820**

NOTICE OF PUBLIC MEETING CITY OF LAKE CITY PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on Tuesday, March 5, 2024 at 5:30 PM or as soon after.

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at:
<https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.

Angelo, Robert

From: LCR-Classifieds <classifieds@lakecityreporter.com>
Sent: Tuesday, February 20, 2024 3:06 PM
To: Angelo, Robert
Subject: RE: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Confirmed

Thank you
Kym Harrison • 386-754-0401
Serving **4** counties in North Florida

70% of households with income above \$100k are newspaper readers.

Sources: ¹ 2018 Release 2 Nielsen Scarborough Report. Copyright 2019 Scarborough Research. All rights reserved

From: Angelo, Robert <AngeloR@lcfla.com>
Sent: Tuesday, February 20, 2024 2:58 PM
To: LCR-Classifieds <classifieds@lakecityreporter.com>
Subject: RE: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Looks good.

Thank You
Robert Angelo
City of Lake City
Growth Management
growthmanagement@lcfla.com
386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

From: LCR-Classifieds <classifieds@lakecityreporter.com>
Sent: Tuesday, February 20, 2024 11:46 AM
To: Angelo, Robert <AngeloR@lcfla.com>
Subject: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Proof attached for approval. 2x9 \$297 publishing 2/24

Thank you
Kym Harrison • 386-754-0401
Serving **4** counties in North Florida

70% of households with income above \$100k are newspaper readers.

Sources: ¹ 2018 Release 2 Nielsen Scarborough Report. Copyright 2019 Scarborough Research. All rights reserved

From: Angelo, Robert <AngeloR@lcfla.com>
Sent: Tuesday, February 20, 2024 10:25 AM
To: LCR-Classifieds <classifieds@lakecityreporter.com>
Subject: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Kym

Please publish this ad in the body of the paper as a display ad in the **February 24, 2024** paper.

Thank You
Robert Angelo
City of Lake City
Growth Management
growthmanagement@lcfla.com
386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

NOTICE OF PUBLIC MEETING CITY OF LAKE CITY PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on Tuesday, March 5, 2024 at 5:30 PM or as soon after.

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.

NOTICE OF PUBLIC MEETING CITY OF LAKE CITY PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on Tuesday, March 5, 2024 at 5:30 PM or as soon after.

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at:
<https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.



February 16, 2024

To Whom it May Concern

On March 5, 2024 the Planning and Zoning Board will be having a meeting at 5:30pm at 205 N. Marion. At this meeting we will be hearing a petition submitted by Michael Wagner, as agent, WPG-Lake City, LLC., for a site plan review, SPR24-03, for parcels 06185-000 and 06233-000, The site plan is to build a automotive service station located within the Commercial Intensive zoning district.

If you have any questions or concerns please call 386-752-2031 ext. 820 or email growthmanagement@lcfla.com.

Robert Angelo

Planning and Zoning Tech
City of Lake City

GIS Buffer



0

590

1180

1770

2360

Columbia County Property Appraiser - Sales Report

Name	Address1	Address2	Address3	City	State	ZIP
HOME OWNERS REALTY CO INC	C/O L R ISBELL & FINLEY MOORE					
WILLIAMS CLIFFORD S	26 WESLEY MILL DR		ADAIRSVILLE	GA		30103
YP SUPPLIER LLC	228 SW WATERFORD CT SUITE 107		LAKE CITY	FL		32025
YP SUPPLIER LLC	228 SW WATERFORD CT	SUITE 107	LAKE CITY	FL		32025
JOHNSON & JOHNSON INC	P O BOX 157		MADISON	FL		32341
JOHNSON & JOHNSON INC	P O BOX 157		MADISON	FL		32341
MORRIS MONTY K	722 SW ARLINGTON BLVD		LAKE CITY	FL		32025
MORRIS DOROTHY L WILLIAMS	722 SW ARLINGTON BLVD		LAKE CITY	FL		32025
VYP, LLC	794 SW MANDIBI DR		LAKE CITY	FL		32024
MIDTOWN PROPERTIES HOLDINGS LLC	540 W DUVAL ST		LAKE CITY	FL		32055
HERITAGE OPERATING L P	P O BOX 965		VALLEY FORGE	PA		19482-0965
LAKE CITY U AUTOMOTIVE MANAGEMENT LLC	1101 E FLETCHER AVE		TAMPA	FL		33612
DRAWDY JENNY SCAFF LIVING TRUST DATED APRIL 9, 2019	317 NW STREAMSIDE CT		LAKE CITY	FL		32055
DRAWDY J BRUCE LIVING TRUST DATED APRIL 9, 2019	317 NW STREAMSIDE CT		LAKE CITY	FL		32055
VYP, LLC	794 SW MANDIBI DR		LAKE CITY	FL		32024
ACEMCD, LLC	3101 W US HIGHWAY 90	STE 201	LAKE CITY	FL		32055
JOHNSON & JOHNSON INC	P O BOX 157		MADISON	FL		32341
VYP, LLC	794 SW MANDIBI DR		LAKE CITY	FL		32024
YP SUPPLIER LLC	228 SW WATERFORD CT	SUITE 107	LAKE CITY	FL		32025
COLEMAN FAMILY REVOCABLE TRUST	385 SW ARLINGTON BLVD		LAKE CITY	FL		32025
LAKE CITY U AUTOMOTIVE MANAGEMENT LLC	1101 E FLETCHER AVE		TAMPA	FL		33612
379 PROPERTY GROUP LLC	6786 SW 44TH PL		LAKE BUTLER	FL		32054
STORE MASTER FUNDING IV LLC	C/O VINTAGE PARTNERS	4705 S APOPKA VINELAND RD STE 210	ORLANDO	FL		32819
CEDAR RIVER SEAFOOD OF LAKE CITY INC	1592 US HIGHWAY 90 W		LAKE CITY	FL		32055
RADIANT CREDIT UNION	ATTN ACCOUNTS PAYABLE	4440 NW 25TH PLACE	GAINESVILLE	FL		32606
CAMPUS USA CREDIT UNION	P O BOX 147029		GAINESVILLE	FL		32614
RADIANT CREDIT UNION	4440 NW 25TH PLACE		GAINESVILLE	FL		32606

GIS Buffer



0 650 1300 1950 2600

Columbia County Property Appraiser - Sales Report

Name	Address1	Address2	Address3	City	State	ZIP
FLORIDA GAS TRANSMISSION COMPANY	2424 RIDGE RD		ROCKWALL	TX		75087
HOME OWNERS REALTY CO INC	C/O L R ISBELL & FINLEY MOORE					
WILLIAMS CLIFFORD S	26 WESLEY MILL DR		ADAIRSVILLE	GA		30103
YP SUPPLIER LLC	228 SW WATERFORD CT SUITE 107		LAKE CITY	FL		32025
YP SUPPLIER LLC	228 SW WATERFORD CT	SUITE 107	LAKE CITY	FL		32025
NORTH RUSSELL J	347 NW STREAMSIDE CT		LAKE CITY	FL		32055
379 PROPERTY GROUP LLC	3786 SW 44TH PL		LAKE BUTLER	FL		32054
GANSKOP JEFFREY L	P O BOX 1815		LAKE CITY	FL		32056
CITY OF LAKE CITY, FLORIDA	205 NORTH MARION AVE		LAKE CITY	FL		32055
CDS FAMILY & BEHAVIORAL HEALTH SERVICES INC	3615 SW 13TH ST	SUITE 7	GAINESVILLE	FL		32608
CITY OF LAKE CITY	205 N MARION AVE		LAKE CITY	FL		32055
MORRIS MONTY K	722 SW ARLINGTON BLVD		LAKE CITY	FL		32025
RICHARDSON JAMES V	692 SW ARLINGTON BLVD		LAKE CITY	FL		32025
MORRIS DOROTHY L WILLIAMS	722 SW ARLINGTON BLVD		LAKE CITY	FL		32025
GROVE PARTNERS 4 (ETAL)	384 SW DEXTER CIRCL		LAKE CITY	FL		32025
LAKE CITY U AUTOMOTIVE MANAGEMENT LLC	1101 E FLETCHER AVE		TAMPA	FL		33612
DRAWDY JENNY SCAFF LIVING TRUST DATED APRIL 9, 2019	317 NW STREAMSIDE CT		LAKE CITY	FL		32055
DRAWDY J BRUCE LIVING TRUST DATED APRIL 9, 2019	317 NW STREAMSIDE CT		LAKE CITY	FL		32055
YP SUPPLIER LLC	228 SW WATERFORD CT	SUITE 107	LAKE CITY	FL		32025
LCPP LLC	PO BOX 357742		GAINESVILLE	FL		32635
PREM ENTERPRISE USA, LLC	1404 W US HWY 90		LAKE CITY	FL		32055
COLEMAN FAMILY REVOCABLE TRUST	385 SW ARLINGTON BLVD		LAKE CITY	FL		32025-5607
COLEMAN FAMILY REVOCABLE TRUST	385 SW ARLINGTON BLVD		LAKE CITY	FL		32025
ABC PROPERTIES LTD	P O BOX 593688		ORLANDO	FL		32859
LAKE CITY U AUTOMOTIVE MANAGEMENT LLC	1101 E FLETCHER AVE		TAMPA	FL		33612
379 PROPERTY GROUP LLC	6786 SW 44TH PL		LAKE BUTLER	FL		32054
STORE MASTER FUNDING IV LLC	C/O VINTAGE PARTNERS	4705 S APOPKA VINELAND RD STE 210	ORLANDO	FL		32819
CEDAR RIVER SEAFOOD OF LAKE CITY INC	1592 US HIGHWAY 90 W		LAKE CITY	FL		32055
RADIANT CREDIT UNION	ATTN ACCOUNTS PAYABLE	4440 NW 25TH PLACE	GAINESVILLE	FL		32606

MORRIS DOROTHY L WILLIAMS
722 SW ARLINGTON BLVD
LAKE CITY FL 32025

GROVE PARTNERS 4 (ETAL)
384 SW DEXTER CIRCL
LAKE CITY FL 32025

LAKE CITY U AUTOMOTIVE
MANAGEMENT LLC
1101 E FLETCHER AVE
TAMPA FL 33612

DRAWDY JENNY SCAFF LIVING
TRUST DATED APRIL 9, 2019
317 NW STREAMSIDE CT
LAKE CITY FL 32055

DRAWDY J BRUCE LIVING TRUST
DATED APRIL 9, 2019
317 NW STREAMSIDE CT
LAKE CITY FL 32055

LCPP LLC
PO BOX 357742
GAINESVILLE FL 32635

PREM ENTERPRISE USA, LLC
1404 W US HWY 90
LAKE CITY FL 32055

ABC PROPERTIES LTD
P O BOX 593688
ORLANDO FL 32859

379 PROPERTY GROUP LLC
6786 SW 44TH PL
LAKE BUTLER FL 32054



0000

U.S. POSTAGE PAID
LAKELAND, FL
33805
FEB 17, 24
AMOUNT
\$5.22
R2304N117641-5

9 Feliciano

DRAWDY JENNY SCAFF LIVING
TRUST DATED APRIL 9, 2019
317 NW STREAMSIDE CT
LAKE CITY FL 32055

CAMPUS USA CREDIT UNION
P O BOX 147029
GAINESVILLE FL 32614

WILLIAMS CLIFFORD S
26 WESLEY MILL DR
ADAIRSVILLE GA 30103

DRAWDY J BRUCE LIVING TRUST
DATED APRIL 9, 2019
317 NW STREAMSIDE CT
LAKE CITY FL 32055

RADIANT CREDIT UNION
4440 NW 25TH PLACE
GAINESVILLE FL 32606

YP SUPPLIER LLC
228 SW WATERFORD CT
SUITE 107
LAKE CITY FL 32025

VYP, LLC
794 SW MANDIBI DR
LAKE CITY FL 32024

FLORIDA GAS TRANSMISSION
COMPANY
2424 RIDGE RD
ROCKWALL TX 75087

JOHNSON & JOHNSON INC
POBOX157
MADISON FL 32341

ACEMCD, LLC
3101 W US HIGHWAY 90
STE 201
LAKE CITY FL 32055

NORTH RUSSELL J
347 NW STREAMSIDE CT
LAKE CITY FL 32055

MORRIS MONTY K
722 SW ARLINGTON BLVD
LAKE CITY FL 32025

VYP, LLC
794 SW MANDIBI DR
LAKE CITY FL 32024

379 PROPERTY GROUP LLC
3786 SW 44TH PL
LAKE BUTLER FL 32054

MORRIS DOROTHY L WILLIAMS
722 SW ARLINGTON BLVD
LAKE CITY FL 32025

COLEMAN FAMILY REVOCABLE
TRUST
385 SW ARLINGTON BLVD
LAKE CITY FL 32025

GANSKOP JEFFREY L
POBOX 1815
LAKE CITY FL 32056

VYP, LLC
794 SW MANDIBI DR
LAKE CITY FL 32024

LAKE CITY U AUTOMOTIVE
MANAGEMENT LLC
1101 E FLETCHER AVE
TAMPA FL 33612

CITY OF LAKE CITY, FLORIDA
205 NORTH MARION AVE
LAKE CITY FL 32055

MIDTOWN PROPERTIES HOLDINGS
LLC
540 W DUVAL ST
LAKE CITY FL 32055

379 PROPERTY GROUP LLC
6786 SW 44TH PL
LAKE BUTLER FL 32054

CDS FAMILY & BEHAVIORAL
HEALTH SERVICES INC
3615 SW 13TH ST
SUITE 7
GAINESVILLE FL 32608

HERITAGE OPERATING L P
POBOX965
VALLEY FORGE PA 19482-0965

STORE MASTER FUNDING IV LLC
C/O VINTAGE PARTNERS
4705 SAPOPKA VINELAND RD
STE 210
ORLANDO FL 32819

CITY OF LAKE CITY
205 N MARION AVE
LAKE CITY FL 32055

LAKE CITY U AUTOMOTIVE
MANAGEMENT LLC
1101 E FLETCHER AVE
TAMPA FL 33612

CEDAR RIVER SEAFOOD OF LAKE
CITY INC
1592 US HIGHWAY90W
LAKE CITY FL 32055

RICHARDSON JAMES V
692 SW ARLINGTON BLVD
LAKE CITY FL 32025

Bohler Engineering
600 N West Shore Blvd.
Suite 950
Tampa, FL, 33609



0000

U.S. POSTAGE PAID
LAKELAND, FL
33805
FEB 17 24
AMOUNT
\$16.82
R2304N117641-5

C. Siliciano

File Attachments for Item:

v. SPR24-02, Petition submitted by Carol Chadwick. (agent) for Kevin Bedendbough (owner), for a Site Plan Review for Melrose Place, in the Residential Multi-Family 2 Zoning District, and located on parcel 13536-005, which is regulated by the Land Development Regulations section 4.9.



GROWTH MANAGEMENT

205 North Marion Ave.
Lake City, FL 32055
Telephone: (386)719-5750
E-Mail:
growthmanagement@lcfla.com

FOR PLANNING USE ONLY

Application # SFR 24-02
Application Fee: **\$200.00**
Receipt No. _____
Filing Date _____
Completeness Date _____

Site Plan Application

A. PROJECT INFORMATION

1. Project Name: Melrose Place
2. Address of Subject Property: TBD
3. Parcel ID Number(s): 33-3S-17-13536-005
4. Future Land Use Map Designation: RESIDENTIAL-HIGH
5. Zoning Designation: RMF-2
6. Acreage: 1.71
7. Existing Use of Property: VACANT
8. Proposed use of Property: MULTI-FAMILY HOUSING
9. Type of Development (Check All That Apply):
 - Increase of floor area to an existing structure: Total increase of square footage _____
 - New construction: Total square footage 16996 S.F.
 - Relocation of an existing structure: Total square footage _____

B. APPLICANT INFORMATION

1. Applicant Status Owner (title holder) Agent
2. Name of Applicant(s): CAROL CHADWICK, PE Title: CIVIL ENGINEER
 Company name (if applicable): _____
 Mailing Address: 1208 SW FAIRFAX GLEN
 City: LAKE CITY State: FL Zip: 32025
 Telephone: (307) 680.1772 Fax: () Email: ccpewyo@gmail.com

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

3. If the applicant is agent for the property owner*.
 Property Owner Name (title holder): KEVIN BEDENBOUGH, JR.
 Mailing Address: 232 NW CHADLEY LANE
 City: LAKE CITY State: FL Zip: 32055
 Telephone: (386) 365.5264 Fax: () Email: plumblevelconstruction@gmail.com

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

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

C. ADDITIONAL INFORMATION

- 1. Is there any additional contract for the sale of, or options to purchase, the subject property?
If yes, list the names of all parties involved: N.A.
If yes, is the contract/option contingent or absolute: Contingent Absolute
- 2. Has a previous application been made on all or part of the subject property? Yes No
Future Land Use Map Amendment: Yes _____ No _____
Future Land Use Map Amendment Application No. _____
Site Specific Amendment to the Official Zoning Atlas (Rezoning): Yes _____ No _____
Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application No. _____
Variance: Yes _____ No _____
Variance Application No. _____
Special Exception: Yes _____ No _____
Special Exception Application No. _____

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

- 1. Vicinity Map – Indicating general location of the site, abutting streets, existing utilities, complete legal description of the property in question, and adjacent land use.
- 2. Site Plan – Including, but not limited to the following:
 - a. Name, location, owner, and designer of the proposed development.
 - b. Present zoning for subject site.
 - c. Location of the site in relation to surrounding properties, including the means of ingress and egress to such properties and any screening or buffers on such properties.
 - d. Date, north arrow, and graphic scale not less than one inch equal to 50 feet.
 - e. Area and dimensions of site (Survey).
 - f. Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
 - g. Access to utilities and points of utility hook-up.
 - h. Location and dimensions of all existing and proposed parking areas and loading areas.
 - i. Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas).
 - j. Location and size of any lakes, ponds, canals, or other waters and waterways.
 - k. Structures and major features fully dimensioned including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and percent of property covered by structures.
 - l. Location of trash receptacles.
 - m. For multiple-family, hotel, motel, and mobile home park site plans:
 - i. Tabulation of gross acreage.
 - ii. Tabulation of density.
 - iii. Number of dwelling units proposed.
 - iv. Location and percent of total open space and recreation areas.
 - v. Percent of lot covered by buildings.

- vi. Floor area of dwelling units.
 - vii. Number of proposed parking spaces.
 - viii. Street layout.
 - ix. Layout of mobile home stands (for mobile home parks only).
3. Stormwater Management Plan—Including the following:
 - a. Existing contours at one foot intervals based on U.S. Coast and Geodetic Datum.
 - b. Proposed finished elevation of each building site and first floor level.
 - c. Existing and proposed stormwater management facilities with size and grades.
 - d. Proposed orderly disposal of surface water runoff.
 - e. Centerline elevations along adjacent streets.
 - f. Water management district surface water management permit.
 4. Fire Department Access and Water Supply Plan: The Fire Department Access and Water Supply Plan must demonstrate compliance with Chapter 18 of the Florida Fire Prevention Code, be located on a separate signed and sealed plan sheet, and must be prepared by a professional fire engineer licensed in the State of Florida. The Fire Department Access and Water Supply Plan must contain fire flow calculations in accordance with the Guide for Determination of Required Fire Flow, latest edition, as published by the Insurance Service Office (“ISO”) and/or Chapter 18, Section 18.4 of the Florida Fire Prevention Code, whichever is greater.
 5. Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities. For commercial and industrial developments, an analysis of the impacts to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts are required.
 6. Comprehensive Plan Consistency Analysis: An analysis of the application’s consistency with the Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies of the Comprehensive Plan and detail how the application complies with said Goals, Objectives, and Policies).
 7. Legal Description with Tax Parcel Number (In Word Format).
 8. Proof of Ownership (i.e. deed).
 9. Agent Authorization Form (signed and notarized).
 10. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector’s Office).
 11. Fee. The application fee for a Site and Development Plan Application is \$200.00. No application shall be accepted or processed until the required application fee has been paid.

NOTICE TO APPLICANT

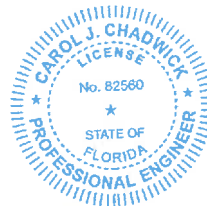
All eleven (11) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Planning & Zoning Board.

A total of ten (10) copies of proposed site plan application and all support materials must be submitted along with a PDF copy on a CD. See City of Lake City submittal guidelines for additional submittal requirements.

THE APPLICANT ACKNOWLEDGES THAT THE APPLICANT OR AGENT MUST BE PRESENT AT THE PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD, AS ADOPTED IN THE BOARD RULES AND PROCEDURES. OTHERWISE THE REQUEST MAY BE CONTINUED TO A FUTURE HEARING DATE.

I hereby certify that all of the above statements and statements contained in any documents or plans submitted herewith are true and accurate to the best of my knowledge and belief.

Applicant/Agent Name (Type or Print)



Applicant/Agent Signature

Digitally signed by Carol Chadwick Date
DN: c=US, o=Florida,
dnQualifier=A01410D0000017EB6
D924CE0005954C, cn=Carol
Chadwick
Date: 2023.12.22 13:37:36 -05'00'

Applicant/Agent Name (Type or Print)

Applicant/Agent Signature

Date

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of ____, 20__, by (name of person acknowledging).

(NOTARY SEAL or STAMP)

Signature of Notary

Printed Name of Notary

Personally Known _____ OR Produced Identification _____
Type of Identification Produced

City of Lake City – Growth Management Department
205 North Marion Ave, Lake City, FL 32055 ♦ (386) 719-5750

CONSTRUCTION PLANS MELROSE PLACE

TBD, LAKE CITY, FL
SECTION 33, TOWNSHIP 03 SOUTH, RANGE 17 EAST
CITY OF LAKE CITY, COLUMBIA COUNTY, FLORIDA



LOCATION MAP
NOT TO SCALE

- NOTES**
1. SITE BOUND. 98.96, 17.13, 98.005.
 2. ZONING: SUF-2.
 3. ALL USES SHALL COMPLY WITH THE FLORIDA BUILDING CODE 7TH EDITION.
 4. ALL USES SHALL COMPLY WITH THE FLORIDA PLUMBING CODE 7TH EDITION.
 5. SITE SHALL COMPLY WITH THE FLORIDA BULKHEAD CODE 7TH EDITION.
 6. SEPARATE TRAFFIC ARE PROVIDED FOR CONSTRUCTION, OPERATION, MAINTENANCE AND DEMOLITION, ETC.

- SHEET INDEX**
- | | |
|---|------------------------|
| 1 | COVER SHEET |
| 2 | NOTES & LEGEND |
| 3 | SITE & CONVERSION PLAN |
| 4 | GROUND PLAN & DETAILS |

OWNER:

KEVIN DEEDENBAUGH, JR.
232 NW CHADLEY LANE
LAKE CITY, FL 32025
phlamb@wondergroupconstruction@gmail.com

CIVIL ENGINEER:

CAROL CHADWICK, P.E.
1200 S.W. PARKWAY GLEN
LAKE CITY, FL 32025
ccfrewin@gmail.com

SURVEYOR:

ANNIE ENGINEERING AND SURVEYING, INC.
128 NW GREEN LAKE
LAKE CITY, FL 32025
407.421.5534
vmarfco@annie.us@gmail.com



ENGINEER: VICTOR MARRERO
P.E. NO. 12345
12345 W. MAIN ST.
LAKE CITY, FL 32025
vmarfco@annie.us

	PROJECT: MELROSE PLACE SHEET: COVER SHEET DATE: 08/2024 SCALE: AS SHOWN	SURVEYOR: ANNIE ENGINEERING AND SURVEYING, INC. 128 NW GREEN LAKE LAKE CITY, FL 32025 407.421.5534 vmarfco@annie.us@gmail.com	CIVIL ENGINEER: CAROL CHADWICK, P.E. 1200 S.W. PARKWAY GLEN LAKE CITY, FL 32025 ccfrewin@gmail.com	OWNER: KEVIN DEEDENBAUGH, JR. 232 NW CHADLEY LANE LAKE CITY, FL 32025 phlamb@wondergroupconstruction@gmail.com
	SHEET INDEX: 1 COVER SHEET 2 NOTES & LEGEND 3 SITE & CONVERSION PLAN 4 GROUND PLAN & DETAILS			

EXISTING LINETYPES, SYMBOLS, AND HATCH PATTERNS

SA	SANITARY SEWER MAIN	⊙	POWERSHAFT	⊙	POWERSHAFT
SS	SANITARY SEWER SERVICE	⊙	POWERSHAFT	⊙	POWERSHAFT
W	WATER MAIN	⊙	POWERSHAFT	⊙	POWERSHAFT
WS	WATER SERVICE	⊙	POWERSHAFT	⊙	POWERSHAFT
SW	STORM SEWER	⊙	POWERSHAFT	⊙	POWERSHAFT
SW	STORM SERVICE	⊙	POWERSHAFT	⊙	POWERSHAFT
OP	OVERHEAD POWER	⊙	POWERSHAFT	⊙	POWERSHAFT
UP	UNDERGROUND POWER	⊙	POWERSHAFT	⊙	POWERSHAFT
CP	CABLE TV	⊙	POWERSHAFT	⊙	POWERSHAFT
FM	FIBER OPTIC	⊙	POWERSHAFT	⊙	POWERSHAFT
EL	ELECTRICAL	⊙	POWERSHAFT	⊙	POWERSHAFT
TR	TRAILER	⊙	POWERSHAFT	⊙	POWERSHAFT
ST	STRUCTURE	⊙	POWERSHAFT	⊙	POWERSHAFT
CC	CONCRETE	⊙	POWERSHAFT	⊙	POWERSHAFT
AS	ASBESTOS	⊙	POWERSHAFT	⊙	POWERSHAFT
EM	EXISTING MATERIAL	⊙	POWERSHAFT	⊙	POWERSHAFT

PROPOSED LINETYPES, SYMBOLS, AND HATCH PATTERNS

SA	SANITARY SEWER MAIN	⊙	POWERSHAFT	⊙	POWERSHAFT
SS	SANITARY SEWER SERVICE	⊙	POWERSHAFT	⊙	POWERSHAFT
W	WATER MAIN	⊙	POWERSHAFT	⊙	POWERSHAFT
WS	WATER SERVICE	⊙	POWERSHAFT	⊙	POWERSHAFT
SW	STORM SEWER	⊙	POWERSHAFT	⊙	POWERSHAFT
OP	OVERHEAD POWER	⊙	POWERSHAFT	⊙	POWERSHAFT
UP	UNDERGROUND POWER	⊙	POWERSHAFT	⊙	POWERSHAFT
CP	CABLE TV	⊙	POWERSHAFT	⊙	POWERSHAFT
FM	FIBER OPTIC	⊙	POWERSHAFT	⊙	POWERSHAFT
EL	ELECTRICAL	⊙	POWERSHAFT	⊙	POWERSHAFT
TR	TRAILER	⊙	POWERSHAFT	⊙	POWERSHAFT
ST	STRUCTURE	⊙	POWERSHAFT	⊙	POWERSHAFT
CC	CONCRETE	⊙	POWERSHAFT	⊙	POWERSHAFT
AS	ASBESTOS	⊙	POWERSHAFT	⊙	POWERSHAFT
EM	EXISTING MATERIAL	⊙	POWERSHAFT	⊙	POWERSHAFT
CP	CABLE TV	⊙	POWERSHAFT	⊙	POWERSHAFT
FM	FIBER OPTIC	⊙	POWERSHAFT	⊙	POWERSHAFT
EL	ELECTRICAL	⊙	POWERSHAFT	⊙	POWERSHAFT
TR	TRAILER	⊙	POWERSHAFT	⊙	POWERSHAFT
ST	STRUCTURE	⊙	POWERSHAFT	⊙	POWERSHAFT
CC	CONCRETE	⊙	POWERSHAFT	⊙	POWERSHAFT
AS	ASBESTOS	⊙	POWERSHAFT	⊙	POWERSHAFT
EM	EXISTING MATERIAL	⊙	POWERSHAFT	⊙	POWERSHAFT

EROSION CONTROL NOTES

1. EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
2. THE CONTRACTOR SHALL ADVISE THE FIELD SUPERVISOR OF EROSION CONTROL MEASURES INSTALLED OR TO BE INSTALLED. ANY EROSION CONTROL MEASURES SHALL BE APPROVED BY THE FIELD SUPERVISOR.
3. THE CONTRACTOR SHALL MAINTAIN EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
4. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
5. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
6. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
7. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
8. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
9. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
10. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
11. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
12. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
13. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
14. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
15. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
16. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
17. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
18. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
19. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
20. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.

ENGINEERS' NOTES

1. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AT THE JOB SITE PRIOR TO CONSTRUCTION TO INSURE THAT ALL WORK WILL BE IN THE MANNER INTENDED ON THE PLANS. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
2. ALL DISTURBED AREAS SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION. VEGETATION SHALL BE REPLANTED AT THE SAME DENSITY AND SPECIES AS THE ORIGINAL VEGETATION.
3. THE CONTRACTOR SHALL MAINTAIN EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
4. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
5. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
6. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
7. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
8. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
9. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
10. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
11. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
12. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
13. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
14. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
15. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
16. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
17. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
18. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
19. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.
20. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.

PRIVATE ENGINEER'S NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AUTHORITIES. THE CONTRACTOR SHALL MAINTAIN EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT. ANY EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND THROUGHOUT THE LIFE OF THE PROJECT.

MELROSE PLACE

NOTES & LEGEND

DATE: 01/20/2023

PROJECT: MELROSE PLACE



- 1. SEWER SERVICE
- 2. SEWER CLEANOUT
- 3. PRIVATE UTILITY STATION
- 4. PRIVATE SEWER MAIN
- 5. CONNECT TO EXISTING TRENCH SEWER MAIN
- 6. WATER MAIN
- 7. WATER SERVICE

- 1. 6" DIA. U.P.
- 2. 12" DIA. U.P.
- 3. 18" DIA. U.P.
- 4. 24" DIA. U.P.
- 5. 30" DIA. U.P.
- 6. 36" DIA. U.P.
- 7. 42" DIA. U.P.

- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.

- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.

- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.

- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.

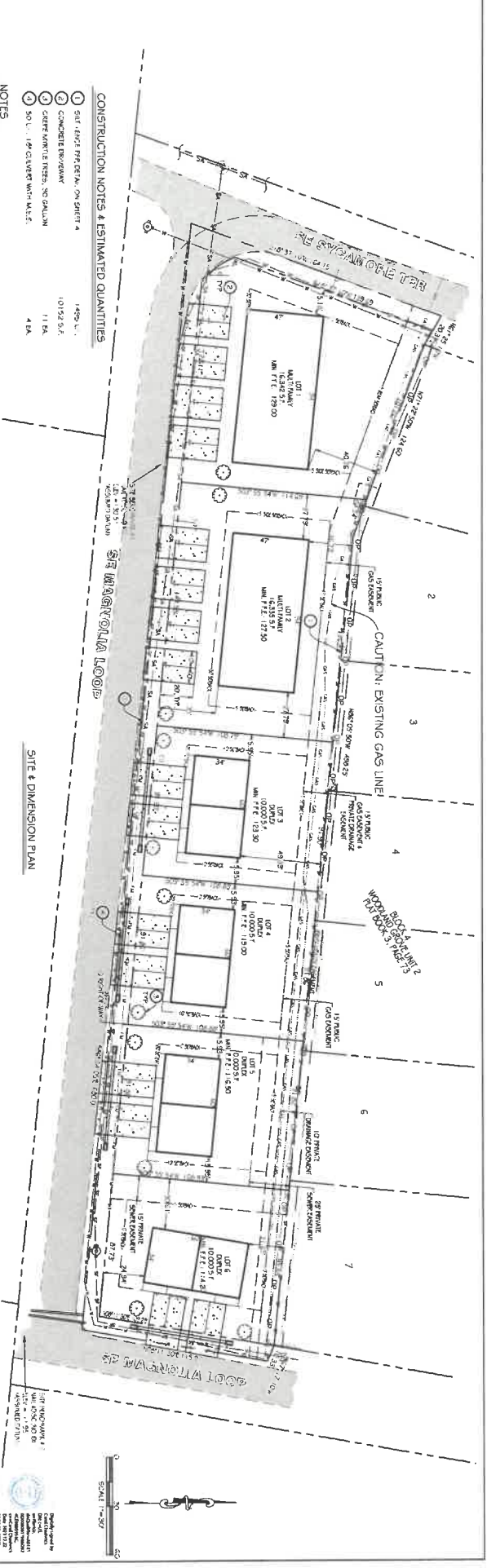
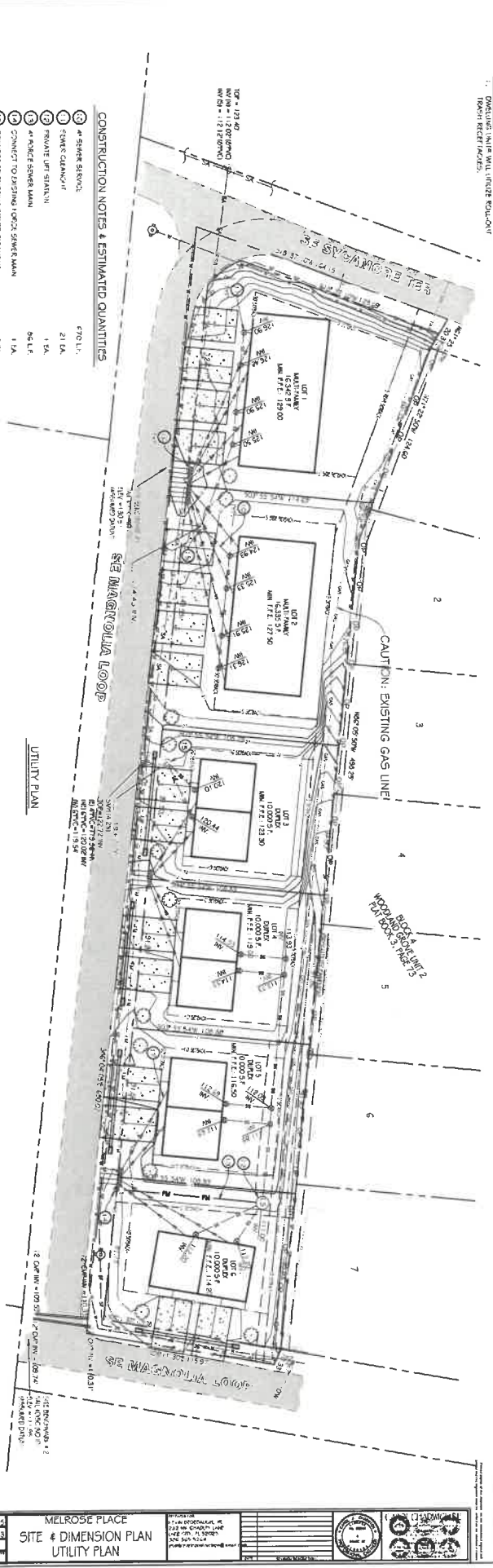
- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.

- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.

- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.

- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.

- 1. 1" DIA. U.P.
- 2. 2" DIA. U.P.
- 3. 3" DIA. U.P.
- 4. 4" DIA. U.P.
- 5. 6" DIA. U.P.
- 6. 8" DIA. U.P.
- 7. 10" DIA. U.P.



CONSTRUCTION NOTES & ESTIMATED QUANTITIES

- 1. SLOPE 1:12 PER 10' ON SLOPE 4
- 2. CONCRETE FINISH
- 3. EXISTING MATERIALS, NO CALLS
- 4. 30' L. 1" DIA. WATER MAIN

- 1. 1450' L.
- 2. 10152 S.F.
- 3. 11 BA.
- 4. 4 BA.

NOTES

- 1. EXISTING 12" DIA. WATER MAIN
- 2. EXISTING 12" DIA. WATER MAIN

SITE & DIMENSION PLAN

MELROSE PLACE
 SITE & DIMENSION PLAN
 UTILITY PLAN

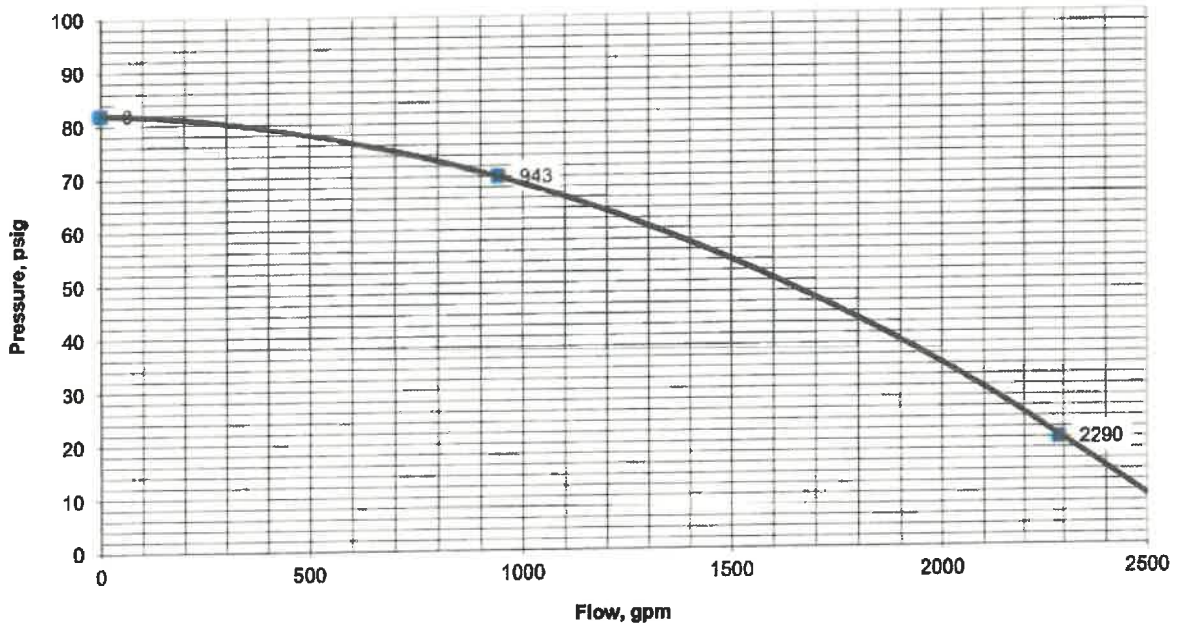
DATE: 08/26/2023
 TIME: 10:00 AM
 PROJECT: MELROSE PLACE
 SHEET: 01 OF 02

City of Lake City Water flow report

HYDRANT # & LOCATION: C/O SE Sycamore Ter & SE Magnolia Loop DATE: 5/17/2022
 TEST BY: Al/Daniel Day: Tuesday Time: 9:45 Minutes: 2
 WATER SUPPLIED BY: Municipal
 PURPOSE OF TEST: request

DATA

FLOW HYDRANT(S)	A1	A2	A3
SIZE OPENING:	<u>2.5</u>	<u>2.5</u>	<u>2.5</u>
COEFFICIENT:	<u>0.8</u>	<u> </u>	<u> </u>
PITOT READING:	<u>40</u>	<u> </u>	<u> </u>
GPM:	<u>943</u>	<u>0</u>	<u>0</u>
TOTAL FLOW DURING TEST:	<u>943</u> GPM		
STATIC READING:	<u>82</u> PSI	RESIDUAL:	<u>70</u> PSI
RESULTS: AT 20 PSI RESIDUAL	<u>2290</u> GPM	AT 0 PSI	<u>2663</u> GPM
ESTIMATED CONSUMPTION:	<u>1887</u> GAL.		
REMARKS:			



CAROL CHADWICK, P.E.

Civil Engineer

1208 S.W. Fairfax Glen

Lake City, FL 32025

307.680.1772

ccpewyo@gmail.com

www.carolchadwickpe.com

July 7, 2023

re: Melrose Place Concurrency Impact Analysis

The site is located in a residential area and is zoned multi-family. Calculations were based on 16 dwelling units. Two quadplex buildings with two three bedroom units and two two-bedroom units are proposed. Four duplex buildings with two two-bedroom units are proposed. The site will utilize City sewer and water.

Criteria for analyses:

- Trip generation was calculated per the ITE Trip Generation Manual, 9th edition, ITE code 230
- Potable Water Analysis per Chapter 64E-6.008 Florida Administrative Code, Table 1
- Sanitary Sewer Analysis Chapter 64E-6.008 Florida Administrative Code, Table 1
- Environmental Engineering: A Design Approach, Sincero and Sincero, 1996

Summary of analyses:

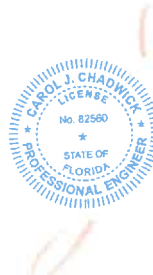
- Trip generation: 93 ADT & 8 Peak PM trips
- Potable Water: 3600 gallons per day
- Potable Water: 3600 gallons per day
- Solid Waste: 29.20 tons per year

See attached Concurrency Worksheet.

Please contact me at 307.680.1772 if you have any questions.

Respectfully,

Digitally signed by
Carol Chadwick
DN: c=US,
o=Florida,
dnQualifier=A014
10D0000017EB6D
924CE0005954C,
cn=Carol
Chadwick
Date: 2023.12.22
13:35:55 -05'00'



Carol Chadwick, P.E.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
CC Job #FL21365

□

**REVISED CONCURRENCY
WORKSHEET**

Trip Generation Analysis

ITE Code	ITE Use	ADT Multiplier	PM Peak Multiplier	Dwelling Units	Total ADT	Total PM Peak
230	Residential Condo/Townhome	5.81	0.52	16.00	92.96	8.32

Potable Water Analysis

Ch. 64E-6.008, F.A.C. Use	Ch. 64E-6.008, F.A.C. Gallons Per Day (GPD)	Ch. 64E-6.008, F.A.C. Multiplier*	Total (Gallons Per Day)
Multi Family Homes	200 (2 bed) 300 (3 bed)	12 4	3600.00

* Multiplier is based upon Ch. 64E.6008, Florida Administrative Code and can vary from square footage, number of employees, number of seats, or etc. See Ch. 64E-6.008, F.A.C. to determine multiplier.

Sanitary Sewer Analysis

Ch. 64E-6.008, F.A.C. Use	Ch. 64E-6.008, F.A.C. Gallons Per Day (GPD)	Ch. 64E-6.008, F.A.C. Multiplier*	Total (Gallons Per Day)
Multi Family Homes	200 (2 bed) 300 (3 bed)	12 4	3600.00

* Multiplier is based upon Ch. 64E.6008, F.A.C. and can vary from square footage, number of employees, number of seats, or etc. See Ch. 64E-6.008, F.A.C. to determine multiplier.

Solid Waste Analysis

Use	Tons Per Dwelling Unit**	Households	Total (Tons Per Year)
Multi Family Homes	1.83	16.00	29.20

**0.73 tons per person per year x 2.5 person per household = 1.825 tons per dwelling unit

CAROL CHADWICK, P.E.

Civil Engineer

1208 S.W. Fairfax Glen

Lake City, FL 32025

307.680.1772

ccpewyo@gmail.com

www.carolchadwickpe.com

July 6, 2023

re: Melrose Place Comprehensive Plan Consistency Analysis

Melrose Place is consistent with Lake City's Comprehensive Plan.

Future Land Use Element

GOAL 1 - IN RECOGNITION OF THE IMPORTANCE OF CONSERVING THE NATURAL RESOURCES AND ENHANCING THE QUALITY OF LIFE, THE CITY SHALL DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, THE LAND AND WATER RESOURCES, FISCAL ABILITIES AND SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

- Objective 1.1 The City shall continue to direct future population growth and associated urban development to urban development areas as established within this comprehensive plan.

Consistency: The site is located in an existing residential area.

- Policy 1.1.1 The City shall limit the location of higher density residential and high intensity commercial and industrial uses to areas adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity. In addition, the City shall enable private subregional centralized potable water and sanitary sewer systems to connect to public regional facilities, in accordance with the objective and policies for the urban and rural areas within this future land use element of the comprehensive plan.

Consistency: The proposed lots meet the requirements as set forth in the city of Lake City's LDR's. The lots will utilize the City's sewer and water systems.

- Policy 1.1.2 The City's future land use plan map shall allocate amounts and mixes of land uses for residential, commercial, industrial, public and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to serve such urban land uses. Urban land uses shall be herein defined as residential, commercial and industrial land use categories.

Consistency: The site is located in an existing residential area.

- Policy 1.1.3 The City's future land use plan map shall base the designation of residential, commercial and industrial lands depicted on the future land use plan map upon acreage which can be reasonable expected to develop by the year 2023.

Consistency: The subdivision of the land will be complete in 2023.

- Policy 1.1.4 The City shall continue to maintain standards for the coordination and siting of

□

proposed urban development near agricultural or forested areas, or environmentally sensitive areas (including but not limited to wetlands and floodplain areas) to avoid adverse impact upon existing land uses.

Consistency: The proposed use of the subject property zoned multi-family and will not have any adverse environmental impacts on the existing land uses.

- Policy I.1.5 The City shall continue to regulate and govern future urban development within designated urban development areas in conformance with the land topography and soil conditions, and within an area which is or will be served by public facilities and services.

Consistency: The site is located in an existing residential area.

- Policy I.1.6 The City's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the designated urban development areas of the City. For the purpose of this policy and comprehensive plan, the phrase "other similar uses compatible with" shall mean land uses that can co-exist in relative proximity to other uses in a stable fashion over time such that no other uses within the same land use classification are negatively impacted directly or indirectly by the use.

Consistency: The proposed lots are compatible with the adjacent residential lots.

Please contact me at 307.680.1772 if you have any questions.

Respectfully,



Digitally signed by Carol Chadwick
 DN: c=US, o=Florida,
 dnQualifier=A01410D0000017E86D92
 4CE0005954C, cn=Carol Chadwick
 Date: 2023.12.22 13:35:41 -05'00'

Carol Chadwick, P.E.

PARCEL: 33-3S-17-13536-005

DESCRIPTION:

All of that part of SE 1/4 of SW 1/4 that lies South of Unit 2, Woodland Grove Subdivision, east of Southeast Sycamore Terrace (formerly Sycamore Lane), and north and west of Southeast Magnolia Loop (formerly Sycamore Lane).

Parcel: << 33-3S-17-13536-005 (43932) >>

Aerial Viewset Pictometry Google Maps

Owner & Property Info				Result: 1 of 0
Owner	PINNACLE PROPERTIES & DEVELOPMENT 232 NW CHADLEY LN LAKE CITY, FL 32055			
Site				
Description*	ALL THAT PART OF SE1/4 OF SW1/4 THAT LIES S OF UNIT 2, WOODLAND GROVE S/D, E OF SE SYCAMORE TER & N & W OF SE MAGNOLIA LOOP. 1043-1530, WD 1448-2230, WD 1481-183			
Area	1.71 AC	S/T/R	33-3S-17	
Use Code**	VACANT (0000)	Tax District	1	
<small>*The Description above is not to be used as the Legal Description for this parcel in any legal transaction. **The Use Code is a FL Dept. of Revenue (DOR) code and is not maintained by the Property Appraiser's office. Please contact your city or county Planning & Zoning office for specific zoning information.</small>				



Property & Assessment Values			
2022 Certified Values		2023 Working Values	
Mkt Land	\$105,000	Mkt Land	\$129,500
Ag Land	\$0	Ag Land	\$0
Building	\$0	Building	\$0
XFOB	\$0	XFOB	\$0
Just	\$105,000	Just	\$129,500
Class	\$0	Class	\$0
Appraised	\$105,000	Appraised	\$129,500
SOH Cap [?]	\$0	SOH Cap [?]	\$0
Assessed	\$105,000	Assessed	\$129,500
Exempt	\$0	Exempt	\$0
Total	county:\$105,000 city:\$105,000 other:\$0 school:\$105,000	Total	county:\$129,500 city:\$129,500 other:\$0 school:\$129,500
Taxable		Taxable	

Sales History							
Sale Date	Sale Price	Book/Page	Deed	V/I	Qualification (Codes)	RCode	
11/22/2022	\$100	1481/0183	WD	V	U	11	
9/3/2021	\$135,000	1448/2230	WD	V	Q	01	

Building Characteristics						
Bldg Sketch	Description*	Year Blt	Base SF	Actual SF	Bldg Value	
NONE						

Extra Features & Out Buildings (Codes)						
Code	Desc	Year Blt	Value	Units	Dims	
NONE						

Land Breakdown					
Code	Desc	Units	Adjustments	Eff Rate	Land Value
0000	VAC RES (MKT)	7.000 LT (1.710 AC)	1.0000/1.0000 1.0000/ /	\$18,500 /LT	\$129,500

Prepared by:
Michael H. Harrell
Abstract Trust Title, LLC
283 NW Cole Terrace
Lake City, FL 32055

Inst: 202112018140 Date: 09/09/2021 Time: 10:31AM
Page 1 of 3 B: 1446 P: 2230, James M Swisher Jr, Clerk of Court
Columbia, County, By: VC
Deputy Clerk Doc Stamp-Deed: 945.00

4-11055

Warranty Deed

LLC to Individual

THIS WARRANTY DEED made the 3 day of September, 2021, by MOD Development, LLC, a Florida Limited Liability Company, hereinafter called the grantor, to Kevin Bedenbaugh, Jr. and Gregory Bedenbaugh, as Joint Tenants with Rights of Survivorship, whose address is: 232 NW Chadley Lane, Lake City, FL 32055, hereinafter called the grantee:

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

Witnesseth: That the grantor, for and in consideration of the sum of \$10.00 and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys, and confirms unto the grantee, all that certain land situate in COLUMBIA County, Florida:

See Exhibit "A" Attached Hereto and by this Reference Made a Part Hereof.

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

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

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

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in our presence:

Jordan A. Hallock
Witness:

Jordan A. Hallock
Printed Name:

M. Deell

Witness:
Madison Williams
Printed Name:

MOD Development, LLC, a Florida
Limited Liability Company

John W. O'Neal
John W. O'Neal, as Manager

STATE OF FLORIDA
COUNTY OF COLUMBIA

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this 3 day of September, 2021 by John W. O'Neal, as Manager of MOD Development, LLC, a Florida Limited Liability Company, personally known to me or, if not personally known to me, who produced DL as identification.

Jordan A. Hallock
Notary Public

(Notary Seal)



Jordan A. Hallock
Notary Public
State of Florida
Comm# HH123233
Expires 4/27/2025

ATT #4-11055

Exhibit "A"

Parcel 1:

SECTION 33, TOWNSHIP 3 SOUTH, RANGE 17 EAST: All that part of SE 1/4 of SW 1/4, that lies South of Unit 2, Woodland Grove Subdivision, according to the plat thereof as recorded in Plat Book 3, Page 72; East of Southeast Sycamore Terrace (formerly Sycamore Lane); and North and West of Southeast Magnolia Loop (formerly Sycamore Lane).



[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Search by Entity Name](#) /

Detail by Entity Name

Florida Limited Liability Company
PINNACLE PROPERTIES & DEVELOPMENT LLC

Filing Information

Document Number L22000215512
FE/EIN Number 92-0843735
Date Filed 05/06/2022
Effective Date 05/01/2022
State FL
Status ACTIVE

Principal Address

232 NW CHADLEY LANE
 LAKE CITY, FL 32055

Mailing Address

232 NW CHADLEY LANE
 LAKE CITY, FL 32055

Registered Agent Name & Address

BEDENBAUGH, KEVIN L, JR.
 232 NW CHADLEY LANE
 LAKE CITY, FL 32055

Authorized Person(s) Detail

Name & Address

Title MGR

BEDENBAUGH, KEVIN L, JR
 232 NW CHADLEY LN
 LAKE CITY, FL 32055

Title MGR

BEDENBAUGH, GREGORY A
 390 SW BEDENBAUGH LN
 LAKE CITY, FL 32025

Annual Reports

Report Year	Filed Date
2023	02/20/2023

Document Images

02/20/2023 -- ANNUAL REPORT	View Image in PDF format
05/06/2022 -- Florida Limited Liability	View Image in PDF format



GROWTH MANAGEMENT DEPARTMENT
 205 North Marion Ave, Lake City, FL 32055
 Phone: 386-719-5750
 E-mail: growthmanagement@lcfla.com

AGENT AUTHORIZATION FORM

I, KEVIN BEDEBAUGH, JR. (owner name), owner of property parcel

number 33-3S-17-135636-005 (parcel number), do certify that

the below referenced person(s) listed on this form is/are contracted/hired by me, the owner, or, is an officer of the corporation; or, partner as defined in Florida Statutes Chapter 468, and the said person(s) is/are authorized to sign, speak and represent me as the owner in all matters relating to this parcel.

Printed Name of Person Authorized	Signature of Authorized Person
1. CAROL CHADWICK, PE	1.
2.	2.
3.	3.
4.	4.
5.	5.

I, the owner, realize that I am responsible for all agreements my duly authorized agent agrees with, and I am fully responsible for compliance with all Florida Statutes, City Codes, and Land Development Regulations pertaining to this parcel.

If at any time the person(s) you have authorized is/are no longer agents, employee(s), or officer(s), you must notify this department in writing of the changes and submit a new letter of authorization form, which will supersede all previous lists. Failure to do so may allow unauthorized persons to use your name and/or license number to obtain permits.

Kevin Owner Signature (Notarized) 5-23 2023 Date

NOTARY INFORMATION:

STATE OF: FLORIDA COUNTY OF: COLUMBIA

The above person, whose name is KEVIN BEDEBAUGH personally appeared before me and is known by me or has produced identification (type of I.D.) _____ on this 23 day of May, 2023.

Charlene N. Pitman
 NOTARY'S SIGNATURE

(Seal/Stamp)



Columbia County Tax Collector

generated on 7/6/2023 3:48:40 PM EDT

Tax Record

Last Update: 7/6/2023 3:46:07 PM EDT

Register for eBill

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

Account Number	Tax Type	Tax Year			
R13536-005	REAL ESTATE	2022			
Mailing Address		Property Address			
BEDENBAUGH KEVIN JR BEDENBAUGH GREGORY 232 NW CHADLEY LN LAKE CITY FL 32055		GEO Number 333S17-13536-005			
Exempt Amount	Taxable Value				
See Below	See Below				
Exemption Detail	Millage Code	Escrow Code			
NO EXEMPTIONS	001				
Legal Description (click for full description)					
33-3S-17 0000/00001.71 Acres ALL THAT PART OF SE1/4 OF SW1/4 THAT LIES S OF UNIT 2, WOODLAND GROVE S/D, E OF SE SYCAMORE TER & N & W OF SE MAGNOLIA LOOP. 1043-1530, WD 1446-2230,					
Ad Valorem Taxes					
Taxing Authority	Rate	Assessed Value	Exemption Amount	Taxable Value	Taxes Levied
CITY OF LAKE CITY	4.9000	105,000	0	\$105,000	\$514.50
BOARD OF COUNTY COMMISSIONERS	7.8150	105,000	0	\$105,000	\$820.58
COLUMBIA COUNTY SCHOOL BOARD					
DISCRETIONARY	0.7480	105,000	0	\$105,000	\$78.54
LOCAL	3.2990	105,000	0	\$105,000	\$346.40
CAPITAL OUTLAY	1.5000	105,000	0	\$105,000	\$157.50
SUWANNEE RIVER WATER MGT DIST	0.3368	105,000	0	\$105,000	\$35.36
LAKE SHORE HOSPITAL AUTHORITY	0.0001	105,000	0	\$105,000	\$0.01
Total Millage		18.5989	Total Taxes		\$1,952.89
Non-Ad Valorem Assessments					
Code	Levyng Authority	Amount			
Total Assessments					\$0.00
Taxes & Assessments					\$1,952.89
If Paid By					Amount Due
					\$0.00
Date Paid	Transaction	Receipt	Item	Amount Paid	
12/19/2022	PAYMENT	1502829.0001	2022	\$1,894.30	

Prior Years Payment History

Prior Year Taxes Due	
NO DELINQUENT TAXES	



DEPARTMENT OF GROWTH MANAGEMENT
205 North Marion Avenue
Lake City, Florida 32055
Telephone: (386) 719-5750
growthmanagement@lcfla.com

REVIEW REPORT TO PLANNING AND ZONING, BOARD OF
ADJUSTMENT AND HISTORICAL COMMITTEES' BY STAFF
FOR SITE PLAN REVIEW, SPECIAL EXCEPTIONS, VARIANCES, COMPREHENSIVE
PLAN AMENDMENTS/ ZONING AND CERTIFICATE OF APPROPRIATENESS

Date: 01/10/24

Request Type: Site Plan Review (SPR) Special Exception (SE) Variances (V)

Comprehensive Plan Amendment/Zoning (CPA/Z) Certificate of Appropriateness (COA)

Project Number: SPR 24-02

Project Name: Melrose Place

Project Address: _____

Project Parcel Number: 13536-005

Owner Name: Kevin Bedenbough

Owner Address: 232 NW Chadley Lane, Lake City, FL

Owner Contact Information: Telephone Number: 386-365-5264 Email: plumblevelconstruction@gmail.com

Owner Agent Name: Carol Chadwick

Owner Agent Address: 1208 SW Fairfax Glen, Lake City, FL

Owner Agent Contact Information: Telephone: 307-380-1772 Email: ccpewyo@gmail.com

The City of Lake City staff has reviewed the application and documents provided for the above request and have determined the following.

Growth Management – Building Department, Planning and Zoning, Code Enforcement, Permitting

Building Department: Reviewed by: DocuSigned by: Dave Young 2024CF004D2B43B... **Date:** 2/7/2024

No comments at this time

Planning and Zoning: Reviewed by: DocuSigned by: Robert Angelo F0D1ED33898E48E... **Date:** 2/12/2024

Duplexes and multi-family dwellings are a permitted use in the RMF-2 zoning district per the Land Development Regulations section 4.9.2. The property has a Future Land Use of Residential High and allows up to twenty (20) dwelling units per acres.

Business License: Reviewed by: DocuSigned by: Marshall Sava EBB18D144D974CD... **Date:** 2/7/2024

No concerns

Code Enforcement: Reviewed by: DocuSigned by: Marshall Sava EBB18D144D974CD... **Date:** 2/7/2024

No code cases or liens

Permitting: Reviewed by: DocuSigned by: Ann Jones C656039271CC40E... **Date:** 2/7/2024

no comments at this time

Utilities – Water, Sewer, Gas, Water Distribution/Collections, Customer Service

Water Department: Reviewed by: DocuSigned by: Mike Osborn 68D6305E4B74E5 **Date:** 2/8/2024

None at this time

Sewer Department: Reviewed by: DocuSigned by: Cody Priddy 68A01EF55A0288 **Date:** 2/8/2024

None

Gas Department: Reviewed by: DocuSigned by: Steve Brown 68B7D0CE8F2F4B5 **Date:** 2/9/2024

No comment at this time.

Water Distribution/Collection: Reviewed by: DocuSigned by: Brian Scott F509E06126784F8 **Date:** 2/7/2024

no concerns

Customer Service: Reviewed by: DocuSigned by: Shasta Pillam 68D97A0316504E0 **Date:** 2/7/2024

A tap application and utility plans will need to be submitted in order to request city utilities. The utility fees will be calculated upon approval of the tap application and utility plans.

Public Safety – Public Works, Fire Department, Police Department

Public Works: Reviewed by:  _____ **Date:** 2/9/2024

No comment at this time.

Fire Department: Reviewed by:  _____ **Date:** 2/21/2024

Approved by Chief Joshua Wehinger

Police Department: Reviewed by: _____ **Date:** _____

Please provide separate pages for comments that will not fit in provided spaces and please label the pages for your department and for the project.

LAKE CITY GROWTH MANAGEMENT STAFF ANALYSIS REPORT

Project Information	
Project Name and Case No.	Melrose Place Site Plan Review SPR 24-03
Applicant	Carol Chadwick, as agent
Owner	Kevin Bedenbaugh
Requested Action	Site plan review. The parcel is located in the RMF-2 zoning district.
Hearing Date	03-05-2023
Staff Analysis/Determination	Sufficient for Review
Prepared By	Robert Angelo

Subject Property Information	
Size	+/- 1.71 Acres
Location	
Parcel Number	13536-005
Future Land Use	Residential High
Proposed Future Land Use	Residential High
Current Zoning District	Residential Multi-Family 2
Proposed Zoning	Residential Multi-Family 2
Flood Zone-BFE	Flood Zone X Base Flood Elevation- N/A

Land Use Table				
Direction	Future Land Use	Zoning	Existing Use	Comments
N	Res Moderate	RSF-2	Residential	
E	Res Moderate	RSF-2	Vacant	
S	Res Moderate and Res High	RSF-2 and RMF-2	Veterans Affairs	
W	Res Moderate	RSF-2	Vacant	

Map of Location



Picture of Location



Summary of Request

Applicant has petitioned have a site plan review to build multi-family dwellings on parcel 13536-005.



February 20, 2023

To Whom it May Concern

On March 5, 2024 the Planning and Zoning Board will be having a meeting at 5:30pm, or as soon after, at 205 N. Marion. At this meeting we will be hearing a petition to review a site plan, SPR 24-02, for Melrose Place, in the multi-family 2 zoning district.

If you have any questions or concerns please call 386-752-2031 ext. 820 or email growthmanagement@lcfla.com.

Robert Angelo

Planning and Zoning Tech
City of Lake City

Columbia County Property Appraiser - Sales Report

Name	Address1	Address2	Address3	City	State	ZIP
MORGAN TRAVIS	1124 SE MAGNOLIA LOOP		LAKE CITY	FL	32025	
MOD DEVELOPMENT LLC	212 SE HICKORY DR		LAKE CITY	FL	32025	
MHATRE AJAY U	165 SW VISION GLN		LAKE CITY	FL	32025	
PINNACLE PROPERTIES & DEVELOPMENT	232 NW CHADLEY LN		LAKE CITY	FL	32055	
MOD DEVELOPMENT LLC	212 SE HICKORY DR		LAKE CITY	FL	32025	
POUNDS GLENNIS J	654 SE ELOISE AVE		LAKE CITY	FL	32025	
MCINNIS LISA D OLIVER	678 SE ELOISE AVE		LAKE CITY	FL	32025	
HUDSON W KEITH	198 NE RUSKIN WAY		LAKE CITY	FL	32055	
MLMWEST LLC	3101 W US HIGHWAY 90 STE 201		LAKE CITY	FL	32055	
BPS & H LLC
GILBERT ROBERT B	3811 TAFT AVENUE		DAYTON	OH	45431	
MORGAN TRAVIS	1124 SE MAGNOLIA LP		LAKE CITY	FL	32025	
DIY DEVELOPMENT LLC	215 SW WINDSWEPT GLN		LAKE CITY	FL	32024	
DIY DEVELOPMENT LLC	215 SW WINDSWEPT GLN		LAKE CITY	FL	32024	
HOWE WILLIAM ROBERT	6721 COUNTRY ROAD 248		O'BRIEN	FL	32071	
HARRINGTON MARIAH S	1211 SE MAGNOLIA LOOP		LAKE CITY	FL	32025	
WARD WYATT C	1227 SE MAGNOLIA LOOP		LAKE CITY	FL	32055	
MOD DEVELOPMENT LLC	212 SE HICKORY DR		LAKE CITY	FL	32025	
SORENSEN & SMITH LLC	147 SW SUMMERS LN		LAKE CITY	FL	32025	
JUAREZ FLOR DE LIZ	669 SE SYCAMORE TER		LAKE CITY	FL	32025	
PATRICK JEFFERY L	689 SE SYCAMORE TER		LAKE CITY	FL	32025-6223	
TIITF/DEPT VETERANS AFFAIRS	3900 COMMONWEALTH BLVD		TALLAHASSEE	FL	32399-3000	
WILSON BRYAN A	1082 SE VIOLET PL		LAKE CITY	FL	32025	
CHARLES DEBRA ANN	1096 SE VIOLET PL		LAKE CITY	FL	32025	
ROGERS NANCY T	1097 SE VIOLET PL		LAKE CITY	FL	32025-6225	
CAGLE PAMELA J	1106 SE VIOLET PL		LAKE CITY	FL	32025	
STLWFAR LLC	P O BOX 801		LAKE CITY	FL	32056-0801	
BROWN GLENDA	1126 SE VIOLET PL		LAKE CITY	FL	32025	
DIX KATHY L	1129 SE VIOLET PL		LAKE CITY	FL	32025	
WILLIAMS ANGELA C	1141 SE VIOLET PL		LAKE CITY	FL	32025	
BLACKWELL DEBORAH E	1142 SE VIOLET PL		LAKE CITY	FL	32025	
WILLIAMS JANICE L	1154 SE VIOLET PL		LAKE CITY	FL	32025	
BULLARD BRADLEY BRAY	1157 SE VIOLET PL		LAKE CITY	FL	32025-6225	
RIVERO JOSE MOREO II	153 SE HAVEN CT		LAKE CITY	FL	32025	
ASH DUSTIN WILLIAM	1173 SE VIOLET PL		LAKE CITY	FL	32025	

GIS Buffer



0

540

1080

1620

2160

453

9589 0710 5270 1255 0753 14

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **MOD DEVELOPMENT LLC**

Street a **212 SE HICKORY DR**

City, Sta **LAKE CITY, FL 32025**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 91

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **PINNACLE PROPERTIES & DEVELOPM**

Street a **232 NW CHADLEY LN**

City, Sta **LAKE CITY, FL 32055**

Postmark Here **FEB 21 2024**

USPS 32055-9998

See Reverse for Instructions

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 77

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **MCINNIS LISA D OLIVER**

Street a **678 SE ELOISE AVE**

City, Sta **LAKE CITY, FL 32025**

Postmark Here **FEB 21 2024**

USPS 32055-9998

See Reverse for Instructions

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0753 21

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **MORGAN TRAVIS**

Street a **1124 SE MAGNOLIA LOOP**

City, Sta **LAKE CITY, FL 32025**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0753 07

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **MHATRE AJAY U**

Street a **165 SW VISION GLN**

City, Sta **LAKE CITY, FL 32025**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 84

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **POUNDS GLENNIS J**

Street a **654 SE ELOISE AVE**

City, Sta **LAKE CITY, FL 32025**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 53

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here **FEB 21 2024**

LAKE CITY, FL
USPS 32055-9998

Sent To **MLMWEST LLC**
Street address **3101 W US HIGHWAY 90 STE 201**
City, State **LAKE CITY, FL 32055**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 39

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here **FEB 21 2024**

LAKE CITY, FL
USPS 32055-9998

Sent To **DIY DEVELOPMENT LLC**
Street address **215 SW WINDSWPT GLN**
City, State **LAKE CITY, FL 32024**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 15

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$

Total Postage and Fees \$

Postmark Here **FEB 21 2024**

LAKE CITY, FL
USPS 32055-9998

Sent To **HARRINGTON MARIAH S**
Street address **1211 SE MAGNOLIA LOOP**
City, State **LAKE CITY, FL 32025**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 60

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here **FEB 21 2024**

LAKE CITY, FL
USPS 32055-9998

Sent To **HUDSON W KEITH**
Street address **198 NE RUSKIN WAY**
City, State **LAKE CITY, FL 32055**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 46

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here **FEB 21 2024**

LAKE CITY, FL
USPS 32055-9998

Sent To **GILBERT ROBERT B**
Street address **3811 TAFT AVENUE**
City, State **DAYTON, OH 45431**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 22

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here **FEB 21 2024**

LAKE CITY, FL
USPS 32055-9998

Sent To **HOWE WILLIAM ROBERT**
Street address **6721 COUNTRY ROAD 248**
City, State **O'BRIEN, FL 32071**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 92

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **SORENSEN & SMITH LLC**
 Street and **147 SW SUMMERS LN**
 City, State **LAKE CITY, FL 32025**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 78

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **TIITF/DEPT VETERANS AFFAIRS**
 Street and **3900 COMMONWEALTH BLVD**
 City, State **TALLAHASSEE, FL 32399-300**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 61

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **PATRICK JEFFERY L**
 Street and **689 SE SYCAMORE TER**
 City, State **LAKE CITY, FL 32025-622**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0752 08

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **WARD WYATT C**
 Street and **1227 SE MAGNOLIA LOOP**
 City, State **LAKE CITY, FL 32055**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 85

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **JUAREZ FLOR DE LIZ**
 Street and **669 SE SYCAMORE TER**
 City, State **LAKE CITY, FL 32025**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 54

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Sent To **WILSON BRYAN A**
 Street and **1082 SE VIOLET PL**
 City, State **LAKE CITY, FL 32025**

Postmark Here **FEB 21 2024**

USPS 32055-9998

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 23

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ 4.40

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$.64

Total Postage and Fees \$ 5.04

Sent To
 Street **ROGERS NANCY T**
1097 SE VIOLET PL
 City, State **LAKE CITY, FL 32025-622**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0750 93

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ 4.40

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$.64

Total Postage and Fees \$ 5.04

Sent To
 Street **00-00-00-13568-011**
DIX KATHY L
 City, State **1129 SE VIOLET PL**
LAKE CITY, FL 32025

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0750 79

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ 4.40

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$.64

Total Postage and Fees \$ 5.04

Sent To
 Street **BLACKWELL DEBORAH E**
1142 SE VIOLET PL
 City, State **LAKE CITY, FL 32025**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 30

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ 4.40

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$.64

Total Postage and Fees \$ 5.04

Sent To
 Street **STLWFAR LLC**
P O BOX 801
 City, State **LAKE CITY, FL 32056-080**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 16

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ 4.40

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$.64

Total Postage and Fees \$ 5.04

Sent To
 Street **CAGLE PAMELA J**
1106 SE VIOLET PL
 City, State **LAKE CITY, FL 32025**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0750 86

U.S. Postal Service
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com

OFFICIAL USE
 LAKE CITY, FL

Certified Mail Fee \$ 4.40

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$.64

Total Postage and Fees \$ 5.04

Sent To
 Street **00-00-00-13568-010**
WILLIAMS ANGELA C
 City, State **1141 SE VIOLET PL**
LAKE CITY, FL 32025

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0750 55

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com™.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here: **FEB 21 2024**

USPS 32055-9998

Sent To **ASH DUSTIN WILLIAM**

Street and Apt. No., or PO Box No. **1173 SE VIOLET PL**

City, State, ZIP+4® **LAKE CITY, FL 32025**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0750 24

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com™.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here: **FEB 21 2024**

USPS 32055-9998

Sent To **Bradley Byland**

Street and Apt. No., or PO Box No. **1157 SE Violet Place**

City, State, ZIP+4® **Lake City, FL 32025**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 09

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com™.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here: **FEB 21 2024**

USPS 32055-9998

Sent To **00-00-00-13569-004**

Street and Apt. No., or PO Box No. **BROWN GLENDA**

City, State, ZIP+4® **1126 SE VIOLET PL
LAKE CITY, FL 32025**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0750 62

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com™.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here: **FEB 21 2024**

USPS 32055-9998

Sent To **RIVERO JOSE MOREO II**

Street and Apt. No., or PO Box No. **153 SE HAVEN CT**

City, State, ZIP+4® **LAKE CITY, FL 32025**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0750 48

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com™.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here: **FEB 21 2024**

USPS 32055-9998

Sent To **Junice Williams**

Street and Apt. No., or PO Box No. **1154 SE Violet Pl**

City, State, ZIP+4®

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

9589 0710 5270 1255 0751 47

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com™.

OFFICIAL USE

Certified Mail Fee \$ **4.40**

Extra Services & Fees (check box, add fee as appropriate)

Return Receipt (hardcopy) \$

Return Receipt (electronic) \$

Certified Mail Restricted Delivery \$

Adult Signature Required \$

Adult Signature Restricted Delivery \$

Postage \$ **.64**

Total Postage and Fees \$ **5.04**

Postmark Here: **FEB 21 2024**

USPS 32055-9998

Sent To **CHARLES DEBRA ANN**

Street and Apt. No., or PO Box No. **1096 SE VIOLET PL**

City, State, ZIP+4® **LAKE CITY, FL 32025**

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

**CITY OF LAKE CITY
NOTICE
LAND USE ACTION**

A PUBLIC HEARING IS SCHEDULED TO CONSIDER A REQUEST FOR:

SPR24-02, a petition by Carol Chadwick, as agent, to request a Site Plan Review as provided for in Section 4.9.2 of the Land Development Regulations, to get approval on a site plan, for Melrose Place, for a property located in the Residential Multi-Family 2 zoning district, in accordance with the submittal of the petition dated December 22, 2023, to be located on parcels 33-3S-17-13536-000.

WHEN: March 5, 2024
5:30 p.m.

WHERE: City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida.
Members of the public may also view the meeting on our YouTube channel at:
<https://www.youtube.com/c/CityofLakeCity>.

Copies of the site plan application are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5820.

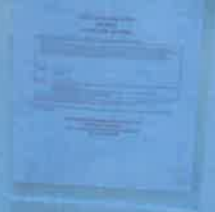
At the aforementioned public hearing, all interested parties may be heard with respect to the Certificate of Appropriateness.

**FOR MORE INFORMATION CONTACT
ROBERT ANGELO
PLANNING & ZONING TECHNICIAN
AT 386.719.5820**

PUBLIC NOTICE

NOTICE TO THE PUBLIC
REGARDING THE
LAW ENFORCEMENT
AGENCY'S
POLICY ON
OFFICIALS' CONDUCT
AND
DISCIPLINE

PUBLIC NOTICE



**CITY OF LAKE CITY
NOTICE
LAND USE ACTION**

A PUBLIC HEARING IS SCHEDULED TO CONSIDER A REQUEST FOR:

SPR24-02, a petition by Carol Chadwick, as agent, to request a Site Plan Review as provided for in Section 4.9.2 of the Land Development Regulations, to get approval on a site plan, for Melrose Place, for a property located in the Residential Multi-Family 2 zoning district, in accordance with the submittal of the petition dated December 22, 2023, to be located on parcels 33-3S-17-13536-000.

WHEN: March 5, 2024
5:30 p.m.

WHERE: City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida.
Members of the public may also view the meeting on our YouTube channel at:
<https://www.youtube.com/c/CityofLakeCity>.

Copies of the site plan application are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5820.

At the aforementioned public hearing, all interested parties may be heard with respect to the Certificate of Appropriateness.

**FOR MORE INFORMATION CONTACT
ROBERT ANGELO
PLANNING & ZONING TECHNICIAN
AT 386.719.5820**

NOTICE OF PUBLIC MEETING CITY OF LAKE CITY PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on Tuesday, March 5, 2024 at 5:30 PM or as soon after.

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at: <https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.

Angelo, Robert

From: LCR-Classifieds <classifieds@lakecityreporter.com>
Sent: Tuesday, February 20, 2024 3:06 PM
To: Angelo, Robert
Subject: RE: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Confirmed

Thank you
Kym Harrison • 386-754-0401
Serving **4** counties in North Florida

70% of households with income above \$100k are newspaper readers.

Sources: ¹ 2018 Release 2 Nielsen Scarborough Report. Copyright 2019 Scarborough Research. All rights reserved

From: Angelo, Robert <AngeloR@lcfla.com>
Sent: Tuesday, February 20, 2024 2:58 PM
To: LCR-Classifieds <classifieds@lakecityreporter.com>
Subject: RE: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Looks good.

Thank You
Robert Angelo
City of Lake City
Growth Management
growthmanagement@lcfla.com
386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

From: LCR-Classifieds <classifieds@lakecityreporter.com>
Sent: Tuesday, February 20, 2024 11:46 AM
To: Angelo, Robert <AngeloR@lcfla.com>
Subject: 76741 RE: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Proof attached for approval. 2x9 \$297 publishing 2/24

Thank you
Kym Harrison • 386-754-0401
Serving **4** counties in North Florida

70% of households with income above \$100k are newspaper readers.

Sources: ¹ 2018 Release 2 Nielsen Scarborough Report. Copyright 2019 Scarborough Research. All rights reserved

From: Angelo, Robert <AngeloR@lcfla.com>
Sent: Tuesday, February 20, 2024 10:25 AM
To: LCR-Classifieds <classifieds@lakecityreporter.com>
Subject: Non-Legal Ad Notice for Planning and Zoning Meeting 03-05-2024

Kym

Please publish this ad in the body of the paper as a display ad in the **February 24, 2024** paper.

Thank You
Robert Angelo
City of Lake City
Growth Management
growthmanagement@lcfla.com
386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

**NOTICE OF PUBLIC MEETING
CITY OF LAKE CITY
PLANNING AND ZONING BOARD**

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on **Tuesday, March 5, 2024 at 5:30 PM or as soon after.**

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at:
<https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.

NOTICE OF PUBLIC MEETING CITY OF LAKE CITY PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a meeting on Tuesday, March 5, 2024 at 5:30 PM or as soon after.

Agenda items-

1. **SPR 24-03**, Petition submitted by Michael Wagner, (agent) for WPG-Lake City, LLC, (owner), for a Site Plan Review for Wawa, in a Commercial Intensive zoning district, and located on parcels 06185-000 and 06233-000, which is regulated by the Land Development Regulations Section 4.13.
2. **CPA23-06 and Z23-07**, Petition submitted by David Winsberg, (owner), for Comprehensive Plan Amendment to the Future Land Use and a Rezoning to the Official Zoning Atlas of land located in the residential multi-family 1 and the residential single family-3 zoning districts, on parcels 11602-002 and 11642-000
3. **SPR 24-02**, Petition submitted by Carol Chadwick, (agent) for Kevin Bendenbaugh, (owner), for a Site Plan Review for Melrose Place, in a residential multi-family 2 zoning district, and located on parcel 13536-000, which is regulated by the Land Development Regulations Section 4.9.

Meeting Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at:
<https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

Robert Angelo
Planning and Zoning Tech.