

Buttonbay Farm LLC Jeff Price

Received August 20, 2024

Party owns and operates a farm operation directly to the East of the North East corner of the proposed development (OTSA Block 28). Note that the developer has not accurately depicted the Party as abutting owner and still lists prior owner from 2/18/2019.

Party will be impacted directly by the development. On two prior occasions Party attended and spoke at workshops and requested that a permanent barrier be positioned between the Party's farm and the numerous houses due to the minimal set back. Party requested that one of the five stormwater basins, or some portion of the four Conservation Management Areas be relocated to act a a buffer between the development and the abutting Party's farm. Both time the Party was told this was "impossible" to do.

Party also requested that setback be increased and this was refused as being "impossible." Party requested that a permanent barrier or fence be erected at least 6 feet tall and of solid construction to be maintained by the developer and/or later association. This was refused.

Note that previously developer did agree with Party to locate a retention pond when they developed Phase 20 of Tioga on the North side of Party's land. That request was made during the development phase and was obviously "possible." At that time Party and developer agreed that Party would not object to reducing setback so that developer could install more units. It appears developer is attempting to bootstrap that agreement on reduced setback, to their new phase. Absent an agreement on a buffer between developer's residential homes and Party's farm, Party objects to the current plan.

Livestock is pastured on Party's lands and normal farm practices of animal waste collection and attendant smells may engender future complaints which could have been avoided two years ago during initial planning when open space or non residential green space was requested. Such could have been incorporated by the developer and Party would then have no objections.

Leslie McLendon

From: Rick Hammond <richardbhammond@icloud.com>
Sent: Tuesday, August 20, 2024 2:48 PM
To: developmentreview
Subject: Town of Tioga

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To Whom It May Concern,

My name is Rick Hammond and I am a resident of the Town of Tioga. I moved into the Town of Tioga in 2008, and fell in love with this wonderful, friendly, walkable, and safe neighborhood, very family oriented with multiple activities for children and their friends. I can't think of any other neighborhood I would want to live in. The Oak trees provide shade when I walk down the Esplande and meet my neighbors walking their dogs. The sidewalks are wide enough for two people to walk side by side and are shaded. The alleyways provide safety and a great opportunity to meet your neighbors, It also gives me a chance to watch out for my neighbors house when they are away. We become friends and Family. As the Esplande grows with the community and will eventually be 2.5 miles long it will provide more areas to walk longer distances, and when the sidewalks are put in as the development grows it will provide safety for pedestrians and cyclist.

The Tioga Town Center offers local restaurants, Doctors offices, fresh seafood, a health club with a rehabilitation center, and daycare for mothers with young children. As medical cost continue to rise having a gym in the neighborhood is a plus. To do business with local vendors and keep the money in Alachua County is a plus.

I would like to urge the Commissioners to approval the continued development of the Town of Tioga. Thank you for your time and consideration.

Respectfully,

Rick Hammond

From: [Tracey Curtis](#)
To: [developmentreview](#)
Subject: Preliminary Development Plan Over Threshold for Town of Tioga
Date: Friday, August 16, 2024 1:40:45 PM

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To whom this concerns:

We are one of the victims of flooding in Alachua County who lost their home of >25 years due to flooding from Hurricane Elsa in 2021. I was carried from my home by ASCO due to flash flooding! Your ongoing permitting of further development in Alachua County contributed to this. Further development will only worsen the issue for many more families. As I said at the County Commission meeting I previously attended, we cannot keep paving paradise and putting up parking lots, because there is nowhere for all the water to go :(

In addition to not having sufficient water mitigation for further development, we do not have the road infrastructure to support further development. The fact that during rush hour it takes > 30 minutes to travel 3 miles on Newberry Road speaks for itself! STOP DEVELOPING! You're getting a ton of \$ from all of us on our properties. Surely we don't need developers \$ that badly that you are destroying our town and turning it into mini-Orlando/Tampa/Miami :(

Sincerely,
Concerned homeowners of Alachua County
Tracey & Frank Curtis

Leslie McLendon

From: Milbrath,Susan <milbrath@flmnh.ufl.edu>
Sent: Thursday, May 16, 2024 2:51 PM
To: Leslie McLendon
Cc: Barbara Henry; jcauthenmd@aol.com; Jay Fowler
Subject: Re: Town of Tioga - South Annex
Attachments: SingletonTiogaOffsetPlan.pdf

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Hi Leslie, I wanted to make sure that you will let us know if the Tioga South Annex is coming up for consideration at one of the Commission meetings. I have checked your link on a regular basis, but I don't think that is where I would see an announcement of any forthcoming meeting. I see that JBPro responded to changing the label for 143rd street in their new map but am not sure if they have addressed the other issues in the 5th insufficiency report in March.

In the meanwhile, we have worked with a realtor knowledgeable about large development projects and he came up with a revised plan for how Tioga South could exit on to 143rd street without a roundabout. There is not really room for a roundabout where SW 15th avenue meets SW 143rd, unless it is actually done on property that the Diaz family owns. I attach Bob Singleton's suggestions for a revised plan and hope you will comment. Should we send this on to JBPro? They have not responded to anything we have sent them in the past, so it may be that we have to ask for another in-person meeting with them and Luis Diaz.

Also, it will be very time-consuming for me to go door-to-door to do a petition objecting to Road J in the new development spilling out directly on SW 15th avenue, but I will do it if you think it will make a difference. We are sure that the entire road will object to the increased traffic on such a narrow delicate road--and of course, with scenic road protection, we would have 100% support if any plans for road widening followed the direct connection that continues to be proposed by JBPro. Thanks for your help, Susan

From: Leslie McLendon <LMcLendon@alachuacounty.us>
Sent: Monday, January 9, 2023 11:04 AM
To: Milbrath,Susan
Cc: Christine A. Berish; Kaia Hines
Subject: Town of Tioga - South Annex

[External Email]

Good morning, Ms. Milbrath,

Here is a link to our Development Projects page. It provides a link to the general development plan. This page will be updated throughout the process and will have links to any staff comment reports (Insufficiency Report) and updated plans.

<https://mapgenius.alachuacounty.us/development-projects/#appNo=DR23-000003><<https://mapgenius.alachuacounty.us/development-projects/#appNo=DR23-000003>>

Also, here is a link to our Public Comment portal. You can provide public comments and request to be notified of any public hearing. The development application is listed as "Town of Tioga South Annex – Preliminary Development Plan". It is towards the bottom of the list – they are not in alphabetical order.

<https://growth-management.alachuacounty.us/PublicComment><<https://growth-management.alachuacounty.us/PublicComment>>

Please let me know if you have any questions or need any additional information.

Sincerely,
Leslie McLendon

[cid:AC_logo_150ppi_b0554e81-2d50-477d-8264-0219cbd8ac34.png]<<http://www.alachuacounty.us/Pages/AlachuaCounty.aspx>> Leslie McLendon, AICP
Senior Planner
Growth Management
10 SW 2nd Avenue • Gainesville • Florida • 32601
352-374-5249 (office)

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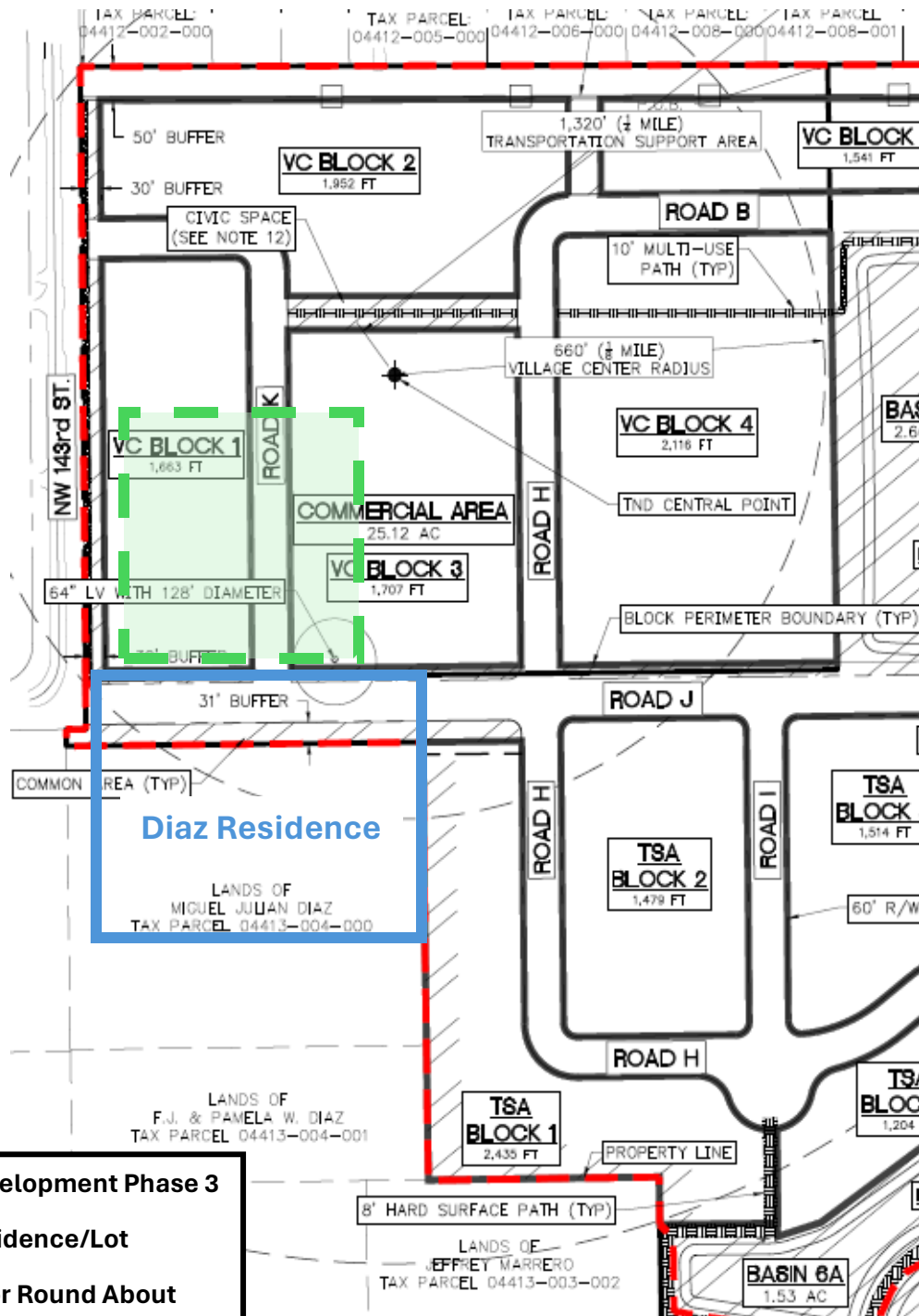
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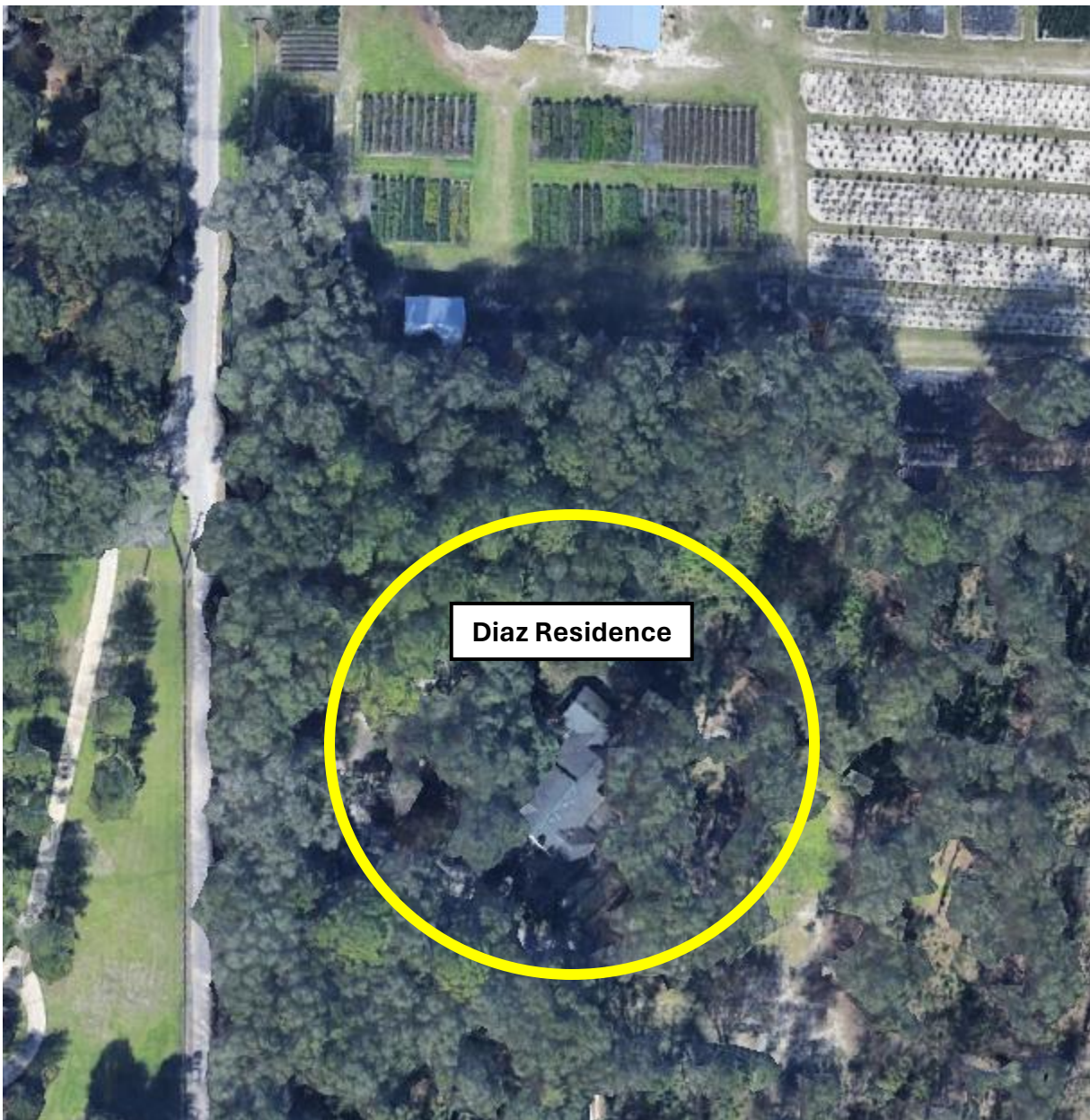
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<<http://www.alachuacounty.us/depts/communications/pages/updatenewsletter.aspx>>

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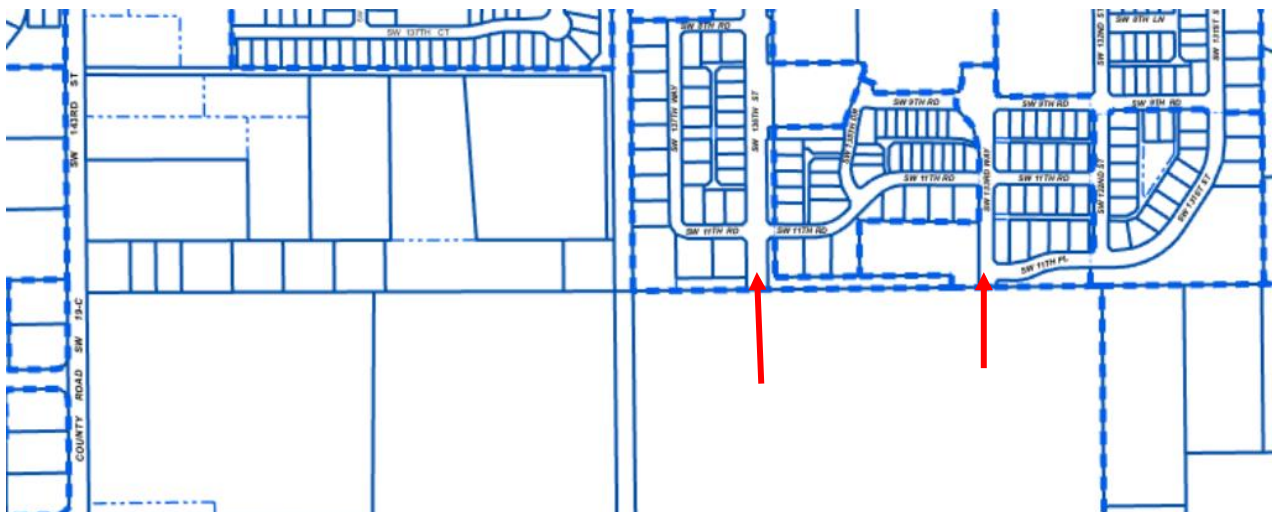
It was my understanding from conversations passed on to me that the County is receptive to the needs and concerns of the Scenic Road Property Owners and Admirers. Furthermore, it was expressed that the developer was receptive to the addition of a round-about being added to the project on his site to accommodate the concerns of the Scenic Road Property Owners. The alternative proposal that I submitted prior, I will call the “Tyrone Offset”, accomplishes the following from the developer’s and the county’s perspective:

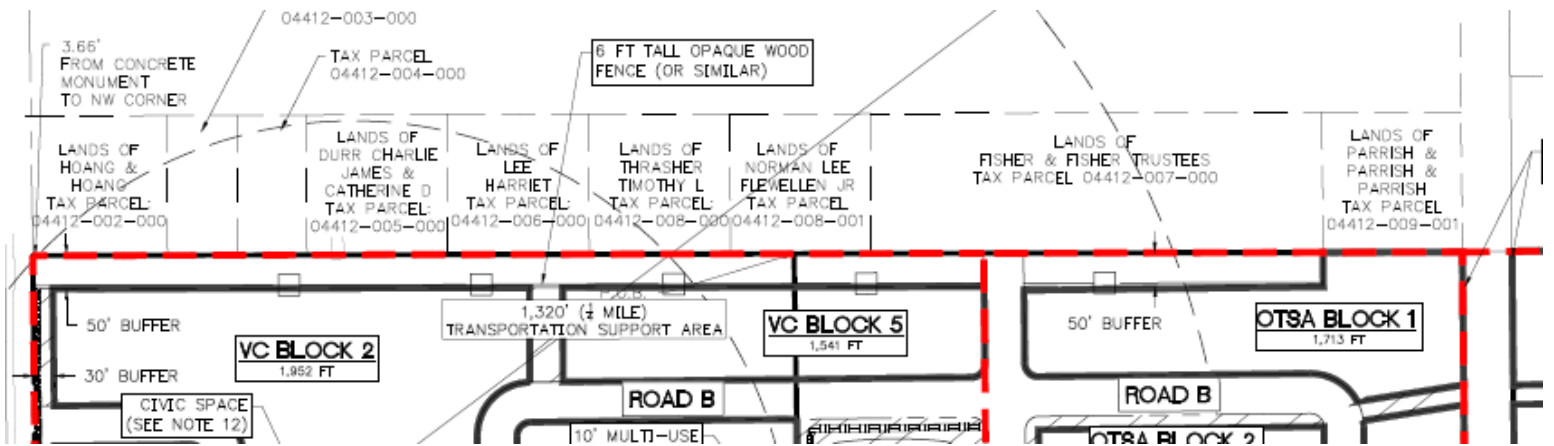
- Costs, gross leasable or marketable area (GLA) and aesthetics are the primary concerns for the typical developer. A round-about is land extensive; it eats up a lot of usable land. Development design criteria, dictated by the County for road design, its turning radius, onsite water retention due to increasing impervious surfaces, increased landscaping necessitated to boost the green space allocation and shading coefficient all drive up costs. The round-about will eat up an acre or more of Diaz’s “peak valued” Commercial Center accommodating the County’s design criteria. Diaz has omitted his personal residence (3,740 sq. ft.; blt. 1987; 3 Br. 2.5 Bths.; on 5.64 acres) from the site plan. It is safe to assume that he is not planning to destroy an approximate \$1,000,000 property to accommodate this round-about, so, the land for a round-about will have to come out of the town center commercial space on the proposed site plan.



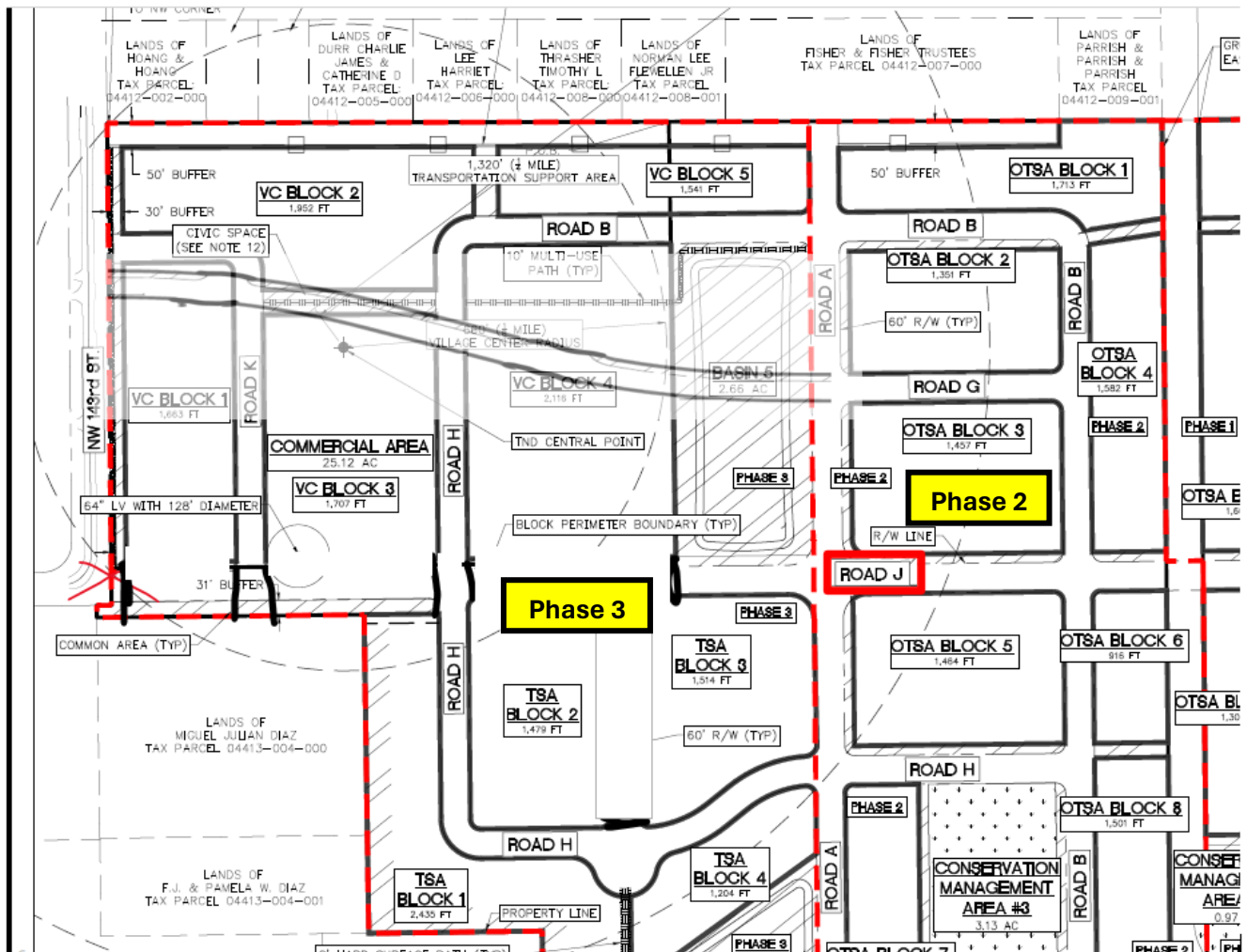


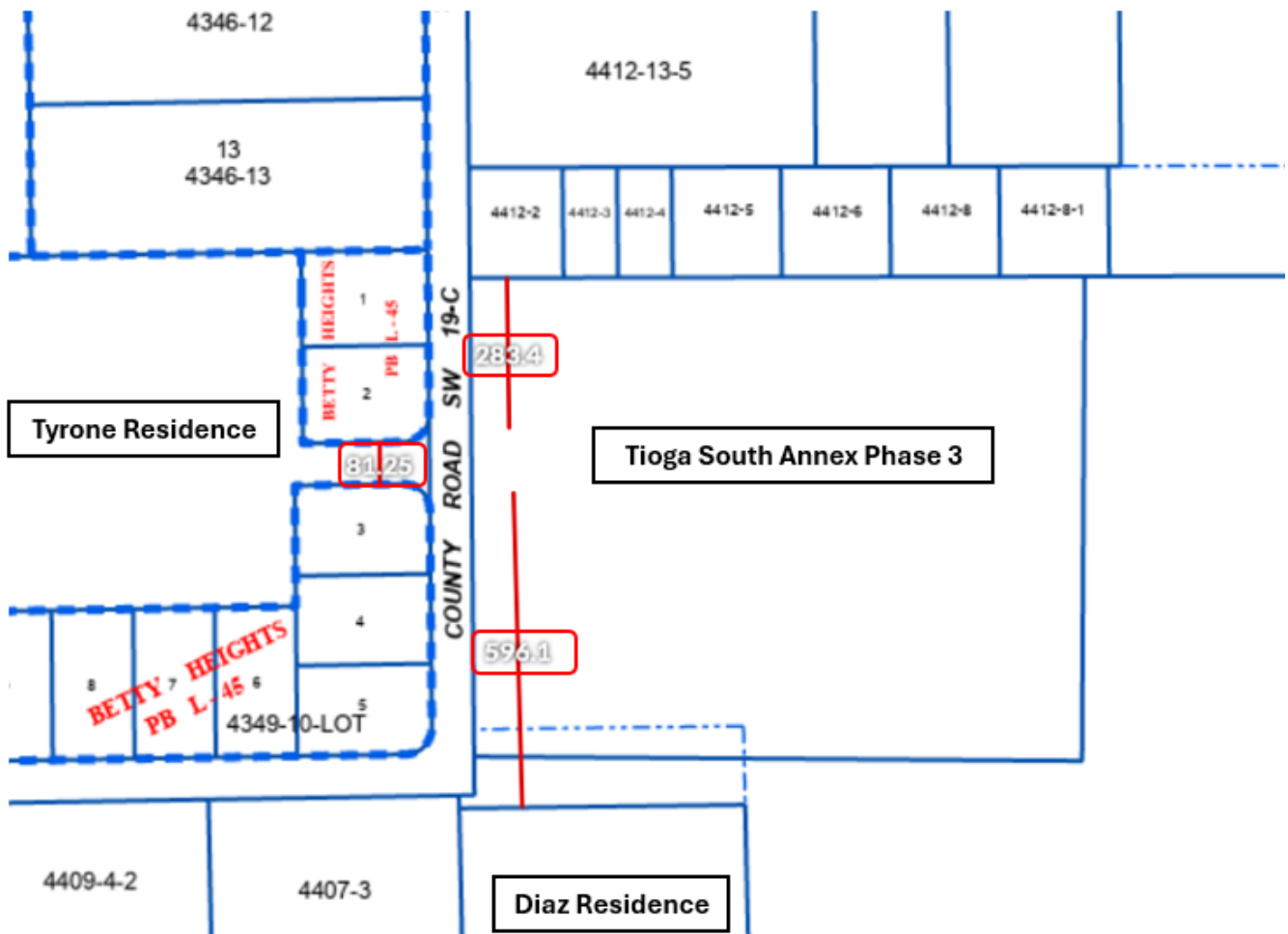
- Subject to the number of residential units and commercial leasable square footage approved in Phase 3 of the Tioga South Annex a vast majority of the average daily trips (ADTs) will likely migrate north via Road F's connection to SW 133rd Way, Road D's connection to SW 136th Street and Road A's connection to the fifty foot buffer (dirt road?) that the nine property owners (Hoang – Parrish), on the north side of the Dibros Corporation property, all currently use to access their properties.





- I would push to have Road J curve to the north to achieve the “Tyrone Offset” connection instead of connecting to Road G as shown below. Aesthetically, an “S” curve will work to:
 - Slow down any thru traffic within the development instead of having a long straight away. Example of bad design is SW 17th road in Grand Oaks at Tower connecting SW 24th Avenue with SW 75th Street....It’s becoming a raceway.
 - Breakup the site line through the development as one is driving, biking or walking down the street. It will encourage more northerly ADTs through the northern access connections previously mentioned.
 - Assuming that Phase 3 is to be developed last, request early planting of adequate trees and landscaping to break up the site line giving time for more established vegetation when the time comes to complete the development that the landscaping isn’t merely “twigs in a cow pasture”.





- Taxes derived through inflationary increases in property values are throttled back significantly via a number of property owner incentives. The Florida Homestead Exemption, Amendment 10 “Save Our Homes” assessment cap of 3% max per year and its portability and various other use and conservation exemptions make the County

for ever thirsty for more revenue. One quick shot in the arm is through development fees and the minting of new future tax paying commercial and residential units.

The County likes to see roadways that line up with one another to minimize Potential traffic bottle necks, especially if there is ample room to meet the county's design criteria. The "Tyrone Offset" is approximately eighty feet wide excluding the even wider flare where it intersects with NW 143rd Street (also known as Co. Rd. SW 19-C). Tioga South Annex (TSA) will only potentially be effecting one residential unit directly at this connection point - the Tyrone Residence – the need of many out weighs the need of one. There is plenty of width to accommodate the TSA westward arterial feeder road connector even with a center landscape island, more than likely. It would be advisable to only have one westward arterial connector to NW 143rd Street coming from the new development TSA; this may further moderate the density that is permitted in the Commercial Town Center. Twice in the past Alachua County allowed the destruction of numerous century oak trees that that shamed the governing boards for years there after (The Oaks Mall Plaza and SW 63rd Blvd/SW 62nd Avenue – Kanapaha botanical Gardens Road south of Archer Road). The County does not want a repeat of these debacles.

Conclusions – Win, Win, Win:

Scenic Road Owners achieve their most desired outcome – NO DEGRADATION OF NOR INCREASE IN TRAFFIC ON THE DESIGNATED SCENIC ROAD due to nearly a 600 foot offset of the western most point of ingress and egress into TSA.

Developer Diaz reduces his development cost, maximizes his GLA, enhances the aesthetic attributes of the development and allows him to get on with the construction of his vision.

Alachua County they get happy citizens, development revenue, the promise of new tax paying units, build community confidence in their leadership by not ripping down a bunch of century old oaks.

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

From: Milbrath, Susan <milbrath@flmnh.ufl.edu>

Sent: Saturday, May 27, 2023 6:03 PM

To: Leslie McLendon <LMcLendon@alachuacounty.us>; Marihelen Wheeler <mwheeler@alachuacounty.us>; Anna Prizzia <aprizzia@alachuacounty.us>; Ken Cornell <kcornell@alachuacounty.us>

Cc: Jay Fowler <jcofowler@gmail.com>; jcauthenmd@aol.com; Barbara Henry <annfmae@gmail.com>

Subject: Town of Tioga South Annex Redux

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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).

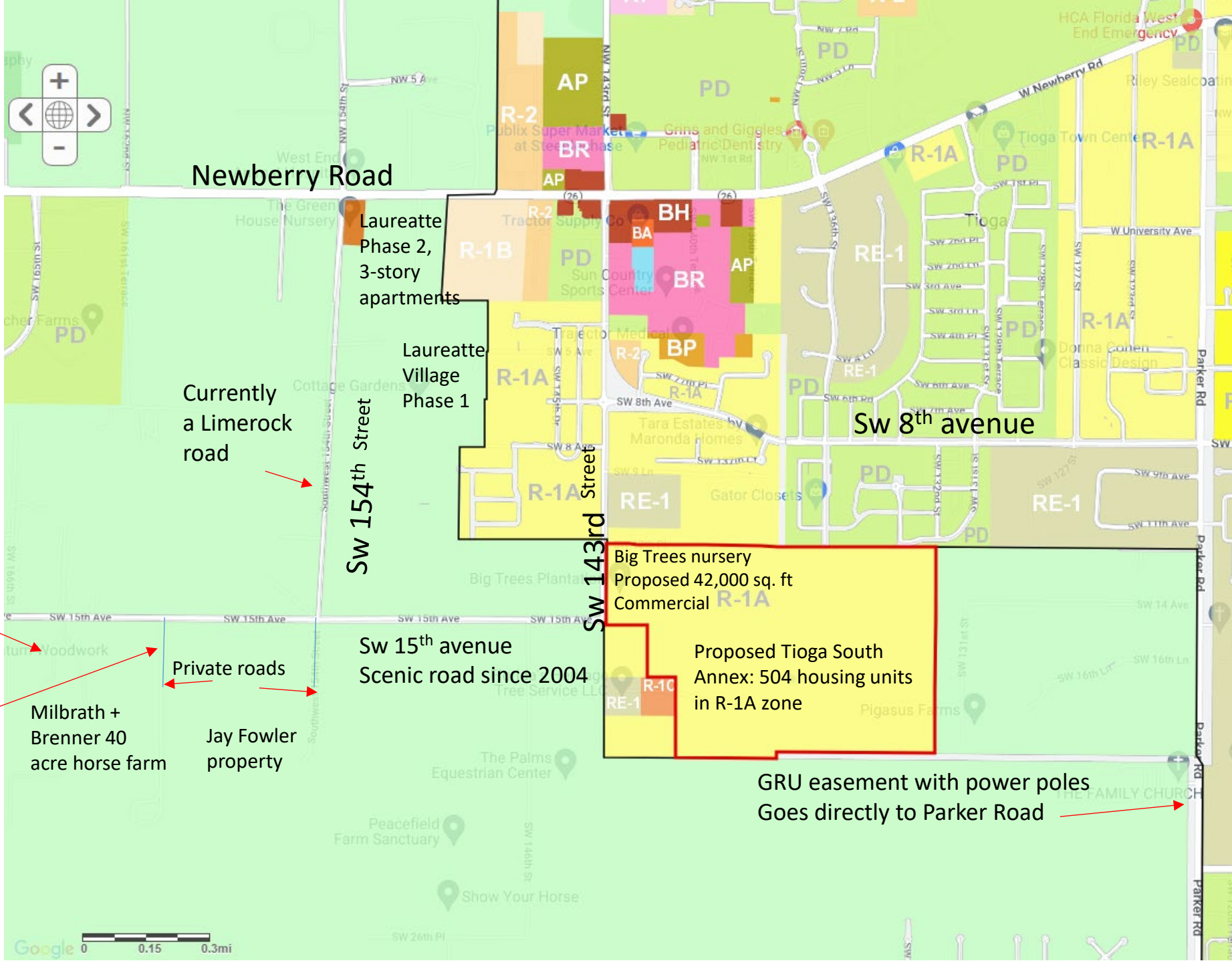
3) SW 15th avenue is indeed part of the green belt but is just on the edge. Barbara Henry's property is within the "urban cluster" and strangely the county map seems to extend the black line designating the urban core south to include the Diaz property (also outlined in red), even though it is R-1A zoning. 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



Newberry Road

Currently a Limerock road

Sw 154th Street

Laureatte Village Phase 1

Sw 143rd Street

Sw 8th avenue

Hawkfields (Cauthen's) 30 acre horse farm

Kem Parker "last of the Parkers"

Milbrath + Brenner 40 acre horse farm

Private roads

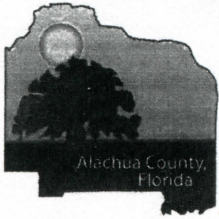
Jay Fowler property

Sw 15th avenue Scenic road since 2004

Big Trees nursery Proposed 42,000 sq. ft Commercial

Proposed Tioga South Annex: 504 housing units in R-1A zone

GRU easement with power poles Goes directly to Parker Road



**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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Insufficient Application Report**

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.

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

- 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.

**Alachua County
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.

