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**NW 188th St / US 441 CPA & Rezoning Application**

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**From :** Clay Sweger <csweger@edafl.com> Wed, Jan 19, 2022 11:37 AM  
**Subject :** NW 188th St / US 441 CPA & Rezoning Application 2 attachments  
**To :** 'Adam Hall' <ad\_hall@cityofalachua.org>  
**Cc :** Kathy Winburn <kwinburn@cityofalachua.org>, Justin Tabor <jtabor@cityofalachua.org>, Sergio Reyes <sreyes@edafl.com>

Good Morning, All:

As I informed you a couple weeks ago, he held a second neighborhood workshop as a courtesy to the nearby residents to present the project and allow for additional input at the early stages of the project. As this second meeting was not a Code requirement, we held the meeting via Zoom and not in person, FYI.

Attached are the meeting minutes for your file. I think that it is important to say that we have built a significant level of support for the project which was initially viewed with much concern, primarily because our PD-R application proposes an emergency access to NW 188<sup>th</sup> Street only and not a full vehicular connection. This is a critical issue for the neighbors and the application and I wanted to make sure that I indicated that at this early stage.

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

Thank you very much.  
Clay

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**Meeting Minutes (Jan. 13, 2022).pdf**

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## Neighborhood Meeting Minutes

**Project:** Land Use Change & Rezoning

**Meeting Date & Time:** January 13, 2022 at 7 pm

**Community Participants:**

Al	Alice
Bob	Barbara
David Lerner	Vargas
Gary Pappas	Nancy
iPad	Sharon Rush
Sarah Kramme	

**Project Representatives:** Clay Sweger, eda  
Sergio Reyes, eda  
Keith Lerner, Owner/Developer  
Ashley Scannella, eda

### **Meeting Minutes:**

Clay Sweger opened the meeting and Keith Lerner gave a brief presentation regarding the proposed land use change and rezoning. Clay Sweger resumed and finished the presentation that outlined the specifics of the proposed land use map change and rezoning. They then opened the floor for questions.

Al: Why PD instead of straight zoning?

Clay: We believe that a PD allows us to create a master plan for a project we can phase over time. It allows us to show clearly what size lots we would like to do, and I also think it is a great planning tool to specifically show what is allowed and also what is not allowed. If we had done 'straight' land use & zoning in this case, we would not be able to say we're only proposing emergency access to 188<sup>th</sup> Street, for example. It allows more clarity about what is being proposed for everyone involved.

Gary: At what point in the application process will the location of 1/4 acre lots abutting 188th St. and the location of the emergency access road on 188th Street be determined by the City? If not now as part of either of the two applications currently pending, does the placement of the houses and road as reflected in your application require the residents to formally "object" at this meeting?

Clay: Any lots that are abutting agricultural zoning are proposed to be a half-acre in size or have a landscape buffer.

Gary: Why not move the emergency access and not construct the emergency access road where the existing road is currently? Where it is shown now, it is directly across from my driveway.

Clay: The PD zoning master plan identifies the land use areas are conceptual and allows for flexibility to adjustment. The final decisions on exact location would be made with a preliminary plat that would be a whole separate process after this. I do believe it is fair game now to get your comments on the table and that is something that we can consider in the later stages of design.

Gary: I love the fact that you've proposed the nice big buffer along 188<sup>th</sup>, but for my personal property, I'd love to see the road stay right where it is, and not lose those beautiful oak trees.

Nancy: From a planner's perspective, for continuity purposes, especially with the crash gate concept, if you continued your swale all the way down you would have better flow and continuity, rather than those people being off on the side. You can even make up those three houses elsewhere. It would stop people trying to run and bike on the very busy 188<sup>th</sup>.

Clay: This is a conceptual master plan layout and may be able to be adjusted per your recommendation. That is something that we will need to analyze further before agreeing to do so.

Al: To be clear, along 188<sup>th</sup>, you're just going to see the side of one house on only one lot, correct?

Clay: Correct. Only one lot would abut 188<sup>th</sup> Street.

Al: Is the intent to have smaller lots behind the commercial, and the lots go bigger as you go south?

Clay: Generally speaking, yes. The larger lots will be in the eastern/southern portion of the development. However, no lots will be under approximately a quarter acre, so no lots within the development will be very small lots.

Al: Would you entertain the thought of each lot being 11,000 instead of 10,000? That would get the lot size closer to an actual quarter of an acre.

Clay: I think that's something we could take a look at with the preliminary plat, we'd need to see how it affects our layout.

Al: Regarding phasing over time, I assume you're going to start with the commercial first and then start selling on the top and phase as you go down, so the homes by 188<sup>th</sup> would be the last ones to get built? What kind of assurances do we have that the project as projected now will remain consistent throughout the entire development?

Clay: I'm actually not certain that commercial will come first - I think having some rooftops in the residential portion to support some of that may help the commercial inertia, but I think you're correct in that the areas closest to 441 will come online first because that's where the utilities and road access is. The PD does have a provision that up to 5 phases may be proposed over time in a fashion that provides proper utility connection, stormwater, and so forth. The assurances are essentially everything that we have here on the zoning master plan, if approved, will be part of their ordinance and it is legally binding. To change any of it would require this process to happen again.

David: The neighborhood just to the west has 5-6 houses per lot and basically little to no trees.

Keith: Yes, I think every one of the new developments in this area have smaller lot sizes than we are proposing.

Gary: Looking at the application materials, I see there is a family from Tampa, the Carters, who own about half the property. Mr. Lerner, are you calling the shots for them or do they have a say in this case?

Keith: Yes, I am making decisions on their behalf.

Gary: It looks like the Carters own the CI tract that's on the corner of 441 that's not part of the application. I appreciate your comments about not putting a truck stop on that property - have

you considered including that parcel in the application and converting it to Community Commercial for consistency/continuity's sake?

Keith: We are not planning to change the existing CI zoning area. That has been in place for years and we don't believe that there's a reason to spend any time or money to have something that is already zoned for development.

Gary: But the way it's zoned currently there could be a gas station there?

Keith: Yes, it is possible based on the existing zoning.

Vargas: We are on the west side of 188<sup>th</sup> Street just below where this retention pond will be. Is that correct?

Clay: Yes, it would all be landscaped stormwater retention area.

Vargas: I know that road bends around and takes you to another access road. What is the assurance that this gate will only be for emergency vehicles? I don't want this to be the "shortcut" everyone uses to get back to their homes from Gainesville.

Clay: The gates are pretty hardy, and if approved, there will be a city requirement for the HOA to maintain it.

Alice: Will there be turning lanes installed on 441?

Clay: US 441 is a state right-of-way, so the Florida DOT permits any access onto their road. They require a rigorous amount of analysis and traffic study to figure out how much traffic is coming on. They'll analyze turn lanes, decel lanes, left hand median openings, so they will ultimately make the decisions about what is required. Typically projects of this size do require those types of improvements. Ultimately that would be decided by the DOT.

Bob: You're going to the planning and zoning board sometime in the next couple months, but that is just approval to rezone the property, not site plan approval, is that right?

Clay: Yes, we hope to go to the Planning & Zoning Board in the next few months and City Commission afterward for the proposed land use and zoning changes.

Bob: Is the site plan you have shown us is not going to be part of that meeting? You could make many changes between now and the time you go for site plan approval?

Clay: The PD zoning application includes a master plan that is adopted as part of the rezoning, which is what is being presented to you. The master plan indicates the maximum amount of units, it says where you can and can't have roads, determines lot sizes, and so forth. A preliminary plat would have actual lot lines for each lot to be introduced at a later date. The PD master plan, if approved, will be locked in as part of the zoning approval and cannot be changed without going back through the entire zoning process again.

Bob: The property at the SE corner of 441 & 188<sup>th</sup> - that's already zoned commercial?

Clay: Yes, it's been zoned commercial for 15+ years.

Barbara: I say no to a gas station.

Clay: It could technically be allowed in the existing CI zoning area, but I will say that I do not think that many housing developers would want a gas station right next door to their neighborhood.

Nancy: Will the crash gate somehow be bound so it can't be switched to a road?

Clay: There is a proposed condition of this PD that there will be a crash gate, and certain

specs that will have to be met. I don't know if the city will prescribe a certain manufacturer, but they look to Alachua County Fire Rescue.

Nancy: Will the process prohibit the gate being changed to an access road?

Clay: If the city approves the PD the way we have proposed, the road could not be opened up to regular vehicular traffic unless the project went all the way back through the PD zoning process to change that condition. It is very clear that essentially every person at both neighborhood meetings does not want a full connection to 188<sup>th</sup> Street and as such, it is important to let the City know you support the idea of emergency access only to 188<sup>th</sup> Street. Ultimately, the City makes all of the final decisions.

Nancy: When construction starts, are there mechanisms in place to help isolate the dust/dirt from construction?

Sergio: Yes, the City and WMD require silt fences and tree barricades and other mitigation measures. When we get to the construction plan stage, the construction plans will indicate where and how those silt fences and tree barricades will be placed, etc. That would be the first thing you will see once construction starts.