

Public Comments Received Online (as of 8/6/24) – Town of Tioga TND South Annex

Name	Email	Comment
Paula L. Davis 10/3/23	volrn53@gmail.com	<p>We had meeting with Mr. Diaz over 6 weeks ago and were promised to meet again with concerned neighborhood over recommendations and revision to South Tioga Annex and we have had no further information. I believe our concerns and recommendations have fallen on deaf ears of the developer and Alachua County. The SW 15th Avenue J Road to connect with his development will become more of a traffic hazard and how he intends to place a roundabout yet restricting common access to SW 15th Avenue is an unattainable goal. We suggested moving the connector road to SW 12th Avenue which was met with major resistance from Mr. Diaz.</p>
Judy Hury 3/1/23	judyhury@hotmail.com	<p>Thank you so much Christine for your reply! After speaking with Mr. Gavarrete yesterday it does not appear that homeowners have much to look forward to. We retired to this once quiet Tioga community. We were excited to design our home and looked forward to staying here a very long time. Now that county designers and developers have designated 136th street as a connector from Newberry Road and Arbor Green area to 8th Ave our lives have drastically changed. (For the worse!). The traffic and noise have increased threefold since 8th was completed including semi-trucks, sand and rock trucks from Arbor Green construction, numerous cars, loud motorcycles and I don't wish to leave out all of the people driving pickup trucks with loud mufflers. Many of these traveler's speed and or have forgotten what a STOP sign means. (Could we have more speed bumps?)</p> <p>Allowing heavy road infrastructure trucks, semi-trucks carrying building and road supplies (we have had semi flatbed trucks hauling huge underground cement pipes pass through) and other construction vehicles access to 136 will be a detriment to the homeowners, community safety and destruction of the road. Houses on 136 range in price from 750,000 to 1,500,000+ dollars. And, with taxes and surcharges, we all pay a heck of a price to live here. It is beyond my ability to figure out why a residential area with homes specifically built close to the road became a convenient county pass through for vehicles and large trucks. My best guess is that county officials were looking for a "scapegoat" to handle the traffic grid on Newberry Road and in this general area.</p> <p>I will be forwarding messages to our county commissioner in hopes that someone can create a win-win situation for homeowners,</p>

		<p>builders, and traffic loads. With an increase in morning and evening commuters, local homeowners are wanting to maintain some balance of life here.</p> <p>You, Latoya, and Ramon have been extremely understanding and sympathetic and I am most most (staff note: this was the end of the comment...)</p>
Beth Cannon 2/17/23	727-698-4375	<p>I would like to complain/object to the Town of Tioga South Annex. They are adding an apartment complex at the end of 143rd street. I don't agree with it and don't think it's safe for the neighborhood or horse farms.</p>
Susan Milbrath 1/10/23	milbrath@ufl.edu	<p>I was involved in designating Dusty Trails Road as a scenic road, now called SW 15th avenue--and it was rural as a lime-rock road but also has a "green sign" indicating a county road. It is still relatively unchanged, except for paving with blacktop that preserved each and every tree (trees that we measured and recorded for our scenic road application back in 2003-2004). This is an ideal place for walking and biking, but traffic is already building up as folks from SW 8th Avenue take the "short cut" to go south on route 241 to Archer or Williston. Our road has many of the same residents who signed a petition to make it a scenic road, and I will call on them to oppose any plan to make a road connecting from Tioga 5 to our scenic road. On the other hand, we have no objection to people walking and biking on the road or driving slowly to see all the beauty it has to offer--horse farms (at least 3 or 4). But, to make them drive slowly we will need speed bumps. Also, our property on 160021 SW 15th avenue, and another across the street that we have leased for the horse farm, has numerous endangered gopher tortoises. I ask you to consider these issues and make the only connection with Tioga 5 a walking or biking trail and the main access point for the development must remain on SW 8th Avenue.</p>
Linda Lipton 2/2/23	lelipton5@outlook.com	<p>To whom it may concern,</p> <p>I want to become a Party to the plans for using SW15 Avenue as the private road access for the main East West corridor for the Town of Tioga South Annex.</p> <p>I live on SW15 Avenue and have lived here from 1980. Too much development is going on right now along it, with disregard apparently of the purpose of making it a scenic road designation. I don't want to have the peace and tranquility disturbed any more but developers trying to save money for their developments. I see nothing but trees being sacrificed along SW143 Street to make a road connection with SW15 Ave, and a direct route from Town of Tioga to Newberry, on the old Dusty Trail and historical road to Dudley Farm, as it is now planned. This should be protected for propterity.</p>

		<p>Sincerely Linda Lipton, 15731 SW 15th Avenue, Newberry, FL 32669</p>
<p>Jay Fowler 2/3/23</p>	<p>jcofowler@gmail.com</p>	<p>Dear Sirs: I would like to be a party member status for the review of the Tioga South Annex. I live on a 5 acre lot off of S.W. 15th ave.on S.W. 154th St. (2124 S.W. 154th St.) and have concerns about this annex. Please find attached 5 items of importance. Thank you for your consideration. Sincerely, Jay Fowler Jay Fowler P.O. Box 1462 Newberry, Fla. 32669 jcofowler@gmail.com Ph: 352 472-3868 (home) 352 226-3175 (cell)</p>

From: [Milbrath,Susan](#)
To: [Leslie McLendon](#); [Marihelen Wheeler](#); [Anna Prizzia](#); [Ken Cornell](#)
Cc: [Jay Fowler](#); jcauthenmd@aol.com; [Barbara Henry](#)
Subject: Town of Tioga South Annex Redux
Date: Saturday, May 27, 2023 6:04:41 PM
Attachments: [R-1A development.png](#)
[DevelopementsJonesville.pptx](#)
[Jan27AlachuaDevRevReport.pdf](#)

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Hi Leslie, I wanted to let you know that a group of us met with three of the county commissioners over the past two weeks. Members of our group all own properties on SW 15th Avenue, the scenic road that JBPro planners want to access as the main western exit to their huge Tioga South Annex development. After those meetings, I had a long talk with Barbara Henry, one of the owners of the larger properties on the east side of SW 143rd street. She was happy to hear she is not alone in resisting this development, so I am copying her in this email, along with the others who met with the commissioners. I told her we are committed to making sure the commercial center is not built where the tree farm is now located. It is called the Village Center on the revised JBPro map completed in May but it is not anywhere near the center of the 200+-acre property that Luis Diaz is developing. It is very important that the Village Center be relocated near the center of the development and that there is an adequate buffer zone separating it from our scenic road and from all the residences on 143rd street.

Tioga South Road J is now plotted to directly come out on our scenic SW 15th Avenue, but this is not acceptable to our residential community. And, based on what I heard from Barbara, we should resist even a connection for emergency vehicles between our road and the proposed Road J. Marihelen had suggested this as a "work around" so people could enjoy the scenic road but not drive directly on the road from the development (500+ cars potentially). Based on Barbara's experiences, however, the emergency vehicle access is not a good option. She has a road alongside her house that is a private road but has a gate at the end for "emergency access" to the Tara development. She is constantly having to stop trucks from going down that road and even though the county put up a sign reminding drivers it is a private drive, UPS and others still try and use it to enter the Tara development. One driver even claimed that the UPS delivery truck is an emergency vehicle, when she confronted him and objected to his presence on her property!

So, here's a summary of what we learned in our meetings with Ken, Anna, and Marihelen over the past week and half.

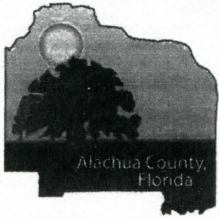
- 1) The commissioners are very sympathetic, but the 200+ acres are already R-1A zoning (see red outlined area on yellow and green map attached). This allows up to 4 houses per acre. As Anna did the calculations, she noted the Diaz development could throw in their two houses south of the tree farm in the mix, and another small property that is adjacent, and legally would be allowed to build over 880 units total. They are asking for 504 units at this point, but that doesn't mean they won't ask for more later. Also, it is not clear whether the apartment buildings in the Village Center part of this original request for 504 units.
- 2) There is a possibility that the State will help the county preserve the very large track (the Lee property) south of the proposed annex, so that would be good news as it would relieve some of the pressure on our "green belt," the green area south of Newberry Road (more like a crescent, as was noted by one of the commissioners).
- 3) SW 15th avenue is indeed part of the green belt but is just on the edge. Barbara Henry's property is within the "urban cluster" and strangely the county map seems to extend the black line designating the urban core south to include the Diaz property (also outlined in red), even though it is R-1A zoning. Anna was surprised to see the line defining the urban cluster jagged south. We need to find out why. I plan to make a request for public records relating to the Jonesville Activity Center (which is I believe is the same as the urban core). This was not my understanding of the boundaries when I bought multiple properties beginning back in 2003.
- 4) One of our group, Dr. Joe Cauthen, suggested that the value of all units together makes this a 75-million-dollar

project, and at that scale, we can try and get the developer to bury the GRU lines and make a new east-west road into their development the one that goes directly to Parker Road. What looks like a grey road at the bottom of the of the Diaz property leads out to Parker Road, but this is actually the GRU utility easement with power poles. We were told GRU doesn't like to have roads along their power lines, but if they were buried that should be a plus for the utility, especially if they do not have to pay for it.

I am attaching the Powerpoint version of the county map where I have marked our properties on the scenic road and some other features. Also, see the attached Jan27file, which is Development Review Staff's Insufficient Application Report. This report specifies what JBPro was supposed to do in the resubmission, but their new map submitted in May was only minimally revised to make it clear that the Tree Farm is to be the Village Center with 45,200 sq. feet of commercial space, and the new map did not follow the Growth Management directives to change 143rd street to read SW not NW, and they did not include SW 12th place on map as directed. This obviously makes it hard for neighbors to know where the development is going.

I would also add that we hope to work to preserve larger tracks of land owned by the original settlers in this area. Not only do we have one of the last of the Parkers (for whom Parker Road is named) on the scenic road, but just around the corner on 143rd street, Barbara Henry's property represents land that has been in her family for a very long time and is an important part of the African American history in Alachua County.

Thank you so much county commissioners and Leslie for helping us to understand the issues so we can try and preserve this important corner of natural beauty and history in Alachua County. Susan



**Alachua County
Development Review Staff
Insufficient Application Report**

Project Number: DR23-000003

Date: January 27, 2023

Preliminary Development Plan for Town of Tioga South Annex

Staff Contact: Leslie McLendon

The Development Review Staff has reviewed your application for the above referenced project. The comments listed herein are provided by the Development Review Staff and together provide the basis for the determination of insufficiency. Please address all insufficiencies in writing with an indication as to how they have been resolved including a reference to the appropriate plan sheet(s).

Please do not hesitate to contact any of the development review staff for clarification of these comments.

Development Services - Development Plan Review: Leslie McLendon

1. The surrounding adjacent development is single-family detached. Therefore, either a minimum lot size on the perimeter of the development is required or a 50-foot-wide medium density landscaped buffer [407.70(b)(2)]. Demonstrate consistency with the requirements. If a buffer is proposed, it is required along all project boundaries except along SW 143rd Street. You may request alternative compliance (407.71) for the portion of the proposed TND adjacent to the existing Town of Tioga development.
2. Provide additional information regarding the common areas proposed along the roadways. One note references an 8-foot hard surface path? Is this the plan for all of them? Will it be part of the right-of-way? If so, then the pedestrian facility requirements of 407.68 (d) need to be met. If not part of the right-of-way, then ensure that the build-to lines can be met within the Village Area and Transit Supportive Area.
3. Provide more information on the Commercial Area and consistency with required block size – some plan sheets state that this area is 23.5 acres, some sheets state it is 10 acres. Both amounts seem too large if the block perimeter is 2,699 feet.
4. Show the proposed tree preservation area within the Commercial area on all plan sheets. Call out the 64-inch tree within the Commercial area.

**Alachua County
Development Review Staff
Insufficient Application Report**

5. Provide a conceptual street type and typical section details for all roadways within the TOD as they relate to Table 407.68.4 and provide the maintenance entity for all proposed roads (Sec. 402.130).
6. The multi-use-path proposed through the Commercial area needs to connect to a pedestrian facility and not to a stormwater maintenance path.
7. Clarify if the multi-use path through the CMA will be 20-feet-wide as labeled on the Open Space Plan C2.0. Sheet 5.0 states that the "pedestrian network through Open Space is provided via sidewalks and access paths as shown on the plans." If a multi-use path is proposed, then 10-feet is a more appropriate width. Ensure all notes and references are consistent.
8. Sheet C4.0 – the minimum and maximum density tables should round down for the number of units. For example, Village Center would be a minimum of 100 units and not 100.84; maximum is 201 (calc provided is 209.2 but I think this is an error). Update non-residential accordingly if needed.
9. Phasing - phasing for this amount of unit can be approved in three phases. Within each phase of development, final development plans may be approved for portions of a phase [402.130 (d)]. Staff recommends utilizing this approach with your phasing schedule in order to streamline implementation of development. Is it the intent to incrementally construct non-residential with each phase of residential? More detailed review of phasing numbers will be reviewed once phasing is revised.
10. The acreage on the survey total to 217.28. Ensure all references are consistent. Sheet 4.0 calculations are based on a total 216.12, for example.

Development Services - County Forester and Landscape Inspector: Ken McMurry

11. Sheet C3.10, relocate the right of way as much as possible from 64-inch Live Oak to minimize impacts to tree protected area. Protected areas may be considered to be up to 2 feet diameter for every inch of a tree's dbh according to Sec. 406.12.5(c). Reduction of the protected area may require mitigation according to Sec. 406.13(b)(5). Additional discussions will be needed regarding the alignment of the road in relation to this tree as well as the required buffer.
12. Sheets C1.1 Existing Tree Conditions and C3.0 Master Tree Canopy Plan, the tree survey information is illegible, please scale for legibility. Sheet C3.0 remove topography lines and labels, they're unnecessary for this sheet and obscure the tree canopy and hatching.
13. Show tree canopy proposed for retention outside of CMA as common area, e.g., tree canopy proposed for retention in commercial area.

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14. There are multiple hatching patterns on tree preservation plans other than tree canopy (open space, common areas, common area strips); please identify all these patterns in the legends on the tree preservation plan sheets.
15. Cover sheet note f. and g., and sheet C3.0 note 6, correct for required minimum 30% mature tree canopy in 20 years over site (not 5%), per 406.12(a)4 and 407.41(n).
16. Show all surveyed tree tag numbers on tree preservation enlargement sheets with the next submittal consistent with 406.12.5.(b)(1) – please note that only certain size trees are required for this requirement. This will be required with the Final Development Plan as well 406.12.5.(b)(2).
17. Due to the development activity proposed and the vulnerability of the 64-inch Live Oak in the Commercial Area on sheet 3.10, chain link fencing will be required on the Final Development Plan for tree barricades protecting this tree per Sec.406.12.5(f). The County may require alternative fencing materials, such as chain link fencing, on a case by case basis where additional protection is necessary due to intensity of development activity, vulnerability of trees or native vegetation to be protected, or similar circumstance.
18. Please be aware that at Final Development Plan review, the required minimum tree canopy retained shall incorporate each regulated tree and associated native vegetation within the area of the drip line as outlined in ULDC Sec. 406.12(a)(2) of the ULDC. Protected areas may be considered to be up to 2 feet diameter for every inch of a tree's dbh according to Sec. 406.12.5(c). Reduction of the protected area may require mitigation according to Sec. 406.13(b)(5).

Growth Management - Transportation Planning: Chris Dawson

19. Please show the location for a future roadway connection to the south.
20. Note 2 on Sheet C5.0 proposes a roadway width of 24 ft., with a reference to roadways with ADT between 2,500 and 7,500. There do not appear to be any roadways the carry this volume. For the majority of roadways in the project, a cartway of 20 ft., or lanes of 10 ft., are listed in Tables 407.68.4 and 407.141.1. In a TND, according to Note 2 of Table 407.141.1, the lane widths proposed in the Table are the maximum lane width. Please revised the note to comply with, or defer to, the table.
21. Several block faces outside the Transit Supportive Area (e.g., Blocks 5, 16 and 17) have pedestrian connection lengths longer than 600 ft. Section 407.142(a)(3) requires a connection at least every 600 ft. Please provide additional connectivity to meet this requirement.

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- Not done!*
22. Please show a 10 ft. multiuse path along the east side of SW 143rd Street along the property frontage and include a corresponding right-of-way dedication for the path.
 23. Note 4 can be removed; Section 407.40(3)(b) only requires buffers along arterial roadways, and SW 143rd St. is a collector roadway.
 24. Please update trip generation data to ITE Trip Generation 11th Edition.
 25. Remove all references to NW 143rd Street, and all references to adjacent Express or Rapid Transit Corridors.

Environmental Protection Department - Development Plan Review: Mark Brown

26. Sheet C2.0 - Open Space Plan - Please edit the labels of Conservation Area #1-#3 to Conservation Management Area #1-#3.
27. Sheet C2.0 - Open Space Plan - One of the five habitat types referenced in the Natural Resources Review and OS Note 3.a. is the single "Landscape Depression-Surface Water." This circular feature is currently designated within the "Proposed Common Area" hatching on the OS sheet. However, this feature and associated 75 ft. buffer is a regulated natural resource. Please reference the feature as "Conservation Management Area #4" and depict with the "Proposed Open Space" hatching. The adjacent Basin 2 can remain as designated common area.
28. Sheet C2.0 - Conservation Open Space Table - Please include the acreage of the referenced CMA #4 within the upper portion of the table; separated between the categories of "Surface Waters" and "Surface Water Buffers."
29. Final Development Plan (FDP) - Conservation Management Area Management Plan - A CMA Mgmt. Plan will be required as part of the FDP submittal to address permitted and prohibited activities, habitat management activities and protection methods during and post-construction (refer to Section 406, Article - XVII).
30. Final Development Plan (FDP) - A Conservation Easement draft will be required as part of the FDP application to include CMA's 1-4. If a CE template is needed, please contact Mark Brown (mbrown@alachuacounty.us).
31. Final Development Plan (FDP) - A condition associated with issuance for the FDP. Gopher Tortoise burrows are located on the subject property. The property owner/applicant shall follow all Florida Fish and Wildlife Conservation Commission guidelines and obtain any required state permits regarding Gopher Tortoise protection, prior to clearing vegetation, grading or filling the site §406.05, ULDC; §406.28, ULDC. Copies of Gopher Tortoise relocation permits will be provided by the applicant to EPD.

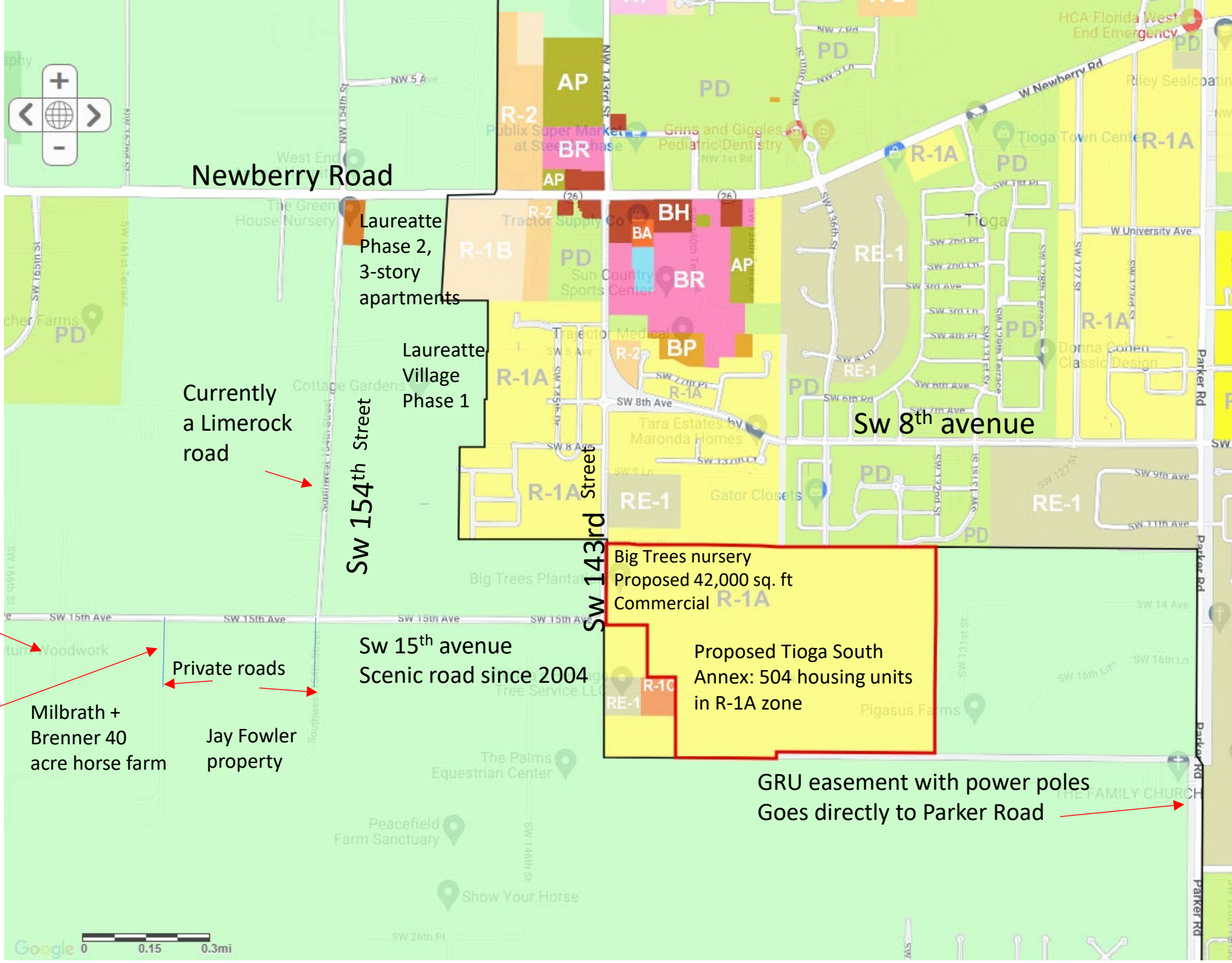
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Development Review Staff
Insufficient Application Report**

Public Works - Development Plan Review

32. The survey plans do not show SW 12th Place. Please correct and resubmit.

Public Works: Transportation Engineer

33. A traffic study per ULDC section 407.133.5 is required for the Preliminary Development Plan.



Newberry Road

Currently a Limerock road

Sw 154th Street

Laureatte Village Phase 1

Laureatte Phase 2, 3-story apartments

Sw 143rd Street

Sw 8th avenue

Big Trees nursery
Proposed 42,000 sq. ft
Commercial
Proposed Tioga South Annex: 504 housing units in R-1A zone

Sw 15th avenue
Scenic road since 2004

Private roads

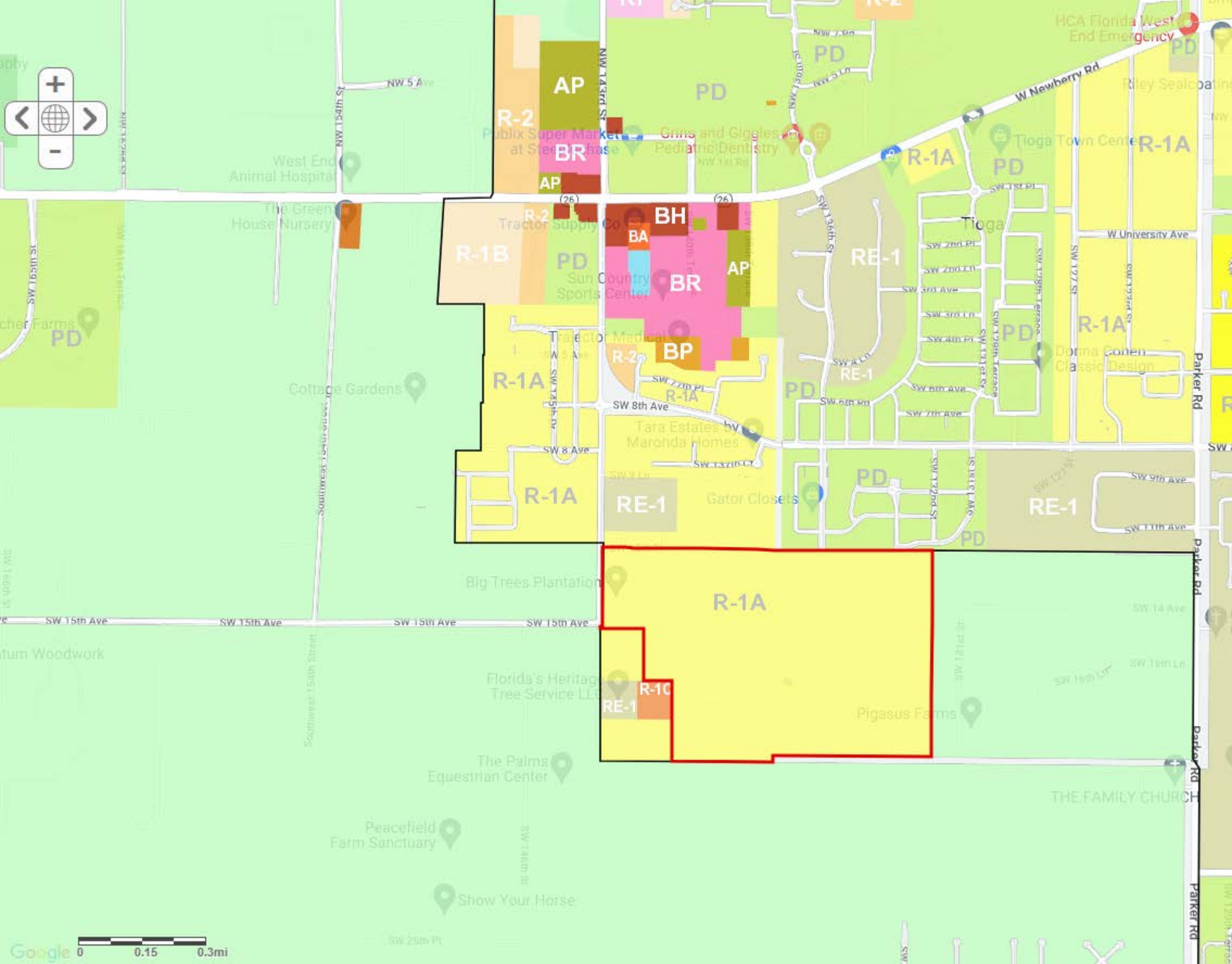
Milbrath + Brenner 40 acre horse farm

Jay Fowler property

GRU easement with power poles
Goes directly to Parker Road

Hawkfields (Cauthen's) 30 acre horse farm

Kem Parker "last of the Parkers"



Leslie McLendon

From: Gerald L. Brewington
Sent: Friday, July 21, 2023 8:34 AM
To: Jacob Stout; Leslie McLendon
Subject: FW: Email from Development Projects Site -- Town of Tioga – South Annex --

Follow Up Flag: Follow up
Flag Status: Flagged



Gerald L. Brewington

Senior Planner
Growth Management
10 SW 2nd Avenue
Third Floor • Gainesville • Florida • 32601
352-374-5249 (office) • 352-338-3224 (fax)



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-----Original Message-----

From: Paula Davis <volrn53@gmail.com>
Sent: Thursday, July 20, 2023 10:31 PM
To: Gerald L. Brewington <glb@alachuacounty.us>; Mehdi Benkhatar <mbenkhatar@alachuacounty.us>; Patricia Mcallister <PAMCALLISTER@alachuacounty.us>
Cc: charlie@ccgrp.com
Subject: Email from Development Projects Site -- Town of Tioga – South Annex --

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I am requesting that the exit and commercial area planned to be adjacent to SW 143rd street be denied or relocated as this 2 lane road cannot accommodate the increased traffic that has overflowed to SW 15th Avenue the Scenic Road. SW 143rd street is already overcrowded and beyond traffic capacity. With the addition of this annex as well as Laurate Village this area has become too densely populated with no planning for the increased traffic and congestion. It is unsafe to ride a bike or walk in this area as there are no sidewalks or walkways to accommodate the population explosion in the Jonessville area.

Another concern is most of the long

established homes in this area have wells and now with the addition of homes with lawn irrigation and fertilizers, our local aquifers will become polluted and we will not have clean water for people nor our livestock. Alachua County has already permitted another subdivision Flintrock to build homes with wells that will drain into the aquifer to which many farms depend on to water livestock.

Alachua County used to be known as Tree City but that has rapidly started to cease as there will be many trees that will be cut and endangered especially the large century oak in the middle of the subdivision. Please reconsider the planning for this annex as the monetary gain for the developers should not outweigh the environment and quality of life for people who have lived in this area for 20 or more years

Paula L Davis
1924 SW146th Street
Newberry

Sent from Mail for Windows

From: [Paula Davis](#)
To: [developmentreview](#)
Subject: Email from Development Projects Site -- Town of Tioga – South Annex --
Date: Monday, March 25, 2024 4:38:54 PM

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I would request the denial of the roundabout at the intersection of SW 15th and SW 143rd and Road J. It would have large impact on the scenic road of SW 15th and would extend into the protected tree canopy of SW 15th Scenic Road. SW 15th is already being used as a by pass road to Jonesville to avoid Newberry Road and with the egress from South Annex Tioga the traffic will become worse with large increase of traffic on SW 143rd street.

The project developer for South Annex Tioga has not listened to the repeated requests of the local residents who live on SW 15th to decrease the traffic .

Please ask the developer to find another egress other than the SW 15th and SW 143rd intersections. I also see where there is a road K that is being considered for egress on SW 143rd that is a private road. How can a developer gain egress on a private road as I believe the road owners who have to agree and the road would have to be developed in order for this to occur if the codes for Alachua county are followed.

Thank you for this consideration

Paula L Davis

1924 SW 146th Street

To: Alachua County Commissioners and Planning and Zoning Development

RE: Town of Tioga South Annex

I am objecting to the proposed south annex expansion of the Town of Tioga for the following reasons:

1. SW 15th Avenue is a scenic road and has been designated as one of five scenic roads in Florida since 2004. The road cannot handle the traffic that has nearly tripled over the last 2 years. With the proposed extension of SW 15th through the new annex to connect to Parker Road and Flint Rock, the increased traffic would overburden the current portion of SW 15th Avenue. Historically this scenic road could be used to push a stroller with kids, walk, run or bike but with the present increased traffic and speeding it is very hazardous. I have witnessed several bicyclists get run off the road due to the traffic. This road was not built to accommodate the amount of traffic only provide access to the residents who live on either SW 15th or have an adjacent road turning off SW 15th Avenue. Since SW 15th Avenue is a designated scenic road would the extension through Town of Tioga be designated as a scenic road as well with all the covenants of a scenic road applying to the extension?
2. There is not sufficient infrastructure in Jonesville to accommodate the proposed traffic from the new homes to be built in Laurate Village much less the 500 residential homes and businesses in the south annex of Town of Tioga. I would challenge any of you to come to Jonesville at 7:30 AM or 5:00 PM and experience the traffic congestion all this increased building has created.
3. The covenants of the SW 15th Avenue scenic road has already been violated by the developer of the Westbrook subdivision west of this proposed expansion. Trees have been cut and the 100 foot natural growth along the scenic road has been completely cleared and there have been no repercussions or violations cited to the developer or the road construction crew. Complaints have been filed with planning and development as well as codes enforcement and yet the violations continue.
4. The intersection of SW 143rd and SW 15th Avenue is a hazardous intersection as most vehicles on a daily basis do not stop and run the stop sign. Alachua County Sheriff's Office has been contacted on several occasions and some citations were issued. Florida Highway Patrol had to issue citations to enforce the 15 ton weight limit as multiple trucks were using SW 15th as a shortcut to other areas to avoid the traffic on Newberry Road. This is a scenic road that cannot be widened to accommodate the traffic this extension of the south annex of the Town of Tioga as it will become another "shortcut" to Parker Road due to the high volume of traffic in the entire Jonesville area.

Please consider the above information and deny the request for the Town of Tioga South Annex to extend SW 15th Avenue to provide ingress and egress to the new development.

Paula L. Davis

1924 SW 146th Street, Newberry Florida 32669

Volrn53@gmail.com 1-352-339-0470

To: Growth Management/Development Review

From: Diane V. Bendekovic
13735 NW 30th Road
Gainesville, FL
954-980-1137
dbendekovic@gmail.com

Subject: Development Explosion

Please review the impending major projects in **totality not individually**. It goes without saying the infrastructures and land use will be dramatically impacted upon the completion of all requested 844 residential within the area plus 85,220 commercial/retail.

Projects:

Gainesville Cottage TND 212 residential 21,200 sq. ft commercial

West Newberry Road and Northwest 143rd Street

Westlake Traditional Neighborhood Development

128 multi-family unit 18,820 sq. ft commercial

Town of Tioga - South Annex

SW 15th and SW 143 Street

504 residential 45,200 sq. ft commercial

Discussion Points:

Traffic Study: The impact of 844 residential and 85,220 commercial sq. ft. to West Newberry Road traveling east/west, ingress/egress onto West Newberry from NW 122nd St/NW 143 St., and commercial/retail

Impact Fees: Stormwater/Public Works/Schools/Roads/Sidewalks

Public Safety: Fire/Police - 844 residential means a need to increase personnel equals increase budgetary costs; salary, equipment, etc.

Open Space: Recreation Area/Dog Park - Triple the developers recommendation

Landscaping: Mature Trees/ Foliage - Triple the plantings recommendation

Land Use: Units Per Acre ... Decrease number units per acre

Remember:

Developers: Developers are profit seekers/bottom line is generating revenue whereas Growth Management and Development Review promotes positive growth, high environmental standards, quality construction, and creative architectural design.

Control development and maintain low density land use, learn from the mistakes of the counties to the south.

Please don't hesitate to contact me if questions are necessary. Thank you in advance for your consideration in addressing the aforementioned.

