

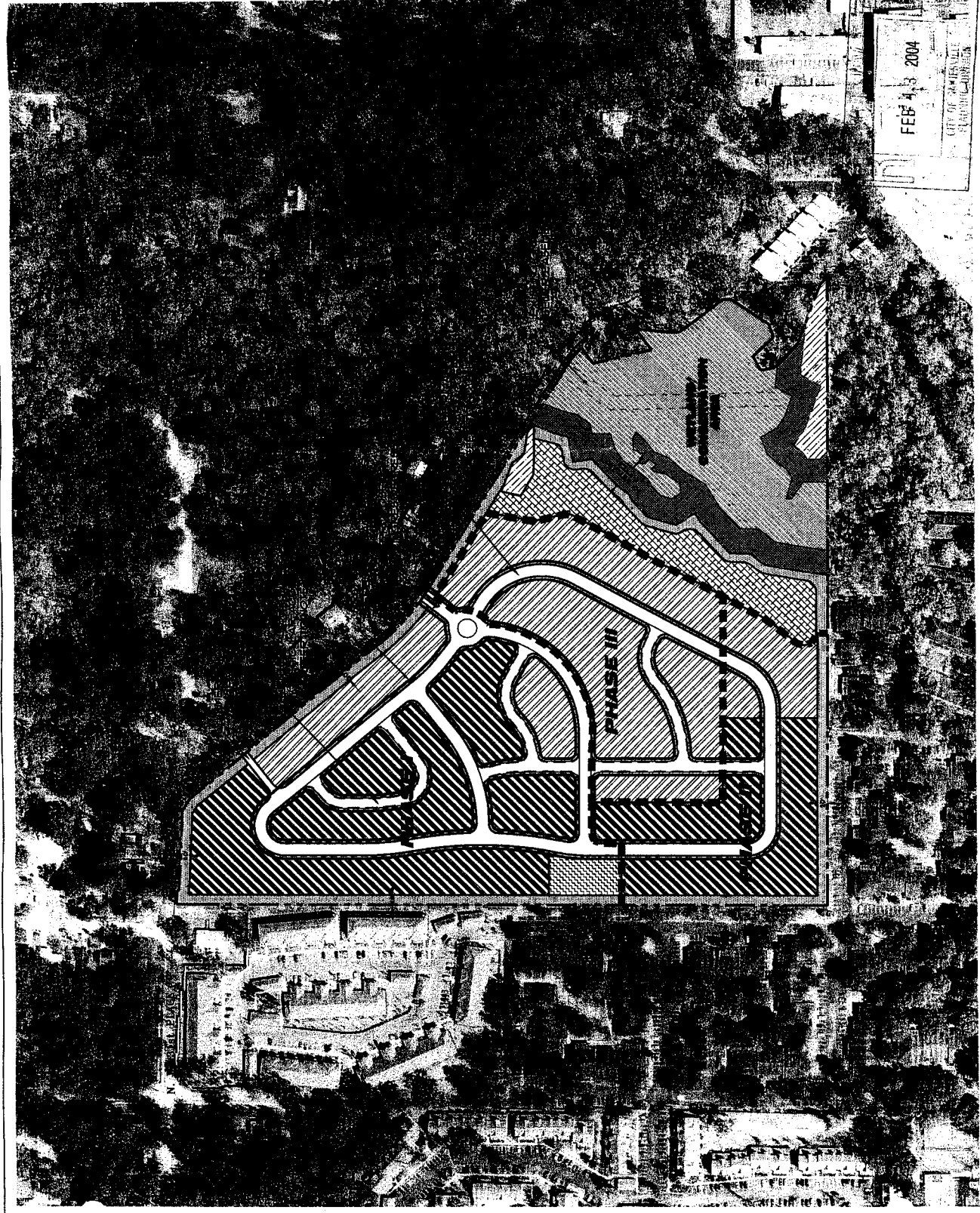
**DEVELOPMENT LEGEND**

- ATTACHED HEIGHT TOWNSHIP
- ATTACHED SMALL TOWNSHIP
- BUILDING SETBACK/PAVEMENT AREA
- HIGHWAY RIGHT OF WAY
- DESIGNATED WETLANDS
- PROTECTED WETLAND AREA
- WETLAND BUFFER
- AGENCY CENTER

**PHASING SCHEDULE**

PHASE	CONSTRUCTION	THE DATE OF THE START OF CONSTRUCTION
PHASE I	ALL ROADS AND ASSOCIATED INFRASTRUCTURE AND UTILITIES AND SPORT WATER MAIN	08/17/2004
PHASE II	ALL ROADS AND ASSOCIATED INFRASTRUCTURE AND UTILITIES	JULY 2005
PHASE III	ALL ROADS AND ASSOCIATED INFRASTRUCTURE AND UTILITIES	JULY 2006

1. AFTER COMPLETION OF PHASE I, THE DEVELOPER SHALL SUBMIT A PHASING SCHEDULE TO THE CITY OF GAINESVILLE FOR REVIEW AND APPROVAL. THE PHASING SCHEDULE SHALL BE IN ACCORDANCE WITH THE CITY OF GAINESVILLE DEVELOPMENT CODE.



FEB 4 3 2004  
 CITY OF GAINESVILLE  
 ENGINEERING DEPARTMENT



9. **Petition 11PDV-04 PB** Causseaux & Ellington, Inc., agent for Diamond Regal Development, Inc. Rezone property from RMF-5 (residential low density 12 du/acre) to PD (planned development) with PD layout plan for a 316-unit multi-family development on 26 acres more-or-less. Sable Preserve PD. Located at 1609 Northwest 29th Road.

Ms. Carolyn Morgan was recognized. Ms. Morgan presented a map of the site and described it and the surrounding uses in detail. She presented photos of the site and the surrounding area. She noted that Northwest 29<sup>th</sup> Road had recently been reconstructed and sidewalks and a traffic circle had been installed.

Mr. Gerry Dedenbach, agent for the petitioner, was recognized. Mr. Dedenbach described the project and noted that the petition did not seek to modify the density of the site. He pointed out the unique character of the site bordering Hogtown Creek. He explained that the project would involve owner occupied town homes, not rentals, and those units would be clustered away from the environmentally sensitive areas. He described the phases of the development and the stormwater management facility that served as a buffer to the creek area. He pointed out a small isolated .1-acre wetland and noted that the area would be mitigated. He noted that the isolated wetland was uphill from the Hogtown Creek. Mr. Dedenbach pointed out the landscape buffers, stormwater management system, and heritage and significant trees. He described the proposed buildings and their locations on the site. Regarding staff conditions, he requested that Condition 4 be removed. He requested that Condition 8 be modified to allow two spaces per unit rather than one space per bedroom. He noted that the streets could be used for parking, and there would be guest parking. Mr. Dedenbach presented an alternative to the 25-foot setback proposed by staff in Condition 9. He requested that Condition 10 be modified to state that the columns should be masonry rather than brick. On Condition 11, he requested that he be allowed to buffer the community building with additional landscaping rather than move it more to the project center. He requested that Condition 12 read, "an articulated roof system," rather than, "a combination of gable and hip roof systems." Mr. Dedenbach requested that Condition 21 read, "to meet an appropriate number of the Policy 1.1.6 standards of the Concurrency Management Element," rather than, "to meet eight of the Policy 1.1.6 standards..." Mr. Dedenbach offered to answer any questions from the board.

Mr. Reiskind requested clarification on the matter of concurrency standards.

Mr. Dedenbach explained that concurrency standards was a tiered system, and if the development had less units than the maximum, he did not want to be required to meet 8 standards.

Ms. Morgan indicated that a sentence could be added to clarify that, "if it is determined that the trip generation is reduced prior to second reading of the ordinance, the total number of standards shall adjusted accordingly." She discussed density, fencing, and building heights.

Mr. Michael Drummond, Alachua County Environmental Protection Department, was recognized. Mr. Drummond indicated that, after inspecting the wetland delineation, he believed it was accurate. He noted, however, that formal approval would have to come from the Water Management District when the permit was. He indicated that he was recommending an archeological study because the site had never been surveyed and there was a high potential for cultural resources. He noted that there were non-native invasive species on portions of the property that would be removed. Mr. Drummond explained that there were other

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details to be addressed, including an existing abandoned well, but those issues would be addressed at site plan review. He offered to answer any questions from the board.

Mr. Polshek requested that Mr. Drummond respond to the wetlands mitigation proposal.

Mr. Drummond explained that the small .10-acre, wet area on the Northeast side of the property appeared to be a historical erosion feature that, over the years, had developed some wetland characteristics. He indicated that it was, in his opinion, a very low quality wetland in terms of function and value, and would not be difficult to mitigate. He explained that the general area where mitigation was proposed, in terms of landscape, position and slope, looked workable, and he had no concerns.

Mr. Gold asked the nature of the invasive plants.

Mr. Drummond indicated that coral berry, *Ardesia*, was very common in Gainesville and Alachua County. He noted that there were others, including Japanese Honeysuckle and Glossy Privet.

Mr. Reiskind indicated that he agreed with staff on relocating the amenities center. He suggested that a landscaped buffer did not offer enough protection for the neighbors.

Mr. Polshek indicated that he also agreed that the development should serve as its own buffer.

Mr. Dedenbach agreed that relocation of the amenities center posed no real change in the plan. He explained that it was located to terminate the main entrance vista, but minor modifications could be made.

Mr. Polshek asked if City sewer served the development.

Mr. Dedenbach indicated that City sewer would serve the development. He pointed out that the GRU sewer line passed through the wetland.

Mr. Reiskind asked if there would be any impact on flood elevations if development occurred upstream on Hogtown Creek.

Mr. Robert Walpole, engineer for the project, was recognized. Mr. Walpole explained that the flood elevations shown on the map were the Ch2M Hill maps, which were based upon existing and future development in the Hogtown Watershed.

Mr. Dedenbach indicated that he agreed with all of staff's comments except those he spoke of earlier.

Mr. Polshek requested information on the procedure if an archeological site were encountered during construction.

Mr. Drummond explained that such a situation should be precluded by the pre-construction survey. He discussed the methods used by archeologists in the survey. He indicated that, if artifacts were found during the construction process, construction would cease in the immediate area, and the experts would be called back in to evaluate the site.

Chair Pearce indicated that he believed the request for two parking spaces per unit rather than one per bedroom sounded reasonable.

Ms. Morgan recommended that if the board reduced the parking spaces to only two per unit, that parking be added for rental leasing office, the recreation building and the maintenance structure, based upon the regular Code requirements.

Chair Pearce suggested that Condition 9 read, "Garages shall be setback a minimum of 25 feet from the edge of the sidewalk, if sidewalks are not immediately adjacent to buildings."

Ms. Morgan explained that a sidewalk was usually placed at the edge of the street, and the setback measured from the edge of the sidewalk to the building. She pointed out that, if the petitioner placed the sidewalk in front of the building and the parking would be between the building and the street. She explained that staff's concern was for persons on the sidewalk when others were backing out of garages, and the lack of visibility.

Mr. Dedenbach explained that that some units might have garages, but others would not.

Chair Pearce cited concerns about sidewalks right up against garages.

Mr. Billy Brame, architect for the project, was recognized. Mr. Brame explained that they did not wish to be limited to where there could be a sidewalk. He pointed out the area where cars that were not parked in garages, would be parked. He indicated that he would like the flexibility of working with staff to achieve an acceptable design when the site plan came in for review.

Chair Pearce asked staff if the issue could be addressed at a later time.

Ms. Morgan explained that the garages could be designed so there would not be back-out parking. She noted that the garages could be placed where the 25 feet could be provided. She indicated that she had seen the situation within the urban area. She suggested that there be language about the safety of sidewalks before the petition went to the City Commission. She stated that staff would not encourage a sidewalk so close to a garage.

**Board member Rwebyogo left the meeting at 10:30 PM.**

Mr. Gold noted that the time was 10:35 PM, and the board needed to vote to extend the meeting.

<u>Motion By:</u> Mr. Polshek	<u>Seconded By:</u> Mr. Gold
<u>Moved to:</u> Extend the meeting to complete the petition under discussion, and then readdress the matter of continuing the meeting further.	<u>Upon Vote:</u> Motion Carried 4 - 0 Ayes: Andrews, Gold, Pearce, Polshek

Mr. Andrews stated that, in fairness to the persons waiting in the audience, the question of whether more petitions would be heard after the present petition should be addressed.

<u>Motion By:</u> Mr. Andrews	<u>Seconded By:</u> Mr. Gold
<u>Moved to:</u> Recess the meeting and continue any petitions after Petition 11PDV-04 PB, to the February 26, 2004 meeting.	<u>Upon Vote:</u> Motion Carried 3 – 1 Ayes: Andrews, Gold, Polshek Nays: Pearce

Ms. Morgan noted that the petition on affordable housing, Petition 26TCH-04 PB, was directed to staff by the City Commission and was time sensitive. She explained that the City Commission wished the petition to move forward since it affected whether or not affordable housing projects could be addressed this year.

<u>Motion By:</u> Mr. Polshek	<u>Seconded By:</u> Chair Pearce (Passed the gavel)
<u>Moved to:</u> Reconsider the vote to continue Petitions after Petition 11PDV-04 PB to February 26, 2004.	<u>Upon Vote:</u> Motion Failed 2 – 2 Ayes: Pearce, Polshek Nays: Andrews, Gold

Chair Pearce requested that the presentation continue.

There was discussion of the roof systems of the buildings on NW 29<sup>th</sup> Road.

Mr. Dedenbach suggested that the language read, “articulated roof system,” rather than, “...a combination of gable and hip roof systems...”

Chair Pearce opened the floor to public comment.

Mr. Ewen Thompson was recognized. Mr. Thompson addressed the issue of the wetland to be mitigated. He pointed out the wetland to be mitigated, and agreed that it was small, but if the required 50-foot buffer were applied, a much larger area would be taken. He suggested that the mitigation was not sufficient. He requested that the wetland mitigation not be allowed because it was not 5 to 1. He noted that the common areas simply increased the buffers between houses, and was a scattered common area. Mr. Thompson suggested that the petitioner redraw the plan for a more linear buffer. He suggested that the retention be in several smaller ponds along the roadway for buffering rather than one large pond.

Mr. Scot Davis, resident in the area, was recognized. Mr. Davis indicated that he would prefer to see woods or single-family housing along the road, rather than a wall.

Mr. Daniel Smith was recognized. Mr. Smith indicated that he had a PhD in ecology and a master’s degree in planning. He cited a concern about the multi-family development close to single-family development. He suggested that the development be single-family, even at a greater density. He cited concerns about traffic.

Mr. Dedenbach stated that the ITE trip generation rate for the type of development would be a 24-hour traffic generation of 1,852 trips. He pointed out that the road was a local collector street and the maximum service range would be approximately 9,600 trips per day. He stated that the development would not put the road over capacity.

Mr. Smith, referring to the intersection of NW 29<sup>th</sup> Road and NW 13<sup>th</sup> Street, indicated that the road was recently modified and no turn lanes were installed. He cited concerns about the wildlife along the creek.

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