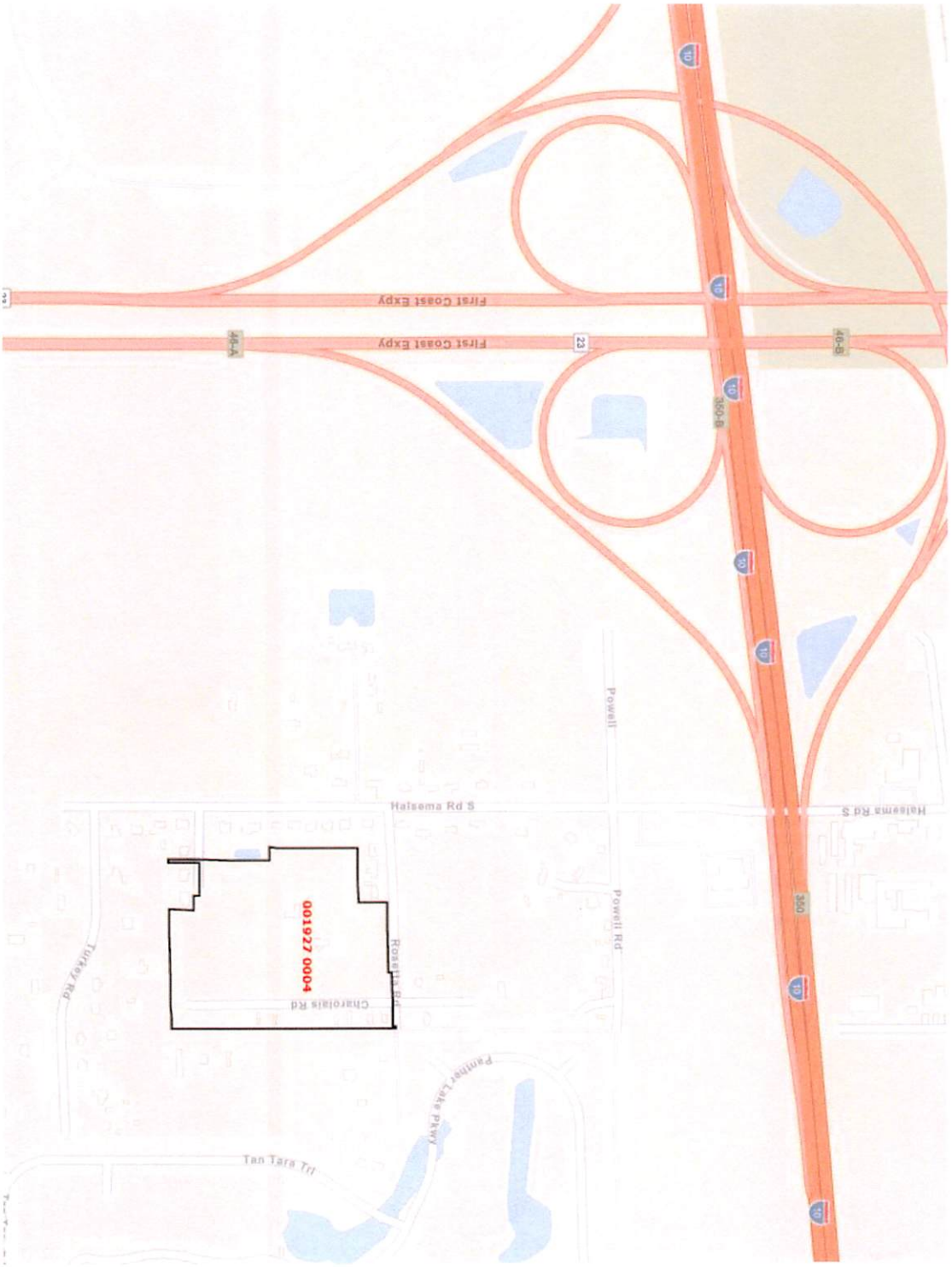
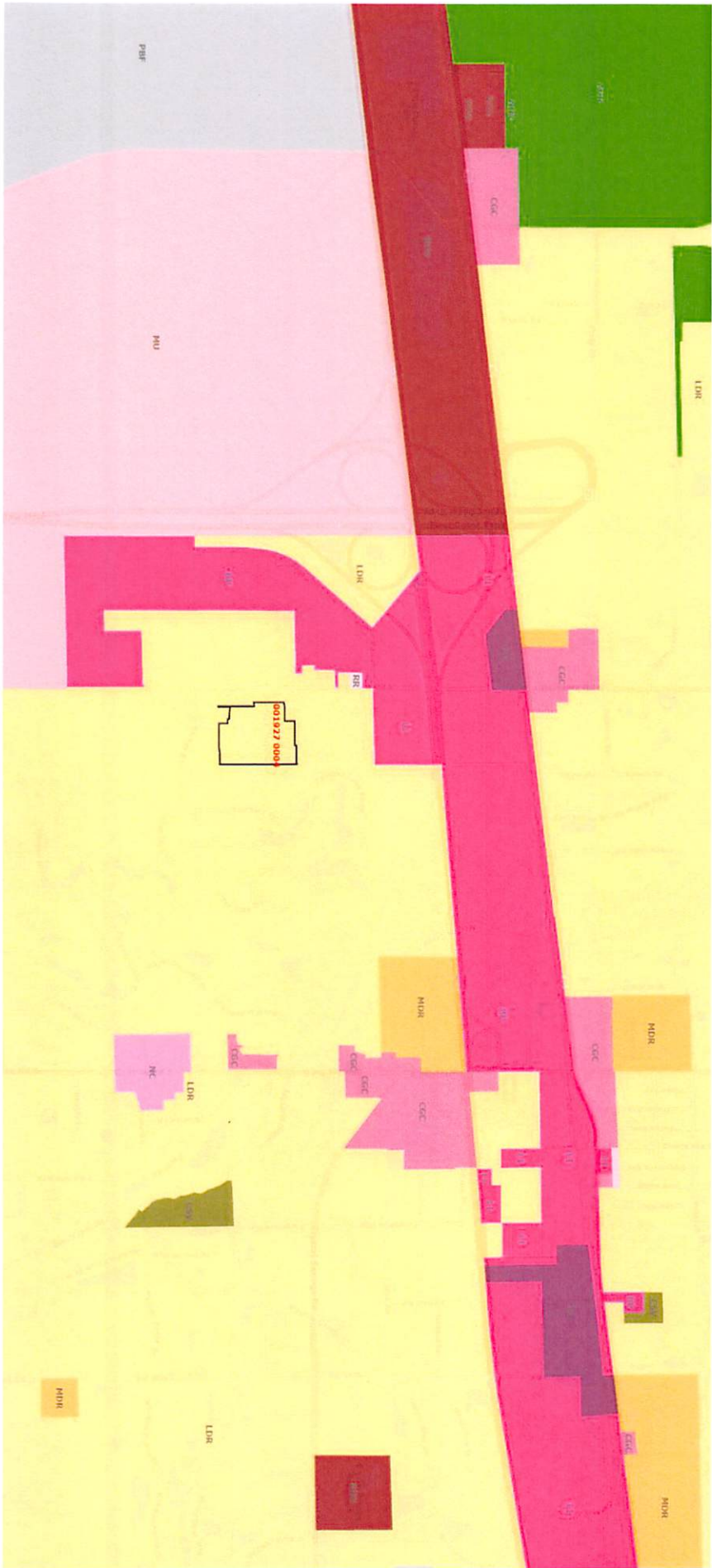


Ordinance 2023-0415 and 2023-0416





DATE PLOTTED: 03-13-2023

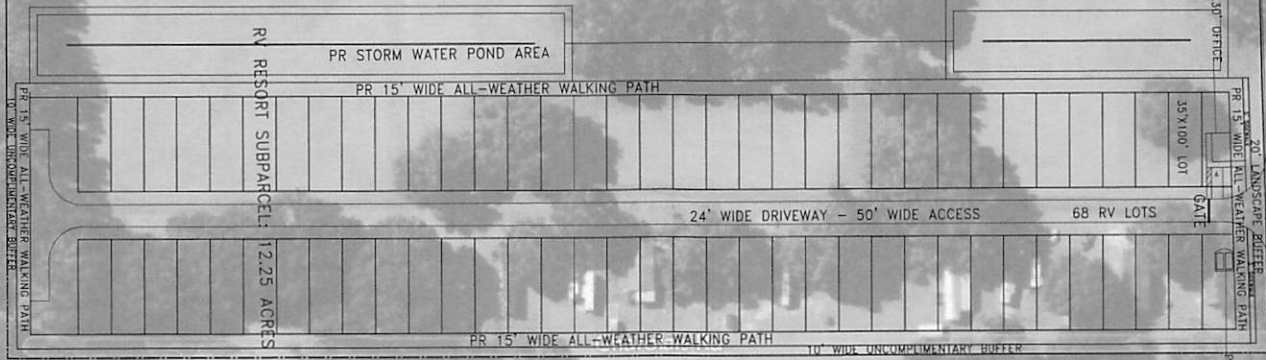
PROJECT: LLOYD'S RV PARK
DRAWN BY: JMC
JOB NO.: 2210

REV	DATE	REVISIONS

CONCEPTUAL SITE PLAN
FOR
LLOYD'S RV PARK
PRIVATE INDIVIDUAL

SOLID  **ROCK**
CIVIL ENGINEERING FROM THE GROUND DOWN.
10665 SOUTH HOOD ROAD, SUITE 100, JACKSONVILLE, FLORIDA 32257
TEL: 904.744.8877 FAX: 904.744.8878
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 9891





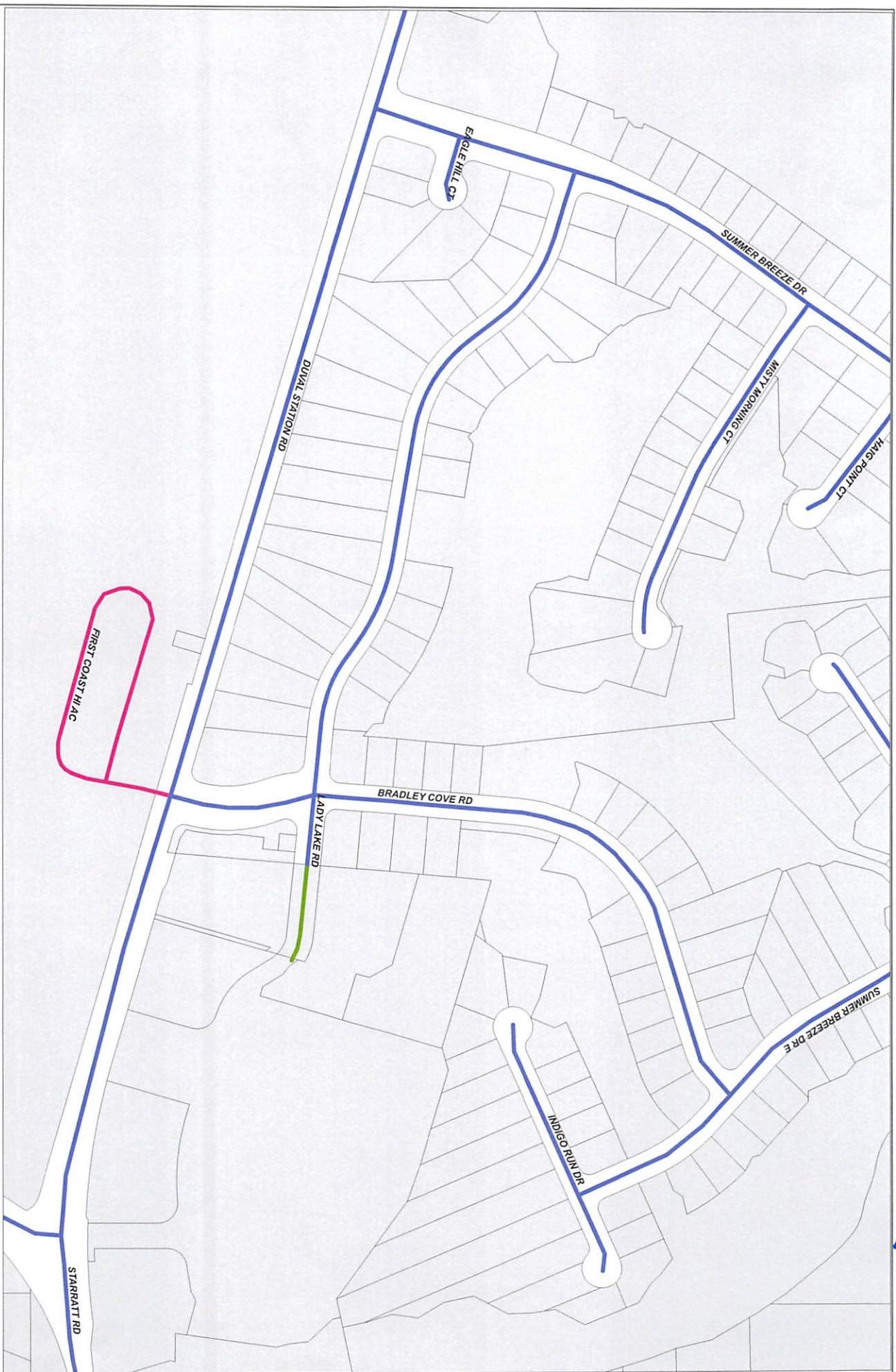
DATE PLOTTED: 03/17/2023
 PLOT SCALE: 1" = 60'
 DRAWING NO: 1
 James K. Johns
 P.E. # 55918

JOB NO.	2310		
DRAWN BY:	JKJ		
DATE:	03-17-2023		
SCALE:	1" = 60'		
REV.	DATE	REVISIONS	
1	08/20/23	REVISED PER CLIENT REQUEST	
2	12/25/23	REVISED PER CLIENT REQUEST	

CONCEPTUAL SITE PLAN
 LLOYD'S RV PARK
 FOR
 PRIVATE INDIVIDUAL

SOLID ROCK
 ENGINEERING CONSULTANTS, INC.
 "CIVIL ENGINEERING FROM THE GROUND DOWN"
 10365 SOUTH HOOK ROAD, SUITE 206, JACKSONVILLE, FLORIDA 32257
 PH: (904) 424-7111 • FAX: (904) 424-7110
 EMAIL: JAMES@SOLIDROCK.COM
 FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 9881

8510



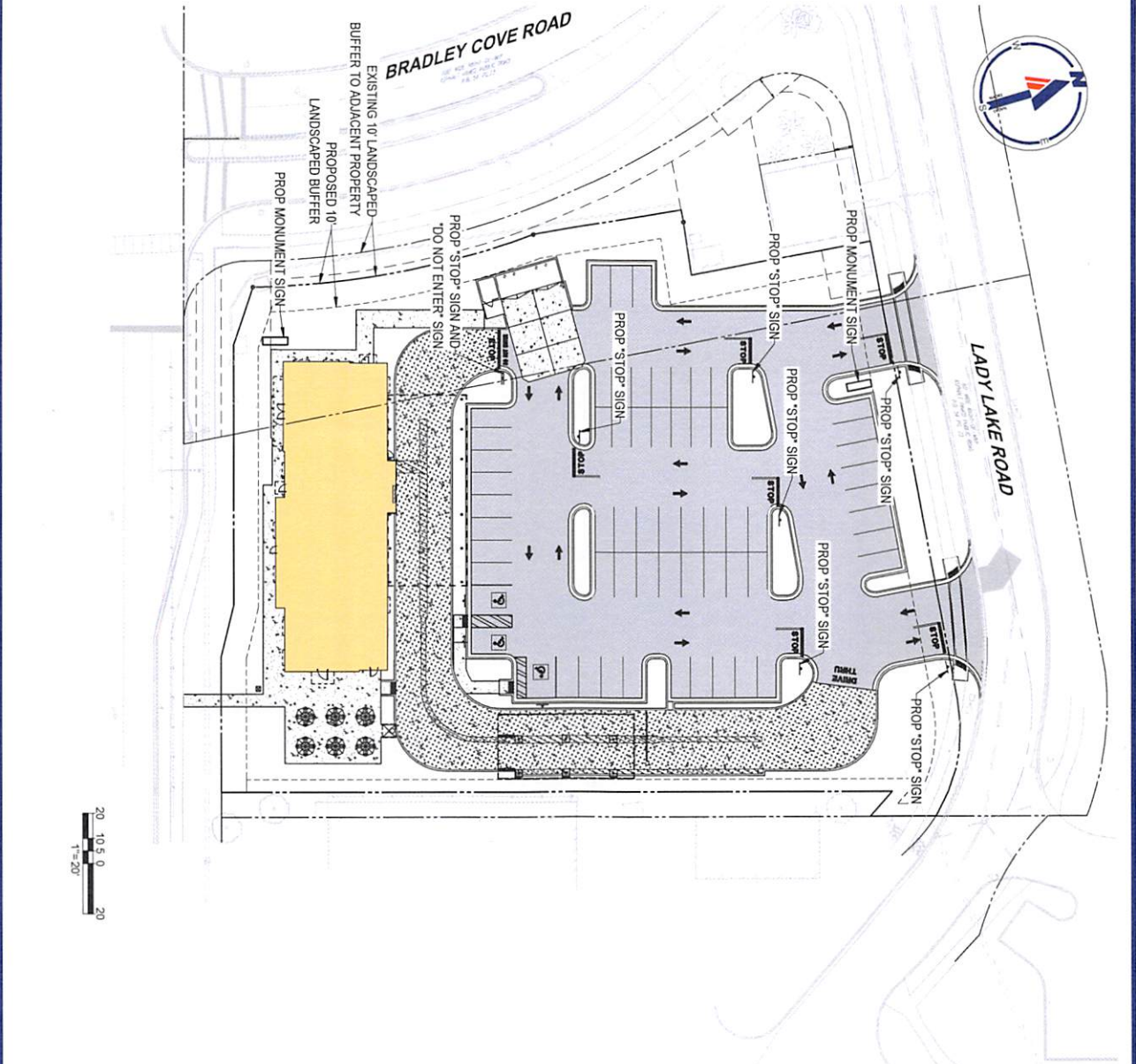
Road Classification*

0 100 200 400 600 800 Feet

* SCL dated 20240216
 Content intended for illustrative purposes only.

- Approved Private
- Public Maintained
- School Road
- Parcels





DESCRIPTION	VALUE	PERCENTAGE
TOTAL GROSS ACREAGE	1.39 ACRES	15%
TOTAL PAVED OPEN SPACE	0.31 ACRES	100%
TOTAL COMMERCIAL ACREAGE (INCLUDING OPEN SPACE)	1.39 ACRES	100%
AMOUNT OF PUBLIC AND PRIVATE RIGHTS OF WAY	0 ACRES	0%
MAXIMUM COVERAGE OF BUILDING AND STRUCTURES AT INTERLUDES	50%	
INTERLUDES SURFACE RATIO	60%	

EX PROPERTY LINE	---
EX ADJACENT PROPERTY LINE	----
EX ROADWAY CL	----
PROP PROPERTY LINE	----
PROP BUFFER	----
PROP SETBACK	----
PROP PARKING COUNT	①
PROP SIGN	▲
PROP BUILDING ENTRANCES	▲
PROP INTERLUDES AREA	+
PROP INTERLUDES AREA	+
PROP INTERLUDES AREA	+

THIS PLAN TO BE UTILIZED FOR PRELIMINARY PURPOSES ONLY.

BOHLER
1800 NW COMMERCIAL BLVD
BOCA RATON, FL 33431
TEL: 561-991-1100
WWW.BOHLER.COM

PROPOSED
DUAL STATION ROAD
JACKSONVILLE
FL 32209

sunshine 811
ALABAMA CALL 811
FLORIDA TOLL FREE 877-876-8769

FOR CONCEPT PURPOSES ONLY

PROJECT: BOHLER SITE PLAN DOCUMENTS
DATE: 11/20/23
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: AS SHOWN

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

NO.	DATE	DESCRIPTION

SITE LAYOUT PLAN

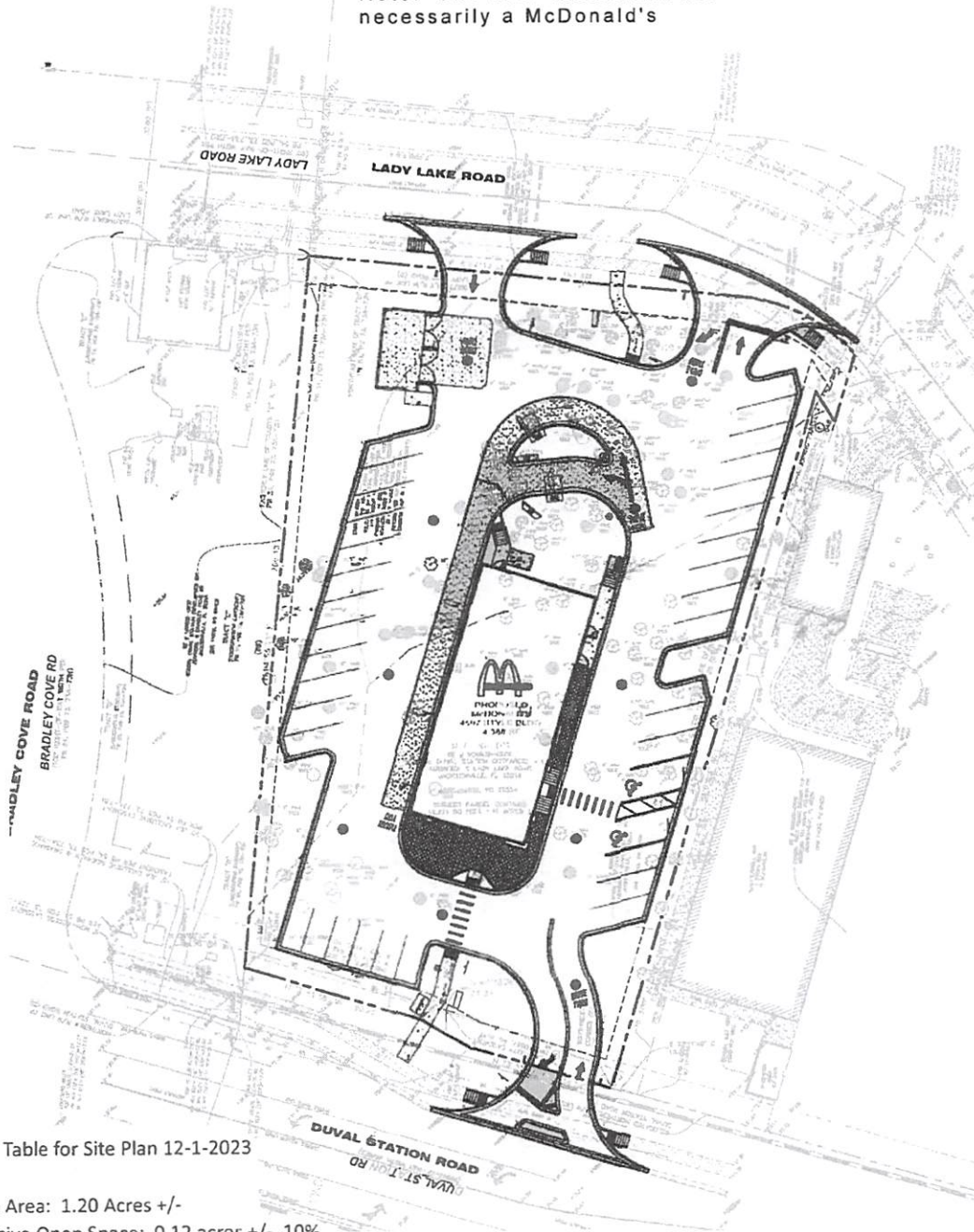
C-2.0

DATE: 11/20/23

8510

PLANNING AND DEVELOPMENT DEPARTMENT
APPROVED *as noted per letter dated 1/25/2024*
 DATE 1/25/2024
 BY *[Signature]*
 VERIFICATION OF
 SUBSTANTIAL COMPLIANCE
 ORDINANCE NUMBER(S) 2015-0049

PUD Site Plan Verification, #5300
 12-1-2023 - See Ord. 2015-49-E
 Note: end user restaurant not necessarily a McDonald's



Site Data Table for Site Plan 12-1-2023

- Total Site Area: 1.20 Acres +/-
- Total Passive Open Space: 0.12 acres +/-, 10%
- Total Commercial Acreage, Including Open Space: 1.11 Acres, 100%
- Amount of Public and Private Rights of Way: 0 Acres, 0%
- Maximum Coverage of Buildings and Structures at Ground Level: 50.00%
- Impervious Surface Ratio: 85%
- Enclosed Square feet: 4,388 SF
- Building Height: 45 feet
- Parking Spaces: 36 (including 2 ADA); minimum 1 space per 4 patron seats and 1 space per 2 employees on peak shift
- Seats: 116 (assuming 14 employees on peak shift; seat count and # of employees may be adjusted to stay within parking ratio with 36 spaces)

Application for Rezoning

Ordinance # 2023-0856

Submitted by:

William Thomas "Tom" Smith

14100 Summer Breeze Drive

Jacksonville, FL 32218

North Creek subdivision

Resident since December 2010

United States Navy Retired (31 and a half years of service)

General Electric, retired 2023 with 22 years

Job title: Site Manager

Led the onsite Field Engineering Team during the construction and commissioning of General Electric Aero Gas Turbine Power Plants.

Responsibilities included compliance with all local , state, federal and international codes.

I have built power plants in six U.S. states and eight foreign countries.

Application for Rezoning Ordinance # 2023-0856

Reference:

LAND DEVELOPMENT PROCEDURES MANUAL

**Approved and Adopted in
Accordance with Provisions of
Chapter 654, Jacksonville Ordinance Code
(Code of Subdivision Regulations)
Revised October 13, 2022**

Applicable sections are attached.

North Creek subdivision comments regarding requirements of the Land Development Procedures Manual are contained in RED within each section.

North Creek subdivision statement:

We are addressing two sections of the Land Development Procedure Manual.

1. Road use and design.

The developer has requested rezoning with two entrances to the commercial site on Lady Lake Road. The developer states the vehicle usage is 2337 daily.

Operating hours are 6 AM to 10 PM (16 hours per day). Assuming there are no peak hours of operation, 146 vehicles will enter and leave the site every hour (over 2.4 vehicles per minute). We suspect the site will have 3 peak hours of operation per day. During peak hours the vehicle count per hour will greatly exceed 146.

There are two possible routes to enter the site:

1. Vehicles turning either left or right from Duval Station Road onto Bradley Cove Road or Summer Breeze Drive, then right onto Lady Lake Road.
2. Vehicles entering Duval Station Centre, turning left and proceeding through the shopping center parking lot to Lady Lake Road.

Bradley Cove Road, Lady Lake Road and Summer Breeze Drive are classified as “Residential Local”. Defined as; “A low speed street designed to serve as a primary pedestrian and bicycle route. A cul-de-sac, loop road, or a road that does not connect thoroughfares or serve major traffic”.

“Driveways shall be classified according to the type of development which they serve, the volume of traffic using the driveway, the speed and classification of the servicing roadway.”

North Creek subdivision utilizes Class I driveways.

“Class II Driveways are intended for use when traffic volumes are 30 VPH or less, or with average daily traffic of 300 VPD or less, and are intended primarily for passenger vehicle use on roadways where the average posted speed is less than 40 mph”.

The driveways to the proposed rezoned site would be Class II. The developer states the vehicle volume is 2337 per day or 146 per hour based on 16 operating hours per day (assuming no peak hour increase in vehicles per hour). 2337 VPD, 146 VPH is slightly larger than the 30 VPH and 300 VPD criteria.

“Class III Driveways are intended for use when traffic volume exceeds 30 VPH or 300 VPD, the posted speed is greater than 40 mph, and the road is designed to serve all legal vehicle types.”

Lady Lake Road is not posted for 40MPH and is not designed to serve all legal vehicle types.

“2.1.2.1 Radial Return Driveways (Flush Shoulder and Curbed) Radial return driveways may only be used on high-speed roadways (40mph or higher) or in rural contexts, as per driveway classifications. Radial return driveways shall not be installed on curbed roadways with a speed limit of 35mph or less.”

The driveways depicted on the Site Layout Plan are “Radial Return Driveways”. In accordance with section 2.1.2.1 “Radial return driveways shall not be installed on curbed roadways with a speed limit of 35mph or less.

“Left-turn storage lanes shall be considered when the volume of left-turn traffic exceeds 30 vehicles per hour and the through traffic exceeds 200 vehicles per hour in either direction. However, local conditions may require modification of these thresholds depending on the type of development and existing traffic characteristics.”

Traffic east bound on Lady Lake Road will turn right to enter the site. Traffic west bound on Lady Lake Road will turn left to enter the site. All traffic exiting the site can turn either left or right. The volume of traffic, 2337VPD, and the ability to turn left both into and out of the site indicates a Left Turn Storage Lane is required.

2. Stormwater and drainage.

SECTION 5.0 – DEVELOPMENT DRAINAGE REQUIREMENTS

5.1. 5.1.1 GENERAL DEVELOPERS RESPONSIBILITY

“The developer shall respect the rights of adjacent property owners with regard to overloading the stream or creating an excessive rise in water level in the receiving body of water.”

The only stormwater drain between Duval Station Centre and the intersection of Bradley Cove and Lady Lake Roads is at the intersection. The stormwater drains at this intersection drain into the Lady Lake retention pond. One inch of rainfall on 1.25 acres of impervious surface area produces over thirty-four thousand gallons of stormwater runoff. The Lady Lake retention pond is not sized or permitted to handle the additional runoff from the site's 1.25 acres of impervious surface area.

“5.2.8.1 DOWNSTREAM OWNER Increased concentrated storm water runoff shall not be directed onto adjacent property without the written consent of that property owner.”

The rezoning Site Layout Plan has no provision for stormwater retention. The stormwater runoff will be onto Lady Lake Road and into the Lady Lake retention pond owned and maintained by the North Creek HOA. It is anticipated that North Creek subdivision will not give written consent.

ONE CITY. ONE JACKSONVILLE.

LAND DEVELOPMENT PROCEDURES MANUAL

**Approved and Adopted in
Accordance with Provisions of
Chapter 654, Jacksonville Ordinance Code
(Code of Subdivision Regulations)
Revised October 13, 2022**

GENERAL STATEMENT OF LAND DEVELOPMENT PROCEDURES AND CRITERIA

The Land Development Procedures and Criteria have been produced by the Subdivision Standards and Policy Advisory Committee in conjunction with the Planning Department, the Department of Public Works, JEA, the Office of General Counsel and the Private Sector in order to assist in the development of land within the City of Jacksonville. In addition, hereto, certain criteria have been incorporated pursuant to various elements of the 2030 Comprehensive Plan, adopted per Chapter 650 of the Jacksonville Ordinance Code and Chapter 163, Part II, Florida Statutes. These procedures and criteria, including the design specifications quoted, are adopted and approved as provided in Chapter 654 of the Jacksonville Ordinance Code to be used by the Regulatory Division of the Planning Department, the Engineering Division of the Department of Public Works, and JEA in review and approval of permit applications and site development plans. It is intended for these Development Procedures to establish minimum site development requirements and guidelines for projects submitted to the Department of Planning and Development. The Development Procedures will apply to all development and construction projects, both public and private, within the jurisdiction of the Department of Planning and Development of the City of Jacksonville. Under Special Conditions with specific applications the following policies and procedures may be modified to meet certain conditions that are beyond the control of the developer, provided such modifications from this Manual are acceptable to and approved by the Director of Planning and Development or his Designee.

SECTION 2.0 – TRAFFIC ENGINEERING REQUIREMENTS

Pursuant to Resolution 2019-653-A, the City of Jacksonville (COJ) is committed to applying the guidelines of Complete Streets.

2.1 DRIVEWAY AND ACCESS CONTROL

It is the intent of the City to grant owners of property abutting City-owned and maintained streets and highways the right of safe and adequate access to such properties while providing sufficient roadway capacity, minimizing accident potential, and maintaining safe and comfortable bicycle facilities, sidewalks, and shared-use paths across driveways. Therefore, the City finds it necessary to limit the number, width, size, type and location of driveways, or to regulate the vehicular movements in and out of driveways, in order to serve the best interest of the general public. The design of streets and frequency of driveway access shall be related to the context of the surrounding development.

2.1.1 GENERAL REQUIREMENTS

Driveways shall be classified according to the type of development which they serve, the volume of traffic using the driveway, the speed and classification of the servicing roadway.

Class-I Driveways primarily serve residential developments with peak hour traffic volumes of 30 Vehicles per Hour (“VPH”) or less or with average daily traffic of 300 Vehicles per Day (“VPD”) or less and are intended for low-speed passenger vehicle use only. Class I driveways utilizing a flared design rather than a radial return so that the sidewalk maintains a flat surface (see Figure 2.1 below), shall be required in developments which include, but are not limited to, the following:

1. All single residential family dwellings
2. Townhomes
3. Multi-family developments of 30 units or less

Class II Driveways are intended for use when traffic volumes are 30 VPH or less, or with average daily traffic of 300 VPD or less, and are intended primarily for passenger vehicle use on roadways where the average posted speed is less than 40 mph. Class II driveways shall be required in developments which include, but are not limited to, the following:

1. Convenient stores without diesel facilities
2. Gas stations without diesel facilities
3. Daycare facilities 150 children or less
4. Professional offices 8000 square feet or less
5. Retail stores 8000 square feet or less
6. Mini-warehouses

North Creek subdivision utilizes Class I driveways. The driveways to the proposed rezoned site would be Class II. The developer states the vehicle volume is 2337 per day or 146 per hour based on 16 operating hours per day (assuming no peak hour increase in vehicles per hour).

2.1.2 DRIVEWAY DESIGN AND ROADWAY TYPES

It is important to design roadways using a context sensitive design to ensure that pedestrians and cyclists can be accommodated while safely providing for motorized users, including large vehicles.

There are two types of driveway designs: flared; and radial return. The design is based on whether the road is curbed or has a flushed shoulder, as well the driveway class, and the posted speed limit. An example of each design is shown in Figure 2.1.

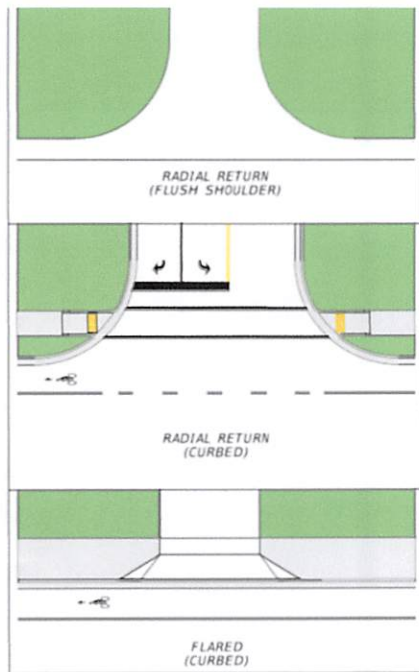


Figure 2.1: Flared and Radial Return Driveway Examples

Source: FDOT Design Manual, 2021

These designs impact vehicles entering and exiting sites, with larger radial return type allowing for higher speeds. Other considerations for driveway design are: 1. Context classification 2. Safety of drivers, pedestrians, and other wheeled units 3. Design speed of roadway 4. Driveway traffic volume 5. Entry and exit movements 6. Available right-of-way 7. Design vehicle

2.1.2.1 Radial Return Driveways (Flush Shoulder and Curbed) Radial return driveways may only be used on high-speed roadways (40mph or higher) or in rural contexts, as per driveway classifications. Radial return driveways shall not be installed on curbed roadways with a speed limit of 35mph or less.

The driveways depicted on the Site Layout Plan are “Radial Return Driveways”. In accordance with 2.1.2.1 “Radial return driveways shall not be installed on curbed roadways with a speed limit of 35mph or less.

2.1.2.2 Flared Driveways

Flared driveways must be constructed on lower-speed roadways (posted speed limit 35 mph or less) in urban contexts, as per driveway classifications.

Flared driveways must be installed on curbed roadways with posted speeds of 35mph or less. The advantages of flared driveways are as follows:

1. Eliminate the use of curb ramps, providing a higher level of comfort for nonmotorized passage across driveways.
2. Encourage lower speeds for vehicles.

3. Increase the level-of-comfort for ADA passage across driveways.
4. Maintain the elevation of the sidewalk throughout the walk zone.
5. May utilize "jogged" sidewalks to maintain grade elevation of existing nonmotorized facilities where sidewalk widths or right-of-way alone is insufficient.
6. May maintain the grade elevation and width of existing shared-use paths through the walk zone.

2.1.8 LEFT TURN STORAGE LANE

Left-turn storage lanes will be required at all driveways when the volume of left-turn traffic into the driveway and the volume of opposing through traffic is sufficient to affect the safety and capacity of the advancing traffic stream. Left-turn lanes may also be required by the Traffic Engineer when deemed necessary to provide adequate site distance or to align with opposing left-turn lanes.

In general, left-turn storage lanes shall be considered when the volume of left-turn traffic exceeds 30 vehicles per hour and the through traffic exceeds 200 vehicles per hour in either direction. However, local conditions may require modification of these thresholds depending on the type of development and existing traffic characteristics.

Traffic east bound on Lady Lake Road will turn right to enter the site. Traffic west bound on Lady Lake Road will turn left to enter the site. All traffic exiting the site can turn either left or right. The volume of traffic and the ability to turn left both into and out of the site indicates a Left Turn Storage Lane is required.

SECTION 3.0 – ROADWAY DESIGN REQUIREMENTS

3.1 GENERAL ROADWAY DESIGN REQUIREMENTS

The following standards and criteria have been established for a context sensitive approach to the construction of new, reconstructed, and resurfacing of City roadways and intersections. Portions have been excerpted from The American Association of State Highway and Transportation (AASHTO) guidelines ("A Policy on Geometric Design of Highways and Streets" – Guide for the Development of Bicycle Facilities), Florida Department of Transportation (FDOT) Standards (Manual of Uniform Minimum Standards for Design, Maintenance and Construction for Streets and Highways FDOT Design Manual), Institute of Transportation Engineers (Designing Walkable Urban Thoroughfares: A Context Sensitive Approach), and National Association of City Transportation Officials (NACTO) guides.

3.1.1 DESIGN CLASSIFICATION

The Design Classification System is different than, but related to, the Functional Classification System. Functional Classification focuses on traffic movements, whereas Design Classification considers a roadway's land use context and incorporates all modes of transportation in designing a street or a road.

Figure 3.1 Relationship between Functionally Classified Roadway Types and Design Classifications
City of Jacksonville Context Sensitive Street Design

Functional Classifications	Thoroughfare	Boulevard	Avenue	*Limited Avenue	*Industrial	Neighborhood Commercial Street	*Business Park Street	Neighborhood Residential Street	Residential Subdivision
	<ul style="list-style-type: none"> Urban Suburban Rural 	<ul style="list-style-type: none"> Downtown Urban Suburban Rural 	<ul style="list-style-type: none"> Downtown Urban Suburban Rural 	<ul style="list-style-type: none"> Downtown Urban Suburban Rural 	<ul style="list-style-type: none"> Urban Suburban Rural 	<ul style="list-style-type: none"> Urban Suburban Rural 	<ul style="list-style-type: none"> Urban Suburban Rural 	<ul style="list-style-type: none"> Urban Suburban Rural 	<ul style="list-style-type: none"> Urban Suburban Rural
Principal Arterial									
Minor Arterial									
Collector									
Local									

Residential Local A low speed street designed to serve as a primary pedestrian and bicycle route. A cul-de-sac, loop road, or a road that does not connect thoroughfares or serve major traffic

Bradley Cove Road, Summer Breeze Drive and Lady Lake Road are classified as Residential Local.

SECTION 5.0 – DEVELOPMENT DRAINAGE REQUIREMENTS

5.1 5.1.1 GENERAL DEVELOPERS RESPONSIBILITY

All storm runoff in the development must ultimately be disposed of in a manner which will not cause damage to upstream or downstream property owners. The developer shall respect the rights of adjacent property owners with regard to overloading the stream or creating an excessive rise in water level in the receiving body of water. The development will be under pre/post development discharge restriction unless an analysis (which may include existing studies, master plans or permitting rules criteria) of the existing receiving system is performed to prove no adverse impact.

The only stormwater drain between Duval Station Centre and the intersection of Bradley Cove and Lady Lake Roads is at the intersection. The stormwater drains at this intersection drain into the Lady Lake retention pond. One inch of rainfall on 1.25 acres of impervious surface area produces over thirty-four thousand gallons of stormwater runoff. The Lady Lake retention pond is not sized or permitted to handle the additional runoff from the site’s 1.25 acres of impervious surface area.

Once a project begins (issuance of site permit or notification from the developer) a formal 6-month inspection report will be required to be submitted to the city. Formal inspection reports will be required to be submitted every 6-months until construction is complete. All new developments shall provide for stormwater treatment. Treatment volume shall be based on current St. Johns River Water Management District (SJRWMD) rules or the Master Stormwater Management Plan (MSWMP) special basin criteria to achieve pollution loading targets. In those areas where no special basin criteria are adopted, the City reserves its right to participate in all SJRWMD permitting,

administrative and judicial appellate procedures; however, a SJRWMD issued permit, which is administratively and judicially final, will be accepted as demonstrating compliance with SJRWMD rules.

5.2.7 DOWNSTREAM IMPROVEMENTS

The Public Works Department shall require that drainage systems downstream of a proposed development have the capacity or hydraulic gradient to accept the proposed developments discharge, or that the proposed development improves the downstream drainage system. Accordingly, the City Engineer may require the developer to analyze the downstream drainage system.

5.2.8.1 DOWNSTREAM OWNER Increased concentrated storm water runoff shall not be directed onto adjacent property without the written consent of that property owner. If any drainage structure is to be placed on the description describing the required easement and any restriction imposed by the agreement must also be submitted. Note: If proposed runoff is to be drained into state roads or railroad property, a letter from that agency indicating approval of such must be submitted prior to drainage approval. Sheet drainage: Sheet drainage into public right-of-way is normally not acceptable. Increased sheet drainage onto adjacent private property is not acceptable without the owner's permission.

The rezoning Site Layout Plan has no provision for stormwater retention. The stormwater runoff will be onto Lady Lake Road and into the Lady Lake retention pond owned and maintained by the North Creek HOA. It is anticipated that North Creek subdivision will not give written consent.



24-007

Chaffee Road Industrial
Traffic Memo

Date: February 20th, 2024

To: Mr. Victor Gonzalez

From: Jennifer B. Urcan, PE & Megan Siercks, PE

RE: Trip Generation Analysis for Chaffee Road Industrial (RE #s: 001833-0000 & 001831-0000)

Mr. Gonzalez,

We have analyzed the site referenced above and the trips that could be generated from two separate scenarios: commercial or industrial. The results provided below are based on realistic densities specific to the size and shape of these sites that would be allowed under the current land use designation of CGC. The trips generated for each use are for PM peak hour and come from the ITE Trip Generation Manual, 11th Edition. To determine the densities listed below, we have assumed approximately 15% of the land will be utilized for stormwater management under both presented scenarios.

Commercial Development (No Land Use Change Required):

50,000 SF Grocery Store (ITE Code 850) = 440 trips

7,800 SF Convenience Store/Gas Station (ITE Code 945) = 616 trips

TOTAL PM PEAK TRIPS = 1,056 Trips

Industrial Development (Proposed Land Use Change):

177,660 SF Distribution Warehouse (ITE Code 150) = 47 trips

TOTAL PM PEAK TRIPS = 47 trips

Should you have any questions about this analysis, please let us know.

Sincerely,
BGE, Inc.

Jennifer Urcan, PE
Director, Land/Site Development

Megan Siercks, PE
Director, Traffic Engineering