

Ironwood Homeowners Association

P.O. Box 551

Gainesville, Florida 32602

090182



May 14, 2009

Development Review Board
City of Gainesville
PO Box 490 Sta 12
Gainesville, FL 32602

Re: Petition PZ-09-19 SUB DB / Hatchet Creek / Connectivity

Dear Chair Shatkin and DRB Members:

The Ironwood Homeowners Association met on Saturday May 9, 2009 and discussed the above proposed project. The Association reached a census that it is not in favor of a roadway or bike path connection from our neighborhood to the new proposed golf course subdivision.

Roadway Connection Opposition

Our subdivision does not have sidewalks. Any increase in traffic volume would pose a serious safety threat to our residents.

Bike Path Connection Opposition

The Association feels that it is important for you to know that over the past several years it has worked closely with GPD and has implemented their recommendations. We have taken the following steps to minimize speeding, vandalism and crime in our neighborhood community:

- Submit an annual trespassing authorization form to GPD
- Purchased "No Trespassing" signs that meet the State Attorney's language for prosecution at a cost of approximately \$300.
- Attend GPD's quarterly District One Council meetings
- Patrol subdivision on a regular basis
- Call GPD immediately and report any instances of trespassing on the golf course, in the common areas of our subdivision or any other suspicious activity in our neighborhood community.

This proactive approach has been successful in limiting the number of break-ins, vandalism and trespassing in our neighborhood community. We feel very strongly that any connection between our subdivision to the proposed golf course subdivision would have a negative impact on our efforts to keep our neighborhood safe.

Thank you for your consideration of the matter.

Sincerely,

Juan Harrington, President
Ironwood Golf Course Village Homeowners Association

Bob & Celeste Gailey ◇◇*
1707 NE 40th Place
Gainesville, FL 32609-2064

May 9, 2009

Dear City of Gainesville Development Review Board,

**We are out of town this week and cannot attend the meeting of
May 14, 2009.**

**If possible, we would like to vote “NO” concerning the
connection to our neighborhood to the proposed new
neighborhood roadway and /or paved bike path at N.E. 41st
Court.**

Thank you for your consideration.

We appreciate you !

Sincerely,

Bob Gailey

Celeste Gailey ☺

Bob and Celeste Gailey ◇◇*

SITE PLAN EVALUATION SHEET

DEVELOPMENT PLAN & SUBDIVISION REVIEW EVALUATION

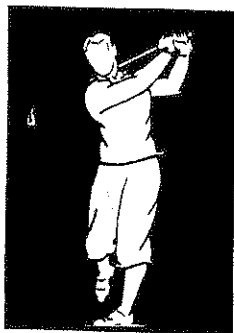
CURRENT PLANNING ROOM 158, THOMAS CENTER "B"

306 Northeast 6th Avenue 352-334-5023

(9) When lots abut wetlands or buffer areas, the property owner shall provide a ten-foot building construction setback from those areas for a construction work area, so that wetlands and buffer areas are not disturbed during any construction process.

A note regarding this required construction setback shall be included on the final plat.

8. Cluster subdivisions allow for individual lot sizes to be reduced where the overall reduction is accounted for with common open space. Specifically, Section 30-190(g)(1) requires that "the minimum amount of land to be designated as cluster open space shall be equivalent to 75 percent of the total amount of area by which each lot was reduced below the minimum lot size required in the zoning district plus any required wetlands, creeks and associated buffer acreage." Information has been submitted with this petition that demonstrates that this requirement has been met and the appropriate amount of cluster open space has been proposed.
9. The Comprehensive Plan stresses the importance of an interconnected street grid and street connections between neighborhoods. Policy 1.2.7 of the Future Land Use Element states that the City should strive to form an interconnected network of neighborhood streets and sidewalks that support multiple types of travel. Policy 2.1.10 of the Transportation Mobility Element specifically states that new development and redevelopment shall promote walking and bicycling by establishing modest, human-scaled dimensions such as small street blocks and pedestrian-scaled streets. The Urban Design Element reiterates the importance of gridded interconnected streets (Policy 1.3.1), small rectangular blocks (Policy 1.3.2), and a street network that makes walking convenient and pleasant (Policy 1.3.4). The proposed design plat depicts a residential subdivision that is separated into thirteen individual residential pods of development which are connected only through the central collector road. Although the possibilities for design of the site are limited by environmental constraints and the configuration of the property, the subdivision should still be designed in a way that provides the best street connectivity. Even within the currently proposed layout of the subdivision, there are multiple opportunities to improve the street connectivity. The potential exists to add street connections between Phase IV and Phase VII, from Road M to Road N within Phases XI and XII, and from Road M in Phase XI to the central collector road. Either a vehicular or bicycle/pedestrian connection should be made from Phase V to the end of the existing road stubout within the Ironwood Golf Course Village. This connection will need to be coordinated with the City, since the intervening property is part of the Ironwood Golf Course. It is difficult to determine the feasibility and practicality of some potential roadway connections, since they may need to cross existing creeks or drainage ditches or impact wetlands on the site.
10. Despite the Comprehensive Plan support for increased street connectivity, neither the Land Development Regulations nor the Street Design Manual includes any connectivity standards, such as a maximum block size or a maximum distance between intersections. Therefore, in order to evaluate a subdivision to determine that it meets the intent of the Comprehensive Plan, staff must refer to other professional standards, such as the *Neighborhood Street Design Guidelines* prepared by the Institute of Transportation Engineers (2003). This guide states that "block lengths should generally not exceed 660 ft. and the perimeter around a block should not exceed 2,000 ft." Recognizing that not all subdivisions follow a gridded street pattern, the guidelines provide that "for a neighborhood street network with a branching configuration, the maximum distance between each residence and the nearest intersection with a major street providing bi-directional access should not exceed 1,500 ft." Within the proposed subdivision layout, there is only one block face which exceeds 660 feet, in the neighborhood that is shown as Phase VI. The perimeter for the block in Phase VI is also the only one that exceeds 2,000 feet. There are some lots within Phase XII that are located more than 1,500 feet from the central collector street, and this is also true for most lots within Phase XIII.



June 1, 2009

Honorable Mayor Hanrahan, City Commission & City Staff
City of Gainesville
200 East University Avenue
Gainesville, FL 32601

Re: City's Budget / Airport / Proposed Hatchet Creek Development

Dear Honorable Mayor Hanrahan, City Commission & Staff:

In the upcoming months the City will be facing a very serious and challenging budget process. While this letter is related to the Airport and the proposed Hatchet Creek development its main purpose is to address the financial health of the City of Gainesville. We encourage all addressees to please keep an open mind when reading the contents of this correspondence.

Airport

We consider having a regional airport a major asset for the City of Gainesville and Alachua County, but it is no more important than RTS, GRU, UF, SFCC, Shands etc. and should be treated as such. In these very difficult economic times we feel that the financial health of the city should take precedence over the financial health of the airport.

We are aware that the City Commission and staff rely heavily on the technical data and recommendations provided by the Airport's consultant regarding the airport noise study as it relates to the proposed Hatchet Creek Development. We feel that it may be beneficial for you to considered questions and suggestions from the average citizen's point of view.

According to the Gainesville Regional Airport's web site (attached) there are approximately 12 arrivals and 12 departures that take place at the airport on a daily basis. Of the 24 flights most appear to be the smaller connection flights rather than the larger jet passenger flights. Everyone who has flown in and out of Gainesville is aware that normally the smaller commuter planes will travel to the larger cities such as Atlanta and Charlotte and then the passenger will board a larger connecting flight to take them to their final destination.

Questions:

Has the data collected by the Airport's consultant been site specific or is it an overview of flight data gathered from airports around Florida?

Of the 12 arrivals and 12 departures how many are large jet service planes rather than the smaller connection flights? One would make the assumption that the smaller connection flights would be less of an annoyance than the larger passenger jets.

Of the larger jet service planes, how many fly in and out from the west of the airport?

If the data provided by the consultant makes the assumption that the Airport may be moving towards being a "Goods & Services" airport similar to Ocala's are the City and County leaders in favor of this direction considering the recent F grade for air quality in Alachua County?

Original Proposed Hatchet Creek Development Observations:

The original proposed development would bring in much needed tax revenue.

The original proposed development would bring much needed jobs, retail and services to the northeast side of the city.

The original proposed development's age restriction of 55 would bring added protection against vandalism and trespassing on the golf course.

The original proposed development would attract residents with disposable income that would create an instant customer base for the golf course and regional airport.

Military Aircraft Training Maneuvers

The only complaints from our neighborhood have been generated because of the above. It is our understanding after speaking to military personnel that the practice of training maneuvers is not allowed over residential neighborhoods (Highland Court Manor, Village Green & Forest Green Apts., Northpoint, Lewis Place Apts, and Ironwood Golf Course Village).

If the Gainesville Regional Airport has entered into an agreement with the Naval Air Service out of Jacksonville then Mr. Penska should ensure that all conditions of the agreement are met or void the contract.

We sincerely believe that living near the airport is not any different that living near one the City's Fire Stations.

Commissioner Henry has on several occasions sought a compromise between the airport and developer. We are hopeful that an agreement can be reached that would benefit the City, Airport and the Developer.

Thank you for your attention to this matter.

Sincerely,



Juan Harrington, President
Ironwood Homeowners Association

Cc Commissioner Henry, District One
City Commission
Russ Blackburn, City Manager
Erik Bredfeldt, Planning and Development Services Director



- ✈ -- Flight Information
- ✈ -- Traveler Information
- ✈ -- General Aviation
- ✈ -- About GNV
- ✈ -- Contact Us

Current Conditions ➔



Welcome to Gainesville Regional Airport

Gainesville Regional Airport (GNV) serves North Central Florida and the Heart of Florida through all facets of aviation: commercial airlines, general aviation, military and air cargo.

Gainesville Regional Airport is minutes away from the University of Florida and provides a close, convenient and competitively priced "gateway" to the Heart of Florida.

Because real-time information may be interrupted by storms, the Airport strongly recommends that you call your airline to confirm your flight prior to coming to the airport.

[Weather Forecasts](#) | [Weather Maps](#) | [Weather Radar](#)

[Delta Connection](#) 1-800-221-1212 or 1-800-282-3424.
[US Airways](#) 1-800-428-4322.

Current News ➔

The flight information shown below is refreshed every ten (10) minutes.

SIGN UP for our LOW FARE ALERTS!

Email:

Flight Tracking ➔

Search for flight:
 Current Live Flights
 from/to Gainesville, FL



Arrivals

Airline	Flight Number	Status	Origin	Airport Code	Arrives
ASA/Delta Connection	4997	Landed	ATLANTA,GA	ATL	9:26 AM
US Airways Express	2453	Landed	CHARLOTTE,NC	CLT	10:16 AM
ASA/Delta Connection	5436	Landed	ATLANTA,GA	ATL	10:38 AM
ASA/Delta Connection	5367	Landed	ATLANTA,GA	ATL	11:52 AM
ASA/Delta Connection	5059	Landed	ATLANTA,GA	ATL	2:15 PM
US Airways Express	2321	Landed	CHARLOTTE,NC	CLT	3:51 PM
ASA/Delta Connection	5134	Delayed	ATLANTA,GA	ATL	4:05 PM
ASA/Delta Connection	5663	Scheduled	ATLANTA,GA	ATL	5:06 PM
US Airways Express	2525	Scheduled	CHARLOTTE,NC	CLT	5:40 PM
ASA/Delta Connection	5427	Scheduled	ATLANTA,GA	ATL	8:35 PM
US Airways Express	2397	Scheduled	CHARLOTTE,NC	CLT	9:48 PM
ASA/Delta Connection	5673	Scheduled	ATLANTA,GA	ATL	11:55 PM

Departures

Airline	Flight Number	Status	Destination	Airport Code	Departs
ASA/Delta Connection	4962	Departed	ATLANTA,GA	ATL	5:41 AM
ASA/Delta Connection	4984	Departed	ATLANTA,GA	ATL	7:07 AM
US Airways Express	2410	Departed	CHARLOTTE,NC	CLT	7:23 AM
ASA/Delta Connection	5444	Departed	ATLANTA,GA	ATL	9:57 AM
US Airways Express	2416	Departed	CHARLOTTE,NC	CLT	11:04 AM
ASA/Delta Connection	5417	Departed	ATLANTA,GA	ATL	11:43 AM
ASA/Delta Connection	5145	Departed	ATLANTA,GA	ATL	1:07 PM
ASA/Delta Connection	5059	Departed	ATLANTA,GA	ATL	2:45 PM
ASA/Delta Connection	5489	Scheduled	ATLANTA,GA	ATL	4:30 PM
US Airways Express	2338	Scheduled	CHARLOTTE,NC	CLT	4:31 PM
ASA/Delta Connection	5663	Scheduled	ATLANTA,GA	ATL	5:50 PM
US Airways Express	2362	Scheduled	CHARLOTTE,NC	CLT	6:13 PM