Planning & Zoning Board

October 05, 2026
6:00 PM

City Hall North - 25493 NW 1st Ave, Newberry, FL 32669

CALL TO ORDER

APPROVAL OF AGENDA

PLEDGE OF ALLEGIANCE

PRESENTATIONS

1. **National Planning Month**

AGENDA ITEMS

2. **Review and Approval of September 8, 2026 Planning & Zoning Board Meeting Minutes**
3. **CPA 26-14: Large Scale Future Land Use Amendment for Stonewood Planned Development.**

   Legislative, Petition CPA 26-14. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Agriculture to Planned Development on 94.5 acres, identified as tax parcel numbers 01879-002-000 and 01879-004-001.

4. **LDR 26-19: Large Scale Rezoning for Stonewood Planned Development.**

   Quasi-Judicial, Petition LDR 26-19. A petition of the City of Newberry, Florida, amending the Zoning Map in the Comprehensive Plan by changing the zoning from Agriculture to Planned Development on 94.5 acres, identified as tax parcel numbers 01879-002-000 and 01879-004-001.

5. **CPA 26-19: Small-scale Future Land Use Amendment for Newberry Animal Hospital.**

   Legislative, Petition CPA 26-19. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Residential, Low Density to Commercial on 1.3 acres, identified as tax parcel number 01946-000-000.

6. **LDR 26-27: Small-scale Zoning Amendment for Newberry Animal Hospital.**

   Quasi-Judicial, Petition LDR 26-27. A petition of the City of Newberry, Florida, amending the Zoning Map in the Land Development Regulations by changing the Zoning district from Residential, Single Family (RSF-2) to Commercial, Intensive (CI) on 1.3 acres, identified as tax parcel number 01946-000-000.

7. **CPA 26-17: Small Scale Future Land Use Amendment from Agriculture to Commercial.**

Legislative, Petition CPA 26-17. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Agriculture to Commercial on 14.86 acres, identified as tax parcel number 01928-000-000.

8. LDR 26-25: Small Scale Future Land Use Amendment from Agricultural to Commercial Intensive (CI).

Quasi-judicial, Petition LDR 26-25. A petition of the City of Newberry, Florida, amending the official zoning atlas of the City of Newberry by changing the zoning category from Agricultural to Commercial Intensive (CI) on 14.86 acres, identified as tax parcel number 01928-000-000.

MEETING ADJOURNMENT

Copies of any agenda attachments are available for public inspection at the Community Development Department, located at 25493 NW 1st Ave, Newberry, Florida, during regular business hours.

If A Person, Firm, or Corporation Desires to Take an Appeal From any Action Taken at the Above Meeting or Hearing, It May Be Necessary to Have A Verbatim Record of the Proceedings and It Is the Person, Firm, or Corporation's Duty to See that Such A Record Is Made. The City of Newberry City Commission Policy Is to End the Public Meeting At 10:30 P.M. the Evening of the Regularly Scheduled Meeting Unless Extended by the City Commission. Any Matter on the Agenda Not Acted upon Shall Be Continued to the Next Regularly Scheduled City Commission Meeting, or a Special Meeting, at the Commission's Discretion. In accordance with the Americans with Disabilities Act (ADA) and Section 286.26, Florida Statutes, persons with disabilities requiring reasonable accommodations to participate in this meeting should contact City Clerk at 352-472-2161 or ADArequests@newberryfl.gov at least 72 business hours prior to the meeting. Such accommodations may include, but are not limited to, assistive listening devices, alternative formats of meeting materials, sign language interpretation, or physical access arrangements. If you are hearing or speech impaired, please contact the Florida Relay System at 800-955-8770. If you need special accommodations for attendance at this meeting, please contact MV Transportation, Inc. at 352-375-2784, not later than 72 business hours prior to the proceedings.

File Attachments for Item:

1. National Planning Month

Planning & Zoning Board Agenda Item

Meeting Date: October 5, 2026

Title: National Planning Month

Agenda Section: Public Hearings

Department: Community Development Department

Presented By: Stacey Hectus, AICP, Community Development Director

Recommended Action: 1)

Summary: Presentation for National Planning Month

Attachments:

File Attachments for Item:

2. Review and Approval of September 8, 2026 Planning & Zoning Board Meeting Minutes

Planning & Zoning Board Agenda Item

Meeting Date:	October 5, 2026
Title:	Review and Approval of September 8, 2026 Planning & Zoning Board Meeting Minutes
Agenda Section:	Consent
Department:	Planning
Presented By:	Stacey Hectus, AICP, Director Community Development
Recommended Action:	1) Approve minutes.

Summary:
The September 8, 2026 Planning & Zoning Board Minutes are attached.

Attachments:
1. September 8, 2026 Planning & Zoning Board Minutes

Planning & Zoning Board

Tuesday, September 08, 2026
6:00 PM

City Hall Meeting Room,
25493 NW 1st Avenue, Newberry, FL 32669

MINUTES

CALL TO ORDER

Board Member McGehee, serving as Chair in the absence of the Mayor, calls meeting to order at 6:00pm.

ROLL CALL

Members Present:

Mellina Parker, Member
Jason McGehee, Member
Bonnie Houser, Member
Shawn Walker, Member
Daniel Thomas, Member

Members Absent:
Timothy Marden, Mayor

Quorum Check was Satisfied.

City Staff Present:

Jordan Marlowe, City Manager
Nicolle Shalley, City Attorney
Stacey Hectus, AICP, Director, Community Development
Lauren Yeatter, AICP, Assistant Director, Community Development
Bailey Fritz, Staff Assistant

APPROVAL OF AGENDA

Agenda item #4 CPA 26-14/LDR 26-19 Stonewood PD will be moved to a date certain of October 5, 2026 at 6pm same room.

Motion made by Board Member Parker

Seconded by Board Member Thomas.

Motion Passed: 5-0

PLEDGE OF ALLEGIANCE

AGENDA ITEMS

1. **08.03.2026 Meeting Minutes**

   Review and Approval of August 3, 2026 Planning & Zoning Board Meeting Minutes

   Motion made by Board Member Houser

   Seconded by Board Member Walker.

   Motion Passed: 5-0

2. **CPA 26-18: Small-scale Future Land Use Amendment for Annexation 41 Ag properties.**

   Legislative, Petition CPA 26-18. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Alachua County Rural/Agriculture to City of Newberry Agriculture on 69.95 acres, identified as tax parcel numbers 02526-000-000, 02526-002-000, 02585-025-000, 02657-005-000 and 04399-006-000.

   Assistant Director Yeatter of Community Development presented.

   Stacey to clarify that the land use and zoning will be contingent on the 1st and 2nd hearing from Commission. These annexation are voluntary. The citizens petitioned the City.

   Public question by Linda McNeal, if I choose to Annex into the City would my taxes go up and how much if so?

   Manager Marlowe to answer this by stating that we would need their specific address or parcel to help figure out what that difference might be.

   Stacey to add that construction or any permitting would be through the City and not the County.

   Public question by Mary Shea, a neighbor to one of the Annexed properties listed, and is wondering why the people are in such a hurry to get into the City Limits.

   Director Hectus to address that the State Statute process that takes so long so they are more excited to join the City rather than being in a hurry. Assistant Director Yeatter to clarify that our Annexation process is only conducted twice a year, which could also be a reason people are a little more pressed to get into the City.

   Attorney Shalley to read the petition.

   The board accepted the staff recommendation to approve this item.

   Motion Passed: 5-0

3. **LDR 26-26: Small-scale Zoning Amendment for Annexation 41 properties.**

   Legislative, Petition LDR 26-26. A petition of the City of Newberry, Florida, amending the Zoning Map by changing the zoning district from Alachua County Agriculture to City of Newberry Agricultural on 69.95 acres, identified as tax parcel numbers 02526-000-000, 02526-002-000, 02585-025-000, 02657-005-000 and 04399-006-000.

   Attorney Shalley to read the petition.

   Board Member McGehee to read Quasi Judicial rules.

   Attorney to swear in, Manager Marlowe, Director Hectus, Assistant Director Yeatter

   Assistant Director Lauren Yeatter presented.

   Motion made by Board Member Parker

   Seconded by Board Member Thomas.

   Motion Passed: 5-0

4. **CPA 26-14/LDR 26-19 Stonewood PD will be continued to a date and time certain of October 5, 2026 Planning and Zoning Board meeting at 6pm in City Hall Chambers.**

MEETING ADJOURNMENT

6:24pm followed by the Historic Architectural Review Board Meeting

Copies of any agenda attachments are available for public inspection at the Community Development Department, located at 25493 NW 1st Avenue, Newberry, Florida, during regular business hours.

If A Person, Firm, or Corporation Desires to Take an Appeal From any Action Taken At the Above Meeting or Hearing, It May Be Necessary to Have A Verbatim Record of the Proceedings and It Is the Person, Firm, or Corporation's Duty to See that Such A Record Is Made. The City of Newberry City Commission Policy Is to End the Public Meeting At 10:30 P.M. the Evening of the Regularly Scheduled Meeting Unless Extended by the City Commission. Any Matter on the Agenda Not Acted upon Shall Be Continued to the Next Regularly Scheduled City Commission Meeting, or a Special Meeting, at the Commission's Discretion. In accordance with the Americans with Disabilities Act (ADA) and Section 286.26, Florida Statutes, persons with disabilities requiring reasonable accommodations to participate in this meeting should contact City Clerk at 352-472-2161 or ADArequests@newberryfl.gov at least 72 business hours prior to the meeting. Such accommodations may include, but are not limited to, assistive listening devices, alternative formats of meeting materials, sign language interpretation, or physical access arrangements. If you are hearing or speech impaired, please contact the Florida Relay System at 800-955-8770. If you need special accommodations for attendance at this meeting, please contact MV Transportation, Inc. at 352-375-2784, not later than 72 business hours prior to the proceedings. .

File Attachments for Item:

3. CPA 26-14: Large Scale Future Land Use Amendment for Stonewood Planned Development.

Legislative, Petition CPA 26-14. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Agriculture to Planned Development on 94.5 acres, identified as tax parcel numbers 01879-002-000 and 01879-004-001.

Planning & Zoning Board Agenda Item

Meeting Date:	October 5, 2026
Title:	CPA 26-14: Large Scale Future Land Use Amendment for Stonewood Planned Development. Legislative, Petition CPA 26-14. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Agriculture to Planned Development on 94.5 acres, identified as tax parcel numbers 01879-002-000 and 01879-004-001.
Agenda Section:	Public Hearings
Department:	Community Development Department
Presented By:	Stacey Hectus, AICP, Community Development Director
Recommended Action:	1) Approve, approve with conditions, continue, or deny Petition No. CPA 26-14.

Summary:
The City received an application from JBrown Profressional Group as the agent on behalf of owner PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC, and M3 RV Land LLC for a large-scale land use amendment on 94.5 acres, parcel ID numbers 01879-002-000 and 01879-004-001 to change the land use from **Agriculture to Planned Development**. The parcels are generally located west of NW State Road 45/US 41 and north and east of the Easton Newberry Sports Complex.

The following approvals have been granted on a combination of these parcels:

- **LDR 2021-11 (Ordinance 2021-15)** Treehouse Village text amendment to Article 4, Section 4.2.37, specifically 4.2.37.4(3) and (5) and Section 4.2.37.9(6).
- **SE 2020-02 (Resolution 2021-02)** RV Resort Treehouse Village
- **SDP 2022-01 (Resolution 2022-07)** Treehouse Village Site and Development Plan for Phase one.

The special exception for the 850 unit, multi-phase Recreational Vehicle Resort and associated

amenities for Treehouse Village RV Resort **expired.** and this is a new concept being brough forth on these parcels.

Attachments:

1. Staff Data and Analysis Report and Comments
2. Application documents
3.

CPA 26-14

DATA & ANALYSIS REPORT

Large Scale Future Land Use Map Amendment for the City of Newberry (Parcel ID 01879-002-000 and 01879-004-001)

City of Newberry Local Planning Agency
October 5, 2026 Planning and Zoning Board Meeting

DATA AND ANALYSIS
FOR CPA 26-14

(Parcel ID 01879-002-000 and 01897-004-001 Total acres = ±94.5 acres)

The following data and analysis are provided to support the transmittal of the below proposed large scale comprehensive plan amendment:

CPA 26-14, a request by JBrown Professional Group, Inc ("Agent") on behalf of PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC, and M3 RV Land LLC, ("Owner") to amend the future land use map of the Comprehensive Plan by changing the future land use classification **from Agriculture to Planned Development** for a site containing ±94.5 acres identified on the map below ("FLUMA").

The property is generally located west of NW State Road 45/US 41 and north and east of the Easton Newberry Sports Complex in Section 28, Township 09 South, Range 17 East. The current zoning district is Agricultural (A) and a companion rezoning petition has been submitted (Petition No. LDR 26-19 – Stonewood PD) which is contingent upon adoption of the FLUMA.

Parcel #: 01879-002-000 and 01879-004-001

Acres: 94.5 +/-

APPLICANT:	JBrown Professional Group, Inc
OWNER:	PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC, and M3 RV Land LLC
PURPOSE:	Large-scale FLUMA for a planned development with a mix of residential and commercial uses
LOCATION:	No Address
PARCELS:	01879-002-000 and 01897-004-001
EXISTING USES:	Vacant/Crops/Rural Residences

BOUNDARY MAP

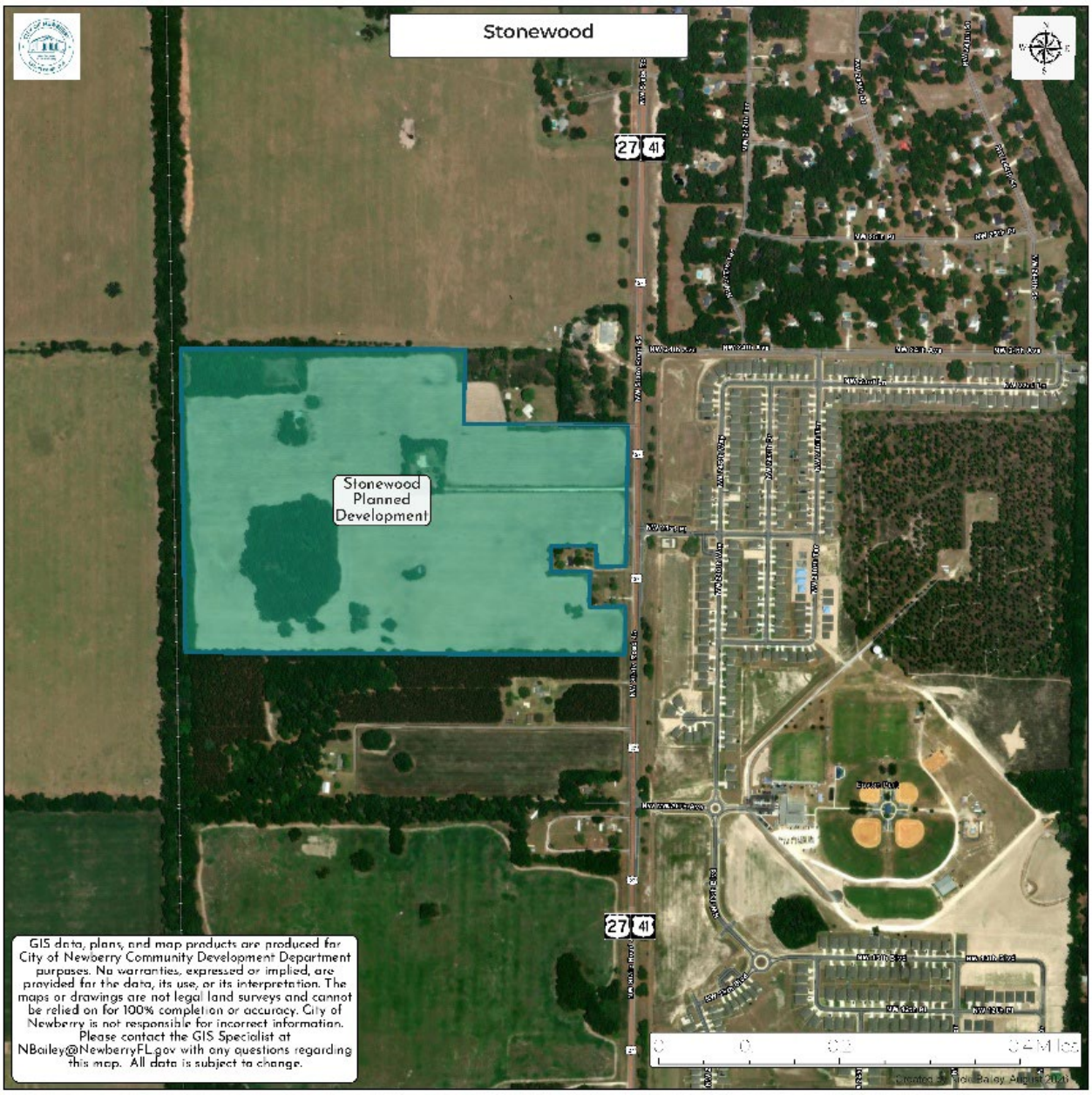


Figure 1: Aerial imagery of subject property with parcel overlay.

CURRENT FUTURE LAND USE MAP

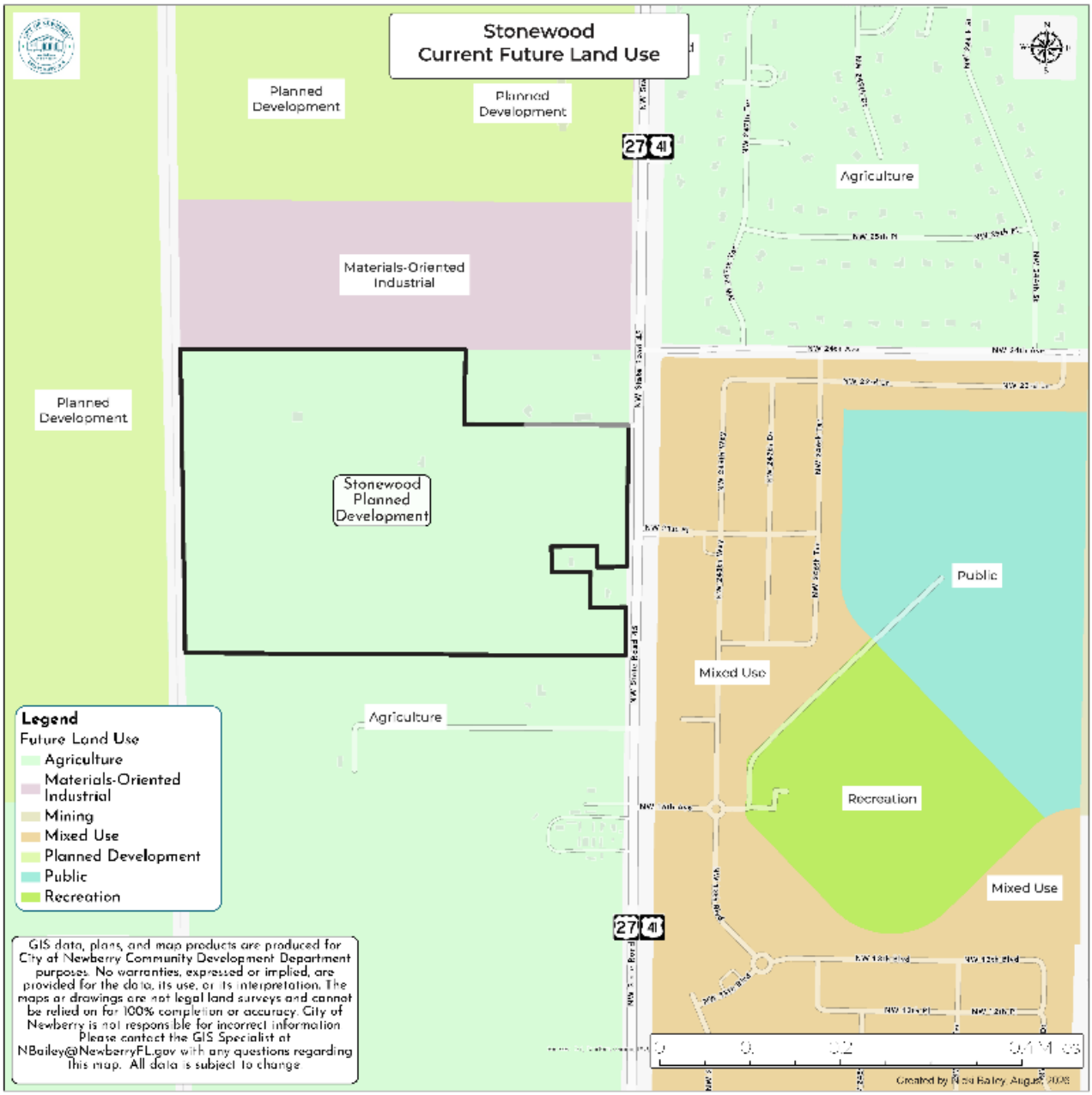


Figure 2: Subject property with Agriculture FLU classification.

PROPOSED FUTURE LAND USE MAP

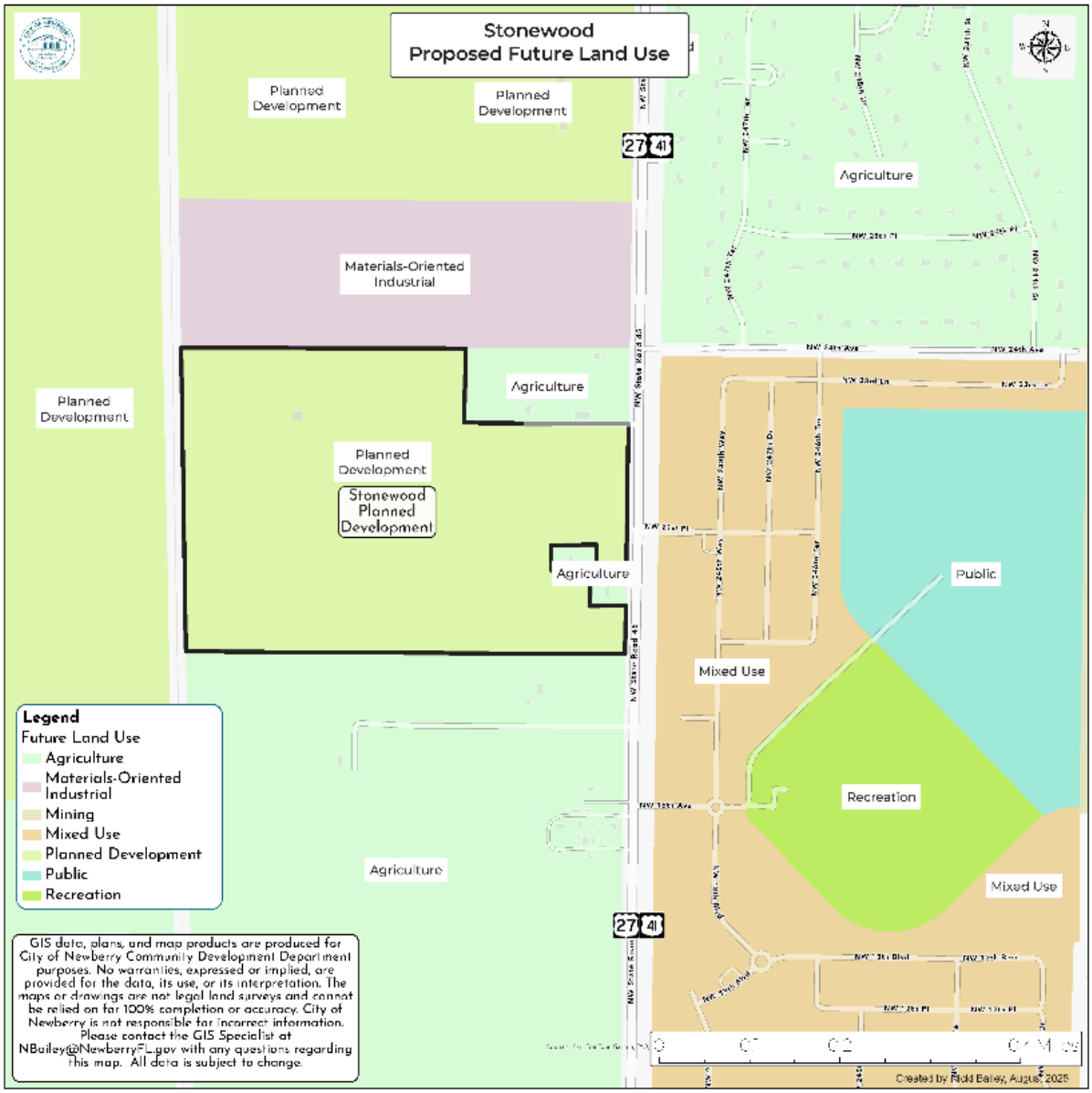


Figure 3: Subject property with proposed Commercial FLU classification.

Past Approvals on Parcels

These parcels or a mixture of these parcels may look familiar as they have received approvals in the past. The following approvals have been granted on a mixture of these parcels:

- LDR 2021-11 (Ordinance 2021-15) Treehouse Village text amendment to Article 4, Section 4.2.37, specifically 4.2.37.4(3) and (5) and Section 4.2.37.9(6).
- SE 2020-02 (Resolution 2021-02) RV Resort Treehouse Village
- SDP 2022-01 (Resolution 2022-07) Treehouse Village Site and Development Plan for Phase one.

The special exception for the 850 unit, multi-phase Recreational Vehicle Resort and associated amenities for Treehouse Village RV Resort expired. and this is a new concept being brough forth on these parcels.

Planned Development Request and Opportunity for Enhanced Standards

The applicant is requesting a Planned Development (PD) Future Land Use designation and, through a companion rezoning application, Planned Development (PD) zoning.

Unlike the City's established conventional, or "straight," zoning districts, a Planned Development is a customized land use and zoning approach intended to establish development standards specifically tailored to a particular property and development proposal. The applicant's decision to pursue a Planned Development indicates that the type, density, design, or development potential being requested cannot be fully achieved under the City's existing conventional zoning districts.

Because a Planned Development establishes project-specific development standards, the process provides greater flexibility for both the applicant and the City. In exchange for consideration of the applicant's requested development intensity and, in this case, density greater than what would otherwise be available under conventional zoning, the City has an opportunity to negotiate enhanced development standards and community benefits that may not otherwise be required.

Such enhancements could include, but are not limited to:

- Increased open space beyond minimum requirements;
- Sidewalks on both sides of internal streets to improve pedestrian connectivity;
- Enhanced landscaping and streetscape standards, including additional canopy trees, buffers, and landscape areas;
- Enhanced recreational amenities, such as sports courts, interconnected trail networks, fitness facilities, playgrounds, or similar amenities;
- Housing affordability commitments or covenants;
- Enhanced habitat, tree, and natural resource preservation;
- Improved architectural, roadway, or neighborhood design standards; and
- Other development enhancements or public benefits determined appropriate through the Planned Development review process.

The Planned Development process therefore provides the City with an opportunity to consider whether the applicant's request for additional density is appropriate and, if so, what enhanced standards or community benefits should accompany that additional development potential.

At this stage, staff does not want to presume which enhancements or development standards the City Commission considers most important or appropriate for this project. Accordingly, staff intend to bring the matter forward to the City Commission as a petition from the Planning and Zoning Board, together with this Board's recommendations, to obtain policy direction regarding the specific standards, enhancements, and community benefits that should be pursued as part of the Planned Development.

EXISTING CONDITIONS and PROPOSED USES

Existing Conditions

The subject property consists of approximately 94.5 acres. According to the Alachua County Property Appraiser, the property is identified with taxable uses of Grazing Soil Class 5 (05200) and Grazing Soil Class 6 (06500). Existing rural residences are located on both parcels, and portions of the property appear to be used for hay production.

The property is located north of Newberry's primary intersection, east of NC Ranch Planned Development and west of the existing Avalon Woods Mixed Use Development and the Easton Newberry Sports Complex. The proposed Stonewood Planned Development is being developed by the same ownership group associated with Avalon Woods Mixed Use Development. The subject property is entirely within the City's Urban Service Area (USA) and is also located within the Gateway Overlay District. Development within the USA is intended to support suburban and urban development patterns and requires appropriate urban services, including potable water, wastewater, improved roadway infrastructure, multimodal facilities, solid waste service, and other municipal services. Future utility connections may be available from infrastructure located east and south of the subject property.

The property is also located within the Clay Electric service area. Access is proposed from State Road 45/US 41, which is under Florida Department of Transportation jurisdiction and functions as a rural principal arterial roadway, designated hurricane evacuation route, and part of Florida's Strategic Intermodal System (SIS). The SIS consists of transportation facilities identified by the State as having particular importance to Florida's economy, mobility, and interregional travel. Any development of the property will be required to comply with applicable access, transportation, and Gateway Overlay District design requirements.

Compatibility with Surrounding Uses

The surrounding uses are agricultural, industrial and planned development in nature and have a mix of residential densities and intensities, industrial and agriculture in nature. This Planned Development request would be in keeping with this area of the city and would be the third Planned Development/Mixed Use Development approved in this area. The adjacent industrial to the north is a planned concrete batch and truss plant to provide concrete and trusses to the NC Ranch Planned Development.

Table 1: List of Adjacent Future Land Uses

Direction	Future Land Use Designation	Zoning Designation
North	Materials-Oriented Industrial and Agriculture	Industrial (I)
East	Mixed Use – Avalon Woods development	Mixed Use (MU) – Avalon Woods development
South	Agriculture	Agriculture (A)
West	RR Tracks and NC Ranch Planned Development	RR tracks and NC Ranch Planned Development (PD)

Proposed Future Land Use and Zoning

The applicant is requesting to amend the Future Land Use Map designation from **Agriculture** to **Planned Development**. The Future Land Use Map Amendment is accompanied by a companion rezoning request to change the zoning from **Agricultural** to **Planned Development (PD)** zoning district.

The Planned Development future land use classification allows the City Commission to consider a broader mix of uses than permitted under the existing Agriculture designation. Within the Urban Service Area, Planned Development may include low-, medium-, and high-density residential uses; recreation and public uses; commercial uses; solar energy facilities; and light manufacturing conducted entirely within an enclosed, soundproof building. These uses may occur individually or as part of a mixed-use development at the discretion of the City Commission. Material-Oriented Industrial Development, Intensive Agricultural Uses, and Mining Activities are not permitted as Planned Developments within this area.

The PD zoning district is intended to encourage well-planned residential and commercial development through flexible and creative site design. The district promotes coordinated development patterns, preservation of natural amenities, functional open spaces, efficient infrastructure, and compatibility with surrounding development. All uses must access a paved roadway constructed to standards approved by the City or applicable roadway maintenance authority, with responsibility for required improvements borne by the applicant.

Residential Component

Under the existing Agriculture future land use classification, residential density is generally limited to one dwelling unit per five acres. Based on the approximately 94.5-acre subject property, this would allow approximately 18 dwelling units under the existing designation.

The applicant proposes a maximum of approximately **570 dwelling units**, consisting of a mixture of housing types, including:

- Approximately **300 multifamily dwelling units**; and
- Approximately **270 single-family dwelling units**.

The multi-family residential component proposes a maximum of 300 dwelling units on approximately 16.67 acres, resulting in a maximum density of approximately 18 dwelling units per acre.

The single-family residential component proposes a maximum of 270 dwelling units on approximately 46.63 acres, resulting in a maximum density of approximately six (6) dwelling units per acre.

The proposed residential density above represents a substantial increase over the development potential available under the existing Agriculture future land use designation. The City of Newberry's comprehensive Plan sets maximum density and maximum intensity at the rates in Table 2 below. Final residential density, unit mix, site layout, and development standards would be established through the Planned Development zoning approval process and subsequent development plan review. The applicant states on the Master Development Plan as **Note 1:** ***Multi-family residential land can be converted to single-family residential as the discretion of the developer due to market demands****.* Staff questions whether this is the intent of a Planned Development. While flexibility is part of the nature of the PD, in order for staff to assess the true densities and intensities of a proposal, statements such as these make true assessment and impact difficult for staff to analyze. In cases such as market demand the applicant can apply for a PD Amendment so staff has the ability to re-assess the true nature of the development at that time.

CITY OF NEWBERRY COMPREHENSIVE PLAN MAXIMUM DENSITY AND INTENSITY

Residential Low Density	**4 du/ac**	**40% maximum ground cover**
Residential Medium Density	**8 du/ac**	
Residential High Density	**20 du/ac**	

Table 2: Maximum Density and Intensity Table
Source: City of Newberry Comprehensive Plan

Nonresidential Component

The existing Agriculture future land use designation does not generally contemplate neighborhood-scale commercial or office development outside of agricultural-related uses. The applicant proposes up to approximately **60,000 square feet of neighborhood-serving commercial and/or office uses** as part of the Planned Development. 60,000 sq. ft. on 3.94 acres would calculate to a **Floor Area Ratio (FAR) of .35.** City of Newberry Comprehensive Plan established **60% Impervious Surface Ratio (ISR)** as the maximum intensity for Planned Developments outside the Historic District but inside the Urban Service Area (USA).

The Planned Development future land use classification allows development intensity to be established through the individual PD approval. Applicable limitations on impervious surface ratio, building coverage, building height, buffers, and other development standards will be evaluated as part of the

PD zoning request, development plan review and platting processes. Building heights must maintain an appropriate relationship with surrounding land uses and remain consistent with the Fire Department's ability to provide adequate fire suppression services as well as the Gateway Overlay District.

The proposed increase in residential density and introduction of nonresidential uses will result in increased transportation demand when compared with development under the existing Agriculture designation. The petition includes a level-of-service analysis addressing potential trip generation; however, impacts associated with maximum development intensities will require further evaluation as the project proceeds through site and development plan review.

Comprehensive Plan Considerations

Staff has reviewed the applicant's submittal and generally concurs with all the Comprehensive Plan Goals, Objectives and Policies they note as they apply to our plan. The analysis the applicant has presented related to the "missing middle" is one area that staff may disagree with the applicant. The applicant has an analysis of "missing middle" housing in their petition. Staff believes the intent is there but when language in the petition and on the Preliminary Master Plan says **"housing mixes can be moved around and changed at the discretion of the builder based on market demand"**, staff does not believe the intent of the missing middle is achieved with that language.

In the following paragraphs are a brief summary (not exhaustive) of the appropriate Comprehensive Plan policies that could be applicable to this Planned Development request. The proposed Planned Development future land use designation is intended to accommodate development patterns that provide flexibility in the mixture, density, and intensity of uses while allowing the City to establish project-specific development standards. The request also supports consideration of **Future Land Use Goal 4**, which provides:

FLU Goal 4: *Establish unique planning districts to strengthen or balance uses to accomplish economic, sustainable, and social goals.*

Additional Comprehensive Plan Policies addressed in this submittal:

FLU OBJECTIVE 4.2: The City shall establish State Road 26 and US Highway 27/41 Gateway Overlay District.

FLU POLICY 4.2.1: The City established the State Road 26 and US Highway 27/41 Gateway Overlay District to recognize the importance of promoting the City as an attractive, vibrant, and economically prosperous community, in keeping with the city's community character.

FLU POLICY 4.2.2: The district's purpose is to:

1.Welcoming existing and future residents and visitors to the City;
2.Promoting Newberry as an attractive, vibrant, and economically prosperous community;
3.Establishing consistent and harmonious design standards in order to unify the visual quality of the Gateway Overlay District;

4.Creating enhanced visual gateways to areas serving as the City's main entrances;
5.Improving the sense of place and community;
6.Creating a positive impression of the City, reflecting community values, including the City's community character;
7.Maintaining and enhancing property values; and8.Protecting the public health, safety, and welfare.

FLU POLICY 4.2.3: The district shall apply to parcels, or portions thereof, within 500' of the State Road 26 and US Highway 27/41 rights-of-way and are located within the City of Newberry municipal limits. The standards of this section shall apply to only the portion of the parcel located within the Gateway Overlay District.

FLU GOAL 5: Reinforce the USA as a template, vehicle, and principle to focus growth and prevent suburban sprawl.

FLU OBJECTIVE 5.1: The City's USA is established to create compact contiguous urban densities and intensities served by public utilities and services within the planning horizons, 2035 or 2045, established by the Comprehensive Plan. The USA map is included within the Comprehensive Plan's FLUM series. To the extent public facilities are not available by this date, the plan shall rely on the timing and phasing policies contained herein to limit development and ensure that the adopted Level of Service (LOS) standards are maintained. Land areas shall be developed at lower densities and intensities consistent with rural areas, until such time as centralized potable water and sanitary sewer facilities and roads are provided, or a binding Developers Agreement is executed with the City to provide facilities to City standards on lands within the USA.

FLU POLICY 5.1.1: The City's USA is intended to accomplish the following:

1.Limit the location of high density residential, high intensity commercial, and heavy industrial uses;

2.Direct growth from the City's core outward to encourage infill development and redevelopment, resulting in compact and contiguous urban densities and intensities;

3.Establish the urban edge by defining the boundary that new public services may be extended to adequately serve development;

4.Encourage retention of the rural area; and

5.Clearly delineate where current development exists and future growth is planned or desired.

FLU OBJECTIVE 5.2: The USA shall discourage urban sprawl by containing urban uses in a mix of residential, commercial, industrial, agriculture, institutional, public, and recreation uses served by centralized public facilities and an interconnected road system.

Per **Tran Policy 1.1.1** the PD shall ensure the LOS is maintained on the connecting roadways. Additionally, **TRAN Objective 1.5** the access points on the roads to arterial and collector roads shall be controlled.

Staff is uncertain if the language in this Planned Development meets the intent of this policy as the applicant ties it back to “missing middle” and the language in the applications requests even more flexibility as market conditions dictate. It’s more of a housing type VS. a demographic. The missing middle refers to types of housing that are NOT single-family residences.

HOUS POLICY 1.2.1: To expand opportunities for a variety of housing types, the City shall:

1. Amend FLU categories and zoning classifications to allow a variety of housing types throughout the city to meet a variety of residence needs.

2. Consider permitting a variety of housing types within compatible nonresidential classifications to create mixed-use nodes.

3. Explore new housing types that may not be permitted within the existing FLU categories or zoning districts, including ADUs and other non-conventional housing types that can increase housing density within neighborhoods.

4. Consider alternative regulatory standards or reducing regulatory standards that do not compromise the public's health, safety, or welfare to encourage and allow non-conventional housing types, such as eliminating minimum lot sizes, allowing shared infrastructure (SMF and open space), and reducing or removing minimum parking standards within the urban core and mixed-use nodes.

5. Establish minimum standards for new housing types, such as ADUs, to ensure they balance affordability and compatibility with abutting uses.

Infrastructure Element: Goal IV-1: Ensure the provision of public facilities in a timely, orderly efficient and environmentally sound manner at an acceptable level of services for the city’s population.

Level of Service Analysis

TRANSPORTATION LEVEL OF SERVICE

The findings below represent a general analysis of potential impacts based on purported levels of development as provided in the petition. Concurrency evaluations will be reassessed during application review and additional analyses, studies, or evaluations of infrastructure may be required at that time. Impacts above and beyond available capacity must be mitigated at the time the impact is created. Notwithstanding impacts generated at time of development plan review.

Traffic Analysis

The proposed land use plan amendment creates additional impacts on regional road segments not under jurisdictional control or maintenance agreement by the city, and development may necessitate expansion or enhancement of those facilities.

Staff find the identified proposed uses provided below in the table from the applicant would be consistent with development patterns for rural satellite communities across the State of Florida. This finding does not represent

consent or acceptance of these uses by the City and solely represents their use for the purposes of analysis. The anticipated uses are as follows:

Table 1 - Trip Generation - Stonewood PD Full Buildout										
Land Use	Land Use Code	Variable Type	Variable Size	Daily Trips	AM Peak Trips			PM Peak Trips		
					Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	DU	270	2444	186	50	136	240	149	91
Single-Family Detached Housing Internal Capture				138	2	1	1	24	19	5
Single-Family Detached Housing with Internal Capture Applied				2306	184	49	135	216	130	86
Multifamily Housing (Low-Rise)	220	DU	300	1809	118	28	90	151	94	57
Multifamily Housing (Low-Rise) Internal Capture				102	2	1	1	15	12	3
Multifamily Housing (Low-Rise) with Internal Capture Applied				1707	116	27	89	136	82	54
Shopping Plaza	821	KSF	60	3923	95	59	36	286	140	146
Shopping Plaza with Internal Capture Applied				3573	91	57	34	*247*	131	116
Shopping Plaza Pass-by Trips (40% PM)[1]				715				92	46	46
Shopping Plaza Total - Non-pass-by Trips				2858	91	57	34	155	85	70
Gross Trips				**8176**	**399**	**137**	**262**	**677**	**383**	**294**
Gross Trips with Internal Capture Applied				**7586**	**391**	**133**	**258**	**599**	**343**	**256**
Net New - Non-pass-by Trips				**6871**	**391**	**133**	**258**	**507**	**297**	**210**

* The fitted curve is used in all cases, where available.

Summary provided below from the applicant's petition:

The Stonewood Planned Development (PD) Traffic Study evaluated anticipated project traffic using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Existing traffic conditions were established using turning movement counts collected on April 29, 2026, along HWY 41, including the HWY 41/NW 21st Place intersection. Historical traffic growth data were used to project 2036 background traffic volumes.

Background traffic also accounts for the anticipated residential buildout of Avalon Woods at NW 16th Avenue and **169 single-family dwelling units** expected to use NW 24th Avenue. The commercial component of Avalon Woods was not included because its site plans have not been approved.

Based on existing traffic patterns associated with Avalon Woods, Stonewood PD traffic is projected to distribute approximately **18% to/from the north and 82% to/from the south**. Project-generated trips were combined with projected background traffic to establish buildout traffic volumes.

The study evaluated **access management, turn-lane warrants, intersection operations, and traffic signal warrants**. Based on the analysis, the following transportation improvements are recommended:

- A **460-foot southbound right-turn lane** on HWY 41 at the NW 21st Place/site access intersection.
- An **eastbound shared through/left-turn lane** and a **minimum 150-foot eastbound right-turn lane** for traffic exiting Stonewood PD.
- An **updated traffic study** when the commercial component is proposed for development or for any residential phase planned beyond 2037.

The Traffic Study concludes that the anticipated traffic generated by Stonewood PD can be accommodated with the recommended roadway and access improvements. The analysis is based primarily on the proposed residential development and projected background conditions; therefore, additional traffic analysis will be necessary when the commercial component is proposed or if residential development extends beyond 2037. Implementation of the identified turn-lane and access improvements, together with future traffic study updates as required, will help ensure that transportation impacts associated with the development are appropriately addressed.

Potable Water and Wastewater Analysis

In keeping with the Infrastructure Goals of the Comprehensive plan to ensure the provision of public facilities in a timely, orderly, and environmentally sound manner at an acceptable level of service for the city's population the analysis below of water and wastewater provisions show potable water and wastewater services are available and are in proximity to the site. The justification report calculates a total **potable water demand of 325,350 gallons per day**; and **wastewater capacity demand of 133,500 gallons per day**. Available capacity to serve new development will be evaluated at the time of construction plan review. For all proposed development of the subject property, **capacity shall be reserved on a first-come, first-served basis by entering into a capacity agreement with the City**. Further information is needed regarding exact development before the City is able to make a determination that sufficient capacity exists to serve the site. Additional studies, upsizing of utility lines, and other necessary information and improvements pertinent to maintaining an adequate level of service may be required at the time of development plan review.

The issuance of a water service permit or contract by the City of Newberry does not create vested rights or guarantee water service. Connections to the City's water system will only be allowed if lawful and compliant with all applicable permits, licenses, restrictions, court orders, or agency directives, and are subject to the City's comprehensive plan, ordinances, policies, and water use permits. The applicant or developer waives any claims against the City for refusal or inability to provide service due to such requirements, and service remains contingent on all applicable rates, fees, and charges. This provision does not waive any valid, preexisting contractual rights.

Parks and Open Spaces Analysis

ROS POLICY 1.2.3. Mandating Open and Recreational Space Allocation in New Developments with Incentives for Including Active Recreation

You will see from the proposal that the 25% requirement has been exceeded. Per the application the development will consist of an integrated system of open space, trails, and recreational areas that enhance access to outdoor amenities for future residents. Staff do not see an amenities center contemplated. When smaller lots are introduced in these planned developments amenities centers with aquatic facilities will usually be a better alternative to individual pools that in some cases will not fit in the yards proposed. In addition, making the stormwater management areas with recreation built in such as a trail network enhances the outdoor recreation experience.

School Concurrency Analysis: School capacity is reserved at time of platting and conceptually accounted for in the 5-year school facilities plan at time of transmittal of the school concurrency form to the Alachua County School Board (SBAC).

Electrical Services Analysis: The subject property lies with the Clay Electric service areas. Capacity to serve the planned development will be determined by the utility provider at time of development plan review.

Solid Waste Analysis: The adopted level of service of 0.8 tons per year is established for solid waste disposal. The applicant is estimating 1,020 tons/year for the residential and 96 tons/year for the non-residential. This equates to 1,116 tons/year for the planned development.

The anticipated level of development represents a net increase of 754.6 tons of waste per year for roughly 272,030 sq. ft. of commercial. The current Bureau of Economic and Business Research (BEBR) population estimates of Newberry are 9,096 residents, providing a level of service of 5,548.56 tons per year. The proposed development represents 14% of the total capacity reserved for the City of Newberry. However, solid waste services by nonresidential uses shall be attained through private contract and are not evaluated in this report.

Impact Fees/Development Fees

The City has adopted and implemented impact fees for transportation and public buildings. The City has adopted and implemented development fees for water and wastewater service. Impact and development fees do not represent the complete cost to provide new or enhanced facilities. Further analysis of impact and capacity availability of existing facilities will be determined at the time of development plan review.

FINDINGS

Staff have determined that the proposed amendment to the Future Land Use Map is consistent with the City of Newberry Comprehensive Plan, Land Development Regulations, and the 2022 Strategic Plan. This land use change does not, in itself, grant development entitlements; such entitlements would be established only through subsequent rezoning of the property.

Stonewood Planned Development

Comprehensive Plan Amendment

Large-Scale Future Land Use Change

2nd Submittal
July 8, 2026

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I. Land Use Change Justification

A. Introduction

This application requests approval of a Comprehensive Plan amendment to change the Future Land Use (FLU) designation of Parcel 01879-002-000 and Parcel 01879-004-001, totaling approximately 94.5 ± acres, located at 2120 NW State Road 45 in the City of Newberry, Florida. The proposed amendment seeks to redesignate the property from Agriculture to Planned Development (PD) to allow for a comprehensively designed, mixed-use project known as Stonewood Planned Development.

The Stonewood Planned Development is envisioned as a master-planned community that provides a coordinated mix of residential housing types**,** neighborhood-serving commercial uses**,** internal open space, and supporting infrastructure. One goal of the project is to introduce missing middle housing options such as duplexes, triplexes, fourplexes, townhomes, and similar attached, multi-unit structures. The project seeks to add other diverse housing formats that offer attainable choices for a wide range of households including small lot single family homes. By integrating a variety of housing types and sizes, the project supports the City's broader objectives for expanding housing affordability and promoting inclusive neighborhoods.

The PD Future Land Use designation allows the applicant to provide a flexible development that can adapt to market conditions while ensuring high-quality urban design, compatibility with surrounding properties, and alignment with the City's long-term planning goals. Development will occur under a unified conceptual master plan that establishes land use distribution, internal circulation, an interconnected open space network, stormwater strategies, and appropriate transitions to existing neighborhoods. The Planned Development framework provides the City with a structured yet adaptable tool to guide innovative, mixed-housing development in a manner not achievable under the current Agriculture designation.

The Stonewood Planned Development is anticipated to be constructed in four phased development stages over an approximately ten-year buildout period beginning in 2027 and extending through 2037. Phase 1 is anticipated to occur from the beginning of 2027 through the end of 2031, followed by Phase 2 from the beginning of 2028 through the end of 2033. Phase 3 will run somewhat concurrent to Phase 2 from the beginning of 2029 through the end of 2035. The final phase 4 will also overlap the end of Phase 2 and run concurrently with Phase 3 from the beginning of 2030 through the end of 2037. These overlapping phases allow infrastructure, utilities, and site improvements to be constructed in coordination with project demand while supporting orderly and efficient growth consistent with the City's log term planning objectives.

B. Proposed Level of Development – For Level of Service Evaluation

To support evaluation of public facility impacts and consistency with adopted level of service (LOS) standards, a conceptual level of development has been established for the proposed Planned Development.

The proposed Future Land Use amendment to Planned Development (PD) is supported by a defined conceptual development program to allow for evaluation of public facility impacts and level of service (LOS) consistency.

At full buildout, the Stonewood Planned Development is anticipated to include a mix of residential and nonresidential uses consistent with the PD Future Land Use designation. The conceptual level of development is as follows:

Residential Development:
Up to approximately 570 dwelling units, consisting of a mix of housing types including:

- Approximately 300 multifamily units
- Approximately 270 single-family dwelling units

Non-residential Development:
Up to approximately 60,000 square feet of neighborhood-serving commercial and/or office uses

This development program reflects a moderate-density, mixed-use pattern consistent with the Planned Development Future Land Use category and the City's Urban Service Area growth framework.
For planning and concurrency evaluation purposes, this level of development has been used to estimate transportation impacts, potable water demand, wastewater generation, solid waste generation, and other public facility needs. As demonstrated in the supporting analyses, the proposed amendment can be accommodated within the City's adopted level of service standards, with any required improvements to be addressed at the time of development review.

Final development intensity, unit mix, and site design will be refined through the Planned Development zoning and site plan approval processes, consistent with the Comprehensive Plan and Land Development Code.

C. Purpose Of Request

The purpose of this Future Land Use Map amendment is to establish a land use framework that supports a cohesive, mixed-use community offering a broad range of residential housing types, particularly missing middle housing, alongside neighborhood-serving commercial uses and high-quality open spaces.

The existing Agriculture designation does not accommodate the type, scale, or diversity of uses necessary to meet current and projected housing needs within the City of Newberry. The PD designation is specifically intended to allow flexible, creative development patterns that can adapt to market conditions while maintaining the City's standards for compatibility, infrastructure efficiency, and community character.

The request is supported by analysis demonstrating consistency with the City's Comprehensive Plan, including policies related to housing diversity, compact growth, efficient infrastructure use, and the creation of well-designed neighborhoods. Approving the requested FLU amendment will help address the City's documented need for varied and attainable housing options while supporting orderly, sustainable development along the State Road 45 corridor.

D. Compatibility With Surrounding Use

The subject parcels are currently designated Agriculture on the Future Land Use Map. The proposed subject site and surrounding area are characterized primarily by agricultural and rural land uses, with limited development pressure and ample separation distances between uses. Land uses surrounding the subject property are generally compatible with the proposed Planned Development designation.

Properties to the north, south, and west are designated Agriculture and are currently utilized for grazing, timber, or crop production. These uses are low-intensity in nature and are typically associated with large tracts, minimal structural development. The property to the east is currently vacant and designated Mixed Use on the Future Land Use Map, indicating an expectation of future development at a greater intensity than surrounding agricultural lands.

The proposed Planned Development designation for Stonewood provides a logical transition between the existing agricultural uses to the west, north, and south and the Mixed-Use designation to the east by allowing development to occur in a planned, cohesive manner with site-specific standards. This will ensure compatibility with internal buffering, setbacks, open space preservation, and phased development, as well as the ability to tailor land use intensities and design standards to respond to adjacent agricultural operations. These measures will minimize potential land use conflicts while allowing for the orderly and efficient development of the property consistent with long-term growth patterns.

Location	Current Land Use	Future Land Use
Subject	GRZGSOIL CLASS6 & CROPSOIL CLASS2	Agriculture
North	GRZGSOIL CLASS6	Agriculture
South	TMBR SI 80-89	Agriculture
East	VACANT	Mixed Use
West	CROPSOIL CLASS3	Agriculture

Map 1: Current Future Land Use



Map 2: Proposed Future Land Use



II. Comprehensive Plan Consistency

This section evaluates the proposed Future Land Use Map amendment for consistency with the goals, objectives, and policies of the City of Newberry Comprehensive Plan. The requested Planned Development designation aligns with multiple elements of the Plan by promoting diverse housing opportunities, supporting compact and efficient growth patterns, enhancing mobility, and ensuring the coordinated provision of public facilities.

A. Future Land Use Element

The proposed Stonewood Planned Development supports the goals of the Future Land Use Element by promoting compact, well-planned growth through a coordinated master-planned design that reduces sprawl and uses infrastructure efficiently. The project provides a diverse mix of residential housing types, including missing middle options, advancing City objectives for housing variety and affordability consistent with the City's long-term planning vision.

FLU POLICY 1.2.1: The City shall promote small-town character, including rural spaces through the following means:
1. Ensure permitted uses, densities, and intensities for lands outside the USA boundary appropriately limit suburban sprawl, promote rural land retention, and contribute to the City's overall character;

Analysis: The proposed FLU amendment directs new development within the Urban Service Area, helping to protect rural lands outside the boundary from premature suburban expansion. The Planned Development designation supports compact, orderly, and master-planned growth, rather than dispersed sprawl, and ensures the efficient use of existing and planned urban services. The Stonewood conceptual plan incorporates appropriate buffers, open space, and transitions to adjacent rural areas, helping maintain the City's small-town and rural character while accommodating growth in a planned and responsible manner.

Planned Development
Planned Development (PD) Standards: The City shall utilize innovative design standards to discourage urban sprawl, provide aesthetic standards and promote open space within the USA as designated within this Comprehensive Plan. Planned Developments (PDs) may be approved within the designated EDA or as a separate PD land use category for lands within the USA, but outside the EDA designated areas.

PDs within the USA outside of the Historic District/Main Street area.
This area may include residential low, medium, and high-density land uses as described within this policy; recreation uses; public uses; commercial uses; solar energy facilities (commonly referred to as solar farms) as defined in the LDRs; and light manufacturing uses which are entirely conducted within an enclosed soundproof building. These uses may occur as mixed uses or as a single use at the discretion of the City Commission. Material-Oriented Industrial Development, Intensive Agricultural Uses, and Mining Activities shall not be approved as PDs within this area.

Intensities shall not exceed 60% ISR. Building heights shall be restricted to maintain a proportional relationship with surrounding land uses as well as with the Fire Department's ability to provide adequate fire suppression services.

Analysis: The Stonewood Planned Development meets the City's PD standards by promoting compact, well-designed growth within the Urban Service Area and incorporating innovative design, coordinated open space, and multimodal connectivity. The project includes residential and neighborhood-serving commercial uses consistent with the allowable PD uses outside the Historic District/Main Street area and excludes all prohibited industrial or intensive agricultural activities. The PD framework enables a cohesive, mixed-use community that supports the City's goals to discourage sprawl, enhance aesthetics, and provide high-quality open space. The development will also comply with intensity limits by maintaining an impervious surface ratio up to 60% and ensuring building heights are compatible with surrounding land uses and within the Fire Department's fire suppression capabilities. These requirements will be further assessed during the Final Planned Development approval process as well.

FLU POLICY 4.2.1: The City established the State Road 26 and US Highway 27/41 Gateway Overlay District to recognize the importance of promoting the City as an attractive, vibrant, and economically prosperous community, in keeping with the city's community character.

Analysis: The subject parcels for the proposed Future Land Use amendment lie within the Gateway Overlay District and contribute to an attractive, vibrant, and economically strong entrance to the City. The project will provide a high-quality, master-planned design with coordinated open space, enhanced streetscapes, and a mix of residential and neighborhood-serving commercial uses that reinforce Newberry's small-town character. The development will also comply with all Gateway Overlay standards in the Land Development Code, ensuring that architecture, landscaping, signage, and site design meet the City's expectations for quality along this important corridor.

FLU OBJECTIVE 5.1: The City's USA is established to create compact contiguous urban densities and intensities served by public utilities and services within the planning horizons, 2035 or 2045, established by the Comprehensive Plan.

Analysis: The proposed Future Land Use amendment will allow a Planned Development that is located within the City's Urban Service Area (USA), where the Comprehensive Plan directs compact, contiguous urban growth through the 2035 and 2045 planning horizons. By redesignating the property from Agriculture to Planned Development, the City enables the efficient use of existing and planned public utilities and services, supports orderly expansion of urban densities and intensities, and prevents leapfrog or scattered development outside the USA.

FLU POLICY 5.1.1: The City's USA is intended to accomplish the following:

1. Limit the location of high density residential, high intensity commercial, and heavy industrial uses;
2. Direct growth from the City's core outward to encourage infill development and redevelopment, resulting in compact and contiguous urban densities and intensities;

3. Establish the urban edge by defining the boundary that new public services may be extended to adequately serve development;
4. Encourage retention of the rural area; and
5. Clearly delineate where current development exists and future growth is planned or desired.

Analysis: The proposed Future Land Use amendment will place new residential and neighborhood-serving commercial uses within the Urban Service Area, where higher densities and intensities can be properly supported. By locating development next to existing urbanizing areas, the amendment promotes compact, contiguous growth and follows the City's planned outward growth pattern. The site's location fully within the USA ensures that public utilities and services extend only within the defined urban edge. Concentrating development inside the USA also reduces pressure on rural lands, helping preserve the City's agricultural and low-density areas. Overall, the amendment reinforces the USA as the area where future growth is planned and desired, supporting the City's long-term growth management goals.

FLU OBJECTIVE 5.2: The USA shall discourage urban sprawl by containing urban uses in a mix of residential, commercial, industrial, agriculture, institutional, public, and recreation uses served by centralized public facilities and an interconnected road system.

Analysis: The proposed FLU amendment locates a mix of residential and neighborhood-serving commercial uses within the Urban Service Area, where centralized water, sewer, and transportation services are available. By using full public facilities and providing an interconnected internal road network, the Stonewood PD supports compact urban development and helps discourage urban sprawl.

FLU POLICY 5.6.3: The City shall limit any extension of community potable water and community sanitary sewer facility geographic service areas to commercial, industrial, public, recreational, and residential land uses within the geographic service area as depicted on the USA Map in the City's Comprehensive Plan.

Analysis: The proposed Future Land Use amendment is consistent with FLU Policy 5.6.3 because the subject property is fully within the Urban Service Area, where extensions of community water and sewer services are allowed. Approving the amendment ensures that future development on the site will utilize centralized utilities only within the City's designated geographic service area, consistent with the Comprehensive Plan.

B. Transportation Element

TRAN POLICY 1.1.1: The city shall establish and maintain the Level of Service (LOS) standards as noted below at peak hour for the following roadway segments within the city. Further, such standards shall be as defined within the current FDOT "Multimodal Quality/Level of Service Handbook", 2023. The city impact fees shall address roadway segments severely impacted, roadways that fail to operate at the adopted LOS.

Analysis: The subject property is adjacent to US 27 on the segment between NW 32nd Ave to NW 9th Place (segment ID 20074). According to the City of Newberry Comprehensive Plan, this road currently has an LOS of C, which meets the standards of FDOT SIS Facility regulations and the City of Newberry Comprehensive Plan, which both require US 27 to maintain an LOS of C or higher. A traffic study, prepared independently by Optimus Traffic Solutions, LLC, analyzes the potential impact of the proposed Future Land Use amendment on US 27 upon buildout. As part of the study, Optimus Traffic Solutions included a series of recommended roadway improvements to mitigate the potential impacts of the proposed Future Land Use Amendment. These recommendations are as follows:

- *Provide a 460 FT southbound right-tun lane on HWY 41 at the NW 21st Place/site access intersection.*
- *Provide an eastbound shared through/left lane and a (minimum) 150 FT eastbound right-turn lane for vehicles exiting the Stonewood PD.*
- *Provide an update to the Stonewood PD Traffic Study at the time the commercial component is proposed for development or for any residential phase planned beyond 2037.*

As noted on the PD Master Plan, the applicant shall include these as voluntary obligations to be completed as conditions of the PD approval to ensure the compatibility of the Future Land Use Amendment with surrounding uses and infrastructure.

TRAN OBJECTIVE 1.5 : The city shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads in accordance with state and County standards.

Analysis: Any future development under the new land use designation will be required to comply with state and County access management standards that limit the number and spacing of driveways and connections to arterial and collector roads. The proposed Stonewood Master Plan is designed with a coordinated internal street network that will serve both the residential and commercial components of the development. All internal circulation will connect to a single consolidated ingress and egress point along SR 45/US 27/41, providing controlled access to the site. This approach supports safe and efficient traffic flow, minimizes potential conflicts along the corridor, and remains consistent with the City's transportation policies and access management standards.

In addition to the primary access point, an emergency access connection will be provided at the southernmost portion of the Planned Development from NW SR 45. This access point will be restricted to emergency services, including fire and rescue vehicles, and will be secured with a gated entry requiring an emergency access code in accordance with applicable fire safety and emergency management requirements.

TRAN POLICY 1.7.4: The city shall coordinate the transportation network with the Future Land Uses shown on the FLUM in order to encourage compact development patterns within the USA and provide safe and convenient access for work, school, shopping and service-related trips to protect the cultural and environmental amenities of the city, and to protect the integrity of the FIHS.

Analysis: The proposed Future Land Use amendment supports compact development within the Urban Service Area and allows the transportation network to be coordinated with planned land uses. Future development on the site will provide an interconnected internal street system that offers safe and convenient access. This approach helps protect the City's cultural and environmental amenities and maintains the functional integrity of the Florida Intrastate Highway System (FIHS).

C. Housing Element

HOUS POLICY 1.1.5: The City shall support naturally occurring affordable housing, housing that is affordable without government subsidies, by maintaining and permitting existing building types not commonly produced by the marketplace, such as missing middle, single-room occupancy, co-housing, and shared housing. These housing types are defined as follows:
1. Missing middle housing: Medium density housing that ranges between single-family homes and mid-rise apartment buildings. Examples of missing middle housing include duplexes, triplexes, fourplexes, townhomes, and similar attached, multi-unit structures.

Analysis: The proposed Future Land Use amendment allows the Stonewood Planned Development to introduce a variety of missing middle housing types, including multifamily, smaller homes, and small-lot single-family units, that naturally offer more attainable price points without reliance on government subsidies. These housing types are essential for producing naturally occurring affordable housing (NOAH), particularly for moderate-income households.

For a household earning the City's median income of $90,000 - $106,000, an affordable home generally falls within the range of $290,000 to $430,000, based on the standard threshold that no more than 30% of gross monthly income (approximately $2,250 - $2,650 per month) should be spent on housing costs. Typical affordability formulas indicate that such a household can reasonably afford a home priced between 2.5- and 4-times annual income, or roughly $225,000 - $424,000, depending on mortgage rates, taxes, insurance, and down payment.

Missing middle housing is one of the few product types that can be built within or near these affordability ranges through market forces alone. Allowing smaller lots further supports affordability by reducing land costs per unit and enabling more compact, efficient site design, which lowers both development costs and final home prices. Smaller unit sizes, and more efficient land use make these housing types naturally less expensive to build and purchase than traditional single-family homes. By permitting a range of missing middle formats, the proposed FLU amendment directly advances the City's goal of supporting naturally occurring affordable housing and expanding attainable housing choices for Newberry residents.

HOUS POLICY 1.2.1: To expand opportunities for a variety of housing types, the City shall:
1. Amend FLU categories and zoning classifications to allow a variety of housing types throughout the City to meet a variety of residence needs.
2. Consider permitting a variety of housing types within compatible nonresidential classifications to create mixed-use nodes.
3. Explore new housing types that may not be permitted within the existing FLU categories or zoning districts, including ADUs and other non-conventional housing types that can increase housing density within neighborhoods.
4. Consider alternative regulatory standards or reducing regulatory standards that do not compromise the public's health, safety, or welfare to encourage and allow non-conventional housing types, such as eliminating minimum lot sizes, allowing shared infrastructure (SMF and open space), and reducing or removing minimum parking standards within the urban core and mixed-use nodes.
5. Establish minimum standards for new housing types, such as ADUs, to ensure they balance affordability and compatibility with abutting uses.

Analysis: The proposed FLU amendment supports HOUS Policy 1.2.1 by allowing a wider range of housing types within a PD, including smaller homes, homes of varied lot sizes, multifamily units, and other medium-density formats that expand the City's housing options. It also enables residential uses within a mixed-use setting and provides flexibility to introduce new or non-traditional housing types through the Planned Development framework. The project can incorporate alternative standards, such as smaller lots and shared open space, that help lower housing costs while maintaining compatibility and public safety. Overall, the amendment advances the City's goal of providing more diverse and attainable housing choices.

HOUS POLICY 1.3.1: The City, to address the quality of housing and stabilization of neighborhoods, shall include minimum housing standards for structural strength, stability, sanitation, adequate light and ventilation and safety to life and property from fire and other hazards incident to the construction, alteration, repair, removal, demolition, use and occupancy of residential buildings within the adopted land development regulations.
Every dwelling unit shall meet the requirements of the Florida Building Code and the most current edition of the International Property Maintenance Code;

Analysis: Any residential development permitted under the new designation will be required to meet all minimum housing standards established in the City's Land Development Regulations, the Florida Building Code, and the International Property Maintenance Code. These standards ensure structural stability, sanitation, adequate light and ventilation, and protection of life and property. Approval of the amendment does not alter or exempt the site from these requirements; instead, it supports the development of new housing that fully complies with modern safety and quality standards, contributing to stable, well-constructed neighborhoods within the City.

D. Infrastructure Element

Goal IV-1: Ensure the provision of public facilities in a timely, orderly efficient and environmentally sound manner at an acceptable level of services for the city's population.

Analysis: The proposed Future Land Use amendment allows development to occur within the Urban Service Area where public facilities can be provided in a timely, orderly, and efficient manner. The Planned Development framework ensures that required infrastructure, including water, sewer, stormwater, and supporting public facilities, will be constructed as part of the project and coordinated with the City's established service standards. By enabling development that delivers its infrastructure concurrently with growth, the amendment promotes environmentally sound practices and maintains acceptable levels of service for the City's residents.

POLICY IV.2.1. The City hereby establishes the following level of service standards for Wastewater facilities.

Facility Type	**Level Of Service Standard**
Residential Sanitary Sewer System	100 gallons per capita per day
Nonresidential Sanitary Sewer System	2,000 gallons per acre per day

Analysis: The proposed FLU amendment will meet or exceed the City's adopted wastewater level of service requirements, and the anticipated wastewater demand can be accommodated by the City's sanitary sewer system.

Use Type	**Development Assumption**	**LOS**	**Estimated Demand**
Multifamily	300 units * 2.0 persons per unit=600 persons	100 GPCPD	60,000 GPD
Single-family	270 units * 2.5 persons per unit=675 persons	100 GPCPD	67,500 GPD
Residential Subtotal	**1,275 persons**		**127,500 GPD**
Nonresidential Uses	Up to 60,000 sq ft	Planning level estimate	6,000 GPD
Total			**133,500 GPD**

Wastewater service will be provided by the City's public sanitary sewer system in accordance with adopted utility standards. Any required system improvements will be constructed or funded concurrent with development, as necessary, to maintain adopted levels of service and ensure adequate wastewater capacity at the time of development. The applicant will provide a lift station and all utility and stormwater easements within phase 1 of the development.

Accordingly, the proposed FLU amendment to PD is consistent with WSSP Policy 1.2.1, as it ensures that adequate wastewater facilities will be available to serve the proposed development without degrading the City's adopted level of service standards.

POLICY IV.2.4 The City hereby establishes the following level of service standards for solid waste disposal facilities:

Facility Type	Level of Service Standard
Solid Waste Landfill	0.8 inbound tons per year

Analysis: The proposed FLU amendment will meet or exceed the City's adopted solid waste level of service requirements, and adequate landfill capacity exists, or will be available, to accommodate the solid waste demand generated by the proposed development.

Use Type	Development Assumption	LOS	Estimated Demand
Multifamily	300 units * 2.0 persons per unit=600 persons	0.8 tons/persons/year	480 tons/year
Single-family	270 units * 2.5 persons per unit=675 persons	0.8 tons/persons/year	540 tons/year
Residential Subtotal	**1,275 persons**		**1,020 tons/year**
Nonresidential Uses	Up to 60,000 sq ft/500 sq. ft. employee= 120 employees	0.8 tons/persons/year	96 tons/year
Total	**1,275 residents + 120 employees**		**1,116 tons/year**

Note: Nonresidential employment was estimated using a standard planning-level factor of one employee per 500 square feet, which reflects a blended average across typical office and retail uses in the absence of a defined tenant mix.

Based on the estimated population and employment associated with the development, the project is anticipated to generate approximately 1,116 tons per year of solid waste.

Solid waste collection and disposal will be provided through the City's authorized solid waste service provider in accordance with adopted standards and interlocal or franchise agreements. Any required improvements or operational adjustments will be implemented concurrent with development to ensure continued compliance with adopted levels of service.

POLICY IV.2.6 The City hereby establishes the following water quantity and quality level of service standards for drainage facilities:

LEVEL OF SERVICE STANDARD
For all projects which fall totally within a stream, or open lake watershed, detention systems must be installed such that the peak rate of post-development runoff will not exceed the peak rate of pre-development runoff for storm events up through and including either:
1. A design storm with a ten-year, 24-hour rainfall depth with Soil Conservation Service type II distribution falling on average antecedent moisture conditions for projects serving exclusively agricultural, forest, conservation, or recreational uses; or
2. A design storm with 100-year critical duration rainfall depth for projects serving any land use other than agricultural, silvicultural, conservation, or recreational uses.

Analysis: Stormwater management for the proposed development will be designed to ensure that post-development peak runoff rates do not exceed pre-development conditions for the applicable design storm, and all stormwater facilities will be reviewed and approved by the appropriate regulatory authorities in accordance with adopted requirements.

Policy IV.2.8: The city hereby establishes the following level of service standards for potable water.

Facility Type	Level Of Service Standard
Private Individual Water Wells	Standards as specified in F.A.C. Ch. 17-22, in effect upon adoption of this Comprehensive Plan
Residential Potable Water System	150 gallons per capita per day
Nonresidential Potable Water System	2,750 gallons per acre per day

Analysis: Potable water demand associated with the proposed development has been evaluated using the City's adopted level of service standard of 250 gallons per capita per day for residential uses. Based on the conceptual development program:

Use Type	***Development Assumption***	***LOS***	***Estimated Demand***
Multifamily	300 units * 2.0 persons per unit=600 persons	250 GPCPD	150,000 GPD
Single-family	270 units * 2.5 persons per unit=675 persons	250 GPCPD	168,750 GPD
Residential Subtotal	**1,275 persons**		**318,750 GPD**
Nonresidential Uses	Up to 60,000 sq ft	Planning level estimate	6,600 GPD
Total			**325,350 GPD**

Note: Nonresidential potable water demand was estimated using a planning-level factor of approximately 0.11 gallons per square foot per day, resulting in an estimated demand of 6,600 gallons per day based on up to 60,000 square feet of commercial and office uses.

The City's potable water system has capacity to serve this level of demand, and any required system improvements will be constructed concurrent with development. Accordingly, the proposed amendment is consistent with potable water LOS requirements (Policy IV.2.8), as adequate capacity exists or will be provided.

OBJECTIVE IV.3. The City, upon adoption of this Comprehensive Plan, shall require that residential densities greater than one dwelling unit per acre be directed to areas which are served by centralized potable water systems and sanitary sewer systems.

Analysis: The proposed Planned Development will be served by the City's centralized potable water system. Potable water will be provided to both residential and nonresidential uses through City services in accordance with adopted utility standards, ensuring that adequate water supply is available to support the proposed development consistent with the Comprehensive Plan.

E. Conservation Element

CSV GOAL 1 — To conserve natural resources the City through appropriate use and protections, and to maintain the integrity of natural system functions and habitats.

Analysis: Development under the new designation will occur within a master-planned framework that incorporates appropriate environmental protections, coordinated stormwater management, and compliance with all applicable conservation regulations. The project will protect natural system functions by ensuring that runoff, water quality, wetlands, and other sensitive resources are managed according to state and local standards. By guiding growth through a Planned Development pattern, the amendment supports the City's goal of conserving natural resources while maintaining the integrity of ecological systems and habitats.

CSV POLICY 1.2.2. In order to protect high aquifer recharge areas, the City shall coordinate with the Suwanee River Water Management District and Alachua County to limit development in critical areas of concern and conflict with and adjacency to vulnerable resources.

Analysis: Future development on the site will be required to coordinate with the Suwannee River Water Management District and Alachua County during the development review and permitting process. This coordination ensures that any potential impacts to high aquifer recharge areas or adjacent vulnerable resources are fully evaluated and mitigated in accordance with regional and state standards. The Planned Development framework facilitates this review by allowing site design, stormwater management, and infrastructure planning to be adjusted as needed to protect sensitive groundwater resources.

CSV POLICY 1.2.7. The City, shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions by monitoring its wells and wetlands at regular intervals.

Analysis: Any future development will be required to ensure that post-development runoff rates and pollutant loads do not exceed pre-development conditions. The project's planned stormwater system will be designed to meet these standards, with monitoring conducted as required during the development review process

F. Recreation and Open Space Element

ROS GOAL 1: Establish and maintain an integrated system of recreation facilities and open space for citizens and visitors and access to these facilities for diverse groups of people, regardless of special need or condition.

Analysis: The Planned Development allowed under the proposed FLU amendment will provide an integrated system of open space, trails, and recreational areas that enhance access to outdoor amenities for future residents. By establishing a coordinated open space network within the development, the amendment advances the City's goal of ensuring diverse and accessible recreation opportunities for all residents

ROS Policy 1.1.1 Standards for Level of Service
The City's minimum level of service (LOS) standard for the provision of parks and open space as follows:

Facility/Park	**Level of Service Standard (acres/1,000 population)**	**Typical Facilities and Service Area**
Neighborhood Park	2	Playground equipment, open play fields, benches, walking paths, natural passive areas and landscaped areas, pool; generally, no parking, lighting, and restrooms; serves walking population within ½ to 2 miles; 1-2 acres needed.
Community Park	3	Open play fields, multi-purpose fields, playground equipment, walking paths, natural passive areas, pool, community building, and restrooms; limited lighting and parking; on collector roadways, adjacent to schools possible; 3-15 acres needed.
District Park	3	Mixed use with active and passive uses, walking paths, natural passive areas, open play fields, multipurpose fields, playground equipment, pool, community building, restrooms, regulation sports fields, gymnasium, special event areas, generally lighted, parking, staff office; on collector and arterial roadways; 25-100 acres needed.
Regional Park	20	State parks, large open spaces, walking paths, natural passive areas, historical/commemorative structures, nature trails, picnic areas, camping, hiking, nature study, bicycle riding, equestrian trails, swimming, fishing, specific lighted areas, parking, community building, staff office; on local and collector roadways.

Analysis: Recreation and open space impacts associated with the proposed Future Land Use amendment have been evaluated based on the City's adopted level of service standards for park acreage per 1,000 population.

Facility Type	Development Assumption	LOS	Estimated Demand
Neighborhood Park	1,275 residents/1,000= 1.275	2 acres/1,000 population	2.55 acres
Community Park	1,275 residents/1,000= 1.275	3 acres/1,000 population	3.83 acres
District Park	1,275 residents/1,000= 1.275	3 acres/1,000 population	3.83 acres
Regional Park	1,275 residents/1,000= 1.275	20 acres/1,000 population	25.50 acres

The proposed Planned Development will provide on-site open space and recreational areas intended to support neighborhood-level recreation needs generated by the project. Community, district, and regional park demand is typically addressed through the City's broader parks system, impact fees, capital improvements planning, or other concurrency mechanisms. Accordingly, the proposed amendment is consistent with the City's recreation and open space level of service standards, as recreation impacts can be addressed through a combination of on-site open space, applicable development requirements, and City concurrency review at the time of development approval.

ROS POLICY 1.2.3. Mandating Open and Recreational Space Allocation in New Developments with Incentives for Including Active Recreation

The City shall require the new development, especially in residential Planned Development (PD) and Mixed Use (MU) to assign 25% of the total project area to open and recreational space. The open space requirement may include active and passive recreational areas. Of the total open and recreational space, a maximum of 50% may include storm water management area. A minimum of 20% of the total project area shall be established and maintained as common open space or common facilities. The City shall consider incentivizing and encouraging new development to provide trails, sidewalks, greenways, etc. A Density bonus shall be provided to developments, including active recreation space in the subdivision.

Analysis: The proposed Planned Development is consistent with the City's requirements for open and recreational space allocation. The project provides approximately 27.32 acres of open space, representing approximately 29% of the total project area, which exceeds the minimum requirement that 25% of the total project area be allocated to open and recreational space.

Of the total open space provided, a substantial portion is designed as usable common open space, including active and passive recreational areas such as open lawn areas, pedestrian pathways, and integrated green spaces. The Planned Development will ensure that at least 20% of the total project area is established and maintained as common open space or common facilities, consistent with the policy requirement. Any

stormwater management areas included within the open space system will be designed as functional and aesthetic amenities and will not exceed the limitation that no more than 50% of the required open space consist of stormwater facilities.

G. Economic Development

OBJECTIVE ED.1.1 Diversify the economy of the city by creating an economic climate conducive to attracting new development and businesses which yield net social and economic benefits to the city.

Analysis: The Planned Development land use framework enables market-responsive investment that yields net social and economic benefits to the City and supports balanced, sustainable growth consistent with the Comprehensive Plan. The integrated mix of residential and commercial uses further advances this objective by promoting coordinated development and economic diversification.

POLICY ED 1.1.1. Encourage economic development activities which provide, either through initial stages or through expansion, the opportunity for employment of local residents and/or increased municipal revenues.

Analysis: The proposed Planned Development Future Land Use Map amendment is consistent with Policy ED 1.1.1 by encouraging economic development activities that support employment opportunities for local residents and contribute to increased municipal revenues. The proposed mix of residential and nonresidential uses provides opportunities for job creation, supports long-term economic growth, and expands the City's tax base in a manner consistent with the Economic Development Element of the Comprehensive Plan.

POLICY ED 6.1.2. Support development projects which broaden and enhance the City's economic base and produce viable long term land use patterns.

Analysis: The mix and arrangement of uses permitted within the Planned Development promote coordinated growth, long-term economic sustainability, and efficient use of land in a manner consistent with the Comprehensive Plan.

List of Attachments

Attachment A: Affidavits
Attachment B: Deeds
Attachment C: Legal Descrition with Tax Parcel Number
Attachment D: Boundary and Topograhic Survey
Attachment E: Project Maps
Attachment F: Proof of Tax Payments

Attachment A

Affidavit

Attachment B

Deeds

Attachment C

Legal Description

Attachment D

Boundary and Topographic Survey

Attachment E
Project Maps

Attachment F

Proof of Tax Payments

Gainesville (HQ)
St. Augustine
Tallahassee
(844) Go-JBPro
contact@jbpro.com
3530 NW 43rd Street
Gainesville, FL 32606

July 8, 2026

Planning
City of Newberry
25440 W Newberry Road
Newberry, 32669
jperez@NewberryFL.gov

RE: Stonewood PD Rezoning & FLUA
Future Land Use Map Amendment Petition

Dear, City of Newberry Planning Department

JBPro is pleased to provide a resubmittal package for a **Future Land Use Map Amendment Petition** for **Stonewood PD Rezoning & FLUA**. This resubmittal package is provided to address comments provided by The City of Newberry on April 22, 2026.

Included in this resubmittal package are copies of the following:

1. Updated PD Master Zoning Plan
2. Traffic Impact Analysis
3. Revised Justification Reports
4. Required and revised Agent and Owner Forms

Please find below responses to the comments for the above referenced project. The comments have been replicated below followed by responses in **bold**.

Advisory Comments
Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

1. If applicable, impact and development fees will be assessed during review of building permit(s) for new construction and collected at time of building permit issuance.
   Response: So noted, thank you.

2. Wastewater capacity is reserved on a first-come, first-served basis. In order to guarantee available capacity, a retail utility service is required. Contact Public Works to schedule a meeting.
   Response: So noted, thank you.

3. Concurrency and mitigation matters will be addressed within the development order associated with the rezoning petition.
   Response: So noted, thank you.

4. The FLUMA petition is dependent on the rezoning petition demonstrating compliance with the comprehensive plan and the land development regulations.
   Response: So noted, thank you.

5. Future land use map amendment must be approved by the State of Florida and its agencies prior to scheduling second public hearing.
   Response: So noted, thank you.

6. Resubmittals may be emailed utilizing a shared drive link. SmartGov may not allow for resubmittal due to known issue the City is working on to resolve.
   Response: So noted, thank you.

7. Additional comments may be forthcoming based on address of comments provided in this report.
   Response: So noted, thank you.

Application Comments
Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

8. Affidavit for M3 RV Land, LLC: Revise title to read "M3" and not "M2."
   Response: So noted, this has been corrected and attached to the updated justification report

9. Affidavit or PDM Land Holdings, LLC: Revise Property owner to read "PDM Newbery Investment, LLC on behalf of PDM Land Holdings, LLC."
   Response: So noted, this has been corrected and attached to the updated justification report

10. Provide traffic impact analysis. Provide methodology prior to commencement of traffic counts to ensure concurrence with City policies and procedures.
    Response: A traffic impact analysis has been provided with this submittal.

11. Provide a list voluntary obligation and the timing of those obligations which are necessary for the development to achieve concurrency. The obligations shall be directly related to level of services standards which must be met but are not yet constructed. This list will be incorporated into the development order and may be the subject to future discussions on mutually agreeable terms.
    Response: A list of voluntary obligations has been added as a section of notes located on the PD Zoning Master Plan.

12. "Master Plan":
    a. "Future Thru Street" connections required to the north, west, and south where no connections to adjacent properties are provided.
       Response: the stub to the north is not possible due to the industrial and proposed berm to the north. The west has a railroad, a second entrance has been shown on the south end that can provide access to the south as needed.

    b. Utilities shall be stubbed to the "Future Thru Street" connections.
       Response: So noted, please see note #11 under "General Notes" that states all utilities need to be stubbed to Future thru street connections.

c. Buffers must be provided for Parcel Nos. 01879-003-001 and 01879-002-001.
Response: Subsection (C) establishes a buffer requirement for all commercial and industrial uses abutting agriculturally zoned lands containing dwelling units, residentially zoned districts, and districts zoned multifamily. We note that Subsection (C) is use-specific rather than zoning-specific. The portion of the PD proposed for commercial use currently provides a 10-foot buffer to the north between the PD boundary and Parcels 01877-001-000 and 01879-005-000, which are zoned Agriculture, as well as a 50-foot buffer along the east side adjacent to the roadway, consistent with the applicable Overlay district requirement. However, the west and south sides of the proposed commercial area abut only other portions of the same PD rather than agriculturally zoned lands containing dwelling units, residentially zoned districts, or multifamily zoning districts. Accordingly, it does not appear that Subsection (C) requires an additional landscape buffer along the internal west and south boundaries of the commercial area. We respectfully request that staff consider this analysis in its review. We welcome the opportunity to discuss these items further should any questions or concerns remain.

d. Proposed multi-family and nonresidential building heights exceed the maximum height permitted for a property affected by the Gateway Overlay District.
Response: So noted, please see updated height values in table#4 for MF and commercial building heights.

e. Staff recommends applying condominium legal structure to townhouse development for the purposes of maintenance of comment elements of the structure and grounds.
Response: If the developer decides to move forward with townhomes over condos an HOA will be responsible for any required shared maintenance. Condo associations are typically set up after the design and construction of the multi-family project.

f. Staff recommends incorporating a variety of lot sizes: In particular, larger lots sizes adjacent to the periphery adjacent to active agricultural uses.
Response: So noted, please see Table #5 on the PD Master Zoning Plan for lot size distributions.

g. Narrative focuses on variety of housing types being provided, yet the plan does not compel the developer to construct a variety of housing types within the areas designated for single-family attached and detached housing. Therefore, provide a lot layout within the same demonstrating a variety of housing types are planned.
Response: A lot layout is not provided as the phase limits and the number of lots per phase is variable. To still show a variety of housing types Table 5 has been added that shows the total distribution of lot sizes that will be required by the end building out of the single family portion of the project.

h. The City has established a 40% maximum ground cover for residential lots across all residential land uses
Response: Upon review of the code Section 4.21.12 Development standards for planned developments states that lot coverage are to be approved by City Commission. Compared to Single Family zoning which explicitly states a 40% ground cover. This Planned development is requesting a 60% ground cover as seen in the notes under table #4. This has also been added to justification report on page 3 "Purpose Of Request"

13. Justification Report:

a. Proposed level of development must be provided for the purposes of determining adequate level of service.
Response: So noted, please see the update to justification report page 4 B. Proposed Level of Development

b. Level of service analysis must be provided for affected rights-of-ways and intersections (TRAN Policy 1.1.1), potable water (Policy IV.2.8), sanitary sewer (Policy IV.2.1), open space (ROS Policy 1.1.1), and solid waste (Policy IV.2.4).
Response: So noted, the TRAN has been updated please see page 9. In addition, Sewer LOS analysis is on page 13, solid waste is on page 14, potable water is on page 15, Rec & OS is on page 16&17 of FLU justification report.

c. Page 3, Paragraph 2: Missing middle does not constitute "small lot single-family." It is defined as multi-unit housing types in single-family neighborhoods. Revise phrasing accordingly.
Response: So noted, this has been corrected in the updated justification report with COMP plan definition and reworded.

d. Page 3, Paragraph 4: Start date noted as 2037. Revise to be appropriate to time limitations of a Planned Development provided in Appendix B, Article 4, Section 4.21, CNCO.
Response: So noted the typo has been corrected in the justification report to 2027.

e. Page 7, Paragraph 2: Correct typo in the last sentence.
Response: So noted the typo has been corrected in the updated justification report.

f. Cite the "Districts and intent" and explain how the proposed development innovative or unique and could not otherwise be achieved utilizing zoning districts provided in Appendix B, Article 4, CNCO.
Response: So noted a section has been added along with an analysis in the updated justification report.

g. Provide ITE Use Code and trips rates.
Response: Per the included traffic impact report the following land use codes were used 210, 220, and 821. The trip generation can be found in table 1 on page 6 of the ZON Justification report.

h. List voluntary and necessary traffic improvements to mitigate impacts to affect roadways.
Response: Per the included traffic impact report a Southbound Right-turn lane on HWY 41 is required, an Eastbound shared through/left-turn lane and a eastbound right-turn lane for vehicles exiting Stonewood are required. This is added to ZON justification report on page 7. A future updated traffic report will be required to evaluate the development again for commercial development or any delayed/additional residential after 2037.

i. What is proposed for the existing structures on the property.
Response: This existing structures on the property are to be demolished at the time of construction.

j. Open space appears to be wooded and unusable for recreation. What is proposed for active or passive recreational uses in this area.
Response: Open space recreation is to be provided through the use of trails, playgrounds, pavilions, picnic benches, grills and dog parks. Please see note #5 under "open space". Narrative has also been updated in ZON justification report on page 24.

k. Due to the spatially limited to pools, sheds, and recreational vehicles storage will not be possible. How is the developer addressing these needs commonly enjoyed rights in single-family districts?
Response: The lot sizes (average width & depth) proposed are able to accommodate pools and sheds with certain floorplans from the homebuilders. The floorplan for each lot is not identified during the subdivision site development process, but rather at the building permit stage for each individual lot. Additionally, it is not common for standard single-family subdivisions to have and park recreational vehicles on individual lots. The lots proposed with the Stonewood development are adequately sized to accommodate standard single-family home features.

l. Due to routine issues with excessive on-street parking in a manner which either makes the road impassible by first-responder vehicles and/or damages swales, on-street parking shall be required at 1 space for every 5 dwelling units in the single-family area and 1 space for every 10 dwelling units in the multi-family area.
Response: So noted, please see section III C. (10) page 25 of the Rezoning Justification Report for an updated narrative reflecting these requirements.

m. Provide a list of speed reduction improvements that will be utilized on the internal road networks. These improvements may include but are not limited to throats, roundabouts, traffic circles, and on-street parking.
Response: So noted, please see note #12 under "General Notes" on the PD zoning Master plan for a list of all speed reduction improvements.

Architectural Plan Set Comments
Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

14. Not applicable.
Response: So noted, thank you.

Civil Plan set Comments
Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

15. Not applicable.
Response: So noted, thank you.

Landscape Plan Set Comments

Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

16. Not applicable.
    Response: So noted, thank you.

Fire Comments
Provided by Jason Lyman, Fire Chief
Contact: 352-722-3939; jlyman@newberryfl.gov

17. Not comments provided.
    Response: So noted, thank you.

Public Works & Utilities Comments
Provided by Jamie Jones, Assistant City Manager
Contact: 352-722-3932; jjones@newberryfl.gov

18. Needs "unified development language.
    Response: This comment was discussed with Jamie Jones at the City of Newberry and no action is required, thank you.

19. WW capacity agreements will be required must be acknowledged.
    Response: So noted, thank you this will be complete phase by phase as required by the City.

If you have questions or require additional information, please contact either myself or our office. Thank you for your assistance.

Sincerely,



Jack Charnas, PE
Civil Engineering Project Manager, JBPro

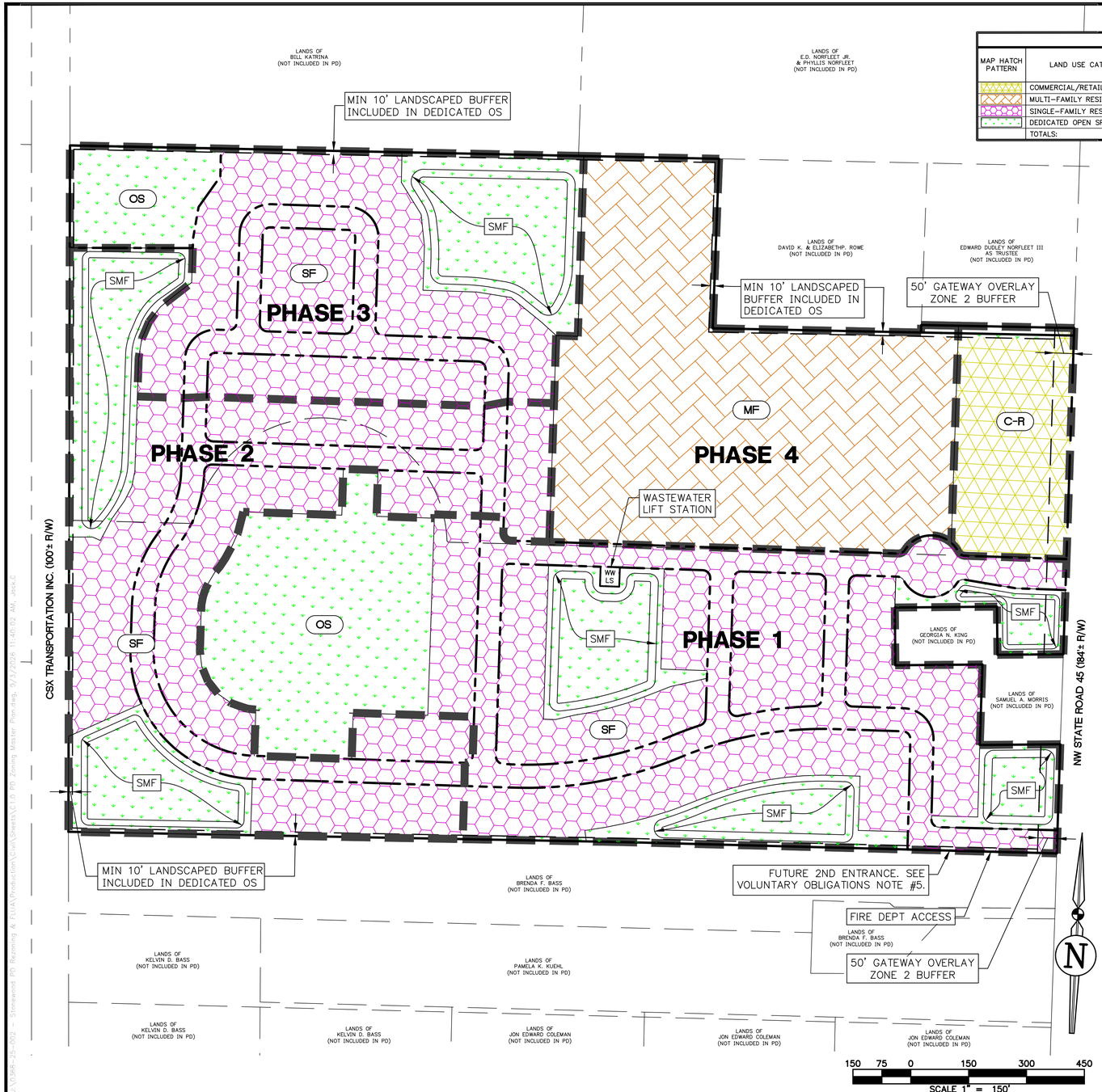


TABLE 1

LAND USE DATA							PHASE 1				PHASE 2				PHASE 3				PHASE 4			
MAP HATCH PATTERN	LAND USE CATEGORY	AREA (AC)	AREA (%)	MAXIMUM ALLOWABLE NON-RES (GSF)	MAXIMUM ALLOWABLE RESIDENTIAL UNITS	DENSITY/ INTENSITY	PROPOSED NON-RES (GSF) MIN	PROPOSED NON-RES (GSF) MAX	PROPOSED RES UNITS MIN	PROPOSED RES UNITS MAX	PROPOSED NON-RES (GSF) MIN	PROPOSED NON-RES (GSF) MAX	PROPOSED RES UNITS MIN	PROPOSED RES UNITS MAX	PROPOSED NON-RES (GSF) MIN	PROPOSED NON-RES (GSF) MAX	PROPOSED RES UNITS MIN	PROPOSED RES UNITS MAX	PROPOSED NON-RES (GSF) MIN	PROPOSED NON-RES (GSF) MAX	PROPOSED RES UNITS MIN	PROPOSED RES UNITS MAX
	COMMERCIAL/RETAIL (C-R)	3.94	4.2%	60,000	0	0.35 FAR	0	60,000	N/A	N/A	0	60,000	N/A	N/A	0	60,000	N/A	N/A	0	60,000	N/A	N/A
	MULTI-FAMILY RESIDENTIAL (MF)	16.67	17.6%	0	300	18 DU/AC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	300
	SINGLE-FAMILY RESIDENTIAL (SF)	46.63	49.3%	0	270	6 DU/AC	0	0	0	100	0	0	0	100	0	0	0	70	0	0	0	0
	DEDICATED OPEN SPACE (OS)	27.29	28.9%	5,000	0	N/A	0	5,000	N/A	N/A	N/A	5,000	N/A	N/A	0	5,000	N/A	N/A	N/A	N/A	N/A	N/A
	TOTALS:	94.53	100.0%	65,000	570	9 DU/AC	0	65,000	0	100	0	65,000	0	100	0	65,000	0	70	0	60,000	0	300

NOTES:
1. MULTI-FAMILY RESIDENTIAL LAND CAN BE CONVERTED TO SINGLE-FAMILY RESIDENTIAL AT THE DISCRETION OF THE DEVELOPER DUE TO MARKET DEMANDS.
2. COMMERCIAL LAND IS NOT A SEPARATE PHASE, BUT CAN BE INCLUDED WITH ANY OF THE (4) PHASES AT THE MINIMUM AND MAXIMUM GSF SHOWN ABOVE. THE COMMERCIAL LAND MAY ALSO BE DEVELOPED AS AN ADDITIONAL INDEPENDENT PHASE BEFORE, DURING, OR AFTER ANY OF THE (4) PHASES IDENTIFIED ABOVE.
3. WITHIN PHASE 4, THE MAXIMUM RESIDENTIAL DWELLING UNITS MAY CONSIST OF TINY HOMES, SINGLE-FAMILY ATTACHED, MULTIFAMILY, OR APARTMENTS.
4. PHASE LIMIT LINES ARE ADJUSTABLE BUT MAY NOT EXCEED THE NUMBER OF LOTS OR GSF LISTED PER PHASE IN TABLE 1.

TABLE 2

DEVELOPMENT PHASING SCHEDULE

PHASE No.	TIME FRAME
1	BOY 2027 TO EOY 2031
2	BOY 2028 TO EOY 2033
3	BOY 2029 TO EOY 2035
4	BOY 2030 TO EOY 2037

NOTES:
1. THE ENTIRE PD WILL BE BUILT OUT WITHIN 10 YEARS (2027-2037).
2. EACH OF THE FOUR PHASES MAY BE DIVIDED INTO MULTIPLE INDIVIDUAL DEVELOPMENT PHASES.
3. THE SCHEDULE DEPICTED IS THE PROPOSED BUILDOUT SCENARIO, BUT MAY BE ADJUSTED DUE TO MARKET CONDITIONS. ALL PHASES CAN OVERLAP.
4. THE SCHEDULE MAY BE ADJUSTED OVER TIME DUE TO EXTENSIONS FROM STATE OR FEDERAL EMERGENCY ORDERS.
5. BOY = BEGINNING OF YEAR.
6. EOY = END OF YEAR.

TABLE 3

OPEN SPACE TABLE

LAND USE CATEGORY	AREA ACRES	AREA % OF TOTAL AREA
DEDICATED OPEN SPACE PROVIDED	27.29	28.9%
MAX SMF AREA ALLOWED IN DEDICATED OPEN SPACE	13.66	14.45%

TOTAL AREA = 94.53 AC

NOTES:
1. MINIMUM DEDICATED OPEN SPACE REQUIRED = 94.53 AC X 0.15 = 14.18 AC.
2. BUFFERS INCLUDED IN OPEN SPACE ARE ALONG ALL EXTERIOR PROPERTY LINES.

TABLE 4

DEVELOPMENT STANDARDS

LAND USE CATEGORY	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MINIMUM LOT DEPTH	MINIMUM BUILDING SETBACKS (FT) FRONT	REAR	SIDE - STREET	SIDE - INTERIOR	MAXIMUM BUILDING HEIGHT (FT)	MAXIMUM FLOOR AREA RATIO
COMMERCIAL/RETAIL (C-R)	1 ACRE	100'	150'	40	25	25	0	42	2.0
MULTI-FAMILY RESIDENTIAL (MF)	1 ACRE	100'	150'	20	10	10	5	42	1.0
SINGLE-FAMILY RESIDENTIAL (SF)	4,000 SF	40'	100'	20	10	10	5	45	0.75
OPEN SPACE (OS)	N/A	N/A	N/A	N/A				N/A	N/A

NOTES:
1. THE MAXIMUM NUMBER OF STORIES FOR ALL BUILDINGS IN THE PD IS 4 STORIES.
2. IN THE EVENT TINY HOUSES ARE DEVELOPED, THE MINIMUM LOT AREA, LOT WIDTH, LOT DEPTH, AND SETBACKS DO NOT APPLY. FOR THIS PD, A TINY HOUSE IS DEFINED AS A SINGLE-FAMILY HOME THAT IS LESS THAN OR EQUAL TO 900 SF GROSS FLOOR AREA.
3. SINGLE-FAMILY ATTACHED UNITS (TOWNHOMES) ARE ALLOWED IN THE SINGLE-FAMILY RESIDENTIAL AND MULTI-FAMILY RESIDENTIAL LAND USE CATEGORIES, AND MAY INCLUDE A MINIMUM LOT WIDTH OF 20 FT, A MINIMUM LOT AREA OF 2,000 SF, AND A SIDE INTERIOR SETBACK OF 0 FT.
4. MAXIMUM GROUND COVER FOR RESIDENTIAL LOTS TO BE 60%.

TABLE 5

SINGLE FAMILY LOT SIZE DISTRIBUTION TABLE

LOT SIZE	DISTRIBUTION PERCENTAGE
40' WIDE	0-40%
50' WIDE	25%-75%
60' WIDE	5-25%

NOTE:
DISTRIBUTION PERCENTAGES ARE REQUIRED TO BE MET BY FULL BUILD OUT & MAY VARY PHASE BY PHASE.

ALLOWABLE USES

1. COMMERCIAL / RETAIL: (C-R)
   RETAIL SALES, PROFESSIONAL SERVICES, BUSINESS SERVICES, PERSONAL SERVICES, RESTAURANTS, FINANCIAL INSTITUTIONS, MEDICAL AND PROFESSIONAL OFFICES, COCKTAIL LOUNGES, BARS AND NIGHTCLUBS, GOVERNMENT AND COMMUNITY USES, COMMERCIAL RECREATION, ENTERTAINMENT.
2. SINGLE-FAMILY RESIDENTIAL: (SF)
   USES ALLOWED PER CITY OF NEWBERRY LDR ARTICLE 4/SECTION 4.21.12 DEVELOPMENT STANDARDS FOR PLANNED DEVELOPEMNTS.
3. MULTI-FAMILY RESIDENTIAL: (MF)
   USES PER CITY OF NEWBERRY LDR ARTICLE 4/SECTION 4.92, 4.93, AND 4.95 RMF RESIDENTIAL, MULTIPLE FAMILIES, INCLUDING TINY HOMES, APARTMENTS, AND MOBILE HOMES. MULTI-FAMILY CAN BE CONVERTED TO SINGLE-FAMILY AT THE DISCRETION OF THE DEVELOPER DUE TO MARKET DEMANDS, AND WOULD ENCOMPASS ALL USES FOUND UNDER "2. SINGLE-FAMILY" ABOVE.
4. DEDICATED OPEN SPACE: (OS)
   DEDICATED/COMMON OPEN SPACE USES INCLUDE LANDSCAPE BUFFERS, PARKS, TRAILS, GARDENS, ACTIVE AND PASSIVE RECREATION FACILITIES, COMMUNITY MAINTENANCE FACILITIES, AND ANY OTHER USES FOUND UNDER APPENDIX A ARTICLE VI RECREATION AND OPEN SPACE ELEMENT FOR NEIGHBORHOOD & COMMUNITY PARKS.
5. STORMWATER MANAGEMENT FACILITIES: (SMF)
   STORMWATER MANAGEMENT FACILITIES (SMFs) ARE ALLOWED IN ALL LAND USE CATEGORIES.

OPEN SPACE

1. IN ACCORDANCE WITH CITY OF NEWBERRY LDR ARTICLE 4, SECTION 4.21.12.9 "COMMON OPEN SPACE" IS DEFINED AS:
   AT LEAST 15 PERCENT OF THE AREA COVERED BY A FINAL DEVELOPMENT PLAN SHALL BE USABLE, COMMON OPEN SPACE OWNED AND OPERATED BY THE APPLICANT OR DEDICATED TO A HOMEOWNER ASSOCIATION OR SIMILAR GROUP, PROVIDED THAT IN ESTABLISHING THE DENSITY PER GROSS ACRE THE CITY COMMISSION MAY INCREASE THE PERCENTAGE OF COMMON OPEN SPACE IN ORDER TO CARRY OUT THE INTENT AND PURPOSE SET FORTH IN THIS ARTICLE; AND PROVIDED THAT ANY PLANNED RESIDENTIAL DEVELOPMENT WHICH ONLY CONSISTS OF ONE-FAMILY DWELLINGS WITH INDIVIDUALLY DEEDED LOTS SHALL ONLY BE REQUIRED TO HAVE FIVE PERCENT USABLE, COMMON OPEN SPACE. NOT MORE THAN ONE-HALF OF THE TOTAL COMMON OPEN SPACE AREA MAY BE IN A FLOODPLAIN, BUFFER AREA, AND/OR WATER BODIES.
2. THE MINIMUM COMMON (DEDICATED) OPEN SPACE REQUIRED FOR THIS PD IS SHOWN IN TABLE 3:
3. DEDICATED OPEN SPACE AREA PROPOSED = 27.32 ACRES > 14.18 ACRES.
4. SMFs ARE ALLOWED WITHIN DEDICATED OPEN SPACE. THE ACTUAL SMF LOCATION CAN CHANGE DURING THE DESIGN AND PERMITTING PROCESS, AS LONG AS THE TOTAL AREA IS STILL LESS THAN 50% OF THE OVERALL DEDICATED OPEN SPACE PER SECTION 4.21.12.9.
5. OPEN SPACE RECREATION WILL BE PROVIDED THROUGH TRAILS, PLAYGROUNDS, PAVILIONS, PICNIC BENCHES, GRILLS, AND DOG PARKS. THESE IMPROVEMENTS WILL BE DESIGNED AND PROVIDED ON A PHASE-BY-PHASE BASIS. ACTIVE IMPROVEMENTS WILL BE PROPOSED IN THE CENTRAL OPEN SPACE. PASSIVE RECREATION WILL BE PROVIDED IN OPEN SPACE/BUFFERS ALONG THE PROPERTY BOUNDARY.

PD CONDITIONS STONEWOOD

1. ALL DEVELOPMENT WITHIN THE STONEWOOD PD SHALL BE CONSISTENT WITH THE PERMITTED USES AND DESIGN GUIDELINES OF THE ZONING MASTER PLAN SPECIFIED ON AND ADOPTED WITH THESE PD CONDITIONS.
2. OUTDOOR STORAGE OF MATERIALS AND BULK STORAGE AREA IS ALLOWED IN THE COMMERCIAL/RETAIL LAND USE CATEGORY, PROVIDED THERE IS SCREENING MEETING A MINIMUM OF CHAIN LINK FENCE WITH SHADE CLOTH, AND NOT ON THE SIDE OR REAR OF COMMERCIAL/RETAIL BUILDING.
3. WITH PHASE 1 AN EMERGENCY FIRE DEPARTMENT ACCESS SHALL BE PROVIDED ONTO NW SR 45 THAT MUST BE GATED AND PROVIDED WITH KNOX BOXES OR SIMILAR SECURITY SYSTEM ON EITHER SIDE.
4. DRIVE-THROUGH FACILITIES ARE TO BE PERMITTED IN THE COMMERCIAL/RETAIL LAND USE CATEGORY.

GENERAL NOTES

1. THE LOCATION AND BOUNDARIES FOR EACH LAND USE AREA AND MAJOR ROADWAYS ARE NOT INTENDED TO BE EXACT. THE DEVELOPER IS AUTHORIZED TO ADJUST THE LAND USE BOUNDARIES DURING THE FINAL CONSTRUCTION DRAWINGS DESIGN AND PERMITTING PROCESS, BY UP TO A MAXIMUM OF 10%.
2. STORMWATER MANAGEMENT FACILITIES (SMFs) ARE ALLOWED IN ALL LAND USE CATEGORIES. THE GENERAL LOCATION OF SMFs ARE SHOWN HEREIN, BUT ARE SUBJECT TO CHANGE DURING THE DEVELOPMENT REVIEW PROCESS.
3. SMFs ARE ALLOWED TO ENCROACH INTO PERIMETER BUFFERS PROVIDED BUFFER PLANTINGS ARE STILL PROVIDED. BUFFER PLANTINGS ARE ALLOWED IN SMFs.
4. THE LOCATION OF THE WASTEWATER LIFT STATION SHOWN IS ALLOWED TO CHANGE TO PROVIDE THE OPTIMAL DESIGN LOCATION FOR THE PD, AND IS ALLOWED IN ANY LAND USE CATEGORY.
5. ROADWAYS TO BE DEDICATED TO THE CITY OF NEWBERRY MAY INCLUDE TYPE D, TYPE E, TYPE F OR MIAMI CURB AND GUTTER. MIAMI CURB AND GUTTER SHALL ONLY BE USED IF THE ROADWAY SLOPE IS LESS THAN OR EQUAL TO 3.0%.
6. PD ROADWAY LOCATIONS SHOWN WITH DASHES ON THIS PD ZONING MASTER PLAN LAYOUT ARE PROPOSED LOCATIONS BUT MAY BE ADJUSTED DURING THE FINAL CONSTRUCTION DRAWING DESIGN PHASES.
7. FOR THIS PD, FUTURE DESIGN PHASES ARE NOT REQUIRED TO GO THROUGH THE PRELIMINARY PLAT REVIEW PROCESS, BUT SHALL GO THROUGH CONSTRUCTION DRAWINGS PHASE AND FINAL PLAT PHASE PER NEWBERRY LDR ARTICLE 5.
8. A 10 FT WIDE LANDSCAPE BUFFER IS REQUIRED ON THE NORTH, SOUTH AND WEST PERIMETER OF THE PD. THE REQUIRED LANDSCAPE BUFFERS SHALL BE A BUFFER PER THE CITY OF NEWBERRY LDR SECTION 4.2.11.
9. A 50 FT WIDE GATEWAY OVERLAY ZONE 2 BUFFER IS REQUIRED ON THE EAST PERIMETER WHERE ADJACENT TO SR 45 PER THE CITY OF NEWBERRY LDR SECTION 4.22.2(A)(5)(h).
10. ON STREET PARKING WILL BE PROVIDED AT 1 SPACE FOR EVERY 5 DWELLING UNITS IN THE SINGLE-FAMILY AREA AND 1 SPACE FOR EVERY 10 DWELLING UNITS IN THE MULTI-FAMILY AREA. THE LOCATION OF ALL REQUIRED PARKING WILL BE DETERMINED ON A PHASE BY PHASE BASIS.
11. UTILITIES ARE TO BE STUBBED ON ALL FUTURE THRU STREET CONNECTIONS.
12. SPEED REDUCTION IMPROVEMENTS WILL BE UTILIZED THROUGHOUT THE DEVELOPMENT WHERE APPROPRIATE AND MAY CONSIST OF REDUCED PAVEMENT WIDTH, ON-STREET PARKING, AND LANE-REDUCTION TRANSITION MARKINGS.

VOLUNTARY OBLIGATIONS

1. A LIFT STATION IS TO BE PROVIDED WITH PHASE 1 OF THE DEVELOPMENT.
2. A SOUTH BOUND RIGHT TURN LANE WILL BE PROVIDED ON STATE ROAD 45 WHEN REQUIRED BY THE TRAFFIC IMPACT STUDY. ADDITIONALLY AN EASTBOUND SHARED THROUGH/LEFT LANE AND AN EASTBOUND RIGHT-TURN LANE FOR VEHICLES EXISTING STONEWOOD WILL BE PROVIDED WHEN REQUIRED BY THE TRAFFIC IMPACT STUDY.
3. ALL WASTEWATER IMPACT FEES ARE TO BE PRE-PAID PHASE BY PHASE.
4. ALL COMMERCIAL ACCESS, UTILITY, AND STORMWATER EASEMENTS ARE TO BE PROVIDED WITH PHASE 1 OF THE DEVELOPMENT.
5. AN UPDATED TRAFFIC REPORT IS REQUIRED BEFORE THE FIRST PHASE OF COMMERCIAL DEVELOPMENT OR FOR ANY RESIDENTIAL DEVELOPMENT AFTER THE YEAR 2037.

REVISIONS

NO.	DATE	DESCRIPTION	DRWN	APPR

ENGINEER OF RECORD: JACK C. CHARNAS, P.E. FLORIDA LICENSE NO. 96925

PRELIMINARY NOT FOR CONSTRUCTION

THIS DOCUMENT IS ISSUED FOR THE PURPOSE OF REVIEW ONLY AND IS NOT INTENDED FOR FINAL PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES.

JBPro
CIVIL ENGINEERING | LAND PLANNING
SURVEYING | CONSTRUCTION SERVICES

3530 NW 43rd Street | Gainesville, Florida 32606
4420 US-1 S, Suite 1 | St. Augustine, Florida 32086

Gainesville: (352) 375-8999 | St. Augustine: (904) 789-8999
Toll Free: (844) Go-JBPro | E-mail: contact@jbpro.com

SHEET TITLE: PD ZONING MASTER PLAN

DATE: SEPTEMBER 2026

PROJECT NO: 0368-25-002

CLIENT: M3 DEVELOPMENT, LLC
WINTER PARK, FLORIDA

PROJECT: STONEWOOD PD
REZONING & FLUA

SHEET NO: C1.0

J:\0368-25-002 - Stonewood PD Rezoning & FLUA\Production\Civil\Sheets\C1.0 PD Zoning Master Plan.dwg, 9/3/2026 11:45:02 AM, Jack.C

CITY OF NEWBERRY

Planning & Economic Development Department
In the Little Red Schoolhouse, 25815 S.W. 2nd Avenue (352) 472-5440
Mailing Address: 25440 W. Newberry Road, Newberry, Florida 32669

For Office Use Only
Date Received: _____
Staff Initials: _____

PROPERTY OWNERSHIP AFFIDAVIT

(Includes Authorization of Agent, if Applicant is not Owner)

PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC
Property Owner

LDR 26-19
Application No.

Additional Property Owners

Tara E. Howell, JBPro
Authorized Agent(s)

01879-004-001
Parcel Number(s)

Rezoning
Type of Application

I (we), the property owner(s) of the subject property, being duly sworn, depose and say the following:

1. That I am (we are) the owner(s) and record title holder(s) of the property described in the attached legal description;
2. That this property constitutes the property for which the above noted land use request is being made to the City of Newberry;
3. That I (we), the undersigned, have authorized, and do authorize, the above noted person(s) as my (our) agent(s) to execute any agreement(s), and other documents necessary to effectuate such agreement(s) in the process of pursuing the aforementioned land use request;
4. That this affidavit has been executed to allow the City of Newberry to consider and act on the subject request; and
5. That I (we), the undersigned authority, hereby certify that the foregoing statements are true and correct.

Owner 1 (signature) | Owner 2 (signature) | Owner 3 (signature)

PETER MCDANIEL
Printed name, Owner 1 | Printed name, Owner 2 | Printed name, Owner 3

STATE OF FLORIDA
COUNTY OF ALACHUA

Sworn to (or affirmed) before me by means of ☒ physical presence or ☐ online notarization, this 8th (Day) day of July (Month), 2026 (Year), by Peter McDaniel (Name of Person Making Statement).

CAMRYN FIGUEROA
Notary Public
State of Florida
Comm# HH662301
Expires 12/11/2028

Camryn Figueroa
Signature of Notary Public - State of Florida

Camryn Figueroa
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known OR Produced Identification

Type of Identification Produced: _____

CITY OF NEWBERRY

Planning & Economic Development Department

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PROPERTY OWNERSHIP AFFIDAVIT

(Includes Authorization of Agent, if Applicant is not Owner)

PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC
Property Owner

CPA 26-14
Application No.

Additional Property Owners

Tara E. Howell, JBPro
Authorized Agent(s)

01879-004-001
Parcel Number(s)

Large Scale FLU Amendment
Type of Application

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Printed name, Owner 1	Printed name, Owner 2	Printed name, Owner 3

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CAMRYN FIGUEROA
Notary Public
State of Florida
Comm# HH662301
Expires 12/11/2028

Camryn Figueroa
Signature of Notary Public - State of Florida

Camryn Figueroa
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known OR Produced Identification

Type of Identification Produced: _____

CITY OF NEWBERRY

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PROPERTY OWNERSHIP AFFIDAVIT

(Includes Authorization of Agent, if Applicant is not Owner)

M3 RV Land LLC
Property Owner

CPA 26-14
Application No.

Additional Property Owners

Tara Howell, JBPro
Authorized Agent(s)

01879-002-000
Parcel Number(s)

Large Scale FLU Amendment
Type of Application

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PETER MCDANIEL		
Printed name, Owner 1	Printed name, Owner 2	Printed name, Owner 3

STATE OF FLORIDA
COUNTY OF ALACHUA

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CAMRYN FIGUEROA
Notary Public
State of Florida
Comm# HH662301
Expires 12/11/2028

Camryn Figueroa Signature of Notary Public - State of Florida

Camryn Figueroa Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known OR Produced Identification

Type of Identification Produced: _____

CITY OF NEWBERRY

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PROPERTY OWNERSHIP AFFIDAVIT

(Includes Authorization of Agent, if Applicant is not Owner)

M3 RV Land LLC
Property Owner

LDR 26-19
Application No.

Additional Property Owners

Tara Howell, JBPro
Authorized Agent(s)

01879-002-000
Parcel Number(s)

Rezoning
Type of Application

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Notary Public
State of Florida
Comm# HH662301
Expires 12/11/2028

Camryn Figueroa
Signature of Notary Public - State of Florida

Camryn Figueroa
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known OR Produced Identification

Type of Identification Produced: _____

File Attachments for Item:

4. LDR 26-19: Large Scale Rezoning for Stonewood Planned Development.

Quasi-Judicial, Petition LDR 26-19. A petition of the City of Newberry, Florida, amending the Zoning Map in the Comprehensive Plan by changing the zoning from Agriculture to Planned Development on 94.5 acres, identified as tax parcel numbers 01879-002-000 and 01879-004-001.

Planning & Zoning Board Agenda Item

Meeting Date:	October 5, 2026
Title:	LDR 26-19: Large Scale Rezoning for Stonewood Planned Development. Quasi-Judicial, Petition LDR 26-19. A petition of the City of Newberry, Florida, amending the Zoning Map in the Comprehensive Plan by changing the zoning from Agriculture to Planned Development on 94.5 acres, identified as tax parcel numbers 01879-002-000 and 01879-004-001.
Agenda Section:	Public Hearings
Department:	Community Development Department
Presented By:	Stacey Hectus, AICP, Community Development Director
Recommended Action:	1) Approve, approve with conditions, continue, or deny Petition No. LDR 26-19.

Summary:
The City received an application from JBrown Profressional Group as the agent on behalf of owner PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC, and M3 RV Land LLC for a rezoning on 94.5 acres, parcel ID numbers 01879-002-000 and 01879-004-001 to change the zoning from **Agricultural to Planned Development**. The parcels are generally located west of NW State Road 45/US 41 and north and east of the Easton Newberry Sports Complex.

The following approvals have been granted on a combination of these parcels:

- **LDR 2021-11 (Ordinance 2021-15)** Treehouse Village text amendment to Article 4, Section 4.2.37, specifically 4.2.37.4(3) and (5) and Section 4.2.37.9(6).
- **SE 2020-02 (Resolution 2021-02)** RV Resort Treehouse Village
- **SDP 2022-01 (Resolution 2022-07)** Treehouse Village Site and Development Plan for Phase one.

The special exception for the 850 unit, multi-phase Recreational Vehicle Resort and associated amenities for Treehouse Village RV Resort **expired.** and this is a new concept being brough

forth on these parcels.

Attachments:

1. Staff Report
2. Preliminary Development Master Plan
3. Application documents

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STAFF REPORT

COMMUNITY DEVELOPMENT DEPARTMENT

File Number: LDR 26-19 Stonewood Planned Development (PD) Rezoning

Request: Rezoning from **Agricultural (A)** to **Planned Development (PD)** for a 94.5 Acres by JBrown Professional Group, Inc ("Agent") on behalf of PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC, and M3 RV Land LLC

Action: Approve, approve with conditions, deny or continue the petition to a date and time certain.

SITE DATA TABLE

Owner	PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC, and M3 RV Land LLC
Agent	JBrown Professional Group, Inc.
Address/Location	Generally located west of NW State Road 45/US 41 and 27and north and east of the Easton Newberry Sports Complex
S/T/R	Section 28, Township 09 South, Range 17 East
Parcel ID	01879-002-000 and 01897-004-001
Net Area	94.5 acres
Gross Area	N/A
Zoning District	Agricultural (A)
FLU	Agriculture (companion request for large scale land use change to Planned Development)
Existing Use	Vacant/Crops/Rural Residences
Proposed Use	Planned Development with a mix of residential and commercial
Located in the Urban Service Area (USA)	Yes
Located in any other district or overlay	Gateway Overlay

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Table 1: List of Adjacent Future Land Uses

Direction	Future Land Use Designation	Zoning Designation
North	Materials-Oriented Industrial and Agriculture	Industrial (I)
East	Mixed Use – Avalon Woods development	Mixed Use (MU) – Avalon Woods development
South	Agriculture	Agriculture (A)
West	RR Tracks and NC Ranch Planned Development	RR tracks and NC Ranch Planned Development (PD)

Introduction

JBrown Professional Group, Inc ("Agent") on behalf of PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC, and M3 RV Land LLC, ("Owner"), is requesting approval of rezoning a 94.5-acre site generally located west of NW State Road 45/US 41 and 27 and north and east of the Easton Newberry Sports Complex. The subject property has an existing zoning designation of Agricultural (A) and a future land use designation of Agriculture. The Agent is requesting rezoning to Planned Development (PD), consistent with the companion future land use map amendment Petition No. CPA 26-14. This rezoning petition is contingent upon the adoption of the future land use map amendment. The property is located within the Urban Service Area (USA) and the Gateway Overlay District but is not located within the Historic District or Community Redevelopment Area. The adjacent property to the north was recently approved for a concrete batch and truss plant. The parcel to the west was approved for a Planned Development called NC Ranch.

The Agent provided an analysis of a contemplated "highest and best use" of the property, but this arbitrary level of development does not represent actual development levels and only provides a conceptual level of development for the purposes of preliminary impact analysis.

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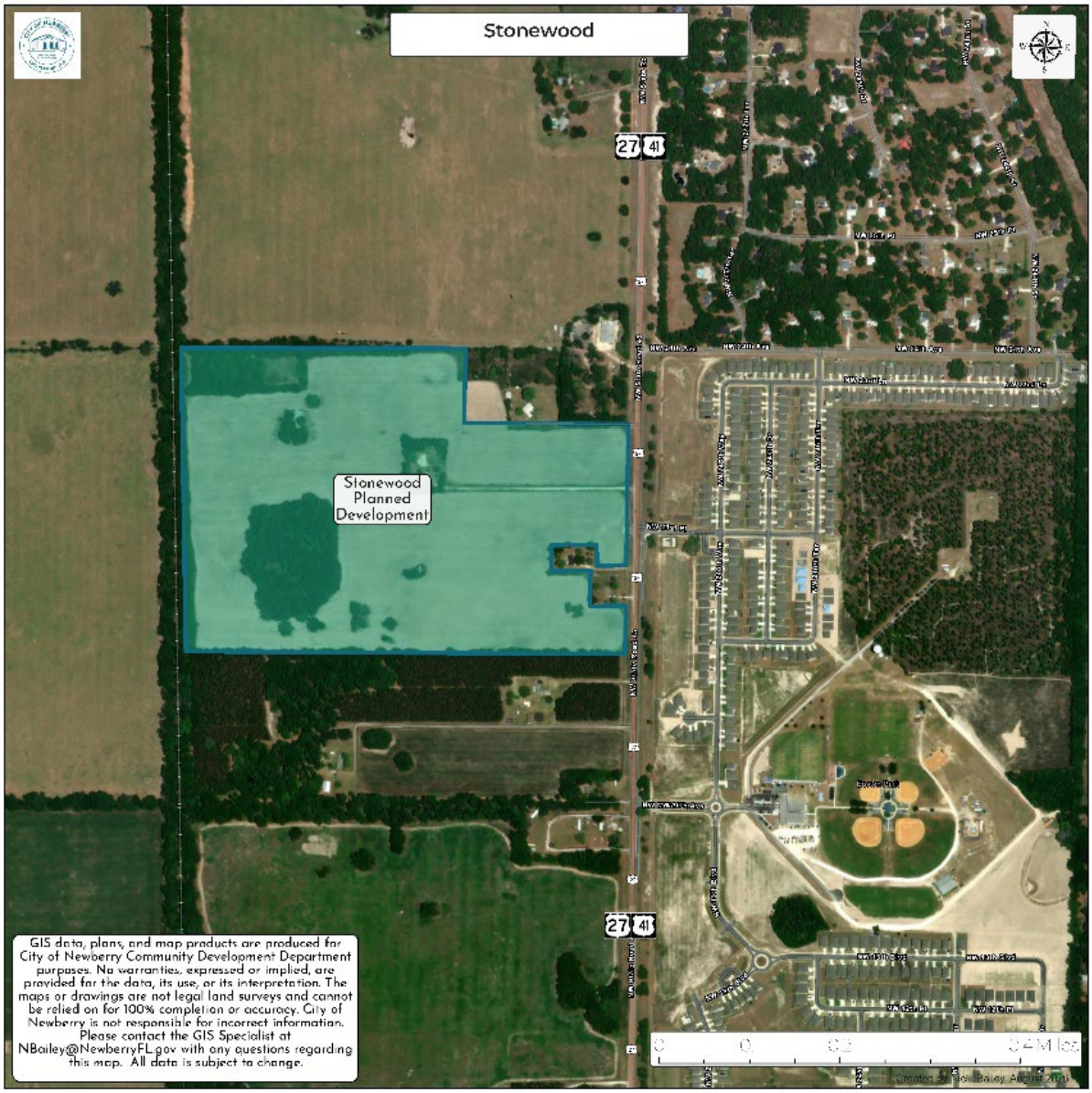


Figure 1: Aerial imagery of subject property with parcel overlay.

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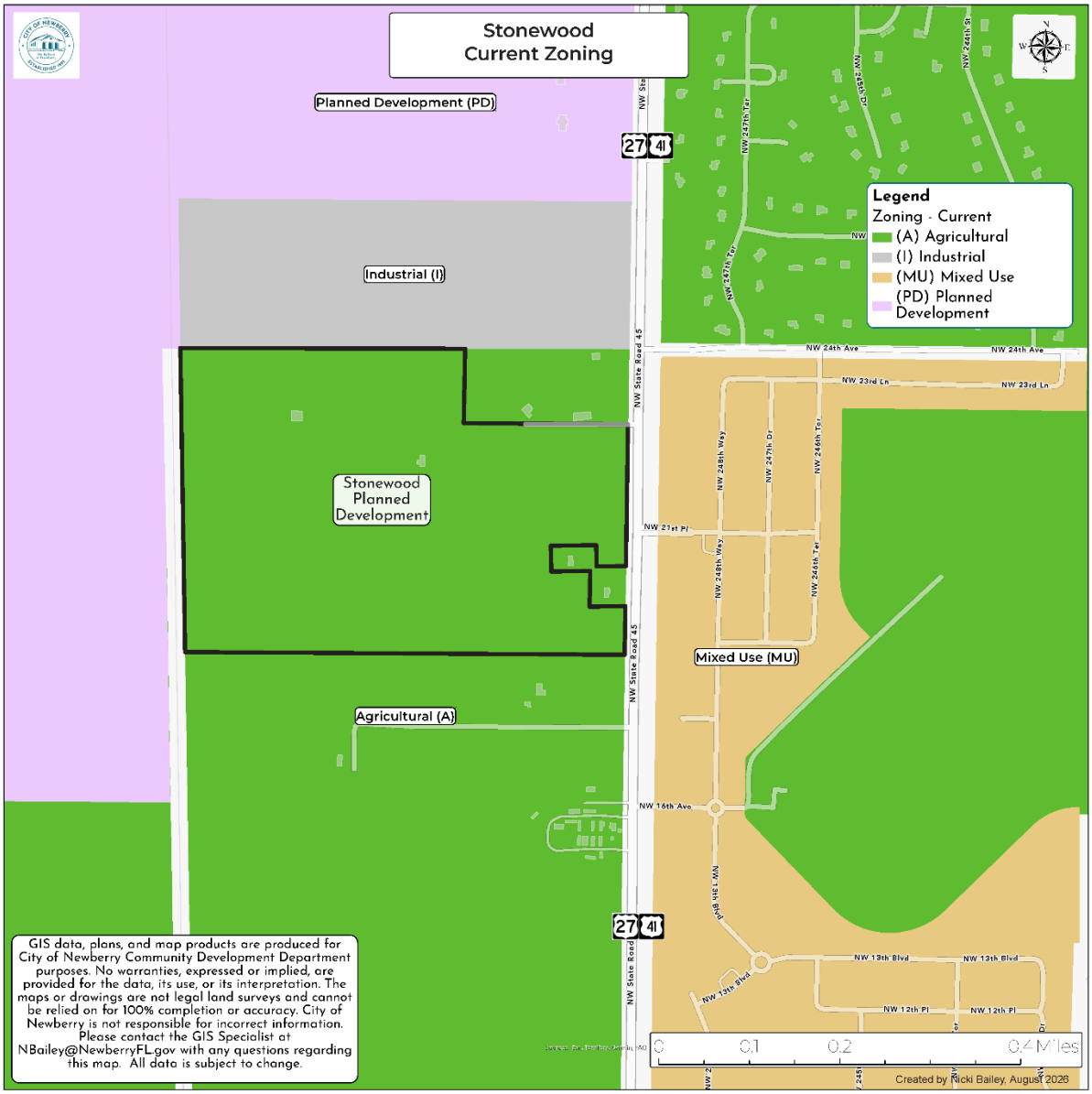


Figure 2: Current zoning and comparable districts in the immediate vicinity. Source: City of Newberry, GIS

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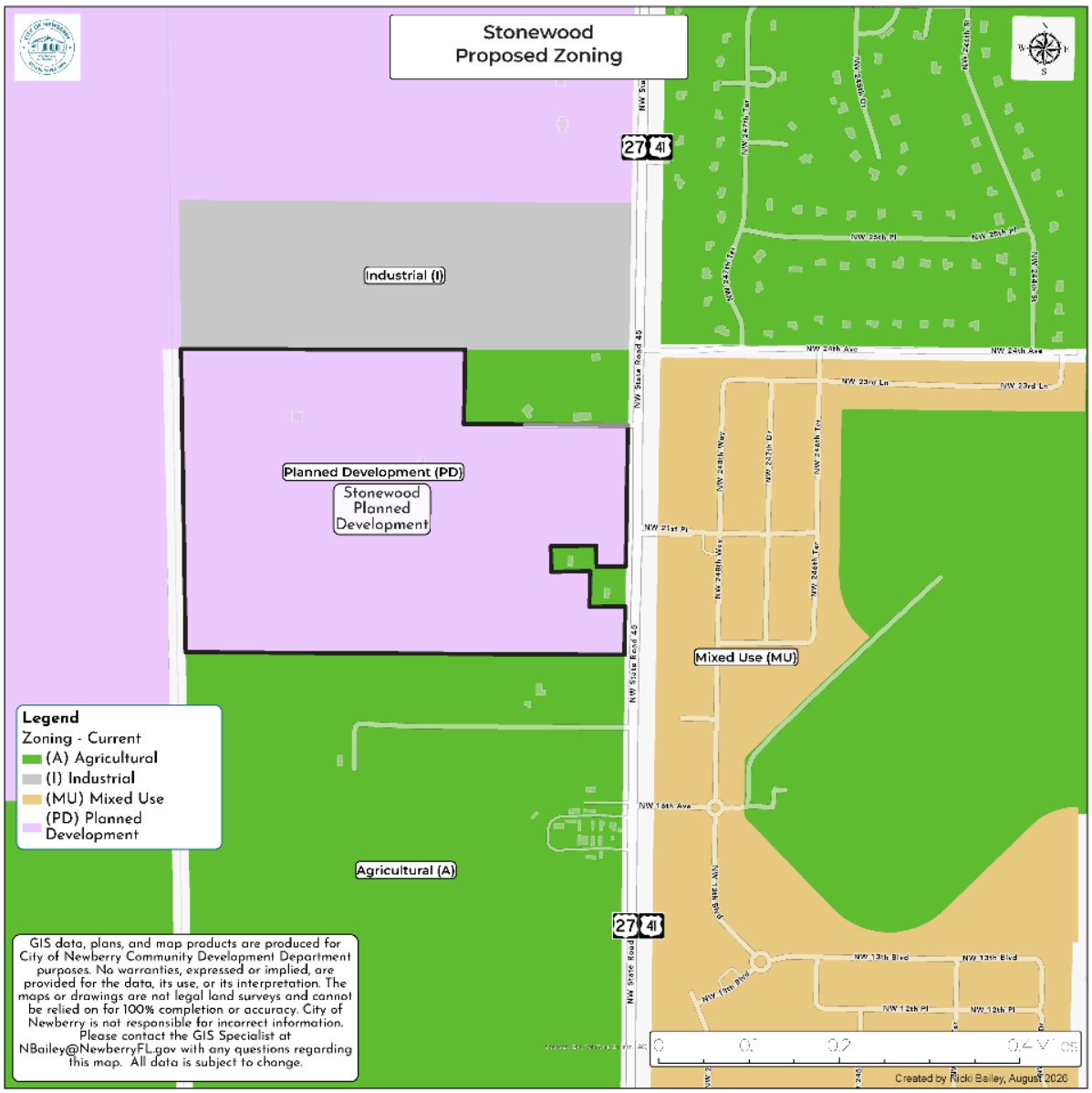


Figure 3: Proposed zoning and comparable districts in the immediate vicinity. Source: City of Newberry, GIS

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Background/History

In 2020 a portion of this property had an approved Special Exception (SE 2020-02) for Treehouse Village RV Park via Resolution 2021-02. That special exception expired because no movement was made on the project within the required 6 months after approval.

The existing use of the site is field crops and rural residences. It looks as though the property is in hay production.

Review of topographical maps do not indicate sink holes. There is an approximate 2.4 acre pit/dump site at the northeast corner of the parcel on the north. The site is primarily composed of Arredondo fine sand, Pedro fine sand, Pits/Dumps, Jonesville- Cadillac-Bonneau Complex, with 0 to 5 percent.

Agency Review

The Planned Development submittal was reviewed by the city reviewing agencies. There were a few concerns raised with the first-round submittal such as providing a secondary access, explaining more clearly the "missing middle" justification, addressing the on-street parking issues that have plagued existing neighborhoods and necessary transportation improvements needed with the increased trip generation from this development. Concurrency and Level of Service review is included with the companion future land use map amendment within the corresponding Data and Analysis Report.

Staff would like, as this project progresses, that unified signage for the entire PD be contemplated. This would be for both residential and commercial and that designated areas for signage be established early on in the planning process.

Staff also inquires about the rationale for requesting a Planned Development (PD) zoning designation rather than utilizing one of the City's established residential zoning districts. The Land Development Regulations already provide residential zoning districts with defined development standards intended to accommodate a range of residential densities and housing types. Therefore, staff believes consideration should be given to whether the proposed development presents unique characteristics, design elements, mix of uses, or other circumstances that warrant the additional flexibility of a Planned Development (PD), and whether the requested PD provides a demonstrable public benefit or planning advantage that could not otherwise be achieved through conventional residential zoning. It will be incumbent on the applicant to bolster and justify how their application meets the intent of the Planned Development zoning district (see code section below for reference).

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Compatibility

The City Commission has previously adopted industrial and planned residential developments in the immediate areas. This request would be consistent with the development pattern along State Road 45/US 41 and 27. This request would be considered an acceptable request that would be consistent with the comprehensive plan of the City. This is also located in the City's USA, where concentration of development and future growth is encouraged due to access to City services and utilities.

Planned Development Request and Opportunity for Enhanced Standards

The proposed district, PD, intent and purpose is described in the City of Newberry Code of Ordinances ("CNCO") as follows:

Section 4.21. "PD" Planned Development.

4.21.1. Districts and intent. The "PD" Planned Development (PD) district encourages innovative development design in conformance with the provisions of the objectives and policies City of Newberry Comprehensive Plan, especially as they relate to the designated urban service area and provisions to prevent urban sprawl. All uses shall ultimately be served by city potable water and city centralized sanitary sewer facilities. In addition, all uses shall access a paved road or if accessing a graded roadway, such road shall be improved as part of the planned development to standards approved by the city or applicable maintenance authority. Responsibility for all improvements shall be borne by the applicant.

Ref. Appendix B, Article 4, Section 4.21.1, CNCO.

The applicant is requesting a Planned Development (PD) Future Land Use designation and, through a companion rezoning application, Planned Development (PD) zoning.

Unlike the City's established conventional, or "straight," zoning districts, a Planned Development is a customized land use and zoning approach intended to establish development standards specifically tailored to a particular property and development proposal. The applicant's decision to pursue a Planned Development indicates that the type, density, design, or development potential being requested cannot be fully achieved under the City's existing conventional zoning districts.

Because a Planned Development establishes project-specific development standards, the process provides greater flexibility for both the applicant and the City. In exchange for

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consideration of the applicant's requested development intensity and, in this case, density greater than what would otherwise be available under conventional zoning, the City has an opportunity to negotiate enhanced development standards and community benefits that may not otherwise be required.

Such enhancements could include, but are not limited to:

- Increased open space beyond minimum requirements;
- Sidewalks on both sides of internal streets to improve pedestrian connectivity;
- Enhanced landscaping and streetscape standards, including additional canopy trees, buffers, and landscape areas;
- Enhanced recreational amenities, such as sports courts, interconnected trail networks, fitness facilities, playgrounds, or similar amenities;
- Housing affordability commitments or covenants;
- Enhanced habitat, tree, and natural resource preservation;
- Improved architectural, roadway, or neighborhood design standards; and
- Other development enhancements or public benefits determined appropriate through the Planned Development review process.

The Planned Development process therefore provides the City with an opportunity to consider whether the applicant's request for additional density is appropriate and, if so, what enhanced standards or community benefits should accompany that additional development potential.

At this stage, staff does not want to presume which enhancements or development standards the City Commission considers most important or appropriate for this project. Accordingly, staff intend to bring the matter forward to the City Commission as a petition from the Planning and Zoning Board, together with this Board's recommendations, to obtain policy direction regarding the specific standards, enhancements, and community benefits that should be pursued as part of the Planned Development.

Level of Service Summary (more details located in the companion CPA 26-14 Data and Analysis)

The property is located within the Clay Electric service territory and the available capacity to serve this property will be determined by the provider.

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State Road 45/US 41 and 27 is a strategic intermodal system (SIS) road. SIS network roads have a dual mandate of evacuation routes and commerce. According to the Florida Department of Transportation District 2 Level of Service map, this road segment is currently operating at a Level of Service D. Capacity determination would need to be explored with FDOT. Subsequent development applications, such as site and development plan and construction plans, shall be accompanied by traffic impact studies and may require intersection warrant analyses. That will be determined at time of the development plan review. Located in the Data and Analysis report for the companion Large Scale Land Use Amendment is the contemplated necessary improvements being required by this development.

Potable water services are adjacent to the property and must be extended at the expense of the developer to the property. The closest potable water infrastructure is approximately 200 feet east of the subject property on State Road 45/US 41 and 27.

Wastewater services are adjacent to the property and must be extended at the expense of the developer to the property. The closest wastewater infrastructure is approximately 200 feet east if the subject property on State Road 45/US 41 and 27. For all proposed development of the subject property the owner would have to enter into a Wastewater Treatment Capacity Agreement with the city for future available capacity for wastewater. Availability of this capacity is on a first-come, first-served basis and adoption of this petition does not guarantee wastewater treatment will be available in the future. Further information is needed regarding exact development before the City is able to make a determination that sufficient capacity exists to serve the site. Additional studies, upsizing of utility lines, and other necessary information and improvements pertinent to maintaining an adequate level of service may be required at the time of development plan review

Solid waste capacity exists to serve the property. A slightly more detailed analysis is available in the companion future land use map amendment, File No. CPA 26-14.

Findings and Conclusion

The proposed rezoning, contingent upon adoption of the future land use amendment, could be considered as a logical extension of the zoning of adjacent properties within the USA. The City Commission can determine if the Planned Development as presented meets the intent of the district and fulfills the Planned Development requirements as prescribed by Comprehensive Plan and Land Development Regulations of the City of Newberry.

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Staff finds the proposed rezoning petition in compliance with the City of Newberry Comprehensive Plan and Land Development Regulations should the future land use map amendment be adopted by the City Commission.

September 15, 2026, Stacey Hectus, AICP, Community Development Department

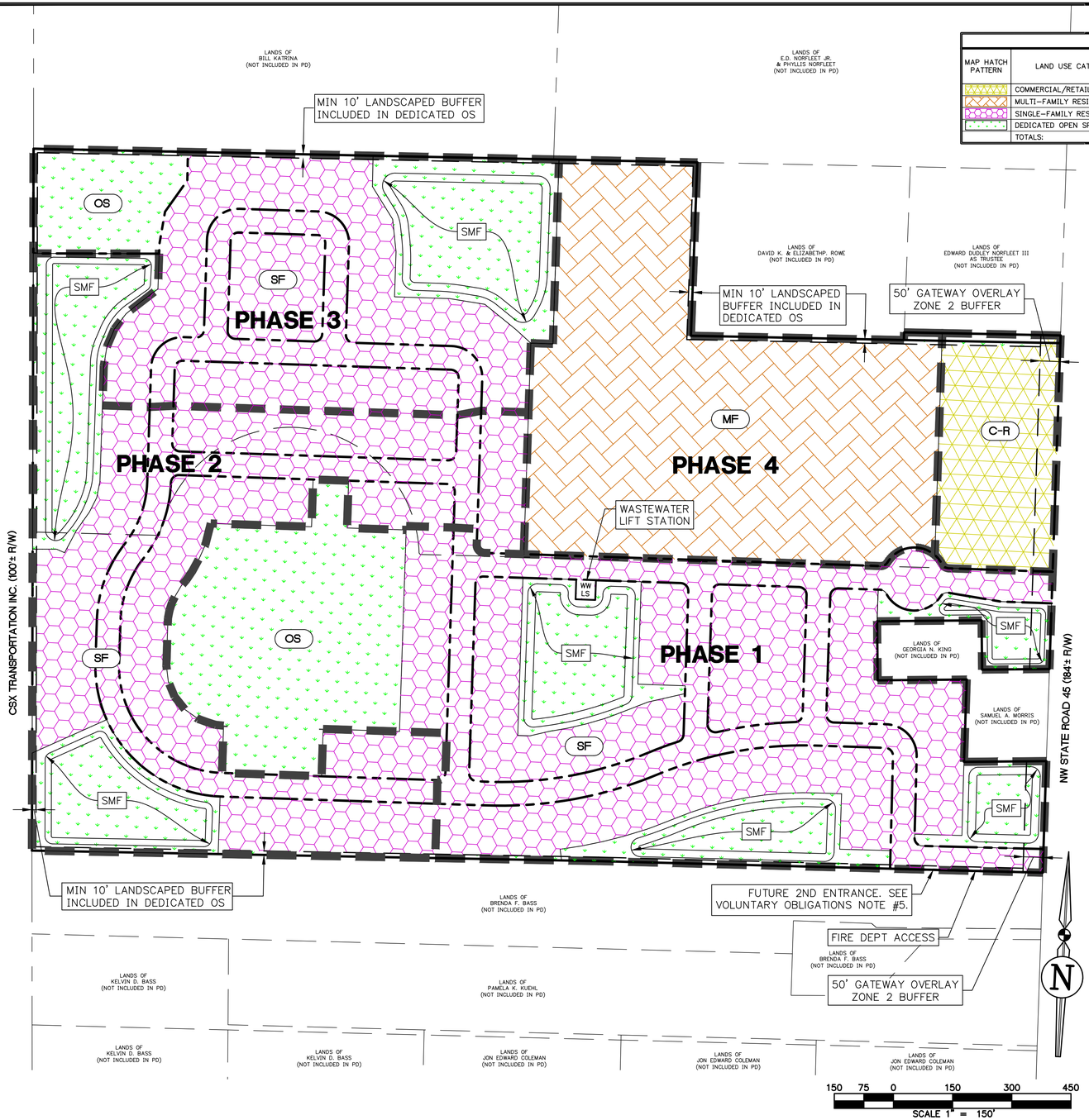


TABLE 1

LAND USE DATA							PHASE 1				PHASE 2				PHASE 3				PHASE 4			
MAP HATCH PATTERN	LAND USE CATEGORY	AREA (AC)	AREA (%)	MAXIMUM ALLOWABLE NON-RES (GSF)	MAXIMUM ALLOWABLE RESIDENTIAL UNITS	DENSITY/ INTENSITY	PROPOSED NON-RES (GSF) MIN	PROPOSED NON-RES (GSF) MAX	PROPOSED RES UNITS MIN	PROPOSED RES UNITS MAX	PROPOSED NON-RES (GSF) MIN	PROPOSED NON-RES (GSF) MAX	PROPOSED RES UNITS MIN	PROPOSED RES UNITS MAX	PROPOSED NON-RES (GSF) MIN	PROPOSED NON-RES (GSF) MAX	PROPOSED RES UNITS MIN	PROPOSED RES UNITS MAX	PROPOSED NON-RES (GSF) MIN	PROPOSED NON-RES (GSF) MAX	PROPOSED RES UNITS MIN	PROPOSED RES UNITS MAX
	COMMERCIAL/RETAIL (C-R)	3.94	4.2%	60,000	0	0.35 FAR	0	60,000	N/A	N/A	0	60,000	N/A	N/A	0	60,000	N/A	N/A	0	60,000	N/A	N/A
	MULTI-FAMILY RESIDENTIAL (MF)	16.67	17.6%	0	300	18 DU/AC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	300
	SINGLE-FAMILY RESIDENTIAL (SF)	46.63	49.3%	0	270	6 DU/AC	0	0	0	100	0	0	0	100	0	0	0	70	0	0	0	0
	DEDICATED OPEN SPACE (OS)	27.29	28.9%	5,000	0	N/A	0	5,000	N/A	N/A	N/A	5,000	N/A	N/A	0	5,000	N/A	N/A	N/A	N/A	N/A	N/A
	TOTALS:	94.53	100.0%	65,000	570	9 DU/AC	0	65,000	0	100	0	65,000	0	100	0	65,000	0	70	0	60,000	0	300

NOTES:
1. MULTI-FAMILY RESIDENTIAL LAND CAN BE CONVERTED TO SINGLE-FAMILY RESIDENTIAL AT THE DISCRETION OF THE DEVELOPER DUE TO MARKET DEMANDS.
2. COMMERCIAL LAND IS NOT A SEPARATE PHASE, BUT CAN BE INCLUDED WITH ANY OF THE (4) PHASES AT THE MINIMUM AND MAXIMUM GSF SHOWN ABOVE. THE COMMERCIAL LAND MAY ALSO BE DEVELOPED AS AN ADDITIONAL INDEPENDENT PHASE BEFORE, DURING, OR AFTER ANY OF THE (4) PHASES IDENTIFIED ABOVE.
3. WITHIN PHASE 4, THE MAXIMUM RESIDENTIAL DWELLING UNITS MAY CONSIST OF TINY HOMES, SINGLE-FAMILY ATTACHED, MULTIFAMILY, OR APARTMENTS.
4. PHASE LIMIT LINES ARE ADJUSTABLE BUT MAY NOT EXCEED THE NUMBER OF LOTS OR GSF LISTED PER PHASE IN TABLE 1.

TABLE 2

DEVELOPMENT PHASING SCHEDULE

PHASE No.	TIME FRAME
1	BOY 2027 TO EOY 2031
2	BOY 2028 TO EOY 2033
3	BOY 2029 TO EOY 2035
4	BOY 2030 TO EOY 2037

NOTES:
1. THE ENTIRE PD WILL BE BUILT OUT WITHIN 10 YEARS (2027-2037).
2. EACH OF THE FOUR PHASES MAY BE DIVIDED INTO MULTIPLE INDIVIDUAL DEVELOPMENT PHASES.
3. THE SCHEDULE DEPICTED IS THE PROPOSED BUILDOUT SCENARIO, BUT MAY BE ADJUSTED DUE TO MARKET CONDITIONS. ALL PHASES CAN OVERLAP.
4. THE SCHEDULE MAY BE ADJUSTED OVER TIME DUE TO EXTENSIONS FROM STATE OR FEDERAL EMERGENCY ORDERS.
5. BOY = BEGINNING OF YEAR.
6. EOY = END OF YEAR.

TABLE 3

OPEN SPACE TABLE

LAND USE CATEGORY	AREA ACRES	AREA % OF TOTAL AREA
DEDICATED OPEN SPACE PROVIDED	27.29	28.9%
MAX SMF AREA ALLOWED IN DEDICATED OPEN SPACE	13.66	14.45%

TOTAL AREA = 94.53 AC

NOTES:
1. MINIMUM DEDICATED OPEN SPACE REQUIRED = 94.53 AC X 0.15 = 14.18 AC.
2. BUFFERS INCLUDED IN OPEN SPACE ARE ALONG ALL EXTERIOR PROPERTY LINES.

TABLE 4

DEVELOPMENT STANDARDS

LAND USE CATEGORY	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MINIMUM LOT DEPTH	MINIMUM BUILDING SETBACKS (FT) FRONT	REAR	SIDE - STREET	SIDE - INTERIOR	MAXIMUM BUILDING HEIGHT (FT)	MAXIMUM FLOOR AREA RATIO
COMMERCIAL/RETAIL (C-R)	1 ACRE	100'	150'	40	25	25	0	42	2.0
MULTI-FAMILY RESIDENTIAL (MF)	1 ACRE	100'	150'	20	10	10	5	42	1.0
SINGLE-FAMILY RESIDENTIAL (SF)	4,000 SF	40'	100'	20	10	10	5	45	0.75
OPEN SPACE (OS)	N/A	N/A	N/A	N/A				N/A	N/A

NOTES:
1. THE MAXIMUM NUMBER OF STORIES FOR ALL BUILDINGS IN THE PD IS 4 STORIES.
2. IN THE EVENT TINY HOUSES ARE DEVELOPED, THE MINIMUM LOT AREA, LOT WIDTH, LOT DEPTH, AND SETBACKS DO NOT APPLY. FOR THIS PD, A TINY HOUSE IS DEFINED AS A SINGLE-FAMILY HOME THAT IS LESS THAN OR EQUAL TO 900 SF GROSS FLOOR AREA.
3. SINGLE-FAMILY ATTACHED UNITS (TOWNHOMES) ARE ALLOWED IN THE SINGLE-FAMILY RESIDENTIAL AND MULTI-FAMILY RESIDENTIAL LAND USE CATEGORIES, AND MAY INCLUDE A MINIMUM LOT WIDTH OF 20 FT, A MINIMUM LOT AREA OF 2,000 SF, AND A SIDE INTERIOR SETBACK OF 0 FT.
4. MAXIMUM GROUND COVER FOR RESIDENTIAL LOTS TO BE 60%.

TABLE 5

SINGLE FAMILY LOT SIZE DISTRIBUTION TABLE

LOT SIZE	DISTRIBUTION PERCENTAGE
40' WIDE	0-40%
50' WIDE	25%-75%
60' WIDE	5-25%

NOTE:
DISTRIBUTION PERCENTAGES ARE REQUIRED TO BE MET BY FULL BUILD OUT & MAY VARY PHASE BY PHASE.

ALLOWABLE USES

1. COMMERCIAL / RETAIL: (C-R)
   RETAIL SALES, PROFESSIONAL SERVICES, BUSINESS SERVICES, PERSONAL SERVICES, RESTAURANTS, FINANCIAL INSTITUTIONS, MEDICAL AND PROFESSIONAL OFFICES, COCKTAIL LOUNGES, BARS AND NIGHTCLUBS, GOVERNMENT AND COMMUNITY USES, COMMERCIAL RECREATION, ENTERTAINMENT.
2. SINGLE-FAMILY RESIDENTIAL: (SF)
   USES ALLOWED PER CITY OF NEWBERRY LDR ARTICLE 4/SECTION 4.21.12 DEVELOPMENT STANDARDS FOR PLANNED DEVELOPEMNTS.
3. MULTI-FAMILY RESIDENTIAL: (MF)
   USES PER CITY OF NEWBERRY LDR ARTICLE 4/SECTION 4.92, 4.93, AND 4.95 RMF RESIDENTIAL, MULTIPLE FAMILIES, INCLUDING TINY HOMES, APARTMENTS, AND MOBILE HOMES. MULTI-FAMILY CAN BE CONVERTED TO SINGLE-FAMILY AT THE DISCRETION OF THE DEVELOPER DUE TO MARKET DEMANDS, AND WOULD ENCOMPASS ALL USES FOUND UNDER "2. SINGLE-FAMILY" ABOVE.
4. DEDICATED OPEN SPACE: (OS)
   DEDICATED/COMMON OPEN SPACE USES INCLUDE LANDSCAPE BUFFERS, PARKS, TRAILS, GARDENS, ACTIVE AND PASSIVE RECREATION FACILITIES, COMMUNITY MAINTENANCE FACILITIES, AND ANY OTHER USES FOUND UNDER APPENDIX A ARTICLE VI RECREATION AND OPEN SPACE ELEMENT FOR NEIGHBORHOOD & COMMUNITY PARKS.
5. STORMWATER MANAGEMENT FACILITIES: (SMF)
   STORMWATER MANAGEMENT FACILITIES (SMFs) ARE ALLOWED IN ALL LAND USE CATEGORIES.

OPEN SPACE

1. IN ACCORDANCE WITH CITY OF NEWBERRY LDR ARTICLE 4, SECTION 4.21.12.9 "COMMON OPEN SPACE" IS DEFINED AS:
   AT LEAST 15 PERCENT OF THE AREA COVERED BY A FINAL DEVELOPMENT PLAN SHALL BE USABLE, COMMON OPEN SPACE OWNED AND OPERATED BY THE APPLICANT OR DEDICATED TO A HOMEOWNER ASSOCIATION OR SIMILAR GROUP, PROVIDED THAT IN ESTABLISHING THE DENSITY PER GROSS ACRE THE CITY COMMISSION MAY INCREASE THE PERCENTAGE OF COMMON OPEN SPACE IN ORDER TO CARRY OUT THE INTENT AND PURPOSE SET FORTH IN THIS ARTICLE; AND PROVIDED THAT ANY PLANNED RESIDENTIAL DEVELOPMENT WHICH ONLY CONSISTS OF ONE-FAMILY DWELLINGS WITH INDIVIDUALLY DEEDED LOTS SHALL ONLY BE REQUIRED TO HAVE FIVE PERCENT USABLE, COMMON OPEN SPACE. NOT MORE THAN ONE-HALF OF THE TOTAL COMMON OPEN SPACE AREA MAY BE IN A FLOODPLAIN, BUFFER AREA, AND/OR WATER BODIES.
2. THE MINIMUM COMMON (DEDICATED) OPEN SPACE REQUIRED FOR THIS PD IS SHOWN IN TABLE 3:
3. DEDICATED OPEN SPACE AREA PROPOSED = 27.32 ACRES > 14.18 ACRES.
4. SMFs ARE ALLOWED WITHIN DEDICATED OPEN SPACE. THE ACTUAL SMF LOCATION CAN CHANGE DURING THE DESIGN AND PERMITTING PROCESS, AS LONG AS THE TOTAL AREA IS STILL LESS THAN 50% OF THE OVERALL DEDICATED OPEN SPACE PER SECTION 4.21.12.9.
5. OPEN SPACE RECREATION WILL BE PROVIDED THROUGH TRAILS, PLAYGROUNDS, PAVILIONS, PICNIC BENCHES, GRILLS, AND DOG PARKS. THESE IMPROVEMENTS WILL BE DESIGNED AND PROVIDED ON A PHASE-BY-PHASE BASIS. ACTIVE IMPROVEMENTS WILL BE PROPOSED IN THE CENTRAL OPEN SPACE. PASSIVE RECREATION WILL BE PROVIDED IN OPEN SPACE/BUFFERS ALONG THE PROPERTY BOUNDARY.

PD CONDITIONS STONEWOOD

1. ALL DEVELOPMENT WITHIN THE STONEWOOD PD SHALL BE CONSISTENT WITH THE PERMITTED USES AND DESIGN GUIDELINES OF THE ZONING MASTER PLAN SPECIFIED ON AND ADOPTED WITH THESE PD CONDITIONS.
2. OUTDOOR STORAGE OF MATERIALS AND BULK STORAGE AREA IS ALLOWED IN THE COMMERCIAL/RETAIL LAND USE CATEGORY, PROVIDED THERE IS SCREENING MEETING A MINIMUM OF CHAIN LINK FENCE WITH SHADE CLOTH, AND NOT ON THE SIDE OR REAR OF COMMERCIAL/RETAIL BUILDING.
3. WITH PHASE 1 AN EMERGENCY FIRE DEPARTMENT ACCESS SHALL BE PROVIDED ONTO NW SR 45 THAT MUST BE GATED AND PROVIDED WITH KNOX BOXES OR SIMILAR SECURITY SYSTEM ON EITHER SIDE.
4. DRIVE-THROUGH FACILITIES ARE TO BE PERMITTED IN THE COMMERCIAL/RETAIL LAND USE CATEGORY.

GENERAL NOTES

1. THE LOCATION AND BOUNDARIES FOR EACH LAND USE AREA AND MAJOR ROADWAYS ARE NOT INTENDED TO BE EXACT. THE DEVELOPER IS AUTHORIZED TO ADJUST THE LAND USE BOUNDARIES DURING THE FINAL CONSTRUCTION DRAWINGS DESIGN AND PERMITTING PROCESS, BY UP TO A MAXIMUM OF 10%.
2. STORMWATER MANAGEMENT FACILITIES (SMFs) ARE ALLOWED IN ALL LAND USE CATEGORIES. THE GENERAL LOCATION OF SMFs ARE SHOWN HEREIN, BUT ARE SUBJECT TO CHANGE DURING THE DEVELOPMENT REVIEW PROCESS.
3. SMFs ARE ALLOWED TO ENCROACH INTO PERIMETER BUFFERS PROVIDED BUFFER PLANTINGS ARE STILL PROVIDED. BUFFER PLANTINGS ARE ALLOWED IN SMFs.
4. THE LOCATION OF THE WASTEWATER LIFT STATION SHOWN IS ALLOWED TO CHANGE TO PROVIDE THE OPTIMAL DESIGN LOCATION FOR THE PD, AND IS ALLOWED IN ANY LAND USE CATEGORY.
5. ROADWAYS TO BE DEDICATED TO THE CITY OF NEWBERRY MAY INCLUDE TYPE D, TYPE E, TYPE F OR MIAMI CURB AND GUTTER. MIAMI CURB AND GUTTER SHALL ONLY BE USED IF THE ROADWAY SLOPE IS LESS THAN OR EQUAL TO 3.0%.
6. PD ROADWAY LOCATIONS SHOWN WITH DASHES ON THIS PD ZONING MASTER PLAN LAYOUT ARE PROPOSED LOCATIONS BUT MAY BE ADJUSTED DURING THE FINAL CONSTRUCTION DRAWING DESIGN PHASES.
7. FOR THIS PD, FUTURE DESIGN PHASES ARE NOT REQUIRED TO GO THROUGH THE PRELIMINARY PLAT REVIEW PROCESS, BUT SHALL GO THROUGH CONSTRUCTION DRAWINGS PHASE AND FINAL PLAT PHASE PER NEWBERRY LDR ARTICLE 5.
8. A 10 FT WIDE LANDSCAPE BUFFER IS REQUIRED ON THE NORTH, SOUTH AND WEST PERIMETER OF THE PD. THE REQUIRED LANDSCAPE BUFFERS SHALL BE A BUFFER PER THE CITY OF NEWBERRY LDR SECTION 4.2.11.
9. A 50 FT WIDE GATEWAY OVERLAY ZONE 2 BUFFER IS REQUIRED ON THE EAST PERIMETER WHERE ADJACENT TO SR 45 PER THE CITY OF NEWBERRY LDR SECTION 4.22.2(A)(5)(h).
10. ON STREET PARKING WILL BE PROVIDED AT 1 SPACE FOR EVERY 5 DWELLING UNITS IN THE SINGLE-FAMILY AREA AND 1 SPACE FOR EVERY 10 DWELLING UNITS IN THE MULTI-FAMILY AREA. THE LOCATION OF ALL REQUIRED PARKING WILL BE DETERMINED ON A PHASE BY PHASE BASIS.
11. UTILITIES ARE TO BE STUBBED ON ALL FUTURE THRU STREET CONNECTIONS.
12. SPEED REDUCTION IMPROVEMENTS WILL BE UTILIZED THROUGHOUT THE DEVELOPMENT WHERE APPROPRIATE AND MAY CONSIST OF REDUCED PAVEMENT WIDTH, ON-STREET PARKING, AND LANE-REDUCTION TRANSITION MARKINGS.

VOLUNTARY OBLIGATIONS

1. A LIFT STATION IS TO BE PROVIDED WITH PHASE 1 OF THE DEVELOPMENT.
2. A SOUTH BOUND RIGHT TURN LANE WILL BE PROVIDED ON STATE ROAD 45 WHEN REQUIRED BY THE TRAFFIC IMPACT STUDY. ADDITIONALLY AN EASTBOUND SHARED THROUGH/LEFT LANE AND AN EASTBOUND RIGHT-TURN LANE FOR VEHICLES EXISTING STONEWOOD WILL BE PROVIDED WHEN REQUIRED BY THE TRAFFIC IMPACT STUDY.
3. ALL WASTEWATER IMPACT FEES ARE TO BE PRE-PAID PHASE BY PHASE.
4. ALL COMMERCIAL ACCESS, UTILITY, AND STORMWATER EASEMENTS ARE TO BE PROVIDED WITH PHASE 1 OF THE DEVELOPMENT.
5. AN UPDATED TRAFFIC REPORT IS REQUIRED BEFORE THE FIRST PHASE OF COMMERCIAL DEVELOPMENT OR FOR ANY RESIDENTIAL DEVELOPMENT AFTER THE YEAR 2037.

REVISIONS

NO.	DATE	DESCRIPTION	DRWN	APPR

ENGINEER OF RECORD: JACK C. CHARNAS, P.E. FLORIDA LICENSE NO. 96925

PRELIMINARY NOT FOR CONSTRUCTION

THIS DOCUMENT IS ISSUED FOR THE PURPOSE OF REVIEW ONLY AND IS NOT INTENDED FOR FINAL PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES.

JBPro
CIVIL ENGINEERING | LAND PLANNING
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Toll Free: (844) Go-JBPro | E-mail: contact@jbpro.com

SHEET TITLE: PD ZONING MASTER PLAN

DATE: SEPTEMBER 2026

PROJECT NO: 0368-25-002

CLIENT: M3 DEVELOPMENT, LLC
WINTER PARK, FLORIDA

PROJECT: STONEWOOD PD
REZONING & FLUA

SHEET NO: C1.0

Stonewood Planned Development

Change of Official Zoning Map

2nd Submittal

July 8, 2026

JBPro
Tara E. Howell, PMP
Senior Planner, Project Manager
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Gainesville, FL 32606
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I. Zoning Change Justification

A. Introduction

This application requests approval of a Change of Zoning from Agricultural (AG) to Planned Development (PD) for Parcel 01879-002-000 and Parcel 01879-004-001, totaling approximately 94.5 ± acres, located at 2120 NW State Road 45 within the City of Newberry, Florida. The rezoning is requested to facilitate the development of a coordinated, master-planned residential community designed in a manner that is consistent with the City of Newberry Comprehensive Plan, the City's long-range growth management objectives, and the intent and purpose of the Planned Development district.

Although currently zoned for agricultural use, the subject property is located within the City's Urban Service Area and is supported by existing and planned infrastructure and services. Its location along a major transportation corridor and proximity to surrounding development make it appropriate for transition to an urban-scale development pattern. The Planned Development zoning framework provides a site-specific regulatory tool that ensures high-quality design, compatibility with surrounding land uses, and continued City oversight while allowing flexibility to address site conditions.

The proposed Stonewood Planned Development is envisioned as a thoughtfully designed residential community that will provide a range of housing types, lot widths, and unit sizes, helping to address a recognized gap in "Missing Middle" housing within the City. By offering a variety of home types at different price points, the PD supports housing choice, neighborhood diversity, and long-term community sustainability while maintaining compatibility with adjacent land uses and the City's small-town character.

Rezoning to Planned Development allows the City to establish enforceable standards for land use, density, building design, circulation, open space, buffering, and infrastructure within the PD ordinance, ensuring development occurs in a coordinated and predictable manner.

B. Purpose Of Request

The purpose of this request is to rezone the subject property from AG to PD to allow for a master-planned residential development that implements the goals and policies of the City of Newberry Comprehensive Plan. The PD zoning district is requested to provide a customized development framework that ensures compatibility, design quality, and infrastructure coordination while allowing flexibility to address site-specific conditions. As part of the flexibility the PD zoning district allows, the applicant is also requesting an increase in the allowed lot coverage to 60% for the future planned development. This is also indicated on the PD master plan.

The proposed PD will establish tailored development standards governing permitted uses, density, site layout, circulation, open space, and infrastructure. This approach supports orderly growth within the Urban Service Area and enables the development of Missing Middle housing types that expand housing options while maintaining neighborhood compatibility.

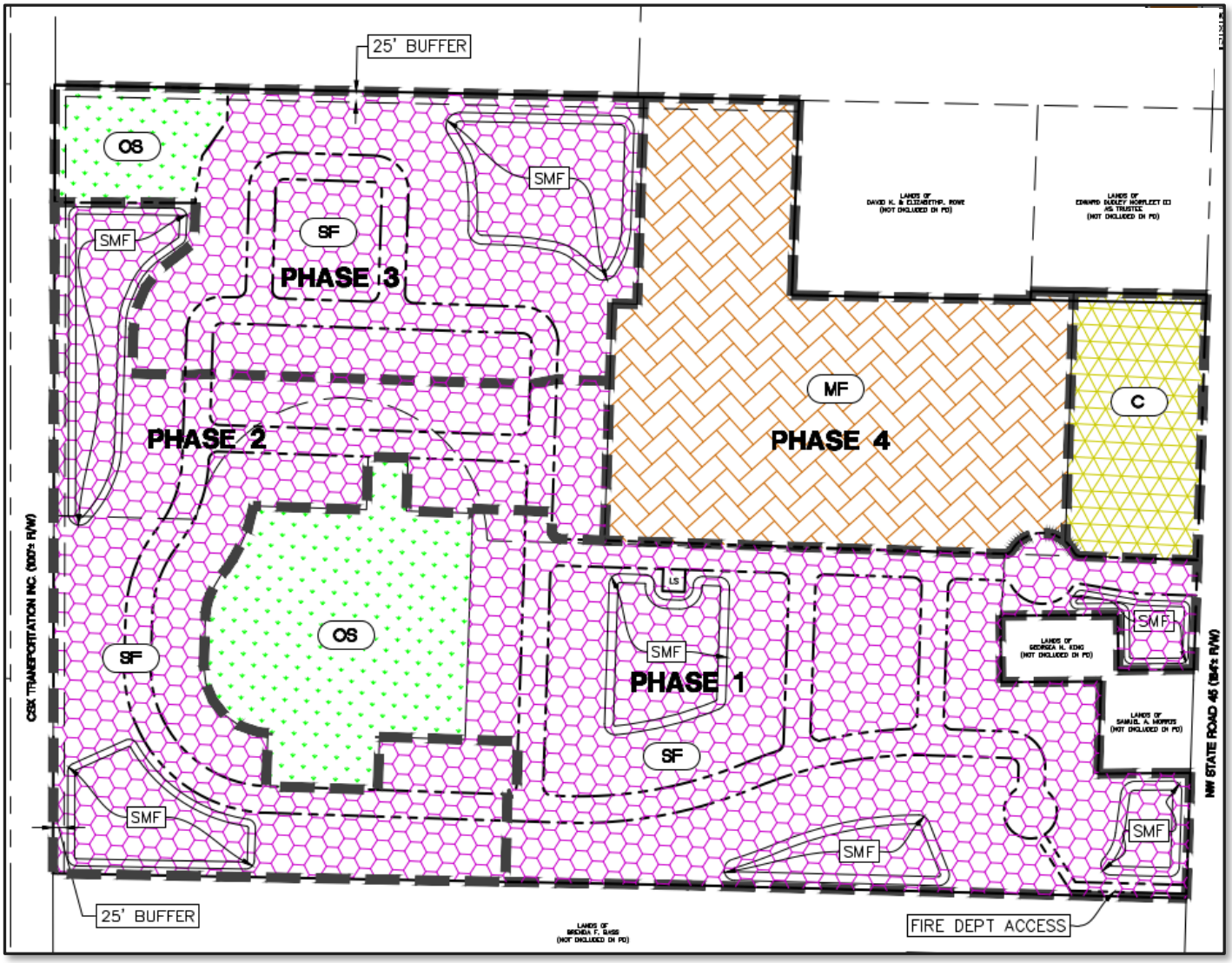
Map 1: Current Zoning



Map 2: Proposed Zoning



Master Plan


25' BUFFER
OS
SMF
SF
PHASE 3
PHASE 2
MF
PHASE 4
C
OS
SF
SMF
PHASE 1
SF
SMF
SMF
SMF
SMF
25' BUFFER
FIRE DEPT ACCESS
CSX TRANSPORTATION INC. (100'± R/W)
NW STATE ROAD 45 (184'± R/W)

II. Level of Service Analysis

The State of Florida growth management legislation establishes concurrency standards that ensure that local governments can adequately provide public facilities to new developments without constraining adopted local levels of service. In the following paragraphs, this application will discuss how the proposed Zoning Change impacts public service demands related to roadway system, potable water, sanitary sewer usage, solid waste, stormwater, open space, recreation, and public school facilities.

A. Roadway System

Analysis: The roadway segment US 27/41 (SR 45) from NW 32nd Avenue to NW 9th Place currently operates at Level of Service C, consistent with the City's adopted standard. Upon buildout, completion the proposed Planned Development is projected to generate approximately 6871 daily and 507 peak-hour trips from a mix of residential and nonresidential uses. Roadway concurrency will be evaluated in greater detail at site plan approval to ensure continued compliance with adopted LOS standards.

Traffic impacts for the proposed development were estimated in a traffic study created by Optimus Traffic Solutions, LLC, which is included within the submittal packet. The study uses the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition)'s generation rates, expressed as average daily traffic (ADT) and AM and PM peak hour trips, to estimate the trips generated from the proposed PD development. For non-residential uses, trip generation was calculated by converting gross floor area to units of 1,000 square feet and multiplying by the applicable ITE trip rate. For residential uses, trips were calculated by multiplying the number of dwelling units by the applicable ITE rate.

Land Use	Land Use Code	Variable Type	Variable Size	Daily Trips	AM Peak Trips			PM Peak Trips		
					Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	DU	270	2444	186	50	136	240	149	91
Single-Family Detached Housing Internal Capture				138	2	1	1	24	19	5
Single-Family Detached Housing with Internal Capture Applied				2306	184	49	135	216	130	86
Multifamily Housing (Low-Rise)	220	DU	300	1809	118	28	90	151	94	57
Multifamily Housing (Low-Rise) Internal Capture				102	2	1	1	15	12	3
Multifamily Housing (Low-Rise) with Internal Capture Applied				1707	116	27	89	136	82	54
Shopping Plaza	821	KSF	60	3923	95	59	36	286	140	146
Shopping Plaza with Internal Capture Applied				3573	91	57	34	247	131	116
Shopping Plaza Pass-by Trips (40% PM)				715				92	46	46
Shopping Plaza Total - Non-pass-by Trips				2858	91	57	34	155	85	70
Gross Trips				8176	399	137	262	677	383	294
Gross Trips with Internal Capture Applied				7586	391	133	258	599	343	256
Net New - Non-pass-by Trips				**6871**	**391**	**133**	**258**	**507**	**297**	**210**

The traffic study included improvement recommendations to help mitigate the impacts of the proposed PD Master Plan upon SR 41. The proposed PD Master Plan includes commitment to the following voluntary obligations upon buildout, as recommended within the traffic:

- *Providing a 460 FT southbound right-tun lane on HWY 41 at the NW 21st Place/site access intersection.*
- *Providing an eastbound shared through/left lane and a (minimum) 150 FT eastbound right-turn lane for vehicles exiting the Stonewood PD.*
- *Providing an update to the Stonewood PD Traffic Study at the time the commercial component is proposed for development or for any residential phase planned beyond 2037.*

These improvements will help mitigate potential traffic impacts of the proposed PD Master Plan upon buildout.

B. Potable Water

Analysis: The City of Newberry Chapter IV: Infrastructure Element establishes the Potable Water LOS as 250 gallons per capita per day for residential systems. Potable water demand for the proposed Planned Development was calculated using conservative planning-level demand factors. Single-family residential demand was calculated using 250 peak gallons per capita per day, assuming 2.5 persons per dwelling unit, and multi-family assuming 2.0 persons per dwelling unit, resulting in an estimated gallons per day of peak demand. Commercial demands were calculated using accepted average daily demand factors. Final demand, fire flow, and system capacity will be verified during site plan and utility availability review to ensure consistency with adopted level-of-service standards.

Potable Water (Buildout)		
Unit Type	**Size**	**Total Gallons Per Day**
Commercial (Retail + Office, ADD)	60,000 Sq. Ft	6,600
Multifamily-Peak	300 DU	225,000
Single Family Dwelling-Peak	270 DU	150,000
Total		**381,600**
Based off LOS of 250 peak gallons per capita per day for residential use		
Based of Peaking Factor of 2.0 for Nonresidential uses		

C. Wastewater

Analysis: The City of Newberry's Comprehensive Plan, Chapter IV: Infrastructure Element, establishes a Level of Service (LOS) standard for residential wastewater usage of 100 gallons per capita per day. The proposed Planned Development includes retail, office, multifamily, and single-family residential uses. A rezoning-level wastewater analysis was prepared to evaluate consistency with the City of Newberry's adopted level-of-service standards.

Residential wastewater generation was calculated using 100 gallons per capita per day (gpcd), with population assumptions of 2.0 persons per multifamily unit and 2.5 persons per single-family detached unit. Based on these assumptions, the estimated average daily flows are approximately 60,000 gpd for multifamily development and 67,500 gpd for single-family development.

Nonresidential wastewater flows will be verified at site plan review. Based on this planning-level analysis, the proposed PD is expected to be served by the City's wastewater system consistent with adopted concurrency and level-of-service requirements. The applicant will provide a lift station and all utility and stormwater easements within phase 1 of the development.

Waste Water (Buildout)		
Unit Type	**Size**	**Average Daily Flow (GPD)**
Commercial (Retail + Office, ADD)	60,000 Sq. Ft	6,000
Multifamily-Peak	300 DU	60,000
Single Family Dwelling-Peak	270 DU	67,500
Total		133,500
Based off LOS of 100 gallons per capita per day for residential use		
Based of Peaking Factor of 2.0 for Nonresidential uses		

D. Solid Waste

Analysis: Pursuant to the City of Newberry Comprehensive Plan Infrastructure Element WSSP Policy 1.2.6, solid waste demand was calculated using the adopted level of service standard of 0.8 inbound tons per person per year, equivalent to 4.38 pounds per capita per day. Residential demand was calculated using rezoning-level population assumptions of 2.0 persons per multifamily unit and 2.5 persons per single-family detached unit. Commercial demand was calculated using employment-based population equivalents for retail and professional office uses.

Based on these assumptions, the proposed Planned Development is estimated to generate approximately 1,116 tons per year of solid waste, with solid waste generation distributed among retail, office, multifamily, and single-family uses as shown above. This planning-level analysis demonstrates consistency with the City's adopted solid waste level of service standard. Final service arrangements will be confirmed during subsequent development approvals.

Solid Waste (Build out)		
Unit Type	**Size**	**Annual Disposal (tons/year)**
Commercial (Retail + Office, ADD)	60,000 Sq. Ft	96
Multifamily	300 DU	480
Single Family Dwelling	270 DU	540
Total		**1,116**
Based off LOS 0.8 inbound tons per person per year		
Based off 1 employee per 500 sq ft nonresidential		

E. Stormwater Facilities

Analysis: The proposed Planned Development is consistent with the City's adopted stormwater Level of Service (LOS) standard. The City's Infrastructure Element requires that development located within a stream or open lake watershed provide stormwater detention such that post-development peak runoff rates do not exceed pre-development conditions for the applicable design storm event.

Stormwater management for residential and nonresidential development within the Planned Development will be designed to meet or exceed the 100-year critical duration rainfall event, in accordance with City requirements and the methodologies established by the Soil Conservation Service (SCS) Type II distribution. These standards ensure adequate protection against flooding, preservation of natural hydrologic conditions, and maintenance of water quality.

All stormwater management systems associated with future development on the subject property will be subject to review and approval by the City of Newberry and the applicable Water Management District at the time of site plan and permitting. This review process ensures continued compliance with the City's adopted stormwater LOS standard and consistency with all applicable state and local stormwater management regulations.

F. Recreation

The City of Newberry Chapter VI Recreation and Open Space Policy ROS 1.2.2 Ensuring Availability of Recreational Facilities in New Developments Through Concurrency Management: Prior to the approval of an application for a final site plan, the City will review the proposed development application to ensure that recreation facilities necessary to support the development are available concurrent with the impacts of such development, based on the Concurrency Management System as set forth in the City's Land Development Regulations and the Capital Improvements Element.

Analysis: The applicant will work with the city to ensure these standards are met through the site planning and development permitting processes.

G. Public School Facilities

The City of Newberry Chapter X Public School Facilities Policy PSFE 2.2.2 establishes LOS standards elementary, middle, and high school facilities that are to be met through the development. Those LOS standards are 100% of program capacity for elementary, middle, and high schools. The applicant will work with the Alachua County School Board to ensure these standards are met through the site planning and development permitting processes.

III. Consistency with the Land Development Code

A. Districts and Intent

4.21.1. *Districts and intent.* The "PD" Planned Development (PD) district encourages innovative development design in conformance with the provisions of the objectives and policies City of Newberry

Comprehensive Plan, especially as they relate to the designated urban service area and provisions to prevent urban sprawl. All uses shall ultimately be served by city potable water and city centralized sanitary sewer facilities. In addition, all uses shall access a paved road or if accessing a graded roadway, such road shall be improved as part of the planned development to standards approved by the city or applicable maintenance authority. Responsibility for all improvements shall be borne by the applicant.

Analysis: The proposed Planned Development (PD) district is consistent with the intent and purpose of the City of Newberry's PD regulations, which are designed to encourage innovative development patterns while ensuring conformance with the Comprehensive Plan, particularly within the Urban Service Area (USA) and in support of policies discouraging urban sprawl.

The subject property is located within the City's designated Urban Service Area, where compact, contiguous urban development served by centralized infrastructure is intended to occur. The proposed PD facilitates a coordinated, master-planned development pattern that integrates a mix of residential housing types, neighborhood-serving commercial uses, open space, and internal circulation. This approach not only supports efficient land use, but also actively prevents characteristics of urban sprawl, such as scattered, low-density, and uncoordinated development patterns. By concentrating development within a defined service area and organizing it under a unified plan, the PD reduces the potential for leapfrog development, inefficient infrastructure extensions, and the premature conversion of rural lands outside the Urban Service Area.

All proposed uses within the Planned Development will be served by City potable water and centralized sanitary sewer systems, consistent with Comprehensive Plan policies directing urban development to areas with available public infrastructure. Additionally, the development will provide access to a paved roadway system, with any necessary roadway improvements constructed as part of the development and in accordance with City or applicable agency standards. Responsibility for required infrastructure improvements, including roadway, utility, and stormwater systems, will be borne by the applicant and implemented concurrent with development.

The Planned Development district is specifically appropriate for this project because it allows for a level of innovation and design flexibility that cannot be achieved under conventional zoning districts. The proposed development incorporates a diverse mix of housing types, including multifamily units, single-family homes, and other "missing middle" housing formats, integrated within a unified master plan. This mix supports housing diversity and affordability while maintaining compatibility through coordinated design standards, transitions, and buffering.

In addition, the PD framework enables:

- *A comprehensively planned internal street network that prioritizes connectivity and minimizes direct impacts on adjacent roadways;*
- *The integration of open space and recreational areas as an organizing element of the development rather than as residual or leftover spaces;*
- *Flexible dimensional and design standards, such as varied lot sizes, building placement, and clustering of uses, which allow the site to respond to physical conditions and market needs;*

- *The ability to phase development and infrastructure improvements in a coordinated manner over time.*

These design elements result in a more efficient, cohesive, and context-sensitive development pattern than would be possible through standard Euclidean zoning districts, where different use types are separated, uniform dimensional standards are applied, and the same level of site-specific customization is not allowed.

Accordingly, the proposed Planned Development not only meets the technical requirements of the PD district but also fulfills its intended purpose by delivering an innovative, master-planned community that supports Comprehensive Plan objectives, promotes efficient infrastructure use, and provides a development pattern that could not be achieved through conventional zoning districts.

B. Land Development Code Rezoning Requirements

16.2.2. *Nature and requirements of planning and zoning board report.* When pertaining to the rezoning of land, the report and recommendations of the planning and zoning board to the city commission required by section 16.2.1 above shall show that the planning and zoning board has considered the proposed change in relation to the following, where applicable:

1. Comprehensive plan. Conformity with the Comprehensive Plan and the effects upon the Comprehensive Plan;

   Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) is consistent with the City of Newberry Comprehensive Plan, particularly the Future Land Use and Transportation Elements. The proposed rezoning supports FLU GOAL 2 by enabling market-responsive development within the USA that contributes to the City's tax base and is served by adequate public facilities concurrent with growth.

   The Planned Development zoning district is an appropriate implementation tool under the Comprehensive Plan. FLU POLICY 3.2.1 specifically recognizes Planned Development as a zoning mechanism that allows flexibility in land use design, densities, and intensities while ensuring compatibility and enforceable development standards. The proposed PD provides a coordinated, master-planned development approach that supports efficient use of land and infrastructure consistent with FLU GOAL 3 and OBJECTIVE 3.1. The rezoning also supports Comprehensive Plan policies encouraging a variety of housing options within the USA (FLU POLICY 3.1.2) and promotes orderly residential growth through site-specific design standards approved as part of the PD. In addition, the subject property is located within the City's Urban Service Area (USA), where urban development is intended to occur in a compact and efficient manner consistent with FLU GOAL 5 and OBJECTIVE 5.1. The rezoning supports policies directing growth to areas served by public utilities and infrastructure while discouraging suburban sprawl (FLU POLICY 5.1.1).

   From a transportation standpoint, the PD framework allows for coordinated access and internal circulation consistent with TRAN OBJECTIVE 1.2 and TRAN POLICY 1.2.2, which emphasize access management, reduced curb cuts, and preservation of roadway capacity and safety.

2. Land use. The existing land use pattern;

Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) is consistent with the existing and planned land use pattern in the area. While the subject property is currently vacant and zoned Agricultural, surrounding properties reflect a clear transition toward planned urban development within the City of Newberry's Urban Service Area. Properties to the north and west are zoned Industrial and Planned Development, to the south are a mix of Agricultural, PRD, and PD zoning with pasture and single-family residential uses, and to the east are Mixed-Use properties with existing residences and vacant land. This surrounding pattern demonstrates that agricultural uses are no longer the predominant long-term land use in this area. The proposed PD zoning aligns the subject property with adjacent Planned Development and Mixed-Use districts and allows for a coordinated, master-planned development that provides appropriate transitions, buffering, and compatibility with surrounding uses, thereby reinforcing the City's intended land use pattern.

Location	Zoning	Current Use
Subject	Agriculture	Vacant
North	Industrial and PD	Pasture
South	Ag, PRD and PD	Pasture & SFD
East	MU	SFD & Vacant
West	PD	Crops

3. Isolated district. The creation of an isolated district unrelated to adjacent and nearby districts;

Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) does not create an isolated zoning district unrelated to adjacent or nearby districts. The subject property is surrounded by a mix of Planned Development (PD), PRD, Mixed-Use (MU), and Industrial zoning, all of which represent planned urban development within the City of Newberry's Urban Service Area. The requested PD zoning is compatible with these adjacent districts and is consistent with the prevailing zoning pattern in the area. Rather than creating an isolated or incompatible district, the proposed rezoning integrates the subject property into the existing and emerging pattern of master-planned and mixed-use development and provides appropriate transitions to surrounding land uses.

4. Population; public facilities. The impact of the proposed change upon population density pattern and the load on public facilities such as schools, utilities, and streets;

Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) will not result in adverse impacts to population density patterns or public facilities. The Planned Development zoning district allows development to occur in a coordinated and controlled manner, with densities and intensities established through an approved master development plan consistent with the City's Comprehensive Plan. As shown in Section II, Level of Service Analysis above, all future development associated with the proposed rezoning will be required to meet the City of Newberry's adopted Level of Service (LOS) standards for public facilities, including schools, potable water, sanitary sewer, stormwater, and transportation facilities. Development approvals will be subject to concurrency review to ensure that adequate public facilities and services are available concurrent with development or will be provided in accordance with City regulations. Accordingly, the proposed rezoning supports orderly

growth within the Urban Service Area without creating undue impacts on population distribution or public infrastructure.

5. District boundaries. The existing district boundaries in relation to existing conditions on the property proposed for change;

   Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) is appropriate in relation to the existing district boundaries and current conditions of the subject property. While the property is currently zoned Agricultural and vacant, it is located within the City's Urban Service Area and is surrounded by properties zoned Planned Development, PRD, Mixed-Use, and Industrial. These surrounding districts reflect planned urban development patterns rather than long-term agricultural use. Adjusting the zoning boundary to Planned Development aligns the subject property with adjacent zoning districts and existing development trends, eliminates an isolated agricultural designation, and establishes a logical and cohesive zoning boundary consistent with existing conditions and the City's long-range land use framework.

6. Changed conditions. Changed or changing conditions which justify recommended action on the proposed amendment;

   Analysis: Changed and changing conditions justify the proposed rezoning from Agricultural (AG) to Planned Development (PD). The subject property is located within the City's designated Urban Service Area, where public utilities and infrastructure are planned to support urban development. Surrounding properties have transitioned, or are entitled to transition, from agricultural uses to Planned Development, PRD, Mixed-Use, and Industrial zoning districts, reflecting the City's long-term growth strategy and changing land use context. In addition, the availability of public facilities, adopted Level of Service standards, and market demand for planned residential and mixed-use development indicate that the property is no longer suited for long-term agricultural use. The proposed PD rezoning responds to these changing conditions by providing a coordinated, master-planned framework that allows development to occur in a manner consistent with current conditions, surrounding development patterns, and the City's Comprehensive Plan.

7. Living conditions. The impact of the proposed change upon living conditions in the neighborhood;

   Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) will not adversely impact living conditions in the surrounding neighborhood. The Planned Development zoning district requires an approved master development plan that establishes site-specific standards for land use, density, buffering, access, and design, ensuring compatibility with adjacent residential uses. The PD framework allows potential impacts to be addressed through appropriate transitions, landscaping, and internal circulation, rather than through incremental or uncoordinated development. Additionally, as demonstrated in the Level of Service analysis, all future development must meet the City's adopted LOS standards to ensure that public facilities and services adequately support growth. Further, any development within this area will be required to comply with all applicable standards and regulations of the City's Gateway Overlay District, including enhanced design, landscaping, and access requirements intended to protect community character. As a result, the proposed rezoning is expected to maintain and enhance neighborhood living conditions

while promoting orderly, high-quality development consistent with the City's long-term planning objectives.

8. Traffic. The impact of the proposed change upon traffic with particular regard to congestion or other public safety matter;

   Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) will not result in adverse traffic impacts or public safety concerns. The Planned Development zoning district requires that traffic impacts be evaluated at the time of development, with access, circulation, and roadway improvements addressed through the site plan and concurrency review process. As demonstrated in the Level of Service analysis, all future development must meet the City of Newberry's adopted Level of Service (LOS) standards for roadway facilities, ensuring that congestion and safety impacts are mitigated or avoided. In addition, the PD framework allows for coordinated access management, internal circulation, and reduced curb cuts consistent with City transportation policies. Any development within the Gateway Overlay District will also be required to comply with applicable access management, design, and safety standards. Accordingly, the proposed rezoning supports safe and efficient traffic operations and will not create undue congestion or public safety impacts.

9. Drainage. The impact of the proposed change upon drainage;

   Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) will not result in adverse drainage impacts. Any future development on the subject property will be required to comply with all applicable City of Newberry stormwater management standards, as well as permitting requirements of the appropriate water management district. The Planned Development process allows drainage and stormwater facilities to be designed comprehensively at the site level to ensure proper retention, treatment, and discharge of stormwater. Development approvals will be conditioned on demonstrating that post-development runoff does not adversely impact adjacent properties or downstream systems. Accordingly, the proposed rezoning will not negatively affect drainage and will ensure that stormwater is managed in a manner consistent with City regulations and public safety objectives.

10. Light, air. The impact of the proposed change upon light and air to adjacent areas;

    Analysis: The Planned Development zoning district requires an approved master development plan that establishes site-specific standards for building height, setbacks, spacing, and buffering, ensuring adequate light, air circulation, and separation between structures. These standards, along with applicable landscaping and open space requirements, are designed to maintain compatibility with surrounding uses and prevent overdevelopment. In addition, any development within the Gateway Overlay District must comply with enhanced design standards that further regulate building placement and scale. As a result, the proposed rezoning will preserve adequate light and air for adjacent areas while allowing for well-planned development consistent with City regulations.

11. Property values. The impact of the proposed change upon property values in the adjacent area;

    Analysis: The Planned Development zoning district requires an approved master development plan with site-specific standards for land use, density, design, buffering, and access, ensuring high-quality and compatible development. In addition, the PD framework allows for the creation of missing middle housing through creative site design, flexible lot sizes, and a range of housing types that are compatible with surrounding neighborhoods. Any development within this area must also comply with the City's Gateway Overlay District standards, including enhanced architectural, landscaping, and site design requirements intended to protect community character. By facilitating well-designed, context-sensitive development and expanding housing options, the proposed rezoning is anticipated to maintain or enhance property values in the adjacent area.

12. Adjacent property. The impact of the proposed change upon the improvement or development of adjacent property in accordance with existing regulations;

    Analysis: The PD zoning district provides a coordinated, master-planned framework that ensures compatibility with surrounding zoning districts through appropriate transitions, buffering, access management, and design standards. By aligning the subject property's zoning with nearby Planned Development, PRD, Mixed-Use, and Industrial districts, the rezoning supports orderly development patterns and does not impose limitations or constraints on the ability of adjacent properties to develop or redevelop under their existing zoning classifications. Accordingly, the proposed rezoning will not hinder, and may support, the continued improvement and development of adjacent properties consistent with applicable City regulations and the Comprehensive Plan.

13. Special privilege. The granting of special privilege to an individual owner as contrasted with the needs of the overall public welfare;

    Analysis: The proposed rezoning from Agricultural (AG) to Planned Development (PD) does not constitute the granting of a special privilege to an individual property owner. Planned Development zoning is an established zoning classification intended to implement the City of Newberry Comprehensive Plan and is available to any property within the Urban Service Area that meets the applicable criteria. The requested rezoning advances the broader public welfare by promoting orderly growth, efficient use of infrastructure, housing diversity (including opportunities for missing middle housing), and compatibility with surrounding development patterns. All future development will be subject to the same review procedures, performance standards, concurrency requirements, and overlay district regulations applicable to other PDs within the City. Accordingly, the proposed rezoning serves a public planning purpose consistent with adopted policy rather than providing a special or exclusive benefit to a single owner.

14. Existing zoning. Substantial reasons why, if any, the property cannot be used in accordance with the existing zoning;

    Analysis: The subject property is located within the City's designated Urban Service Area, where urban-scale development supported by public utilities and infrastructure is planned and encouraged by the Comprehensive Plan. The AG zoning district is intended for long-term agricultural and very low-density

uses and does not provide a regulatory framework that reflects the surrounding pattern of Planned Development, PRD, Mixed-Use, and Industrial zoning districts. The Planned Development zoning district provides a more flexible framework to implement the City's land use policies, ensure compatibility, and allow development consistent with existing conditions, adopted Level of Service standards, and the City's long-term growth strategy.

15. Neighborhood and city needs. The impact of the proposed change with regard to the scale of needs of the neighborhood or the city; and

    Analysis: The PD zoning district allows development to be scaled appropriately to surrounding uses while providing flexibility to address local housing needs, including the provision of missing middle housing options. At the city level, the rezoning supports efficient use of public infrastructure, promotes a balanced land use pattern, and expands the supply of well-planned housing in locations served by utilities, transportation facilities, and public services. Through site-specific standards, buffering, and compliance with adopted Level of Service requirements, the proposed PD will address neighborhood-scale compatibility while advancing broader City objectives related to housing diversity, growth management, and overall public welfare.

16. Alternate sites. The availability of alternate, adequate sites in the city in districts already permitting such use.

    Analysis: The availability of alternate sites within the City that already permit the proposed uses does not negate the appropriateness of the requested rezoning. The subject property is uniquely suited for Planned Development due to its location within the City's Urban Service Area, proximity to existing and planned public infrastructure, and compatibility with surrounding Planned Development, PRD, Mixed-Use, and Industrial zoning districts. While other sites within the City may permit similar uses, the Comprehensive Plan does not require development to be limited only to properties currently zoned for such uses but rather encourages rezonings that implement its land use and growth management policies. The proposed rezoning allows the subject property to develop in a coordinated, master-planned manner consistent with surrounding development patterns and Citywide planning objectives, making it an appropriate location regardless of the availability of alternate sites.

C. Development Standards for Planned Development

1. The minimum size parcel for planned development shall be as follows:
   a. Within the Main Street/Historic area: no minimum;
   b. All other areas within the designated urban service area; a unified parcel surrounded by a street system or public uses, or a minimum of ten acres.

   Analysis: Subject property has a size of approximately 94.5 ± acres.

2. Conformance with the comprehensive plan. No final development plan may be approved unless it is in conformance with the comprehensive plan.

Analysis: The proposed Planned Development is consistent with and furthers the goals, objectives, and policies of the City's Comprehensive Plan. The request supports the Plan's vision for orderly growth within the urban service area by allowing a well-planned, coordinated development pattern that promotes efficient use of land and infrastructure. The Planned Development will be required to comply with all applicable Comprehensive Plan policies, Future Land Use designations, and development standards, and no final development plan may be approved unless it is found to be in full conformance with the Comprehensive Plan.

3. Relationship to zoning district. An approved planned development is a separate zoning district in which the final development plan, as approved, establishes the restrictions and regulations according to which the development shall occur. Upon approval, the official zoning atlas shall be changed to indicate the area as a planned development.

   Analysis: Upon approval, the Planned Development (PD) will function as a separate and distinct zoning district. The approved Final Development Plan will establish the specific uses, development standards, and design regulations that govern development within the PD. All development shall occur in strict accordance with the approved plan and any conditions of approval. Following approval, the Official Zoning Atlas shall be amended to designate the subject property as Planned Development, reflecting the site-specific regulations applicable to the project.

4. Residential density and housing types. Any combination of residential density and housing types is permitted for a planned development. The following densities may be permitted at the discretion of the city commission:

   a. For a planned development limited to single-family dwelling units the density shall be limited to less than or equal to four dwelling units per acre.
   b. For a planned development having a mix of dwelling units types (i.e. single-family, duplex, townhomes, patio homes and apartments) the density shall be limited to less than or equal to ten dwelling units per acre.
   c. For a planned development containing both residential and nonresidential uses, the density shall be limited to less than or equal to 12 dwelling units per acre, although mixed use nonresidential/residential buildings, which contain less than 50 percent residential square footage are exempt from the density limitation. In no case shall densities exceed the maximums established in the Comprehensive Plan.

Analysis: The proposed Planned Development includes a mix of residential and nonresidential uses and has been designed to comply with the density standards applicable to mixed-use planned developments. Residential development within the PD consists of a maximum of 300 multifamily dwelling units on approximately 17.04 acres and 270 single-family detached dwelling units on approximately 63.71 acres, for a total of 570 dwelling units.

The overall residential density for the Planned Development is calculated based on the total residential acreage and total dwelling units. When evaluated on a gross basis, the proposed density does not exceed 12 dwelling units per acre, consistent with the limitations applicable to planned developments containing both

residential and nonresidential uses. The residential densities proposed for each housing type are also consistent with the maximum density allowances established in the City's Comprehensive Plan.

The Planned Development also includes approximately 4.11 acres of nonresidential commercial uses, with a maximum allowable building area of 60,000 square feet, and approximately 9.67 acres of open space, which further supports compatibility and appropriate land use transitions within the project area. Any mixed-use nonresidential/residential buildings, should they be proposed in the future, would be evaluated in accordance with the City's standards, including the exemption from density limitations for buildings containing less than 50 percent residential square footage.

Based on the proposed unit counts, acreage, and land use mix, the Planned Development complies with the City's residential density requirements and does not exceed the maximum densities established in the Comprehensive Plan.

5. Internal compatibility. All land uses proposed within a planned development shall be compatible with other proposed uses; that is, uses shall be able to coexist in relative proximity to other uses in a stable fashion over time such that no other uses are unduly, negatively impacted, directly or indirectly by such uses. An evaluation of the internal compatibility by a planned development shall be based on the following factors:
   a. The existence or absence of and the location of common open spaces and recreational areas. Open spaces to be located within the central areas accessible to the majority of the surrounding units. The open space shall be usable areas;

   Analysis: The PD includes centrally located common open space areas that are accessible to the majority of surrounding residential units. These open spaces are configured as usable areas, not residual lands, and are integrated into the overall development pattern to provide visual relief, passive recreation opportunities, and separation between land uses. The location and configuration of the open space support internal compatibility by creating focal points and transitions within the development.

   b. The use of existing and proposed landscaping*;*

   Analysis: Existing and proposed landscaping is used throughout the PD to soften transitions between different land uses, enhance aesthetics, and provide buffering where needed. Landscape areas are incorporated along internal roadways, adjacent to open space, and between residential and nonresidential components to reinforce compatibility.

   c. Encouraged;

   Analysis: The Master Plan reflects the use of design features encouraged by the City, including coordinated site planning, pedestrian connectivity, and the integration of open space and landscaping as organizing elements of the development.

   d. The use of topography, physical environment and other natural features;

Analysis: The PD layout takes advantage of existing site conditions, including natural features and mature vegetation, particularly within designated open space areas. These features are used to enhance buffering, preserve environmental character, and contribute to a cohesive internal design.

e. The traffic and pedestrian circulation pattern;

Analysis: Internal vehicular and pedestrian circulation is designed to provide safe and efficient movement between residential neighborhoods, open space areas, and nonresidential uses. The circulation pattern minimizes conflicts, supports walkability, and reduces cut-through traffic, thereby supporting compatibility among uses.

f. The use and variety of building setback lines, separations and buffering;

Analysis: A variety of building setbacks, separations, and buffers are utilized throughout the PD. Residential uses are appropriately separated from nonresidential areas through setbacks, open space, landscaping, and building orientation to maintain a livable residential environment.

g. The use and variety of building groupings. Clustering of multifamily units throughout the development. Building orientation to provide opportunities for public spaces for recreation and for general open space;

Analysis: The Master Plan establishes a variety of residential types including single-family, and multifamily organized across phased development areas to create diversity in housing options and neighborhood character. Consistent with PD design objectives, multifamily development is intentionally clustered within the Master Plan in Phase 4. This approach concentrates higher-density residential in a defined area of the site to promote cohesive site planning, support walkability and internal connectivity, and avoid fragmented higher-density pockets dispersed throughout the project. Clustering also allows the remaining portions of the development to accommodate complementary lower-density residential patterns and open space areas in a coordinated manner.

Building placement and the internal street framework are oriented to create and reinforce public open space and recreation opportunities. The Master Plan includes dedicated open space areas that are centrally located and distributed to serve multiple phases, and development patterns are arranged to provide visual and functional relationships between residential areas and open space. This configuration supports usable community open space, enhances neighborhood livability, and promotes a unified development character through coordinated building orientation and circulation

h. The use and variety of building sizes;

Analysis: A range of building sizes and scales is proposed, transitioning appropriately between single-family, multifamily, and nonresidential areas. This variation helps reduce visual impacts and supports compatibility between different housing types and uses.

i. The separation and buffering of parking areas and sections of parking area;

Analysis: Parking areas are separated into logical sections and buffered through landscaping, building placement, and setbacks. This approach minimizes visual and functional impacts on adjacent residential areas.

j. The variety and design of dwelling types. The location and arrangement of structures should not be detrimental to existing or prospective adjacent dwellings or to the exiting or prospective development of the neighborhood;

Analysis: The PD includes a mix of housing types which are arranged in a manner that is compatible with surrounding existing and future development. Higher density buildings are positioned more internal to the site, with lower density homes positioned throughout the site for a smooth transition. Open space and perimeter buffering, including a 50-foot gateway buffer in designated areas, add separation and visual relief. The internal street network also provides an organized traffic pattern with orderly access throughout the development.

k. Incorporation of facilities into the development to reduce impacts on the state road system;

Analysis: By designing the site with connected internal streets, grouping similar uses together, and placing homes close to open space and nearby nonresidential areas, services provided within the developments non-residential uses will reduce the required trips on external roadways.

l. Provision of multi-modal opportunities by providing transit-oriented design feature in a manner that will accommodate public transit facilities when available;

Analysis: The Master Plan accommodates multimodal transportation opportunities, including pedestrian connections and a development pattern supportive of future transit-oriented features should public transit become available.

m. The proposed land uses and the conditions and limitations thereon. Adjacent residential and nonresidential uses shall be separated as is necessary to maintain a livable residential environment. This may be achieved with masonry walls, landscaping, berms, building orientation and activity limitation;

Analysis: Where residential and nonresidential uses are adjacent, compatibility will be achieved through a combination of landscaping, open space, setbacks, building orientation, and activity limitations, as appropriate, to maintain a livable residential environment.

n. The form of ownership proposed for various uses;

Analysis: The proposed forms of ownership for the various uses are compatible with the planned land use arrangement and will be implemented in a manner that supports coordinated management and long-term maintenance of shared facilities and open space.

o. Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of any proposed use within the planned development.

Analysis: The PD is designed with privacy and safety in mind. The internal street network keeps traffic organized and supports emergency access, while open space and perimeter buffering, including areas with a 50-foot buffer, add separation and visual relief around the edges of the site. Together, these features help create a comfortable, compatible neighborhood for future residents.

6. External compatibility. All land uses proposed within a planned development shall be compatible with existing and planned uses of properties surrounding the planned development; that is, internal uses shall be able to coexist in relative proximity to existing or planned surrounding uses in a stable fashion over time such that neither internal, nor surrounding uses are unduly, negatively impacted, directly or indirectly by such uses. An evaluation of the external compatibility of a planned development should be based on the following factors:

   a. All of these factors listed in this section, with particular attention to those areas of the planned development located on or near its perimeter;

Analysis: Particular attention has been given to areas located along the perimeter of the Planned Development. Land uses of greater intensity are oriented toward the interior of the site, while lower-intensity uses, open space areas, and landscaped buffers are provided along the perimeter where the PD abuts existing or planned surrounding development. This approach avoids conflicts by creating a smooth transition in building size, intensity, and activity between the PD and surrounding properties.

   b. The uses proposed near the planned development perimeter and the conditions and limitations thereon;

Analysis: Uses located near the perimeter of the PD are limited in intensity and are subject to enhanced development standards, including increased setbacks, landscaping, buffering, and building orientation requirements. These perimeter areas may include open space, stormwater features designed as usable landscape amenities, low-density residential uses, or other compatible uses that serve as a physical and visual transition to surrounding properties. Conditions and limitations on perimeter uses will be further refined through the Preliminary Master Plan and subsequent site plan review.

   c. The type, number and location of surrounding external uses;

Analysis: Surrounding land uses consist of a mix of existing and planned residential, institutional, commercial, and undeveloped lands, consistent with the City's long-range planning framework. The PD layout responds to the location and character of these surrounding uses by orienting buildings, access points, and circulation patterns away from sensitive edges and by incorporating buffering and separation where appropriate. This approach ensures compatibility with both existing development and anticipated future development patterns.

   d. The comprehensive plan designation and zoning on surrounding lands;

Analysis: The Planned Development is consistent with the Comprehensive Plan future land use designations and zoning classifications of surrounding properties. The PD does not introduce land

uses or intensities that are incompatible with the long-term planning objectives for the area. Instead, it provides a coordinated, well-planned development pattern that complements adjacent land use designations and supports orderly growth and development.

e. Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of lands surrounding the planned development and any existing or planned use of such lands. The city commission shall determine the depth of the required perimeter setback; access and the buffering methods selected, which shall be included within the preliminary master plan. These buffers may vary in different areas or phases of the planned development.

Analysis: Additional design considerations including privacy, safety, noise attenuation, lighting controls, access management, and preservation of natural features have been incorporated to protect the welfare of surrounding lands. Pedestrian and vehicular access points are strategically located to reduce traffic conflicts, and lighting will be designed to prevent spillover onto adjacent properties. Natural features and existing vegetation are preserved where feasible to further enhance buffering and visual screening.

Buffering treatments will vary by location or development phase based on adjacent land uses, site conditions, and overall compatibility objectives. Together, these measures ensure that the Planned Development is externally compatible and capable of functioning harmoniously with surrounding properties over time.

7. Intensity of development. The residential density and intensity of use of a planned development shall: (1) be compatible with the physical and environmental characteristics of the site; (2) be able to coexist in relative proximity to existing or planned surrounding uses in a stable fashion over time such that neither internal, nor surrounding uses are unduly, negatively impacted, directly or indirectly by such densities and intensities of use; and (3) comply with the policies and density limitations set forth in the Comprehensive Plan. Specific densities and intensity of uses within a planned development shall be determined based on the following factors:

   a. Planned developments within the Historic District/designated Main Street area. The area designated on the urban service area map (within the City of Newberry Comprehensive Plan) as the Historic District/Main Street area shall not exceed intensities of a 3.0 floor area ratio. Building heights shall be restricted to maintain a proportional relationship with surrounding land uses as well as with the fire department's ability to provide adequate fire suppression services;

   Analysis: The proposed Planned Development is not located within the Historic District or Main Street Area.

   b. Planned development within the designated urban service area outside of the areas described in items (a) and (b) above, shall be limited to intensities not to exceed a .75 floor area ratio. Building heights shall be restricted to maintain a proportional relationship with surrounding land uses as well as with the fire department's ability to provide adequate fire suppression services;

Analysis: The Planned Development will meet these intensity limitations, which are consistent with the prevailing development patterns of surrounding areas and ensure that development occurs at a scale appropriate for available infrastructure and public services. Building heights within the Planned Development are appropriately restricted to maintain compatibility with surrounding land uses and to remain within the operational capabilities of public safety and emergency response services.

c. The locations of various proposed uses within the planned development and the degree of compatibility of such uses with each other and with surrounding uses;

Analysis: The locations of various land uses within the PD are strategically arranged to promote internal compatibility and minimize conflicts with surrounding properties. Higher-intensity uses are generally located toward the interior of the site or along major transportation corridors, while lower-intensity uses and open space areas are positioned near the perimeter to provide appropriate transitions to adjacent development.

d. The amount and type of protection provided for the safety, habitability and privacy of land uses both internal and external to the planned development;

Analysis: The PD incorporates a range of design features to protect safety, habitability, and privacy for both internal and external land uses. These measures include building setbacks, buffering, landscaping, lighting controls, access management, and separation of incompatible activities. Together, these features mitigate potential impacts associated with density and intensity of development.

e. The existing residential density and intensity of use of surrounding lands;

Analysis: The proposed densities and intensities are compatible with the existing residential density and intensity of surrounding lands. The PD does not introduce development at a scale that is inconsistent with the established or planned character of adjacent properties and instead provides a coordinated development pattern that complements surrounding land uses.

f. The availability and location of utility services and public facilities and services;

Analysis: Development intensity within the PD is supported by the availability and planned extension of public utilities and facilities, including water, wastewater, stormwater, transportation, and emergency services. The PD is designed to function within the capacity of existing and planned infrastructure, consistent with the Comprehensive Plan and applicable concurrency requirements. The applicant will provide a lift station and all utility and stormwater easements within phase 1 of the development.

g. The amount and size of common open spaces and recreation areas;

Analysis: The Planned Development includes a network of common open spaces and recreational areas that help offset development intensity and enhance overall livability. These open spaces are strategically placed throughout the site and are designed to serve the needs of residents and users while contributing to compatibility with surrounding properties.

Open space recreation will be provided through trails, playgrounds, pavilions, picnic benches, grills and dog parks. This area will cover 7 acres to the northwest portion of the PD.

h. The existence and treatment of any environmentally sensitive areas on the planned development property or surrounding lands;

Analysis: Based on the provided Federal Emergency Management Agency mapping and the National Wetlands Inventory, there are no environmentally sensitive areas located within the Planned Development. The subject site does not contain wetlands, flood hazard areas, or other regulated environmental constraints that would limit or restrict development, and the proposed development pattern is appropriate for the physical characteristics of the property and compatible with surrounding uses.

i. The access to and suitability of transportation arteries proposed within the planned development and existing external transportation systems and arteries; and

Analysis: The proposed development intensity is supported by adequate access to internal transportation arteries and existing external roadway systems. The PD circulation plan is designed to move traffic efficiently, provide for multimodal transportation options where appropriate, and reduce congestion or adverse impacts to surrounding roadways.

j. Any other factor deemed relevant to the limitation of the intensity of development for the benefit of the public health, safety and welfare.

Analysis: Additional factors relevant to public health, safety, and welfare, including emergency access, phasing of development, stormwater management, and long-term maintenance, have been considered in setting appropriate development intensity. Addressing these items up front ensures the Planned Development builds out in a balanced and sustainable development pattern over time.

8. Dimensional and bulk restriction. The location of all proposed building sites be shown on the final development plan and show dimensions of lots, setback lines, lot coverage and floor area (for nonresidential uses) as specified by the preliminary development plan approved by the city commission.

Analysis: All proposed building sites will be shown on the Final Development Plan, including the dimensions of lots, required setback lines, maximum lot coverage, and applicable floor area for nonresidential uses, consistent with the Preliminary Development Plan as approved by the City Commission. Compliance with these standards will be verified during final development plan approval and subsequent site plan review to ensure consistency with the approved Planned Development framework.

9. Common open space. At least 15 percent of the area covered by a final development plan shall be usable, common open space owned and operated by the applicant or dedicated to a homeowner association or similar group, provided that in establishing the density per gross acre the city commission may increase the percentage of common open space in order to carry out the intent

and purpose set forth in this article; and provided that any planned development which only consists of one-family dwellings with individually deeded lots shall only be required to have ten percent usable, common open space. Not more than one-half of the total common open space area may be in a floodplain, buffer area, and/or water bodies.

Analysis: The proposed Planned Development provides at least fifteen (15) percent usable common open space, totaling 14.18 acres. Of this total, approximately 1.97 acres are provided as required buffer areas, 2.91 acres are allocated to stormwater management areas, and 9.30 acres are dedicated as true, usable open space. Applicant intends on maintaining a portion of open space as trail space, creating a natural recreational facility. Trails and seating areas shall be maintained by Applicant.

The primary open space area is centrally located within the Planned Development and is intentionally designed to utilize and preserve the existing mature native tree canopy, providing a shaded, accessible open space amenity for residents. This configuration ensures that the common open space is functional, visually integrated into the development, and consistent with the intent and purpose of the Planned Development regulations.

10. Access and parking. All streets, thoroughfares and access ways shall be designed to relate to the traffic circulation plans of the area. Adequate off-street parking shall meet the requirements specified for the uses found in the district regulations and section 4.2 of these Land Development Regulations.

Analysis: The Planned Development will meet the access and parking requirements of the Land Development Regulations. Streets and access routes are designed to be consistent with the area's adopted traffic circulation plans and to provide safe and efficient internal and external circulation. Adequate off-street parking will be provided in accordance with applicable district regulations and Section 4.2 of the Land Development Regulations, with final layouts shown and verified at Final Development Plan and site plan review. To prevent excessive on-street parking, on-street parking shall be provided at the rate of 1 space per 5 single-family dwelling units and 1 space per 10 multi-family dwelling units, with reservation that if the primary roads for the Multi-Family developments are privately owned, the additional parking may be allowed on the private property rather than as on-street parking.

11. External transportation access. A planned development shall provide direct access to, a major street (arterial or collector) unless, due to the size of the planned development and the type of uses proposed, it will not adversely affect the traffic on adjoining minor (local) streets. In addition, the planned development shall make connection to the city grid road system when available or as planned.

Analysis: The proposed Planned Development will have direct access to U.S. 27/41 / State Road 45, a principal arterial roadway serving the area. U.S. 27/41 / SR 45 currently operates at a Level of Service (LOS) "C," which is consistent with the adopted transportation standards of the City and the Comprehensive Plan. Access to the site will be designed to meet all applicable City, FDOT, and Land

Development Regulation requirements and will ensure safe and efficient ingress and egress while maintaining acceptable operating conditions on the adjacent roadway network.

12. Internal transportation access. Every dwelling unit or other use permitted in a planned development shall have access to a public street either directly or by way of a private road. Permitted uses are not required to front on a dedicated public road. Private roads shall be constructed according to city specifications as found in article 5 Subdivision Regulations. If the planned development contains private roads, such private roads shall be owned and maintained by the applicant or dedicated to a homeowners' association or similar group.

    An interconnected street system is necessary in order to promote orderly and safe development by ensuring that streets function in an interdependent manner, provide adequate access for emergency and service vehicles, enhance access by ensuring connected transportation routes, and provide continuous and comprehensible traffic routes.

    Analysis: Every dwelling unit and permitted use within the proposed development will have access to a dedicated public street. All streets within the proposed Planned Development will be constructed in accordance with City specifications set forth in Article 5, Subdivision Regulations, and will be dedicated to and maintained by the City.

    The internal street network is designed as an interconnected system that promotes orderly and safe development, provides adequate access for emergency and service vehicles, enhances overall connectivity, and ensures continuous and logical circulation routes throughout the Planned Development.

13. Perimeter requirements. Structures, buildings and streets located at the perimeter of the development shall be permanently screened by a landscaped buffer area. This buffered setback area shall be adequate to protect the privacy and amenity of adjacent existing uses. The setback/buffer area shall be landscaped using one or a combination of the following methods:
    a. Landscaped buffer yards and transition areas as specified in the city's design standards;
    b. Density transition areas;
    c. Berms; and
    d. Landscaping or screening.

    The city commission shall determine the depth of the setback area and the buffering methods selected, which shall be included within the preliminary master plan. These may vary in different areas or phases of the planned development.

    Analysis: The Stonewood Planned Development is designed to comply with the City's perimeter buffering requirements to protect the privacy and amenity of adjacent properties. As shown on the PD Zoning Master Plan (Sheet C1.0), development along the site perimeter is separated from adjacent uses through a combination of landscaped buffer areas, land use transitions, and open space.

The Master Plan provides a 10-foot landscaped buffer areas along portions of the northern, western and southern boundaries of the site, providing separation between internal streets and buildings and adjoining properties. In addition, a 50-foot buffer is provided according to the requirements of the Gateway Overlay. Additional buffering is achieved through density transitions, with lower-intensity residential uses generally located along the perimeter and higher-intensity uses oriented toward the interior of the development. Designated open space parcels near the site edges further enhance buffering and compatibility.

Final setback depths, buffer treatments, and landscaping details will be reviewed and approved during subsequent site plan approvals to ensure compliance with City standards and the intent of the Planned Development requirements.

14. Control of area following completion. After completion of a planned development, the use of the land and/or modification or alteration of any buildings or structures within the area covered by the final development plan shall continue to be regulated in accordance with the approved final development plan except as otherwise provided for herein.
    a. Minor extensions, alterations or modifications of existing buildings or structures may be permitted after review and approval by the land development regulation administrator provided they are substantially consistent with the original purpose, intent, overall design, and integrity of the final development plan.
    b. Substantial change in permitted uses, location of buildings, or other specifications of the final development plan may be permitted following public hearing and approval by the city commission upon receipt of the recommendation of the planning and zoning board, as long as such changes are consistent with the original purpose, intent, overall design, and integrity of the final development plan.

Analysis: Following completion of the proposed Stonewood Planned Development, the use of land and the modification or alteration of buildings and structures within the PD shall be governed by the approved final development plan, except as otherwise permitted by the City's Land Development Regulations.
Minor changes to buildings or site features may be approved administratively by the Land Development Regulation Administrator. Any major change in permitted uses, building locations, density, or other material elements of the final development plan will require review and recommendation by the Planning and Zoning Board and approval by the City Commission following a public hearing. All such changes shall remain consistent with the original purpose, intent, and design framework of the Planned Development.

D. Gateway Overlay Districts

State Road 26 and US Highway 27/41 Gateway Overlay District.
General purposes. In recognition of the importance of promoting the city as an attractive, vibrant, and economically prosperous community, and in keeping with the city's rural, small-town character, the city hereby creates the State Road 26 and US Highway 27/41 (SR 26 and US 27/41) Gateway Overlay District

which is included in the Official Zoning Atlas of the City of Newberry and incorporated herein by reference, for the purpose of:

a. Welcoming existing and future residents and visitors to the city;
b. Promoting Newberry as an attractive, vibrant, and economically prosperous community;
c. Establishing consistent and harmonious design standards in order to unify the visual quality of the Gateway Overlay District;
d. Creating enhanced visual gateways to areas that serve as the main entrances to the city;
e. Improving the sense of place and community;
f. Creating a positive impression of the city, reflecting community values, including the city's rural, small-town character;
g. Maintaining and enhancing property values; and
h. Protecting the public health, safety, and welfare.

Analysis: The proposed development is consistent with the intent of the SR 26 and US 27/41 Gateway Overlay District. The project is designed to create a welcoming, high-quality entry experience to the City by reinforcing a cohesive and attractive corridor appearance, supporting Newberry's rural small-town character, and contributing to long-term economic vitality. The plan emphasizes a unified visual character through coordinated site design, enhanced landscaping and open space, and thoughtful building placement so the corridor reads as a well-planned "gateway" rather than a collection of unrelated sites. In doing so, the development strengthens sense of place, helps maintain and enhance nearby property values, and supports public health, safety, and welfare consistent with the purpose statements of the Overlay District.

List of Attachments

Attachment A: Affidavit
Attachment B: Deeds
Attachment C: Boundary and Topograhic Survey
Attachment D: Legal Descrition with Tax Parcel Number
Attachment E: Proof of Tax Payments
Attachment F: Master PD Plan
Attachment G: Project Maps
Attachment H: Soil Report

Attachment A

Owner Affidavit

Attachment B
Deeds

Attachment C

Boundary and Topographic Survey

Attachment D

Legal Description

Attachment E

Proof of Paid Taxes

Attachment F

PD Master Plan

Attachment G

Project Maps

Attachment H
Soil Report

Gainesville (HQ)
St. Augustine
Tallahassee
(844) Go-JBPro
contact@jbpro.com
3530 NW 43rd Street
Gainesville, FL 32606

July 8, 2026

Planning
City of Newberry
25440 W Newberry Road
Newberry, 32669
jperez@NewberryFL.gov

RE: Stonewood PD Rezoning & FLUA
Future Land Use Map Amendment Petition

Dear, City of Newberry Planning Department

JBPro is pleased to provide a resubmittal package for a **Future Land Use Map Amendment Petition** for **Stonewood PD Rezoning & FLUA**. This resubmittal package is provided to address comments provided by The City of Newberry on April 22, 2026.

Included in this resubmittal package are copies of the following:

1. Updated PD Master Zoning Plan
2. Traffic Impact Analysis
3. Revised Justification Reports
4. Required and revised Agent and Owner Forms

Please find below responses to the comments for the above referenced project. The comments have been replicated below followed by responses in **bold**.

Advisory Comments
Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

1. If applicable, impact and development fees will be assessed during review of building permit(s) for new construction and collected at time of building permit issuance.
   Response: So noted, thank you.

2. Wastewater capacity is reserved on a first-come, first-served basis. In order to guarantee available capacity, a retail utility service is required. Contact Public Works to schedule a meeting.
   Response: So noted, thank you.

3. Concurrency and mitigation matters will be addressed within the development order associated with the rezoning petition.
   Response: So noted, thank you.

4. The FLUMA petition is dependent on the rezoning petition demonstrating compliance with the comprehensive plan and the land development regulations.
   Response: So noted, thank you.

5. Future land use map amendment must be approved by the State of Florida and its agencies prior to scheduling second public hearing.
   Response: So noted, thank you.

6. Resubmittals may be emailed utilizing a shared drive link. SmartGov may not allow for resubmittal due to known issue the City is working on to resolve.
   Response: So noted, thank you.

7. Additional comments may be forthcoming based on address of comments provided in this report.
   Response: So noted, thank you.

Application Comments
Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

8. Affidavit for M3 RV Land, LLC: Revise title to read "M3" and not "M2."
   Response: So noted, this has been corrected and attached to the updated justification report

9. Affidavit or PDM Land Holdings, LLC: Revise Property owner to read "PDM Newbery Investment, LLC on behalf of PDM Land Holdings, LLC."
   Response: So noted, this has been corrected and attached to the updated justification report

10. Provide traffic impact analysis. Provide methodology prior to commencement of traffic counts to ensure concurrence with City policies and procedures.
    Response: A traffic impact analysis has been provided with this submittal.

11. Provide a list voluntary obligation and the timing of those obligations which are necessary for the development to achieve concurrency. The obligations shall be directly related to level of services standards which must be met but are not yet constructed. This list will be incorporated into the development order and may be the subject to future discussions on mutually agreeable terms.
    Response: A list of voluntary obligations has been added as a section of notes located on the PD Zoning Master Plan.

12. "Master Plan":
    a. "Future Thru Street" connections required to the north, west, and south where no connections to adjacent properties are provided.
       Response: the stub to the north is not possible due to the industrial and proposed berm to the north. The west has a railroad, a second entrance has been shown on the south end that can provide access to the south as needed.

    b. Utilities shall be stubbed to the "Future Thru Street" connections.
       Response: So noted, please see note #11 under "General Notes" that states all utilities need to be stubbed to Future thru street connections.

c. Buffers must be provided for Parcel Nos. 01879-003-001 and 01879-002-001.
Response: Subsection (C) establishes a buffer requirement for all commercial and industrial uses abutting agriculturally zoned lands containing dwelling units, residentially zoned districts, and districts zoned multifamily. We note that Subsection (C) is use-specific rather than zoning-specific. The portion of the PD proposed for commercial use currently provides a 10-foot buffer to the north between the PD boundary and Parcels 01877-001-000 and 01879-005-000, which are zoned Agriculture, as well as a 50-foot buffer along the east side adjacent to the roadway, consistent with the applicable Overlay district requirement. However, the west and south sides of the proposed commercial area abut only other portions of the same PD rather than agriculturally zoned lands containing dwelling units, residentially zoned districts, or multifamily zoning districts. Accordingly, it does not appear that Subsection (C) requires an additional landscape buffer along the internal west and south boundaries of the commercial area. We respectfully request that staff consider this analysis in its review. We welcome the opportunity to discuss these items further should any questions or concerns remain.

d. Proposed multi-family and nonresidential building heights exceed the maximum height permitted for a property affected by the Gateway Overlay District.
Response: So noted, please see updated height values in table#4 for MF and commercial building heights.

e. Staff recommends applying condominium legal structure to townhouse development for the purposes of maintenance of comment elements of the structure and grounds.
Response: If the developer decides to move forward with townhomes over condos an HOA will be responsible for any required shared maintenance. Condo associations are typically set up after the design and construction of the multi-family project.

f. Staff recommends incorporating a variety of lot sizes: In particular, larger lots sizes adjacent to the periphery adjacent to active agricultural uses.
Response: So noted, please see Table #5 on the PD Master Zoning Plan for lot size distributions.

g. Narrative focuses on variety of housing types being provided, yet the plan does not compel the developer to construct a variety of housing types within the areas designated for single-family attached and detached housing. Therefore, provide a lot layout within the same demonstrating a variety of housing types are planned.
Response: A lot layout is not provided as the phase limits and the number of lots per phase is variable. To still show a variety of housing types Table 5 has been added that shows the total distribution of lot sizes that will be required by the end building out of the single family portion of the project.

h. The City has established a 40% maximum ground cover for residential lots across all residential land uses
Response: Upon review of the code Section 4.21.12 Development standards for planned developments states that lot coverage are to be approved by City Commission. Compared to Single Family zoning which explicitly states a 40% ground cover. This Planned development is requesting a 60% ground cover as seen in the notes under table #4. This has also been added to justification report on page 3 "Purpose Of Request"

13. Justification Report:

a. Proposed level of development must be provided for the purposes of determining adequate level of service.
Response: So noted, please see the update to justification report page 4 B. Proposed Level of Development

b. Level of service analysis must be provided for affected rights-of-ways and intersections (TRAN Policy 1.1.1), potable water (Policy IV.2.8), sanitary sewer (Policy IV.2.1), open space (ROS Policy 1.1.1), and solid waste (Policy IV.2.4).
Response: So noted, the TRAN has been updated please see page 9. In addition, Sewer LOS analysis is on page 13, solid waste is on page 14, potable water is on page 15, Rec & OS is on page 16&17 of FLU justification report.

c. Page 3, Paragraph 2: Missing middle does not constitute "small lot single-family." It is defined as multi-unit housing types in single-family neighborhoods. Revise phrasing accordingly.
Response: So noted, this has been corrected in the updated justification report with COMP plan definition and reworded.

d. Page 3, Paragraph 4: Start date noted as 2037. Revise to be appropriate to time limitations of a Planned Development provided in Appendix B, Article 4, Section 4.21, CNCO.
Response: So noted the typo has been corrected in the justification report to 2027.

e. Page 7, Paragraph 2: Correct typo in the last sentence.
Response: So noted the typo has been corrected in the updated justification report.

f. Cite the "Districts and intent" and explain how the proposed development innovative or unique and could not otherwise be achieved utilizing zoning districts provided in Appendix B, Article 4, CNCO.
Response: So noted a section has been added along with an analysis in the updated justification report.

g. Provide ITE Use Code and trips rates.
Response: Per the included traffic impact report the following land use codes were used 210, 220, and 821. The trip generation can be found in table 1 on page 6 of the ZON Justification report.

h. List voluntary and necessary traffic improvements to mitigate impacts to affect roadways.
Response: Per the included traffic impact report a Southbound Right-turn lane on HWY 41 is required, an Eastbound shared through/left-turn lane and a eastbound right-turn lane for vehicles exiting Stonewood are required. This is added to ZON justification report on page 7. A future updated traffic report will be required to evaluate the development again for commercial development or any delayed/additional residential after 2037.

i. What is proposed for the existing structures on the property.
Response: This existing structures on the property are to be demolished at the time of construction.

j. Open space appears to be wooded and unusable for recreation. What is proposed for active or passive recreational uses in this area.
Response: Open space recreation is to be provided through the use of trails, playgrounds, pavilions, picnic benches, grills and dog parks. Please see note #5 under "open space". Narrative has also been updated in ZON justification report on page 24.

k. Due to the spatially limited to pools, sheds, and recreational vehicles storage will not be possible. How is the developer addressing these needs commonly enjoyed rights in single-family districts?
Response: The lot sizes (average width & depth) proposed are able to accommodate pools and sheds with certain floorplans from the homebuilders. The floorplan for each lot is not identified during the subdivision site development process, but rather at the building permit stage for each individual lot. Additionally, it is not common for standard single-family subdivisions to have and park recreational vehicles on individual lots. The lots proposed with the Stonewood development are adequately sized to accommodate standard single-family home features.

l. Due to routine issues with excessive on-street parking in a manner which either makes the road impassible by first-responder vehicles and/or damages swales, on-street parking shall be required at 1 space for every 5 dwelling units in the single-family area and 1 space for every 10 dwelling units in the multi-family area.
Response: So noted, please see section III C. (10) page 25 of the Rezoning Justification Report for an updated narrative reflecting these requirements.

m. Provide a list of speed reduction improvements that will be utilized on the internal road networks. These improvements may include but are not limited to throats, roundabouts, traffic circles, and on-street parking.
Response: So noted, please see note #12 under "General Notes" on the PD zoning Master plan for a list of all speed reduction improvements.

Architectural Plan Set Comments
Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

14. Not applicable.
Response: So noted, thank you.

Civil Plan set Comments
Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

15. Not applicable.
Response: So noted, thank you.

Landscape Plan Set Comments

Provided by Jean-Paul W. Perez, Principal Planner
Contact: 352-722-3909 ; jperez@newberryfl.gov

16. Not applicable.
    Response: So noted, thank you.

Fire Comments
Provided by Jason Lyman, Fire Chief
Contact: 352-722-3939; jlyman@newberryfl.gov

17. Not comments provided.
    Response: So noted, thank you.

Public Works & Utilities Comments
Provided by Jamie Jones, Assistant City Manager
Contact: 352-722-3932; jjones@newberryfl.gov

18. Needs "unified development language.
    Response: This comment was discussed with Jamie Jones at the City of Newberry and no action is required, thank you.

19. WW capacity agreements will be required must be acknowledged.
    Response: So noted, thank you this will be complete phase by phase as required by the City.

If you have questions or require additional information, please contact either myself or our office. Thank you for your assistance.

Sincerely,

Jack Charnas, PE
Civil Engineering Project Manager, JBPro

CITY OF NEWBERRY

Planning & Economic Development Department

In the Little Red Schoolhouse, 25815 S.W. 2nd Avenue (352) 472-5440
Mailing Address: 25440 W. Newberry Road, Newberry, Florida 32669

For Office Use Only
Date Received: _____
Staff Initials: _____

PROPERTY OWNERSHIP AFFIDAVIT

(Includes Authorization of Agent, if Applicant is not Owner)

PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC
Property Owner

LDR 26-19
Application No.

Additional Property Owners

Tara E. Howell, JBPro
Authorized Agent(s)

01879-004-001
Parcel Number(s)

Rezoning
Type of Application

I (we), the property owner(s) of the subject property, being duly sworn, depose and say the following:

1. That I am (we are) the owner(s) and record title holder(s) of the property described in the attached legal description;
2. That this property constitutes the property for which the above noted land use request is being made to the City of Newberry;
3. That I (we), the undersigned, have authorized, and do authorize, the above noted person(s) as my (our) agent(s) to execute any agreement(s), and other documents necessary to effectuate such agreement(s) in the process of pursuing the aforementioned land use request;
4. That this affidavit has been executed to allow the City of Newberry to consider and act on the subject request; and
5. That I (we), the undersigned authority, hereby certify that the foregoing statements are true and correct.

Owner 1 (signature) | Owner 2 (signature) | Owner 3 (signature)

PETER MCDANIEL
Printed name, Owner 1 | Printed name, Owner 2 | Printed name, Owner 3

STATE OF FLORIDA
COUNTY OF ALACHUA

Sworn to (or affirmed) before me by means of ☒ physical presence or ☐ online notarization, this 8th (Day) day of July (Month), 2026 (Year), by Peter McDaniel (Name of Person Making Statement).

CAMRYN FIGUEROA
Notary Public
State of Florida
Comm# HH662301
Expires 12/11/2028

Camryn Figueroa
Signature of Notary Public - State of Florida

Camryn Figueroa
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known OR Produced Identification

Type of Identification Produced: _____

CITY OF NEWBERRY

Planning & Economic Development Department
In the Little Red Schoolhouse, 25815 S.W. 2nd Avenue (352) 472-5440
Mailing Address: 25440 W. Newberry Road, Newberry, Florida 32669

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PROPERTY OWNERSHIP AFFIDAVIT

(Includes Authorization of Agent, if Applicant is not Owner)

PDM Newberry Investment, LLC p.p. PDM Land Holding, LLC
Property Owner

CPA 26-14
Application No.

Additional Property Owners

Tara E. Howell, JBPro
Authorized Agent(s)

01879-004-001
Parcel Number(s)

Large Scale FLU Amendment
Type of Application

I (we), the property owner(s) of the subject property, being duly sworn, depose and say the following:

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Owner 1 (signature) | Owner 2 (signature) | Owner 3 (signature)

PETER MCDANIEL
Printed name, Owner 1 | Printed name, Owner 2 | Printed name, Owner 3

STATE OF FLORIDA
COUNTY OF ALACHUA

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CAMRYN FIGUEROA
Notary Public
State of Florida
Comm# HH662301
Expires 12/11/2028

Camryn Figueroa
Signature of Notary Public - State of Florida

Camryn Figueroa
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known OR Produced Identification

Type of Identification Produced: _____

CITY OF NEWBERRY

Planning & Economic Development Department
In the Little Red Schoolhouse, 25815 S.W. 2nd Avenue (352) 472-5440
Mailing Address: 25440 W. Newberry Road, Newberry, Florida 32669

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Date Received: _____
Staff Initials: _____

PROPERTY OWNERSHIP AFFIDAVIT

(Includes Authorization of Agent, if Applicant is not Owner)

M3 RV Land LLC
Property Owner

CPA 26-14
Application No.

Additional Property Owners

Tara Howell, JBPro
Authorized Agent(s)

01879-002-000
Parcel Number(s)

Large Scale FLU Amendment
Type of Application

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3. That I (we), the undersigned, have authorized, and do authorize, the above noted person(s) as my (our) agent(s) to execute any agreement(s), and other documents necessary to effectuate such agreement(s) in the process of pursuing the aforementioned land use request;
4. That this affidavit has been executed to allow the City of Newberry to consider and act on the subject request; and
5. That I (we), the undersigned authority, hereby certify that the foregoing statements are true and correct.

Owner 1 (signature)	Owner 2 (signature)	Owner 3 (signature)
PETER MCDANIEL		
Printed name, Owner 1	Printed name, Owner 2	Printed name, Owner 3

STATE OF FLORIDA
COUNTY OF ALACHUA

Sworn to (or affirmed) before me by means of ☒ physical presence or ☐ online notarization, this 8th (Day) day of July (Month), 2026 (Year), by Peter McDaniel (Name of Person Making Statement).

CAMRYN FIGUEROA
Notary Public
State of Florida
Comm# HH662301
Expires 12/11/2028

Camryn Figueroa Signature of Notary Public - State of Florida

Camryn Figueroa Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known OR Produced Identification

Type of Identification Produced: _____

CITY OF NEWBERRY

Planning & Economic Development Department
In the Little Red Schoolhouse, 25815 S.W. 2nd Avenue (352) 472-5440
Mailing Address: 25440 W. Newberry Road, Newberry, Florida 32669

For Office Use Only
Date Received: _____
Staff Initials: _____

PROPERTY OWNERSHIP AFFIDAVIT

(Includes Authorization of Agent, if Applicant is not Owner)

M3 RV Land LLC
Property Owner

LDR 26-19
Application No.

Additional Property Owners

Tara Howell, JBPro
Authorized Agent(s)

01879-002-000
Parcel Number(s)

Rezoning
Type of Application

I (we), the property owner(s) of the subject property, being duly sworn, depose and say the following:

1. That I am (we are) the owner(s) and record title holder(s) of the property described in the attached legal description;
2. That this property constitutes the property for which the above noted land use request is being made to the City of Newberry;
3. That I (we), the undersigned, have authorized, and do authorize, the above noted person(s) as my (our) agent(s) to execute any agreement(s), and other documents necessary to effectuate such agreement(s) in the process of pursuing the aforementioned land use request;
4. That this affidavit has been executed to allow the City of Newberry to consider and act on the subject request; and
5. That I (we), the undersigned authority, hereby certify that the foregoing statements are true and correct.

Owner 1 (signature) | Owner 2 (signature) | Owner 3 (signature)

PETER MCDANIEL
Printed name, Owner 1 | Printed name, Owner 2 | Printed name, Owner 3

STATE OF FLORIDA
COUNTY OF ALACHUA

Sworn to (or affirmed) before me by means of ☒ physical presence or ☐ online notarization, this 8th (Day) day of July (Month), 2026 (Year), by Peter McDaniel (Name of Person Making Statement).

CAMRYN FIGUEROA
Notary Public
State of Florida
Comm# HH662301
Expires 12/11/2028

Camryn Figueroa
Signature of Notary Public - State of Florida

Camryn Figueroa
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known OR Produced Identification

Type of Identification Produced: _____

File Attachments for Item:

5. CPA 26-19: Small-scale Future Land Use Amendment for Newberry Animal Hospital.

Legislative, Petition CPA 26-19. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Residential, Low Density to Commercial on 1.3 acres, identified as tax parcel number 01946-000-000.

Planning & Zoning Board Agenda Item

Meeting Date:	October 5, 2026
Title:	CPA 26-19: Small-scale Future Land Use Amendment for Newberry Animal Hospital. Legislative, Petition CPA 26-19. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Residential, Low Density to Commercial on 1.3 acres, identified as tax parcel number 01946-000-000.
Agenda Section:	Public Hearings
Department:	Community Development Department
Presented By:	Lauren Yeatter, AICP, Community Development Assistant Director
Recommended Action:	1) Recommend approval of Petition CPA 26-19.

Summary:
Menadier Engineering, LLC ("Agent"), on behalf of RALEIGHNOMICS, LLC ("Owner"), is requesting a future land use map amendment from Residential, Low Density to Commercial on a 1.3-acre site located at 24621 Doc Karelas Dr. Generally located south of State Road 26 (SR 26), also known as Newberry Road, at the southeast corner of the intersection of Doc Karelas Drive and SW 246th Terrace.

Attachments:
1. Application documents
2. Staff Data and Analysis Report and Comments

Menadier Engineering, LLC
DATA & ANALYSIS REPORT

CPA 26-19 Newberry Animal Hospital

Small Scale Future Land Use Map Amendment for the City of Newberry (Parcel ID 01946-000-000)

City of Newberry Local Planning Agency
October 5, 2026 Planning and Zoning Board Meeting

SUPPORTING DATA AND ANALYSIS FOR CPA 26-19

(Parcel ID 01946-000-000 Total acres = ±1.3 acres)

The following data and analysis are provided to support the transmittal of the below proposed small scale comprehensive plan amendment:

CPA 26-19, a request by Menadier Engineering, LLC ("Agent") on behalf of RALEIGHNOMICS, LLC, ("Owner") to amend the future land use map of the Comprehensive Plan by changing the future land use classification **from Residential, Low Density to Commercial** for a site containing ±1.3 acres identified on the map below ("FLUMA").

The property is generally located south of State Road 26 (SR 26), also known as Newberry Road, at the southeast corner of the intersection of Doc Karelas Drive and SW 246th Terrace in Section 3, Township 10 South, Range 17 East. The current zoning district is Residential, Single Family (RSF-2) and a companion rezoning petition has been submitted (Petition No. LDR 26-27) which is contingent upon adoption of the FLUMA.

APPLICANT: Menadier Engineering, LLC
OWNER: RALEIGHNOMICS, LLC
PURPOSE: Small-scale FLUMA for commercial development
LOCATION: 24621 Doc Karelas Dr
PARCELS: 01946-000-000
EXISTING USES: Vacant Commercial

BOUNDARY MAP



Figure 1: Aerial imagery of subject property with parcel overlay.

CURRENT FUTURE LAND USE MAP

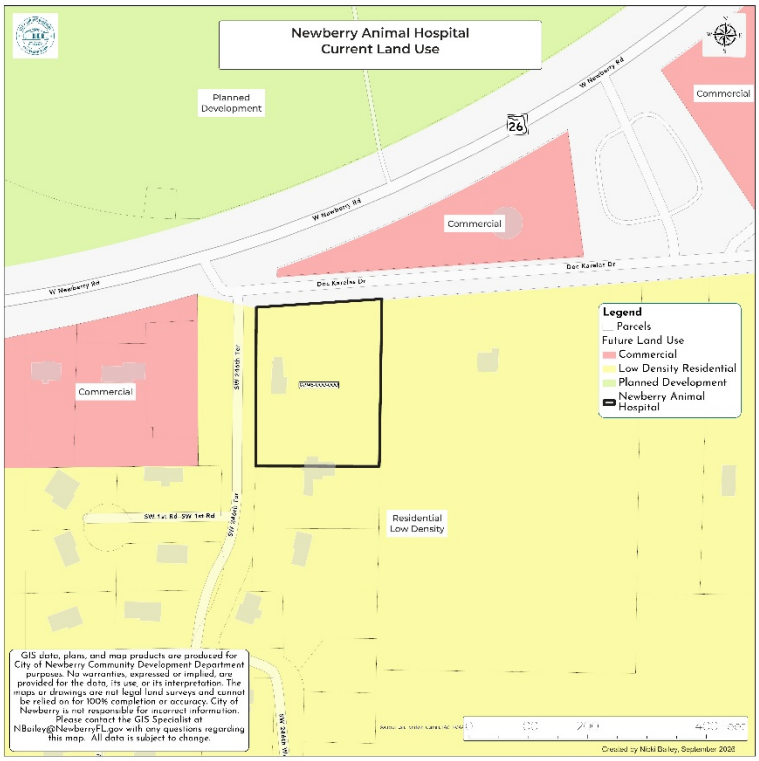


Figure 2: Subject property with Residential, Low Density FLU classification.

PROPOSED FUTURE LAND USE MAP

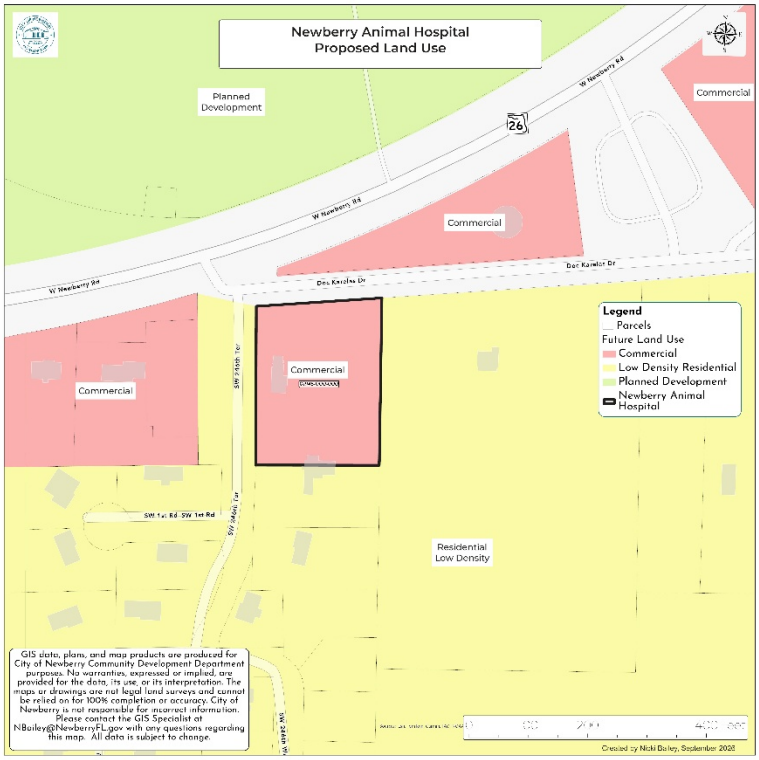


Figure 3: Subject property with proposed Commercial FLU classification.

EXISTING CONDITIONS, PROPOSED USES, AND ENCUMBRANCES

The Alachua County Property Appraiser identifies the property's taxable use as Private school/College (07200). The property is currently vacant, however there had been a Commercial daycare at least since 2005 and until 2024. Various building permits were issued between 1992 and 2022 for improvements to the existing three structures, including two homes originally built in 1936, a storage shed. The existing vacant structures are not eligible individually for the National Register of Historic Places or as contributors to the National Register District.

The subject property is located within the City of Newberry's utility service area and will rely on access from Doc Karelas Drive, a City-maintained minor collector, and State Road 26, a Strategic Intermodal System route, principal arterial roadway, and designated hurricane evacuation route. The site is entirely within the city's Urban Service Area, the Community Redevelopment Area, and is subject to Zone 1 of the Gateway Overlay District.

The proposed change to the land use classification of Commercial from Residential, Low Density would allow a variety of uses and commercial zoning districts to be considered. Accompanying the application for the FLUMA is a rezoning application to Commercial, Intensive (CI) zoning districts (see Appendix B, Article 4, Section 4.14, CNCO). This district allows for those uses permitted in Commercial, Intensive (CI) zoning district as well as additional uses permitted by-right and special exception. The district provides higher intensity auto-oriented uses and other uses which generally do not cater to pedestrians. The petition provides a level of service analysis for potential trips generated, but the analysis does not explore impacts at the maximum intensities. More details on actual levels of development and related impacts will be known at the time of the site and development plan submittal.

Under current land use classification, Residential, Low Density allows a density up to 4 units per 1 acre or an intensity of a 40% maximum ground cover by-right. Maximum potential density for the 1.3-acre subject property is 4.00 dwelling units, and the maximum potential intensity for the subject property would be 22,651.2 square feet of nonresidential use (maximum lot coverage by all buildings, not including required buffers and setbacks).

Under the proposed land use classification, Commercial has no density limit and an intensity of an 80% Impervious Surface Ratio (ISR).

Maximum potential density for the 1.3-acre subject property is 0 dwelling units, and the maximum potential intensity for the subject property would be 45,302.4 square feet of nonresidential uses, not including buffers required by the Gateway Overlay. The justification report discusses a 5,000 square foot animal hospital facility. The intensities of the uses permitted within the allowable building area significantly increase, typically resulting in an exponential increase in annual average daily and p.m. peak hour trips.

The Property is located within the Community Redevelopment Area (CRA) and the Urban Service Area (USA) which allows for land use and zoning designations which encourages suburban/urban development patterns and requires such services as potable water and wastewater connections, improved road surfaces, multi-modal facilities, as well as solid waste removal and other municipal services. The Commercial future land use classification in the Future Land Use Element of the City of Newberry Comprehensive Plan allows for intensities up to 80% ISR. Residential is not permitted by right but may be achieved through State pre-emptions for affordable housing provided by the Live Local Act, as amended.

Doc Karelas Drive is a City-maintained road, and analysis for impacts are provided below. Although the property is not directly accessible by State Road 26/ Newberry Road, this corridor is a principal arterial

that serves the area. State Road 26 corridor is a Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS). FDOT policies provide guidance, reporting, and funding for the SIS network. FDOT describes the SIS initiative as follows: *The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the most significant facilities for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.*

SURROUNDING FUTURE LAND USE CLASSIFICATIONS AND ZONING DESIGNATION

The surrounding uses are residential and commercial in nature. Those uses on and abutting the subject property are generally compatible with the proposed FLUMA and the intended use of the site. Table 1 below provides the adjacent future land uses and the current use of the lands.

Table 1: List of Adjacent Future Land Uses

Direction	Future Land Use Designation	Zoning Designation
North	Commercial	Commercial, Intensive (CI)
East	Residential, Low Density	Residential, Single Family (RSF-1)
South	Residential, Low Density	Residential, Single Family (RSF-2)
West	Commercial	Commercial, Intensive (CI)

LEVEL OF SERVICE/CONCURRENCY ANALYSIS

The findings below represent a general analysis of potential impacts based on purported levels of development as provided in the petition. Concurrency evaluations will be reassessed during application review and additional analyses, studies, or evaluations of infrastructure may be required at that time. Impacts above and beyond available capacity must be mitigated at the time the impact is created. Notwithstanding impacts generated at time of development plan review.

Traffic Analysis

The proposed land use plan amendment creates additional impacts on local and regional road segments not under jurisdictional control or maintenance agreement by the city, and development may necessitate expansion or enhancement of those facilities. The Agent has provided a trip analysis in their justification report based on the ITE Trip Generational Manual 11th Edition based on an anticipated level of development. Staff find the identified proposed uses would be consistent with development patterns for rural satellite communities across the State of Florida. This finding does not represent consent or acceptance of these uses by the City and solely represents their use for the purposes of analysis. The anticipated uses are as follows:

Land Use	ITE LU Code	IV (per 1000 S.F. GFA)	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Animal Hospital	640	5.00	108	18	12	6	18	7	11
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			108	18	12	6	18	7	11
Small Office	712	5.00	72	8	7	1	11	4	7
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			72	8	7	1	11	4	7
Variety Store	814	5.00	318	15	8	7	34	17	17
Pass-by Trips – 34%			108	5	3	2	12	6	6
Net New Trips (applying pass-by reduction factor)			210	10	5	5	22	11	11
Fast Casual Restaurant	930	5.00	486	7	4	3	63	35	28
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			486	7	4	3	63	35	28
Pharmacy/Drugstore without Drive-Through Window	880	5.00	447	15	10	5	43	21	22
Pass-by Trips – 53%			237	8	5	3	23	11	12
Net New Trips (applying pass-by reduction factor)			210	7	5	2	20	10	10
Average Net New Trips			**217**	**10**	**7**	**3**	**27**	**13**	**13**

The analysis provided provides a passer-by reduction of p.m. peak hour trips. Staff has reviewed these values and concur with the assigned coefficients. The provided average net new trips represent an increase of 217 daily total trips primarily impacting Doc Karelas Drive, not surpassing residual capacity for the minor collector.

The Annual Average Daily Traffic of Doc Karelas Drive abutting the subject property was examined utilizing the FDOT Multimodal Quality/Level of Service Handbook and FDOT Florida Traffic Online (2025) (see table below). Additional impacts to State Road 26 (Newberry Road) have not been examined in this analysis and will be addressed at time of development plan review.

Roadway Segment	Adopted (LOS) Standard	Functional Classification	AADT Service Volumes	AADT 2025	Projected AADT	Residual Capacity
Doc Karelas Drive	D	Minor Collector	18,000	2,150	217	15,633

Potable Water and Wastewater Analysis

Potable water and wastewater services are available and are in close proximity to the site. The justification report calculates an average potable water demand of 990 gallons per day; and wastewater capacity demand of 990 gallons per day, exceeding the City's estimated consumption models of 625 gallons per day (or 2.5 Equivalent Residential Units (ERUs) X 250 gallons of water and wastewater per day for 1-in meters). However, additional capacity will be addressed prior to site and development approval.

Sanitary sewer service may be connected via an on-site grinder pump system that discharges to the existing City gravity sewer manhole located across SW 246th Terrace. The existing facilities serving the site would be abandoned and replaced with a larger grinder station, with a plug valve at the lot line establishing the demarcation between private and City facilities.

The cost of these improvements will be the responsibility of the developer and will include any roadway repair work to facilitate the connection. The City would prefer the road to be bored, but may consider an open cut if all City requirements for the road repair were met.

In accordance with the Infrastructure Element (Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge) of the Comprehensive Plan, the City shall safely, efficiently, and in an environmentally sound manner provide an acceptable level of service for its population. Available capacity to serve new development will be evaluated at the time of construction plan review. For all proposed development of the subject property, **capacity shall be reserved on a first-come, first-served basis**. Further information is needed regarding exact development before the City is able to make a determination that sufficient capacity exists to serve the site. Additional studies, upsizing of utility lines, and other necessary information and improvements pertinent to maintaining an adequate level of service may be required at the time of development plan review.

The issuance of a water service permit or contract by the City of Newberry does not create vested rights or guarantee water service. Connections to the City's water system will only be allowed if lawful and compliant with all applicable permits, licenses, restrictions, court orders, or agency directives, and are subject to the City's comprehensive plan, ordinances, policies, and water use permits. The applicant or developer waives any claims against the City for refusal or inability to provide service due to such requirements, and service remains contingent on all applicable rates, fees, and charges. This provision does not waive any valid, preexisting contractual rights.

Parks and Open Spaces Analysis
The proposed land use classification does not permit residential by-right or by special exception, therefore, no impacts to park and open space are anticipated to be generated by development of the subject property.

School Concurrency Analysis: School capacity is reserved at time of platting and conceptually accounted for in the 5-year school facilities plan at time of transmittal of the school concurrency form to the Alachua County School Board (SBAC). The proposed land use does not permit residential uses and is not anticipated to impact school concurrency standards established by the SBAC.

Electrical Services Analysis: The subject property lies within the City of Newberry's service area, and electrical service had been connected to the property previously.

Solid Waste Analysis: The adopted level of service of 0.61 tons per capita is established for solid waste disposal. The anticipated level of development represents a net increase of 76 tons of waste per year for roughly 5,000 sq. ft. of commercial. The current Bureau of Economic and Business Research (BEBR) population estimates of Newberry are 9,553 residents, providing a level of service of 5,827.33 tons per year. The proposed development represents 1.3% of the total capacity reserved for the City of Newberry. However, solid waste services by nonresidential uses shall be attained through private contract and are not evaluated in this report.

COMPREHENSIVE PLAN COMPLIANCE

This section shall analyze the proposed level of development, cite supporting and/or, if applicable, conflicting goals objectives and policies from the City of Newberry Comprehensive Plan. The intent of

this section is to demonstrate compliance with the Comprehensive Plan and identify any conflicts with the comprehensive plan. The analysis provided in this section does not contemplate other developments adopted or under review.

The Future Land Use Element of the City of Newberry Comprehensive Plan defines the Commercial land use classification as follows:

Commercial

The Commercial land use category consists 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 Comprehensive Plan, and other similar uses compatible with commercial uses, may be approved as exceptions. All principal uses and special exceptions shall be limited to an intensity of 80% Impervious Surface Ratio (ISR), which includes all impervious surfaces, not only structures.

FLU GOAL 5: Reinforce the USA as a template, vehicle, and principle to focus growth and prevent suburban sprawl.

Objective 3.2.1 The City's Land Development Regulations (LDRs) shall contain design and development standards based on and consistent with the following FLU categories and corresponding general ranges of densities and intensities

FLU POLICY 5.1.1: The City's USA is intended to accomplish the following:

1. Limit the location of high density residential, high intensity commercial, and heavy industrial uses;
2. Direct growth from the City’s core outward to encourage infill development and redevelopment, resulting in compact and contiguous urban densities and intensities;
3. Establish the urban edge by defining the boundary that new public services may be extended to adequately serve development;
4. Encourage retention of the rural area; and
5. Clearly delineate where current development exists and future growth is planned or desired.

TRAN OBJECTIVE 1.1: The city has established a safe, convenient, and efficient Level of Service (LOS) standard which shall be maintained for all roadways.

To comply with TRAN OBJECTIVE 1.1, a commercial development with auto-oriented outparcels would need to demonstrate through a comprehensive Traffic Impact Study (TIS) that the projected traffic generated by the development, including the outparcels, will not degrade the existing Level of Service (LOS) of surrounding roadways below the established city standards. This TIS would identify potential congestion points, particularly at intersections and access points, and propose mitigation measures such as additional turn lanes, signal timing adjustments, internal circulation improvements, or access management strategies to ensure traffic flows safely and efficiently. Furthermore, while focused on auto-orientation, the development should also consider and integrate safe and convenient multimodal access where feasible, aligning with modern transportation planning principles that acknowledge the needs of pedestrians, bicyclists, and potentially transit users, thereby contributing to an overall efficient and safe transportation system.

CONCURRENCY

The City has adopted and implemented impact fees for transportation and public buildings. The City has adopted and implemented development fees for water and wastewater service. Impact and

development fees do not represent the complete cost to provide new or enhanced facilities. Further analysis of impact and capacity availability of existing facilities will be determined at the time of development plan review.

FINDINGS

Staff has determined that the proposed amendment to the Future Land Use Map is consistent with the City of Newberry Comprehensive Plan, Land Development Regulations, and the 2022 Strategic Plan. This land use change does not, in itself, grant development entitlements; such entitlements would be established only through subsequent rezoning of the property.

MENADIER ENGINEERING

REZONING & FLU AMENDEMENT APPLICATION - JUSTIFICATION NARRATIVE

FOR

NEWBERRY ANIMAL HOSPITAL

CITY OF NEWBERRY, FLORIDA

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1. Statement of Proposed Change

The purpose of this application is to request a Small-Scale Future Land Use (FLU) Map amendment and a concurrent rezoning to allow for the commercial development of a ± 1.3-acre parcel (Parcel ID: 01946-000-000) in the City of Newberry. The subject property is located south of State Road 26 (SR 26), also known as Newberry Road, at the southeast corner of the intersection of Doc Karelas Drive and SW 246th Terrace, and is situated within Zone 1 of the City's Gateway Overlay District along the SR 26 gateway corridor. The property is legally described as the East 210 feet of the SW 1/4 of NW 1/4, South of Highway, and the North 210 feet of the East 210 feet of the NW 1/4 of SW 1/4 in Section 3, Township 10 South, Range 17 East, Alachua County, Florida.

The subject property currently carries a Low Density Residential FLU designation and is zoned Residential, Single Family (RSF-2). This application requests a Small-Scale Comprehensive Plan Amendment (CPA) to amend the FLU Map from Low Density Residential to Commercial, together with a rezoning from RSF-2 to Commercial, Intensive (CI). The requested CI district would serve as the implementing zoning district for the Commercial Future Land Use designation if the Comprehensive Plan amendment were approved. The requested approvals would proceed in the following sequence: (1) amendment of the Future Land Use Map from Low Density Residential to Commercial; (2) rezoning from RSF-2 to Commercial, Intensive; and (3) Site and Development Plan approval prior to development of the property. The proposed Commercial Future Land Use amendment is appropriate for the subject property based on its location and context. The property is an infill parcel located near the SR 26 commercial corridor, one of the City's primary east-west arterials and a gateway into the City of Newberry, and it lies within the City's Urban Service Area (USA), where potable water, sanitary sewer, electric, and roadway infrastructure are available to serve development. The amendment would extend the established commercial pattern already present along the corridor to a logically located infill site that can be efficiently served by existing infrastructure. The subject property adjoins existing Commercial Future Land Use and commercial zoning to the north and westwhile Low Density Residential Future Land Use and Residential, Single Family (RSF) zoning lie to the east and south. The property is therefore positioned at the edge of an established commercial area and is well-suited to serve as a transition between the SR 26 commercial corridor and the residential properties farther east and south.

The Commercial designation establishes an appropriate range of potential nonresidential development for the property; it does not follow that every use permitted within the category would have identical impacts, and the specific impacts of any future use would be evaluated through the applicable Commercial, Intensive (CI) zoning standards and the City's Site and Development Plan review process. The property owner, Raleighnomics LLC, is considering development of the site with a commercial building of approximately 5,000 to 7,000 square feet, and a veterinary office / animal hospital is currently contemplated as the initial use. The contemplated facility may provide indoor boarding of animals, including animals requiring a higher level of medical attention, which the CI district permits within a soundproof building; no outdoor runs or outdoor kenneling are proposed. This amendment and rezoning are nonetheless evaluated based on the appropriateness of the Commercial designation and the general range of uses allowed within the CI district rather than a single end user. The existing structure(s) on the site would be removed through the City's demolition permitting process prior to redevelopment.

Table 1 and Figures 1–4 show the current and proposed zoning and FLU designations for the site and the adjacent properties.

Table 1. Adjacent Zoning Districts and FLU Designations

Direction	Zoning Districts	FLU Designations
North	Doc Karelas Dr ROW / CA (Commercial, Automotive)	Doc Karelas Dr ROW / Commercial
East	RSF-1 (Residential, Single Family)	Low Density Residential
South	RSF-2 (Residential, Single Family)	Low Density Residential
West	SW 246th Ter ROW / CI (Commercial, Intensive)	SW 246th Ter ROW / Commercial

Figure 1. Existing Future Land Use

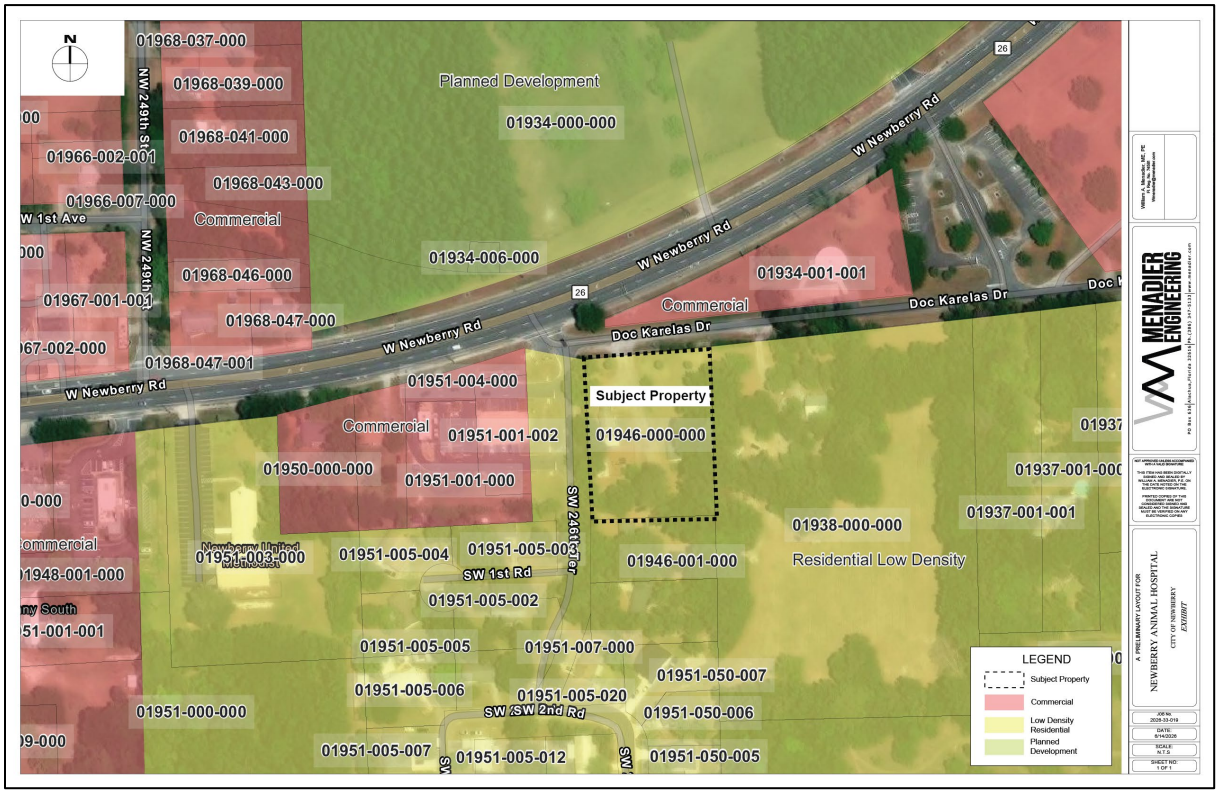


Figure 2. Proposed Future Land Use

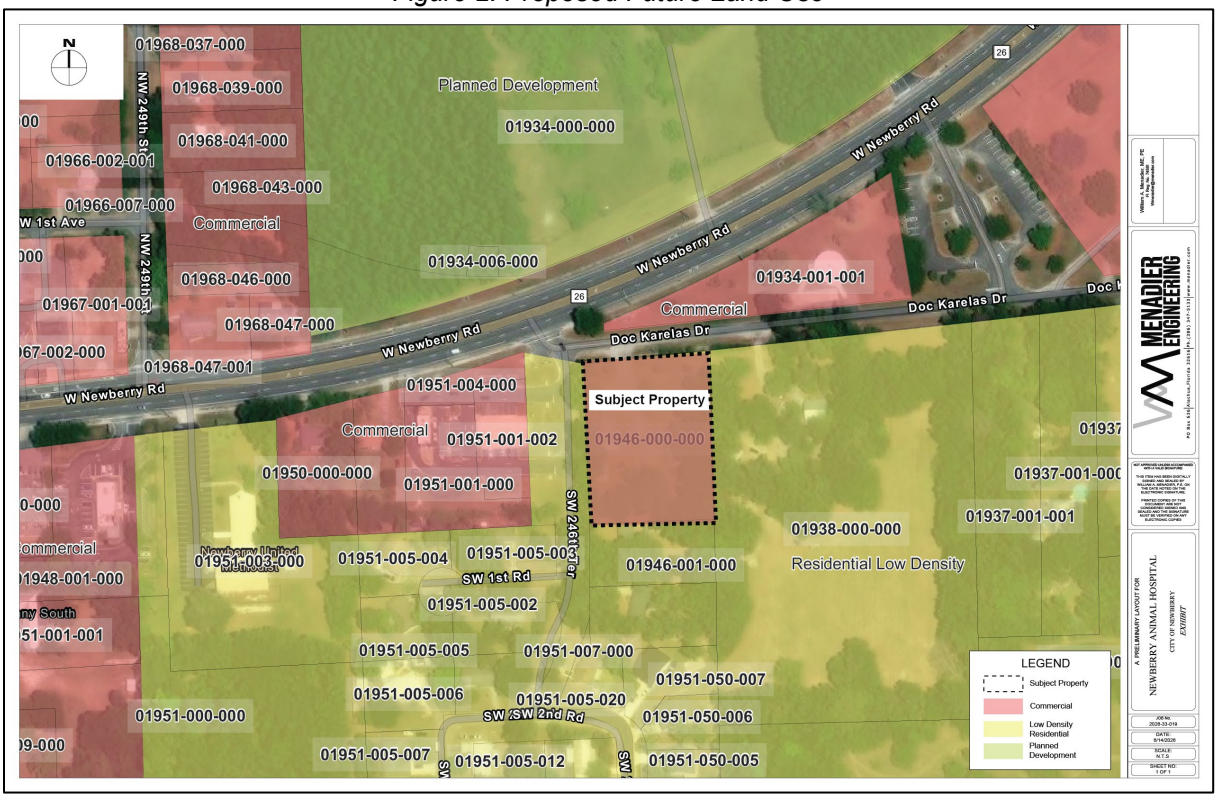


Figure 3. Existing Zoning District

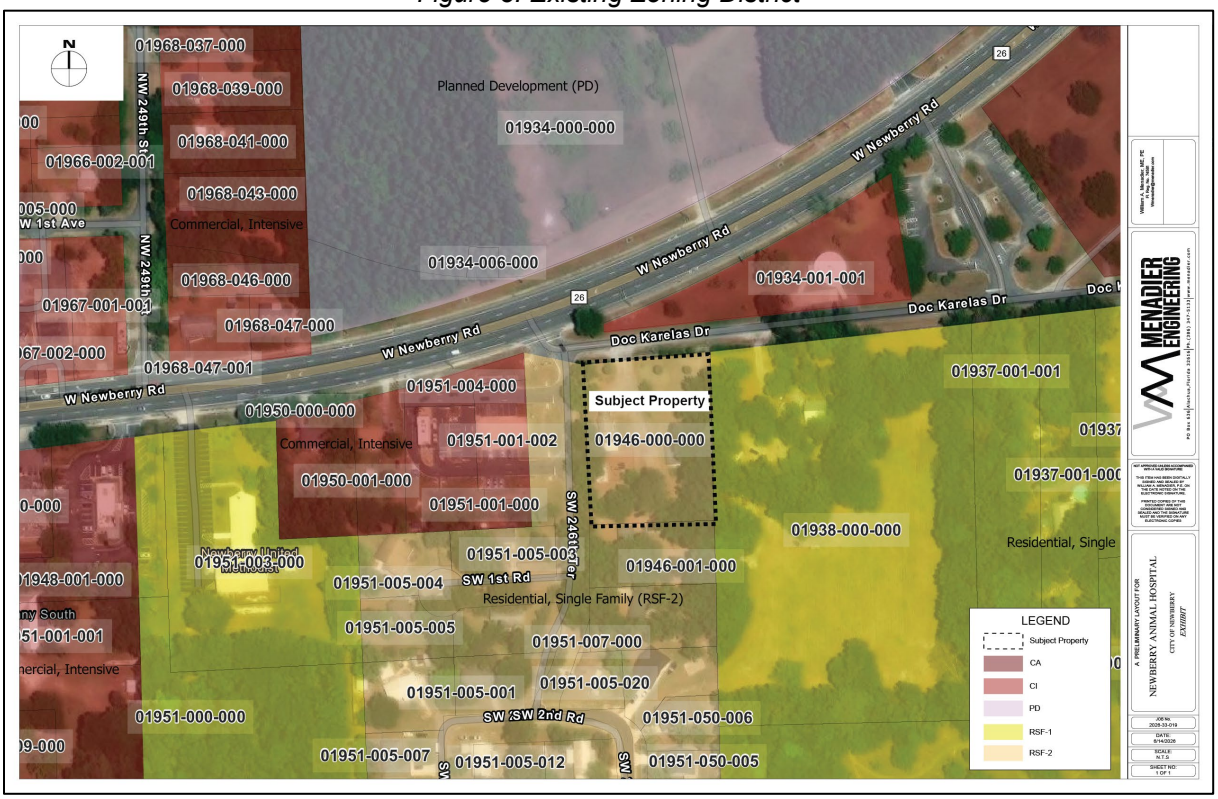


Figure 4. Proposed Zoning District



2. Comprehensive Plan Consistency

The following analysis identifies specific Goals, Objectives, and Policies from the Comprehensive Plan and explains how the proposed Commercial Future Land Use amendment and associated CI rezoning aligns with each.

Article I. – Future Land Use Element

"FLU POLICY 1.2.1: The City shall promote small-town character, including rural spaces through the following means:

– Ensure permitted uses, densities, and intensities for lands outside the USA boundary appropriately limit suburban sprawl, promote rural land retention, and contribute to the City's overall character;

– Permit agriculture, conservation, recreational, public, limited residential, and small-scale commercial uses outside the USA;

– Create a logical and equitable network of open space and rural land retention providing multiple services by promoting the value of recreation, habitat corridors, food production, pollution mitigation, and stormwater treatment; and

– Create a mechanism to transfer development rights from outside the USA to increase density and intensity within the USA boundary."

The subject property is located within the USA and is surrounded by existing commercial development and infrastructure. The site is served by, or has immediate access to, City potable water, sanitary sewer, and electric service. By directing commercial development to an infill parcel that is already bordered by commercial zoning and supported by existing infrastructure, the request promotes an efficient and logical pattern of growth within the USA and helps limit development pressure on rural-designated lands outside the boundary, consistent with the City's overall character.

"FLU OBJECTIVE 2.1: The City shall ensure appropriate land use allocations, LDRs, and permitting processes to encourage land development aligned with the City's Strategic Plan."

The proposed Commercial Future Land Use amendment and associated CI rezoning support development aligned with the City's Strategic Plan. The site is accessed from Doc Karelas Drive and SW 246th Terrace, local roadways that connect to SR 26, allowing site traffic to be distributed onto lower-order roadways and supporting a safe and effective transportation network. The requested Commercial, Intensive (CI) designation allows for a range of commercial uses that can support community-oriented services and amenities. Overall, the request directs growth to an appropriate infill location with access to existing infrastructure, consistent with the City's vision for balanced and strategic development.

"FLU POLICY 2.1.1: The City shall continue to create a pro-business environment for desirable development by allocating appropriate land uses, partnering with local educational institutions to support a skilled workforce, and maintaining reliable infrastructure and low taxes."

The request for a Commercial FLU on the subject property supports a pro-business environment by directing development to an infill site served by existing roadway access and available infrastructure within the USA. The property is located along the SR 26 corridor, within a few hundred feet of one of the City's primary arterials and is well-positioned to benefit from its visibility and accessibility. The site is also proximate to established residential neighborhoods to the south and east, which create nearby demand for commercial goods and services. This combination of corridor access and an adjacent residential population support the proposed Commercial FLU and advances the City's goal of encouraging appropriate and desirable business development.

"FLU OBJECTIVE 2.2: The City shall support diversification of tax base by encouraging non-residential development, particularly innovative business opportunities related to Newberry's heritage."
Part of Newberry's heritage includes its long-standing role as a center for commerce serving the surrounding community, historically supporting a variety of local businesses and service providers. The request for a Commercial Future Land Use amendment and associated CI rezoning aligns with this history and supports diversification of the City's tax base by allowing for non-residential opportunities that serve both residents and local businesses. Several parcels along and near SR 26 are already designated Commercial and zoned CA or CI. Applying a comparable designation to the subject property is consistent with the established development pattern occurring in this portion of the City.

"FLU POLICY 3.1.1: The City shall evaluate the existing distribution of Future Land Use (FLU) categories to ensure a rational and equitable distribution of land uses to meet future population demands within the USA, where community infrastructure is intended to support existing and future residential and non-residential uses."
The subject property is located within the USA and is proximate to City potable water and sanitary sewer infrastructure capable of serving the site. The proposed Commercial Future Land Use amendment and associated CI rezoning provide additional opportunities for non-residential development in an area where community infrastructure is intended to support both residential and non-residential uses, contributing to a rational and equitable distribution of land uses to meet future demands within the USA.

"FLU POLICY 3.2.1: The City's Land Development Regulations (LDRs) shall contain design and development standards based on and consistent with the following FLU categories and corresponding general ranges of densities and intensities."

FLU Category	Zoning District Classification	Typical Uses	Maximum Density	Maximum Intensity
Commercial	CN, CH, CG, C-CBD, CI, CA	Retail Commercial Outlets, Service Establishments	–	80% Impervious Surface Ratio (ISR)

The requested Commercial Future Land Use category is intended to be implemented through the Commercial, Intensive (CI) zoning district, which is one of the zoning classifications identified as compatible with the Commercial Future Land Use category under FLU Policy 3.2.1. Site development will be limited to a maximum of 80% impervious surface ratio (ISR). The requested CI zoning district is compatible with the Commercial Future Land Use designation, consistent with FLU Policy 3.2.1, and the proposed development aligns with the retail commercial and service-oriented uses contemplated by the Commercial category.

"FLU GOAL 5: Reinforce the USA as a template, vehicle, and principle to focus growth and prevent suburban sprawl."
The proposed Commercial Future Land Use amendment and associated CI rezoning are consistent with FLU Goal 5. The subject property is located within the USA, in proximity to existing potable water and sanitary sewer infrastructure and is surrounded by existing commercial development. Directing infill commercial development to this location reinforces the USA as the appropriate area for growth, helps limit development pressure on rural areas outside the boundary, and supports a more efficient land use pattern consistent with existing development trends along and near SR 26.

Article II. – Transportation Element

***"**TRAN OBJECTIVE 1.1: The city has established a safe, convenient, and efficient Level of Service (LOS) standard which shall be maintained for all roadways."*

Access to the site is provided via Doc Karelas Drive and/or SW 246th Terrace, with primary access anticipated from Doc Karelas Drive. Any required access improvements or modifications to meet applicable roadway standards will be evaluated during the Site/Development Plan review and coordinated with the City and/or FDOT as applicable. Any improvements necessary to serve the proposed development will be the responsibility of the developer. Based on the scale and nature of the anticipated uses, the project is not anticipated to cause the surrounding roadways to operate below the adopted LOS standards.

***"**TRAN POLICY 1.1.1: The city shall establish and maintain the Level of Service (LOS) standards as noted below at peak hour for the following roadway segments within the city. Further, such standards shall be as defined within the current FDOT "Multimodal Quality/Level of Service Handbook", 2023."*

Segment ID	Roadway Segment	Number of Lanes	Functional Classification	Area Type	Adopted (LOS) Standards
18	Doc Karelas Dr.	2-U	Minor Collector	Community Transitioning	D
20,117	SR 26/Newberry Road, from 2-lanes to 4-lanes, (250 th Street/US 27/41 / SR 45 to Newberry Lane)	4-D	Principal Arterial-Other Rural	As established by FDOT as SIS Facility	C

Doc Karelas Drive has an adopted LOS of D, and SR 26 has an adopted LOS of C. While SR 26 does not provide direct site access, it is an important roadway serving the project area and has been considered as part of this compatibility review. Based on the scale and nature of the proposed development, the rezoning and FLU amendment are not anticipated to adversely impact SR 26 or cause the applicable roadway segments to operate below the adopted LOS standards. A detailed traffic analysis will be conducted, if required, during the Site/Development Plan review phase to confirm compliance with the City's LOS standards.

***"**TRAN POLICY 1.2.2: The city shall limit direct access to major roadways by directing site access to local roadways, requiring cross-access among sites, and encouraging frontage roadways to lower local traffic's dependency on the major roadway network."*

The proposed site will be accessed from Doc Karelas Drive and/or SW 246th Terrace. This approach directs site traffic to lower-order roadways that connect to the arterial, consistent with the intent of this policy to limit direct access to major roadways.

Article IV. - Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element

"GOAL IV-1 — Ensure the provision of public facilities in a timely, orderly, efficient and environmentally sound manner at an acceptable level of service for the city's population."

Existing potable water, sanitary sewer, and electric infrastructure are available in the immediate vicinity of the subject property. A 6-inch City water main is located along SW 246th Terrace and Doc Karelas Drive, and overhead primary electric is present immediately north of the parcel. Based on coordination with the City, sanitary sewer service is anticipated to be provided via an on-site grinder pump system discharging to the existing City gravity sewer manhole located across SW 246th Terrace, with a plug valve at the lot line establishing the demarcation between private and City facilities. The development will tie into these systems, and any required upgrades or capacity improvements will be evaluated as part of the site and development review process. All necessary public facility improvements to support the project will be the responsibility of the developer.

Article IX. – Economic Development Element

"OBJECTIVE ED.1.1 Diversify the economy of the city by creating an economic climate conducive to attracting new development and businesses which yield net social and economic benefits to the city."

The proposed Commercial Future Land Use amendment and associated CI rezoning will contribute to the diversification of the City's economic base by allowing for a broader range of commercial uses that are not currently permitted under the existing residential designation. The subject property's location near the SR 26 corridor and its access characteristics make it well-suited to accommodate new businesses that can provide local employment opportunities, expand the tax base, and support surrounding development.

"OBJECTIVE 6.1: Select commercial and industrial locations which are compatible with the growth and future service needs of the City."

The subject property represents an appropriate location for commercial uses based on its proximity to existing infrastructure, roadway access, and the surrounding commercial development pattern. The site is positioned to take advantage of existing utility services, including water, sewer, and electric. Directing commercial uses to an infill site that can be efficiently served by existing public facilities ensures that development occurs in a cost-effective manner and minimizes the need for extensive infrastructure extensions, while supporting the City's long-term service capacity and planning goals.

"POLICY ED 6.1.2. Support development projects which broaden and enhance the City's economic base and produce viable long term land use patterns."

The request establishes a more viable long-term land use pattern by aligning the property with surrounding commercial development and available infrastructure. This ensures the site can develop in a manner that is both economically productive and consistent with the City's overall growth framework.

3. Land Development Regulations Consistency

The following analysis identifies how this request is consistent with the City of Newberry's Land Development Regulations (LDRs).

Section 4.2. – Supplementary District Regulations.

"4.2.3. Access control. In order to provide ease and convenience in ingress and egress to private property, but more importantly to provide the maximum safety with the least interference to the traffic flow on public streets, the number and location of curb breaks shall be regulated relative to the intensity or size of the property served and the amount of frontage which that property has on a given street. Further, for roadways which are part of the State of Florida highway system the number and location of curb breaks shall be in conformance with F.A.C. chs. 14-96 and 14-97."

The proposed site will be accessed from Doc Karelas Drive and/or SW 246th Terrace that connect to the principal arterial SR 26. Because SR 26 is part of the State highway system, any access affecting SR 26 would be coordinated with FDOT in conformance with applicable rules. The number and location of curb cuts will be determined during Site/Development Plan review based on the intensity of the use and the available frontage.

"4.2.18.1. Fire and explosion hazards. In any zoning district, all uses shall comply with applicable standards set forth in the rules and regulations of the state fire marshal."

All future uses will adhere to the rules and regulations of the State Fire Marshal. Anticipated uses may include retail outlets, service establishments, office, and automobile-oriented uses, which do not particularly present a risk of fire or explosion hazard.

"4.2.18.2. Smoke, dust, dirt, visible emissions, and open burning. Regulations controlling smoke, dust, dirt, or visible emissions shall be the same as those contained in F.A.C. ch. 17-2. Regulations controlling open burning shall be the same as those contained in F.A.C. ch. 17-5."

All future uses will adhere to F.A.C. ch. 17-2 for smoke, dust, dirt, or visible emissions. No open burning will occur in connection with these commercial uses.

"4.2.18.3. Fumes, vapors, and gases. Regulations controlling the emission of any fumes, vapors, or gases of a noxious, toxic, or corrosive nature shall be the same as those contained in F.A.C. ch. 17-2."

All future uses will adhere to F.A.C. ch. 17-2 for fumes, vapors, and gases.

"4.2.18.4. Heat, cold, dampness, or movement of air. Activities which may produce any adverse effect on the temperature, motion, or humidity of the atmosphere beyond the lot line shall not be permitted."

No manufacturing activity or uses will be permitted; only retail outlets, service establishments, office, and automobile-oriented uses are anticipated, which will not produce adverse effects on temperature, motion, or humidity beyond the lot line.

"4.2.18.5. Noise. The permitted level of noise or sound emission at the property line of the lot on which the principal use is located shall not at any time exceed the average noise level prevailing for the same hour, as generated by street and traffic activity."

No future use is anticipated to exceed the permitted noise levels established by the City. All developments will be designed to minimize impacts on the adjacent residential properties to the south and east. Any animal boarding provided in connection with the contemplated veterinary office / animal hospital would be located within a soundproof building as required under the CI district, and all development will comply with the City's commercial noise level provisions and applicable performance standards.

"4.2.18.6. Odor. Regulations controlling the emission of objectionable odorous gases or other odorous matter, except those associated with normal agricultural practices, shall be the same as those contained in F.A.C. ch. 17-2."
No issues with respect to odor are expected from the permitted uses within the CI zoning district. All future uses will adhere to F.A.C. ch. 17-2 for odor.

"4.2.18.7. Glare. There shall be no direct glare visible from any residential district caused by unshielded floodlights or other sources of high intensity lighting."
On-site lighting will adhere to City of Newberry standards. No direct glare is anticipated to be visible from the adjacent residential districts from the proposed uses, parking areas, or signage.

"4.2.20. Signs. The provisions of these Land Development Regulations shall govern the sizes, location, and character of signs which may be permitted as a principal or accessory use."
On-site placement of signs will adhere to City of Newberry standards and applicable LDR regulations.

Section 4.14. - Commercial, Intensive (CI).

"4.14.1. Districts and intent. The CI Commercial, Intensive category includes one 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 off-street parking and off-street loading space. This district permits certain uses not of a neighborhood or general commercial type and serves the entire city."
The requested Commercial, Intensive (CI) district is an appropriate implementing district for the Commercial Future Land Use designation on the subject property. The property is an infill parcel located near the SR 26 corridor, a roadway carrying high traffic volumes that provides the visibility and accessibility associated with commercial uses of this type. The site is bordered by CI zoning to the west across SW 246th Terrace and CA zoning to the north across Doc Karelas Drive, is located within the City's Urban Service Area, is served by centralized potable water and sanitary sewer, and can accommodate the ample off-street parking and off-street loading space contemplated by the district. The requested CI designation is consistent with the established pattern of intensive commercial zoning serving a citywide market in this portion of the SR 26 corridor.

"4.14.2. Permitted principal uses and structures. As for CG, and in addition: retail commercial outlets for sale of lumber and building supplies; service establishments such as car wash, auction house, laundry or dry cleaning establishment, animal boarding kennels in soundproof buildings, plant nursery or landscape contractor, building trades contractor, home equipment rental, upholstery shop; commercial recreation facilities such as golf driving range, miniature golf course, skating rink, skateboard arena, go-cart track and similar uses; miscellaneous uses such as express or parcel delivery office, motor bus or other transportation terminal; wholesaling and warehousing or storage use in buildings of 2,500 gross square feet or larger; and limited sales and service of certain electric- or small-engine-propelled vehicles, subject to the conditions set forth in the LDRs."
The intended uses for the subject property are nonresidential uses permitted within the CI zoning district, which includes all uses permitted within the CG district in addition to the more intensive uses listed above. A veterinary office / animal hospital, a permitted use, is currently contemplated. The contemplated facility may provide indoor boarding of animals, including animals requiring a higher level of medical attention, and the CI district permits animal boarding kennels within soundproof buildings. No outdoor runs or outdoor kenneling are proposed, consistent with the Gateway Overlay District's prohibition on outdoor kennels. The CI district therefore provides the flexibility necessary to accommodate the contemplated operation. Because this is a legislative Future Land Use and zoning request, the analysis is not limited to the contemplated use; the CI district permits a broad range of commercial uses, and this narrative evaluates the request against the full range of uses allowed within the district rather than a single end user.
The permitted uses within the CI district that require a Special Exception include:

- **Package store for sale of alcoholic beverages, bar, tavern or cocktail lounge**
- **Off-site signs**
- **Automotive service stations**
- **Service establishments such as crematory**
- **Commercial tourist attractions**
- **Open-air restaurants**
- **Recreational vehicle parks and commercial campgrounds**
- **Large-scale retail establishments**

Permitted uses that require a Special Exception will only be proposed if they meet the standards and criteria set forth in Articles 12 and 13. Prohibited uses include manufacturing activities that are not specifically permitted, and any other use that is not specifically or provisionally mentioned; no prohibited uses will be proposed on the subject property. Proposed accessory uses and structures will adhere to Section 4.14.3 of the LDRs.

"4.14.6. Minimum lot requirements (area, width). All permitted uses and structures (unless otherwise specified): None, except as needed to meet other requirements set out herein."
The subject property is ±1.3 acre and will adhere to the minimum lot requirements, which establish no minimum lot area or width except as needed to meet other requirements of the district.

"4.14.7. Minimum yard requirements (depth of front and rear yard, width of side yard). All permitted uses and structures (unless otherwise specified): Front: 20 feet. Side: None, except where a side yard is provided, then a side yard of at least ten feet must be provided. Rear: 15 feet. The location of any structure shall be setback a minimum of 35 feet from wetlands and from perennial streams and creeks."
Development on the subject property will adhere to the minimum yard requirements (20-foot front, 15-foot rear, and side yards as applicable). There are no wetlands or perennial streams or creeks on the subject property. Because the property abuts residential zoning to the east and south, building placement and yards will be coordinated with the required landscaped buffering and screening discussed below and established during Site and Development Plan review.

"4.14.8. Maximum height of structures. No portion shall exceed 72 feet."
On-site structures will comply with the maximum height limit of 72 feet established by the CI district. Because the subject property is also located within the Gateway Overlay District, the Overlay District's 42-foot maximum building height controls, as discussed in Section 4.22 below. Buildings are anticipated to be primarily single-story and well below both limits.

"4.14.9. Maximum lot coverage by all buildings. No structure shall exceed the following floor area ratio requirements:"

Less than five acres	1.0 floor area ratio
Greater than or equal to five acres but less than ten acres	0.75 floor area ratio
Greater than or equal to ten acres but less than 20 acres	0.50 floor area ratio
Greater than or equal to 20 acres	0.25 floor area ratio

The subject property is approximately 1.3 acres. As the site is less than five acres, the applicable floor area ratio is 1.0, and the proposed structure(s) will not exceed the allowable floor area ratio. Consistent with the Commercial Future Land Use category, site development will not exceed the maximum 80% impervious surface ratio (ISR).

"4.14.10. Minimum landscaped buffering requirements. Where a use is erected or expanded on land abutting a residential district, then the proposed use shall provide a landscaped buffer which shall be not less than ten feet in width along the affected rear and/or side yards, as the case may be."
The subject property abuts Residential, Single Family (RSF-1 and RSF-2) zoned properties to the east and south. Any future development will comply with the landscape buffer requirements set forth in Sections 4.14.10 and 4.2, including providing a landscaped buffer of not less than ten feet in width along the affected rear and/or side yards adjacent to the residential districts.

"4.14.11. Minimum off-street parking requirements. Off-street parking and loading shall be provided in accordance with the schedule set forth in this section and Section 4.2."
The proposed development will comply with the off-street parking and loading requirements set forth in Sections 4.14.11 and 4.2 of the Land Development Code.

All commercial development is subject to Site and Development Plan review. The specific site layout, building design, access, parking, landscaping, buffering, lighting, and signage for any future use will be established and evaluated for compliance with the CI district, Section 4.2, and the Gateway Overlay District standards through that review process.

Section 4.22. – Gateway Overlay District

*"**4.22.1 Purpose and intent.** Where land is classified into an overlay district and a base zone district, the regulations governing development in the overlay district and the base zone district shall apply. In the event of a conflict between the standards governing a base zone district and an overlay district, the standards governing the overlay district shall control."*
The subject property is located within the State Road 26 and US Highway 27/41 Gateway Overlay District established under Section 4.22 of the Land Development Regulations. Development of the property will therefore be subject to both the Commercial, Intensive (CI) district standards and the supplemental Gateway Overlay District standards, with the Overlay District standards controlling in the event of a conflict. These standards further the Overlay District's stated purposes of establishing consistent and harmonious design standards, creating enhanced visual gateways at the main entrances to the City, and reflecting the City's rural, small-town character.

*"**4.22.2(A)(2) Applicability.** The Gateway Overlay District consists of parcels, or portions thereof, within 500 feet of the SR 26 and US 27/41 rights-of-way and are located within the City of Newberry municipal limits as measured by perpendicular line from the ultimate right(s)-of-way line. The standards of this section shall apply to the whole unified parcel of land when a portion of the parcel is located within the Gateway Overlay District."*
The subject property lies within 500 feet of SR 26 right-of-way and within the municipal limits, and the Overlay District standards therefore apply to the entire parcel. The property is not located within the historic district and no exemption or waiver under Section 4.22.2(A)(3) is sought.

*"**4.22.2(A)(5)(h) Roadway buffers.** The landscaped buffer width and minimum quantity of landscape plantings are determined based on the site's location within one of three roadway buffer zones. [Table 3: Zone 1 East — SR 26/US 27/41 intersection to NW 231st Court.] No buildings or parking are permitted in buffers. Buffer areas may include all or portions of the stormwater management system if the applicant demonstrates that the character and intent of the buffer is not diminished. Existing native trees and vegetation may be used to fulfill roadway buffering and screening requirements where such existing natural vegetation is of sufficient size and opacity to provide an effective buffer."*
Based on the roadway buffer zones established in Table 3 of Section 4.22, the subject property is located within Zone 1, which extends east from the SR 26/US 27/41 intersection to NW 231st Court. The Zone 1 buffer standard shown in Diagram 2 requires a minimum 25-foot-wide landscaped buffer containing an average of two shade trees per 100 linear feet, with 80 percent or more of the buffer landscaped with a mix of shrubs, groundcover, and ornamental grasses, planting areas of varied width with a five-foot minimum, and gaps of sod or mulch not exceeding 20 feet in width. Trees may

be clustered rather than evenly spaced provided the distribution is balanced within the buffer corridor. Any required buffer will be designed to these Zone 1 standards, will contain no buildings or parking, and will utilize native or adapted species meeting the Florida Grade #1 and minimum installation-size standards of Section 4.22.2(A)(5)(g), selected from the approved shade and ornamental tree list. Existing native vegetation of sufficient size and opacity may be credited toward the buffer where appropriate.

*"**4.22.2(A)(4)(a) Prohibited uses.** The following uses shall be prohibited within the SR 26 and US 27/41 Gateway Overlay District: … Outdoor kennel … Outdoor storage as a primary use except as ancillary to a permitted by-right or special exception use."*
The uses prohibited within the Overlay District — including outdoor kennels, automobile body shops, machine shops, commercial parking as a principal use, recycling drop-off centers, and outdoor storage as a primary use — are not proposed on the subject property. The contemplated veterinary office / animal hospital is not an outdoor kennel, and any animal-related areas would be located within the enclosed building. Automobile sales and recreational vehicle, boat, or ATV sales are special exceptions within the Overlay District and are not proposed.

*"**4.22.2(A)(5)(a) Development standards; building and site design.** Buildings closest to the roadway buffer shall be oriented so the main entrance(s) is parallel to and facing the SR26 and US27/41 rights-of-way. Buildings with drive-through service shall locate drive-through lanes and drive-through windows to be perpendicular to the roadway buffers. No more than two parking aisles or rows may be located between the closest building to the roadway buffers or as otherwise determined appropriate by the City Manager or designee. Off-street parking areas must have a pedestrian pathway aligned with the main entrance connecting the parking areas to the main entrance."*
Future development will comply with the building and site design requirements of Table 1 of Section 4.22, including the building orientation and entrance requirements, the limitation on parking aisles located between the building and the roadway buffer, and the required pedestrian connection between the off-street parking area and the main entrance. Building design will also satisfy the applicable Table 1 standards addressing wall articulation for walls exceeding 50 feet in length, roof and parapet treatment, screening of rooftop mechanical equipment, recessed or shaded main entrances, window design consistency, and wall signage. As required, the development will implement at least one option from each applicable category of Table 2, addressing building location, parking lots, roofs, walls, building entrances, windows, and site amenities.

*"**4.22.2(A)(5)(b) Maximum Building Height.** No building shall exceed 42 feet except for stair and elevator bulkheads and structural projections which do not provide inhabitable space."*
Buildings on the subject property will not exceed the 42-foot maximum height established by the Overlay District, which controls over the base district height standard. The contemplated building is anticipated to be single-story and well below this limit.

*"**4.22.2(A)(5)(c) Loading and service.** Loading and service areas, including but not limited to docks, waste collection and storage, drive-throughs, and other functionally similar uses, shall be located to the rear or side of buildings and shall be screened by 100% opaque wall or landscaping. In no instance shall the loading and service area be located between the building and SR 26 or US 27/41, regardless of building orientation."*
All loading and service areas, including waste collection and storage, will be located to the rear or side of the building, screened by a 100 percent opaque wall or landscaping, and will not be located between the building and SR 26. This requirement also provides screening benefits with respect to the adjacent residential properties to the east and south.

*"**4.22.2(A)(5)(j) Landscaping in vehicular use areas.** Screening shall be provided where a vehicular use area is visible from any adjacent property and/or street right(s)-of-way. The screening shall consist of: a single row of shrubs spaced at a maximum four (4) feet on center, minimum, to provide a visual screen not less than 50-percent opaque upon planting … an average of two (2) shade trees for every 100 linear feet, or fraction thereof, of the paved vehicular use area …"*
Off-street parking and other vehicular use areas visible from adjacent properties or rights-of-way will be screened with a single row of shrubs spaced no more than four feet on center providing at least 50 percent opacity upon planting within a strip not less than five feet in width, together with an average of two shade trees per 100 linear feet of paved vehicular use area and one shade tree within each landscape island. Because the property adjoins residential zoning to the east and south, this vehicular use area screening provides additional buffering of parking areas from the adjacent residential properties. Any stormwater management facility visible from the right-of-way will be landscaped in accordance with Section 4.22.2(A)(5)(k), including one native tree per 35 linear feet of basin perimeter and native plantings covering 25 percent of the basin slope area.

*"**4.22.2(A)(5)(l) Cross access.** Vehicular and/or multi-modal cross access shall be required, except if prohibited due to utilities or topography. **4.22.2(A)(5)(m) Signage.** Under no circumstances shall a sign's illumination mechanism be visible to vehicles, pedestrians, or other modes of transportation. All illumination must be internal or directed upon the sign's face with no direct line of sight to the bulb(s) or lighting fixtures."*
Vehicular and/or multi-modal cross access will be provided as required unless precluded by utilities or topography. On-site signage will comply with the Overlay District signage standards and Section 4.2.20, including the prohibition on billboards, video or image displays, and pylon signs; the freestanding sign height and area limits applicable to the roadway speed zone; the requirement that sign materials be identical or similar in appearance to those of the principal building; and the requirement that illumination be internal or directed onto the sign face with no direct line of sight to the lighting fixtures. A minimum three-foot-wide landscaped area will be provided around the base of any freestanding sign.

Detailed compliance with the applicable Gateway Overlay District standards of Section 4.22, including the Zone 1 roadway buffer requirements, will be demonstrated at the time of Site and Development Plan review.

Section 7.3. – Stormwater Management Requirements

"7.3.4. Stormwater management generally. All developments shall be constructed and maintained so that post-development runoff rates and pollutant loads do not exceed pre-development conditions. No development may be constructed or maintained so that such development impedes the natural flow of water from higher adjacent properties, and no development may be constructed or maintained so that stormwaters from such development are collected and channelled onto lower adjacent properties."
On-site development will comply with all applicable City of Newberry and Suwannee River Water Management District (SRWMD) design and permitting requirements. Post-development runoff rates and pollutant loads will not exceed pre-development conditions, and stormwater will not be channeled onto lower adjacent properties or impede flow from higher adjacent properties.

Compatibility with Adjacent Residential Properties

The subject property is located at the edge of an established commercial area. Existing Commercial Future Land Use and commercial zoning lie to the north and west of the property including the Commercial, Automotive (CA) district across Doc Karelas Drive to the north and the Commercial, Intensive (CI) district across SW 246th Terrace to the west while Low Density Residential Future Land Use and Residential, Single Family (RSF) zoning lie to the east and south. The property is therefore well-positioned to serve as a transition between the SR 26 commercial corridor and the residential properties farther east and south. Compatibility is evaluated based on the Commercial Future Land Use designation and the CI district generally rather than on any single contemplated use. The CI district accommodates commercial uses that require a conspicuous and accessible location convenient to streets carrying large volumes of traffic, and it is implemented through development standards that address the relationship between commercial development and adjacent residential property. These include the CI district's yard and setback

requirements; the landscaped buffer of not less than ten feet in width required where a use abuts a residential district; landscaping standards; lighting controls that limit glare toward residential districts; off-street parking and loading placement and design; access management that directs site traffic to local roadways rather than directly to SR 26; and building orientation and site organization, together with the additional standards applicable within the Gateway Overlay District.

Rather than relying on a single use, the Commercial designation establishes an appropriate general range of commercial uses for the property, and the City's development standards and Site and Development Plan review process provide the mechanisms to address the specific impacts of the particular use ultimately developed. Detailed buffer widths, wall or fence treatments, building and parking locations, lighting details, and similar site-specific measures will be established through Site and Development Plan review in accordance with the applicable CI district, Section 4.2, and Gateway Overlay standards. On this basis, the requested Commercial Future Land Use amendment and associated CI rezoning are compatible with the surrounding development pattern and appropriately protective of the adjacent residential properties.

4. Impact Analysis

Level of Service (LOS) Concurrency

This application requests a Commercial Future Land Use amendment (from Low Density Residential to Commercial) and rezoning from RSF-2 to Commercial, Intensive (CI). The project site is served by City of Newberry potable water and sanitary sewer infrastructure, electric service from the local provider, and City and State roadways. Potential impacts on public services are based on the maximum reasonable development potential of the ±1.3-acre site under the CI district. Due to the limited size of the property, development is anticipated to consist of a single use with an assumed building footprint of approximately 5,000 square feet. Projected trip generation will be calculated using the ITE Trip Generation Manual, 11th Edition average rates for potential CI uses. Average rates are appropriate for this analysis because the potential uses are evaluated as alternatives, and not as uses that would occur simultaneously on the site.

Table 2. Potential Net Trip Generation

Land Use	ITE LU Code	IV (per 1000 S.F. GFA)	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Animal Hospital	640	5.00	108	18	12	6	18	7	11
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			108	18	12	6	18	7	11
Small Office	712	5.00	72	8	7	1	11	4	7
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			72	8	7	1	11	4	7
Variety Store	814	5.00	318	15	8	7	34	17	17
Pass-by Trips – 34%			108	5	3	2	12	6	6
Net New Trips (applying pass-by reduction factor)			210	10	5	5	22	11	11
Fast Casual Restaurant	930	5.00	486	7	4	3	63	35	28
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			486	7	4	3	63	35	28
Pharmacy/Drugstore without Drive-Through Window	880	5.00	447	15	10	5	43	21	22
Pass-by Trips – 53%			237	8	5	3	23	11	12
Net New Trips (applying pass-by reduction factor)			210	7	5	2	20	10	10
Average Net New Trips			**217**	**10**	**7**	**3**	**27**	**13**	**13**

Approval of this application is estimated to result in potentially 217 new net vehicular trips, with the contemplated use of an Animal Hospital only generating approximately 108 trips. This would primarily impact Doc Karelas Drive and SW 246th Terrace. Please see Table 3 below for potential impacts to Doc Karelas Drive AADT Service Volume were obtained from page 94 of the 2023 FDOT Multimodal Quality/Level of Service Handbook. AADT 2025 was obtained from FDOT Florida Traffic Online (2025). Because Doc Karelas Drive is not included in the FDOT database, an existing traffic volume of approximately 2,150 vehicles per day was reasonably estimated for planning purposes by applying 10 percent of the 2025 AADT (21,500) reported for the adjacent SR 26 corridor, reflecting the roadway's function as a local collector serving nearby development. Any required roadway modifications will be evaluated during the Site/Development Plan review phase. Coordination with the Florida Department of

Transportation (FDOT) will only be required if impacts to SR 26 are identified. Improvements necessary to support the proposed development will be the responsibility of the developer and designed in accordance with City of Newberry requirements, and FDOT requirements if applicable.

Table 3. Potential Roadway Impacts

Roadway Segment	Adopted (LOS) Standard	Functional Classification	AADT Service Volumes	AADT 2025	Projected AADT	Residual Capacity
Doc Karelas Drive	D	Minor Collector	18,000	2,150	217	15,633

Approval of this application will not cause this segment of Doc Karelas Drive to exceed the adopted LOS standard target.

Sanitary Sewer Impact

Based on coordination with the City, sanitary sewer service is anticipated to be provided via an on-site grinder pump system that discharges to the existing City gravity sewer manhole located across SW 246th Terrace (approximate invert elevation 76.54, rim elevation 80.0). The City has indicated that the existing facilities serving the site would be abandoned and replaced with a larger grinder station, with a plug valve at the lot line establishing the demarcation between private and City facilities, and that the connection is to be made to the gravity manhole rather than to the Doc Karelas Drive force main. Please see Table 4 for the potential sanitary sewer impact.

Table 4. Potential Impact on Sanitary Sewer

Land Use	Maximum Unit	Generation Rate	Average Estimated Demand (GPD)
Animal Hospital	4	250 gallons per practitioner	1,000
Small Office	5,000	15 gallons per 100 S.F.	750
Variety Store	4	200 gallons per bathroom	800
Fast Casual Restaurant	50	40 gallons per seat	2,000
Pharmacy/Drugstore without Drive-Through Window	2	200 gallons per bathroom	400
Total Demand	**-**	**-**	990

Approval of this application will increase the site's projected demand on the City's sanitary sewer system however; it is not anticipated to reduce service below the adopted LOS. The City continues to plan and implement system improvements to support future growth, and any necessary capacity will be addressed prior to development approval. Final concurrency will be confirmed through the City's standard process, including execution of a capacity agreement and payment of applicable wastewater development fees.

Potable Water Impact

Potable water is available via the existing 6-inch City water main located along SW 246th Terrace and Doc Karelas Drive. Water infrastructure will be further evaluated, designed, and permitted at the time of development plan approval to meet domestic demand and fire flow requirements. As shown in Table 5, projected demands assume a 1:1 relationship between water usage and sewer generation.

Table 5. Potential Impact on Potable Water

Land Use	Maximum Unit	Generation Rate	Average Estimated Demand (GPD)
Animal Hospital	4	250 gallons per practitioner	1,000
Small Office	5,000	15 gallons per 100 S.F.	750
Variety Store	4	200 gallons per bathroom	800
Fast Casual Restaurant	50	40 gallons per seat	2,000
Pharmacy/Drugstore without Drive-Through Window	2	200 gallons per bathroom	400
Total Demand	**-**	**-**	990

Approval of this application will increase the site's projected demand on the City's potable water system however; it is not anticipated to reduce service below the adopted LOS. The City continues to plan and implement system improvements to support future growth, and any necessary capacity will be addressed prior to development approval. Final concurrency will be confirmed through the City's standard process, including execution of a capacity agreement.

Solid Waste Impact

Solid waste generation estimates are based on data from the Florida Department of Environmental Protection (FDEP) 2024 Municipal Solid Waste Report. The reported commercial tonnage for Alachua County was converted to pounds and then normalized to an estimated countywide nonresidential building area to establish a square-foot-based rate. Based on this approach, a generation rate of approximately 15.2 pounds per 1,000 square feet per day was derived and is used for the projections shown in Table 6 below.

Table 6. Potential Impact on Solid Waste

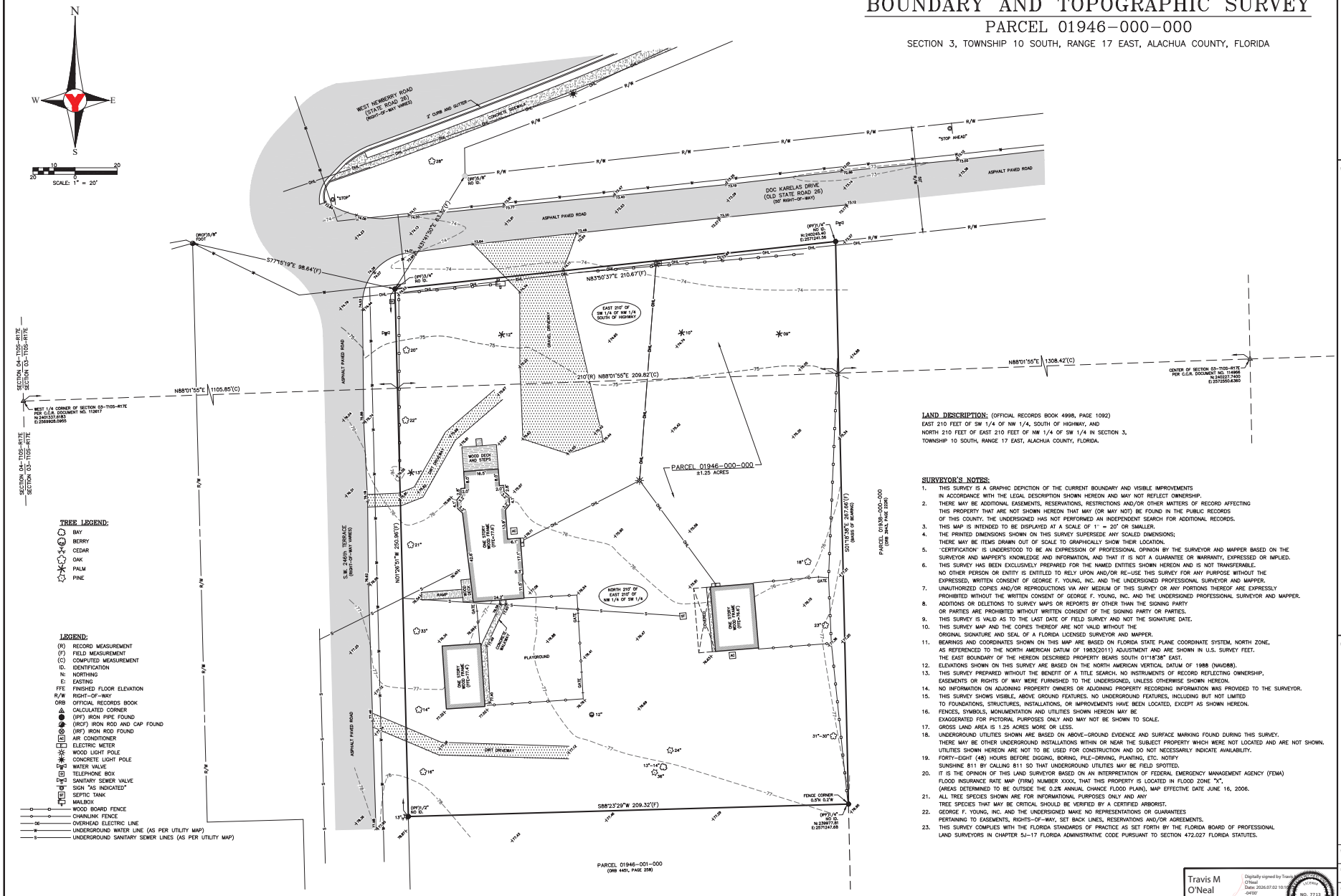
Land Use	Maximum Unit	Generation Rate	Tons Per Year
Nonresidential	5,000 S.F.	15.2 lbs per 1,000 S.F. per year x (365 days/2,000 lbs)	76
Leveda Brown Environmental Park Capacity			20 Years

According to Objective 1.4 of the Solid Waste Element, the County will utilize the Leveda Brown Environmental Park as a centralized solid waste facility with sufficient capacity to manage waste for the next 20 years. Approval of this application will increase the site's projected demand for public facilities however; it is not anticipated to reduce service below the adopted LOS. The City continues to plan and implement system improvements to support future growth, and any required capacity will be addressed at the time of development approval. Final concurrency will be confirmed through the City's standard process, including execution of a capacity agreement.

BOUNDARY AND TOPOGRAPHIC SURVEY

PARCEL 01946-000-000

SECTION 3, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA



TREE LEGEND:

- BAY
- BERRY
- CEDAR
- OAK
- PALM
- PINE

LEGEND:

- (R) RECORD MEASUREMENT
- (F) FIELD MEASUREMENT
- (C) COMPUTED MEASUREMENT
- ID. IDENTIFICATION
- N: NORTHING
- E: EASTING
- FFE FINISHED FLOOR ELEVATION
- R/W RIGHT-OF-WAY
- ORB OFFICIAL RECORDS BOOK
- CALCULATED CORNER
- (IPF) IRON PIPE FOUND
- (IRCF) IRON ROD AND CAP FOUND
- (IRF) IRON ROD FOUND
- AIR CONDITIONER
- ELECTRIC METER
- WOOD LIGHT POLE
- CONCRETE LIGHT POLE
- WATER VALVE
- TELEPHONE BOX
- SANITARY SEWER VALVE
- SIGN "AS INDICATED"
- SEPTIC TANK
- MAILBOX
- WOOD BOARD FENCE
- CHAINLINK FENCE
- OE OVERHEAD ELECTRIC LINE
- W UNDERGROUND WATER LINE (AS PER UTILITY MAP)
- S UNDERGROUND SANITARY SEWER LINES (AS PER UTILITY MAP)

LAND DESCRIPTION: (OFFICIAL RECORDS BOOK 4998, PAGE 1092)
EAST 210 FEET OF SW 1/4 OF NW 1/4, SOUTH OF HIGHWAY, AND NORTH 210 FEET OF EAST 210 FEET OF NW 1/4 OF SW 1/4 IN SECTION 3, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA.

SURVEYOR'S NOTES:

1. THIS SURVEY IS A GRAPHIC DEPICTION OF THE CURRENT BOUNDARY AND VISIBLE IMPROVEMENTS IN ACCORDANCE WITH THE LEGAL DESCRIPTION SHOWN HEREON AND MAY NOT REFLECT OWNERSHIP.
2. THERE MAY BE ADDITIONAL EASEMENTS, RESERVATIONS, RESTRICTIONS AND/OR OTHER MATTERS OF RECORD AFFECTING THIS PROPERTY THAT ARE NOT SHOWN HEREON THAT MAY (OR MAY NOT) BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY. THE UNDERSIGNED HAS NOT PERFORMED AN INDEPENDENT SEARCH FOR ADDITIONAL RECORDS.
3. THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 20' OR SMALLER.
4. THE PRINTED DIMENSIONS SHOWN ON THIS SURVEY SUPERSEDE ANY SCALED DIMENSIONS; THERE MAY BE ITEMS DRAWN OUT OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION.
5. "CERTIFICATION" IS UNDERSTOOD TO BE AN EXPRESSION OF PROFESSIONAL OPINION BY THE SURVEYOR AND MAPPER BASED ON THE SURVEYOR AND MAPPER'S KNOWLEDGE AND INFORMATION, AND THAT IT IS NOT A GUARANTEE OR WARRANTY, EXPRESSED OR IMPLIED.
6. THIS SURVEY HAS BEEN EXCLUSIVELY PREPARED FOR THE NAMED ENTITIES SHOWN HEREON AND IS NOT TRANSFERABLE. NO OTHER PERSON OR ENTITY IS ENTITLED TO RELY UPON AND/OR RE-USE THIS SURVEY FOR ANY PURPOSE WITHOUT THE EXPRESSED, WRITTEN CONSENT OF GEORGE F. YOUNG, INC. AND THE UNDERSIGNED PROFESSIONAL SURVEYOR AND MAPPER.
7. UNAUTHORIZED COPIES AND/OR REPRODUCTIONS VIA ANY MEDIUM OF THIS SURVEY OR ANY PORTIONS THEREOF ARE EXPRESSLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF GEORGE F. YOUNG, INC. AND THE UNDERSIGNED PROFESSIONAL SURVEYOR AND MAPPER.
8. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
9. THIS SURVEY IS VALID AS TO THE LAST DATE OF FIELD SURVEY AND NOT THE SIGNATURE DATE.
10. THIS SURVEY MAP AND THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
11. BEARINGS AND COORDINATES SHOWN ON THIS MAP ARE BASED ON FLORIDA STATE PLANE COORDINATE SYSTEM, NORTH ZONE, AS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983(2011) ADJUSTMENT AND ARE SHOWN IN U.S. SURVEY FEET. THE EAST BOUNDARY OF THE HEREON DESCRIBED PROPERTY BEARS SOUTH 01°16'38" EAST.
12. ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
13. THIS SURVEY PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH. NO INSTRUMENTS OF RECORD REFLECTING OWNERSHIP, EASEMENTS OR RIGHTS OF WAY WERE FURNISHED TO THE UNDERSIGNED, UNLESS OTHERWISE SHOWN HEREON.
14. NO INFORMATION ON ADJOINING PROPERTY OWNERS OR ADJOINING PROPERTY RECORDING INFORMATION WAS PROVIDED TO THE SURVEYOR.
15. THIS SURVEY SHOWS VISIBLE, ABOVE GROUND FEATURES. NO UNDERGROUND FEATURES, INCLUDING BUT NOT LIMITED TO FOUNDATIONS, STRUCTURES, INSTALLATIONS, OR IMPROVEMENTS HAVE BEEN LOCATED, EXCEPT AS SHOWN HEREON.
16. FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
17. GROSS LAND AREA IS 1.25 ACRES MORE OR LESS.
18. UNDERGROUND UTILITIES SHOWN ARE BASED ON ABOVE-GROUND EVIDENCE AND SURFACE MARKING FOUND DURING THIS SURVEY. THERE MAY BE OTHER UNDERGROUND INSTALLATIONS WITHIN OR NEAR THE SUBJECT PROPERTY WHICH WERE NOT LOCATED AND ARE NOT SHOWN. UTILITIES SHOWN HEREON ARE NOT TO BE USED FOR CONSTRUCTION AND DO NOT NECESSARILY INDICATE AVAILABILITY.
19. FORTY-EIGHT (48) HOURS BEFORE DIGGING, BORING, PILE-DRIVING, PLANTING, ETC. NOTIFY SUNSHINE 811 BY CALLING 811 SO THAT UNDERGROUND UTILITIES MAY BE FIELD SPOTTED.
20. IT IS THE OPINION OF THIS LAND SURVEYOR BASED ON AN INTERPRETATION OF FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) NUMBER XXXX, THAT THIS PROPERTY IS LOCATED IN FLOOD ZONE "X", (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN), MAP EFFECTIVE DATE JUNE 16, 2006.
21. ALL TREE SPECIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND ANY TREE SPECIES THAT MAY BE CRITICAL SHOULD BE VERIFIED BY A CERTIFIED ARBORIST.
22. GEORGE F. YOUNG, INC. AND THE UNDERSIGNED MAKE NO REPRESENTATIONS OR GUARANTEES PERTAINING TO EASEMENTS, RIGHTS-OF-WAY, SET BACK LINES, RESERVATIONS AND/OR AGREEMENTS.
23. THIS SURVEY COMPLIES WITH THE FLORIDA STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027 FLORIDA STATUTES.

Travis M O'Neal
Digitally signed by Travis M O'Neal
Date: 2026.07.02 16:13:04 -04'00'
TRAVIS MICHAEL ONEAL P.S.M. #7713
DATE: 07-02-2026

REVISION | DATE

George F. Young, Inc.
4600 NW 6TH STREET, SUITE 1B, GAINESVILLE, FL 32609
PHONE: (352) 377-6444 FAX: (352) 377-6232
BUSINESS ENTITY LB21
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PREPARED FOR:
NEWBERRY ANIMAL HOSPITAL
24621 DOC KARELAS DRIVE
NEWBERRY, FLORIDA 32669

JOB No. 2601170005
DATE 07-02-2026
SCALE 1" = 20'
SHEET 1 OF 1

File Attachments for Item:

6. LDR 26-27: Small-scale Zoning Amendment for Newberry Animal Hospital.

Quasi-Judicial, Petition LDR 26-27. A petition of the City of Newberry, Florida, amending the Zoning Map in the Land Development Regulations by changing the Zoning district from Residential, Single Family (RSF-2) to Commercial, Intensive (CI) on 1.3 acres, identified as tax parcel number 01946-000-000.

Planning & Zoning Board Agenda Item

Meeting Date:	October 5, 2026
Title:	LDR 26-27: Small-scale Zoning Amendment for Newberry Animal Hospital. Quasi-Judicial, Petition LDR 26-27. A petition of the City of Newberry, Florida, amending the Zoning Map in the Land Development Regulations by changing the Zoning district from Residential, Single Family (RSF-2) to Commercial, Intensive (CI) on 1.3 acres, identified as tax parcel number 01946-000-000.
Agenda Section:	Public Hearings
Department:	Community Development Department
Presented By:	Lauren Yeatter, AICP, Community Development Assistant Director
Recommended Action:	1) Recommend approval of Petition LDR 26-27.

Summary:
Menadier Engineering, LLC ("Agent"), on behalf of RALEIGHNOMICS, LLC ("Owner"), is requesting a zoning map amendment from Residential, Single Family (RSF-2) to Commercial, Intensive (CI) on a 1.3-acre site located at 24621 Doc Karelas Dr. Generally located south of State Road 26 (SR 26), also known as Newberry Road, at the southeast corner of the intersection of Doc Karelas Drive and SW 246th Terrace.

Attachments:
1. Application documents
2. Staff Report and Comments

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STAFF REPORT

COMMUNITY DEVELOPMENT DEPARTMENT

File Number: LDR 26-27 Newberry Animal Hospital

Request: Rezoning from Residential, Single Family (RSF-2) to Commercial, Intensive (CI) for a 1.3 Acres by RALEIGHNOMICS, LLC.

Recommended Action:
Approve the petition.

SITE DATA TABLE

Owner	RALEIGHNOMICS, LLC
Address/Location	Parcel No. 01946-000-000; 24621 Doc Karelas Dr. Generally located south of State Road 26 (SR 26), also known as Newberry Road, at the southeast corner of the intersection of Doc Karelas Drive and SW 246th Terrace
S/T/R	Section 3, Township 10 South, Range 17 East
Net Area	1.3 acres
Gross Area	N/A
Zoning District	Residential, Single Family (RSF-2)
FLU	Residential, Low Density
Existing Use	Vacant Commercial, previously a daycare
Proposed Use	Animal Hospital

ADJACENT ZONING AND FUTURE LAND USE

	Zoning District	FLUM Designation	Existing Use
North	Commercial, Intensive (CI)	Commercial	Commercial
East	Residential, Single Family (RSF-1)	Residential, Low Density	Residential
South	Residential, Single Family (RSF-2)	Residential, Low Density	Residential
West	Commercial, Intensive (CI)	Commercial	Commercial

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Introduction
Menadier Engineering, LLC ("Agent"), on behalf of RALEIGHNOMICS, LLC ("Owner"), is requesting approval of rezoning a 1.3-acre site located south of State Road 26 (SR 26), also known as Newberry Road, at the southeast corner of the intersection of Doc Karelas Drive and SW 246th Terrace. The subject property has an existing zoning designation of Residential, Single Family (RSF-2) and a future land use designation of Residential, Low Density. The Agent is requesting rezoning to Commercial, Intensive (CI), consistent with the companion future land use map amendment Petition No. CPA 26-19. This rezoning petition is contingent upon the adoption of the future land use map amendment. The property is located in the Urban Service Area (USA), in the Community Redevelopment Area (CRA), and in Zone 1 of the Gateway Overlay District. It is not located within the Historic District.

The Agent provided an analysis of a contemplated "highest and best use" of the property, but this arbitrary level of development does not represent actual development levels and only provides a conceptual level of development for the purposes of preliminary impact analysis.

Background/History
Reviews of topographical maps do not indicate sink holes or exploratory mining pits on site. The site is primarily composed of Pedro-Jonesville complex, 0 to 5 percent slopes.

The subject property had a Commercial daycare at least since 2005 and until 2024. Various building permits were issued between 1992 and 2022 for improvements to the existing three structures, including two homes originally built in 1936, a storage shed. The existing vacant structures are not eligible individually for the National Register of Historic Places or as contributors to the National Register District.

Agency Review
The justification report and application materials were reviewed by the city reviewing agencies and no objections were offered. Concurrency review is included with the companion future land use map amendment within the corresponding Data and Analysis Report.

Compatibility
The proposed district, CI, intent and purpose is described in the City of Newberry Code of Ordinances ("CNCO") as follows:

> *4.14. - Commercial, Intensive (CI).*
>
> *4.14.1 Districts and intent. The "CI" Commercial, Intensive category includes one 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 off-street parking and off-street loading space. This district permits certain uses not of a neighborhood or general commercial type and serves the entire city.*

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Ref. Appendix B, Article 4, Section 4.14.1, CNCO.

The subject property is adjacent to existing commercial and residential developments in immediate areas, establishing a precedence that this development pattern along State Road 26 is acceptable and consistent with the comprehensive plan of the City. This property is also located within the City's USA, where concentration of development and future growth is encouraged due to access to City services and utilities.

Main access to the property is from Doc Karelas Drive, however State Road 26 (Newberry Road) is a principal arterial that serves the area. State Road 26 is a strategic intermodal system (SIS) road. SIS network roads have a dual mandate of evacuation routes and commerce. According to the Florida Department of Transportation District 2 Level of Service map, this road segment is currently operating at a Level of Service C and has adequate capacity to serve potential development of the property. Although the capacity exists at the time of this review, subsequent development applications, such as site and development plan and construction plans, shall be accompanied by traffic impact studies and may require improvements. That will be determined at time of the development plan review.

City electric, potable water, and wastewater services are available to the property. Solid waste capacity exists to serve the property. A slightly more detailed analysis is available in the companion future land use map amendment, File No. CPA 26-19.

Sanitary sewer service may be connected via an on-site grinder pump system that discharges to the existing City gravity sewer manhole located across SW 246th Terrace. The existing facilities serving the site would be abandoned and replaced with a larger grinder station, with a plug valve at the lot line establishing the demarcation between private and City facilities.

The cost of these improvements will be the responsibility of the developer and will include any roadway repair work to facilitate the connection. The City would prefer the road to be bored, but may consider an open cut if all City requirements for the road repair were met.

For all proposed development of the subject property, the owner would have to enter into a Wastewater Treatment Capacity Agreement with the city for future available capacity for wastewater. Availability of this capacity is on a first-come, first-served basis and adoption of this petition does not guarantee wastewater treatment will be available in the future. Further information is needed regarding exact development before the City is able to make a determination that sufficient capacity exists to serve the site. Additional studies, upsizing of utility lines, and other necessary information and improvements pertinent to maintaining an adequate level of service may be required at the time of development plan review.

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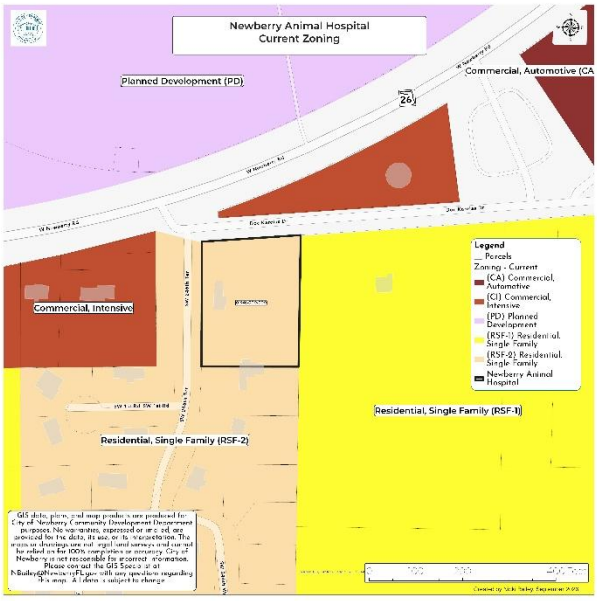


Figure 1: Current zoning and comparable districts in the immediate vicinity.

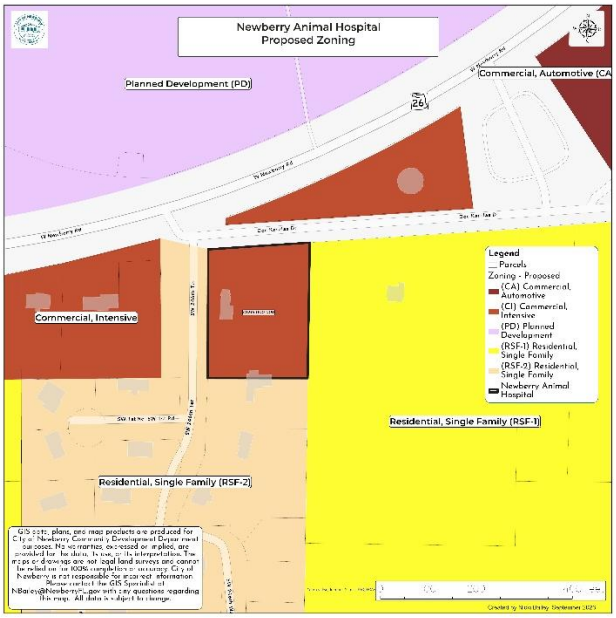


Figure 2: Proposed zoning and comparable districts in the immediate vicinity.

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Findings and Conclusion

The proposed rezoning, contingent upon adoption of the future land use amendment, is a logical extension of the entitlements and zoning of adjacent properties within the USA.

Staff finds the proposed rezoning petition in compliance with the City of Newberry Comprehensive Plan and Land Development Regulations should the future land use map amendment be adopted by the City Commission.

October 5, 2026
Lauren Yeatter, AICP
Community Development Department

MENADIER ENGINEERING

REZONING & FLU AMENDEMENT APPLICATION - JUSTIFICATION NARRATIVE

FOR

NEWBERRY ANIMAL HOSPITAL

CITY OF NEWBERRY, FLORIDA

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1. Statement of Proposed Change

The purpose of this application is to request a Small-Scale Future Land Use (FLU) Map amendment and a concurrent rezoning to allow for the commercial development of a ± 1.3-acre parcel (Parcel ID: 01946-000-000) in the City of Newberry. The subject property is located south of State Road 26 (SR 26), also known as Newberry Road, at the southeast corner of the intersection of Doc Karelas Drive and SW 246th Terrace, and is situated within Zone 1 of the City's Gateway Overlay District along the SR 26 gateway corridor. The property is legally described as the East 210 feet of the SW 1/4 of NW 1/4, South of Highway, and the North 210 feet of the East 210 feet of the NW 1/4 of SW 1/4 in Section 3, Township 10 South, Range 17 East, Alachua County, Florida.

The subject property currently carries a Low Density Residential FLU designation and is zoned Residential, Single Family (RSF-2). This application requests a Small-Scale Comprehensive Plan Amendment (CPA) to amend the FLU Map from Low Density Residential to Commercial, together with a rezoning from RSF-2 to Commercial, Intensive (CI). The requested CI district would serve as the implementing zoning district for the Commercial Future Land Use designation if the Comprehensive Plan amendment were approved. The requested approvals would proceed in the following sequence: (1) amendment of the Future Land Use Map from Low Density Residential to Commercial; (2) rezoning from RSF-2 to Commercial, Intensive; and (3) Site and Development Plan approval prior to development of the property. The proposed Commercial Future Land Use amendment is appropriate for the subject property based on its location and context. The property is an infill parcel located near the SR 26 commercial corridor, one of the City's primary east-west arterials and a gateway into the City of Newberry, and it lies within the City's Urban Service Area (USA), where potable water, sanitary sewer, electric, and roadway infrastructure are available to serve development. The amendment would extend the established commercial pattern already present along the corridor to a logically located infill site that can be efficiently served by existing infrastructure. The subject property adjoins existing Commercial Future Land Use and commercial zoning to the north and westwhile Low Density Residential Future Land Use and Residential, Single Family (RSF) zoning lie to the east and south. The property is therefore positioned at the edge of an established commercial area and is well-suited to serve as a transition between the SR 26 commercial corridor and the residential properties farther east and south.

The Commercial designation establishes an appropriate range of potential nonresidential development for the property; it does not follow that every use permitted within the category would have identical impacts, and the specific impacts of any future use would be evaluated through the applicable Commercial, Intensive (CI) zoning standards and the City's Site and Development Plan review process. The property owner, Raleighnomics LLC, is considering development of the site with a commercial building of approximately 5,000 to 7,000 square feet, and a veterinary office / animal hospital is currently contemplated as the initial use. The contemplated facility may provide indoor boarding of animals, including animals requiring a higher level of medical attention, which the CI district permits within a soundproof building; no outdoor runs or outdoor kenneling are proposed. This amendment and rezoning are nonetheless evaluated based on the appropriateness of the Commercial designation and the general range of uses allowed within the CI district rather than a single end user. The existing structure(s) on the site would be removed through the City's demolition permitting process prior to redevelopment.

Table 1 and Figures 1–4 show the current and proposed zoning and FLU designations for the site and the adjacent properties.

Table 1. Adjacent Zoning Districts and FLU Designations

Direction	Zoning Districts	FLU Designations
North	Doc Karelas Dr ROW / CA (Commercial, Automotive)	Doc Karelas Dr ROW / Commercial
East	RSF-1 (Residential, Single Family)	Low Density Residential
South	RSF-2 (Residential, Single Family)	Low Density Residential
West	SW 246th Ter ROW / CI (Commercial, Intensive)	SW 246th Ter ROW / Commercial

Figure 1. Existing Future Land Use

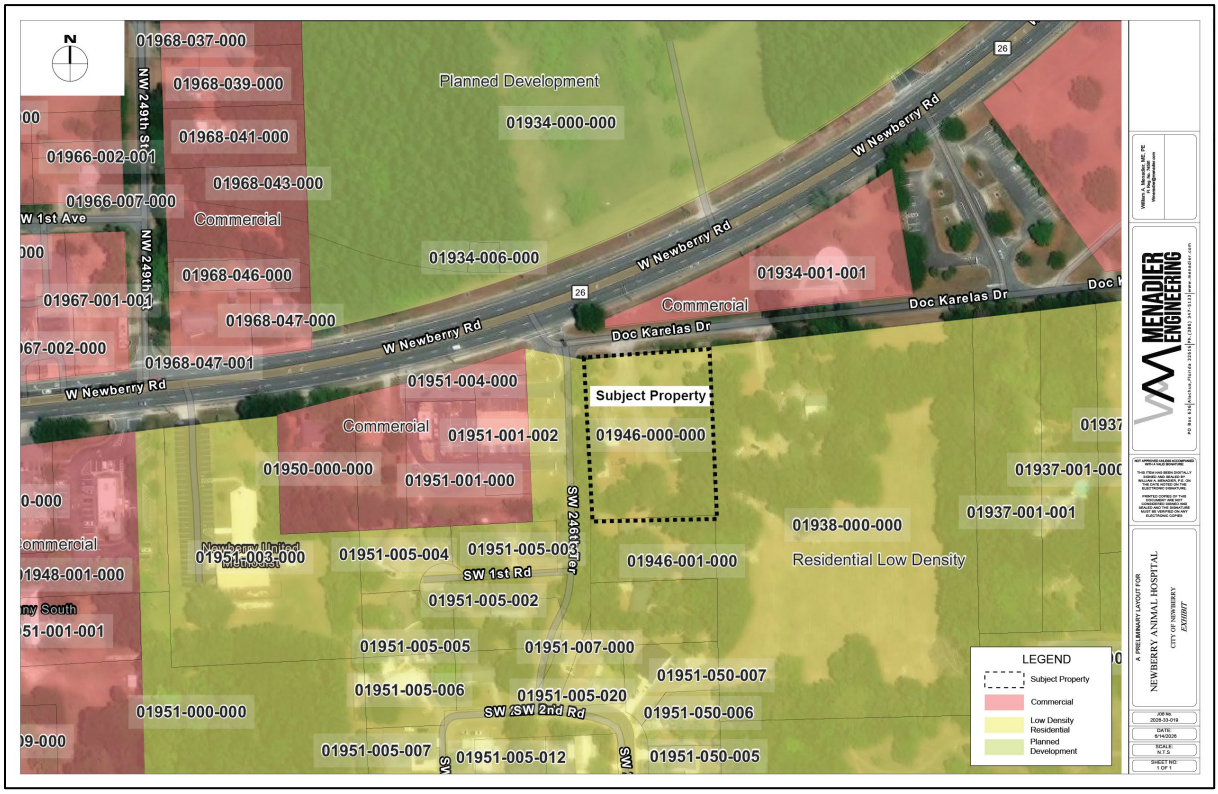


Figure 2. Proposed Future Land Use

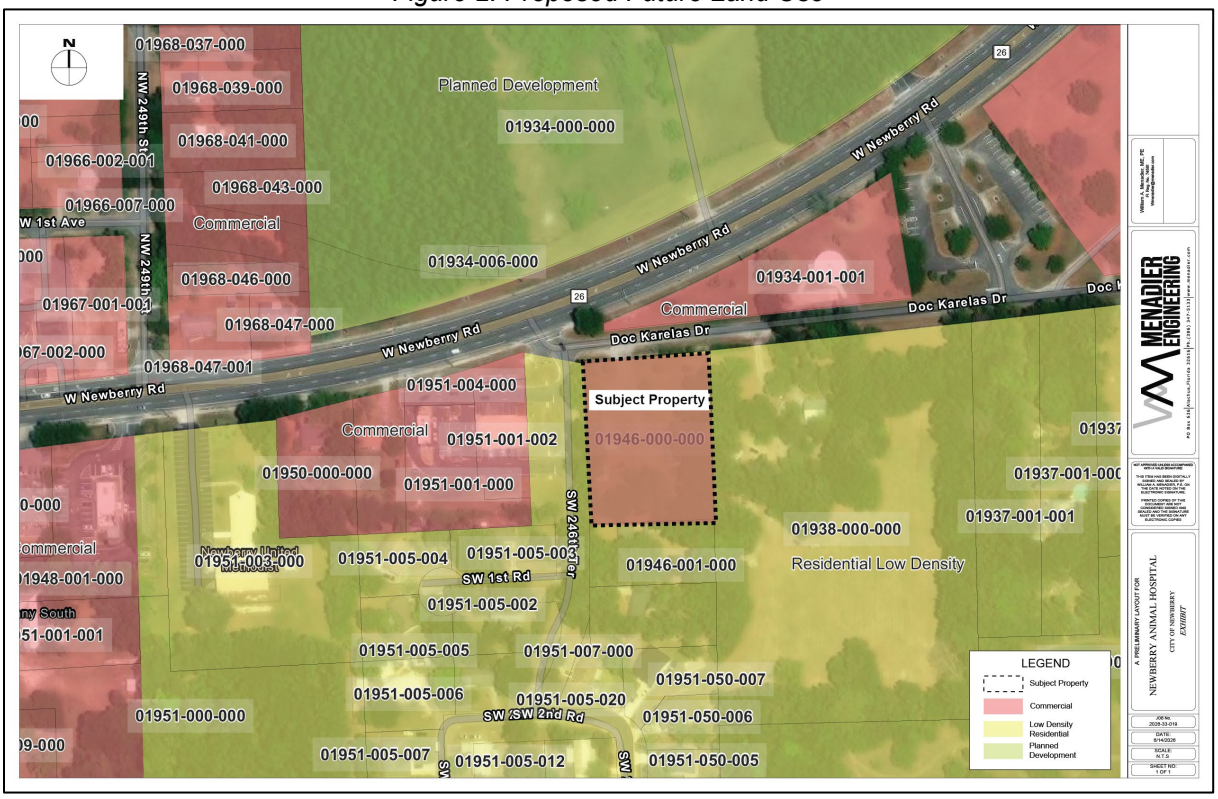


Figure 3. Existing Zoning District

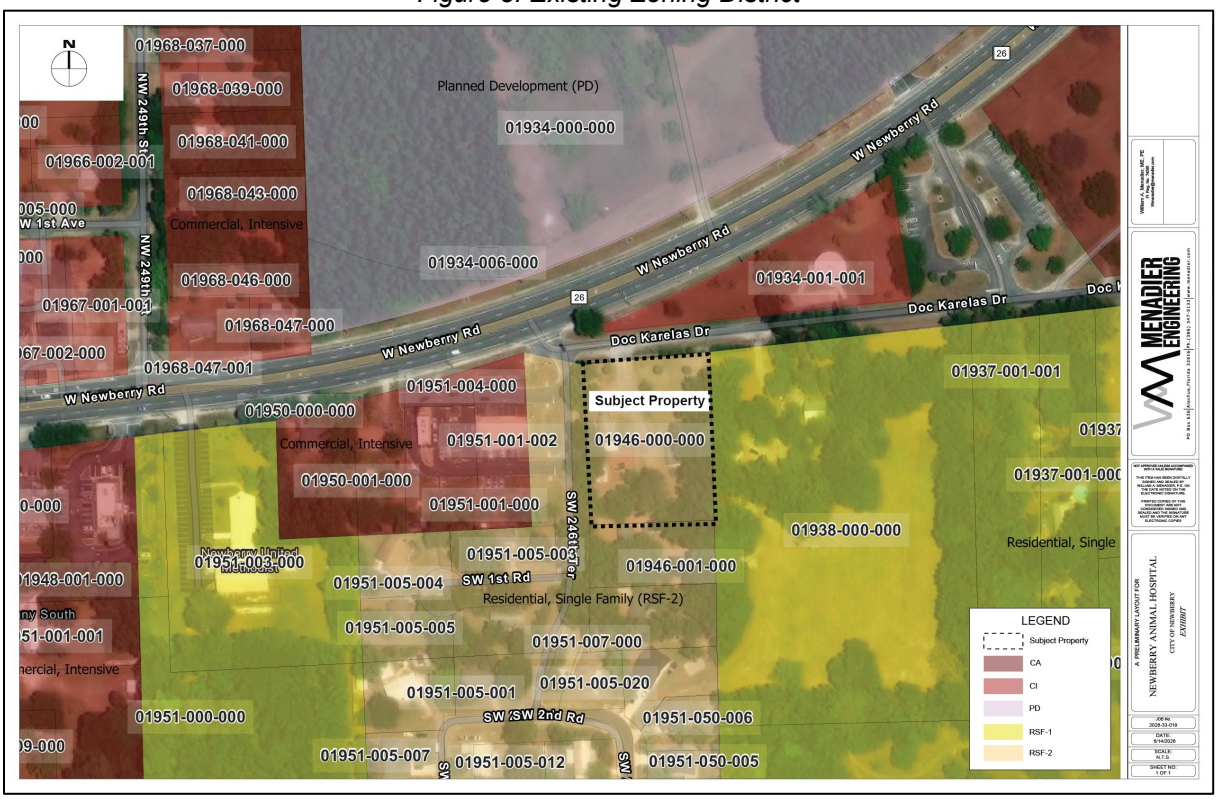


Figure 4. Proposed Zoning District



2. Comprehensive Plan Consistency

The following analysis identifies specific Goals, Objectives, and Policies from the Comprehensive Plan and explains how the proposed Commercial Future Land Use amendment and associated CI rezoning aligns with each.

Article I. – Future Land Use Element

"FLU POLICY 1.2.1: The City shall promote small-town character, including rural spaces through the following means:

– Ensure permitted uses, densities, and intensities for lands outside the USA boundary appropriately limit suburban sprawl, promote rural land retention, and contribute to the City's overall character;

– Permit agriculture, conservation, recreational, public, limited residential, and small-scale commercial uses outside the USA;

– Create a logical and equitable network of open space and rural land retention providing multiple services by promoting the value of recreation, habitat corridors, food production, pollution mitigation, and stormwater treatment; and

– Create a mechanism to transfer development rights from outside the USA to increase density and intensity within the USA boundary."

The subject property is located within the USA and is surrounded by existing commercial development and infrastructure. The site is served by, or has immediate access to, City potable water, sanitary sewer, and electric service. By directing commercial development to an infill parcel that is already bordered by commercial zoning and supported by existing infrastructure, the request promotes an efficient and logical pattern of growth within the USA and helps limit development pressure on rural-designated lands outside the boundary, consistent with the City's overall character.

"FLU OBJECTIVE 2.1: The City shall ensure appropriate land use allocations, LDRs, and permitting processes to encourage land development aligned with the City's Strategic Plan."

The proposed Commercial Future Land Use amendment and associated CI rezoning support development aligned with the City's Strategic Plan. The site is accessed from Doc Karelas Drive and SW 246th Terrace, local roadways that connect to SR 26, allowing site traffic to be distributed onto lower-order roadways and supporting a safe and effective transportation network. The requested Commercial, Intensive (CI) designation allows for a range of commercial uses that can support community-oriented services and amenities. Overall, the request directs growth to an appropriate infill location with access to existing infrastructure, consistent with the City's vision for balanced and strategic development.

"FLU POLICY 2.1.1: The City shall continue to create a pro-business environment for desirable development by allocating appropriate land uses, partnering with local educational institutions to support a skilled workforce, and maintaining reliable infrastructure and low taxes."

The request for a Commercial FLU on the subject property supports a pro-business environment by directing development to an infill site served by existing roadway access and available infrastructure within the USA. The property is located along the SR 26 corridor, within a few hundred feet of one of the City's primary arterials and is well-positioned to benefit from its visibility and accessibility. The site is also proximate to established residential neighborhoods to the south and east, which create nearby demand for commercial goods and services. This combination of corridor access and an adjacent residential population support the proposed Commercial FLU and advances the City's goal of encouraging appropriate and desirable business development.

"FLU OBJECTIVE 2.2: The City shall support diversification of tax base by encouraging non-residential development, particularly innovative business opportunities related to Newberry's heritage."
Part of Newberry's heritage includes its long-standing role as a center for commerce serving the surrounding community, historically supporting a variety of local businesses and service providers. The request for a Commercial Future Land Use amendment and associated CI rezoning aligns with this history and supports diversification of the City's tax base by allowing for non-residential opportunities that serve both residents and local businesses. Several parcels along and near SR 26 are already designated Commercial and zoned CA or CI. Applying a comparable designation to the subject property is consistent with the established development pattern occurring in this portion of the City.

"FLU POLICY 3.1.1: The City shall evaluate the existing distribution of Future Land Use (FLU) categories to ensure a rational and equitable distribution of land uses to meet future population demands within the USA, where community infrastructure is intended to support existing and future residential and non-residential uses."
The subject property is located within the USA and is proximate to City potable water and sanitary sewer infrastructure capable of serving the site. The proposed Commercial Future Land Use amendment and associated CI rezoning provide additional opportunities for non-residential development in an area where community infrastructure is intended to support both residential and non-residential uses, contributing to a rational and equitable distribution of land uses to meet future demands within the USA.

"FLU POLICY 3.2.1: The City's Land Development Regulations (LDRs) shall contain design and development standards based on and consistent with the following FLU categories and corresponding general ranges of densities and intensities."

FLU Category	Zoning District Classification	Typical Uses	Maximum Density	Maximum Intensity
Commercial	CN, CH, CG, C-CBD, CI, CA	Retail Commercial Outlets, Service Establishments	–	80% Impervious Surface Ratio (ISR)

The requested Commercial Future Land Use category is intended to be implemented through the Commercial, Intensive (CI) zoning district, which is one of the zoning classifications identified as compatible with the Commercial Future Land Use category under FLU Policy 3.2.1. Site development will be limited to a maximum of 80% impervious surface ratio (ISR). The requested CI zoning district is compatible with the Commercial Future Land Use designation, consistent with FLU Policy 3.2.1, and the proposed development aligns with the retail commercial and service-oriented uses contemplated by the Commercial category.

"FLU GOAL 5: Reinforce the USA as a template, vehicle, and principle to focus growth and prevent suburban sprawl."
The proposed Commercial Future Land Use amendment and associated CI rezoning are consistent with FLU Goal 5. The subject property is located within the USA, in proximity to existing potable water and sanitary sewer infrastructure and is surrounded by existing commercial development. Directing infill commercial development to this location reinforces the USA as the appropriate area for growth, helps limit development pressure on rural areas outside the boundary, and supports a more efficient land use pattern consistent with existing development trends along and near SR 26.

Article II. – Transportation Element

***"**TRAN OBJECTIVE 1.1: The city has established a safe, convenient, and efficient Level of Service (LOS) standard which shall be maintained for all roadways."*

Access to the site is provided via Doc Karelas Drive and/or SW 246th Terrace, with primary access anticipated from Doc Karelas Drive. Any required access improvements or modifications to meet applicable roadway standards will be evaluated during the Site/Development Plan review and coordinated with the City and/or FDOT as applicable. Any improvements necessary to serve the proposed development will be the responsibility of the developer. Based on the scale and nature of the anticipated uses, the project is not anticipated to cause the surrounding roadways to operate below the adopted LOS standards.

***"**TRAN POLICY 1.1.1: The city shall establish and maintain the Level of Service (LOS) standards as noted below at peak hour for the following roadway segments within the city. Further, such standards shall be as defined within the current FDOT "Multimodal Quality/Level of Service Handbook", 2023."*

Segment ID	Roadway Segment	Number of Lanes	Functional Classification	Area Type	Adopted (LOS) Standards
18	Doc Karelas Dr.	2-U	Minor Collector	Community Transitioning	D
20,117	SR 26/Newberry Road, from 2-lanes to 4-lanes, (250 th Street/US 27/41 / SR 45 to Newberry Lane)	4-D	Principal Arterial-Other Rural	As established by FDOT as SIS Facility	C

Doc Karelas Drive has an adopted LOS of D, and SR 26 has an adopted LOS of C. While SR 26 does not provide direct site access, it is an important roadway serving the project area and has been considered as part of this compatibility review. Based on the scale and nature of the proposed development, the rezoning and FLU amendment are not anticipated to adversely impact SR 26 or cause the applicable roadway segments to operate below the adopted LOS standards. A detailed traffic analysis will be conducted, if required, during the Site/Development Plan review phase to confirm compliance with the City's LOS standards.

***"**TRAN POLICY 1.2.2: The city shall limit direct access to major roadways by directing site access to local roadways, requiring cross-access among sites, and encouraging frontage roadways to lower local traffic's dependency on the major roadway network."*

The proposed site will be accessed from Doc Karelas Drive and/or SW 246th Terrace. This approach directs site traffic to lower-order roadways that connect to the arterial, consistent with the intent of this policy to limit direct access to major roadways.

Article IV. - Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element

"GOAL IV-1 — Ensure the provision of public facilities in a timely, orderly, efficient and environmentally sound manner at an acceptable level of service for the city's population."

Existing potable water, sanitary sewer, and electric infrastructure are available in the immediate vicinity of the subject property. A 6-inch City water main is located along SW 246th Terrace and Doc Karelas Drive, and overhead primary electric is present immediately north of the parcel. Based on coordination with the City, sanitary sewer service is anticipated to be provided via an on-site grinder pump system discharging to the existing City gravity sewer manhole located across SW 246th Terrace, with a plug valve at the lot line establishing the demarcation between private and City facilities. The development will tie into these systems, and any required upgrades or capacity improvements will be evaluated as part of the site and development review process. All necessary public facility improvements to support the project will be the responsibility of the developer.

Article IX. – Economic Development Element

"OBJECTIVE ED.1.1 Diversify the economy of the city by creating an economic climate conducive to attracting new development and businesses which yield net social and economic benefits to the city."

The proposed Commercial Future Land Use amendment and associated CI rezoning will contribute to the diversification of the City's economic base by allowing for a broader range of commercial uses that are not currently permitted under the existing residential designation. The subject property's location near the SR 26 corridor and its access characteristics make it well-suited to accommodate new businesses that can provide local employment opportunities, expand the tax base, and support surrounding development.

"OBJECTIVE 6.1: Select commercial and industrial locations which are compatible with the growth and future service needs of the City."

The subject property represents an appropriate location for commercial uses based on its proximity to existing infrastructure, roadway access, and the surrounding commercial development pattern. The site is positioned to take advantage of existing utility services, including water, sewer, and electric. Directing commercial uses to an infill site that can be efficiently served by existing public facilities ensures that development occurs in a cost-effective manner and minimizes the need for extensive infrastructure extensions, while supporting the City's long-term service capacity and planning goals.

"POLICY ED 6.1.2. Support development projects which broaden and enhance the City's economic base and produce viable long term land use patterns."

The request establishes a more viable long-term land use pattern by aligning the property with surrounding commercial development and available infrastructure. This ensures the site can develop in a manner that is both economically productive and consistent with the City's overall growth framework.

3. Land Development Regulations Consistency

The following analysis identifies how this request is consistent with the City of Newberry's Land Development Regulations (LDRs).

Section 4.2. – Supplementary District Regulations.

"4.2.3. Access control. In order to provide ease and convenience in ingress and egress to private property, but more importantly to provide the maximum safety with the least interference to the traffic flow on public streets, the number and location of curb breaks shall be regulated relative to the intensity or size of the property served and the amount of frontage which that property has on a given street. Further, for roadways which are part of the State of Florida highway system the number and location of curb breaks shall be in conformance with F.A.C. chs. 14-96 and 14-97."

The proposed site will be accessed from Doc Karelas Drive and/or SW 246th Terrace that connect to the principal arterial SR 26. Because SR 26 is part of the State highway system, any access affecting SR 26 would be coordinated with FDOT in conformance with applicable rules. The number and location of curb cuts will be determined during Site/Development Plan review based on the intensity of the use and the available frontage.

"4.2.18.1. Fire and explosion hazards. In any zoning district, all uses shall comply with applicable standards set forth in the rules and regulations of the state fire marshal."

All future uses will adhere to the rules and regulations of the State Fire Marshal. Anticipated uses may include retail outlets, service establishments, office, and automobile-oriented uses, which do not particularly present a risk of fire or explosion hazard.

"4.2.18.2. Smoke, dust, dirt, visible emissions, and open burning. Regulations controlling smoke, dust, dirt, or visible emissions shall be the same as those contained in F.A.C. ch. 17-2. Regulations controlling open burning shall be the same as those contained in F.A.C. ch. 17-5."

All future uses will adhere to F.A.C. ch. 17-2 for smoke, dust, dirt, or visible emissions. No open burning will occur in connection with these commercial uses.

"4.2.18.3. Fumes, vapors, and gases. Regulations controlling the emission of any fumes, vapors, or gases of a noxious, toxic, or corrosive nature shall be the same as those contained in F.A.C. ch. 17-2."

All future uses will adhere to F.A.C. ch. 17-2 for fumes, vapors, and gases.

"4.2.18.4. Heat, cold, dampness, or movement of air. Activities which may produce any adverse effect on the temperature, motion, or humidity of the atmosphere beyond the lot line shall not be permitted."

No manufacturing activity or uses will be permitted; only retail outlets, service establishments, office, and automobile-oriented uses are anticipated, which will not produce adverse effects on temperature, motion, or humidity beyond the lot line.

"4.2.18.5. Noise. The permitted level of noise or sound emission at the property line of the lot on which the principal use is located shall not at any time exceed the average noise level prevailing for the same hour, as generated by street and traffic activity."

No future use is anticipated to exceed the permitted noise levels established by the City. All developments will be designed to minimize impacts on the adjacent residential properties to the south and east. Any animal boarding provided in connection with the contemplated veterinary office / animal hospital would be located within a soundproof building as required under the CI district, and all development will comply with the City's commercial noise level provisions and applicable performance standards.

"4.2.18.6. Odor. Regulations controlling the emission of objectionable odorous gases or other odorous matter, except those associated with normal agricultural practices, shall be the same as those contained in F.A.C. ch. 17-2."
No issues with respect to odor are expected from the permitted uses within the CI zoning district. All future uses will adhere to F.A.C. ch. 17-2 for odor.

"4.2.18.7. Glare. There shall be no direct glare visible from any residential district caused by unshielded floodlights or other sources of high intensity lighting."
On-site lighting will adhere to City of Newberry standards. No direct glare is anticipated to be visible from the adjacent residential districts from the proposed uses, parking areas, or signage.

"4.2.20. Signs. The provisions of these Land Development Regulations shall govern the sizes, location, and character of signs which may be permitted as a principal or accessory use."
On-site placement of signs will adhere to City of Newberry standards and applicable LDR regulations.

Section 4.14. - Commercial, Intensive (CI).

"4.14.1. Districts and intent. The CI Commercial, Intensive category includes one 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 off-street parking and off-street loading space. This district permits certain uses not of a neighborhood or general commercial type and serves the entire city."
The requested Commercial, Intensive (CI) district is an appropriate implementing district for the Commercial Future Land Use designation on the subject property. The property is an infill parcel located near the SR 26 corridor, a roadway carrying high traffic volumes that provides the visibility and accessibility associated with commercial uses of this type. The site is bordered by CI zoning to the west across SW 246th Terrace and CA zoning to the north across Doc Karelas Drive, is located within the City's Urban Service Area, is served by centralized potable water and sanitary sewer, and can accommodate the ample off-street parking and off-street loading space contemplated by the district. The requested CI designation is consistent with the established pattern of intensive commercial zoning serving a citywide market in this portion of the SR 26 corridor.

"4.14.2. Permitted principal uses and structures. As for CG, and in addition: retail commercial outlets for sale of lumber and building supplies; service establishments such as car wash, auction house, laundry or dry cleaning establishment, animal boarding kennels in soundproof buildings, plant nursery or landscape contractor, building trades contractor, home equipment rental, upholstery shop; commercial recreation facilities such as golf driving range, miniature golf course, skating rink, skateboard arena, go-cart track and similar uses; miscellaneous uses such as express or parcel delivery office, motor bus or other transportation terminal; wholesaling and warehousing or storage use in buildings of 2,500 gross square feet or larger; and limited sales and service of certain electric- or small-engine-propelled vehicles, subject to the conditions set forth in the LDRs."
The intended uses for the subject property are nonresidential uses permitted within the CI zoning district, which includes all uses permitted within the CG district in addition to the more intensive uses listed above. A veterinary office / animal hospital, a permitted use, is currently contemplated. The contemplated facility may provide indoor boarding of animals, including animals requiring a higher level of medical attention, and the CI district permits animal boarding kennels within soundproof buildings. No outdoor runs or outdoor kenneling are proposed, consistent with the Gateway Overlay District's prohibition on outdoor kennels. The CI district therefore provides the flexibility necessary to accommodate the contemplated operation. Because this is a legislative Future Land Use and zoning request, the analysis is not limited to the contemplated use; the CI district permits a broad range of commercial uses, and this narrative evaluates the request against the full range of uses allowed within the district rather than a single end user.
The permitted uses within the CI district that require a Special Exception include:

- **Package store for sale of alcoholic beverages, bar, tavern or cocktail lounge**
- **Off-site signs**
- **Automotive service stations**
- **Service establishments such as crematory**
- **Commercial tourist attractions**
- **Open-air restaurants**
- **Recreational vehicle parks and commercial campgrounds**
- **Large-scale retail establishments**

Permitted uses that require a Special Exception will only be proposed if they meet the standards and criteria set forth in Articles 12 and 13. Prohibited uses include manufacturing activities that are not specifically permitted, and any other use that is not specifically or provisionally mentioned; no prohibited uses will be proposed on the subject property. Proposed accessory uses and structures will adhere to Section 4.14.3 of the LDRs.

***"**4.14.6. Minimum lot requirements (area, width). All permitted uses and structures (unless otherwise specified): None, except as needed to meet other requirements set out herein."*
The subject property is ±1.3 acre and will adhere to the minimum lot requirements, which establish no minimum lot area or width except as needed to meet other requirements of the district.

***"**4.14.7. Minimum yard requirements (depth of front and rear yard, width of side yard). All permitted uses and structures (unless otherwise specified): Front: 20 feet. Side: None, except where a side yard is provided, then a side yard of at least ten feet must be provided. Rear: 15 feet. The location of any structure shall be setback a minimum of 35 feet from wetlands and from perennial streams and creeks."*
Development on the subject property will adhere to the minimum yard requirements (20-foot front, 15-foot rear, and side yards as applicable). There are no wetlands or perennial streams or creeks on the subject property. Because the property abuts residential zoning to the east and south, building placement and yards will be coordinated with the required landscaped buffering and screening discussed below and established during Site and Development Plan review.

***"**4.14.8. Maximum height of structures. No portion shall exceed 72 feet."*
On-site structures will comply with the maximum height limit of 72 feet established by the CI district. Because the subject property is also located within the Gateway Overlay District, the Overlay District's 42-foot maximum building height controls, as discussed in Section 4.22 below. Buildings are anticipated to be primarily single-story and well below both limits.

***"**4.14.9. Maximum lot coverage by all buildings. No structure shall exceed the following floor area ratio requirements:"*

Less than five acres	1.0 floor area ratio
Greater than or equal to five acres but less than ten acres	0.75 floor area ratio
Greater than or equal to ten acres but less than 20 acres	0.50 floor area ratio
Greater than or equal to 20 acres	0.25 floor area ratio

The subject property is approximately 1.3 acres. As the site is less than five acres, the applicable floor area ratio is 1.0, and the proposed structure(s) will not exceed the allowable floor area ratio. Consistent with the Commercial Future Land Use category, site development will not exceed the maximum 80% impervious surface ratio (ISR).

"4.14.10. Minimum landscaped buffering requirements. Where a use is erected or expanded on land abutting a residential district, then the proposed use shall provide a landscaped buffer which shall be not less than ten feet in width along the affected rear and/or side yards, as the case may be."
The subject property abuts Residential, Single Family (RSF-1 and RSF-2) zoned properties to the east and south. Any future development will comply with the landscape buffer requirements set forth in Sections 4.14.10 and 4.2, including providing a landscaped buffer of not less than ten feet in width along the affected rear and/or side yards adjacent to the residential districts.

"4.14.11. Minimum off-street parking requirements. Off-street parking and loading shall be provided in accordance with the schedule set forth in this section and Section 4.2."
The proposed development will comply with the off-street parking and loading requirements set forth in Sections 4.14.11 and 4.2 of the Land Development Code.

All commercial development is subject to Site and Development Plan review. The specific site layout, building design, access, parking, landscaping, buffering, lighting, and signage for any future use will be established and evaluated for compliance with the CI district, Section 4.2, and the Gateway Overlay District standards through that review process.

Section 4.22. – Gateway Overlay District

*"**4.22.1 Purpose and intent.** Where land is classified into an overlay district and a base zone district, the regulations governing development in the overlay district and the base zone district shall apply. In the event of a conflict between the standards governing a base zone district and an overlay district, the standards governing the overlay district shall control."*
The subject property is located within the State Road 26 and US Highway 27/41 Gateway Overlay District established under Section 4.22 of the Land Development Regulations. Development of the property will therefore be subject to both the Commercial, Intensive (CI) district standards and the supplemental Gateway Overlay District standards, with the Overlay District standards controlling in the event of a conflict. These standards further the Overlay District's stated purposes of establishing consistent and harmonious design standards, creating enhanced visual gateways at the main entrances to the City, and reflecting the City's rural, small-town character.

*"**4.22.2(A)(2) Applicability.** The Gateway Overlay District consists of parcels, or portions thereof, within 500 feet of the SR 26 and US 27/41 rights-of-way and are located within the City of Newberry municipal limits as measured by perpendicular line from the ultimate right(s)-of-way line. The standards of this section shall apply to the whole unified parcel of land when a portion of the parcel is located within the Gateway Overlay District."*
The subject property lies within 500 feet of SR 26 right-of-way and within the municipal limits, and the Overlay District standards therefore apply to the entire parcel. The property is not located within the historic district and no exemption or waiver under Section 4.22.2(A)(3) is sought.

*"**4.22.2(A)(5)(h) Roadway buffers.** The landscaped buffer width and minimum quantity of landscape plantings are determined based on the site's location within one of three roadway buffer zones. [Table 3: Zone 1 East — SR 26/US 27/41 intersection to NW 231st Court.] No buildings or parking are permitted in buffers. Buffer areas may include all or portions of the stormwater management system if the applicant demonstrates that the character and intent of the buffer is not diminished. Existing native trees and vegetation may be used to fulfill roadway buffering and screening requirements where such existing natural vegetation is of sufficient size and opacity to provide an effective buffer."*
Based on the roadway buffer zones established in Table 3 of Section 4.22, the subject property is located within Zone 1, which extends east from the SR 26/US 27/41 intersection to NW 231st Court. The Zone 1 buffer standard shown in Diagram 2 requires a minimum 25-foot-wide landscaped buffer containing an average of two shade trees per 100 linear feet, with 80 percent or more of the buffer landscaped with a mix of shrubs, groundcover, and ornamental grasses, planting areas of varied width with a five-foot minimum, and gaps of sod or mulch not exceeding 20 feet in width. Trees may

be clustered rather than evenly spaced provided the distribution is balanced within the buffer corridor. Any required buffer will be designed to these Zone 1 standards, will contain no buildings or parking, and will utilize native or adapted species meeting the Florida Grade #1 and minimum installation-size standards of Section 4.22.2(A)(5)(g), selected from the approved shade and ornamental tree list. Existing native vegetation of sufficient size and opacity may be credited toward the buffer where appropriate.

*"**4.22.2(A)(4)(a) Prohibited uses.** The following uses shall be prohibited within the SR 26 and US 27/41 Gateway Overlay District: … Outdoor kennel … Outdoor storage as a primary use except as ancillary to a permitted by-right or special exception use."*
The uses prohibited within the Overlay District — including outdoor kennels, automobile body shops, machine shops, commercial parking as a principal use, recycling drop-off centers, and outdoor storage as a primary use — are not proposed on the subject property. The contemplated veterinary office / animal hospital is not an outdoor kennel, and any animal-related areas would be located within the enclosed building. Automobile sales and recreational vehicle, boat, or ATV sales are special exceptions within the Overlay District and are not proposed.

*"**4.22.2(A)(5)(a) Development standards; building and site design.** Buildings closest to the roadway buffer shall be oriented so the main entrance(s) is parallel to and facing the SR26 and US27/41 rights-of-way. Buildings with drive-through service shall locate drive-through lanes and drive-through windows to be perpendicular to the roadway buffers. No more than two parking aisles or rows may be located between the closest building to the roadway buffers or as otherwise determined appropriate by the City Manager or designee. Off-street parking areas must have a pedestrian pathway aligned with the main entrance connecting the parking areas to the main entrance."*
Future development will comply with the building and site design requirements of Table 1 of Section 4.22, including the building orientation and entrance requirements, the limitation on parking aisles located between the building and the roadway buffer, and the required pedestrian connection between the off-street parking area and the main entrance. Building design will also satisfy the applicable Table 1 standards addressing wall articulation for walls exceeding 50 feet in length, roof and parapet treatment, screening of rooftop mechanical equipment, recessed or shaded main entrances, window design consistency, and wall signage. As required, the development will implement at least one option from each applicable category of Table 2, addressing building location, parking lots, roofs, walls, building entrances, windows, and site amenities.

*"**4.22.2(A)(5)(b) Maximum Building Height.** No building shall exceed 42 feet except for stair and elevator bulkheads and structural projections which do not provide inhabitable space."*
Buildings on the subject property will not exceed the 42-foot maximum height established by the Overlay District, which controls over the base district height standard. The contemplated building is anticipated to be single-story and well below this limit.

*"**4.22.2(A)(5)(c) Loading and service.** Loading and service areas, including but not limited to docks, waste collection and storage, drive-throughs, and other functionally similar uses, shall be located to the rear or side of buildings and shall be screened by 100% opaque wall or landscaping. In no instance shall the loading and service area be located between the building and SR 26 or US 27/41, regardless of building orientation."*
All loading and service areas, including waste collection and storage, will be located to the rear or side of the building, screened by a 100 percent opaque wall or landscaping, and will not be located between the building and SR 26. This requirement also provides screening benefits with respect to the adjacent residential properties to the east and south.

*"**4.22.2(A)(5)(j) Landscaping in vehicular use areas.** Screening shall be provided where a vehicular use area is visible from any adjacent property and/or street right(s)-of-way. The screening shall consist of: a single row of shrubs spaced at a maximum four (4) feet on center, minimum, to provide a visual screen not less than 50-percent opaque upon planting … an average of two (2) shade trees for every 100 linear feet, or fraction thereof, of the paved vehicular use area …"*
Off-street parking and other vehicular use areas visible from adjacent properties or rights-of-way will be screened with a single row of shrubs spaced no more than four feet on center providing at least 50 percent opacity upon planting within a strip not less than five feet in width, together with an average of two shade trees per 100 linear feet of paved vehicular use area and one shade tree within each landscape island. Because the property adjoins residential zoning to the east and south, this vehicular use area screening provides additional buffering of parking areas from the adjacent residential properties. Any stormwater management facility visible from the right-of-way will be landscaped in accordance with Section 4.22.2(A)(5)(k), including one native tree per 35 linear feet of basin perimeter and native plantings covering 25 percent of the basin slope area.

*"**4.22.2(A)(5)(l) Cross access.** Vehicular and/or multi-modal cross access shall be required, except if prohibited due to utilities or topography. **4.22.2(A)(5)(m) Signage.** Under no circumstances shall a sign's illumination mechanism be visible to vehicles, pedestrians, or other modes of transportation. All illumination must be internal or directed upon the sign's face with no direct line of sight to the bulb(s) or lighting fixtures."*
Vehicular and/or multi-modal cross access will be provided as required unless precluded by utilities or topography. On-site signage will comply with the Overlay District signage standards and Section 4.2.20, including the prohibition on billboards, video or image displays, and pylon signs; the freestanding sign height and area limits applicable to the roadway speed zone; the requirement that sign materials be identical or similar in appearance to those of the principal building; and the requirement that illumination be internal or directed onto the sign face with no direct line of sight to the lighting fixtures. A minimum three-foot-wide landscaped area will be provided around the base of any freestanding sign.

Detailed compliance with the applicable Gateway Overlay District standards of Section 4.22, including the Zone 1 roadway buffer requirements, will be demonstrated at the time of Site and Development Plan review.

Section 7.3. – Stormwater Management Requirements

"7.3.4. Stormwater management generally. All developments shall be constructed and maintained so that post-development runoff rates and pollutant loads do not exceed pre-development conditions. No development may be constructed or maintained so that such development impedes the natural flow of water from higher adjacent properties, and no development may be constructed or maintained so that stormwaters from such development are collected and channelled onto lower adjacent properties."
On-site development will comply with all applicable City of Newberry and Suwannee River Water Management District (SRWMD) design and permitting requirements. Post-development runoff rates and pollutant loads will not exceed pre-development conditions, and stormwater will not be channeled onto lower adjacent properties or impede flow from higher adjacent properties.

Compatibility with Adjacent Residential Properties

The subject property is located at the edge of an established commercial area. Existing Commercial Future Land Use and commercial zoning lie to the north and west of the property including the Commercial, Automotive (CA) district across Doc Karelas Drive to the north and the Commercial, Intensive (CI) district across SW 246th Terrace to the west while Low Density Residential Future Land Use and Residential, Single Family (RSF) zoning lie to the east and south. The property is therefore well-positioned to serve as a transition between the SR 26 commercial corridor and the residential properties farther east and south. Compatibility is evaluated based on the Commercial Future Land Use designation and the CI district generally rather than on any single contemplated use. The CI district accommodates commercial uses that require a conspicuous and accessible location convenient to streets carrying large volumes of traffic, and it is implemented through development standards that address the relationship between commercial development and adjacent residential property. These include the CI district's yard and setback

requirements; the landscaped buffer of not less than ten feet in width required where a use abuts a residential district; landscaping standards; lighting controls that limit glare toward residential districts; off-street parking and loading placement and design; access management that directs site traffic to local roadways rather than directly to SR 26; and building orientation and site organization, together with the additional standards applicable within the Gateway Overlay District.

Rather than relying on a single use, the Commercial designation establishes an appropriate general range of commercial uses for the property, and the City's development standards and Site and Development Plan review process provide the mechanisms to address the specific impacts of the particular use ultimately developed. Detailed buffer widths, wall or fence treatments, building and parking locations, lighting details, and similar site-specific measures will be established through Site and Development Plan review in accordance with the applicable CI district, Section 4.2, and Gateway Overlay standards. On this basis, the requested Commercial Future Land Use amendment and associated CI rezoning are compatible with the surrounding development pattern and appropriately protective of the adjacent residential properties.

4. Impact Analysis

Level of Service (LOS) Concurrency

This application requests a Commercial Future Land Use amendment (from Low Density Residential to Commercial) and rezoning from RSF-2 to Commercial, Intensive (CI). The project site is served by City of Newberry potable water and sanitary sewer infrastructure, electric service from the local provider, and City and State roadways. Potential impacts on public services are based on the maximum reasonable development potential of the ±1.3-acre site under the CI district. Due to the limited size of the property, development is anticipated to consist of a single use with an assumed building footprint of approximately 5,000 square feet. Projected trip generation will be calculated using the ITE Trip Generation Manual, 11th Edition average rates for potential CI uses. Average rates are appropriate for this analysis because the potential uses are evaluated as alternatives, and not as uses that would occur simultaneously on the site.

Table 2. Potential Net Trip Generation

Land Use	ITE LU Code	IV (per 1000 S.F. GFA)	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Animal Hospital	640	5.00	108	18	12	6	18	7	11
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			108	18	12	6	18	7	11
Small Office	712	5.00	72	8	7	1	11	4	7
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			72	8	7	1	11	4	7
Variety Store	814	5.00	318	15	8	7	34	17	17
Pass-by Trips – 34%			108	5	3	2	12	6	6
Net New Trips (applying pass-by reduction factor)			210	10	5	5	22	11	11
Fast Casual Restaurant	930	5.00	486	7	4	3	63	35	28
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			486	7	4	3	63	35	28
Pharmacy/Drugstore without Drive-Through Window	880	5.00	447	15	10	5	43	21	22
Pass-by Trips – 53%			237	8	5	3	23	11	12
Net New Trips (applying pass-by reduction factor)			210	7	5	2	20	10	10
Average Net New Trips			**217**	**10**	**7**	**3**	**27**	**13**	**13**

Approval of this application is estimated to result in potentially 217 new net vehicular trips, with the contemplated use of an Animal Hospital only generating approximately 108 trips. This would primarily impact Doc Karelas Drive and SW 246th Terrace. Please see Table 3 below for potential impacts to Doc Karelas Drive AADT Service Volume were obtained from page 94 of the 2023 FDOT Multimodal Quality/Level of Service Handbook. AADT 2025 was obtained from FDOT Florida Traffic Online (2025). Because Doc Karelas Drive is not included in the FDOT database, an existing traffic volume of approximately 2,150 vehicles per day was reasonably estimated for planning purposes by applying 10 percent of the 2025 AADT (21,500) reported for the adjacent SR 26 corridor, reflecting the roadway's function as a local collector serving nearby development. Any required roadway modifications will be evaluated during the Site/Development Plan review phase. Coordination with the Florida Department of

Transportation (FDOT) will only be required if impacts to SR 26 are identified. Improvements necessary to support the proposed development will be the responsibility of the developer and designed in accordance with City of Newberry requirements, and FDOT requirements if applicable.

Table 3. Potential Roadway Impacts

Roadway Segment	Adopted (LOS) Standard	Functional Classification	AADT Service Volumes	AADT 2025	Projected AADT	Residual Capacity
Doc Karelas Drive	D	Minor Collector	18,000	2,150	217	15,633

Approval of this application will not cause this segment of Doc Karelas Drive to exceed the adopted LOS standard target.

Sanitary Sewer Impact

Based on coordination with the City, sanitary sewer service is anticipated to be provided via an on-site grinder pump system that discharges to the existing City gravity sewer manhole located across SW 246th Terrace (approximate invert elevation 76.54, rim elevation 80.0). The City has indicated that the existing facilities serving the site would be abandoned and replaced with a larger grinder station, with a plug valve at the lot line establishing the demarcation between private and City facilities, and that the connection is to be made to the gravity manhole rather than to the Doc Karelas Drive force main. Please see Table 4 for the potential sanitary sewer impact.

Table 4. Potential Impact on Sanitary Sewer

Land Use	Maximum Unit	Generation Rate	Average Estimated Demand (GPD)
Animal Hospital	4	250 gallons per practitioner	1,000
Small Office	5,000	15 gallons per 100 S.F.	750
Variety Store	4	200 gallons per bathroom	800
Fast Casual Restaurant	50	40 gallons per seat	2,000
Pharmacy/Drugstore without Drive-Through Window	2	200 gallons per bathroom	400
Total Demand	**-**	**-**	990

Approval of this application will increase the site's projected demand on the City's sanitary sewer system however; it is not anticipated to reduce service below the adopted LOS. The City continues to plan and implement system improvements to support future growth, and any necessary capacity will be addressed prior to development approval. Final concurrency will be confirmed through the City's standard process, including execution of a capacity agreement and payment of applicable wastewater development fees.

Potable Water Impact

Potable water is available via the existing 6-inch City water main located along SW 246th Terrace and Doc Karelas Drive. Water infrastructure will be further evaluated, designed, and permitted at the time of development plan approval to meet domestic demand and fire flow requirements. As shown in Table 5, projected demands assume a 1:1 relationship between water usage and sewer generation.

Table 5. Potential Impact on Potable Water

Land Use	Maximum Unit	Generation Rate	Average Estimated Demand (GPD)
Animal Hospital	4	250 gallons per practitioner	1,000
Small Office	5,000	15 gallons per 100 S.F.	750
Variety Store	4	200 gallons per bathroom	800
Fast Casual Restaurant	50	40 gallons per seat	2,000
Pharmacy/Drugstore without Drive-Through Window	2	200 gallons per bathroom	400
Total Demand	**-**	**-**	990

Approval of this application will increase the site's projected demand on the City's potable water system however; it is not anticipated to reduce service below the adopted LOS. The City continues to plan and implement system improvements to support future growth, and any necessary capacity will be addressed prior to development approval. Final concurrency will be confirmed through the City's standard process, including execution of a capacity agreement.

Solid Waste Impact

Solid waste generation estimates are based on data from the Florida Department of Environmental Protection (FDEP) 2024 Municipal Solid Waste Report. The reported commercial tonnage for Alachua County was converted to pounds and then normalized to an estimated countywide nonresidential building area to establish a square-foot-based rate. Based on this approach, a generation rate of approximately 15.2 pounds per 1,000 square feet per day was derived and is used for the projections shown in Table 6 below.

Table 6. Potential Impact on Solid Waste

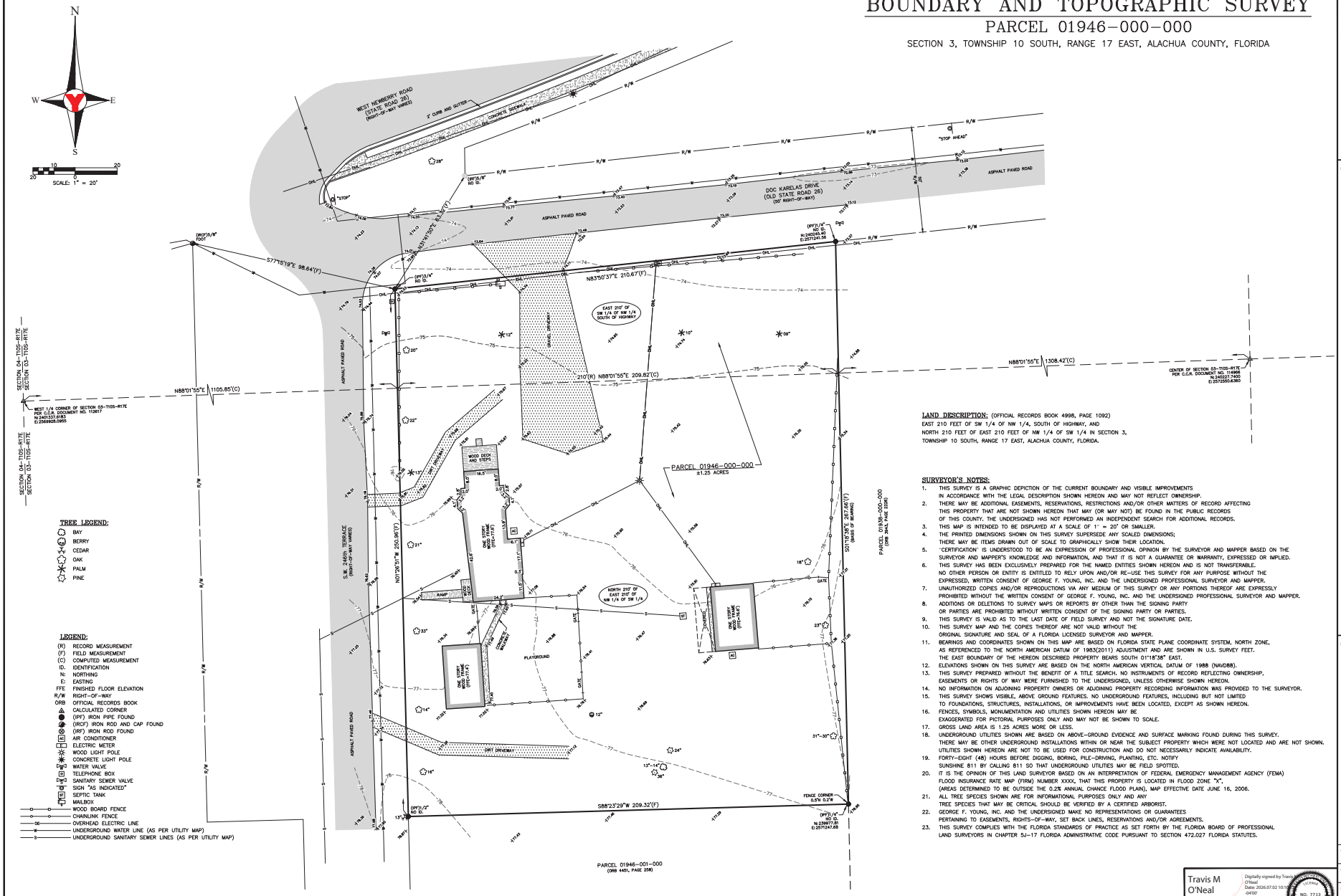
Land Use	Maximum Unit	Generation Rate	Tons Per Year
Nonresidential	5,000 S.F.	15.2 lbs per 1,000 S.F. per year x (365 days/2,000 lbs)	76
Leveda Brown Environmental Park Capacity			20 Years

According to Objective 1.4 of the Solid Waste Element, the County will utilize the Leveda Brown Environmental Park as a centralized solid waste facility with sufficient capacity to manage waste for the next 20 years. Approval of this application will increase the site's projected demand for public facilities however; it is not anticipated to reduce service below the adopted LOS. The City continues to plan and implement system improvements to support future growth, and any required capacity will be addressed at the time of development approval. Final concurrency will be confirmed through the City's standard process, including execution of a capacity agreement.

BOUNDARY AND TOPOGRAPHIC SURVEY

PARCEL 01946-000-000

SECTION 3, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA



TREE LEGEND:

- BAY
- BERRY
- CEDAR
- OAK
- PALM
- PINE

LEGEND:

- (R) RECORD MEASUREMENT
- (F) FIELD MEASUREMENT
- (C) COMPUTED MEASUREMENT
- ID. IDENTIFICATION
- N: NORTHING
- E: EASTING
- FFE FINISHED FLOOR ELEVATION
- R/W RIGHT-OF-WAY
- ORB OFFICIAL RECORDS BOOK
- CALCULATED CORNER
- (IPF) IRON PIPE FOUND
- (IRCF) IRON ROD AND CAP FOUND
- (IRF) IRON ROD FOUND
- AIR CONDITIONER
- ELECTRIC METER
- WOOD LIGHT POLE
- CONCRETE LIGHT POLE
- WATER VALVE
- TELEPHONE BOX
- SANITARY SEWER VALVE
- SIGN "AS INDICATED"
- SEPTIC TANK
- MAILBOX
- WOOD BOARD FENCE
- CHAINLINK FENCE
- OE OVERHEAD ELECTRIC LINE
- UNDERGROUND WATER LINE (AS PER UTILITY MAP)
- UNDERGROUND SANITARY SEWER LINES (AS PER UTILITY MAP)

LAND DESCRIPTION: (OFFICIAL RECORDS BOOK 4998, PAGE 1092)
EAST 210 FEET OF SW 1/4 OF NW 1/4, SOUTH OF HIGHWAY, AND NORTH 210 FEET OF EAST 210 FEET OF NW 1/4 OF SW 1/4 IN SECTION 3, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA.

SURVEYOR'S NOTES:

1. THIS SURVEY IS A GRAPHIC DEPICTION OF THE CURRENT BOUNDARY AND VISIBLE IMPROVEMENTS IN ACCORDANCE WITH THE LEGAL DESCRIPTION SHOWN HEREON AND MAY NOT REFLECT OWNERSHIP.
2. THERE MAY BE ADDITIONAL EASEMENTS, RESERVATIONS, RESTRICTIONS AND/OR OTHER MATTERS OF RECORD AFFECTING THIS PROPERTY THAT ARE NOT SHOWN HEREON THAT MAY (OR MAY NOT) BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY. THE UNDERSIGNED HAS NOT PERFORMED AN INDEPENDENT SEARCH FOR ADDITIONAL RECORDS.
3. THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 20' OR SMALLER.
4. THE PRINTED DIMENSIONS SHOWN ON THIS SURVEY SUPERSEDE ANY SCALED DIMENSIONS; THERE MAY BE ITEMS DRAWN OUT OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION.
5. "CERTIFICATION" IS UNDERSTOOD TO BE AN EXPRESSION OF PROFESSIONAL OPINION BY THE SURVEYOR AND MAPPER BASED ON THE SURVEYOR AND MAPPER'S KNOWLEDGE AND INFORMATION, AND THAT IT IS NOT A GUARANTEE OR WARRANTY, EXPRESSED OR IMPLIED.
6. THIS SURVEY HAS BEEN EXCLUSIVELY PREPARED FOR THE NAMED ENTITIES SHOWN HEREON AND IS NOT TRANSFERABLE. NO OTHER PERSON OR ENTITY IS ENTITLED TO RELY UPON AND/OR RE-USE THIS SURVEY FOR ANY PURPOSE WITHOUT THE EXPRESSED, WRITTEN CONSENT OF GEORGE F. YOUNG, INC. AND THE UNDERSIGNED PROFESSIONAL SURVEYOR AND MAPPER.
7. UNAUTHORIZED COPIES AND/OR REPRODUCTIONS VIA ANY MEDIUM OF THIS SURVEY OR ANY PORTIONS THEREOF ARE EXPRESSLY PROHIBITED WITHOUT THE WRITTEN CONSENT OF GEORGE F. YOUNG, INC. AND THE UNDERSIGNED PROFESSIONAL SURVEYOR AND MAPPER.
8. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
9. THIS SURVEY IS VALID AS TO THE LAST DATE OF FIELD SURVEY AND NOT THE SIGNATURE DATE.
10. THIS SURVEY MAP AND THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
11. BEARINGS AND COORDINATES SHOWN ON THIS MAP ARE BASED ON FLORIDA STATE PLANE COORDINATE SYSTEM, NORTH ZONE, AS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983(2011) ADJUSTMENT AND ARE SHOWN IN U.S. SURVEY FEET. THE EAST BOUNDARY OF THE HEREON DESCRIBED PROPERTY BEARS SOUTH 01°18'38" EAST.
12. ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
13. THIS SURVEY PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH. NO INSTRUMENTS OF RECORD REFLECTING OWNERSHIP, EASEMENTS OR RIGHTS OF WAY WERE FURNISHED TO THE UNDERSIGNED, UNLESS OTHERWISE SHOWN HEREON.
14. NO INFORMATION ON ADJOINING PROPERTY OWNERS OR ADJOINING PROPERTY RECORDING INFORMATION WAS PROVIDED TO THE SURVEYOR.
15. THIS SURVEY SHOWS VISIBLE, ABOVE GROUND FEATURES. NO UNDERGROUND FEATURES, INCLUDING BUT NOT LIMITED TO FOUNDATIONS, STRUCTURES, INSTALLATIONS, OR IMPROVEMENTS HAVE BEEN LOCATED, EXCEPT AS SHOWN HEREON.
16. FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
17. GROSS LAND AREA IS 1.25 ACRES MORE OR LESS.
18. UNDERGROUND UTILITIES SHOWN ARE BASED ON ABOVE-GROUND EVIDENCE AND SURFACE MARKING FOUND DURING THIS SURVEY. THERE MAY BE OTHER UNDERGROUND INSTALLATIONS WITHIN OR NEAR THE SUBJECT PROPERTY WHICH WERE NOT LOCATED AND ARE NOT SHOWN. UTILITIES SHOWN HEREON ARE NOT TO BE USED FOR CONSTRUCTION AND DO NOT NECESSARILY INDICATE AVAILABILITY.
19. FORTY-EIGHT (48) HOURS BEFORE DIGGING, BORING, PILE-DRIVING, PLANTING, ETC. NOTIFY SUNSHINE 811 BY CALLING 811 SO THAT UNDERGROUND UTILITIES MAY BE FIELD SPOTTED.
20. IT IS THE OPINION OF THIS LAND SURVEYOR BASED ON AN INTERPRETATION OF FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) NUMBER XXXX, THAT THIS PROPERTY IS LOCATED IN FLOOD ZONE "X", (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN), MAP EFFECTIVE DATE JUNE 16, 2006.
21. ALL TREE SPECIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND ANY TREE SPECIES THAT MAY BE CRITICAL SHOULD BE VERIFIED BY A CERTIFIED ARBORIST.
22. GEORGE F. YOUNG, INC. AND THE UNDERSIGNED MAKE NO REPRESENTATIONS OR GUARANTEES PERTAINING TO EASEMENTS, RIGHTS-OF-WAY, SET BACK LINES, RESERVATIONS AND/OR AGREEMENTS.
23. THIS SURVEY COMPLIES WITH THE FLORIDA STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027 FLORIDA STATUTES.

Travis M O'Neal
Digitally signed by Travis M O'Neal
Date: 2026.07.02 16:13:04 -04'00'
TRAVIS MICHAEL ONEAL P.S.M. #7713
DATE: 07-02-2026

REVISION	DATE

George F. Young, Inc.
408 N.W. 6TH STREET, SUITE 1N, GAINESVILLE, FL 32609
PHONE: (352) 373-3541 FAX: (352) 373-7268
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PREPARED FOR:
NEWBERRY ANIMAL HOSPITAL
24621 DOC KARELAS DRIVE
NEWBERRY, FLORIDA 32669

JOB No.	2601170003
DATE	07-02-2026
SCALE	1" = 20'
SHEET	1 OF 1

File Attachments for Item:

7. CPA 26-17: Small Scale Future Land Use Amendment from Agriculture to Commercial.

Legislative, Petition CPA 26-17. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Agriculture to Commercial on 14.86 acres, identified as tax parcel number 01928-000-000.

Planning & Zoning Board Agenda Item

Meeting Date:	October 5, 2026
Title:	CPA 26-17: Small Scale Future Land Use Amendment from Agriculture to Commercial. Legislative, Petition CPA 26-17. A petition of the City of Newberry, Florida, amending the Future Land Use Map in the Comprehensive Plan by changing the Future Land Use category from Agriculture to Commercial on 14.86 acres, identified as tax parcel number 01928-000-000.
Agenda Section:	Public Hearings
Department:	Community Development Department
Presented By:	Stacey Hectus, AICP, Community Development Director
Recommended Action:	1) Approve, approve with conditions, continue, or deny Petition No. CPA 26-17.

Summary:
Menadier Engineering, LLC ("Agent"), on behalf of John Palmer ("Owner"), is requesting approval of a small-scale future land use amendment from **Agriculture to Commercial** on a 14.86-acre site generally located south of State Road 26, also known as W. Newberry Road and south of the current Alachua County Agriculture and Equestrian Center and the Agriculture Technology Park.

The following approval has been granted on this parcel:

This parcel was recently annexed with Annexation 41 in September of 2026 (Ordinance 2026-33). This was a 14.86 acre enclave that is now located within the Newberry City limits.

Attachments:
1. Staff Data and Analysis Report and Comments
2. Application documents

CPA 26-17
PALMER

DATA & ANALYSIS REPORT

Small Scale Future Land Use Map Amendment

(Parcel ID 01928-000-000)

City of Newberry Local Planning Agency
October 5, 2026 Planning and Zoning Board Meeting

DATA AND ANALYSIS
FOR CPA 26-17 (Palmer)

(Parcel ID 01928-000-000 Total acres = ±14.86 acres)

The following data and analysis are provided to support the transmittal of the below proposed large scale comprehensive plan amendment:

CPA 26-17, a request by Menadier Engineering, LLC ("Agent") on behalf of John Palmer, ("Owner") to amend the future land use map of the Comprehensive Plan by changing the future land use classification **from Alachua County Agriculture to City of Newberry Commercial** for a site containing ±14.86 acres identified on the map below ("FLUMA"). This parcel was recently annexed into the City of Newberry in September 2026.

The property is generally located south of SR 26 (W. Newberry Road) generally across the street from the Alachua County Agriculture and Equestrian Center (fka Canterbury Equestrian Showgrounds) in Section 02, Township 10 South, Range 17 East. The current zoning district is Alachua County Agricultural (A) and a companion rezoning petition has been submitted (Petition No. LDR 26-25 Palmer) which is contingent upon adoption of the FLUMA.

Parcel #: 01928-000-000

Acres: 14.86 +/-

APPLICANT:	Menadier Engineering, LLC
OWNER:	John Palmer
PURPOSE:	Small-scale FLUMA for a future commercial development
LOCATION:	22807 W Newberry Road
PARCEL(S:)	01928-000-000
EXISTING USES:	Homesteaded Single Family Residential

BOUNDARY MAP

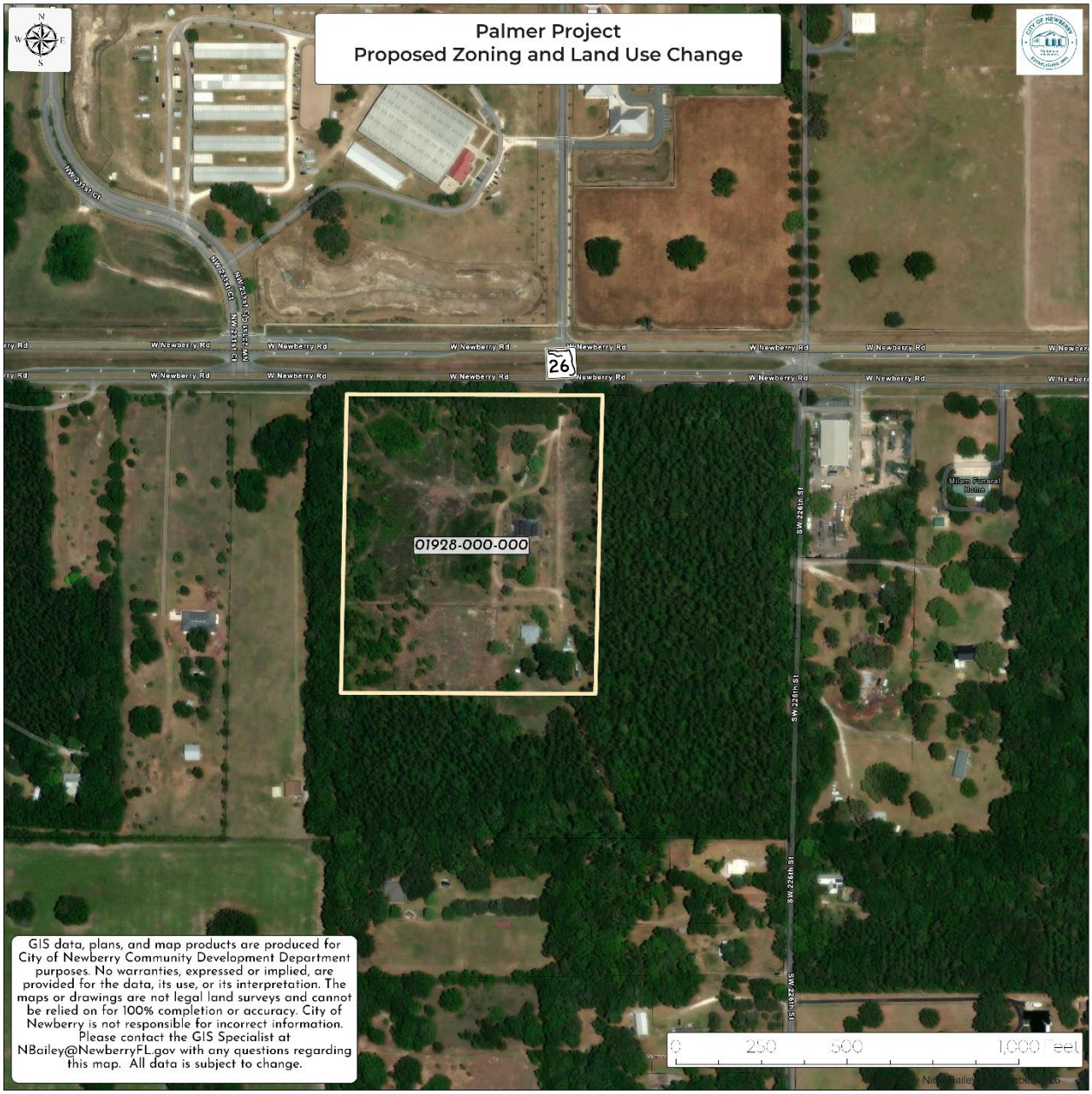


Figure 1: Aerial imagery of subject property with parcel overlay.

CURRENT FUTURE LAND USE MAP

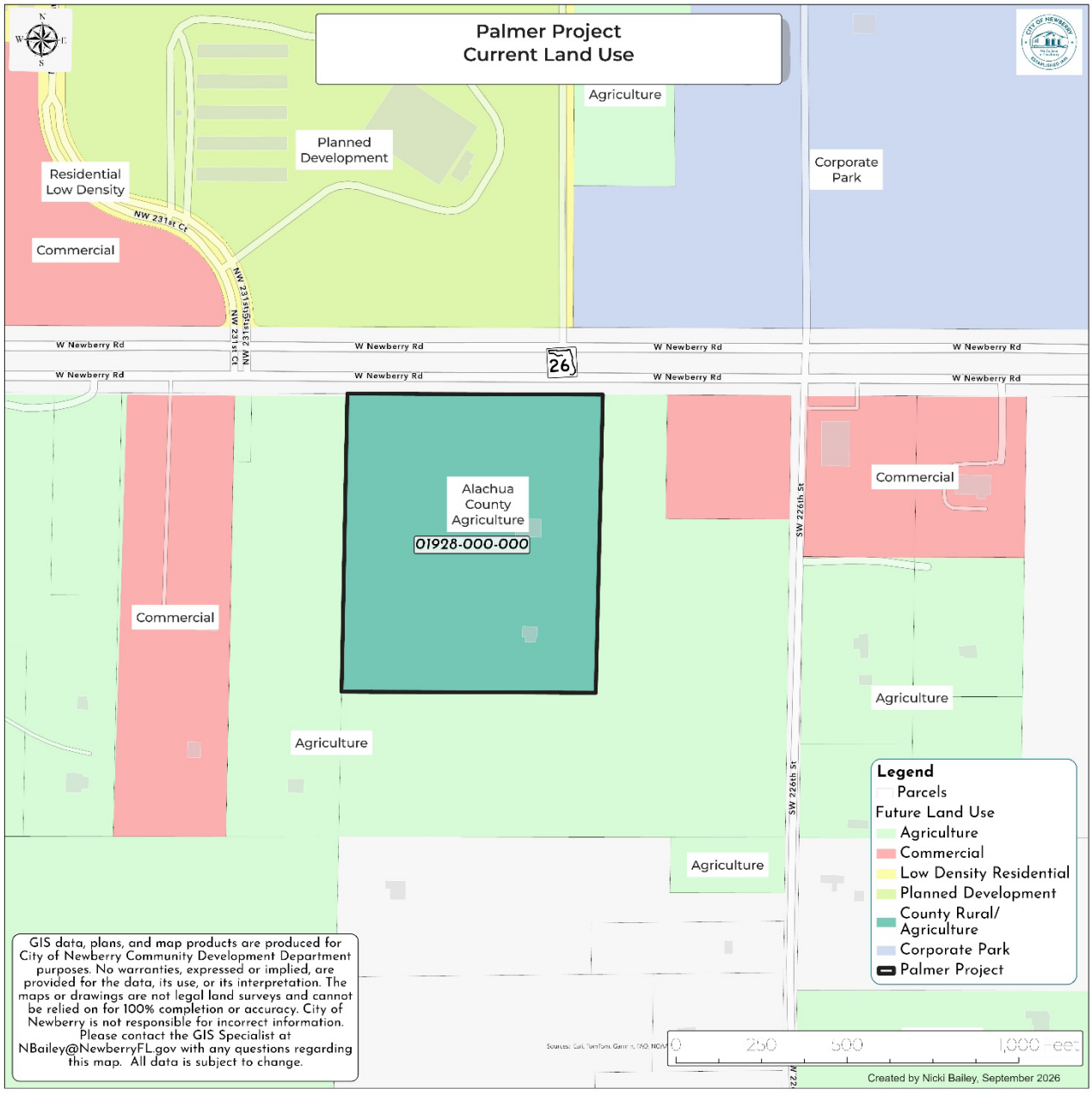


Figure 2: Subject property with Alachua County Agriculture FLU classification.

PROPOSED FUTURE LAND USE MAP

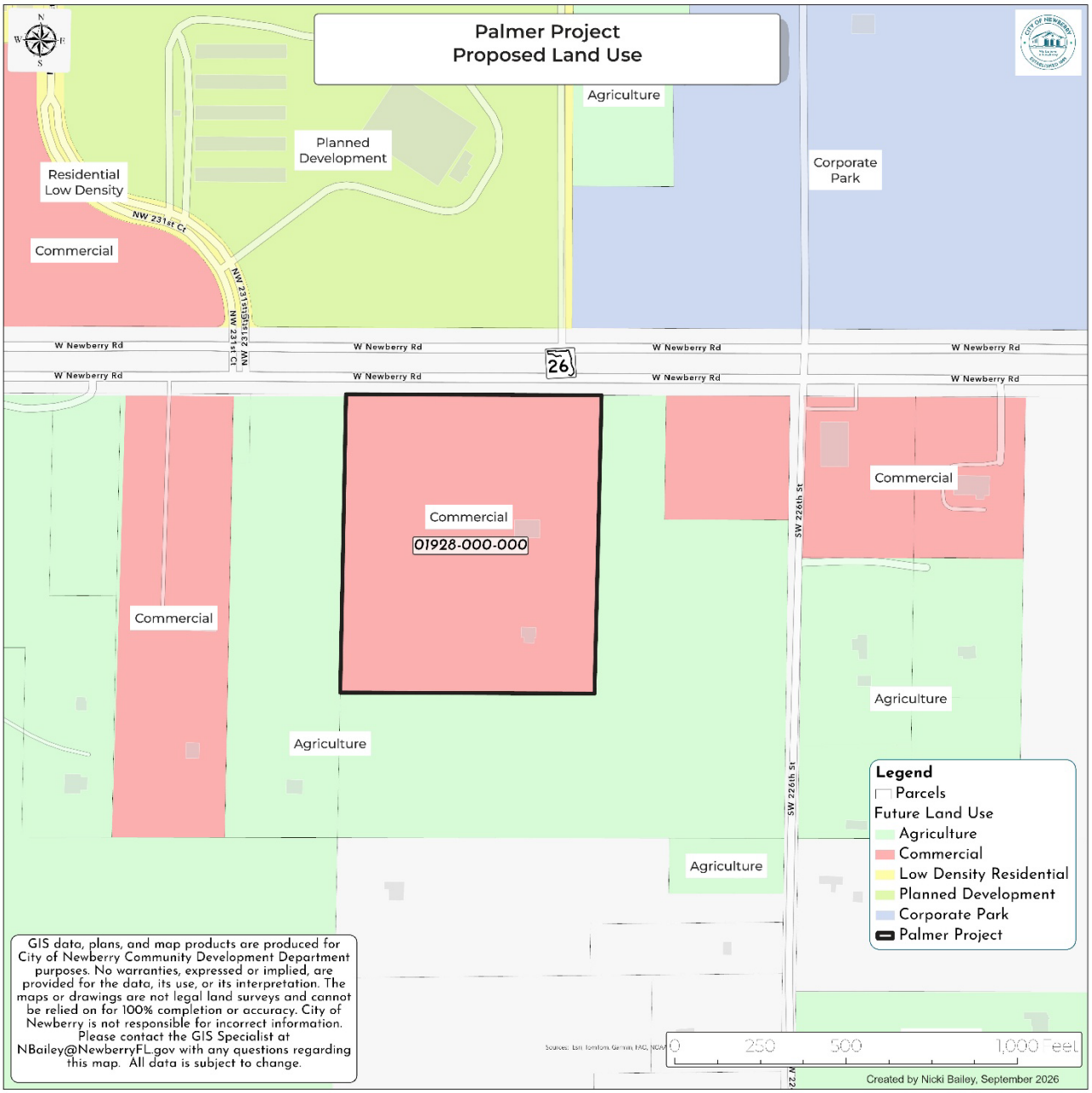


Figure 3: Subject property with proposed Commercial FLU classification.

SURROUNDING FUTURE LAND USE CLASSIFICATIONS AND ZONING DESIGNATION

Table 1: List of Adjacent Future Land Uses, Existing Uses and Zoning

Direction	Future Land Use Designation	Zoning Designation
North	SR 26 (W. Newberry Road), Alachua County Agriculture and Equestrian Center, IFAS and Corporate Park	Planned Development for the Alachua County Agriculture and Equestrian Center (fka Canterbury)
East	Agriculture – Timber Use Code (05500)	Agricultural (A)
South	Agriculture	Agricultural (A)
West	Agriculture, Single-family residential non-homesteaded. New manufactured home installed July 2026.	Agricultural (A)

Those uses on and abutting the subject property are generally compatible with the proposed FLUMA. Table 1 above provides the adjacent future land uses and existing uses with the zoning designations of the lands. The surrounding uses are agricultural, Ag-Tech, rural residential and planned development in nature and have a mix of residential and agriculture. This commercial request is in keeping with the commercial nature of this corridor heading from downtown Newberry east to CR 202. This parcel is located in the Urban Service Area and Gateway Overlay District primarily in Zone 2. There have been some recent changes to other land uses to commercial in this area as well as changes to planned development with a mix of residential and commercial as part of those Planned Developments. Some of those recent changes are to the Tanglewood PD, Highland Park PD, All Florida Fencing Commercial Land Use and Zoning change, as well as another Land Use and Zoning change to Commercial two parcels to the west by Hawley Family Holdings. Additionally, there are other commercial changes that have occurred in the same vicinity on the north side of SR 26 (W. Newberry Road). Those are the Sapp Commercial land use change and rezoning on 50 acres fronting SR 26 (W. Newberry Road), the rezoning of the Agriculture Technology Park across the street and two other commercial changes at CR 202 and SR 26 (W. Newberry Road) either in progress or just completed also by the Hawley Family and Cell Ag Land, LLC.

EXISTING CONDITIONS, PROPOSED USES, AND ENCUMBRANCES

The Alachua County Property Appraiser identifies the property's taxable use as Timber (05500). However, it is a homestead residence as well. The subject property is located within the Clay Electric service area. Access is proposed from State Road 26 (W. Newberry Road), which is under Florida Department of Transportation jurisdiction and functions as a rural principal arterial roadway, designated hurricane evacuation route, and part of Florida's Strategic Intermodal System (SIS). The SIS consists of transportation facilities identified by the State as having particular importance to Florida's economy, mobility, and interregional travel. The site is entirely within the city's Urban Service Area and is located within the Gateway Overlay District.

The proposed change to the land use classification of Commercial from Agriculture would allow a variety of uses and commercial zoning districts to be considered. Accompanying the application for the FLUMA is a rezoning application to Commercial, Intensive (CI) zoning districts (see Appendix B, Article 4, Section 4.14, CNCO). This district allows for those uses permitted in Commercial, Intensive (CI) zoning district as well as additional uses permitted by-right and special exception. The district provides higher intensity auto-oriented uses and other uses which generally do not cater to pedestrians. The petition provides a level of service analysis for potential trips generated, in an illustrative development program. More details on actual levels of development and related impacts will be known at the time of the site and development plan submittal. When land use change requests are presented to the Board and Commission they must understand that anything within that land use or zoning category could potentially be developed on the site in question.

Under current land use classification, Agriculture allows a density up to 1 unit per 5 acres or an intensity of a 0.75 floor area ratio by-right. Higher densities are permitted under certain conditions but are not applicable to this analysis. The 14.86-acre subject property currently has a maximum residential density of 2.00 dwelling units under the Agriculture future land use classification. For parcels that are at least 10 acres but less than 20 acres in size, the maximum allowable nonresidential intensity is a Floor Area Ratio (FAR) of 0.50 with the Commercial Future Land Use designation.

Under the proposed Commercial future land use classification, the City of Newberry Comprehensive Plan allows a maximum Impervious Surface Ratio (ISR) of 80 percent. Residential development is not permitted by right within the Commercial future land use classification; however, residential development may be authorized pursuant to applicable State preemptions for affordable housing, including the Live Local Act, as amended.

The Property is located within the Urban Service Area (USA) which allows for land use and zoning designations which encourages suburban/urban development patterns and requires such services as potable water and wastewater connections, improved road surfaces, multi-modal facilities, as well as solid waste removal and other municipal services.

State Road 26 corridor is a Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS). FDOT policies provide guidance, reporting, and funding for the SIS network. FDOT describes the SIS initiative as follows: *The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the most significant facilities for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.*

Level of Service Analysis

The findings below represent a general analysis of potential impacts based on purported levels of development as provided in the petition. Concurrency evaluations will be reassessed during application review and additional analyses, studies, or evaluations of infrastructure may be required at that time.

Impacts above and beyond available capacity must be mitigated at the time the impact is created. Notwithstanding impacts generated at time of development plan review.

Traffic Analysis

The proposed land use plan amendment creates additional impacts on regional road segments not under jurisdictional control or maintenance agreement by the city, and development may necessitate expansion or enhancement of those facilities. The Agent has provided a trip analysis in their justification report based on the ITE Trip Generational Manual 11th Edition based on an anticipated level of development. Staff find the identified proposed uses would be consistent with development patterns for rural satellite communities across the State of Florida. This finding does not represent consent or acceptance of these uses by the City and solely represents their use for the purposes of analysis. The anticipated uses are as follows:

Table 2. Potential Net Trip Generation

Land Use	ITE LU Code	IV (per 1000 S.F. GFA)	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Retail	822	6.50	354	15	9	6	43	21	22
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			354	15	9	6	43	21	22
Office	712	6.50	94	11	9	2	14	5	9
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			94	11	9	2	14	5	9
Bank	912	10.00	1004	100	58	42	210	105	105
Pass-by Trips – 29%			291	29	17	12	61	30	30
Net New Trips (applying pass-by reduction factor)			713	71	41	30	149	75	75
Fast-Food w/ Drive Through Window	934	6.50	3039	290	148	142	215	112	103
Pass-by Trips – 55%			1671	160	81	78	118	62	57
Net New Trips (applying pass-by reduction factor)			1368	130	67	64	97	50	46
Health Facility	720	10.00	360	31	24	7	39	12	27
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			360	31	24	7	39	12	27
Total Net New Trips			**2829**	**258**	**150**	**109**	**342**	**163**	**179**

The table provided below by the applicant indicates that the proposed development is not anticipated to cause this segment of SR 26 (W. Newberry Road) to exceed the adopted Level of Service (LOS) standard.

Table 3. Potential Roadway Impacts

Roadway Segment	Adopted (LOS) Standard	Functional Classification	AADT Service Volumes	AADT 2025	Projected AADT	Residual Capacity
SR 26/Newberry Road From: Newberry Lane To: 170th Street/East city Limit	C	Principal Arterial-Other Rural	45,800	21,500	2,829	21,471

Potable Water and Wastewater Analysis

Potable water and wastewater services are available and are in proximity to the site. The justification report calculates a total potable water demand of 7,155 gallons per day; and wastewater capacity demand of the same, 7,155 gallons per day. The program presented was illustrative so actual capacity will be determined upon site and development plan of the actual proposed program on the site at the time of development. Due to the proposed water/wastewater generation calculation above water and wastewater modeling will be required prior to site and development/construction plan approval.

In accordance with the Infrastructure Element (Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge) of the Comprehensive Plan, the City shall safely, efficiently, and in an environmentally sound manner provide an acceptable level of service for its population. Available capacity to serve new development will be evaluated at the time of construction plan review. For all proposed development of the subject property, capacity shall be reserved on a first-come, first-served basis. Further information is needed regarding exact development before the City is able to make a determination that sufficient capacity exists to serve the site. Additional studies, upsizing of utility lines, and other necessary information and improvements pertinent to maintaining an adequate level of service may be required at the time of development plan review.

The issuance of a water service permit or contract by the City of Newberry does not create vested rights or guarantee water service. Connections to the City's water system will only be allowed if lawful and compliant with all applicable permits, licenses, restrictions, court orders, or agency directives, and are subject to the City's comprehensive plan, ordinances, policies, and water use permits. The applicant or developer waives any claims against the City for refusal or inability to provide service due to such requirements, and service remains contingent on all applicable rates, fees, and charges. This provision does not waive any valid, preexisting contractual rights.

Parks and Open Spaces Analysis

The proposed land use classification does not permit residential by-right or by special exception, therefore, no impacts to park and open space are anticipated to be generated by development of the subject property.

School Concurrency Analysis

Not applicable as this is non-residential development.

Electrical Services Analysis

The subject property lies with the Clay Electric service areas. Capacity to serve the additional nonresidential uses will be determined by the utility provider at time of development plan review.

Solid Waste Analysis

Since the program is illustrative in nature a more definitive LOS related to non-residential solid waste will have to be determined at the site and development/construction plan phase. Staff does not find issue with the applicant's assumptions located in their application. However, solid waste services by nonresidential uses shall be obtained through private contract and are not evaluated in this report.

COMPREHENSIVE PLAN COMPLIANCE

This section shall analyze the proposed level of development, cite supporting and/or, if applicable, conflicting goals objectives and policies from the City of Newberry Comprehensive Plan. The intent of this section is to demonstrate compliance with the Comprehensive Plan and identify any conflicts with the comprehensive plan. The analysis provided in this section does not contemplate other developments adopted or under review.

The Future Land Use Element of the City of Newberry Comprehensive Plan defines the Commercial land use classification as follows:

Commercial

The Commercial land use category consists 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 Comprehensive Plan, and other similar uses compatible with commercial uses, may be approved as exceptions. All principal uses and special exceptions shall be limited to an intensity of 80% Impervious Surface Ratio (ISR), which includes all impervious surfaces, not only structures.

FLU GOAL 5: Reinforce the USA as a template, vehicle, and principle to focus growth and prevent suburban sprawl.

Objective 3.2.1 The City's Land Development Regulations (LDRs) shall contain design and development standards based on and consistent with the following FLU categories and corresponding general ranges of densities and intensities

FLU POLICY 5.1.1: The City's USA is intended to accomplish the following:

1. Limit the location of high density residential, high intensity commercial, and heavy industrial uses;

2. Direct growth from the City's core outward to encourage infill development and redevelopment, resulting in compact and contiguous urban densities and intensities;
3. Establish the urban edge by defining the boundary that new public services may be extended to adequately serve development;
4. Encourage retention of the rural area; and
5. Clearly delineate where current development exists and future growth is planned or desired.

TRAN OBJECTIVE 1.1: The city has established a safe, convenient, and efficient Level of Service (LOS) standard which shall be maintained for all roadways.

To comply with TRAN OBJECTIVE 1.1, a commercial development with auto-oriented outparcels would need to demonstrate through a comprehensive Traffic Impact Study (TIS) that the projected traffic generated by the development, including the outparcels, will not degrade the existing Level of Service (LOS) of surrounding roadways below the established city standards. This TIS would identify potential congestion points, particularly at intersections and access points, and propose mitigation measures such as additional turn lanes, signal timing adjustments, internal circulation improvements, or access management strategies to ensure traffic flows safely and efficiently. Furthermore, while focused on auto-orientation, the development should also consider and integrate safe and convenient multimodal access where feasible, aligning with modern transportation planning principles that acknowledge the needs of pedestrians, bicyclists, and potentially transit users, thereby contributing to an overall efficient and safe transportation system.

Infrastructure Element: Goal IV-1: Ensure the provision of public facilities in a timely, orderly efficient and environmentally sound manner at an acceptable level of services for the city's population.

Impact Fees/Development Fees

The City has adopted and implemented impact fees for transportation and public buildings. The City has adopted and implemented development fees for water and wastewater service. Impact and development fees do not represent the complete cost to provide new or enhanced facilities. Further analysis of impact and capacity availability of existing facilities will be determined at the time of development plan, platting or construction plan review.

FINDINGS

Staff has determined that the proposed amendment to the Future Land Use Map is consistent with the City of Newberry Comprehensive Plan, Land Development Regulations, and the 2022 Strategic Plan. This land use change does not, in itself, grant development entitlements; such entitlements would be established only through subsequent rezoning of the property (companion application LDR 26-25).

September 15, 2026, Stacey Hectus, AICP, Community Development Department

MENADIER ENGINEERING

REZONING & FLU AMENDEMENT APPLICATION - JUSTIFICATION NARRATIVE

FOR

PALMER PROPERTY

CITY OF NEWBERRY, FLORIDA

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1. Statement of Proposed Change

The purpose of this application is to request a Small-Scale Comprehensive Plan Amendment (CPA) and concurrent rezoning for the approximately 14.86-acre Palmer property (Parcel ID: 01928-000-000). The property is currently located in unincorporated Alachua County, within the City of Newberry Urban Service Area, and fronts State Road 26 (SR 26/Newberry Road). The requests are contingent upon completion of annexation into the City. Following annexation, the application proposes to amend the property from Agriculture to Commercial Future Land Use and to rezone it from Agriculture to Commercial, Intensive (CI). Any future development would require Site and Development Plan approval and all other applicable permits before construction.

The requested designations are appropriate based on the property's location along the eastern SR 26 corridor and the evolving development pattern in this area. Although the parcels immediately east, south, and west retain Agriculture land use and zoning designations – with some containing existing residential homes - the broader corridor contains an established and expanding concentration of nonresidential and planned development. Nearby uses and entitlements include the existing equestrian center, the planned Newberry AgriFoodTech Innovation Park, the recently rezoned Hawley commercial property, the Highland Park Planned Development and its planned commercial frontage, and other existing commercial properties along SR 26. The amendment would therefore establish a logical commercial site along a principal arterial rather than create an isolated commercial designation.

No specific end user or site plan is proposed with these legislative applications. The Commercial Future Land Use category and CI zoning district would establish the range of uses that may be considered on the property, subject to the use limitations and development standards of the Land Development Regulations. For concurrency planning only, Section 4 evaluates an illustrative commercial development program of approximately 40,000 square feet. That assumption is not a development cap, commitment, or approval of a particular use. The ultimate use, building area, layout, access, and supporting improvements may change and will be evaluated through the City's Site and Development Plan review process.

Table 1 and Figures 1–4 show the current and proposed zoning and FLU designations for the site and the adjacent properties.

Table 1. Adjacent Zoning Districts and FLU Designations

Direction	Zoning Districts	FLU Designations
North	SR 26 ROW / PD and AT (across SR 26)	SR 26 ROW / Planned Development and Corporate Park
East	A (Agricultural)	Agriculture
South	A (Agricultural)	Agriculture
West	A (Agricultural)	Agriculture

Figure 1. Existing Future Land Use

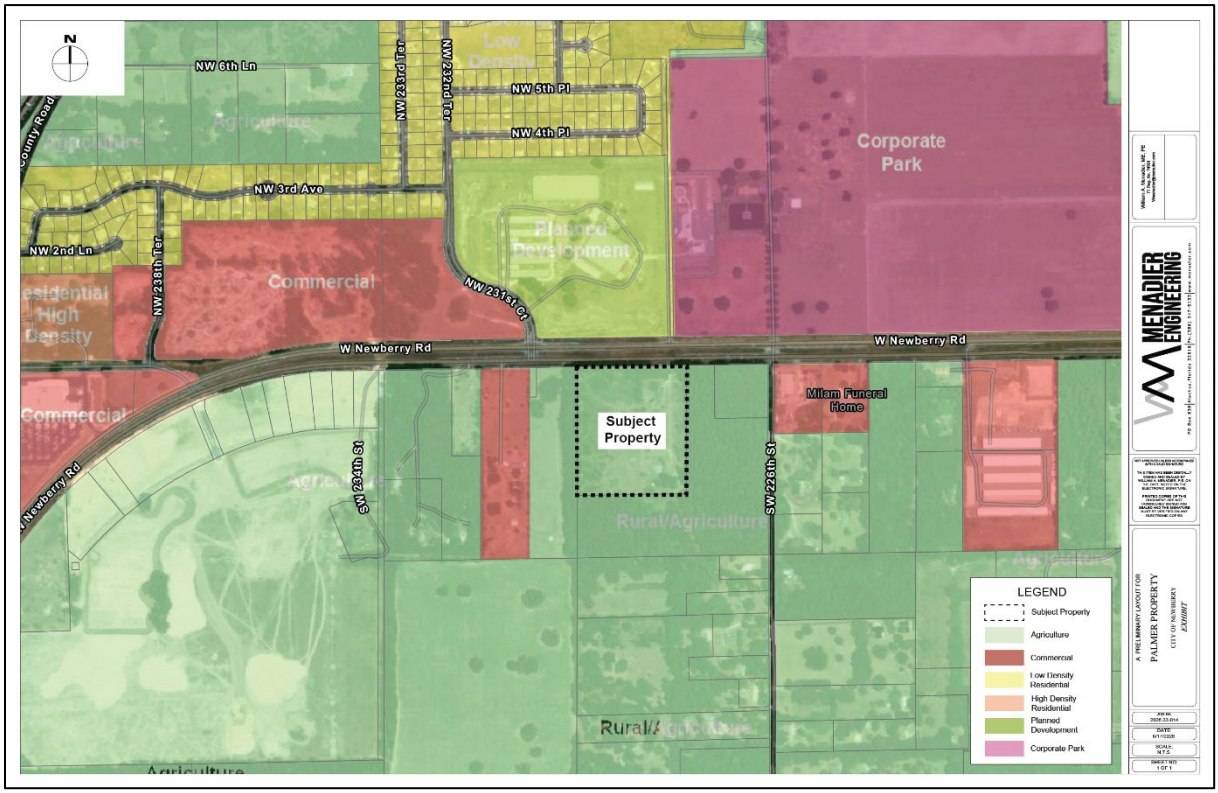


Figure 2. Proposed Future Land Use

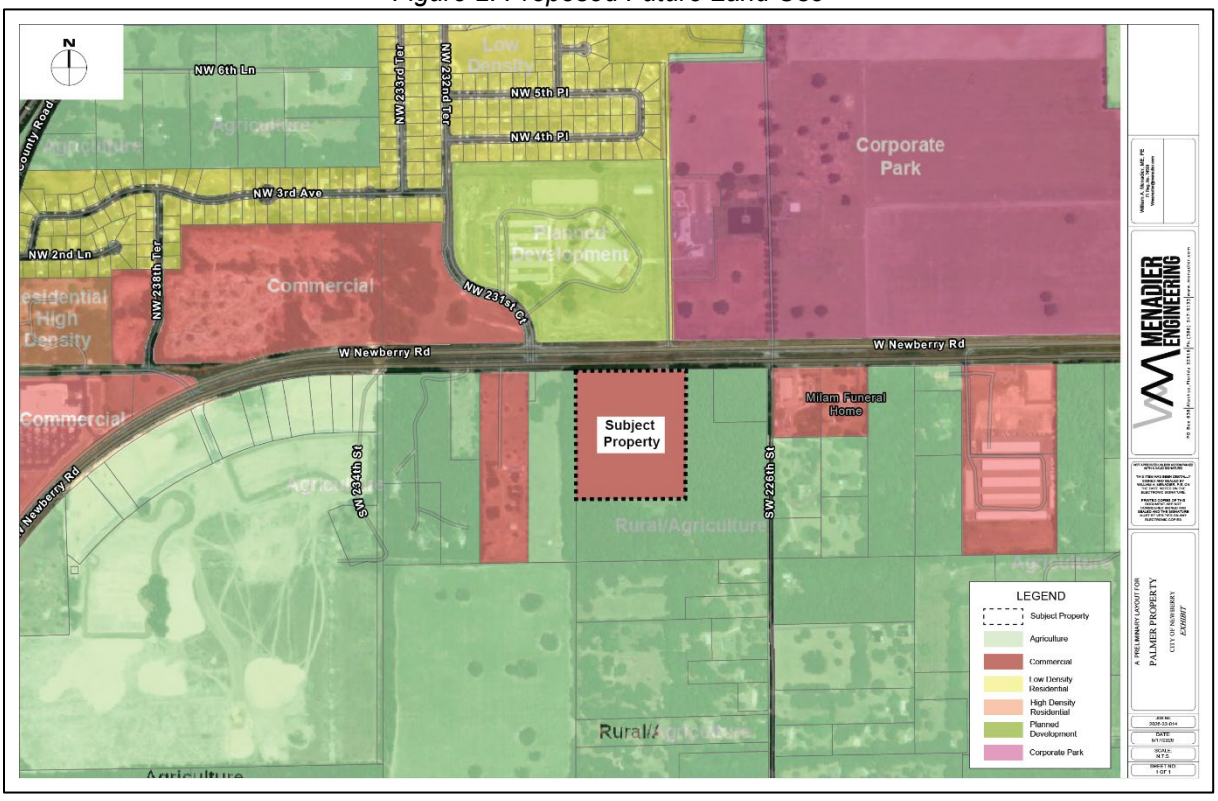


Figure 3. Existing Zoning District

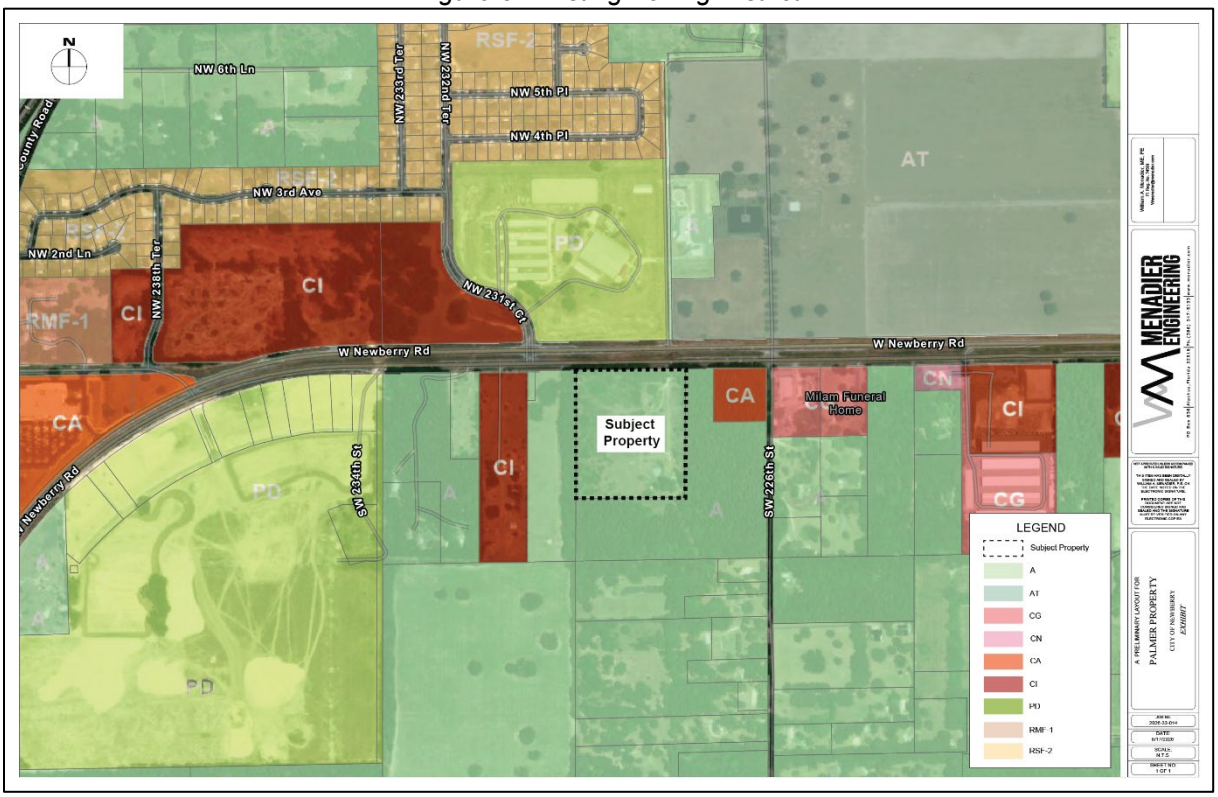
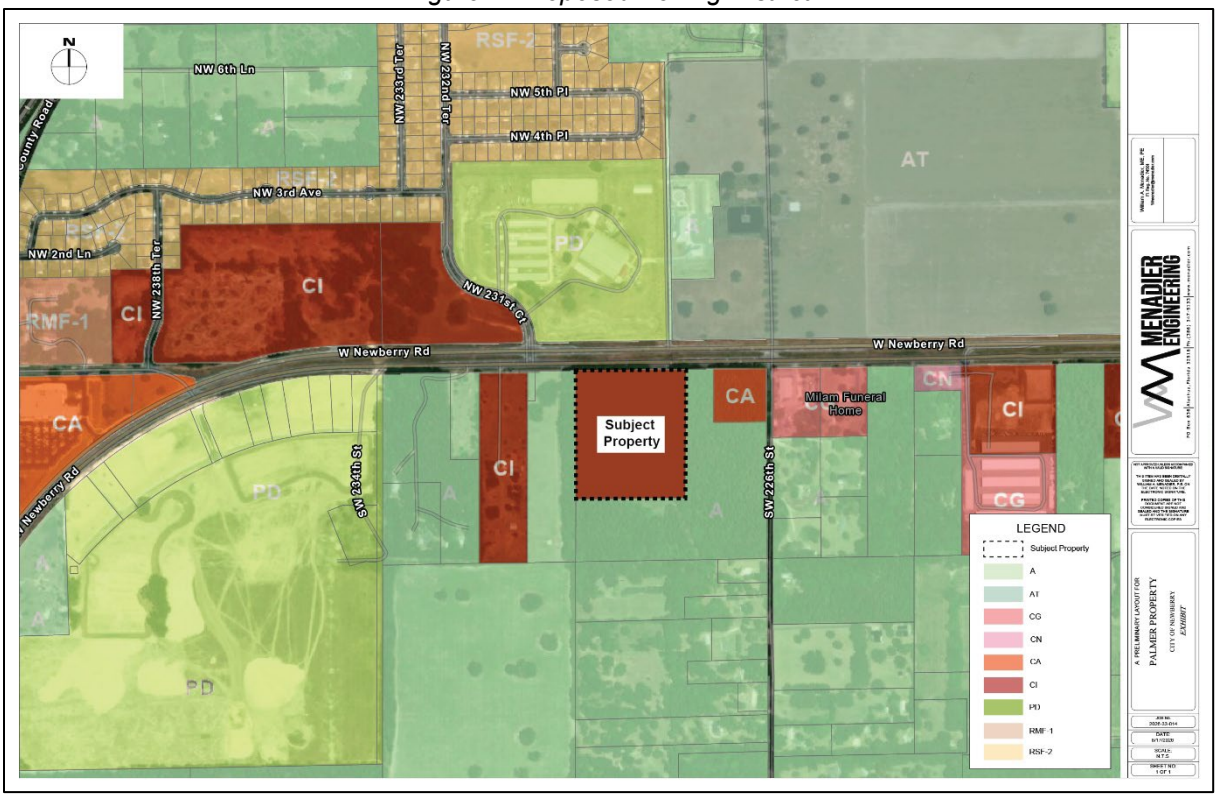


Figure 4. Proposed Zoning District



2. Comprehensive Plan Consistency

The following analysis identifies specific Goals, Objectives, and Policies from the Comprehensive Plan and explains how the proposed Commercial Future Land Use amendment and associated CI rezoning aligns with each.

Article I. – Future Land Use Element

"FLU OBJECTIVE 2.1: The City shall ensure appropriate land use allocations, LDRs, and permitting processes to encourage land development aligned with the City's Strategic Plan.

FLU POLICY 2.1.1: The City shall continue to create a pro-business environment for desirable development by allocating appropriate land uses, partnering with local educational institutions to support a skilled workforce, and maintaining reliable infrastructure and low taxes."

The request allocates Commercial Future Land Use to a site with direct frontage on a principal arterial, within the Urban Service Area and near a growing concentration of commercial and employment-oriented development. It creates an opportunity for future businesses and services in a location with corridor visibility and access to planned or existing municipal infrastructure. Because no specific use is proposed, the appropriateness of individual uses and their site-specific impacts will be determined through the CI use standards and Site and Development Plan review.

"FLU OBJECTIVE 3.1: Create a rational and equitable distribution of land uses that make efficient use of community infrastructure such as roads, sidewalks, utilities, stormwater drainage, parks & recreation, emergency response, and public schools.

FLU POLICY 3.1.1: The City shall evaluate the existing distribution of Future Land Use (FLU) categories to ensure a rational and equitable distribution of land uses to meet future population demands within the USA, where community infrastructure is intended to support existing and future residential and non-residential uses."

The approximately 14.86-acre property lies within the Urban Service Area and fronts SR 26, where the City has planned for urban services and an interconnected pattern of development. A City water main is located north of SR 26, and a City force main is located south of SR 26 along the property's frontage. Locating additional commercial capacity in this serviced corridor supports an efficient distribution of nonresidential land and allows infrastructure needs to be evaluated and addressed as part of a coordinated development pattern.

"FLU POLICY 3.2.1: The City's Land Development Regulations (LDRs) shall contain design and development standards based on and consistent with the following FLU categories and corresponding general ranges of densities and intensities."

FLU Category	Zoning District Classification	Typical Uses	Maximum Density	Maximum Intensity
Commercial	CN, CH, CG, C-CBD, CI, CA	Retail Commercial Outlets, Service Establishments	–	80% Impervious Surface Ratio (ISR)

The requested Commercial Future Land Use category expressly identifies CI as a compatible implementing zoning district and contemplates retail commercial outlets and service establishments. Development will remain subject to the Commercial category's maximum 80 percent impervious surface ratio. For the 14.86-acre parcel, the separate CI floor area ratio standard is 0.50, as addressed in Section 3; both standards must be satisfied at Site and Development Plan review.

"FLU OBJECTIVE 4.2: The City shall establish State Road 26 and US Highway 27/41 Gateway Overlay District.

FLU POLICY 4.2.4: The LDR shall address exemptions, prohibited uses, and development standards, including, but not limited to, landscape buffer requirements along State Road 26 and US Highway 27/41 frontages, as well as enhanced architectural and site design standards."
Following annexation, the parcel will be in the East Zone 2 portion of the SR 26 Gateway Overlay District. Future development will be subject to the Overlay District's enhanced site, architectural, access, landscaping, and screening standards, including the required 50-foot roadway landscape buffer. These standards ensure that commercial development contributes to an attractive gateway, reflects Newberry's community character, and maintains compatibility as the eastern corridor develops.

"FLU GOAL 5: Reinforce the USA as a template, vehicle, and principle to focus growth and prevent suburban sprawl.

FLU POLICY 5.1.1: The City's USA is intended to accomplish the following: 1. Limit the location of high density residential, high intensity commercial, and heavy industrial uses; 2. Direct growth from the City's core outward to encourage infill development and redevelopment, resulting in compact and contiguous urban densities and intensities; 3. Establish the urban edge by defining the boundary that new public services may be extended to adequately serve development; 4. Encourage retention of the rural area; and 5. Clearly delineate where current development exists and future growth is planned or desired."
The property is inside the Urban Service Area and lies along the same SR 26 corridor where commercial, planned development, and employment-oriented uses are already established or approved. The request extends that emerging urban pattern in a contiguous manner and places future commercial intensity where centralized services can be provided, rather than outside the area planned for urban growth.

"FLU POLICY 5.2.1: The City's FLUM shall allocate amounts and types of land uses for residential, commercial, industrial, agricultural, institutional, 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.

FLU POLICY 5.6.2: The City's LDRs shall establish procedures for the review of proposed development to determine its impact on LOS standards for public facilities."
Commercial is an urban land use appropriately located within the Urban Service Area where public facilities can be extended and concurrency can be evaluated. Existing water and wastewater facilities in the SR 26 corridor provide feasible service options, while final connection design, system capacity, and any required improvements will be resolved before development approval. Section 4 provides a planning-level evaluation of the illustrative development scenario against roadway, water, wastewater, and solid-waste capacity.

Article II. – Transportation Element

"<u>*TRAN OBJECTIVE 1.1:*</u> *The city has established a safe, convenient, and efficient Level of Service (LOS) standard which shall be maintained for all roadways."*

The property fronts SR 26 within the segment extending from Newberry Lane to NW 170th Street/east city limit. Any site access, turn-lane, driveway-spacing, or other roadway improvements will be determined through Site and Development Plan review and coordinated with the Florida Department of Transportation (FDOT). The developer will be responsible for improvements required to serve the ultimate development. Based on the illustrative trip-generation analysis in Section 4, the request is not projected to cause the segment to exceed its adopted LOS standard.

"<u>*TRAN POLICY 1.1.1:*</u> *The city shall establish and maintain the Level of Service (LOS) standards as noted below at peak hour for the following roadway segments within the city. Further, such standards shall be as defined within the current FDOT "Multimodal Quality/Level of Service Handbook", 2023."*

Segment ID	Roadway Segment	Number of Lanes	Functional Classification	Area Type	Adopted (LOS) Standards
20,118	SR 26/Newberry Road, Newberry Lane to 170th Street/East city Limit	4-D	Principal Arterial-Other Rural	As established by FDOT as SIS Facility	C

SR 26 is a four-lane divided principal arterial in this location and is subject to adopted LOS C. Table 3 evaluates the illustrative project traffic against the applicable AADT service volume and the 2025 traffic count. The analysis identifies substantial residual capacity; final transportation review will be based on the actual development program and the current data and requirements in effect at Site and Development Plan review.

<u>*"TRAN POLICY 1.2.2:*</u> *The city shall limit direct access to major roadways by directing site access to local roadways, requiring cross-access among sites, and encouraging frontage roadways to lower local traffic's dependency on the major roadway network. Major roadways serving regional traffic need more access control to ensure mobility.*

<u>*TRAN POLICY 1.3.3:*</u> *The city shall require new development and redevelopment that are compatible abutting uses to interconnect with existing development through the extension of public or private streets, cross access agreements, and/or shared driveways. Cross access may include parking lot drive-aisles, sidewalks, and/or multi-use paths. Where new development and redevelopment abut vacant lands, the transportation systems shall be designed to facilitate interconnectivity with future development."*

Because the parcel fronts a State arterial and is surrounded by developing or developable parcels, access management and interconnection will be central to the future site design. The number and location of access points will be coordinated with FDOT, and vehicular and/or multimodal cross-access will be provided as required by the Gateway Overlay District unless precluded by utilities or topography.

Article IV. - Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element

"GOAL IV-1 — Ensure the provision of public facilities in a timely, orderly efficient and environmentally sound manner at an acceptable level of service for the city's population.

Objective IV.2. The city, upon adoption of this Comprehensive Plan, shall coordinate the extension of, or increase in the capacity of facilities by scheduling the completion of public facility improvements and require that they are concurrent with projected demand."

A City water main is located north of SR 26, and a City force main is located south of SR 26 directly along the subject property's frontage. A potential gravity-sewer alternative has also been explored at a high level. That concept would extend west from the subject property across Parcels 01928-003-000, 01928-002-000, and 01928-001-000 to Manhole No. 18 at the eastern boundary of the Highland development (Parcel 01932-011-000). This is not an approved engineering design and no easement process has occurred. The final water and wastewater connection methods, easements, capacity, and any required improvements will be established through engineering, utility coordination, and development review.

Article VII. - Intergovernmental Coordination Element

"IGC OBJECTIVE 1.6. The city shall coordinate annexation and joint planning issues with Alachua County and with adjacent municipalities within county.

IGC POLICY 1.6.4. Prior to amending the Future Land Use Map to include lands that have been recently annexed the city shall, upon the owner's application, determine an appropriate Future Land Use Map category based upon compatibility with adjacent map categories and zoning, the character of the surrounding area, environmental features and the availability of facilities and services."

The requested Commercial designation satisfies the factors identified in IGC Policy 1.6.4. The parcel is within the Urban Service Area and fronts SR 26; municipal water and wastewater facilities are located in the corridor; and nearby approved or existing commercial, planned development, agricultural-technology, and other nonresidential uses demonstrate an emerging commercial and employment pattern. Agricultural land remains adjacent, but the parcel's size and the CI and Gateway Overlay standards provide room and enforceable mechanisms for setbacks, buffering, landscaping, stormwater management, access control, and operational compatibility. The FLU amendment and rezoning remain contingent upon final annexation approval.

Article IX. – Economic Development Element

"OBJECTIVE ED.1.1 Diversify the economy of the city by creating an economic climate conducive to attracting new development and businesses which yield net social and economic benefits to the city.

POLICY ED 1.1.1. Encourage economic development activities which provide, either through initial stages or through expansion, the opportunity for employment of local residents and/or increased municipal revenues."

The amendment would expand the City's inventory of commercially designated land along an established State Road corridor and create opportunities for businesses, employment, and municipal revenue. The request is not tied to a single user, allowing the site to respond to future market needs while remaining subject to the City's use, design, and concurrency requirements.

"OBJECTIVE 6.1 : Select commercial and industrial locations which are compatible with the growth and future service needs of the City.

POLICY ED 6.1.1. Support new business development which can operate within the current infrastructure capacities. Provide adequate infrastructure capacity to support new business development, while minimizing any or all impacting operations of the existing business base."

The site is located within the Urban Service Area, fronts a principal arterial, and is near existing or planned municipal utilities. These characteristics allow the City to evaluate new commercial development in a location where service can be provided efficiently. Final development approval will remain contingent on demonstrated utility capacity and the construction of any improvements needed to serve the actual use.

"POLICY ED 6.1.2. Support development projects which broaden and enhance the City's economic base and produce viable long term land use patterns.

POLICY ED 6.1.4. New commercial areas are encouraged to cluster in identified areas to prevent and discourage strip development.

POLICY ED 6.1.5. Prepare and adopt design standards and best development practices to maintain and improve property values in and adjacent to commercial districts."
The request clusters future commercial development with the Hawley commercial property, Highland Park's planned commercial frontage, the AgriFoodTech Innovation Park, the equestrian center, and other commercial properties along the SR 26 corridor. This concentration is different from an isolated strip-commercial designation. The CI performance standards and the Gateway Overlay's 50-foot roadway buffer, architectural requirements, landscaping, service-area screening, and access controls will guide a cohesive corridor pattern and protect nearby properties.

3. Land Development Regulations Consistency

The following analysis identifies how this request is consistent with the City of Newberry's Land Development Regulations (LDRs).

Section 4.2. – Supplementary District Regulations.

"4.2.3. Access control. In order to provide ease and convenience in ingress and egress to private property, but more importantly to provide the maximum safety with the least interference to the traffic flow on public streets, the number and location of curb breaks shall be regulated relative to the intensity or size of the property served and the amount of frontage which that property has on a given street. Further, for roadways which are part of the State of Florida highway system the number and location of curb breaks shall be in conformance with F.A.C. chs. 14-96 and 14-97."

Any future access to SR 26 will require review under the City's access-control standards and applicable FDOT requirements. Driveway location and spacing, turn-lane needs, cross-access, and internal circulation will be based on the ultimate use and site plan, with the objective of minimizing conflict points and preserving the function of SR 26.

Section 4.2.18 establishes performance standards addressing fire and explosion hazards; smoke, dust, visible emissions, and open burning; fumes, vapors, and gases; heat, humidity, and air movement; noise; odor; and glare from lighting. These standards apply to any future CI use developed on the property. Because no specific use is proposed, compliance will be evaluated during Site and Development Plan review based on the actual use, equipment, lighting, and operations. Together with the CI district's prohibition on dangerous, noxious, offensive, or otherwise incompatible uses, these standards provide enforceable protections against impacts extending beyond the property and support compatibility with the surrounding agricultural properties and developing SR 26 corridor.

Section 4.14. - Commercial, Intensive (CI).

"4.14.1. Districts and intent. The CI Commercial, Intensive category includes one 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 off-street parking and off-street loading space. This district permits certain uses not of a neighborhood or general commercial type and serves the entire city."

CI is an expressly compatible implementing district for the Commercial Future Land Use category. The parcel fronts SR 26, a principal arterial carrying substantial traffic, and provides the conspicuous and accessible corridor location contemplated by the district. At 14.86 acres, the property has sufficient area for the parking, loading, internal circulation, landscaping, stormwater management, and roadway buffer required for future commercial development. The designation also continues the pattern of CI and other commercial zoning established or approved along this portion of SR 26.

"4.14.2. Permitted principal uses and structures. As for CG, and in addition: ... Site and development plan approval (see article 14) is required for ... [a]ll commercial developments."

No particular CI use is proposed at this stage. The retail, office, bank, fast-food with drive-through, and health-facility uses evaluated in Section 4 are representative planning assumptions used to test potential impacts; they do not constitute a proposed tenant mix or approval of those uses. Any future use must be permitted by right or receive the applicable Special Exception and must comply with all use-specific standards. The Gateway Overlay District further prohibits or modifies certain uses, as discussed below.

"4.14.6. Minimum lot requirements (area, width). All permitted uses and structures (unless otherwise specified): None, except as needed to meet other requirements set out herein."

The subject property is approximately 14.86 acres. The CI district establishes no minimum lot area or width, except as necessary to meet the district's other development requirements.

"4.14.7. Minimum yard requirements (depth of front and rear yard, width of side yard). All permitted uses and structures (unless otherwise specified): Front: 20 feet. Side: None, except where a side yard is provided, then a side yard of at least ten feet must be provided. Rear: 15 feet. The location of any structure shall be setback a minimum of 35 feet from wetlands and from perennial streams and creeks."
Future development will comply with the CI minimum yards and any more restrictive Gateway Overlay or supplementary standards. The presence and jurisdictional limits of any wetlands, perennial streams, or creeks will be confirmed during development review, and applicable 35-foot structural setbacks will be provided where required.

"4.14.8. Maximum height of structures. No portion shall exceed 72 feet."
The CI district permits structures up to 72 feet; however, the Gateway Overlay District establishes a more restrictive maximum building height of 42 feet. The 42-foot Overlay standard will control future development of the parcel.

"4.14.9. Maximum lot coverage by all buildings. No structure shall exceed the following floor area ratio requirements:"

Less than five acres	1.0 floor area ratio
Greater than or equal to five acres but less than ten acres	0.75 floor area ratio
Greater than or equal to ten acres but less than 20 acres	0.50 floor area ratio
Greater than or equal to 20 acres	0.25 floor area ratio

The subject property is approximately 14.86 acres and therefore falls within the CI tier for sites greater than or equal to 10 acres but less than 20 acres. The applicable maximum floor area ratio is 0.50. Applied to approximately 647,302 square feet of land area, the theoretical maximum gross floor area is approximately 323,651 square feet. This entitlement ceiling is separate from the approximately 40,000-square-foot illustrative scenario used for concurrency planning and does not supersede the Commercial Future Land Use category's maximum 80 percent impervious surface ratio, setbacks, parking, stormwater, landscaping, buffering, or other development standards.

"4.14.10. Minimum landscaped buffering requirements. Where a use is erected or expanded on land abutting a residential district, then the proposed use shall provide a landscaped buffer which shall be not less than ten feet in width along the affected rear and/or side yards, as the case may be."
The parcels immediately east, south, and west are zoned Agriculture but contain existing residential homes. Accordingly, future development will provide a landscape buffer of at least ten feet along the affected side and rear property boundaries adjacent to those residences. The final buffer locations and planting design will be established through Site and Development Plan review. This requirement will apply in addition to all other landscaping and screening standards, including the 50-foot East Zone 2 roadway landscape buffer along SR 26.

"4.14.11. Minimum off-street parking requirements. Off-street parking and loading shall be provided in accordance with the schedule set forth in this section and Section 4.2."
Off-street parking and loading will be calculated for the actual use proposed and designed in accordance with Sections 4.14.11 and 4.2. Loading, service, and waste areas will also comply with the location and screening requirements of the Gateway Overlay District.

All commercial development requires Site and Development Plan approval. That review will establish the final use, site layout, access, cross-access, building design, parking and loading, utility connections, stormwater facilities, landscaping, buffers, lighting, and signage and will confirm compliance with the CI district, supplementary regulations, and Gateway Overlay District.

Section 4.22. – Gateway Overlay District

*"**4.22.1 Purpose and intent.** Where land is classified into an overlay district and a base zone district, the regulations governing development in the overlay district and the base zone district shall apply. In the event of a conflict between the standards governing a base zone district and an overlay district, the standards governing the overlay district shall control."*
Upon annexation, the subject property will lie within the SR 26 and US 27/41 Gateway Overlay District and will be subject to both the CI base district and the Overlay standards. Where a conflict exists, the Overlay standard controls. These requirements are particularly important here because the property occupies a visible position along Newberry's eastern gateway.

*"**4.22.2(A)(2) Applicability.** The Gateway Overlay District consists of parcels, or portions thereof, within 500 feet of the SR 26 and US 27/41 rights-of-way and are located within the City of Newberry municipal limits as measured by perpendicular line from the ultimate right(s)-of-way line. The standards of this section shall apply to the whole unified parcel of land when a portion of the parcel is located within the Gateway Overlay District."*
The property has frontage on SR 26 and is proposed for annexation into the City. Once annexed, the Overlay applies to the entire unified parcel when any portion lies within 500 feet of the ultimate SR 26 right-of-way. No waiver or exemption from the Overlay standards is assumed by this application.

"4.22.2(A)(5)(h) Roadway buffers. Buffering for properties with frontage along SR 26 and/or US 27/41 shall meet the following requirements of this section. ... No buildings or parking are permitted in buffers."
The parcel is located in East Zone 2, extending from NW 231st Court to NW/SW 202nd Street. Diagram 2 requires a 50-foot-wide roadway landscape buffer for commercial development, with an average of three shade trees per 100 linear feet and at least 80 percent of the buffer landscaped with a mixture of shrubs, groundcover, and ornamental grasses. Plantings may be clustered where their distribution remains balanced; no buildings or parking may occupy the buffer. The final landscape plan will use qualifying native or adapted plant material and may receive credit for existing native vegetation that provides an effective buffer.

*"**4.22.2(A)(4)(a) Prohibited uses.** The following uses shall be prohibited within the SR 26 and US 27/41 Gateway Overlay District: … Outdoor kennel … Outdoor storage as a primary use except as ancillary to a permitted by-right or special exception use."*
Because no end user is proposed, the application does not seek approval of any use prohibited by the Overlay. Any future development must exclude prohibited uses such as automobile body shops, outdoor kennels, machine shops, commercial parking as a principal use, recycling drop-off centers, and outdoor storage as a primary use. Automobile sales and recreational vehicle, boat, or ATV sales may occur only through the applicable Special Exception process.

*"**4.22.2(A)(5)(a) Development standards; building and site design.** Buildings closest to the roadway buffer shall be oriented so the main entrance(s) is parallel to and facing the SR26 and US27/41 rights-of-way. Buildings with drive-through service shall locate drive-through lanes and drive-through windows to be perpendicular to the roadway buffers. No more than two parking aisles or rows may be located between the closest building to the roadway buffers or as otherwise determined appropriate by the City Manager or designee. Off-street parking areas must have a pedestrian pathway aligned with the main entrance connecting the parking areas to the main entrance."*
Future development will comply with the Overlay's mandatory building and site standards, including orientation of buildings and entrances toward SR 26, the limitation on parking rows between the closest building and roadway buffer, pedestrian connections from parking to principal entrances, wall articulation, roof and parapet treatment, mechanical-equipment screening, entrance design, window consistency, and wall-sign standards. The project will also implement at least one option from each applicable Table 2 design category.

*"**4.22.2(A)(5)(b) Maximum Building Height.** No building shall exceed 42 feet except for stair and elevator bulkheads and structural projections which do not provide inhabitable space."*
No future building may exceed the Overlay's 42-foot maximum height, except for the limited non-habitable projections identified by the regulation. This more restrictive standard controls over the CI district's 72-foot limit and helps maintain an appropriate corridor scale.

*"**4.22.2(A)(5)(c) Loading and service.** Loading and service areas, including but not limited to docks, waste collection and storage, drive-throughs, and other functionally similar uses, shall be located to the rear or side of buildings and shall be screened by 100% opaque wall or landscaping. In no instance shall the loading and service area be located between the building and SR 26 or US 27/41, regardless of building orientation."*
Loading docks, waste collection and storage, drive-through facilities, and similar service areas will be placed to the rear or side of buildings, screened by a 100 percent opaque wall or landscaping, and kept from the area between buildings and SR 26. These provisions reduce the visibility of operational areas from the gateway corridor and nearby properties.

*"**4.22.2(A)(5)(j) Landscaping in vehicular use areas.** Screening shall be provided where a vehicular use area is visible from any adjacent property and/or street right(s)-of-way. The screening shall consist of: a single row of shrubs spaced at a maximum four (4) feet on center, minimum, to provide a visual screen not less than 50-percent opaque upon planting … an average of two (2) shade trees for every 100 linear feet, or fraction thereof, of the paved vehicular use area …"*
Vehicular-use areas visible from adjacent property or public right-of-way will be screened with the shrubs, shade trees, landscape islands, and planting strips required by Section 4.22. Stormwater management facilities visible from the right-of-way will receive the required native trees and slope plantings. These standards will soften the appearance of parking and drainage facilities and help maintain compatibility with the surrounding rural and developing corridor context.

*"**4.22.2(A)(5)(l) Cross access.** Vehicular and/or multi-modal cross access shall be required, except if prohibited due to utilities or topography.*

***4.22.2(A)(5)(m) Signage.** Under no circumstances shall a sign's illumination mechanism be visible to vehicles, pedestrians, or other modes of transportation. All illumination must be internal or directed upon the sign's face with no direct line of sight to the bulb(s) or lighting fixtures."*
Vehicular and/or multimodal cross-access will be provided unless prohibited by utilities or topography, supporting coordinated access as adjacent parcels develop. Signs will comply with the Overlay and Section 4.2.20, including the prohibition on pylon signs and visible illumination mechanisms and the requirement for monument or ground-based freestanding signs.

Detailed compliance with the Gateway Overlay District, including the East Zone 2 roadway buffer and all applicable building, access, landscaping, service-area, lighting, and signage requirements, will be demonstrated with the future Site and Development Plan.

Section 7.3. – Stormwater Management Requirements

"7.3.4. Stormwater management generally. All developments shall be constructed and maintained so that post-development runoff rates and pollutant loads do not exceed pre-development conditions. No development may be constructed or maintained so that such development impedes the natural flow of water from higher adjacent properties, and no development may be constructed or maintained so that stormwaters from such development are collected and channelled onto lower adjacent properties."

On-site development will comply with all applicable City of Newberry and Suwannee River Water Management District (SRWMD) design and permitting requirements. Post-development runoff rates and pollutant loads will not exceed pre-development conditions, and stormwater will not be channeled onto lower adjacent properties or impede flow from higher adjacent properties.

Compatibility with Surrounding Uses

The subject property remains adjacent to agricultural land on the east, south, and west, with SR 26 forming the northern boundary. Its broader context, however, is transitioning toward a coordinated urban corridor. The nearby Hawley commercial property, Highland Park Planned Development and planned commercial frontage, Newberry Agricultural Technology Park, equestrian center, funeral home, and existing commercial designations demonstrate that the request is part of an emerging cluster of nonresidential and planned uses along SR 26. Commercial and CI designations are therefore compatible with the corridor's planned direction, while the parcel's size allows buildings, parking, stormwater, and service areas to be arranged internally with meaningful separation from surrounding properties.

Compatibility will be implemented through the required 10-foot landscape buffer along the affected side and rear boundaries, the CI prohibition on dangerous, noxious, offensive, or otherwise incompatible uses, supplementary performance standards, access controls, stormwater requirements, and the Gateway Overlay standards. The actual use and site design will be reviewed against those standards before development approval. On this basis, the amendment establishes a logical commercial designation while retaining enforceable safeguards for the surrounding agricultural properties and the developing eastern gateway.

4. Impact Analysis

Level of Service (LOS) Concurrency

This application requests a Commercial Future Land Use amendment and rezoning to Commercial, Intensive (CI), contingent upon annexation of the approximately 14.86-acre property. Under Section 4.14.9, a CI parcel greater than or equal to 10 acres but less than 20 acres is subject to a maximum 0.50 floor area ratio. Applied to the site, the theoretical maximum floor area is approximately 323,651 square feet. For a more realistic planning-level evaluation, Tables 2 through 6 use an illustrative commercial development program totaling approximately 39,500 square feet and including representative retail, office, bank, fast-food with drive-through, and health-facility uses. This scenario is used solely to evaluate potential public-facility impacts. It is not a development cap, commitment, or approval of a particular use mix, and the final development may change subject to the applicable entitlements and development standards.

Table 2. Potential Net Trip Generation

Land Use	ITE LU Code	IV (per 1000 S.F. GFA)	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Retail	822	6.50	354	15	9	6	43	21	22
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			354	15	9	6	43	21	22
Office	712	6.50	94	11	9	2	14	5	9
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			94	11	9	2	14	5	9
Bank	912	10.00	1004	100	58	42	210	105	105
Pass-by Trips – 29%			291	29	17	12	61	30	30
Net New Trips (applying pass-by reduction factor)			713	71	41	30	149	75	75
Fast-Food w/ Drive Through Window	934	6.50	3039	290	148	142	215	112	103
Pass-by Trips – 55%			1671	160	81	78	118	62	57
Net New Trips (applying pass-by reduction factor)			1368	130	67	64	97	50	46
Health Facility	720	10.00	360	31	24	7	39	12	27
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			360	31	24	7	39	12	27
Total Net New Trips			**2829**	**258**	**150**	**109**	**342**	**163**	**179**

The illustrative development program is estimated to generate up to 2,829 net new daily vehicular trips, which would primarily affect SR 26. Table 3 compares this project traffic with the applicable roadway service volume and existing traffic. The AADT service volume was obtained from the 2023 FDOT Multimodal Quality/Level of Service Handbook, and the 2025 AADT for SR 26 was obtained from FDOT Florida Traffic Online. Any access, turn-lane, or roadway improvements will be evaluated during Site and Development Plan review and coordinated with FDOT. Improvements required to serve the development will be the responsibility of the developer and will be designed in accordance with City and FDOT requirements, as applicable.

Table 3. Potential Roadway Impacts

Roadway Segment	Adopted (LOS) Standard	Functional Classification	AADT Service Volumes	AADT 2025	Projected AADT	Residual Capacity
SR 26/Newberry Road From: Newberry Lane To: 170th Street/East city Limit	C	Principal Arterial-Other Rural	45,800	21,500	2,829	21,471

Approval of this application is not projected to cause the evaluated segment of SR 26 to exceed the adopted LOS standard. Final transportation concurrency and access requirements will be based on the actual development proposal.

Sanitary Sewer Impact

A City force main is located south of SR 26 directly along the subject property's frontage. In addition, a potential gravity-sewer route has been explored at a high level from the subject parcel west across Parcels 01928-003-000, 01928-002-000, and 01928-001-000 to Manhole No. 18 at the eastern property boundary of the Highland development (Parcel 01932-011-000). That alternative is conceptual only; it has not received engineering approval and no utility-easement process has been initiated. The final wastewater connection, required easements, capacity, and any off-site improvements will be determined through detailed engineering and City utility review. Table 4 provides the potential sanitary sewer demand associated with the illustrative development program.

Table 4. Potential Impact on Sanitary Sewer

Land Use	Maximum Unit	Generation Rate	Average Estimated Demand (GPD)
Retail	4 bathrooms	200 gallons per bathroom	800
Office	6,500 S.F.	15 gallons per 100 S.F.	975
Bank	2 bathrooms	200 gallons per bathroom	400
Fast-Food w/ Drive Through Window	87 seats	40 gallons per seat	3,480
Health Facility	10,000 S.F.	15 gallons per 100 S.F.	1,500
Total Demand	**-**	**-**	7,155

The illustrative program produces an estimated average sanitary sewer demand of 7,155 gallons per day. For comparison, the Comprehensive Plan's nonresidential sanitary sewer LOS standard of 2,000 gallons per acre per day equates to 29,720 gallons per day for 14.86 acres. The illustrative demand is therefore below the planning-level LOS allocation. Final concurrency will be confirmed using the actual development program, including execution of any required capacity agreement, payment of applicable fees, and construction of necessary connection or capacity improvements.

Potable Water Impact

A City potable water main is located north of SR 26. The final connection route, any required crossing or extension, system capacity, and fire-flow requirements will be evaluated, designed, and permitted with the future development plan. Table 5 assumes a 1:1 relationship between potable-water use and sanitary-sewer generation for the illustrative development program.

Table 5. Potential Impact on Potable Water

Land Use	Maximum Unit	Generation Rate	Average Estimated Demand (GPD)
Retail	4 bathrooms	200 gallons per bathroom	800
Office	6,500 S.F.	15 gallons per 100 S.F.	975
Bank	2 bathrooms	200 gallons per bathroom	400
Fast-Food w/ Drive Through Window	87 seats	40 gallons per seat	3,480
Health Facility	10,000 S.F.	15 gallons per 100 S.F.	1,500
Total Demand	**-**	**-**	7,155

The illustrative program produces an estimated average potable-water demand of 7,155 gallons per day. The Comprehensive Plan's nonresidential potable-water LOS standard of 2,750 gallons per acre per day equates to 40,865 gallons per day for the 14.86-acre parcel. The illustrative demand is below that planning-level allocation. Final concurrency, fire flow, connection design, capacity agreements, fees, and required improvements will be determined from the actual development proposal.

Solid Waste Impact

Solid-waste generation for the approximately 39,500-square-foot illustrative program is based on the Florida Department of Environmental Protection 2024 Municipal Solid Waste Report. Commercial tonnage for Alachua County was converted to pounds and normalized to an estimated countywide nonresidential building area, producing the planning rate used in Table 6.

Table 6. Potential Impact on Solid Waste

Land Use	Maximum Unit	Generation Rate	Tons Per Year
Nonresidential	39,500 S.F.	15.2 lbs per 1,000 S.F. per year x (365 days/2,000 lbs)	109.57
Leveda Brown Environmental Park Capacity			20 Years

Based on the planning assumptions in Table 6, the illustrative program is estimated to generate approximately 109.57 tons of solid waste per year. Available disposal capacity is not anticipated to fall below the adopted LOS as a result of this request. Final concurrency, service arrangements, applicable fees, and any required improvements will be confirmed for the actual development program through the City's development-review process.

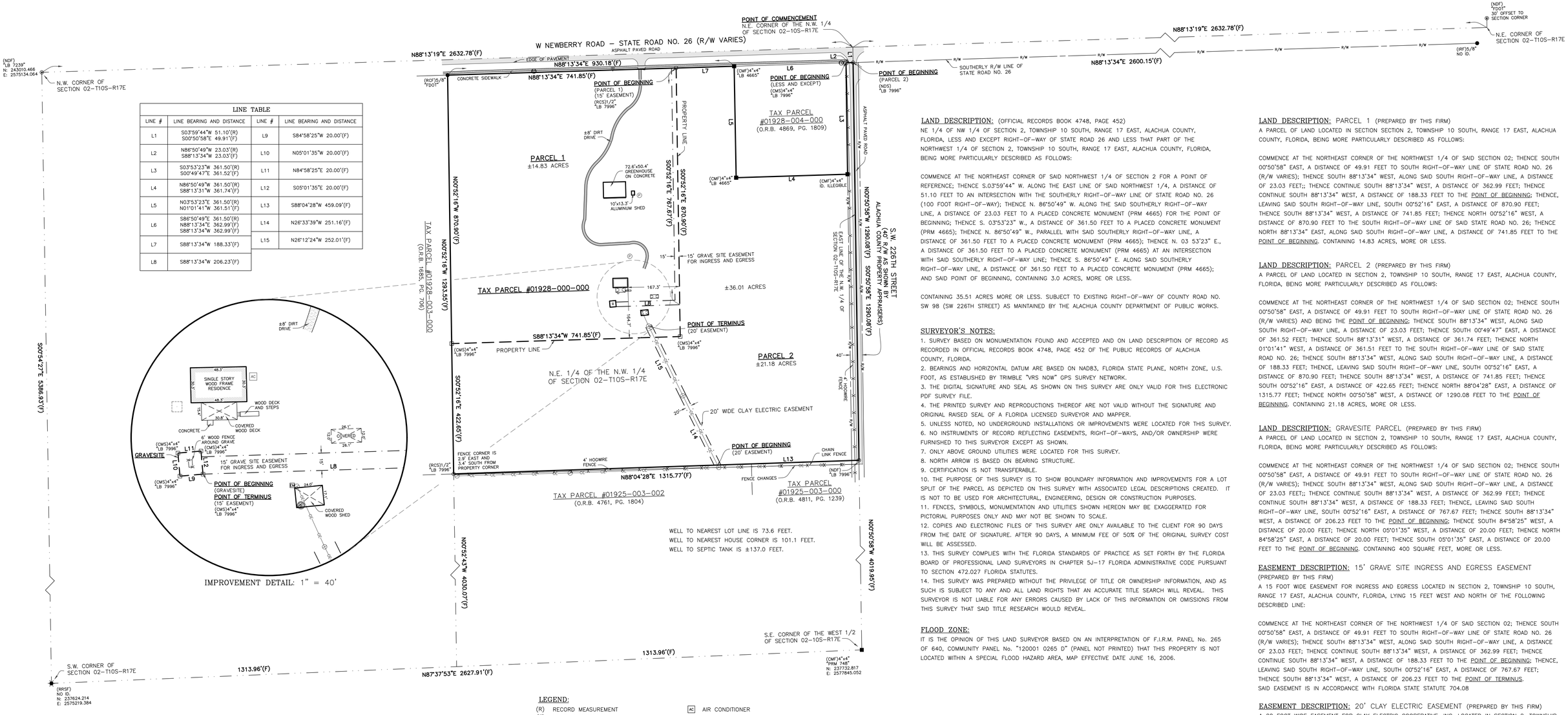
A PARCEL OF LAND LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50’58” EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE SOUTH 88°13’34” WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET;; THENCE CONTINUE SOUTH 88°13’34” WEST, A DISTANCE OF 362.99 FEET; THENCE CONTINUE SOUTH 88°13’34” WEST, A DISTANCE OF 188.33 FEET TO THE POINT OF BEGINNING; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52’16” EAST, A DISTANCE OF 870.90 FEET; THENCE SOUTH 88°13’34” WEST, A DISTANCE OF 741.85 FEET; THENCE NORTH 00°52’16” WEST, A DISTANCE OF 870.90 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 26; THENCE NORTH 88°13’34” EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 741.85 FEET TO THE POINT OF BEGINNING. CONTAINING 14.83 ACRES, MORE OR LESS.

BOUNDARY SURVEY AND LOT SPLIT

TAX PARCEL #01928-000-000
22807 WEST NEWBERRY ROAD
NEWBERRY, FL 32669

SECTION 02, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA



LINE TABLE			
LINE #	LINE BEARING AND DISTANCE	LINE #	LINE BEARING AND DISTANCE
L1	S03°59'44"W 51.10'(R) S00°50'58"E 49.91'(F)	L9	S84°58'25"W 20.00'(F)
L2	N86°50'49"W 23.03'(R) S88°13'34"W 23.03'(F)	L10	N05°01'35"W 20.00'(F)
L3	S03°53'23"W 361.50'(R) S00°49'47"E 361.52'(F)	L11	N84°58'25"E 20.00'(F)
L4	N86°50'49"W 361.50'(R) S88°13'31"W 361.74'(F)	L12	S05°01'35"E 20.00'(F)
L5	N03°53'23"E 361.50'(R) N01°01'41"W 361.51'(F)	L13	S88°04'28"W 459.09'(F)
L6	S86°50'49"E 361.50'(R) N88°13'34"E 362.99'(F) S88°13'34"W 362.99'(F)	L14	N26°33'39"W 251.16'(F)
L7	S88°13'34"W 188.33'(F)	L15	N26°12'24"W 252.01'(F)
L8	S88°13'34"W 206.23'(F)		

LEGEND:

(R)	RECORD MEASUREMENT
(F)	FIELD MEASUREMENT
ID.	IDENTIFICATION
R/W	RIGHT-OF-WAY
O.R.B.	OFFICIAL RECORDS BOOK
PG.	PAGE
N:	NORTHING
E:	EASTING
●	(RCF) REBAR & CAP FOUND
⊙	(NDF) NAIL & DISK FOUND
●	(IRF) IRON ROD FOUND
■	(CMF) CONCRETE MONUMENT FOUND
□	(CMS) 4"X4" CONCRETE MONUMENT SET "LB 7996"
★	(RRSF) RAILROAD SPIKE FOUND
AC	AIR CONDITIONER
Ⓕ	FIBER-OPTIC MARKER
	SEPTIC TANK
Ⓟ	PROPANE TANK
▽	TELEPHONE PEDESTAL
Ⓦ	WELL
Ⓜ	ELECTRIC METER
○	WOOD POWER POLE
-x-x-	FENCE LINES
-o-o-	OVERHEAD ELECTRIC LINES

SCALE: 1" = 150'

DEREN LAND SURVEYING
ACCURACY COUNTS - KNOW YOUR BOUNDARIES

LAND DESCRIPTION: (OFFICIAL RECORDS BOOK 4748, PAGE 452)
NE 1/4 OF NW 1/4 OF SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, LESS AND EXCEPT RIGHT-OF-WAY OF STATE ROAD 26 AND LESS THAT PART OF THE NORTHWEST 1/4 OF SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID NORTHWEST 1/4 OF SECTION 2 FOR A POINT OF REFERENCE; THENCE S.03°59'44" W. ALONG THE EAST LINE OF SAID NORTHWEST 1/4, A DISTANCE OF 51.10 FEET TO AN INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (100 FOOT RIGHT-OF-WAY); THENCE N. 86°50'49" W. ALONG THE SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665) FOR THE POINT OF BEGINNING; THENCE S. 03°53'23" W., A DISTANCE OF 361.50 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665); THENCE N. 86°50'49" W., PARALLEL WITH SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 361.50 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665); THENCE N. 03 53'23" E., A DISTANCE OF 361.50 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665) AT AN INTERSECTION WITH SAID SOUTHERLY RIGHT-OF-WAY LINE; THENCE S. 86°50'49" E. ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 361.50 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665); AND SAID POINT OF BEGINNING, CONTAINING 3.0 ACRES, MORE OR LESS.

CONTAINING 35.51 ACRES MORE OR LESS. SUBJECT TO EXISTING RIGHT-OF-WAY OF COUNTY ROAD NO. SW 98 (SW 226TH STREET) AS MAINTAINED BY THE ALACHUA COUNTY DEPARTMENT OF PUBLIC WORKS.

SURVEYOR'S NOTES:
1. SURVEY BASED ON MONUMENTATION FOUND AND ACCEPTED AND ON LAND DESCRIPTION OF RECORD AS RECORDED IN OFFICIAL RECORDS BOOK 4748, PAGE 452 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.
2. BEARINGS AND HORIZONTAL DATUM ARE BASED ON NAD83, FLORIDA STATE PLANE, NORTH ZONE, U.S. FOOT, AS ESTABLISHED BY TRIMBLE "VRS NOW" GPS SURVEY NETWORK.
3. THE DIGITAL SIGNATURE AND SEAL AS SHOWN ON THIS SURVEY ARE ONLY VALID FOR THIS ELECTRONIC PDF SURVEY FILE.
4. THE PRINTED SURVEY AND REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
5. UNLESS NOTED, NO UNDERGROUND INSTALLATIONS OR IMPROVEMENTS WERE LOCATED FOR THIS SURVEY.
6. NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHT-OF-WAYS, AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS SHOWN.
7. ONLY ABOVE GROUND UTILITIES WERE LOCATED FOR THIS SURVEY.
8. NORTH ARROW IS BASED ON BEARING STRUCTURE.
9. CERTIFICATION IS NOT TRANSFERABLE.
10. THE PURPOSE OF THIS SURVEY IS TO SHOW BOUNDARY INFORMATION AND IMPROVEMENTS FOR A LOT SPLIT OF THE PARCEL AS DEPICTED ON THIS SURVEY WITH ASSOCIATED LEGAL DESCRIPTIONS CREATED. IT IS NOT TO BE USED FOR ARCHITECTURAL, ENGINEERING, DESIGN OR CONSTRUCTION PURPOSES.
11. FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
12. COPIES AND ELECTRONIC FILES OF THIS SURVEY ARE ONLY AVAILABLE TO THE CLIENT FOR 90 DAYS FROM THE DATE OF SIGNATURE. AFTER 90 DAYS, A MINIMUM FEE OF 50% OF THE ORIGINAL SURVEY COST WILL BE ASSESSED.
13. THIS SURVEY COMPLIES WITH THE FLORIDA STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027 FLORIDA STATUTES.
14. THIS SURVEY WAS PREPARED WITHOUT THE PRIVILEGE OF TITLE OR OWNERSHIP INFORMATION, AND AS SUCH IS SUBJECT TO ANY AND ALL LAND RIGHTS THAT AN ACCURATE TITLE SEARCH WILL REVEAL. THIS SURVEYOR IS NOT LIABLE FOR ANY ERRORS CAUSED BY LACK OF THIS INFORMATION OR OMISSIONS FROM THIS SURVEY THAT SAID TITLE RESEARCH WOULD REVEAL.

FLOOD ZONE:
IT IS THE OPINION OF THIS LAND SURVEYOR BASED ON AN INTERPRETATION OF F.I.R.M. PANEL No. 265 OF 640, COMMUNITY PANEL No. "120001 0265 D" (PANEL NOT PRINTED) THAT THIS PROPERTY IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA, MAP EFFECTIVE DATE JUNE 16, 2006.

LAND DESCRIPTION: PARCEL 1 (PREPARED BY THIS FIRM)
A PARCEL OF LAND LOCATED IN SECTION SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET;; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 362.99 FEET; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 188.33 FEET TO THE POINT OF BEGINNING; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52'16" EAST, A DISTANCE OF 870.90 FEET; THENCE SOUTH 88°13'34" WEST, A DISTANCE OF 741.85 FEET; THENCE NORTH 00°52'16" WEST, A DISTANCE OF 870.90 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 26; THENCE NORTH 88°13'34" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 741.85 FEET TO THE POINT OF BEGINNING. CONTAINING 14.83 ACRES, MORE OR LESS.

LAND DESCRIPTION: PARCEL 2 (PREPARED BY THIS FIRM)
A PARCEL OF LAND LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES) AND BEING THE POINT OF BEGINNING; THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET; THENCE SOUTH 00°49'47" EAST, A DISTANCE OF 361.52 FEET; THENCE SOUTH 88°13'31" WEST, A DISTANCE OF 361.74 FEET; THENCE NORTH 01°01'41" WEST, A DISTANCE OF 361.51 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 26; THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 188.33 FEET; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52'16" EAST, A DISTANCE OF 870.90 FEET; THENCE SOUTH 88°13'34" WEST, A DISTANCE OF 741.85 FEET; THENCE SOUTH 00°52'16" EAST, A DISTANCE OF 422.65 FEET; THENCE NORTH 88°04'28" EAST, A DISTANCE OF 1315.77 FEET; THENCE NORTH 00°50'58" WEST, A DISTANCE OF 1290.08 FEET TO THE POINT OF BEGINNING. CONTAINING 21.18 ACRES, MORE OR LESS.

LAND DESCRIPTION: GRAVESITE PARCEL (PREPARED BY THIS FIRM)
A PARCEL OF LAND LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET;; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 362.99 FEET; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 188.33 FEET; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52'16" EAST, A DISTANCE OF 767.67 FEET; THENCE SOUTH 88°13'34" WEST, A DISTANCE OF 206.23 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 84°58'25" WEST, A DISTANCE OF 20.00 FEET; THENCE NORTH 05°01'35" WEST, A DISTANCE OF 20.00 FEET; THENCE NORTH 84°58'25" EAST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 05°01'35" EAST, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING. CONTAINING 400 SQUARE FEET, MORE OR LESS.

EASEMENT DESCRIPTION: 15' GRAVE SITE INGRESS AND EGRESS EASEMENT (PREPARED BY THIS FIRM)
A 15 FOOT WIDE EASEMENT FOR INGRESS AND EGRESS LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, LYING 15 FEET WEST AND NORTH OF THE FOLLOWING DESCRIBED LINE:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 362.99 FEET; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 188.33 FEET TO THE POINT OF BEGINNING; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52'16" EAST, A DISTANCE OF 767.67 FEET; THENCE SOUTH 88°13'34" WEST, A DISTANCE OF 206.23 FEET TO THE POINT OF TERMINUS. SAID EASEMENT IS IN ACCORDANCE WITH FLORIDA STATE STATUTE 704.08

EASEMENT DESCRIPTION: 20' CLAY ELECTRIC EASEMENT (PREPARED BY THIS FIRM)
A 20 FOOT WIDE EASEMENT FOR CLAY ELECTRIC COOPERATIVE, INC. LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, LYING 10 FEET EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE CONTINUE SOUTH 00°50'58" EAST, A DISTANCE OF 1290.08 FEET; THENCE SOUTH 88°04'28" WEST, A DISTANCE OF 459.09 FEET TO THE POINT OF BEGINNING; THENCE NORTH 26°33'39" WEST, A DISTANCE OF 251.16 FEET; THENCE NORTH 26°12'24" WEST, A DISTANCE OF 252.01 FEET TO THE POINT OF TERMINUS.

DATE OF FIELD WORK: 04-07-2021

CERTIFY SURVEY TO:
GARY DUVAL PALMER
RICHARD MARION FOWLER II

SCALE: 1" = 150'
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

PAGE 1 OF 1
DATE: 04-08-2021
DRAWN BY: GUY
FIELD BOOK: 419/45-46

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LICENSE NO. 6946 STATE OF FLORIDA
PROFESSIONAL SURVEYOR & MAPPER FLA.CERT. 6946

JOB NO. 21140
ACAD FILE: 21140

DAVID M. DEREN P.S.M.
4605 N.W. 6TH STREET, SUITE H
GAINESVILLE, FLORIDA 32609
PHONE: (352) 331-0010
PHONE: (352) 336-3363
FAX: (352) 336-1084
DERENLANDSURVEYING.COM

DEREN LAND SURVEYING

Agent Affidavit / Special Power of Attorney

STATE OF FLORIDA COUNTY OF ALACHUA

KNOW ALL MEN BY THESE PRESENTS, that I JOHN PALMER, am presently the owner and/or leaseholder of and desiring to execute a Special Power of Attorney, have made, constituted and appointed, and by these presents do make, constitute and appoint **Menadier Engineering, LLC** whose address is 13800 Tech City Circle Bldg D Suite 302, Alachua, Fl 32616 County of Alachua, State of Florida, my Attorney full power to act as my agent in the process of **applying for all permitting required for the Palmer Property project.**

FURTHER, I do authorize the aforesaid Attorney-in-Fact to perform all necessary tasks in the execution of aforesaid authorization with the same validity as I could effect if personally present. Any act or thing lawfully done hereunder by the said attorney shall be binding on myself and my heirs, legal and personal representative, and assigns.

PROVIDED, however, that any and all transactions conducted hereunder for me or for my account shall be transacted in my name, and that all endorsements and instruments executed by the said attorney for the purpose of carrying out the foregoing powers shall contain my name, followed by that of my said attorney and the designation "Attorney-in-Fact."

WITNESSES:

Signature: _____

Printed Name: Christopher Leirey

APPLICANT:

Signature: _____

Printed Name: JOHN PALMER

STATE OF Florida COUNTY OF Alachua

The foregoing instrument was acknowledged before me by:

[✓] Physical Presence

- OR -

[ ] Online Notarization

This 17 day of August, 2026, by John Palmer, as owner, for Menadier Engineering LLC

Printed Name of Notary Public

Paola Hernandez

[Seal]

PAOLA HERNANDEZ
MY COMMISSION # HH 615312
EXPIRES: November 21, 2028

Signed Name of Notary Public

Commission Number: 615312

Expiration Date: November 21, 2028

File Attachments for Item:

8. LDR 26-25: Small Scale Future Land Use Amendment from Agricultural to Commercial Intensive (CI).

Quasi-judicial, Petition LDR 26-25. A petition of the City of Newberry, Florida, amending the official zoning atlas of the City of Newberry by changing the zoning category from Agricultural to Commercial Intensive (CI) on 14.86 acres, identified as tax parcel number 01928-000-000.

Planning & Zoning Board Agenda Item

Meeting Date:	October 5, 2026
Title:	LDR 26-25: Small Scale Future Land Use Amendment from Agricultural to Commercial Intensive (CI). Quasi-judicial, Petition LDR 26-25. A petition of the City of Newberry, Florida, amending the official zoning atlas of the City of Newberry by changing the zoning category from Agricultural to Commercial Intensive (CI) on 14.86 acres, identified as tax parcel number 01928-000-000.
Agenda Section:	Public Hearings
Department:	Community Development Department
Presented By:	Stacey Hectus, AICP, Community Development Director
Recommended Action:	1) Approve, approve with conditions, continue, or deny Petition No. LDR 26-25.

Summary:
Menadier Engineering, LLC ("Agent"), on behalf of John Palmer ("Owner"), is requesting approval of a small-scale future land use amendment from **Agricultural to Commercial Intensive (CI)** on a 14.86-acre site generally located south of State Road 26, also known as W. Newberry Road and south of the current Alachua County Agriculture and Equestrian Center and the Agriculture Technology Park.

The following approval has been granted on this parcel:

This parcel was recently annexed with Annexation 41 in September of 2026 (Ordinance 2026-33). This was a 14.86 acre enclave that is now located within the Newberry City limits.

Attachments:
1. Staff Data and Analysis Report and Comments
2. Application documents

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STAFF REPORT
COMMUNITY DEVELOPMENT DEPARTMENT

File Number: LDR 26-25 Palmer Rezoning

Request: Rezoning from Agricultural (A) to Commercial, Intensive (CI) for a 14.86 acres by Menadier Engineering, LLC on behalf of John Plamer (Owner).

Recommended Action:
Approve, approve with conditions, continue or deny.

SITE DATA TABLE

Owner	John Palmer
Agent	Menadier Engineering, LLC
Address/Location	22807 W. Newberry Road
Parcel ID(s)	01928-000-000
S/T/R	Section 02, Township 10 South, Range 17 East
Net Area	14.86 acres
Gross Area	N/A
Zoning District	Agricultural (A)
FLU	Agriculture
Existing Use	Homesteaded single family residence and timber
Proposed Use	Commercial Development
Inside the Urban Service Area (USA)	Yes
Any other district or overlay	Gateway Overlay

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Introduction

Menadier Engineering, LLC ("Agent"), on behalf of John Palmer ("Owner"), is requesting approval of rezoning a 14.86-acre site generally located south of State Road 26, also known as W. Newberry Road and south of the current Alachua County Agriculture and Equestrian Center and the Agriculture Technology Park. The subject property has an existing zoning designation of Agricultural (A) and a future land use designation of Agriculture. The Agent is requesting rezoning to Commercial, Intensive (CI), consistent with the companion future land use map amendment Petition No. CPA 26-17. This rezoning petition is contingent upon the adoption of the future land use map amendment. The property is located within the Urban Service Area (USA) and is not located within the Historic District or Community Redevelopment Area. This parcel is located within the Gateway Overlay District and subject to those guidelines.

The Agent provided an analysis of a contemplated "highest and best use" of the property, but this arbitrary level of development does not represent actual development levels and only provides a conceptual level of development for the purposes of preliminary impact analysis.

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BOUNDARY MAP

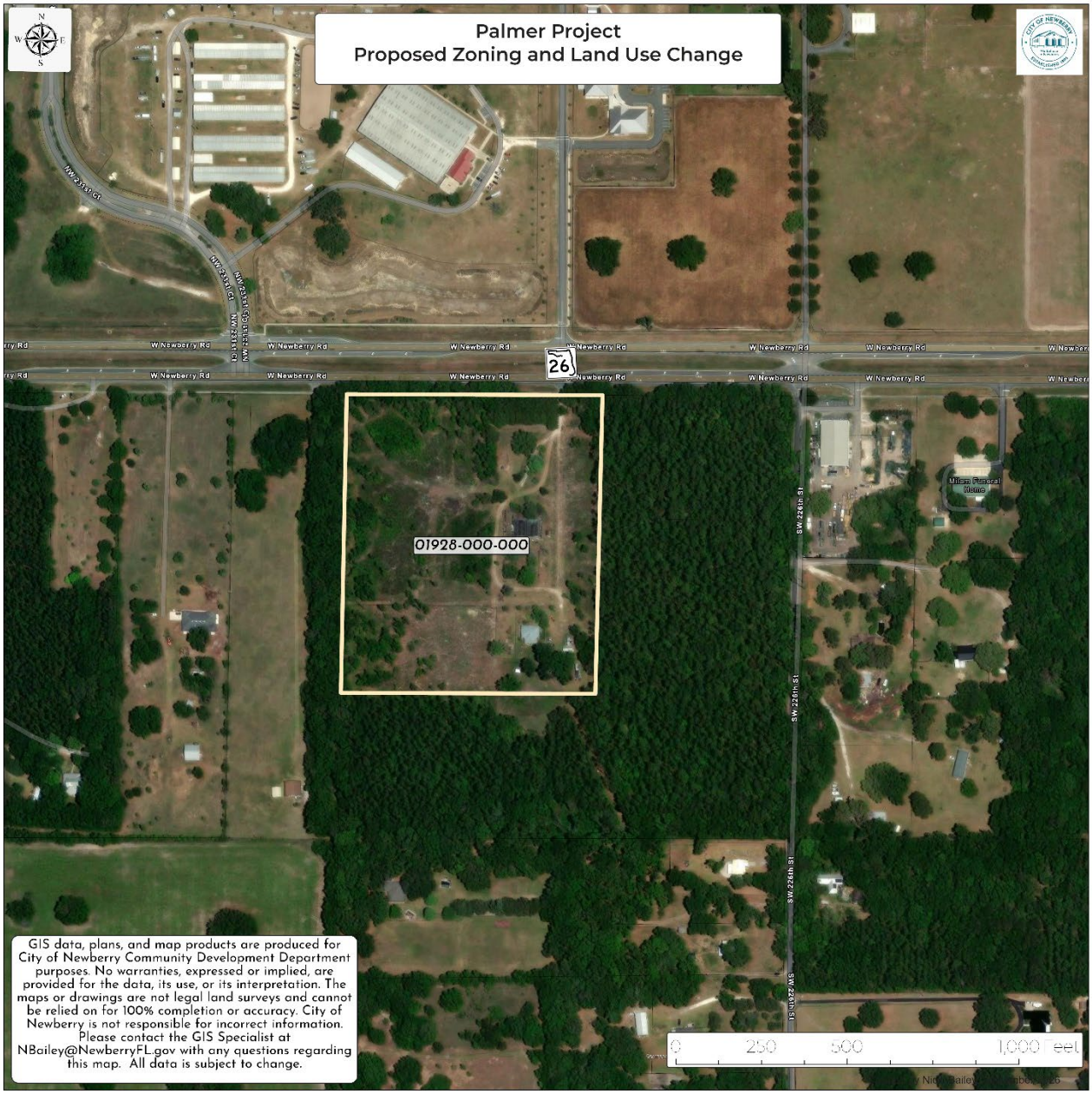


Figure 1: Aerial imagery of subject property with parcel overlay.

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CURRENT FUTURE LAND USE MAP

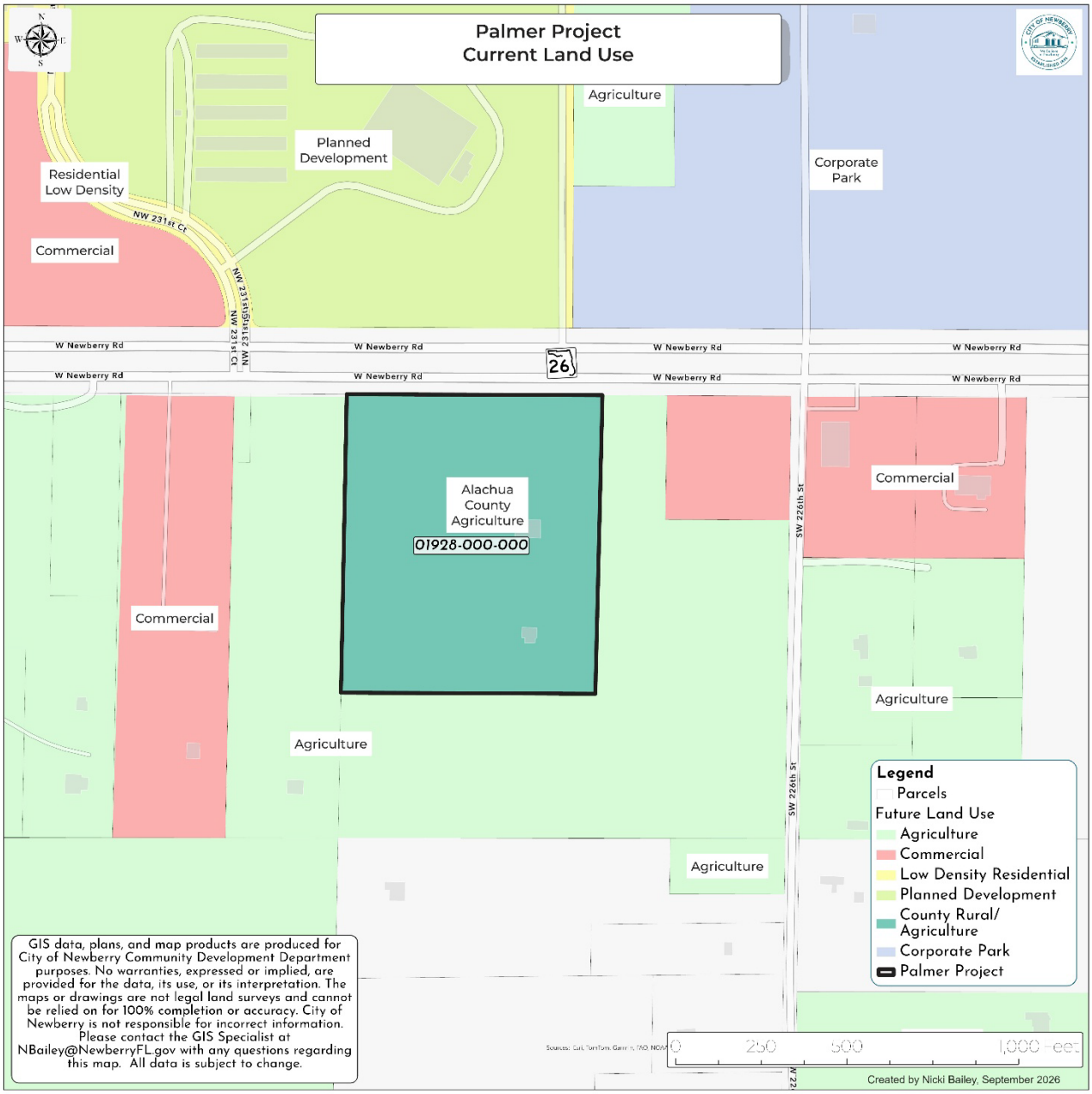


Figure 2: Subject property with Alachua County Agriculture FLU classification.

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PROPOSED FUTURE LAND USE MAP

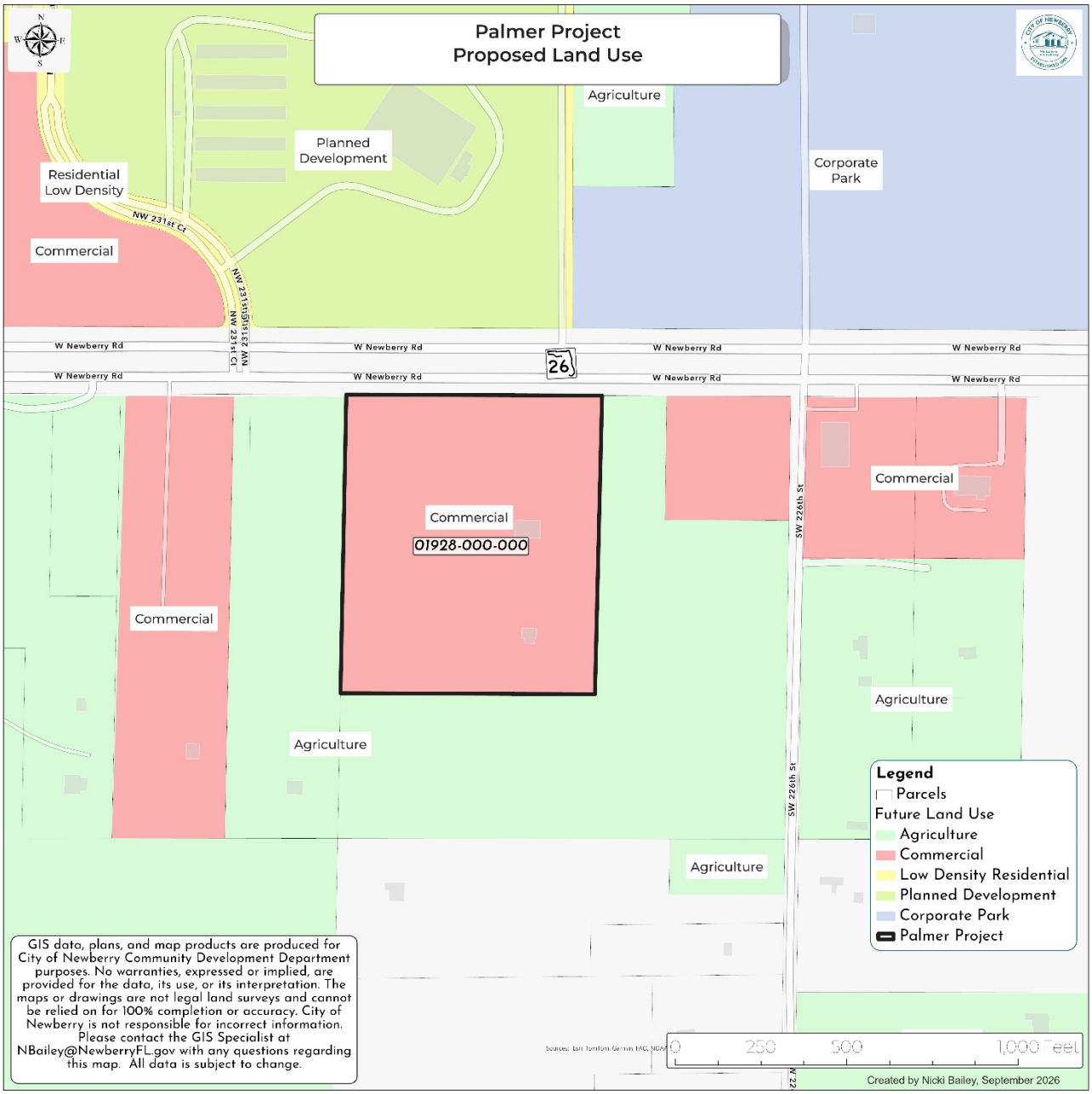


Figure 3: Subject property with proposed Commercial FLU classification.

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Background/History

This parcel was recently annexed with Annexation 41 in September of 2026 (Ordinance 2026-33). This was a 14.86 acre enclave that is now located within the Newberry City limits.

The parcel is a homesteaded residential parcel with an existing use of field crops. It looks as though this 14.86 acres could possibly be considered the one-time split of the parent parcel but further research would need to be conducted to determine if that is accurate. The division could have also occurred when five acre parcels were permitted to be created without a plat. The city is requiring the platting of commercial land so the plat of this would remedy any question of land division.

Review of topographical maps do not indicate sink holes or exploratory mining pits on site. The site is primarily composed of Arredondo fine sand, Pedro fine sand, Jonesville- Cadillac-Bonneau Complex, with 0 to 5 percent.

Agency Review

Since this was a straight rezoning request, there was no need for internal review. That will come as the development plan is more solidified during site and development/construction plan review. Levol of Service review is included with the companion future land use map amendment within the companion Data and Analysis Report for the Comprehensive Plan Amendment. (CPA 26-17).

Compatibility

Those uses on and abutting the subject property are generally compatible with the proposed rezoning request. Table 1 below provides the adjacent future land uses and existing uses with the zoning designations of the lands. The surrounding uses are agricultural, Ag-Tech, rural residential and planned development in nature and have a mix of residential and agriculture. This commercial request is in keeping with the commercial nature of this corridor heading from downtown Newberry east to CR 202. This parcel is located in the Urban Service Area and Gateway Overlay District primarily in Zone 2. There have been some recent changes to other land uses to commercial in this area as well as changes to planned development with a mix of residential and commercial as part of those Planned Developments. Some of those recent changes are to the Tanglewood PD, Highland Park PD, All Florida Fencing Commercial Land Use and Zoning change, as well as another Land Use and Zoning change to Commercial two parcels to the west by Hawley Family Holdings. Additionally, there are other commercial changes that have occurred in the same vicinity on the north side of SR 26 (W. Newberry Road). Those are the Sapp Commercial land use change and rezoning on 50 acres fronting SR 26 (W. Newberry

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Road), the rezoning of the Agriculture Technology Park across the street and two other commercial changes at CR 202 and SR 26 (W. Newberry Road) either in progress or just completed also by the Hawley Family and Cell Ag Land, LLC.

Table 1: List of Adjacent Future Land Uses and Zoning

Direction	Future Land Use Designation	Zoning Designation
North	SR 26 (W. Newberry Road), Alachua County Agriculture and Equestrian Center, IFAS and Corporate Park	Planned Development for the Alachua County Agriculture and Equestrian Center (fka Canterbury Equestrian Showgrounds)
East	Agriculture – Timber Use Code (05500)	Agricultural (A)
South	Agriculture	Agricultural (A)
West	Agriculture, Single-family residential non-homesteaded. New manufactured home installed July 2026.	Agricultural (A)

The duties of the Planning and Zoning Board as a recommending Board and the City Commission as the final say of these requests is to determine if the applicant's request and their presentation provide the Commission with proof that this change meets not only the intent of the zoning district but is also consistent with the City Comprehensive Plan and Land Development Regulations. Below is the intent of the Commercial Intensive (CI) zoning district. Staff has also provided, as an attachment (Attachment 1) to this report, the entire Commercial Intensive (CI) zoning district for your review. It is important to note that when approving the rezoning on this parcel, any and all listed uses, accessory uses and potential special exceptions could be considered on this parcel by any owner.

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The proposed district, CI, intent and purpose is described in the City of Newberry Code of Ordinances ("CNCO") as follows:

> *4.14. - Commercial, Intensive (CI).*
>
> *4.14.1 Districts and intent. The "CI" Commercial, Intensive category includes one 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 off-street parking and off-street loading space. This district permits certain uses not of a neighborhood or general commercial type and serves the entire city.*
>
> *Ref. Appendix B, Article 4, Section 4.14.1, CNCO.*

Level Of Service Analysis (abbreviated)

There is a more in-depth review and analysis of the various levels of service required for development within the City in the companion Future Land Use Map Amendment (CPA 26-17). In general, below is a synopsis of the LOS analysis.

The property is located within the Clay Electric service territory and the available capacity to serve this property will be determined by the provider.

The proposed land use plan amendment creates additional impacts on regional road segments not under jurisdictional control or maintenance agreement by the city, and development may necessitate expansion or enhancement of those facilities. The Agent has provided a trip analysis in their justification report based on the ITE Trip Generational Manual 11th Edition based on an anticipated level of development. Staff find the identified proposed uses would be consistent with development patterns for rural satellite communities across the State of Florida. This finding does not represent consent or acceptance of these uses by the City and solely represents their use for the purposes of analysis.

Potable water and wastewater services are available and are in proximity to the site. The justification report calculates a total potable water demand of 7,155 gallons per day; and wastewater capacity demand of the same, 7,155 gallons per day. The program presented was illustrative so actual capacity will be determined upon site and development plan of the actual proposed program on the site at the time of development. Due to the proposed

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water/wastewater generation calculation above water and wastewater modeling will be required prior to site and development/construction plan approval. For all proposed development of the subject property the owner would have to enter into a Wastewater Treatment Capacity Agreement with the city for future available capacity for wastewater. Availability of this capacity is on a first-come, first-served basis and adoption of this petition does not guarantee wastewater treatment will be available in the future. Further information is needed regarding exact development before the City is able to make a determination that sufficient capacity exists to serve the site. Additional studies, upsizing of utility lines, and other necessary information and improvements pertinent to maintaining an adequate level of service may be required at the time of development plan review

Solid waste capacity exists to serve the property. A slightly more detailed analysis is available in the companion future land use map amendment, File No. CPA 26-17.

Findings and Conclusion

The proposed rezoning, contingent upon adoption of the associated Future Land Use Map amendment, represents a logical extension of the existing zoning pattern on adjacent properties within the Urban Service Area (USA). Staff finds that, upon adoption of the Future Land Use Map amendment by the City Commission, the proposed rezoning would be consistent with the City of Newberry Comprehensive Plan and Land Development Regulations.

September 14, 2026, Stacey Hectus, AICP, Community Development Department

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ATTACHMENT 1 – Land Development Code Section

Section 4.14. Commercial, Intensive (CI).

4.14.1. *Districts and intent.* The CI Commercial, Intensive category includes one 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 off-street parking and off-street loading space. This district permits certain uses not of a neighborhood or general commercial type and serves the entire city.

4.14.2. *Permitted principal uses and structures.* As for CG, and in addition:

1. Retail commercial outlets for sale of lumber and building supplies, and outdoor retail commercial display areas associated with sale of said items.
2. Service establishments such as car wash, auction house (but not including livestock auction arena), laundry or dry cleaning establishment, animal boarding kennels in soundproof buildings, plant nursery or landscape contractor, building trades contractor, home equipment rental, upholstery shop.
3. Commercial recreation facilities such as golf driving range, miniature golf course, skating rink, skateboard arena, go-cart track and similar uses.
4. Miscellaneous uses such as express or parcel delivery office, motor bus or other transportation terminal.
5. Wholesaling and warehousing or storage use in buildings of 2,500 gross square feet or larger.
6. Sales and service of vehicles limited to those propelled by an electric engine (no limitation on power), or combustion engine size of 1,500cc or less, more specifically mopeds, scooters, and motorcycles as defined by the Florida Department of Motor Vehicles, and off-road vehicles not licensed by the State of Florida for on-road use. The sales and service shall be conducted with the following conditions and restrictions applied to the use. Any deviation of these special conditions shall be deemed a violation of these Land Development Regulations.
    a. All sales and service shall be conducted within an enclosed soundproofed building. All noise levels emanating from the site shall meet the noise level provisions for commercial uses as established within the City Code of Ordinances;

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b. The use shall be buffered by landscaping as required for commercial uses within these Land Development Regulations and in addition a fence or masonry wall shall be required, which is constructed in a manner to visually buffer the use as well as provide additional noise abatement for noise emanating from the site;

c. Sales operations may occur between the hours of 7:00 a.m. and 10:00 p.m. seven days a week. Service operations shall be limited to the hours of 8:00 a.m. to 6:00 p.m. Monday through Saturday;

d. Test driving of scooters and motorcycles shall be limited to vehicles that are appropriately tagged and registered and shall only be driven by individuals who are licensed to operate scooters or motorcycles in the State of Florida. Test driving shall only occur between the hours of 8:00 a.m. and 6:00 p.m., Monday through Saturday and shall only be conducted on the state road system; no local roads may be used for test driving of vehicles. In addition, no off-road vehicles shall be allowed to be test driven; and

e. Special events (i.e., changes to the conditions and hours stated above) shall be approved by special permit by the city commission.

Site and development plan approval (see article 14) is required for the following uses:

1. All commercial developments.

4.14.3. *Permitted accessory uses and structures.*

1. Uses and structures which:

   a. Are customarily accessory and clearly incidental and subordinate to permitted uses and structures;

   b. Are located on the same lot as the permitted use or structure, or on a contiguous lot in the same ownership; and

   c. Do not involve operations or structures not in keeping with the character of the district.

   d. For utility sheds and carports, refer to Section 4.2.4.

2. On-site signs (see also Section 4.2).

3. Outdoor storage yard in connection with permitted use only; provided, this provision shall not permit wrecking yards (including automobile wrecking yard), junk yards, or yards used in whole or in part for scrap or salvage operations or for processing, storage, display, or sales of any scrap, salvage, or second-hand building materials, junk automotive vehicles, or second-hand automotive parts.

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4.14.4. *Prohibited uses and structures.*

1. Manufacturing activities, except as specifically permitted.
2. Any other uses or structures not specifically, provisionally or by reasonable implication permitted herein. Any use which is potentially dangerous, noxious or offensive to neighboring uses in the district or to those who pass on public ways by reason of smoke, odor, noise, glare, fumes, gas, vibration, threat of fire or explosion, emission of particulate matter, interference with radio or television reception, radiation or likely for other reasons to be incompatible with the character of the district. Performance standards apply (see section 4.2).

4.14.5. *Special exceptions.* (See also articles 12 and 13.)

1. Package store for sale of alcoholic beverages, bar, tavern or cocktail lounge.
2. Off-site signs (see also section 4.2).
3. Automotive service stations (see section 4.2 for special design standards for automotive service stations).
4. Service establishments such as crematory.
5. Commercial tourist attractions.
6. Open-air restaurants (see section 4.2.35).
7. Recreational vehicle parks and commercial campgrounds.
8. Large-scale retail establishments.

4.14.6. *Minimum lot requirements (area, width).*

1. All permitted uses and structures (unless otherwise specified):

   None, except as needed to meet other requirements set out herein.

4.14.7. *Minimum yard requirements (depth of front and rear yard, width of side yard).* (See section 4.2 for right-of-way setback requirements.)

1. All permitted uses and structures (unless otherwise specified):

   Front: 20 feet.

   Side: None, except where a side yard is provided, then a side yard of at least ten feet must be provided.

   Rear: 15 feet.

   Special provisions:

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The location of any structure (except permitted docks, walkways and piers) shall be setback a minimum of 35 feet from wetlands.

The location of any structure (except permitted docks, walkways and piers) shall be setback a minimum of 35 feet from perennial streams and creeks.

4.14.8. *Maximum height of structures.* (See also section 4.2 for exceptions.)

No portion shall exceed 72 feet.

4.14.9. *Maximum lot coverage by all buildings.* In addition to meeting the required yard, building height, landscaped buffering, and off-street parking requirements of this section, no structure shall exceed the following floor area ratio requirements:

Less than five acres	1.0 floor area ratio
Greater than or equal to five acres but less than ten acres	0.75 floor area ratio
Greater than or equal to ten acres but less than 20 acres	0.50 floor area ratio
Greater than or equal to 20 acres	0.25 floor area ratio

4.14.10. *Minimum landscaped buffering requirements.* (See also section 4.2.)

1. All permitted uses (unless otherwise specified):

   Where a use listed under subsection 1., above is erected or expanded on land abutting a residential district, then the proposed use shall provide a landscaped buffer which shall be not less than ten feet in width along the affected rear and/or side yards, as the case may be.

4.14.11. *Minimum off-street parking requirements.* (See also section 4.2.)

1. For uses specifically listed under CG: As for CG off-street parking requirements.
2. Commercial or service establishments (unless otherwise specified): One space for each 1,000 square feet of lot or ground area outside buildings used for any type of sales, display or activity.
3. Express or parcel delivery office, motor bus or other transportation terminal: One space for each 350 square feet of floor area.
4. Wholesale establishments: One space for each 500 square feet of floor area.
5. Warehouse or storage use only: One space for each 1,500 square feet of floor area.
6. Each existing residential dwelling unit: Two spaces for each dwelling unit.

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7. Public buildings and facilities (unless otherwise specified): One space for each 200 square feet of floor area.
8. Churches and houses of worship: One space for each six permanent seats in the main auditorium.
9. Private clubs and lodges: One space for each 300 square feet of floor area.
10. For other special exceptions as specified herein: To be determined by finding in the particular case.

Note: Off-street loading required (see section 4.2).

(Ord. No. 4-05, § (4.14.9), 1-24-2005; Ord. No. 8-05, § 1(4.14.8), 2-28-2005; Ord. No. 07-07, § 2, 3-12-2007; Ord. No. 18-08, § 1, 12-8-2008; Ord. No. 08-10, § 3, 5-24-2010; Ord. No. 08-12, § 3, 6-11-2012; Ord. No. 17-12, § 1, 11-26-2012; Ord. No. 2019-03, § 1, 6-10-2019; Ord. No. 2025-05, § 1, 6-9-2025)

MENADIER ENGINEERING

REZONING & FLU AMENDEMENT APPLICATION - JUSTIFICATION NARRATIVE

FOR

PALMER PROPERTY

CITY OF NEWBERRY, FLORIDA

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1. Statement of Proposed Change

The purpose of this application is to request a Small-Scale Comprehensive Plan Amendment (CPA) and concurrent rezoning for the approximately 14.86-acre Palmer property (Parcel ID: 01928-000-000). The property is currently located in unincorporated Alachua County, within the City of Newberry Urban Service Area, and fronts State Road 26 (SR 26/Newberry Road). The requests are contingent upon completion of annexation into the City. Following annexation, the application proposes to amend the property from Agriculture to Commercial Future Land Use and to rezone it from Agriculture to Commercial, Intensive (CI). Any future development would require Site and Development Plan approval and all other applicable permits before construction.

The requested designations are appropriate based on the property's location along the eastern SR 26 corridor and the evolving development pattern in this area. Although the parcels immediately east, south, and west retain Agriculture land use and zoning designations – with some containing existing residential homes - the broader corridor contains an established and expanding concentration of nonresidential and planned development. Nearby uses and entitlements include the existing equestrian center, the planned Newberry AgriFoodTech Innovation Park, the recently rezoned Hawley commercial property, the Highland Park Planned Development and its planned commercial frontage, and other existing commercial properties along SR 26. The amendment would therefore establish a logical commercial site along a principal arterial rather than create an isolated commercial designation.

No specific end user or site plan is proposed with these legislative applications. The Commercial Future Land Use category and CI zoning district would establish the range of uses that may be considered on the property, subject to the use limitations and development standards of the Land Development Regulations. For concurrency planning only, Section 4 evaluates an illustrative commercial development program of approximately 40,000 square feet. That assumption is not a development cap, commitment, or approval of a particular use. The ultimate use, building area, layout, access, and supporting improvements may change and will be evaluated through the City's Site and Development Plan review process.

Table 1 and Figures 1–4 show the current and proposed zoning and FLU designations for the site and the adjacent properties.

Table 1. Adjacent Zoning Districts and FLU Designations

Direction	Zoning Districts	FLU Designations
North	SR 26 ROW / PD and AT (across SR 26)	SR 26 ROW / Planned Development and Corporate Park
East	A (Agricultural)	Agriculture
South	A (Agricultural)	Agriculture
West	A (Agricultural)	Agriculture

Figure 1. Existing Future Land Use

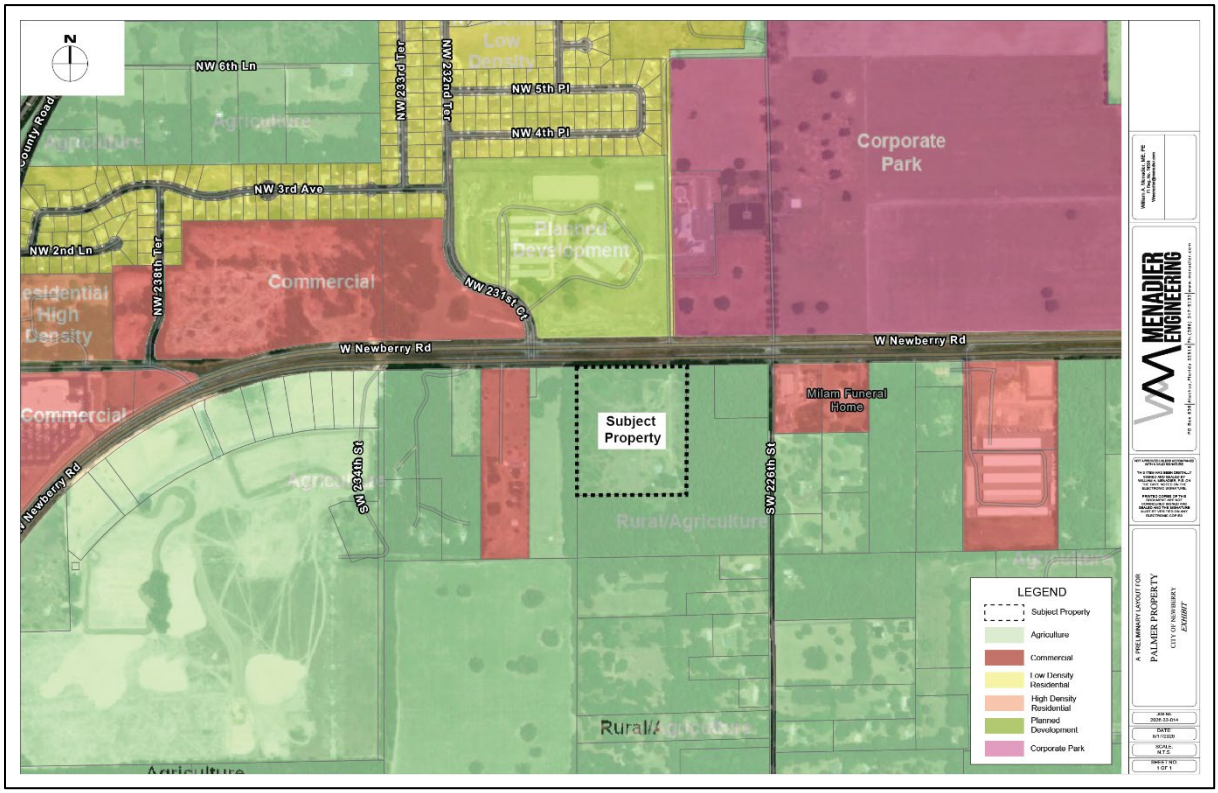


Figure 2. Proposed Future Land Use

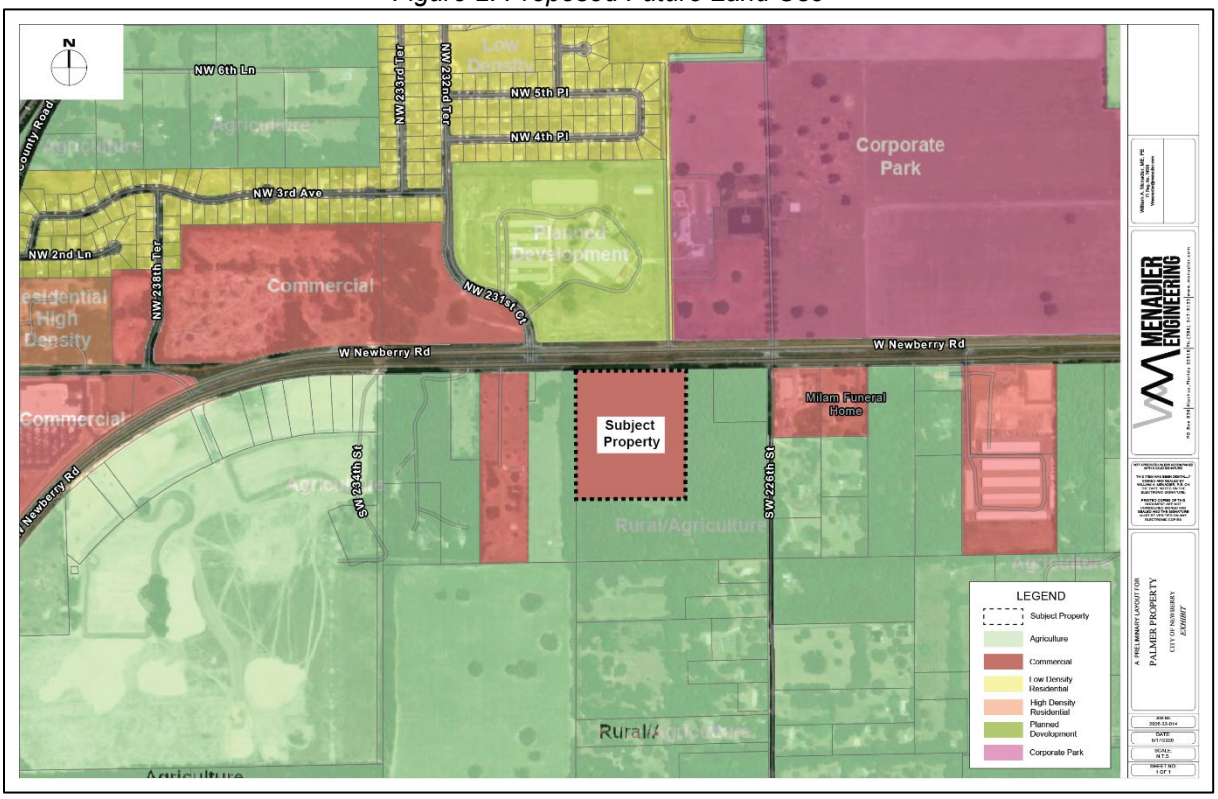


Figure 3. Existing Zoning District

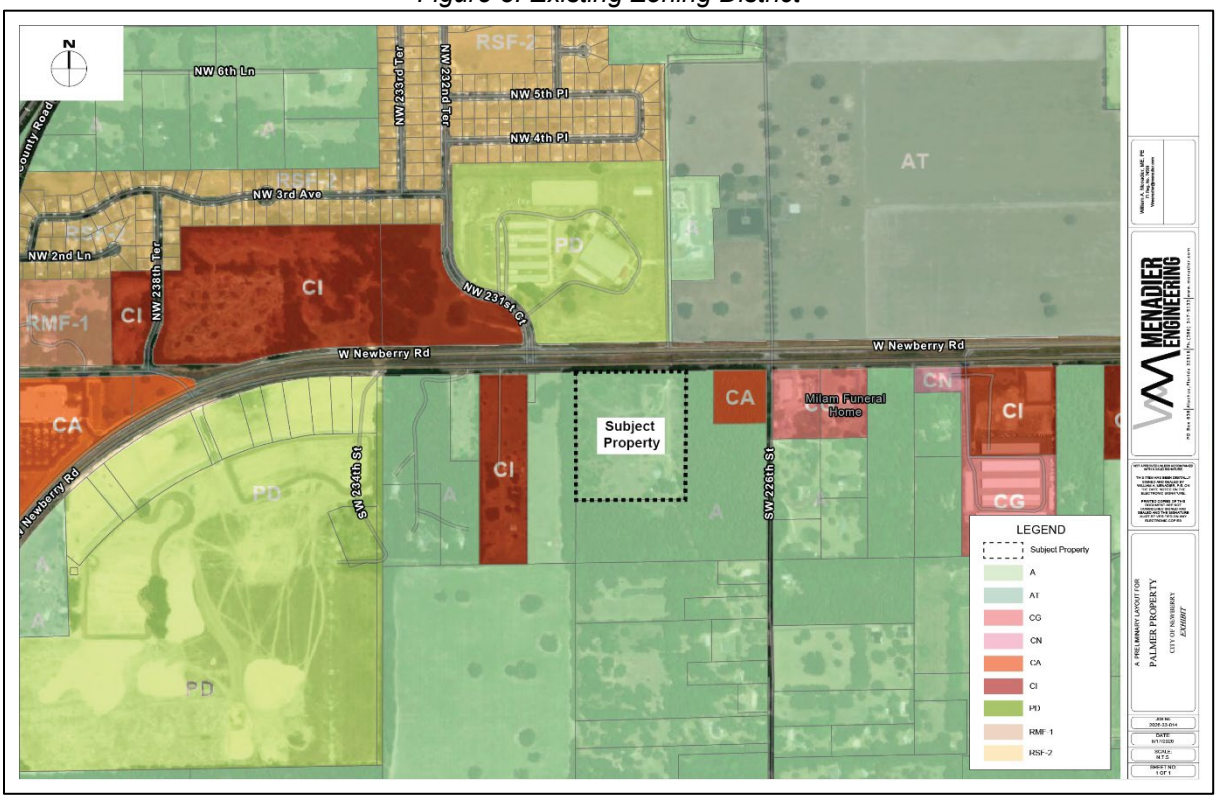
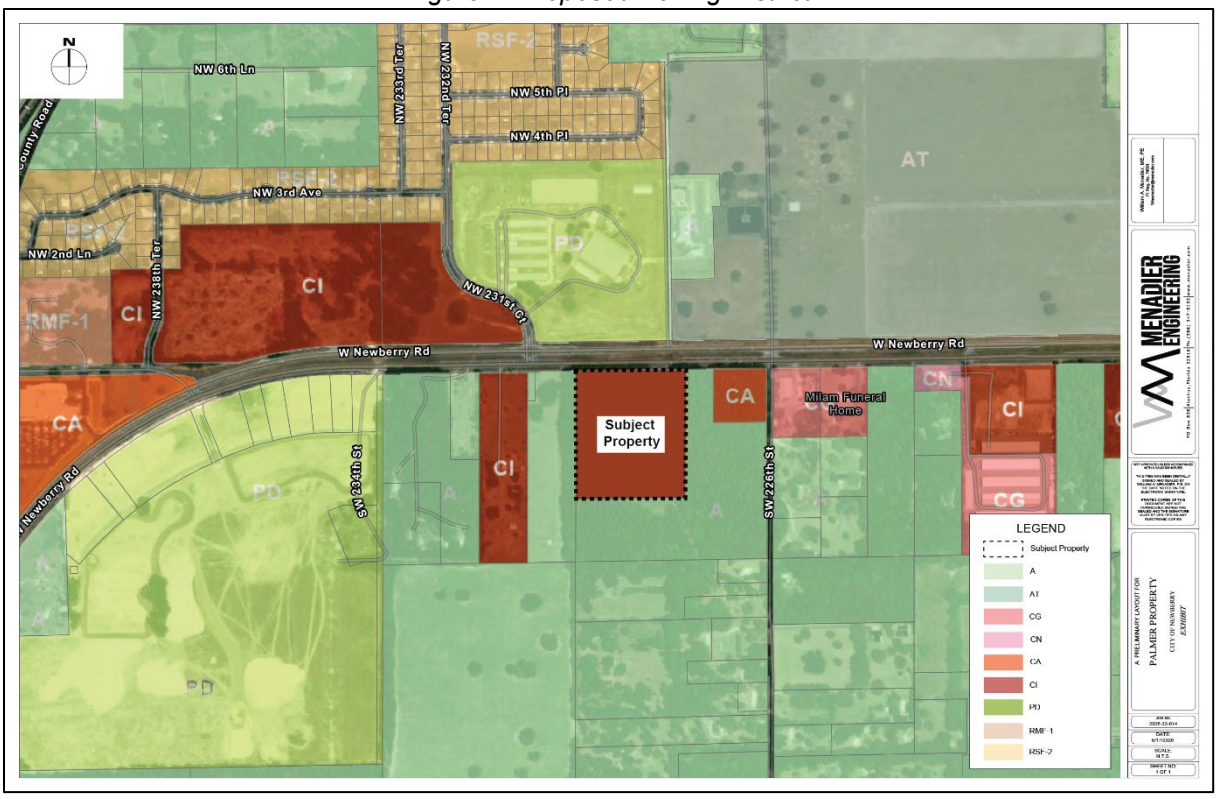


Figure 4. Proposed Zoning District



2. Comprehensive Plan Consistency

The following analysis identifies specific Goals, Objectives, and Policies from the Comprehensive Plan and explains how the proposed Commercial Future Land Use amendment and associated CI rezoning aligns with each.

Article I. – Future Land Use Element

"FLU OBJECTIVE 2.1: The City shall ensure appropriate land use allocations, LDRs, and permitting processes to encourage land development aligned with the City's Strategic Plan.

FLU POLICY 2.1.1: The City shall continue to create a pro-business environment for desirable development by allocating appropriate land uses, partnering with local educational institutions to support a skilled workforce, and maintaining reliable infrastructure and low taxes."

The request allocates Commercial Future Land Use to a site with direct frontage on a principal arterial, within the Urban Service Area and near a growing concentration of commercial and employment-oriented development. It creates an opportunity for future businesses and services in a location with corridor visibility and access to planned or existing municipal infrastructure. Because no specific use is proposed, the appropriateness of individual uses and their site-specific impacts will be determined through the CI use standards and Site and Development Plan review.

"FLU OBJECTIVE 3.1: Create a rational and equitable distribution of land uses that make efficient use of community infrastructure such as roads, sidewalks, utilities, stormwater drainage, parks & recreation, emergency response, and public schools.

FLU POLICY 3.1.1: The City shall evaluate the existing distribution of Future Land Use (FLU) categories to ensure a rational and equitable distribution of land uses to meet future population demands within the USA, where community infrastructure is intended to support existing and future residential and non-residential uses."

The approximately 14.86-acre property lies within the Urban Service Area and fronts SR 26, where the City has planned for urban services and an interconnected pattern of development. A City water main is located north of SR 26, and a City force main is located south of SR 26 along the property's frontage. Locating additional commercial capacity in this serviced corridor supports an efficient distribution of nonresidential land and allows infrastructure needs to be evaluated and addressed as part of a coordinated development pattern.

"FLU POLICY 3.2.1: The City's Land Development Regulations (LDRs) shall contain design and development standards based on and consistent with the following FLU categories and corresponding general ranges of densities and intensities."

FLU Category	Zoning District Classification	Typical Uses	Maximum Density	Maximum Intensity
Commercial	CN, CH, CG, C-CBD, CI, CA	Retail Commercial Outlets, Service Establishments	–	80% Impervious Surface Ratio (ISR)

The requested Commercial Future Land Use category expressly identifies CI as a compatible implementing zoning district and contemplates retail commercial outlets and service establishments. Development will remain subject to the Commercial category's maximum 80 percent impervious surface ratio. For the 14.86-acre parcel, the separate CI floor area ratio standard is 0.50, as addressed in Section 3; both standards must be satisfied at Site and Development Plan review.

"FLU OBJECTIVE 4.2: The City shall establish State Road 26 and US Highway 27/41 Gateway Overlay District.

FLU POLICY 4.2.4: The LDR shall address exemptions, prohibited uses, and development standards, including, but not limited to, landscape buffer requirements along State Road 26 and US Highway 27/41 frontages, as well as enhanced architectural and site design standards."
Following annexation, the parcel will be in the East Zone 2 portion of the SR 26 Gateway Overlay District. Future development will be subject to the Overlay District's enhanced site, architectural, access, landscaping, and screening standards, including the required 50-foot roadway landscape buffer. These standards ensure that commercial development contributes to an attractive gateway, reflects Newberry's community character, and maintains compatibility as the eastern corridor develops.

"FLU GOAL 5: Reinforce the USA as a template, vehicle, and principle to focus growth and prevent suburban sprawl.

FLU POLICY 5.1.1: The City's USA is intended to accomplish the following: 1. Limit the location of high density residential, high intensity commercial, and heavy industrial uses; 2. Direct growth from the City's core outward to encourage infill development and redevelopment, resulting in compact and contiguous urban densities and intensities; 3. Establish the urban edge by defining the boundary that new public services may be extended to adequately serve development; 4. Encourage retention of the rural area; and 5. Clearly delineate where current development exists and future growth is planned or desired."
The property is inside the Urban Service Area and lies along the same SR 26 corridor where commercial, planned development, and employment-oriented uses are already established or approved. The request extends that emerging urban pattern in a contiguous manner and places future commercial intensity where centralized services can be provided, rather than outside the area planned for urban growth.

"FLU POLICY 5.2.1: The City's FLUM shall allocate amounts and types of land uses for residential, commercial, industrial, agricultural, institutional, 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.

FLU POLICY 5.6.2: The City's LDRs shall establish procedures for the review of proposed development to determine its impact on LOS standards for public facilities."
Commercial is an urban land use appropriately located within the Urban Service Area where public facilities can be extended and concurrency can be evaluated. Existing water and wastewater facilities in the SR 26 corridor provide feasible service options, while final connection design, system capacity, and any required improvements will be resolved before development approval. Section 4 provides a planning-level evaluation of the illustrative development scenario against roadway, water, wastewater, and solid-waste capacity.

Article II. – Transportation Element

"<u>*TRAN OBJECTIVE 1.1:*</u> *The city has established a safe, convenient, and efficient Level of Service (LOS) standard which shall be maintained for all roadways."*

The property fronts SR 26 within the segment extending from Newberry Lane to NW 170th Street/east city limit. Any site access, turn-lane, driveway-spacing, or other roadway improvements will be determined through Site and Development Plan review and coordinated with the Florida Department of Transportation (FDOT). The developer will be responsible for improvements required to serve the ultimate development. Based on the illustrative trip-generation analysis in Section 4, the request is not projected to cause the segment to exceed its adopted LOS standard.

"<u>*TRAN POLICY 1.1.1:*</u> *The city shall establish and maintain the Level of Service (LOS) standards as noted below at peak hour for the following roadway segments within the city. Further, such standards shall be as defined within the current FDOT "Multimodal Quality/Level of Service Handbook", 2023."*

Segment ID	Roadway Segment	Number of Lanes	Functional Classification	Area Type	Adopted (LOS) Standards
20,118	SR 26/Newberry Road, Newberry Lane to 170th Street/East city Limit	4-D	Principal Arterial-Other Rural	As established by FDOT as SIS Facility	C

SR 26 is a four-lane divided principal arterial in this location and is subject to adopted LOS C. Table 3 evaluates the illustrative project traffic against the applicable AADT service volume and the 2025 traffic count. The analysis identifies substantial residual capacity; final transportation review will be based on the actual development program and the current data and requirements in effect at Site and Development Plan review.

<u>*"TRAN POLICY 1.2.2:*</u> *The city shall limit direct access to major roadways by directing site access to local roadways, requiring cross-access among sites, and encouraging frontage roadways to lower local traffic's dependency on the major roadway network. Major roadways serving regional traffic need more access control to ensure mobility.*

<u>*TRAN POLICY 1.3.3:*</u> *The city shall require new development and redevelopment that are compatible abutting uses to interconnect with existing development through the extension of public or private streets, cross access agreements, and/or shared driveways. Cross access may include parking lot drive-aisles, sidewalks, and/or multi-use paths. Where new development and redevelopment abut vacant lands, the transportation systems shall be designed to facilitate interconnectivity with future development."*

Because the parcel fronts a State arterial and is surrounded by developing or developable parcels, access management and interconnection will be central to the future site design. The number and location of access points will be coordinated with FDOT, and vehicular and/or multimodal cross-access will be provided as required by the Gateway Overlay District unless precluded by utilities or topography.

Article IV. - Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element

"GOAL IV-1 — Ensure the provision of public facilities in a timely, orderly efficient and environmentally sound manner at an acceptable level of service for the city's population.

Objective IV.2. The city, upon adoption of this Comprehensive Plan, shall coordinate the extension of, or increase in the capacity of facilities by scheduling the completion of public facility improvements and require that they are concurrent with projected demand."

A City water main is located north of SR 26, and a City force main is located south of SR 26 directly along the subject property's frontage. A potential gravity-sewer alternative has also been explored at a high level. That concept would extend west from the subject property across Parcels 01928-003-000, 01928-002-000, and 01928-001-000 to Manhole No. 18 at the eastern boundary of the Highland development (Parcel 01932-011-000). This is not an approved engineering design and no easement process has occurred. The final water and wastewater connection methods, easements, capacity, and any required improvements will be established through engineering, utility coordination, and development review.

Article VII. - Intergovernmental Coordination Element

"IGC OBJECTIVE 1.6. The city shall coordinate annexation and joint planning issues with Alachua County and with adjacent municipalities within county.

IGC POLICY 1.6.4. Prior to amending the Future Land Use Map to include lands that have been recently annexed the city shall, upon the owner's application, determine an appropriate Future Land Use Map category based upon compatibility with adjacent map categories and zoning, the character of the surrounding area, environmental features and the availability of facilities and services."

The requested Commercial designation satisfies the factors identified in IGC Policy 1.6.4. The parcel is within the Urban Service Area and fronts SR 26; municipal water and wastewater facilities are located in the corridor; and nearby approved or existing commercial, planned development, agricultural-technology, and other nonresidential uses demonstrate an emerging commercial and employment pattern. Agricultural land remains adjacent, but the parcel's size and the CI and Gateway Overlay standards provide room and enforceable mechanisms for setbacks, buffering, landscaping, stormwater management, access control, and operational compatibility. The FLU amendment and rezoning remain contingent upon final annexation approval.

Article IX. – Economic Development Element

"OBJECTIVE ED.1.1 Diversify the economy of the city by creating an economic climate conducive to attracting new development and businesses which yield net social and economic benefits to the city.

POLICY ED 1.1.1. Encourage economic development activities which provide, either through initial stages or through expansion, the opportunity for employment of local residents and/or increased municipal revenues."

The amendment would expand the City's inventory of commercially designated land along an established State Road corridor and create opportunities for businesses, employment, and municipal revenue. The request is not tied to a single user, allowing the site to respond to future market needs while remaining subject to the City's use, design, and concurrency requirements.

"OBJECTIVE 6.1 : Select commercial and industrial locations which are compatible with the growth and future service needs of the City.

POLICY ED 6.1.1. Support new business development which can operate within the current infrastructure capacities. Provide adequate infrastructure capacity to support new business development, while minimizing any or all impacting operations of the existing business base."

The site is located within the Urban Service Area, fronts a principal arterial, and is near existing or planned municipal utilities. These characteristics allow the City to evaluate new commercial development in a location where service can be provided efficiently. Final development approval will remain contingent on demonstrated utility capacity and the construction of any improvements needed to serve the actual use.

"POLICY ED 6.1.2. Support development projects which broaden and enhance the City's economic base and produce viable long term land use patterns.

POLICY ED 6.1.4. New commercial areas are encouraged to cluster in identified areas to prevent and discourage strip development.

POLICY ED 6.1.5. Prepare and adopt design standards and best development practices to maintain and improve property values in and adjacent to commercial districts."
The request clusters future commercial development with the Hawley commercial property, Highland Park's planned commercial frontage, the AgriFoodTech Innovation Park, the equestrian center, and other commercial properties along the SR 26 corridor. This concentration is different from an isolated strip-commercial designation. The CI performance standards and the Gateway Overlay's 50-foot roadway buffer, architectural requirements, landscaping, service-area screening, and access controls will guide a cohesive corridor pattern and protect nearby properties.

3. Land Development Regulations Consistency

The following analysis identifies how this request is consistent with the City of Newberry's Land Development Regulations (LDRs).

Section 4.2. – Supplementary District Regulations.

"4.2.3. Access control. In order to provide ease and convenience in ingress and egress to private property, but more importantly to provide the maximum safety with the least interference to the traffic flow on public streets, the number and location of curb breaks shall be regulated relative to the intensity or size of the property served and the amount of frontage which that property has on a given street. Further, for roadways which are part of the State of Florida highway system the number and location of curb breaks shall be in conformance with F.A.C. chs. 14-96 and 14-97."

Any future access to SR 26 will require review under the City's access-control standards and applicable FDOT requirements. Driveway location and spacing, turn-lane needs, cross-access, and internal circulation will be based on the ultimate use and site plan, with the objective of minimizing conflict points and preserving the function of SR 26.

Section 4.2.18 establishes performance standards addressing fire and explosion hazards; smoke, dust, visible emissions, and open burning; fumes, vapors, and gases; heat, humidity, and air movement; noise; odor; and glare from lighting. These standards apply to any future CI use developed on the property. Because no specific use is proposed, compliance will be evaluated during Site and Development Plan review based on the actual use, equipment, lighting, and operations. Together with the CI district's prohibition on dangerous, noxious, offensive, or otherwise incompatible uses, these standards provide enforceable protections against impacts extending beyond the property and support compatibility with the surrounding agricultural properties and developing SR 26 corridor.

Section 4.14. - Commercial, Intensive (CI).

"4.14.1. Districts and intent. The CI Commercial, Intensive category includes one 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 off-street parking and off-street loading space. This district permits certain uses not of a neighborhood or general commercial type and serves the entire city."

CI is an expressly compatible implementing district for the Commercial Future Land Use category. The parcel fronts SR 26, a principal arterial carrying substantial traffic, and provides the conspicuous and accessible corridor location contemplated by the district. At 14.86 acres, the property has sufficient area for the parking, loading, internal circulation, landscaping, stormwater management, and roadway buffer required for future commercial development. The designation also continues the pattern of CI and other commercial zoning established or approved along this portion of SR 26.

"4.14.2. Permitted principal uses and structures. As for CG, and in addition: ... Site and development plan approval (see article 14) is required for ... [a]ll commercial developments."

No particular CI use is proposed at this stage. The retail, office, bank, fast-food with drive-through, and health-facility uses evaluated in Section 4 are representative planning assumptions used to test potential impacts; they do not constitute a proposed tenant mix or approval of those uses. Any future use must be permitted by right or receive the applicable Special Exception and must comply with all use-specific standards. The Gateway Overlay District further prohibits or modifies certain uses, as discussed below.

"4.14.6. Minimum lot requirements (area, width). All permitted uses and structures (unless otherwise specified): None, except as needed to meet other requirements set out herein."

The subject property is approximately 14.86 acres. The CI district establishes no minimum lot area or width, except as necessary to meet the district's other development requirements.

"4.14.7. Minimum yard requirements (depth of front and rear yard, width of side yard). All permitted uses and structures (unless otherwise specified): Front: 20 feet. Side: None, except where a side yard is provided, then a side yard of at least ten feet must be provided. Rear: 15 feet. The location of any structure shall be setback a minimum of 35 feet from wetlands and from perennial streams and creeks."
Future development will comply with the CI minimum yards and any more restrictive Gateway Overlay or supplementary standards. The presence and jurisdictional limits of any wetlands, perennial streams, or creeks will be confirmed during development review, and applicable 35-foot structural setbacks will be provided where required.

"4.14.8. Maximum height of structures. No portion shall exceed 72 feet."
The CI district permits structures up to 72 feet; however, the Gateway Overlay District establishes a more restrictive maximum building height of 42 feet. The 42-foot Overlay standard will control future development of the parcel.

"4.14.9. Maximum lot coverage by all buildings. No structure shall exceed the following floor area ratio requirements:"

Less than five acres	1.0 floor area ratio
Greater than or equal to five acres but less than ten acres	0.75 floor area ratio
Greater than or equal to ten acres but less than 20 acres	0.50 floor area ratio
Greater than or equal to 20 acres	0.25 floor area ratio

The subject property is approximately 14.86 acres and therefore falls within the CI tier for sites greater than or equal to 10 acres but less than 20 acres. The applicable maximum floor area ratio is 0.50. Applied to approximately 647,302 square feet of land area, the theoretical maximum gross floor area is approximately 323,651 square feet. This entitlement ceiling is separate from the approximately 40,000-square-foot illustrative scenario used for concurrency planning and does not supersede the Commercial Future Land Use category's maximum 80 percent impervious surface ratio, setbacks, parking, stormwater, landscaping, buffering, or other development standards.

"4.14.10. Minimum landscaped buffering requirements. Where a use is erected or expanded on land abutting a residential district, then the proposed use shall provide a landscaped buffer which shall be not less than ten feet in width along the affected rear and/or side yards, as the case may be."
The parcels immediately east, south, and west are zoned Agriculture but contain existing residential homes. Accordingly, future development will provide a landscape buffer of at least ten feet along the affected side and rear property boundaries adjacent to those residences. The final buffer locations and planting design will be established through Site and Development Plan review. This requirement will apply in addition to all other landscaping and screening standards, including the 50-foot East Zone 2 roadway landscape buffer along SR 26.

"4.14.11. Minimum off-street parking requirements. Off-street parking and loading shall be provided in accordance with the schedule set forth in this section and Section 4.2."
Off-street parking and loading will be calculated for the actual use proposed and designed in accordance with Sections 4.14.11 and 4.2. Loading, service, and waste areas will also comply with the location and screening requirements of the Gateway Overlay District.

All commercial development requires Site and Development Plan approval. That review will establish the final use, site layout, access, cross-access, building design, parking and loading, utility connections, stormwater facilities, landscaping, buffers, lighting, and signage and will confirm compliance with the CI district, supplementary regulations, and Gateway Overlay District.

Section 4.22. – Gateway Overlay District

*"**4.22.1 Purpose and intent.** Where land is classified into an overlay district and a base zone district, the regulations governing development in the overlay district and the base zone district shall apply. In the event of a conflict between the standards governing a base zone district and an overlay district, the standards governing the overlay district shall control."*
Upon annexation, the subject property will lie within the SR 26 and US 27/41 Gateway Overlay District and will be subject to both the CI base district and the Overlay standards. Where a conflict exists, the Overlay standard controls. These requirements are particularly important here because the property occupies a visible position along Newberry's eastern gateway.

*"**4.22.2(A)(2) Applicability.** The Gateway Overlay District consists of parcels, or portions thereof, within 500 feet of the SR 26 and US 27/41 rights-of-way and are located within the City of Newberry municipal limits as measured by perpendicular line from the ultimate right(s)-of-way line. The standards of this section shall apply to the whole unified parcel of land when a portion of the parcel is located within the Gateway Overlay District."*
The property has frontage on SR 26 and is proposed for annexation into the City. Once annexed, the Overlay applies to the entire unified parcel when any portion lies within 500 feet of the ultimate SR 26 right-of-way. No waiver or exemption from the Overlay standards is assumed by this application.

"4.22.2(A)(5)(h) Roadway buffers. Buffering for properties with frontage along SR 26 and/or US 27/41 shall meet the following requirements of this section. ... No buildings or parking are permitted in buffers."
The parcel is located in East Zone 2, extending from NW 231st Court to NW/SW 202nd Street. Diagram 2 requires a 50-foot-wide roadway landscape buffer for commercial development, with an average of three shade trees per 100 linear feet and at least 80 percent of the buffer landscaped with a mixture of shrubs, groundcover, and ornamental grasses. Plantings may be clustered where their distribution remains balanced; no buildings or parking may occupy the buffer. The final landscape plan will use qualifying native or adapted plant material and may receive credit for existing native vegetation that provides an effective buffer.

*"**4.22.2(A)(4)(a) Prohibited uses.** The following uses shall be prohibited within the SR 26 and US 27/41 Gateway Overlay District: … Outdoor kennel … Outdoor storage as a primary use except as ancillary to a permitted by-right or special exception use."*
Because no end user is proposed, the application does not seek approval of any use prohibited by the Overlay. Any future development must exclude prohibited uses such as automobile body shops, outdoor kennels, machine shops, commercial parking as a principal use, recycling drop-off centers, and outdoor storage as a primary use. Automobile sales and recreational vehicle, boat, or ATV sales may occur only through the applicable Special Exception process.

*"**4.22.2(A)(5)(a) Development standards; building and site design.** Buildings closest to the roadway buffer shall be oriented so the main entrance(s) is parallel to and facing the SR26 and US27/41 rights-of-way. Buildings with drive-through service shall locate drive-through lanes and drive-through windows to be perpendicular to the roadway buffers. No more than two parking aisles or rows may be located between the closest building to the roadway buffers or as otherwise determined appropriate by the City Manager or designee. Off-street parking areas must have a pedestrian pathway aligned with the main entrance connecting the parking areas to the main entrance."*
Future development will comply with the Overlay's mandatory building and site standards, including orientation of buildings and entrances toward SR 26, the limitation on parking rows between the closest building and roadway buffer, pedestrian connections from parking to principal entrances, wall articulation, roof and parapet treatment, mechanical-equipment screening, entrance design, window consistency, and wall-sign standards. The project will also implement at least one option from each applicable Table 2 design category.

*"**4.22.2(A)(5)(b) Maximum Building Height.** No building shall exceed 42 feet except for stair and elevator bulkheads and structural projections which do not provide inhabitable space."*
No future building may exceed the Overlay's 42-foot maximum height, except for the limited non-habitable projections identified by the regulation. This more restrictive standard controls over the CI district's 72-foot limit and helps maintain an appropriate corridor scale.

*"**4.22.2(A)(5)(c) Loading and service.** Loading and service areas, including but not limited to docks, waste collection and storage, drive-throughs, and other functionally similar uses, shall be located to the rear or side of buildings and shall be screened by 100% opaque wall or landscaping. In no instance shall the loading and service area be located between the building and SR 26 or US 27/41, regardless of building orientation."*
Loading docks, waste collection and storage, drive-through facilities, and similar service areas will be placed to the rear or side of buildings, screened by a 100 percent opaque wall or landscaping, and kept from the area between buildings and SR 26. These provisions reduce the visibility of operational areas from the gateway corridor and nearby properties.

*"**4.22.2(A)(5)(j) Landscaping in vehicular use areas.** Screening shall be provided where a vehicular use area is visible from any adjacent property and/or street right(s)-of-way. The screening shall consist of: a single row of shrubs spaced at a maximum four (4) feet on center, minimum, to provide a visual screen not less than 50-percent opaque upon planting … an average of two (2) shade trees for every 100 linear feet, or fraction thereof, of the paved vehicular use area …"*
Vehicular-use areas visible from adjacent property or public right-of-way will be screened with the shrubs, shade trees, landscape islands, and planting strips required by Section 4.22. Stormwater management facilities visible from the right-of-way will receive the required native trees and slope plantings. These standards will soften the appearance of parking and drainage facilities and help maintain compatibility with the surrounding rural and developing corridor context.

*"**4.22.2(A)(5)(l) Cross access.** Vehicular and/or multi-modal cross access shall be required, except if prohibited due to utilities or topography.*

***4.22.2(A)(5)(m) Signage.** Under no circumstances shall a sign's illumination mechanism be visible to vehicles, pedestrians, or other modes of transportation. All illumination must be internal or directed upon the sign's face with no direct line of sight to the bulb(s) or lighting fixtures."*
Vehicular and/or multimodal cross-access will be provided unless prohibited by utilities or topography, supporting coordinated access as adjacent parcels develop. Signs will comply with the Overlay and Section 4.2.20, including the prohibition on pylon signs and visible illumination mechanisms and the requirement for monument or ground-based freestanding signs.

Detailed compliance with the Gateway Overlay District, including the East Zone 2 roadway buffer and all applicable building, access, landscaping, service-area, lighting, and signage requirements, will be demonstrated with the future Site and Development Plan.

Section 7.3. – Stormwater Management Requirements

"7.3.4. Stormwater management generally. All developments shall be constructed and maintained so that post-development runoff rates and pollutant loads do not exceed pre-development conditions. No development may be constructed or maintained so that such development impedes the natural flow of water from higher adjacent properties, and no development may be constructed or maintained so that stormwaters from such development are collected and channelled onto lower adjacent properties."

On-site development will comply with all applicable City of Newberry and Suwannee River Water Management District (SRWMD) design and permitting requirements. Post-development runoff rates and pollutant loads will not exceed pre-development conditions, and stormwater will not be channeled onto lower adjacent properties or impede flow from higher adjacent properties.

Compatibility with Surrounding Uses

The subject property remains adjacent to agricultural land on the east, south, and west, with SR 26 forming the northern boundary. Its broader context, however, is transitioning toward a coordinated urban corridor. The nearby Hawley commercial property, Highland Park Planned Development and planned commercial frontage, Newberry Agricultural Technology Park, equestrian center, funeral home, and existing commercial designations demonstrate that the request is part of an emerging cluster of nonresidential and planned uses along SR 26. Commercial and CI designations are therefore compatible with the corridor's planned direction, while the parcel's size allows buildings, parking, stormwater, and service areas to be arranged internally with meaningful separation from surrounding properties.

Compatibility will be implemented through the required 10-foot landscape buffer along the affected side and rear boundaries, the CI prohibition on dangerous, noxious, offensive, or otherwise incompatible uses, supplementary performance standards, access controls, stormwater requirements, and the Gateway Overlay standards. The actual use and site design will be reviewed against those standards before development approval. On this basis, the amendment establishes a logical commercial designation while retaining enforceable safeguards for the surrounding agricultural properties and the developing eastern gateway.

4. Impact Analysis

Level of Service (LOS) Concurrency

This application requests a Commercial Future Land Use amendment and rezoning to Commercial, Intensive (CI), contingent upon annexation of the approximately 14.86-acre property. Under Section 4.14.9, a CI parcel greater than or equal to 10 acres but less than 20 acres is subject to a maximum 0.50 floor area ratio. Applied to the site, the theoretical maximum floor area is approximately 323,651 square feet. For a more realistic planning-level evaluation, Tables 2 through 6 use an illustrative commercial development program totaling approximately 39,500 square feet and including representative retail, office, bank, fast-food with drive-through, and health-facility uses. This scenario is used solely to evaluate potential public-facility impacts. It is not a development cap, commitment, or approval of a particular use mix, and the final development may change subject to the applicable entitlements and development standards.

Table 2. Potential Net Trip Generation

Land Use	ITE LU Code	IV (per 1000 S.F. GFA)	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Retail	822	6.50	354	15	9	6	43	21	22
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			354	15	9	6	43	21	22
Office	712	6.50	94	11	9	2	14	5	9
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			94	11	9	2	14	5	9
Bank	912	10.00	1004	100	58	42	210	105	105
Pass-by Trips – 29%			291	29	17	12	61	30	30
Net New Trips (applying pass-by reduction factor)			713	71	41	30	149	75	75
Fast-Food w/ Drive Through Window	934	6.50	3039	290	148	142	215	112	103
Pass-by Trips – 55%			1671	160	81	78	118	62	57
Net New Trips (applying pass-by reduction factor)			1368	130	67	64	97	50	46
Health Facility	720	10.00	360	31	24	7	39	12	27
Pass-by Trips – None			0	0	0	0	0	0	0
Net New Trips (applying pass-by reduction factor)			360	31	24	7	39	12	27
Total Net New Trips			**2829**	**258**	**150**	**109**	**342**	**163**	**179**

The illustrative development program is estimated to generate up to 2,829 net new daily vehicular trips, which would primarily affect SR 26. Table 3 compares this project traffic with the applicable roadway service volume and existing traffic. The AADT service volume was obtained from the 2023 FDOT Multimodal Quality/Level of Service Handbook, and the 2025 AADT for SR 26 was obtained from FDOT Florida Traffic Online. Any access, turn-lane, or roadway improvements will be evaluated during Site and Development Plan review and coordinated with FDOT. Improvements required to serve the development will be the responsibility of the developer and will be designed in accordance with City and FDOT requirements, as applicable.

Table 3. Potential Roadway Impacts

Roadway Segment	Adopted (LOS) Standard	Functional Classification	AADT Service Volumes	AADT 2025	Projected AADT	Residual Capacity
SR 26/Newberry Road From: Newberry Lane To: 170th Street/East city Limit	C	Principal Arterial-Other Rural	45,800	21,500	2,829	21,471

Approval of this application is not projected to cause the evaluated segment of SR 26 to exceed the adopted LOS standard. Final transportation concurrency and access requirements will be based on the actual development proposal.

Sanitary Sewer Impact

A City force main is located south of SR 26 directly along the subject property's frontage. In addition, a potential gravity-sewer route has been explored at a high level from the subject parcel west across Parcels 01928-003-000, 01928-002-000, and 01928-001-000 to Manhole No. 18 at the eastern property boundary of the Highland development (Parcel 01932-011-000). That alternative is conceptual only; it has not received engineering approval and no utility-easement process has been initiated. The final wastewater connection, required easements, capacity, and any off-site improvements will be determined through detailed engineering and City utility review. Table 4 provides the potential sanitary sewer demand associated with the illustrative development program.

Table 4. Potential Impact on Sanitary Sewer

Land Use	Maximum Unit	Generation Rate	Average Estimated Demand (GPD)
Retail	4 bathrooms	200 gallons per bathroom	800
Office	6,500 S.F.	15 gallons per 100 S.F.	975
Bank	2 bathrooms	200 gallons per bathroom	400
Fast-Food w/ Drive Through Window	87 seats	40 gallons per seat	3,480
Health Facility	10,000 S.F.	15 gallons per 100 S.F.	1,500
Total Demand	**-**	**-**	7,155

The illustrative program produces an estimated average sanitary sewer demand of 7,155 gallons per day. For comparison, the Comprehensive Plan's nonresidential sanitary sewer LOS standard of 2,000 gallons per acre per day equates to 29,720 gallons per day for 14.86 acres. The illustrative demand is therefore below the planning-level LOS allocation. Final concurrency will be confirmed using the actual development program, including execution of any required capacity agreement, payment of applicable fees, and construction of necessary connection or capacity improvements.

Potable Water Impact

A City potable water main is located north of SR 26. The final connection route, any required crossing or extension, system capacity, and fire-flow requirements will be evaluated, designed, and permitted with the future development plan. Table 5 assumes a 1:1 relationship between potable-water use and sanitary-sewer generation for the illustrative development program.

Table 5. Potential Impact on Potable Water

Land Use	Maximum Unit	Generation Rate	Average Estimated Demand (GPD)
Retail	4 bathrooms	200 gallons per bathroom	800
Office	6,500 S.F.	15 gallons per 100 S.F.	975
Bank	2 bathrooms	200 gallons per bathroom	400
Fast-Food w/ Drive Through Window	87 seats	40 gallons per seat	3,480
Health Facility	10,000 S.F.	15 gallons per 100 S.F.	1,500
Total Demand	**-**	**-**	7,155

The illustrative program produces an estimated average potable-water demand of 7,155 gallons per day. The Comprehensive Plan's nonresidential potable-water LOS standard of 2,750 gallons per acre per day equates to 40,865 gallons per day for the 14.86-acre parcel. The illustrative demand is below that planning-level allocation. Final concurrency, fire flow, connection design, capacity agreements, fees, and required improvements will be determined from the actual development proposal.

Solid Waste Impact

Solid-waste generation for the approximately 39,500-square-foot illustrative program is based on the Florida Department of Environmental Protection 2024 Municipal Solid Waste Report. Commercial tonnage for Alachua County was converted to pounds and normalized to an estimated countywide nonresidential building area, producing the planning rate used in Table 6.

Table 6. Potential Impact on Solid Waste

Land Use	Maximum Unit	Generation Rate	Tons Per Year
Nonresidential	39,500 S.F.	15.2 lbs per 1,000 S.F. per year x (365 days/2,000 lbs)	109.57
Leveda Brown Environmental Park Capacity			20 Years

Based on the planning assumptions in Table 6, the illustrative program is estimated to generate approximately 109.57 tons of solid waste per year. Available disposal capacity is not anticipated to fall below the adopted LOS as a result of this request. Final concurrency, service arrangements, applicable fees, and any required improvements will be confirmed for the actual development program through the City's development-review process.

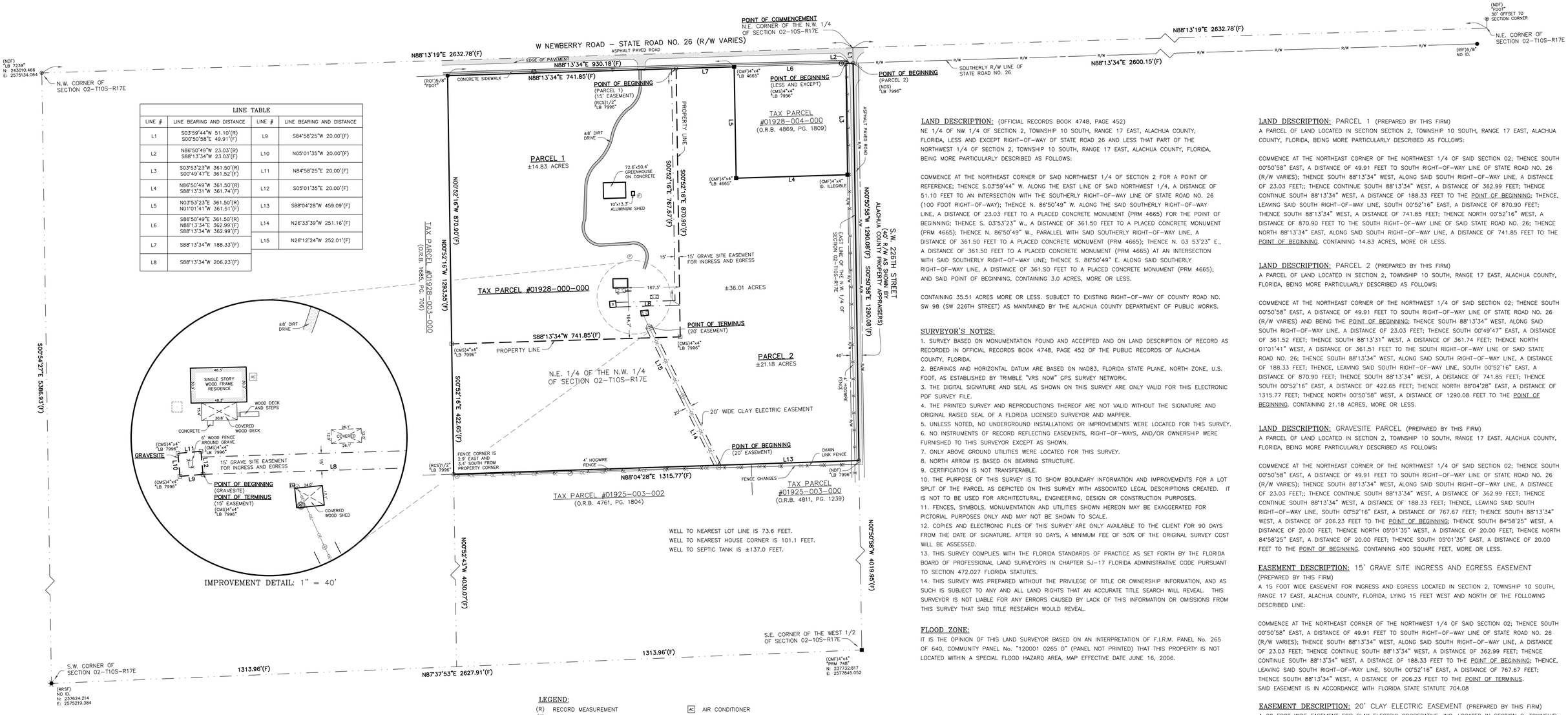
A PARCEL OF LAND LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50’58” EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE SOUTH 88°13’34” WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET;; THENCE CONTINUE SOUTH 88°13’34” WEST, A DISTANCE OF 362.99 FEET; THENCE CONTINUE SOUTH 88°13’34” WEST, A DISTANCE OF 188.33 FEET TO THE POINT OF BEGINNING; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52’16” EAST, A DISTANCE OF 870.90 FEET; THENCE SOUTH 88°13’34” WEST, A DISTANCE OF 741.85 FEET; THENCE NORTH 00°52’16” WEST, A DISTANCE OF 870.90 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 26; THENCE NORTH 88°13’34” EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 741.85 FEET TO THE POINT OF BEGINNING. CONTAINING 14.83 ACRES, MORE OR LESS.

BOUNDARY SURVEY AND LOT SPLIT

TAX PARCEL #01928-000-000
22807 WEST NEWBERRY ROAD
NEWBERRY, FL 32669

SECTION 02, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA



LINE TABLE			
LINE #	LINE BEARING AND DISTANCE	LINE #	LINE BEARING AND DISTANCE
L1	S03°59'44"W 51.10'(R) S00°50'58"E 49.91'(F)	L9	S84°58'25"W 20.00'(F)
L2	N86°50'49"W 23.03'(R) S88°13'34"W 23.03'(F)	L10	N05°01'35"W 20.00'(F)
L3	S03°53'23"W 361.50'(R) S00°49'47"E 361.52'(F)	L11	N84°58'25"E 20.00'(F)
L4	N86°50'49"W 361.50'(R) S88°13'31"W 361.74'(F)	L12	S05°01'35"E 20.00'(F)
L5	N03°53'23"E 361.50'(R) N01°01'41"W 361.51'(F)	L13	S88°04'28"W 459.09'(F)
L6	S86°50'49"E 361.50'(R) N88°13'34"E 362.99'(F) S88°13'34"W 362.99'(F)	L14	N26°33'39"W 251.16'(F)
L7	S88°13'34"W 188.33'(F)	L15	N26°12'24"W 252.01'(F)
L8	S88°13'34"W 206.23'(F)		

LEGEND:

(R)	RECORD MEASUREMENT
(F)	FIELD MEASUREMENT
ID.	IDENTIFICATION
R/W	RIGHT-OF-WAY
O.R.B.	OFFICIAL RECORDS BOOK
PG.	PAGE
N:	NORTHING
E:	EASTING
●	(RCF) REBAR & CAP FOUND
⊙	(NDF) NAIL & DISK FOUND
●	(IRF) IRON ROD FOUND
■	(CMF) CONCRETE MONUMENT FOUND
□	(CMS) 4"X4" CONCRETE MONUMENT SET "LB 7996"
★	(RRSF) RAILROAD SPIKE FOUND
AC	AIR CONDITIONER
Ⓕ	FIBER-OPTIC MARKER
	SEPTIC TANK
Ⓟ	PROPANE TANK
▽	TELEPHONE PEDESTAL
Ⓦ	WELL
Ⓜ	ELECTRIC METER
	WOOD POWER POLE
-x-x-	FENCE LINES
-o-o-	OVERHEAD ELECTRIC LINES

SCALE: 1" = 150'

DEREN LAND SURVEYING
ACCURACY COUNTS - KNOW YOUR BOUNDARIES

LAND DESCRIPTION: (OFFICIAL RECORDS BOOK 4748, PAGE 452)
NE 1/4 OF NW 1/4 OF SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, LESS AND EXCEPT RIGHT-OF-WAY OF STATE ROAD 26 AND LESS THAT PART OF THE NORTHWEST 1/4 OF SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID NORTHWEST 1/4 OF SECTION 2 FOR A POINT OF REFERENCE; THENCE S.03°59'44" W. ALONG THE EAST LINE OF SAID NORTHWEST 1/4, A DISTANCE OF 51.10 FEET TO AN INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (100 FOOT RIGHT-OF-WAY); THENCE N. 86°50'49" W. ALONG THE SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665) FOR THE POINT OF BEGINNING; THENCE S. 03°53'23" W., A DISTANCE OF 361.50 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665); THENCE N. 86°50'49" W., PARALLEL WITH SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 361.50 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665); THENCE N. 03 53'23" E., A DISTANCE OF 361.50 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665) AT AN INTERSECTION WITH SAID SOUTHERLY RIGHT-OF-WAY LINE; THENCE S. 86°50'49" E. ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 361.50 FEET TO A PLACED CONCRETE MONUMENT (PRM 4665); AND SAID POINT OF BEGINNING, CONTAINING 3.0 ACRES, MORE OR LESS.

CONTAINING 35.51 ACRES MORE OR LESS. SUBJECT TO EXISTING RIGHT-OF-WAY OF COUNTY ROAD NO. SW 98 (SW 226TH STREET) AS MAINTAINED BY THE ALACHUA COUNTY DEPARTMENT OF PUBLIC WORKS.

SURVEYOR'S NOTES:
1. SURVEY BASED ON MONUMENTATION FOUND AND ACCEPTED AND ON LAND DESCRIPTION OF RECORD AS RECORDED IN OFFICIAL RECORDS BOOK 4748, PAGE 452 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.
2. BEARINGS AND HORIZONTAL DATUM ARE BASED ON NAD83, FLORIDA STATE PLANE, NORTH ZONE, U.S. FOOT, AS ESTABLISHED BY TRIMBLE "VRS NOW" GPS SURVEY NETWORK.
3. THE DIGITAL SIGNATURE AND SEAL AS SHOWN ON THIS SURVEY ARE ONLY VALID FOR THIS ELECTRONIC PDF SURVEY FILE.
4. THE PRINTED SURVEY AND REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
5. UNLESS NOTED, NO UNDERGROUND INSTALLATIONS OR IMPROVEMENTS WERE LOCATED FOR THIS SURVEY.
6. NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHT-OF-WAYS, AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS SHOWN.
7. ONLY ABOVE GROUND UTILITIES WERE LOCATED FOR THIS SURVEY.
8. NORTH ARROW IS BASED ON BEARING STRUCTURE.
9. CERTIFICATION IS NOT TRANSFERABLE.
10. THE PURPOSE OF THIS SURVEY IS TO SHOW BOUNDARY INFORMATION AND IMPROVEMENTS FOR A LOT SPLIT OF THE PARCEL AS DEPICTED ON THIS SURVEY WITH ASSOCIATED LEGAL DESCRIPTIONS CREATED. IT IS NOT TO BE USED FOR ARCHITECTURAL, ENGINEERING, DESIGN OR CONSTRUCTION PURPOSES.
11. FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
12. COPIES AND ELECTRONIC FILES OF THIS SURVEY ARE ONLY AVAILABLE TO THE CLIENT FOR 90 DAYS FROM THE DATE OF SIGNATURE. AFTER 90 DAYS, A MINIMUM FEE OF 50% OF THE ORIGINAL SURVEY COST WILL BE ASSESSED.
13. THIS SURVEY COMPLIES WITH THE FLORIDA STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027 FLORIDA STATUTES.
14. THIS SURVEY WAS PREPARED WITHOUT THE PRIVILEGE OF TITLE OR OWNERSHIP INFORMATION, AND AS SUCH IS SUBJECT TO ANY AND ALL LAND RIGHTS THAT AN ACCURATE TITLE SEARCH WILL REVEAL. THIS SURVEYOR IS NOT LIABLE FOR ANY ERRORS CAUSED BY LACK OF THIS INFORMATION OR OMISSIONS FROM THIS SURVEY THAT SAID TITLE RESEARCH WOULD REVEAL.

FLOOD ZONE:
IT IS THE OPINION OF THIS LAND SURVEYOR BASED ON AN INTERPRETATION OF F.I.R.M. PANEL No. 265 OF 640, COMMUNITY PANEL No. "120001 0265 D" (PANEL NOT PRINTED) THAT THIS PROPERTY IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA, MAP EFFECTIVE DATE JUNE 16, 2006.

LAND DESCRIPTION: PARCEL 1 (PREPARED BY THIS FIRM)
A PARCEL OF LAND LOCATED IN SECTION SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET;; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 362.99 FEET; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 188.33 FEET TO THE POINT OF BEGINNING; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52'16" EAST, A DISTANCE OF 870.90 FEET; THENCE SOUTH 88°13'34" WEST, A DISTANCE OF 741.85 FEET; THENCE NORTH 00°52'16" WEST, A DISTANCE OF 870.90 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 26; THENCE NORTH 88°13'34" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 741.85 FEET TO THE POINT OF BEGINNING. CONTAINING 14.83 ACRES, MORE OR LESS.

LAND DESCRIPTION: PARCEL 2 (PREPARED BY THIS FIRM)
A PARCEL OF LAND LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES) AND BEING THE POINT OF BEGINNING; THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET; THENCE SOUTH 00°49'47" EAST, A DISTANCE OF 361.52 FEET; THENCE SOUTH 88°13'31" WEST, A DISTANCE OF 361.74 FEET; THENCE NORTH 01°01'41" WEST, A DISTANCE OF 361.51 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 26; THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 188.33 FEET; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52'16" EAST, A DISTANCE OF 870.90 FEET; THENCE SOUTH 88°13'34" WEST, A DISTANCE OF 741.85 FEET; THENCE SOUTH 00°52'16" EAST, A DISTANCE OF 422.65 FEET; THENCE NORTH 88°04'28" EAST, A DISTANCE OF 1315.77 FEET; THENCE NORTH 00°50'58" WEST, A DISTANCE OF 1290.08 FEET TO THE POINT OF BEGINNING. CONTAINING 21.18 ACRES, MORE OR LESS.

LAND DESCRIPTION: GRAVESITE PARCEL (PREPARED BY THIS FIRM)
A PARCEL OF LAND LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET;; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 362.99 FEET; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 188.33 FEET; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52'16" EAST, A DISTANCE OF 767.67 FEET; THENCE SOUTH 88°13'34" WEST, A DISTANCE OF 206.23 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 84°58'25" WEST, A DISTANCE OF 20.00 FEET; THENCE NORTH 05°01'35" WEST, A DISTANCE OF 20.00 FEET; THENCE NORTH 84°58'25" EAST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 05°01'35" EAST, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING. CONTAINING 400 SQUARE FEET, MORE OR LESS.

EASEMENT DESCRIPTION: 15' GRAVE SITE INGRESS AND EGRESS EASEMENT (PREPARED BY THIS FIRM)
A 15 FOOT WIDE EASEMENT FOR INGRESS AND EGRESS LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, LYING 15 FEET WEST AND NORTH OF THE FOLLOWING DESCRIBED LINE:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE SOUTH 88°13'34" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 23.03 FEET; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 362.99 FEET; THENCE CONTINUE SOUTH 88°13'34" WEST, A DISTANCE OF 188.33 FEET TO THE POINT OF BEGINNING; THENCE, LEAVING SAID SOUTH RIGHT-OF-WAY LINE, SOUTH 00°52'16" EAST, A DISTANCE OF 767.67 FEET; THENCE SOUTH 88°13'34" WEST, A DISTANCE OF 206.23 FEET TO THE POINT OF TERMINUS.
SAID EASEMENT IS IN ACCORDANCE WITH FLORIDA STATE STATUTE 704.08

EASEMENT DESCRIPTION: 20' CLAY ELECTRIC EASEMENT (PREPARED BY THIS FIRM)
A 20 FOOT WIDE EASEMENT FOR CLAY ELECTRIC COOPERATIVE, INC. LOCATED IN SECTION 2, TOWNSHIP 10 SOUTH, RANGE 17 EAST, ALACHUA COUNTY, FLORIDA, LYING 10 FEET EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 02; THENCE SOUTH 00°50'58" EAST, A DISTANCE OF 49.91 FEET TO SOUTH RIGHT-OF-WAY LINE OF STATE ROAD NO. 26 (R/W VARIES); THENCE CONTINUE SOUTH 00°50'58" EAST, A DISTANCE OF 1290.08 FEET; THENCE SOUTH 88°04'28" WEST, A DISTANCE OF 459.09 FEET TO THE POINT OF BEGINNING; THENCE NORTH 26°33'39" WEST, A DISTANCE OF 251.16 FEET; THENCE NORTH 26°12'24" WEST, A DISTANCE OF 252.01 FEET TO THE POINT OF TERMINUS.

DATE OF FIELD WORK: 04-07-2021

CERTIFY SURVEY TO:
GARY DUVAL PALMER
RICHARD MARION FOWLER II

SCALE: 1" = 150'
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

PAGE 1 OF 1
DATE: 04-08-2021
DRAWN BY: GUY
FIELD BOOK: 419/45-46

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LICENSE NO. 6946 STATE OF FLORIDA
PROFESSIONAL SURVEYOR & MAPPER FLA.CERT. 6946

JOB NO. 21140
ACAD FILE: 21140

DAVID M. DEREN P.S.M.
4605 N.W. 6TH STREET, SUITE H
GAINESVILLE, FLORIDA 32609
PHONE: (352) 331-0010
PHONE: (352) 336-3363
FAX: (352) 336-1084
DERENLANDSURVEYING.COM

DEREN LAND SURVEYING

Agent Affidavit / Special Power of Attorney

STATE OF FLORIDA COUNTY OF ALACHUA

KNOW ALL MEN BY THESE PRESENTS, that I JOHN PALMER, am presently the owner and/or leaseholder of and desiring to execute a Special Power of Attorney, have made, constituted and appointed, and by these presents do make, constitute and appoint **Menadier Engineering, LLC** whose address is 13800 Tech City Circle Bldg D Suite 302, Alachua, Fl 32616 County of Alachua, State of Florida, my Attorney full power to act as my agent in the process of **applying for all permitting required for the Palmer Property project.**

FURTHER, I do authorize the aforesaid Attorney-in-Fact to perform all necessary tasks in the execution of aforesaid authorization with the same validity as I could effect if personally present. Any act or thing lawfully done hereunder by the said attorney shall be binding on myself and my heirs, legal and personal representative, and assigns.

PROVIDED, however, that any and all transactions conducted hereunder for me or for my account shall be transacted in my name, and that all endorsements and instruments executed by the said attorney for the purpose of carrying out the foregoing powers shall contain my name, followed by that of my said attorney and the designation "Attorney-in-Fact."

WITNESSES:

Signature: _____

Printed Name: Christopher Leirey

APPLICANT:

Signature: _____

Printed Name: JOHN PALMER

STATE OF Florida COUNTY OF Alachua

The foregoing instrument was acknowledged before me by:

[✓] Physical Presence

- OR -

[ ] Online Notarization

This 17 day of August, 2026, by John Palmer, as owner, for Menadier Engineering LLC

Printed Name of Notary Public

Paola Hernandez

[Seal]

PAOLA HERNANDEZ
MY COMMISSION # HH 615312
EXPIRES: November 21, 2028

Signed Name of Notary Public

Commission Number: 615312

Expiration Date: November 21, 2028