

APPENDIX TO OBJECTION TO SITE PLAN APPLICATION
#SPR 22-15

EXHIBIT	DESCRIPTION	BATES NUMBER
A.	Application for New Development and Site Review Committee Meeting (Site Plan Application)	001-013
B.	Form for Special Exception Application	014-018
C.	LDR 2.1 Definitions, General (emphasis added.) A Copy of this Definition is Attached in Florida Gateway's Appendix to Objection to Site Plan Application	019-026
D.	TDC'S Letter to the City Manager	027
E.	FDOT Notice to City and Circle K	028
F.	Serna Planning Analysis Regarding Objection to Site Plan Application	029-032
G.	Buckholz Traffic Technical Evaluation of March 2022 Circle K Traffic Impact Analysis	033-038

EXHIBIT A



CITY OF LAKE CITY

APPLICATION FOR
NEW DEVELOPMENT AND
SITE REVIEW COMMITTEE MEETING

FOR OFFICIAL USE ONLY

MEETING DATE: _____

MEETING TIME: _____

APPLICANT INFORMATION

Date: 09/01/2021

Name: Jarod C. Stubbs, P.E.
Address: 189 S Orange Ave., Ste 1000, Orlando, FL
Phone: (407) 409-7002
Email: jarod.stubbs@kimley-horn.com

Business Name: Kimley-Horn and Associates
Business Address: 189 South Orange Ave., Suite 1000
Orlando, FL 32801

SUBJECT PROPERTY INFORMATION

Address: NE corner of US Hwy 90 and NW Centurion Ct (behind the Circle K)
Parcel ID#: 35-3s-16-02524-102; and 35-3s-16-02524-111
Existing Use: Vacant Commercial
Zoning District: CHI Commercial Highway Intensive

Property Owner: GWC Development Partners, LLC
Owner Address: 2682 NW Noegel Rd
Lake City, FL 32055

DESCRIPTION OF REQUEST (may be attached, separately)

PLEASE PROVIDE AS MUCH DETAIL AS POSSIBLE SO THAT STAFF CAN BE PREPARED TO ADDRESS YOUR QUESTIONS.

Please include information regarding:

- Proposed use
- Proposed improvements to building and/or site

The proposed project is to be a high speed diesel expansion to the existing Circle K with related parking, underground fuel storage tanks, and other necessary improvements. The project is anticipated to take up space on both parcels listed in this application. Expected new impervious area for the project is +/- 49,850 square feet. The existing Circle K will also have improvements including a building expansion for additional restrooms and an adjustment to the parking spaces to allow space for said expansion. See attached site plan for more detail.

SUBMIT WITH THIS FORM

- Copy of survey or sketch of location/building
- Sketch of any proposed improvements
- Any other information that will help in review of the proposal

SUBMIT COMPLETED FORM AND DOCUMENTS TO:

Mail: Lake City Growth Management Department, 205 N Marion Ave, Lake City, FL 32055

Email: growthmanagement@lcfia.com

Fax: 386-758-5426

If you have any further questions, please contact Growth Management, 386-719-5750

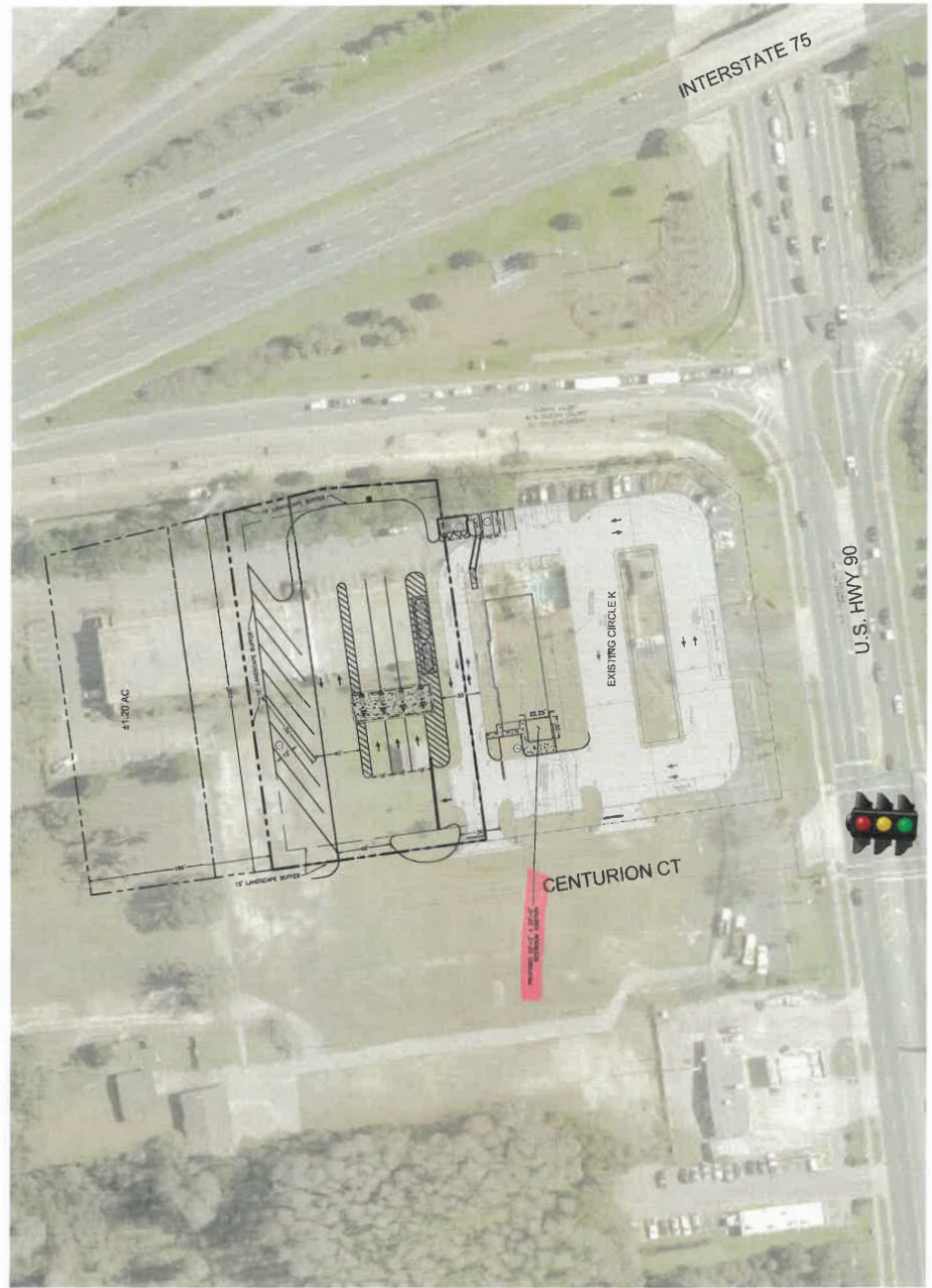
BUILDING AREA: 11,381 SQ. FT.
CURRENT PARKING AREA: 11,381 SQ. FT.
CONCRETE PAVING AREA: 11,381 SQ. FT.
PROPOSED TOTAL PAVING SPACE: 28,892 SQ. FT.

DISTRICT: 100-28-0101
CONTRACT NO.: 100-28-0101-001
PROJECT NAME: CENTURION CT
DATE: 07/17/2021

PROPOSED TOTAL PAVING SPACE: 28,892 SQ. FT.



Kimley»Horn



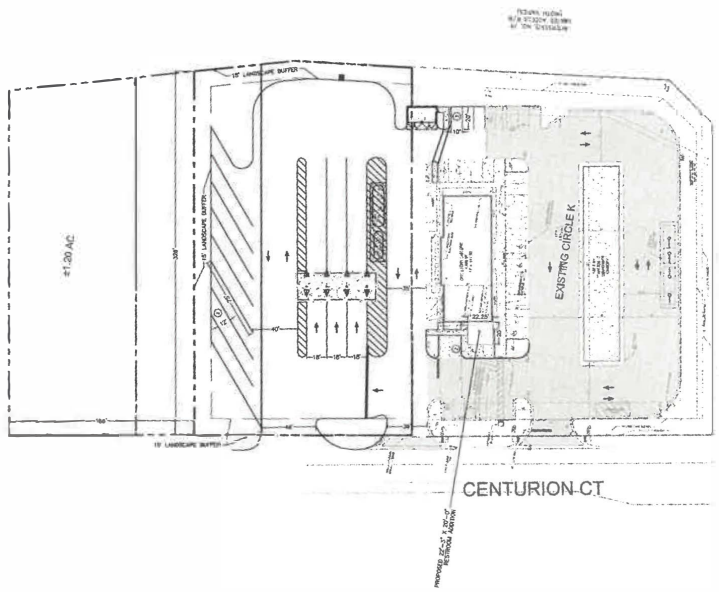
CONCEPTUAL SKETCH

100-28-0101-001 CONTACT JARROLD STUBBS, P.E. (407) 409-7002

CIRCLE K - U.S. 90 & I-75

SP-07

H:\08_04\Projects and Meetings\100-28-0101-001 - Circle K\100-28-0101-001 - U.S. 90 & I-75\SP-07-02.dwg



INTERSTATE 75

U.S. HWY 90

CIRCLE K - U.S. 90 & I-75

SF-07

SHEET NO. 01
 PROJECT NO. 19-001
 DATE: 08/11/2021
 DRAWN BY: JAROD STUBBS
 CHECKED BY: JAROD STUBBS
 APPROVED BY: JAROD STUBBS
 PROJECT: CIRCLE K - U.S. 90 & I-75
 LOCATION: LAKELAKE, FL
 SCALE: AS SHOWN
 DATE: 08/11/2021
 DRAWN BY: JAROD STUBBS
 CHECKED BY: JAROD STUBBS
 APPROVED BY: JAROD STUBBS
 PROJECT: CIRCLE K - U.S. 90 & I-75
 LOCATION: LAKELAKE, FL
 SCALE: AS SHOWN
 DATE: 08/11/2021



Kimley»Horn

CONCEPTUAL SKETCH
 8/17/2021 - CONCEPT JAROD STUBBS, PE (401) 408-7000



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

FOR PLANNING USE ONLY
 Application # SPR22-15
 Application Fee: \$200.00
 Receipt No. _____
 Filing Date 4/1/22
 Completeness Date _____

Site Plan Application

A. PROJECT INFORMATION

1. Project Name: CIRCLE K - US 90 & I-75
2. Address of Subject Property: 143 NW Centurion Ct., Lake City, FL 32055
3. Parcel ID Number(s): 35-3S-16-02524-001, 35-3S-16-02524-102, 35-3S-16-02524-111
4. Future Land Use Map Designation: Commercial
5. Zoning Designation: CHI - Commercial Highway Interchange
6. Acreage: ±3.46
7. Existing Use of Property: Existing Circle K gas station and convenience store
8. Proposed use of Property: Circle K gas station and high speed diesel station
9. Type of Development (Check All That Apply):
 - Increase of floor area to an existing structure: Total increase of square footage ±652 SF
 - New construction: Total square footage ±54,470 SF
 - Relocation of an existing structure: Total square footage _____

B. APPLICANT INFORMATION

1. Applicant Status Owner (title holder) **Agent**
2. Name of Applicant(s): Jarod Stubbs P.E. Title: Civil Engineer
 Company name (if applicable): Kimley-Horn
 Mailing Address: 189 S. Orange Ave. Suite 1000
 City: Orlando State: FL Zip: 32801
 Telephone: (407) 409-7002 Fax: () Email: jarod.stubbs@kimley-horn.com

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

3. If the applicant is agent for the property owner*.
 - Property Owner Name (title holder): Daniel Hotte of GWC Development Partners, LLC
 - Mailing Address: 2682 W Noegel Rd
 - City: Lake City State: FL Zip: 32055
 - Telephone: (407) 580-5173 Fax: () Email: dberry@shafferconst.com

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

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

C. ADDITIONAL INFORMATION

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

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

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

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

NOTICE TO APPLICANT

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

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

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

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

Jared Stubbs
Applicant/Agent Name (Type or Print)

[Signature]
Applicant/Agent Signature

6/8/2022
Date

Applicant/Agent Name (Type or Print)

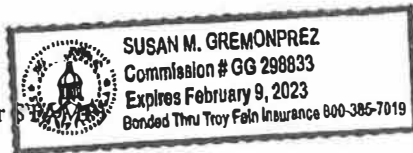
Applicant/Agent Signature

Date

STATE OF FLORIDA
COUNTY OF Orange

The foregoing instrument was acknowledged before me this 8th day of June 2022, by (name of person acknowledging) Jared Stubbs.

(NOTARY SEAL or

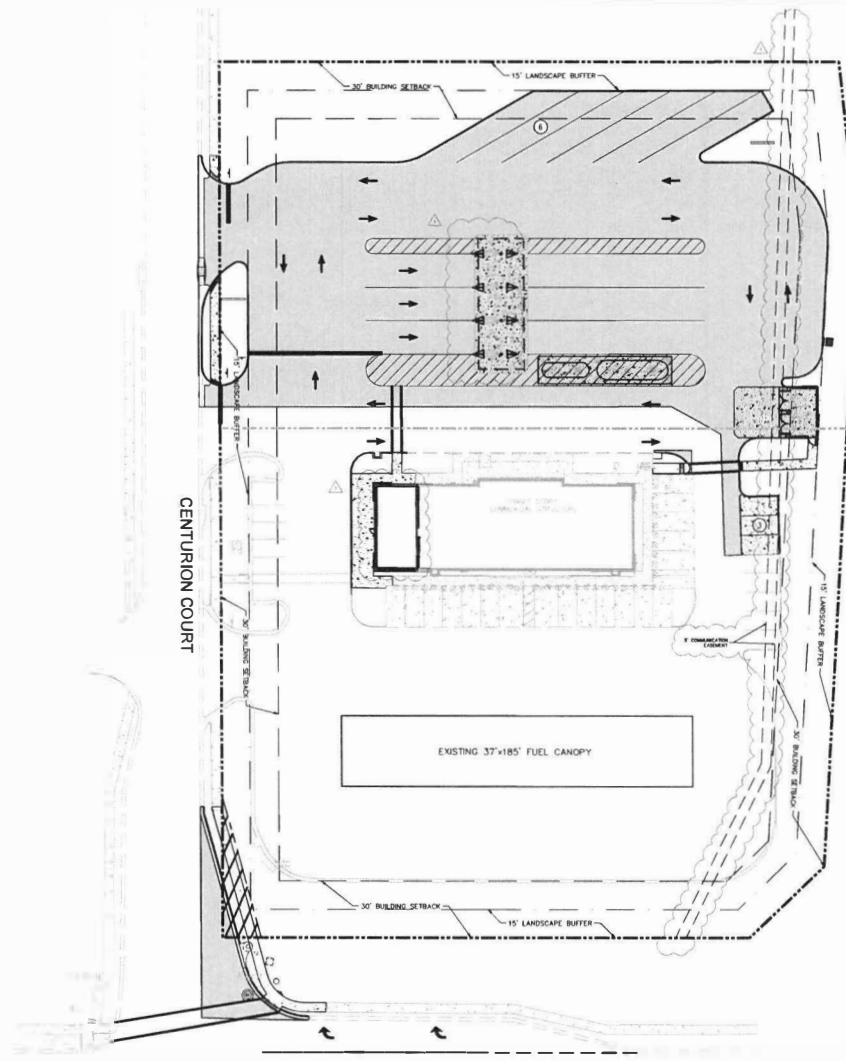


[Signature]
Signature of Notary

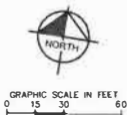
Printed Name of Notary

Personally Known OR Produced Identification _____
Type of Identification Produced

This drawing is the property of FGH Engineering, Inc. and is not to be used for any other project without the written consent of FGH Engineering, Inc. All dimensions are in feet unless otherwise noted. The City of Lake City is not responsible for the accuracy of the information provided herein. The City of Lake City is not responsible for the accuracy of the information provided herein. The City of Lake City is not responsible for the accuracy of the information provided herein.



INTERSTATE 75 OFF-RAMP



- NOTES:**
- ALL CURB DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
 - REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY A LIBRATING DIMENSIONS.
 - REFER TO SIGNAGE PLAN FOR MONUMENT SIGN DETAILS.
 - SEE MEP PLANS FOR ELECTRICAL DETAILS.
 - ALL PROPOSED ON-SITE STRIPING AND PAVEMENT MARKINGS WILL BE PAINTED UNLESS OTHERWISE INDICATED IN ACCORDANCE WITH 2007 INDEX: 711-501.
 - REFER TO ARCHITECTURAL PLANS FOR PROPOSED TRASH CAN LOCATIONS AND DESIGN.
 - BOLLARDS IN SIDEWALK ADJACENT TO BUILDING SHALL BE COVERED WITH RED PLASTIC TO VEHICLES TO BE SUPPLIED BY CONTRACTOR.
 - BOLLARDS UNDER CANOPY SHALL BE COVERED WITH GRAY PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR (SEE FUEL PUMP DESIGNER PLANS FOR MORE DETAIL).
 - REFER TO ARCHITECTURAL PLANS FOR LIGHTING AND ELECTRICAL PLANS.
 - ALL SIGNAGE AND PAVEMENT MARKINGS SHALL MEET MINIMUM AASHTO STANDARDS.
 - ALL SIGNAGE SHALL MEET THE REQUIREMENTS OF CITY OF LAKE CITY LAND DEVELOPMENT CODE, CHAPTER 7, SEC. 760.

SITE DATA

PROJECT AREA:	3.4524 ACRES (150,938 SF)
FUTURE LAND USE:	COMMERCIAL
EXISTING ZONING:	CH - COMMERCIAL, HIGHWAY INTERCHANGE
EXISTING USE:	UNDEVELOPED
PROPOSED USE:	COMMERCIAL
BUILDING HEIGHT:	
PROPOSED:	1 STORY / 25 FT
FAR:	0.0328
EXISTING PAVEMENT AREA:	83,835 SF (1.92 AC) (25,414%)
PROPOSED PAVEMENT AREA:	38,084 SF (0.875 AC) (25,239%)
PROPOSED IMPERVIOUS AREA:	
BUILDING AREA:	5,883 SF (0.134 AC) (3.884%)
EXISTING BLOSS/BIOMASS:	
ASPHALT/CONCRETE AREA:	8108,960 SF (2.456 AC) (70.877%)
SEMI-IMPERVIOUS EXPANSION:	
TOTAL IMPERVIOUS AREA:	2112,843 SF (2.584 AC) (74.781%)

PARKING PROVIDED

CONVENIENCE STORE (WITH GAS STATION)	
1 SPACES / 150 SF NON-STORAGE AREA (5,043 SF)	34
TOTAL REQUIRED PARKING:	34

PARKING PROVIDED

PROPOSED HANDICAP SPACES:	2
PROPOSED REGULAR SPACES:	2
PROPOSED SEMI-TRUCK SPACES:	2
PROPOSED ON-SITE SPACES:	38

DEVELOPMENT

REQUIRED SPACES:	0
PROVIDED SPACES:	0

BUILDING SETBACKS

	REQUIRED	PROVIDED
SIDE (WEST):	30 FT	80 FT
REAR (NORTH):	30 FT	220 FT
FRONT (SOUTH):	30 FT	188 FT
SIDE (EAST):	30 FT	107 FT

LANDSCAPE SETBACKS

	REQUIRED	PROVIDED
SIDE (WEST):	15 FT	15 FT
REAR (NORTH):	15 FT	15 FT
FRONT (SOUTH):	N/A	0 FT
SIDE (EAST):	15 FT	15 FT

LEGEND

- PROPERTY LINE (TOP)
- PROPOSED ASPHALT PAVEMENT (SEE DETAIL SHEET C7-D)
- PROPOSED CONCRETE SIDEWALK (SEE DETAIL SHEET C7-D)
- PROPOSED MEDIUM DUTY CONCRETE (SEE DETAIL SHEET C7-D)
- PROPOSED HEAVY DUTY CONCRETE (SEE DETAIL SHEET C7-D)

US HWY 90

Circle K - U.S. 90 & I-75 Interchange Area Calculations

Lot #	Total Lot Area (AC)	Existing Impervious Area (SF)	Proposed Impervious Area (SF)	Proposed Impervious Area (SF)	Proposed Impervious Area (SF)	Allowed Impervious Area (SF)
1	1.979	2292,000	6254,000	22483,000	6373,000	6404,4
2	1.223	4818,930	4048,000	6000,311	46367,60	40075,2
3	0.763	11464,700	0	8711,37		8880,32
Total (SF)	15098,200	8360,130	6702,000	30094,68	112743,530	113580,900
Total (AC)	3.460	1.900	1.545	0.875	2.591	2.807
%	100.00%	55.49%	44.50%	25.33%	74.78%	75.22%

VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF LATERAL CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151

CALL 48 HOURS BEFORE YOU DIG

 IT'S THE LAW!
 CALL 811
 Know what's below. Call before you dig.

DATE: BY: REVISIONS:

Kimley»Horn

4023 KIMLEY-HORN AND ASSOCIATES, INC.
 789 S. GRANGE AVENUE, SUITE 1000, ORLANDO, FL 32801
 PHONE: 407-888-1511
 WWW.KIMLEY-HORN.COM REGISTRY NO. 35108

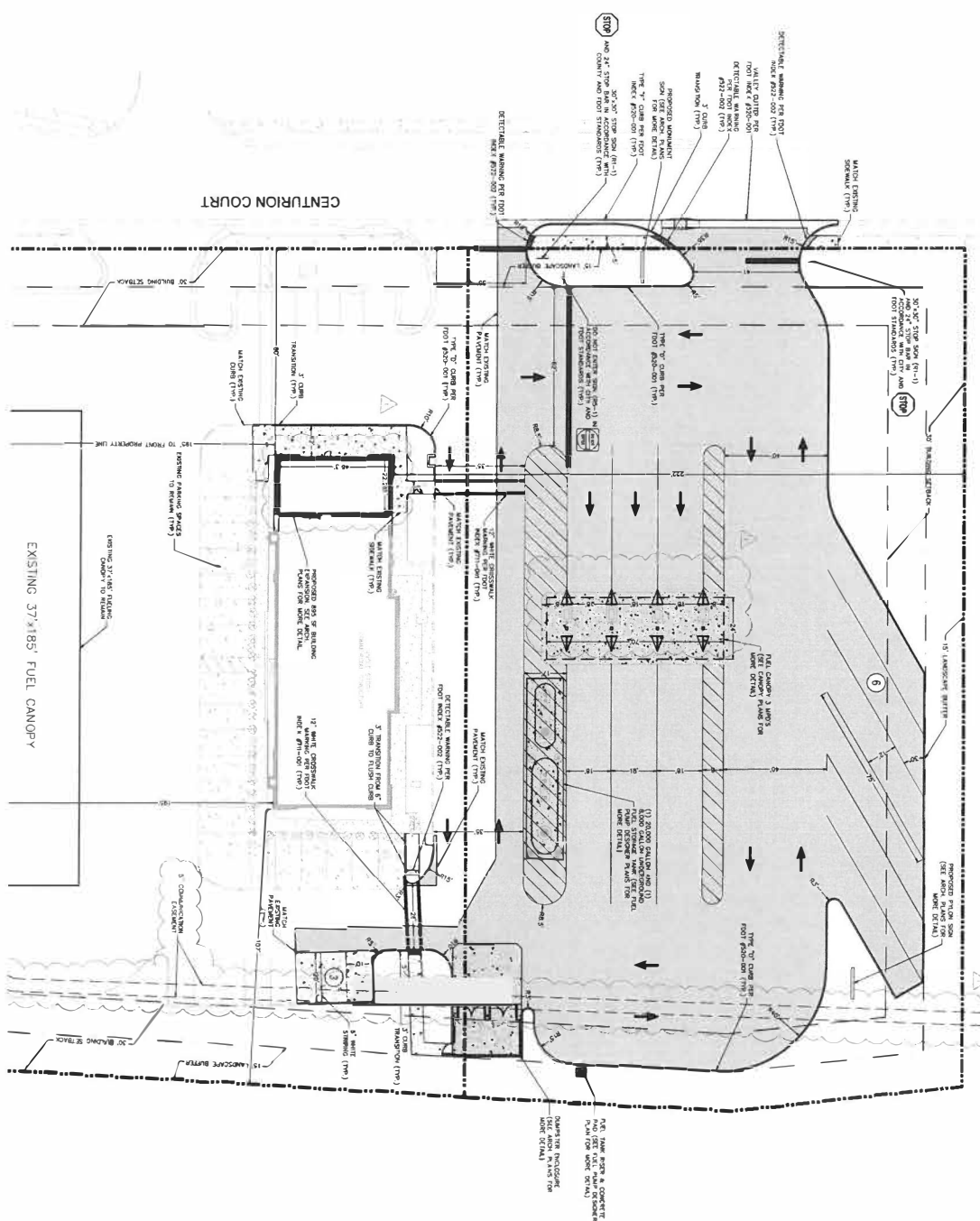
KIMLEY-HORN PROJECT: 14395504D
 DATE: 05/01/2022
 SCALE: AS SHOWN
 DESIGNED BY: ELP
 DRAWN BY: JCS
 CHECKED BY: JCS

OVERALL SITE PLAN

CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION
 FLORIDA
 CITY OF LAKE CITY

SHEET NUMBER
C4.0

This document, together with the concepts and designs presented herein, is an instrument of service to be used only for the specific purpose and project for which it was prepared. Terms of and any other reliance on this document without written authorization and indemnification by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



INTERSTATE 75 OFF-RAMP

LEGEND

- PROPERTY LINE (TYP.)
- PROPOSED ASPHALT PAVEMENT (DET. DETAIL SHEET C7.0)
- PROPOSED CONCRETE SIDEWALK (DET. DETAIL SHEET C7.0)
- PROPOSED ASPHALT DRIVEWAY (DET. DETAIL SHEET C7.0)
- PROPOSED ASPHALT DRIVEWAY TO CONCRETE SIDEWALK (DET. DETAIL SHEET C7.0)
- PROPOSED ASPHALT DRIVEWAY TO CONCRETE SIDEWALK (DET. DETAIL SHEET C7.0)

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CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION
CITY OF LAKE CITY FLORIDA
SHEET NUMBER **C4.1**

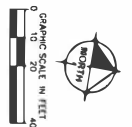
SITE PLAN

KHA PROJECT 143885040
DATE 05/04/2022
SCALE AS SHOWN
DESIGNED BY E.J.F.
DRAWN BY E.J.F.
CHECKED BY JCS DATE 05/04/2022

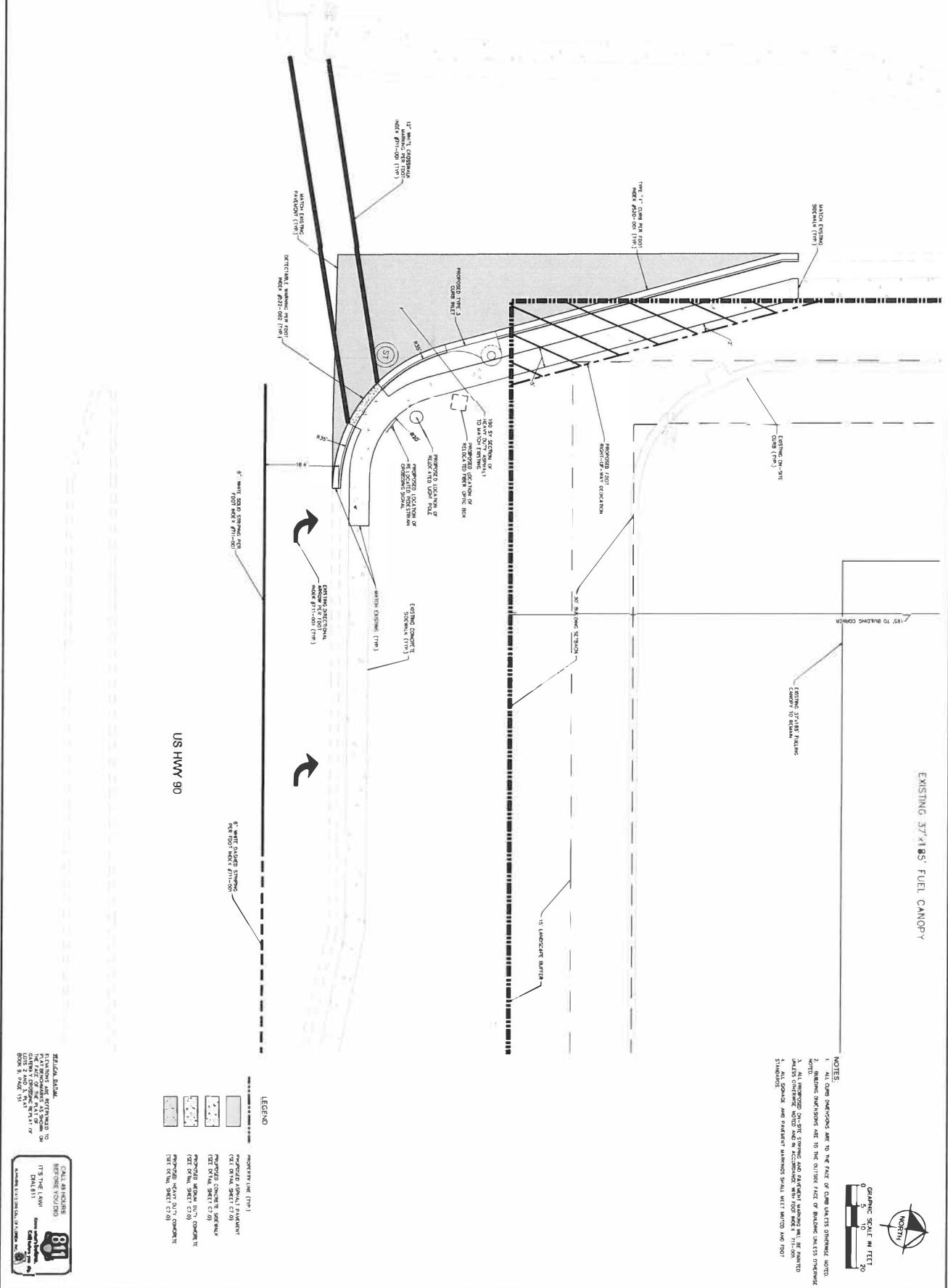
Kimley-Horn
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189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801
PHONE: 407-888-1511
WWW.KIMLEY-HORN.COM REGISTRY NO. 35108

No.	REVISIONS	DATE	BY
1		08/29/22	AG

- NOTES**
1. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED.
 2. ALL DIMENSIONS ARE TO THE CENTER FACE OF BUILDING UNLESS SPECIFIED.
 3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
 4. REFER TO SOUND MAPS FOR PROPOSED SOUND DETAILS.
 5. SET ASIP PAVEMENT FOR PROPOSED SOUND DETAILS.
 6. REFER TO ARCHITECTURAL PLANS FOR PROPOSED SOUND DETAILS.
 7. REFER TO ARCHITECTURAL PLANS FOR PROPOSED SOUND DETAILS.
 8. REFER TO ARCHITECTURAL PLANS FOR PROPOSED SOUND DETAILS.
 9. REFER TO ARCHITECTURAL PLANS FOR PROPOSED SOUND DETAILS.
 10. REFER TO ARCHITECTURAL PLANS FOR PROPOSED SOUND DETAILS.
 11. ALL SPACES AND PAVED AREAS SHALL BE SET TO THE FINISH AND ELECTRICAL FINISH.
 12. REFER TO ARCHITECTURAL PLANS FOR PROPOSED SOUND DETAILS.



This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared. Review of and reliance on this document without written authorization and validation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



NOTES:
 1. ALL CANOPY DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 2. ALL DIMENSIONS SHOWN ARE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS SHOWN ARE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
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LEGEND

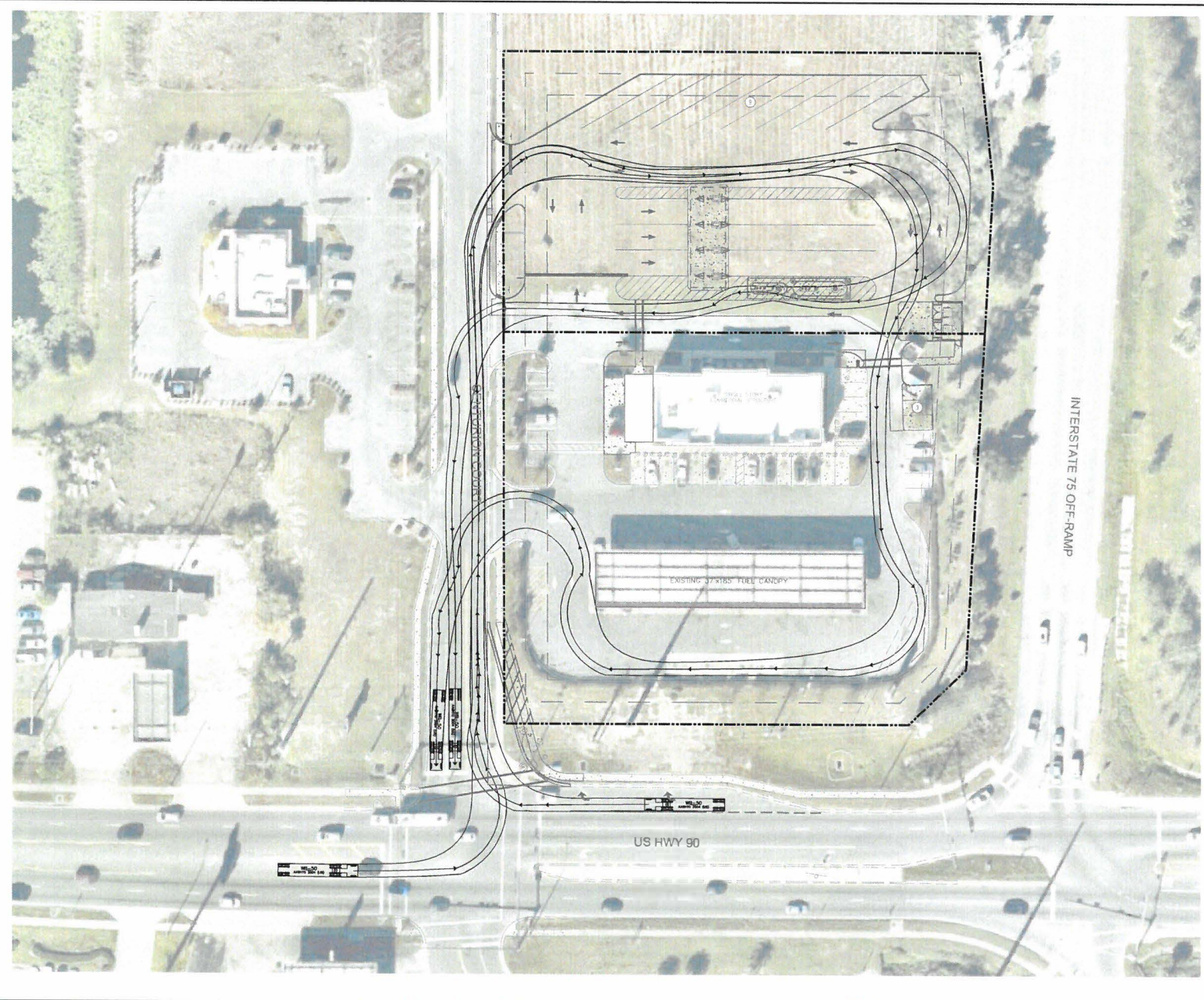
PROPOSED CONCRETE SIDEWALK (SEE DETAIL SHEET C7.0)
 PROPOSED MEDIAN SIDEWALK (SEE DETAIL SHEET C7.0)
 PROPOSED DRIVE SIDEWALK (SEE DETAIL SHEET C7.0)
 PROPOSED DRIVE SIDEWALK (SEE DETAIL SHEET C7.0)

REVISIONS

No.	REVISIONS	DATE	BY
1		08/29/22	AG

CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION CITY OF LAKE CITY FLORIDA	INTERSECTION MODIFICATION PLAN	KHA PROJECT 143880040 DATE 05/04/2022 SCALE AS SHOWN DESIGNED BY E.S.P. DRAWN BY E.S.P. CHECKED BY JCS DATE 05/04/2022		Kimley-Horn © 2022 KIMLEY-HORN AND ASSOCIATES, INC. 189 S GRANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407-898-1511 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106
		SHEET NUMBER C4.2		

NOTED BY PLAN CHECKER: K - US HWY 90 & I-75 High-Speed Diesel Fuel Expansion. LAYOUT C.A.3.FUEL TRUCK MOVEMENTS. JUNE 08, 2022. 04:28:45PM. K:\WORK_COVA\1880040-CHIEF_K US90 & I75\CONV\CONV\PLAN\CA3 - SITE PLAN.dwg
 This document, together with the exhibits and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of any information or adaptation by other persons and associated, its, shall be without liability to Kimley-Horn and Associates, Inc.



MB-50

Tractor Width	8.00	Look to Lane For	10.0
Tractor Depth	2.00	Backing Angle	17.0
Tractor Turn	2.00	Backing Angle	17.0
Tractor Turn	2.00	Backing Angle	17.0

CALL 48 HOURS BEFORE YOU DIG
 IT'S THE LAW! DIAL 811
 Know what's below. Call before you dig.
 SHINE STATE ONE CALL OF FLORIDA, INC.

CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION

TRUCK TURNING MOVEMENTS

Kimley-Horn
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 189 S. ORANGE AVENUE, SUITE 100, LAKELAND, FL 33801
 WWW.KIMLEY-HORN.COM REGISTRY NO. 33108

NO. _____ DATE: 8/1/2022
 REVISIONS _____

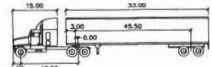
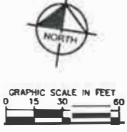
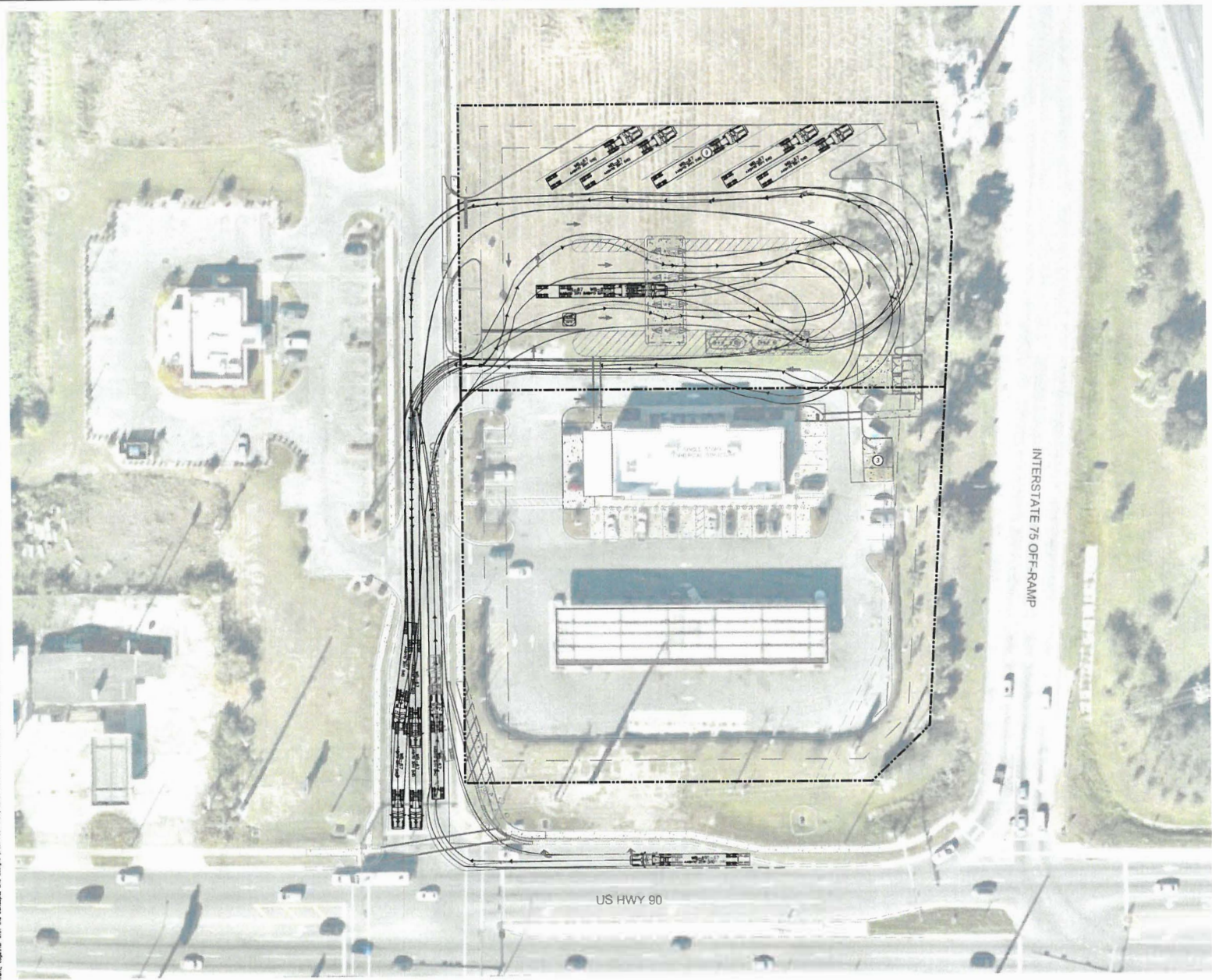
PROJECT: 149880040
 DATE: 05/07/2022
 SCALE: AS SHOWN
 DRAWN BY: ECF
 CHECKED BY: JCS
 PROJECT BY: JCS

FLORIDA PROFESSIONAL ENGINEER
 JAMES C. STUBBS, P.E.
 REG. NO. 13838
 EXPIRES 12/31/2022

SHEET NUMBER
C4.3

CITY OF LAKE CITY, FLORIDA

CONSULT: B2/PROFESSIONAL ENGINEER - CIVIL ENGINEER, LICENSE NO. 14988, STATE OF FLORIDA, PROJECT NO. 2022-04-000000-0001, DATE 04/25/2022, 04:29:55 PM. ALL INFORMATION IS FOR INFORMATIONAL PURPOSES ONLY. THIS DOCUMENT IS THE PROPERTY OF KIMLEY-HORN AND ASSOCIATES, INC. (KHA) AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF KHA. THIS DOCUMENT IS THE PROPERTY OF KIMLEY-HORN AND ASSOCIATES, INC. (KHA) AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF KHA.



WB-67

Tractor Width	8.00	Lock to Lock Time	8.0
Tractor Height	3.50	Steering Angle	25.0
Tractor Track	6.00	Articulation Angle	75.0
Tractor Track	6.50		

CALL 48 HOURS BEFORE YOU DIG
 811
 IT'S THE LAW! Call before you dig.
 FLORIDA STATE ONE CALL FLORIDA, INC.

NO.	REVISIONS	DATE	BY

Kimley»Horn
 © 2022 KIMLEY-HORN AND ASSOCIATES, INC.
 188 S. ORANGE AVENUE, SUITE 200
 WWW.KIMLEY-HORN.COM REGISTRY NO. 33108

KHA PROJECT 1498800-00
 DATE 05/25/2022
 DRAWN BY E.P.
 CHECKED BY E.P.
 DESIGNED BY E.P.
 DATE 05/04/2022

TRUCK TURNING MOVEMENTS

CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION

CITY OF LAKE CITY, FLORIDA

SHEET NUMBER
C4.4

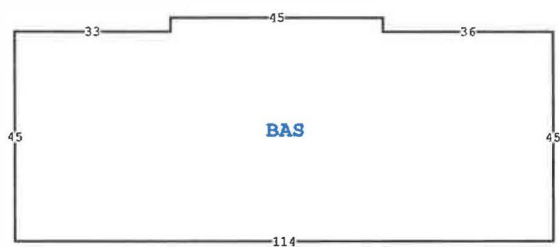


BUILDING CHARACTERISTICS	
ELEMENT	CD CONSTRUCTION
Exterior Wall	17 MSNRY STUC 90
Exterior Wall	21 STONE 10
Roof Structure	09 RIDGE FRME 100
Roof Cover	04 BUILT-UP 100
Interior Wall	08 DECORATIVE 100
Interior Floor	15 HARDTILE 100
Ceiling	01 FIN.SUSPD 100
Air Condition	06 ENG CENTRL 100
Heating Type	09 ENG F AIR 100
Fixtures	12 100
Frame	03 MASONRY 100
Story Height	12 100
RMS	0 100
Stories	1. 1. 100
Units	0 100
Condition Adj	04 04 100

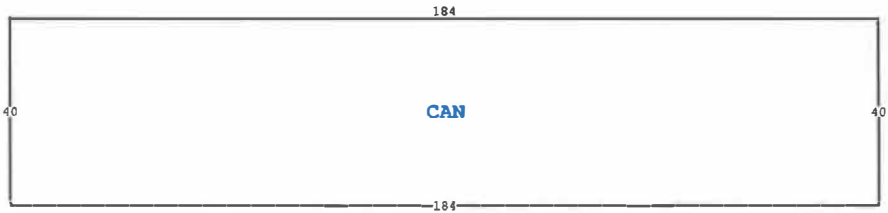
MARKET ADJUSTMENTS											
TYPE	MDL	EFF. AREA	TOT ADJ PTS	EFF. BASE RATE	REPL. COST NEW	AYB	EYB	ECON	FNCT	NORM	% COND
4300	04	7,473	161.1610	97.50	728,618	2017	2017	0	0	3.00	97.00

COLUMBIA COUNTY PROPERTY VALUATION SUMMARY PAGE 1 of 1

VALUATION BY	STANDARD
Tax Group: 1	
Tax Dist:	
BUILDING MARKET VALUE	706,759
TOTAL MARKET OB/XF VALUE	103,200
TOTAL LAND VALUE - MARKET	1,239,211
TOTAL MARKET VALUE	2,049,170
SOH/AGL Deduction	0
ASSESSED VALUE	2,049,170
TOTAL EXEMPTION VALUE	0
BASE TAXABLE VALUE	2,049,170
TOTAL JUST VALUE	2,049,170
INCOME VALUE	
PREVIOUS YEAR MKT VALUE	2,056,457



TYPE	TOTAL GROSS AREA	PCT OF BASE	TOT ADJ AREA	SUBAREA MARKET VALUE
BAS	5,265	100	5,265	497,938
CAN	7,360	30	2,208	208,822



TOTALS	12,625	7,473	706,759
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143 NW CENTURION Ct, LAKE CITY

L N	OB/XF CODE	DESCRIPTION	BLD CAP	L	W	UNITS	UT	Adj R	ADJ UNIT PRICE	ORIG COND	YEAR ON	YEAR ACTUAL	Q	% COND	OB/XF MKT VALUE	NOTES
1	0260	PAVEMENT-A	0	0	0	36,400.00	UT	1.60	1.60	100	2017	2017	3	100	58,240	
2	0166	CONC, PAVMT	0	0	0	11,300.00	UT	2.25	2.25	100	2017	2017	3	100	25,425	
3	0253	LIGHTING	0	0	0	10.00	UT	1,500.00	1,500.00	100	2017	2017	3	100	15,000	
4	0164	CONC BIN	0	0	0	308.00	UT	11.00	11.00	100	2017	2017	3	100	3,388	
	59	FENCE/WOOD	0	0	0	74.00	UT	15.50	15.50	100	2017	2017	3	100	1,147	

TOTAL OB/XF 103,200

L N	USE CODE	LAND USE DESCRIPTION	CAP	R D	LOC ZONE	FRONT	DEPTH	TOT LND UTS	UNIT TYPE	D	DPTH FACT	% COND	TOT ADJ	UNIT PRICE	ADJ UNIT PRICE	LAND VALUE	OTHER ADJUSTMENTS AND NOTES	YEAR	DENSITY	DECL	FRZ	YR	CONSRV
1	1410	CONV STORE	0			0.00	0.00	86,206.00	SF		1.00	1.00	1.25	11.50	14.38	1,239,211							

PERMIT NUM	DESCRIPTION	AMT	ISSUED

SALES DATA						
OFF RECORD Number	DATE	TYPE INST	Q U	V I	RSN CD	SALE PRICE
1339/0654	6/20/2017	WD Q	Q	I	01	2,487,200

GRANTOR: GWC DEVELOPMENT PARTN
GRANTEE: ASPRI INVESTMENTS L

BUILDING NOTES

BUILDING DIMENSIONS
BAS= W36 N3 W45 S3 W33 S45 E114 PTR=S50 E35 CAN= W184 S40 E184 N40S W35 N50S N45S.

EXHIBIT B



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

FOR PLANNING USE ONLY
Application # _____
Application Fee \$200.00
Receipt No. _____
Filing Date _____
Completeness Date _____

SPECIAL EXCEPTION

A. PROJECT INFORMATION

- 1. Project Name: _____
2. Address of Subject Property: _____
3. Parcel ID Number(s): _____
4. Future Land Use Map Designation: _____
5. Zoning Designation: _____
6. Acreage: _____
7. Existing Use of Property: _____
8. Proposed use of Property: _____
9. Section of the Land Development Regulations ("LDRs") for which a Special Exception is requested (Provide a Detailed Description): _____

B. APPLICANT INFORMATION

- 1. Applicant Status [] Owner (title holder) [] Agent
2. Name of Applicant(s): _____ Title: _____
Company name (if applicable): _____
Mailing Address: _____
City: _____ State: _____ Zip: _____
Telephone (____) _____ Fax: (____) _____ Email: _____

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

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

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

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

C. ADDITIONAL INFORMATION

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

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

1. Analysis of Section 11.3 of the Land Development Regulations (“LDRs”):
 - a. Whether the proposed use would be in conformance with the city's comprehensive plan and would have an adverse effect on the comprehensive plan.
 - b. Whether the proposed use is compatible with the established land use pattern.
 - c. Whether the proposed use would materially alter the population density pattern and thereby increase or overtax the load on public facilities such as schools, utilities, and streets.
 - d. Whether changed or changing conditions find the proposed use to be advantageous to the community and the neighborhood.
 - e. Whether the proposed use will adversely influence living conditions in the neighborhood.
 - f. Whether the proposed use will create or excessively increase traffic congestion or otherwise affect public safety.
 - g. Whether the proposed use will create a drainage problem.
 - h. Whether the proposed use will seriously reduce light and air to adjacent areas.
 - i. Whether the proposed use will adversely affect property values in the adjacent area.
 - j. Whether the proposed use will be a deterrent to the improvement or development of adjacent property in accord with existing regulations.
 - k. Whether the proposed use is out of scale with the needs of the neighborhood or the community

2. Vicinity Map – Indicating general location of the site, abutting streets, existing utilities, complete legal description of the property in question, and adjacent land use.
3. Site Plan – Including, but not limited to the following:
 - a. Name, location, owner, and designer of the proposed development.
 - b. Present zoning for subject site.
 - c. Location of the site in relation to surrounding properties, including the means of ingress and egress to such properties and any screening or buffers on such properties.
 - d. Date, north arrow, and graphic scale not less than one inch equal to 50 feet.
 - e. Area and dimensions of site (Survey).
 - f. Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
 - g. Access to utilities and points of utility hook-up.
 - h. Location and dimensions of all existing and proposed parking areas and loading areas.
 - i. Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas).
 - j. Location and size of any lakes, ponds, canals, or other waters and waterways.
 - k. Structures and major features fully dimensioned including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and percent of property covered by structures.
 - l. Location of trash receptacles.
4. Stormwater Management Plan—Including the following:
 - a. Existing contours at one foot intervals based on U.S. Coast and Geodetic Datum.
 - b. Proposed finished elevation of each building site and first floor level.
 - c. Existing and proposed stormwater management facilities with size and grades.
 - d. Proposed orderly disposal of surface water runoff.
 - e. Centerline elevations along adjacent streets.
 - f. Water management district surface water management permit.
5. Fire Department Access and Water Supply Plan: The Fire Department Access and Water Supply Plan must demonstrate compliance with Chapter 18 of the Florida Fire Prevention Code, be located on a separate signed and sealed plan sheet, and must be prepared by a professional fire engineer licensed in the State of Florida. The Fire Department Access and Water Supply Plan must contain fire flow calculations in accordance with the Guide for Determination of Required Fire Flow, latest edition, as published by the Insurance Service Office (“ISO”) and/or Chapter 18, Section 18.4 of the Florida Fire Prevention Code, whichever is greater.
6. Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities. For commercial and industrial developments, an analysis of the impacts to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts are required.

7. Comprehensive Plan Consistency Analysis: An analysis of the application's consistency with the Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies of the Comprehensive Plan and detail how the application complies with said Goals, Objectives, and Policies).
8. Legal Description with Tax Parcel Number (In Microsoft Word Format).
9. Proof of Ownership (i.e. deed).
10. Agent Authorization Form (signed and notarized).
11. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector's Office).
12. Fee. The application fee for a Special Exception Application is \$200.00. No application shall be accepted or processed until the required application fee has been paid.

NOTICE TO APPLICANT

All twelve (12) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Board of Adjustment.

A total of ten (10) copies of proposed Special Exception Application and support material, and a PDF copy on a CD, are required at the time of submittal. See Columbia County submittal requirements for more detail.

Before any Special Exception shall be granted, the Board of Adjustment shall make a specific finding that it is empowered under Article 3 of the Land Development Regulations to grant the Special Exception described in the petition, and that the granting of the Special Exception will not adversely affect the public interest. Before any Special Exception shall be granted, the Board of Adjustment shall further make a determination that the specific rules governing the individual Special Exception, if any, have been met by the petitioner and that, further, satisfactory provision and arrangement has been made.

In granting any Special Exception to the provisions of Article 4 of the Land Development Regulations, the Board of Adjustment may prescribe appropriate conditions and safeguards in conformity with such regulations, including but not limited to, reasonable time limits within which the action for which the Special Exception requested shall be begun or completed, or both. Violation of such conditions and safeguards, when made a part of the terms under which the Special Exception is granted, shall be deemed a violation of the Land Development Regulations.

The Board of Adjustment requires that the applicant or representative be present at the public hearing to address and answer any questions the Board may have during the public hearing. The application may be continued to future dates if the applicant or representative is not present at the hearing.

The City of Lake City Land Development Regulations require that a sign must be posted on the property ten (10) days prior to the Board to Adjustment hearing date. Once a sign has been posted, it is the property owner’s responsibility to notify the Planning and Zoning Department if the sign has been moved, removed from the property, torn down, defaced or otherwise disturbed so the property can be reposted. If the property is not properly posted until all public hearings before the Board of Adjustment are completed, the Board reserves the right to continue such public hearing until such time as the property can be property posted for the required period of time.

There is a thirty (30) day appeal period after the date of the decision. No additional permitting will be issued until that thirty (30) day period has expired.

I (we) hereby certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true and correct to the best of my (our) knowledge and belief.

APPLICANT ACKNOWLEDGES THAT THE APPLICANT OR REPRESENTATIVE MUST BE PESENT AT THE PUBLIC HEARING BEFORE THE BOARD OF ADJUSTMENT, OTHERWISE THE REQUEST MAYBE CONTINUED TO A FUTURE HEARING DATE.

Applicant/Agent Name (Type or Print)

Applicant/Agent Signature

Date

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by (name of person acknowledging).

(NOTARY SEAL or STAMP)

Signature of Notary

Printed Name of Notary

Personally Known _____ OR Produced Identification _____
Type of Identification Produced

EXHIBIT C

Adult Care Center. An adult care center is a private home, institution, building, residence, or other place, whether operated for profit or not, including those places operated by units of government, which undertakes through its ownership or management to provide day personal care for three (3) or more adult persons not related by lineal consanguinity or marriage to the operator, who by reason of illness, physical infirmity, or advanced age are unable to care for themselves during the daylight hours. Nursing homes or residential homes for the aged are not adult care centers.

Adult Care Center, Overnight. An overnight adult care center is an establishment as defined above as an adult care center where adults are cared for not only during the day but overnight and such stay does not exceed twenty-four (24) hours at any one time. An overnight adult care center provides full overnight sleeping facilities for such adults. Nursing homes or residential homes for the aged are not overnight adult care centers.

Adverse Effect. Adverse effect means increases in flood elevations on adjacent properties attributed to physical changes in the characteristics of the Official 100-Year Flood Area due to development.

Alley or Service Drive. An alley or service drive is a public or private right-of-way which affords only a secondary means of access to property abutting thereon.

Alter or Alteration of a Stormwater Management System. Alter or alteration of a stormwater management system is work done other than that necessary to maintain the system's original design and function.

Alteration. Alter or alteration shall mean any change in size, shape, occupancy, character, or use of a building or structure.

Aquifer or Aquifer System. Means a geologic formation, group of formations, or part of a formation that contains sufficient saturated permeable material to yield significant quantities of water to wells and springs.

Area of Shallow Flooding. Area of shallow flooding means a designated AO or VO Zone on the incorporated City's Flood Insurance Rate Map (FIRM) with base flood depths from one (1) to three (3) feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate and where velocity flow may be evident.

Area of Special Flood Hazard. Area of special flood hazard is the land so designated on the City's Flood Hazard Boundary Map or the Flood Rate Insurance Map.

Arterial Streets. Arterial streets are streets (roads) which conduct large volumes of traffic over long distances and are functionally classified as such on the Future Traffic Circulation Map of the City's Comprehensive Plan.

Automobile Wrecking or Automobile Wrecking Yard. The term automobile wrecking or automobile wrecking yard refers to the dismantling or disassembling of used motor vehicles or trailers, or the storage, sale, or dumping of dismantled, partially dismantled, obsolete, or wrecked vehicles or their parts.

Automotive Service Station. An automotive service station is an establishment whose principal business is the dispensing at retail of motor fuel and oil primarily for automobiles; and where grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail. In addition, an automotive service station may provide accessory facilities for car washing and polishing (but not commercial car wash facilities) and may render minor repair services. However, major mechanical and body work, straightening of frames or body parts, steam cleaning, painting, tire recapping or regrooving, storage of automobiles not in operating condition, or other work involving undue noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in such stations are prohibited. An automotive service station is not a repair garage, a body shop, truck stop, or a car wash or a combination thereof.

For the purposes of these land development regulations, where motor fuel pumps are erected for the purpose of dispensing motor fuel at retail primarily for automobiles, such motor fuel pumps shall be considered to constitute an automotive service station, even where additional services which are customarily associated with an automotive service station are not provided. Where such motor fuel pumps are erected in conjunction with a use which is not an automotive service station, each use shall be considered as a separate principal use and as such, each must meet all applicable requirements of these land development regulations (see Article 4 for special design standards for automotive service stations).

Bar, Cocktail Lounge, or Tavern. A bar, cocktail lounge, or tavern is any establishment which is devoted primarily to the retailing and on premises drinking of malt, vinous, or other alcoholic beverages, and which is licensed by the State of Florida to dispense or sell alcoholic beverages.

Base Flood. Base flood means the flood having a one (1) percent chance of being equaled or exceeded in any given year.

Basement. A basement means that portion of a building between floor and ceiling, which is partly below and partly above grade, but so located that the vertical distance from the grade to the floor below is less than the vertical distance from the grade to the ceiling provided, however, that the distance from the grade to the ceiling shall be at least four (4) feet six (6) inches. (see Cellar).

Bed and Breakfast Inn. Bed and breakfast inn means an owner occupied structure converted to function as a conventional single family residence providing a limited number of guest rooms available on a daily rental basis. Kitchen facilities are not available in individual rooms.

Bicycle and Pedestrian Ways. Bicycle and pedestrian ways means any road, path or way which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded.

Block. The term block includes tier or group and means a group of lots existing with well-defined and fixed boundaries, usually being an area surrounded by streets or other physical barriers and having an assigned number, letter, or other name through which it may be identified.

Board of Adjustment. The term Board of Adjustment shall mean the Board of Adjustment of the City, as herein provided for within these land development regulations.

Breakaway Wall. A breakaway wall is a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces without causing damage to the elevated portion of the building or the supporting foundation system.

Buildable Area. The buildable area is that portion of a lot remaining after the required yards have been provided. Buildings may be placed in any part of the buildable area, but limitations on the percent of lot which may be covered by buildings may require open space within the buildable area.

Building. A building is any structure, either temporary or permanent, having a roof impervious to weather, and used or built for the enclosure or shelter of persons, animals, vehicles, goods, merchandise, equipment, materials, or property of any kind. This definition shall include tents, dining cars, trailers, mobile homes, sheds, garages, carports, animal kennels, storerooms, or vehicles serving in any way the function of a building as described herein. This definition of a building does not include screened enclosures not having a roof impervious to weather.

Building Front Yard Setback Line. The building front yard setback line is the rear edge of any required front yard as specified within these land development regulations. (See Article 4)

Building, Height of. Height of building is the vertical distance measured from the established grade at the corner of a front of a building to the highest point of the roof surface of a flat roof, to the deck line of a mansard or Bermuda roof, to the mean height level between eaves and ridge of gable, hip, cone, gambrel and shed roofs, and to a height three-fourths (3/4) the distance from the ground to the apex of A-frame and dome roofs, as depicted in the diagram below. (See Article 4, Exclusions from Height Limitations).

Surety Device. A surety device is an agreement by a subdivider with the City Council for the amount of the estimated construction cost guaranteeing the completion of physical improvements according to plans and specifications within the time prescribed by the agreement.

Surface Water. Surface water means water above the surface of the ground whether or not flowing through definite channels, including the following:

1. Any natural or artificial pond, lake, reservoir, or other area which ordinarily or intermittently contains water and which has a discernible shoreline; or
2. Any natural or artificial stream, river, creek, channel, ditch, canal, conduit culvert, drain, waterway, gully, ravine, street, roadway, swale or wash in which water flows in a definite direction, either continuously or intermittently and which has a definite channel, bed or banks; or
3. Any wetland.

Surficial Aquifer System. Surficial aquifer system means the permeable hydrogeologic unit contiguous with land surface that is comprised principally of unconsolidated to poorly indurated clastic deposits. It also includes well-indurated carbonate rocks, other than those of the Floridan Aquifer System where the Floridan is at or near land surface. Rocks making up the surficial aquifer system belong to all or part of the upper Miocene to Holocene Series. It contains the water table and water within it is under mainly unconfined; but, beds of low permeability may cause semi-confined or locally confined conditions to prevail in its deeper parts. The lower limit of the surficial aquifer system coincides with the top of laterally extensive and vertically persistent beds of much lower permeability. Within the surficial aquifer system, one (1) or more aquifers may be designated based on lateral or vertical variations on water bearing properties.

Surveyor, Land. The term land surveyor shall mean a land surveyor registered under Chapter 472, Florida Statutes, as amended, who is in good standing with the Florida State Board of Engineer Examiners and Land Surveyors.

To Plat. The phrase to plat means to divide or subdivide land into lots, blocks, parcels, tracts, sites, or other divisions, however the same may be designated, and the recording of the plat in the office of the County Clerk in the manner provided for in these land development regulations.

Travel Trailer. A travel trailer is a vehicular, portable structure built on a chassis, designed to be a temporary dwelling for travel, recreational, and vacation purposes, which is:

1. Identified on the unit by the manufacturer as a travel trailer;
2. Not more than eight (8) feet in body width; and
3. Of any weight provided its body length does not exceed thirty-five (35) feet.

Truck Stop. A truck stop is an establishment where the principal use is primarily the refueling and servicing of trucks and tractor trailer rigs. Such establishments may have restaurants or snack bars and sleeping accommodations for the drivers of such over-the-road equipment and may provide facilities for the repair and maintenance of such equipment.

Unsafe Building. An unsafe building is a building or structure that has any of the following conditions, such that the life, health, property, or safety of the general public is endangered:

1. Whenever the stress in any material, member or portion thereof, due to all imposed loads including dead load exceeds the working stresses allowed in the City Building Code for new buildings.
2. Whenever a building, structure or portion thereof has been damaged by fire, flood, earthquake, wind or other cause to the extent that the structural integrity of the buildings or structures is less than it was prior to the damage and is less than the minimum requirement established by the City Building Code for new buildings.

SECTION 4.15 "CHI" COMMERCIAL, HIGHWAY INTERCHANGE

4.15.1 DISTRICTS AND INTENT

The "CHI" Commercial, Highway Interchange category includes one zone district: CHI. This specialized district is intended for areas where adequate lot depth is available to provide development for vehicular related uses primarily serving the traveling public. Uses in such district are subject to criteria and standards intended to preserve the character of the district and to minimize adverse impacts with abutting and nearby uses. This district shall only be applied to interstate highway interchange areas.

4.15.2 PERMITTED PRINCIPAL USES AND STRUCTURES

1. Automotive service and self-service stations (see Section 4.2 for special design standards for automotive service and self-service stations).
2. Rental of automotive vehicles, trailers and trucks.
3. Restaurants.
4. Hotels and Motels.
5. Retail commercial outlets for sale of fruit, gifts, novelties and similar uses catering to tourists.
6. Light manufacturing, assembling, processing, packaging or fabricating in a completely enclosed building.
7. Facilities for storage and distribution of products including wholesale activity.
8. Retail factory outlets for sale of goods.

Unless otherwise specified, the above uses are subject to the following limitations: (1) products to be sold only at retail; and (2) for all developments, site and development plan approval is required (see Article 13).

4.15.3 PERMITTED ACCESSORY USES AND STRUCTURES

1. On the same premises and in connection with permitted principal uses and structures, dwelling units only for occupancy by owners or employees of the principal use.
2. 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.
 - c. Do not involve operations or structures not in keeping with the character of the district.
3. On-site signs (see Section 4.2).

4.15.4 PROHIBITED USES AND STRUCTURES

1. Dwelling units, except as provided under accessory uses.

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.

4.15.5 SPECIAL EXCEPTIONS
(See also Articles 12 and 13)

1. Truck stops.
2. Travel trailer parks or campgrounds (see Section 20.24).
3. Commercial tourist attractions.
4. Package store for sale of alcoholic beverages; bar tavern, or cocktail lounge.
5. Retail commercial outlets for sale of new and used automobiles, motorcycles, trucks and tractors, manufactured homes, boats, heavy machinery and equipment, lumber and building supplies, and monuments.
6. Public buildings and facilities.
7. Bed and breakfast Inns (see Section 4.2).
8. Off-site signs (see Section 4.2).

4.15.6 MINIMUM LOT REQUIREMENTS (area, width)

1. All permitted uses (unless otherwise specified):
 - Minimum site area 1 acre
 - Minimum lot width 200 feet

4.15.7 MINIMUM YARD REQUIREMENTS (depth of front and rear yard, width of side yards)

1. All permitted uses (unless otherwise specified):
 - Front 30 feet
 - Side 30 feet
 - Rear 30 feet

Special Provisions:

No less than 15 feet of the depth of the required front yard shall be maintained as a landscaped area. The depth of this landscaped area shall be measured at right angles to property lines and shall be established along the entire length and contiguous to the designated property line or lines. This landscaped area may be penetrated at right angles by driveways. The remainder of the required yard may be used for offstreet parking, but not for buildings.

The location of any structure (except permitted docks, walkways and piers) shall be setback a minimum of thirty-five (35) feet from wetlands.

The location of any structure (except permitted docks, walkways and piers) shall be setback a minimum of thirty-five (35) feet from perennial streams and creeks.

4.15.8 MAXIMUM HEIGHT OF STRUCTURES

1. Structure height for buildings shall be regulated in accordance with Chapter 5 of the Florida Building Code and minimum yard requirements established in these land development regulations;
2. Height requirements for signs shall be as established in Section 4.2.20.4(8); and
3. Heights for structures other than buildings and signs shall be regulated in accordance with standards established by the Federal Aviation Administration codes and any regulations and guidelines as may be established by the City and/or Airport Committee or Authority.

4.15.9 MAXIMUM LOT COVERAGE BY ALL BUILDINGS

35%

Note: In addition to meeting the required lot, yard, building height, lot coverage, landscaped buffering, and offstreet parking requirements of this section, no structure shall exceed a 1.0 floor area ratio.

4.15.10 MINIMUM LANDSCAPED BUFFERING REQUIREMENTS

(See also Section 4.18)

1. All permitted uses (unless otherwise specified):

Where a use listed under (1) above is erected or expanded on land abutting either (a) residential district or (b) property used for residential purposes in a residential/office district, then the proposed use shall provide a landscaped buffer which shall be not less than twenty (20) feet in width along the affected rear and/or side yards as the case may be.

4.15.13 MINIMUM OFFSTREET PARKING REQUIREMENTS

(See also Section 4.2)

1. Commercial (and service establishments (unless otherwise specified): one (1) space for each one hundred fifty (150) square feet of non-storage floor area, plus, where applicable, one (1) space for each one thousand (1,000) square feet of lot or ground area outside buildings used for any type of sales, display, or activity.
2. Restaurants, cocktail lounges, bars, and taverns: one (1) space for each three (3) seats in public rooms.
3. Hotels and motels: one (1) space for each sleeping room, plus two (2) spaces for the owner or manager, plus required number of spaces for each accessory use such or restaurant, bar, etc. as specified.
4. Warehousing and storage only: one (1) space for each one thousand five hundred (1,500) square feet of floor area.
5. Public buildings and facilities.
6. Bed and breakfast inn; in addition to parking required for the residence, one (1) parking space shall be provided for each guest room. The Board of Adjustment may vary the parking requirement for those properties listed on the City's historic landmark or site list based upon site constraints including, but not limited to, small yards, inadequate space for parking, and the availability of on-street parking.
7. For other special exceptions as specified herein: to be determined by findings in the particular case.

Note: Offstreet loading required (see Section 4.2)

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4.2.6 AUTOMOTIVE SERVICE AND SELF-SERVICE STATIONS

The following regulations shall apply to the location, design, construction, operation, and maintenance of automotive service and self-service stations (with the exception that for automobile self-service stations where self-service gasoline pumps in conjunction with retail and commercial outlets for sale of food, hardware and drugs, there shall be no outside sales of oil, grease, parts or accessories for automobiles and no service except for self-service water, air or carwash).

4.2.6.1 Lot dimensions and area. An automotive service station lot shall be of adequate width and depth to meet all setback requirements, but in no case shall a corner lot have less than one hundred fifty (150) feet of frontage on each street side, and an interior lot shall have a minimum width of at least one hundred fifty (150) feet. A corner lot shall have a minimum area of not less than twenty thousand (20,000) square feet and an interior lot a minimum area of not less than fifteen thousand (15,000) square feet.

4.2.6.2 Lighting. All lights and lighting for an automotive service station shall be so designed and arranged that no source of light shall be visible from any residential district.

4.2.6.3 Location of pumps and structures. No main or accessory building, no sign of any type, and no gasoline pump shall be located within twenty-five (25) feet of the lot line of any property that is zoned for residential purposes. No gasoline pump shall be located within fifteen (15) feet of any street right-of-way line; where a greater street setback line has been established, no gasoline pump shall be located within fifteen (15) feet of such setback line.

4.2.6.4 Curb breaks. A curb break is a driveway or any other point of access or opening for vehicles onto a public street. The number of curb breaks for each automotive service station shall not exceed two (2) for each one hundred fifty (150) feet of street frontage, each break having a width of no more than thirty (30) feet exclusive of transitions and located not closer than fifteen (15) feet of right-of-way lines of any intersection. Curb breaks shall not be closer than fifteen (15) feet to any other property line. There shall be a minimum distance of twenty (20) feet between curb breaks.

4.2.6.5 Trash storage. Adequate, enclosed trash storage facilities shall be provided on the site.

4.2.7 ERECTION OF MORE THAN ONE PRINCIPAL STRUCTURE ON A PLATTED LOT

Whenever any land is subdivided, a building permit for the construction of a building or other principal structure (excluding commercial buildings under common ownership or unified control) shall not be issued for any such structure on less than a lot as platted within such subdivided land.

4.2.8 EXCLUSIONS FROM HEIGHT LIMITATIONS

The height limitations contained in the Schedule of District Regulations do not apply to spires, belfries, cupolas, antennae, water tanks, ventilators, chimneys, elevator shaft enclosures, airport control towers, observation towers, or other appurtenances usually required to be placed above the roof level and, excepting airport control towers and observation towers, not intended for human occupancy; however, the heights of these structures or appurtenances thereto shall not exceed any height limitations prescribed by the Federal Aviation Agency or airport zoning regulations within the flight-approach zone of airports.



November 8, 2022

Paul Dyal
City Hall
205 N. Marion Ave.
Lake City, FL 32055

Dear Mr. Dyal,

It has recently come to the Tourist Development Council's attention that the Circle K located at the I-75 and Hwy 90 West interchange plans to expand their fueling station to service 18-wheeler cargo trucks. This is incredibly concerning to the Tourist Development Council, and we respectfully request a meeting to discuss these concerns.

A part of Tourist Development's mission is to strengthen the economy and quality-of-life for residents through visitor spending in our community. We are concerned how this new semi-trailer truck fueling station will negatively impact the quality of life for residents and visitors alike. The traffic at this intersection is already problematic and this project will only exacerbate the issue and alter the landscape of this exit for years to come.

The Tourist Development Council hopes we can meet to discuss these quality-of-life concerns to gain a better understanding of the project and if necessary, to find a solution for our community.

We look forward to hearing from you and thank you for your time.

Sincerely,

A handwritten signature in blue ink that reads "Rocky Ford". The signature is fluid and cursive.

Rocky Ford, Chairman, Columbia County Tourist Development Council

Cc: City of Lake City Council
Columbia County Tourist Development Council
Columbia County Board of County Commissioners
David Kraus, County Manager
Kevin Kirby, Assistant County Manager.

Humphries, Marty

From: Register, Troy
Sent: Monday, October 30, 2023 5:10 PM
To: rebecca.thigpen@circlek.com; witts@lcfia.com; tjk@rkkattorneys.com
Cc: Dycus, Douglas; Humphries, Marty; Nieto, Carlos A
Subject: Commercial Access and Signal Connection at NW Centurion Court

Steven Witt, Mayor
City of Lake City

Todd Kennon, City Attorney
City of Lake City

Rebecca Thigpen
Central Construction Manager
Circle K Stores

To All,

In accordance with section 14-96, Florida Administrative Code (FAC), you are notified the Department intends to revoke Commercial Access and Signal Connection Permit No. 2015-A-292-0026 (NW Centurion Court) issued on April 18, 2016 to Gateway Crossing development and under subsequent jurisdiction of the City of Lake City; not renew Safety Upgrade Permit No. 2022-A-292-00008 (NW Centurion Court) issued on May 18, 2022 to Circle K that expires on November 20, 2023; and close the connection to the Gateway Crossing property per section 14-96.011(2), FAC.

The City did not contact the Department to determine if a new permit application and modification of existing connection is required. The City also failed to contact the Department to determine the need for connection modifications or to submit a new application for such modifications prior to initiation of property improvements, land use changes, or traffic flow alteration actions which constitute significant change. The planned construction at the site is significantly different from what was represented during the Department permitting process and there are significant safety concerns given the close proximity of the location to I-75 right of way.

If you have any questions or concerns, please contact me.


Sincerely,

Troy Register
Permits Manager
Lake City Operations
(386) 961-7153



MEMORANDUM

TO: Terrell K. Arline, Esquire
 Ansbacher Law

FROM: Luis N. Serna, AICP 
 Calvin, Giordano & Associates, Inc.

SUBJECT: Planning Analysis Regarding Objection to Site Plan Application
 for GWC Development Partners, LLC, SR22-15.

DATE: December 18, 2023

I have reviewed the Objection to Site Plan Application regarding the above referenced permit for the construction of a tractor trailer fueling facility as an expansion of an existing Circle K gas station and convenience store. I also understand that a site plan for this project will be considered on January 10, and January 17, 2024 by the Planning and Zoning Board. Based on my review of the City's Land Development Regulations and other planning documents, it is my opinion that the permit for the facility does not accurately reflect the proposed use of the subject property, and therefore, the correct review and approval process was not followed for this permit.

The applicants are proposing in the permit and site plan the addition of three high flow diesel pump service bays and parking for up to six commercial tractor trailer rigs on a parcel that is adjacent to the existing Circle K. In my opinion, facilities for truck and tractor trailer fueling are clearly defined in the City's Land Development Regulations (LDRs) as a "truck stop" and are therefore, in accordance with Section 4.13.5, subject to the Special Exception review requirements of Article 12 of the LDRs. The fact that the tractor trailer fueling is located on a separate parcel than the existing Circle K further supports the conclusion that the proposed high speed diesel fueling facilities constitute a truck stop because, as a standalone parcel, the facility is only designed to accommodate tractor trailers as the primary use, rather than automobiles.

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 13535 Feather Sound Dr.
 Suite 135
 Clearwater, FL 33762
 727.394.3825 phone

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“Truck Stop” is defined in Section 2.1 of the LDRs as follows:

A truck stop is an establishment where the principal use is primarily the refueling and servicing of trucks and tractor trailer rigs. Such establishments may have restaurants or snack bars and sleeping accommodations for the drivers of such over-the-road equipment and may provide facilities for the repair and maintenance of such equipment.

In contrast, Section 2.1 of the LDRs define an “Automotive Service Station” as follows:

An automotive service station is an establishment whose principal business is the dispensing at retail of motor fuel and oil primarily for automobiles; and where grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail. In addition, an automotive service station may provide accessory facilities for car washing and polishing (but not commercial car wash facilities) and may render minor repair services. However, major mechanical and body work, straightening of frames or body parts, steam cleaning, painting, tire recapping or regrooving, storage of automobiles not in operating condition, or other work involving undue noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in such stations are prohibited. An automotive service station is not a repair garage, a body shop, truck stop, or a car wash or a combination thereof. For the purposes of these land development regulations, where motor fuel pumps are erected for the purpose of dispensing motor fuel at retail primarily for automobiles, such motor fuel pumps shall be considered to constitute an automotive service station, even where additional services which are customarily associated with an automotive service station are not provided. Where such motor fuel pumps are erected in conjunction with a use which is not an automotive service station, each use shall be considered as a separate principal use and as such, each must meet all applicable requirements of these land development regulations (see Article 4 for special design standards for automotive service stations).

Note that while this definition includes several uses that are considered accessory to automotive service stations, tractor trailer fueling is not included as an accessory use. In fact, truck stop is specifically excluded from the definition of an automotive service station. By including a separate definition of a truck stop, it is clear that the intent of the LDRs is that tractor trailer fueling is a separate use from an automotive service station.



Additionally, based on my experience, tractor trailer fueling as a retail use is never considered as an accessory use to an automobile service station and is typically classified as a primary use of a truck stop.

Columbia County, in which Lake City is located, includes a definition of automotive service station that is very similar to Lake City's and which also specifically states that truck stops are not included within this definition. Like Lake City, Columbia County includes a separate definition of truck stop that is identical to the City's.

In addition to Columbia County, I also consulted *A Planners Dictionary*, published by the American Planning Association (Planners Advisory Service Report Number 5xx/5xx, 2004) which provides examples of zoning definitions from throughout the United States. This publication provides five definitions of *Automobile Service Station*. In none of these examples are high speed diesel pumps that are designed solely for tractor trailer fueling specifically identified as a permitted or accessory use.

Conclusion

Based on my review of this Application, my opinion is that the proposed expansion of the Circle K by the addition of tractor trailer fueling on the adjacent parcel was not properly defined as a truck stop. Therefore, the City failed to properly process the Application as a Special Exception as required by the LDRs.

According to Section 2.1 of the LDRs, a "Special Exception" is defined as follows:

A special exception is a use that would not be appropriate generally or without restriction throughout a zoning district but which, if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity, or the general welfare. Such uses may be permissible in a zoning district as a special exception if specific provision for such a special exception is made in these land development regulations. (For the procedure in securing special exceptions, see Article 12).

Without processing this as a Special Exception, the review staff did not provide an opportunity for the Planning and Zoning Board, the Board of Adjustment, and the public to review the potential impacts of this use and to address potential controls of the use on the number, area, location, or relation to the neighborhood.

Given the types of uses in the Gateway Crossings Subdivision, which include restaurants and a hotel, and the high level of automobile traffic within Gateway Crossings from these uses, there are concerns that an increase in the amount of tractor trailer traffic near the entrance of this subdivision will cause significant



adverse impacts to surrounding uses particularly from noise and traffic. Impacts to public roadways will extend beyond Gateway Crossings to also affect U.S. 90 and the offramp for Interstate 75. Without processing this application as a Special Exception, the City did not permit affected property owners and the public to adequately assess the full impacts of the proposed use and to address any potential mitigating conditions to address these impacts.



EXHIBIT G

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

February 28, 2023

Mr. Nick Patel, Chief Operating Officer
Lake City Hotels, Inc.
3696 West US Highway 90
Lake City, Florida 32024

Re: Technical Evaluation of March 2022 Circle K Traffic Impact Analysis; Lake City, Florida

Dear Mr. Patel:

Per your request I have reviewed the subject traffic study completed by Kimley-Horn and Associates, Inc. for the expansion of the Circle K gas station with convenience store located in the northeast quadrant of the US 90/Centurion Court intersection. I offer the following comments which are generally in priority order of importance.

1. In Section 4.1 of the report background traffic (future non-site traffic from other developments and general area growth) was calculated using a 2.1% annual growth rate which was calculated using historical daily counts taken on US 90. This approach ignores the development that is currently underway along Centurion Court right behind the Circle K (see Attachment A) where a 1227 sf Sonic Restaurant with dual drive thru windows and a 3428 sf Rib Crib Restaurant with drive-thru window have been approved. Vacant land also exists along Centurion Court behind Circle K which will eventually be used for a 110 room hotel and a 50,000 sf cold storage warehouse. Tables 1 and 2 show that the two restaurants will almost immediately add 103 trips to Centurion Court during the critical weekday PM peak hour while the hotel and cold storage will eventually add another 46 PM peak hour trips (see Tables 3 and 4) for a total of 149 missing peak hour trips. All of the intersection analyses fail to account for these expected trips.
2. In the Kimley-Horn report the calculated trip generation for the expanded site is reduced by 69% for the weekday AM peak hour and by 60% for the weekday PM peak hour. The apparent conjecture is that this is a relatively unpopular gas station based on existing traffic counts. One might derive such reduction factors by comparing the expected peak hour trip generation of the existing site based on ITE formulas to the actual driveway counts. However, this was not done. The trip generation was instead mistakenly compared to all of the trips using Centurion Court which includes trips associated with the existing Tru By Hilton hotel and Denny's restaurant that are located on this road ó resulting in an over count. However, it also fails to take into account the trips between the site and the existing hotel and restaurant ó resulting in an under count. The net result is unclear. In any event, if the popularity of this Circle K increases to just an average level the volume of traffic that it generates during the peak hours can be expected to more than double which will adversely affect all of the intersection evaluations that were conducted.
3. The Kimley-Horn report applies their reduction for pass-by traffic to vehicles using US 90; they do not make the reasonable assumption that a large portion of the pass-by traffic will be drawn from I-75. This results in projected site traffic volumes at the US 90/Centurion Court intersection that are too low. Correcting this mistake will also adversely affect the intersection analyses.

4. The Kimley-Horn Synchro analysis contains some input errors. A.) The 110 foot storage length for the southbound approach is incorrectly assigned to the right turn movement instead of the left turn movement. This error masks the deleterious queue effect on this approach. B.) Incorrect truck percentages are used. For example, the percentage of trucks for the northbound left turn movement during the weekday PM peak hour is 5.3% (see page 11 of Appendix B of the KH report) whereas in Synchro it is coded as only 3% (see page 3 of Appendix D of the KH report).
5. New diesel pumps are being installed at Circle K and the radius on the northeast corner of the US 90/Centurion Court intersection is being increased to service large trucks. However, the percentage of trucks reflected in Kimley-Horn's 2023 Build analysis is no different than the percentage in their 2021 existing analysis. One would expect it to increase for both the southbound left turn movement and the westbound right turn movement.
6. Table 5 in the Kimley-Horn report lists an expected 95th percentile queue length under expected 2023 Build conditions in the left turn lane on the Centurion Court approach to US 90 to be 6.8 vehicles (round to 7). At 25 feet of required storage per vehicle queued this produces a queue of 175 feet -which extends to the Denny's driveway and blocks access to the 110 foot long thru/right turn lane on Centurion Court. If we make the traffic volume corrections discussed in this letter we can expect this queue to be considerably longer.
7. Synchro is privately developed "black box" software which does not always faithfully reproduce the results obtained with the more generally accepted and publicly developed Highway Capacity Software (HCS). Running the PM peak hour intersection analysis using the latest HCS software (but still using the artificially low BUILD traffic volumes contained in the Kimley-Horn report) can produce dramatically different queue, delay, and level of service. For example, the HCS identifies level of service F conditions for the northbound left turn lane (not level of service E) with much higher delay and with a 95th percentile queue of 5.7 vehicles (not 3.1 vehicles). This queue exceeds the available storage length by a factor of almost three, blocking access to the adjacent thru/right turn lane.

It is my professional opinion that the Kimley-Horn traffic study is both incomplete and inaccurate and that the recommendations contained in the report do not ensure safe and efficient access to the proposed site. One can envision a series of improvements that would help traffic flow in the area, including the provision of side street left turn arrows for the traffic signal at the US 90/Centurion Court/Florida Gateway Drive intersection, extension of the existing thru/right turn lane on Centurion Court, extension of the existing left turn lane on Florida Gateway Drive, the addition of a third approach lane on Centurion Court, and the lengthening of the westbound right turn lane on US 90.

Please contact me if you have any questions concerning this matter.

Sincerely,

Jeffrey W. Buckholz, PhD, P.E., PTOE
President

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

TABLE 1

TRIP GENERATION CALCULATIONS

HIGH TURNOVER SIT DOWN RESTAURANT

Land Use Code 932

T = Number of Vehicle Trip Ends

Size of Building = 3428 (X = 3.428)

<u>TIME PERIOD</u>	<u>TOTAL</u> TRIP GENERATION <u>EQUATION</u>	<u>TOTAL</u> TRIP <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>TOTAL</u> TRIP ENDS <u>ENTERING</u>	<u>TOTAL</u> TRIP ENDS <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	T = 107.2 (X)	352	50%	50%	176	176
AM Peak Hour	T = 9.57 (X)	33	55%	45%	18	15
PM Peak Hour	T = 9.05 (X)	31	61%	39%	19	12

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

BUCKHOLZ TRAFFIC

TABLE 2

TRIP GENERATION CALCULATIONS

FAST-FOOD RESTAURANT WITH DRIVE-THRU WINDOW AND NO INDOOR SEATING

Land Use Code 935

T = Number of Vehicle Trip Ends

Size of Building = 1227 (X = 1.227)

<u>TIME PERIOD</u>	<u>TOTAL TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
AVERAGE WEEKDAY						
Daily	T = 467.48 (X)	574	50%	50%	287	287
AM Peak Hour	T = 43.00 (X)	53	47%	53%	25	28
PM Peak Hour	T = 59.50 (X)	72	51%	49%	37	35

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

Estimated Using LUC 934

<u>TIME PERIOD</u>	<u>PERCENT NEW TRIPS</u>	<u>NEW TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>NEW TRIP ENDS ENTERING</u>	<u>NEW TRIP ENDS EXITING</u>
AVERAGE WEEKDAY						
Daily	69%	396	50%	50%	198	198
AM Peak Hour	69%	37	51%	49%	19	18
PM Peak Hour	69%	50	52%	48%	26	24

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021). Excel Tab1

BUCKHOLZ TRAFFIC

TABLE 3
TRIP GENERATION CALCULATIONS

BUSINESS HOTEL

Land Use Code 312

T = Number of Vehicle Trip Ends

X = Rooms = 110

<u>TIME PERIOD</u>	<u>TOTAL</u> TRIP GENERATION <u>EQUATION</u>	<u>TOTAL</u> TRIP <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>TOTAL</u> TRIP ENDS <u>ENTERING</u>	<u>TOTAL</u> TRIP ENDS <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	$T = 2.90 (X) + 151.69$	470	50%	50%	235	235
AM Peak Hour	$T = 0.30 (X) + 6.94$	40	39%	61%	16	24
PM Peak Hour	$T = 0.21 (X) + 12.03$	35	55%	45%	19	16

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

BUCKHOLZ TRAFFIC

TABLE 4

TRIP GENERATION CALCULATIONS

HIGH-CUBE COLD STORAGE WAREHOUSE (SMALL SIZE)

Land Use Code 157

T = Number of Vehicle Trip Ends

Size of Building = 50,000 gsf (X = 50.0)

<u>TIME PERIOD</u>	<u>TOTAL</u> <u>TRIP GENERATION</u> <u>EQUATION</u>	<u>TOTAL</u> <u>TRIP</u> <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>TOTAL</u> <u>TRIP ENDS</u> <u>ENTERING</u>	<u>TOTAL</u> <u>TRIP ENDS</u> <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	T = 2.12 (X)	102	50%	50%	51	51
AM Peak Hour	T = 0.11 (X)	10	77%	23%	8	2
PM Peak Hour	T = 0.12 (X)	11	28%	72%	3	8

From LUC 154

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

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