

WRITTEN DESCRIPTION

Springfield 7th Street East PUD
RE# 071653-0000 & 071383-0000

June 16May 2, 2023

I. PROJECT DESCRIPTION

Applicant proposes to rezone approximately 3.04 acres of property from to PUD. The parcel is located on east of Main Street, south of 8th Street.

The subject property is currently owned by 27 East 7th Street, LLC and is more particularly described in the legal description attached as Exhibit 1 to this application. The property has current land use and zoning designations of: CGC/CCG-S. The property is currently developed as: vacant commercial (former supermarket). Surrounding uses include: CGC/CCG-S & PUD to the west (commercial and multi-family); CGC/CCG-S to the north across 8th Street (commercial and multi-family); CGC/CCG-S (vacant commercial) and RPI/CRO-S (vacant commercial & single family) to the east across Hubbard Street; and CGC/CCG-S (commercial) to the south. The site is the subject of a companion FLUM Amendment from CGC to CGC with a site specific text amendment to increase the density to allow 220 units.

Project Name: Springfield 7th Street East PUD

Project Architect/Planner: Group 4 Design, Inc.

Project Engineer: Larry Longenecker, Eisman & Russo, Inc.

Project Developer: 27 East 7th Street, LLC

II. QUANTITATIVE DATA

Total Acreage: 3.04 acres

Total Acreage of multi-family: 3.04 acres

Total number of multi-family dwelling units: up to 220 units

Total amount of commercial: up to 45,000 sq. ft.

Total amount of non-residential floor area: 10,000 sq. ft.

Total amount of recreation area: 10,000 sq. ft.

Total amount of open space: 0 acres

Total amount of public/private rights of way: N/A

Total amount of land coverage of all residential buildings and structures: 100%

Phase schedule of construction (include initiation dates and completion dates)

Multiple phase construction TBD

III. USES AND RESTRICTIONS

A. Permitted Uses:

1. Commercial retail sales and service establishments
2. Banks, including drive-thru tellers, savings and loan institutions, and similar uses.
3. Professional and business offices.
4. Commercial indoor recreational or entertainment facilities.
5. Art galleries, museums, community centers, dance, art or music studios.
6. Day care centers or care centers meeting the performance standards and development criteria set forth in Part 4.
7. An establishment or facility which includes the retail sale and service of beer or wine for off-premises consumption or for on-premises conjunction with a restaurant.
8. Express or parcel delivery offices and similar uses (but not freight or truck terminals)
9. Retail outlets for the sale of used wearing apparel, toys, books, luggage, jewelry, cameras, sporting goods, home furnishings and appliances, furniture and similar uses.
10. Essential services, including water, sewer, gas, telephone, radio, television and electric, meeting the performance standards and development criteria set forth in Part 4.
11. Churches, including a rectory or similar use.
12. Multi-family residential
13. Off-street parking lots

B. Permitted Accessory Uses and Structures:

Shall comply with §656.403. Payphones and satellite dishes will not be visible or accessible to the public.

C. Permissible Uses by Exception:

1. An establishment or facility which includes the retail sale and service of all alcoholic beverages including liquor, beer or wine for on-premises consumption or off-premises consumption or both.
2. Permanent or restricted outside sale and service, meeting the performance standards and development criteria set forth in Part 4.
3. Private clubs.
4. Restaurants with the outside sale and service of food meeting the performance standards and development criteria set forth in Part 4.
5. Billiard parlors.
6. Schools meeting the performance standards and development criteria set forth in Part 4.

IV. DESIGN GUIDELINES

A.1. Residential Uses. Minimum lot requirements and building requirements shall be in accordance with the requirements provided herein.

- (1) *Minimum lot area:* shall be per site plan
- (2) *Maximum lot coverage:* 70 percent
- (3) *Minimum front yard:* 15 feet
- (4) *Minimum side yard:* 15 feet
- (5) *Minimum rear yard:* 10 feet
- (6) *Maximum height of structures along on East 8th Street and/ East 7th Street, and at the corners of Hubbard and 7th and Hubbard and 8th: 60 feet*
- (7) *Maximum height of structures along Hubbard Street: 45 feet; provided, however, the 45 foot height will be at least 30 feet in depth from the Hubbard Street frontage, as allowed by the structural column grid or units demising, before the building transitions up to 60 feet toward the interior of the block and toward the corners at East 7th Street and East 8th Street*
- ~~(6) *Maximum height of structures: 70 feet; provided, however, that height may be unlimited where all required yards are increased by one foot for each one foot of building height or fraction thereof in excess of 70 feet*~~

A.2. Commercial Uses. Minimum lot requirements and building requirements shall be in accordance with the requirements provided herein.

- (1) *Minimum lot area:* None
- (2) *Minimum lot width:* None
- (3) *Maximum lot coverage:* None
- (4) *Minimum front yard:* None
- (5) *Minimum side yard:* None
- (6) *Minimum rear yard:* 10 feet
- (7) *Maximum height of structures along on East 8th Street and/ East 7th Street, and at the corners of Hubbard and 7th and Hubbard and 8th: 60 feet*
- (8) *Maximum height of structures along Hubbard Street: 45 feet; provided, however, the 45 foot height will be at least 30 feet in depth from the Hubbard Street frontage, as allowed by the structural column grid or units demising, before the building transitions up to 60 feet toward the interior of the block and toward the corners at East 7th Street and East 8th Street*
- ~~(7) *Maximum height of structures: 65 feet*~~

B. Ingress, Egress and Circulation:

- (1) *Parking Requirements.* The parking requirements for this development shall be consistent with the requirements of Part 6 of the Zoning Code, except the ratio shall be 1.6 per unit. Additional off-street parking will be allowed on out-parcel RE: 071383-0000.
- (2) *Vehicular Access.*
 - a. Vehicular access to the Property shall be via 7th Street, 8th Street and Hubbard Street, substantially as shown in the Site Plan. The final location of all access points is subject to the review and approval of the City's Traffic Engineer.
- (3) *Pedestrian Access.*
 - a. Pedestrian access shall be provided by sidewalks installed in accordance with the 2045 Comprehensive Plan.

C. ~~1. Signs – Residential and Commercial– (No sign shall be located within 25 feet of any intersection of two or more right-of-way lines; however, signage shall be allowed in the required 10 foot setback)~~

- ~~(1) Signage will meet the requirements of the Zoning Code for CCG-S District. One (1) double faced sign not to exceed sixty (60) square feet in area for each face or sign and ten~~

~~(10) feet in height, which shall be a monument sign.~~

- ~~(2) Monument signs, roof signs, neon signs, changing message devise and strip lighting are prohibited~~Directional signs shall not exceed ten (10) square feet.
- ~~(3) Signage will adhere to Springfield Historic District Design Guidelines created by the City of Jacksonville Historic Preservation Commission. Signage will be administratively approved by the Historic Preservation Section of the COJ Planning Department~~Non-illuminated wall signs not to exceed ten percent (10%) of the square footage of the occupancy frontage of the building abutting a public right of way are permitted.

~~C. 2. Signs Commercial~~

- ~~(1) One (1) street frontage sign not to exceed sixty (60) square feet in area and ten (10) feet in height, which shall be a monument style.~~
- ~~(2) Wall signs are permitted.~~
- ~~(3) One (1) under the canopy sign per occupancy, not exceeding a maximum of eight (8) square feet in area per sign, is permitted; provided, any square footage utilized for an under the canopy sign shall be subtracted from the maximum allowable square footage for wall signs on the building in question.~~
- ~~(4) Directional signs shall not exceed ten (10) square feet~~

D. Landscaping:

Street trees will be provided along the Hubbard Street and East 7th Street frontages. Trees shall be shade trees, and not palms. Street trees will be an important element to help add human scale and comfort to a large building~~The Property shall be developed in accordance with the requirements of Part 12 Landscape Regulations of the Zoning Code (however, landscape may be rearranged to meet development requirements) or as otherwise approved by the Planning and Development Department.~~

E. Recreation and Open Space:

The site shall comply with the requirements of the Zoning Code for recreation and open space for the residential development.

F. Utilities

Water will be provided by JEA.
Sanitary sewer will be provided by JEA.
Electric will be provided by JEA.

G. Wetlands

Wetlands will be permitted according to local, state and federal requirements.

H. Windows

Residential windows shall be predominantly narrow and vertically orientated. Storefront windows will be predominantly wide horizontal orientation with little to no spacing between openings. Square windows are prohibited. The use of mirrored or heavily tinted glass is prohibited.

I. Fencing

Fencing will adhere to the Fencing Guidelines for Locally Designated Historic Districts created by the City of Jacksonville Historic Preservation Commission. Fencing will be administratively approved by the Historic Preservation Section of the COJ Planning Department.

J. Massing and Façade Design

Building massing will be broken up by vertical elements such as facade step-backs, material changes, columns or pilasters. Roof modulation, balconies and other techniques are appropriate as well. The building shall be designed complement the current esthetic of the surrounding historic neighborhood and shall take architectural cues from established historic architectural styles. Final building elevation and exterior design to be as otherwise reviewed by the City of Jacksonville Planning and Development Department.

K. Exterior Façade Materials

Stone, rock, pebbles, and vinyl will not be used for exterior facade veneer materials. Brick or other traditional building materials are preferred.

L. Exterior Walkway Materials

Exterior walkway materials visible and accessible to the public may be concrete with stamped hexagon pattern or traditional hexagon paver shape.

M. Roof Forms

Roof forms may be permitted to have flat roofs with the roof plane hidden from view on the front façade.

N. Streetscapes

Developer will work with COJ Public Works and Traffic Engineering to incorporate streetscape improvements such as intersection bump outs for street tree planting, to delineate the on-street parking/loading bays, to shorten pedestrian crossing distances the intersection crosswalks, and

to calm traffic.

O. Site Plan

First floor building frontage along 8th Street will be commercial only. Building frontage along Hubbard Street will be majority residential. Commercial frontage will be 100% activated on all street-facing facades at first floor street/sidewalk level, except where service and parking entry is placed. On the facade with the parking and service access, the minimum requirement of street-level activation will be 50%.

V. DEVELOPMENT PLAN APPROVAL

With each request for verification of substantial compliance with this PUD, a preliminary development plan shall be submitted to the City of Jacksonville Planning and Development Department identifying all then existing and proposed uses within the Property, and showing the general layout of the overall Property.

VI. STATEMENTS

A. How does the proposed PUD differ from the usual application of the Zoning Code?

The proposed PUD allows for a mix of uses in a single PUD application. There are additional maximums and minimums to fit the project location, but consistent with the spirit of the Zoning Code and area of development.

B. Describe the intent for the continued operation and maintenance of those areas and functions described herein and facilities which are not to be provided, operated or maintained by the City.

All areas will be maintained by the owner.

VII. JUSTIFICATION FOR PLANNED UNIT DEVELOPMENT CLASSIFICATION FOR THIS PROJECT

The proposed project is consistent with the general purpose and intent of the City of Jacksonville 2045 Comprehensive Plan and Land Use Regulations and Springfield Overlay. The proposed project will be beneficial to the surrounding neighborhood and community.

- A. Is more efficient than would be possible through strict application of the Zoning Code;
- B. Is compatible with surrounding land uses and will improve the characteristics of the surrounding area;
- C. Will promote the purposes of the City of Jacksonville 2045 Comprehensive Plan.

D. Allows for alternate use to meet market demands.

E. Provides for infill use of an underutilized parcel.

F. Cleans area of potential blight.

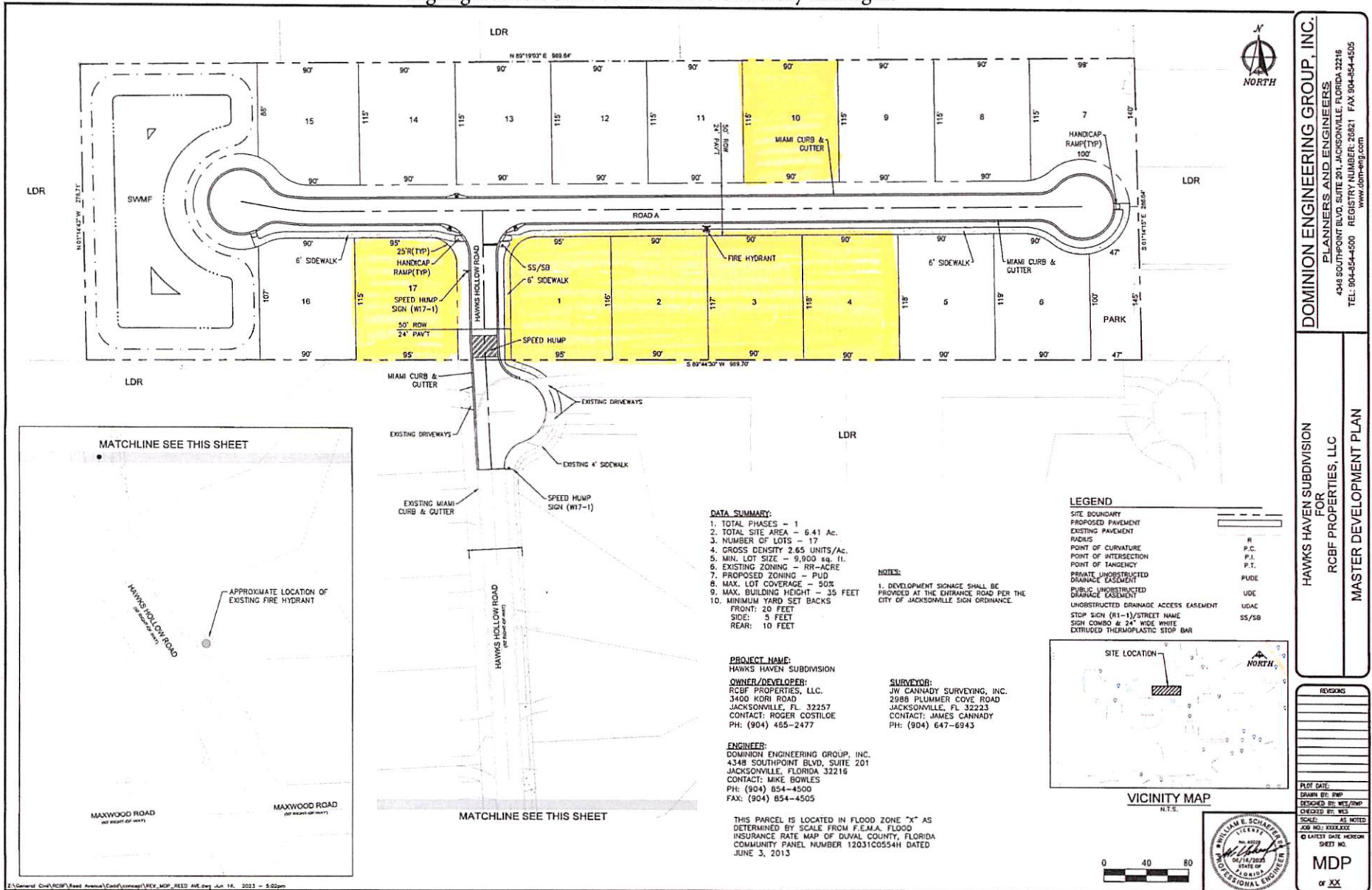
G. Provides for needed services in the area.

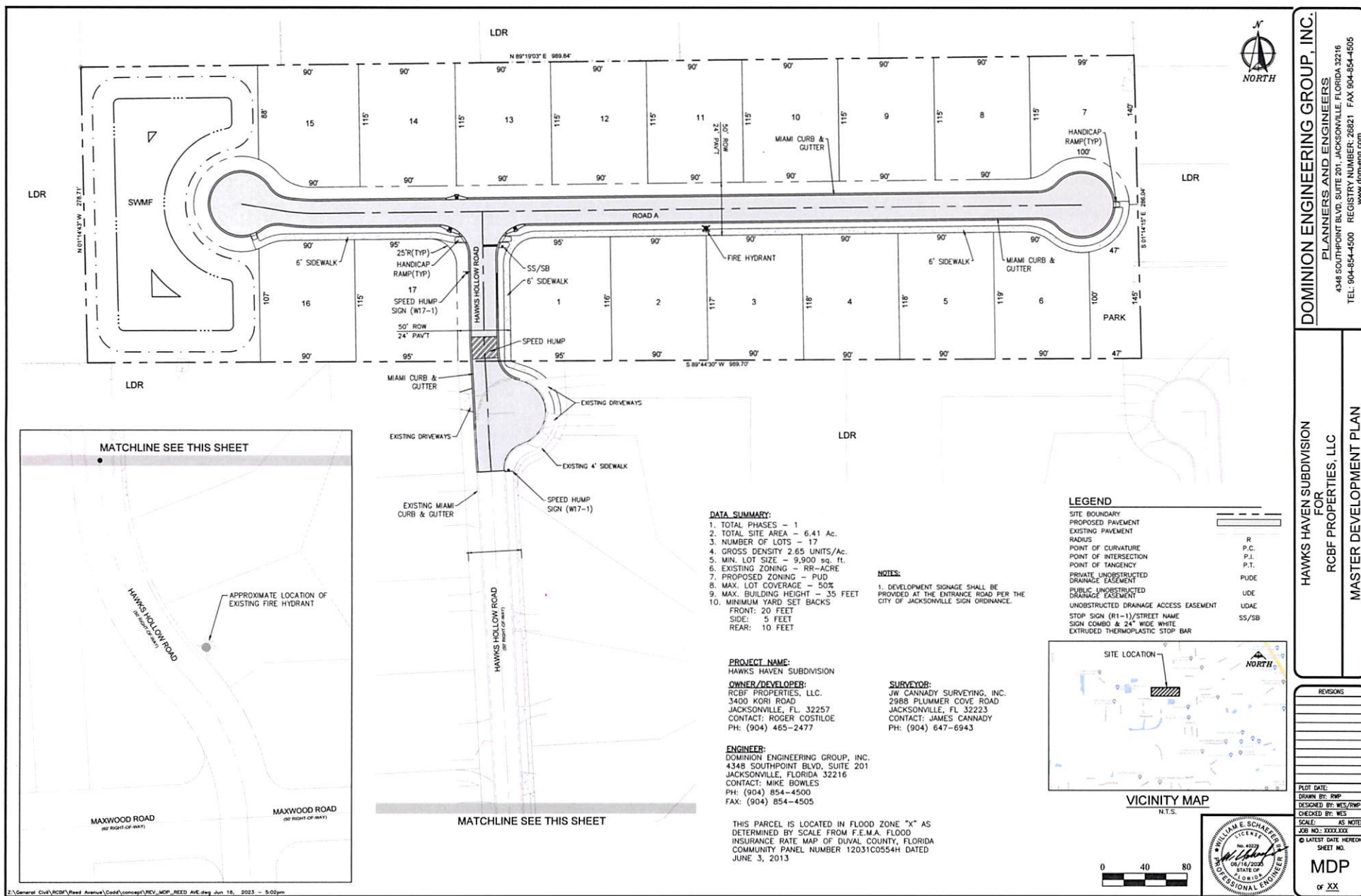
CONDITIONS TO ORDINANCE 2022-0856

1. Developer will maintain a ten-foot undisturbed natural buffer along the southern border of the residential lots at the southern boundary of the property to the extent such a buffer exists at the time of adoption of this PUD.
2. Lots 1, 2, 3, 4, 10 and 17 as conceptually depicted on the site plan will be limited to one-story structures. See highlighted lots on Exhibit A, attached.
3. Two forms of traffic calming will be provided within the subject property in the form of a speed hump/speed table near the property line at the existing cul-de-sac as well as a stop sign within the property at the intersection.
4. Road A as conceptually depicted on the site plan cannot be extended beyond the proposed subdivision to provide connectivity to the surrounding properties. For the sake of clarity, this means that no road can be run through the parcels conceptually depicted as stormwater maintenance facilities or park on the site plan.
5. The park that is conceptually depicted on the site plan shall be open to the public.
6. Developer will include instruction in their contracts with builders and purchase and sale agreements to new owners that construction vehicles cannot block driveways on Hawks Hollow Road. This will also be reflected in the Subdivision Construction Plans filed with the City.
7. Developer will work with the district councilman and City traffic engineer to request that stop signs be installed on Maxwood Road at the intersection of Hawks Hollow Road and Maxwood Road.

CONDITIONS TO ORDINANCE 2022-0856
EXHIBIT A

Highlighted lots shall be limited to one story in height.





PUD WRITTEN DESCRIPTION
HAWKS HAVEN PUD
~~March 10~~June 21, 2023

I. PROJECT DESCRIPTION

- A. Number of acres, location of site, existing use, surrounding uses, types of businesses, and proposed uses: Applicant proposes to rezone approximately 6.41 acres of property to allow for a single-family development on the property located at 0 Reed Avenue (RE# 149153 0050) as more particularly described in Exhibit 1 (the "Property") and conceptually depicted in the Site Plan filed herewith. The Property is within the LDR land use category, the Suburban Development Area, and is zoned RR-Acre.

Originally, Applicant filed a conventional rezoning application for the Property requesting to rezone from RR-Acre to RLD-70. Staff recommended approval of the request. Nevertheless, Applicant subsequently amended the application to RLD-90 in response to neighborhood concerns regarding consistency of the proposed single-family lots with the surrounding communities. After further discussion with the community, this PUD is filed to permit single-family development consistent with the RLD-90 zoning district with additional site-specific design programming to address concerns raised by the community.

The surrounding land use and zoning designations are as follows:

<i>Direction</i>	<i>Land Use</i>	<i>Zoning</i>	<i>Existing Use</i>
North	LDR	RR-Acre	Single family
East	LDR	RLD-90/RR-Acre	Single family
South	LDR	RLD-90	Single family
West	LDR	RR-Acre	Vacant

- B. Project name: Hawks Haven PUD.
- C. Project engineer: Dominion Engineering Group, Inc.
- D. Project developer: RCBF Properties, LLC.
- E. Project agent: Driver, McAfee, Hawthorne & Diebenow, PLLC.
- F. Current land use designation: LDR.
- G. Current zoning district: RR-Acre.
- H. Requested zoning district: PUD.
- I. Real estate number: 149153-0050.

II. QUANTITATIVE DATA

- A. Total acreage: 6.41 acres
- B. Proposed number of single-family homes: 17 units.

III. STATEMENTS

- A. How does the proposed PUD differ from the usual application of the Zoning Code?

This PUD adopts the RLD-90 zoning district with the following modifications that are reflected herein or as conditions to the PUD:

- ~~1. A public park with playground equipment shall be provided at the entrance of the subdivision.~~
- ~~2. A stop sign shall be installed at the end of Hawks Hollow Road within the subdivision.~~
1. Developer will maintain a ten-foot undisturbed natural buffer along the southern border of the residential lots at the southern boundary of the property to the extent such a buffer exists at the time of adoption of this PUD.
2. Lots 1, 2, 3, 4, 10 and 17 as conceptually depicted on the site plan will be limited to one-story structures. See highlighted lots on Exhibit A, attached.
3. Two forms of traffic calming will be provided within the subject property in the form of a speed hump/speed table near the property line at the existing cul-de-sac as well as a stop sign within the property at the intersection.
4. Road A as conceptually depicted on the site plan cannot be extended beyond the proposed subdivision to provide connectivity to the surrounding properties. For the sake of clarity, this means that no road can be run through the parcels conceptually depicted as stormwater maintenance facilities or park on the site plan.
5. The park that is conceptually depicted on the site plan shall be open to the public.
6. Developer will include instruction in their contracts with builders and purchase and sale agreements to new owners that construction vehicles cannot block driveways on Hawks Hollow Road. This will also be reflected in the Subdivision Construction Plans filed with the City.
7. Developer will work with the district councilman and City traffic engineer to request that stop signs be installed on Maxwood Road at the intersection of Hawks Hollow Road and Maxwood Road.
- ~~3.8.~~ Golf courses are removed as a permitted use.
- ~~4.9.~~ Country clubs are removed as a permitted use.

~~5.10.~~ Schools are removed as a permissible use.

- B. Describe the intent for the continued operation and maintenance of those areas and functions described herein and facilities which are not to be provided, operated or maintained by the City.

Owner will be responsible for the operation and maintenance of the areas and functions described herein and any facilities that are not provided, operated or maintained by the City.

IV. USES AND RESTRICTIONS

A. Permitted Uses:

1. Single-family dwellings.
2. Foster care homes.
3. Family day care homes meeting the performance standards and development criteria set forth in Part 4.
4. Community residential homes of six or fewer residents meeting the performance standards and development criteria set forth in Part 4.
5. Essential services, including water, sewer, gas, telephone, radio, television and electric meeting the performance standards development criteria set forth in Part 4.
6. Churches, including a rectory or similar use, meeting the performance standards and development criteria set forth in Part 4.
7. Neighborhood parks, pocket parks, playgrounds or recreational structures which serve or support a neighborhood or several adjacent neighborhoods, meeting the performance standards and development criteria set forth in Part 4.
8. Home occupations meeting the performance standards and development criteria set forth in Part 4.

B. Permissible Uses by Exception:

1. Cemeteries and mausoleums but not funeral homes or mortuaries.
2. Borrow pits subject to the regulations contained in Part 9.
3. Bed and breakfast establishments meeting the performance standards and development criteria set forth in Part 4.

4. Essential services, including water, sewer, gas, telephone, radio, television and electric meeting the performance standards and development criteria set forth in Part 4.
5. Day care centers meeting the performance standards and development criteria set forth in Part 4.
6. Animals other than household pets meeting the performance standards and development criteria set forth in Part 4.

C. Permitted Accessory Uses and Structures:

1. As permitted in Section 656.403.

V. DESIGN GUIDELINES

A. Lot Requirements:

1. Minimum lot width: Ninety (90) feet.
2. Minimum lot area: Nine thousand nine hundred (9,900) square feet.
3. Maximum lot coverage by all buildings. Forty-five percent (45%). Impervious surface ratio as required by Section 654.129.
4. Minimum yard requirements.
 - i. Front – Twenty (20) feet.
 - ii. Side – Five (5) feet.
 - iii. Rear – Ten (10) feet.
5. Maximum height of structures:
 - i. Thirty-five (35) feet.

B. Ingress, Egress and Circulation:

1. *Parking Requirements.* Parking shall be provided pursuant to Part 6 of the Zoning Code.
2. *Vehicular Access.* Vehicular access to the Property shall be by way of Hawks Hollow Road, substantially as shown on the Site Plan. A stop sign shall be installed at the end of Hawks Hollow Road.

3. *Pedestrian Access.* As required by City regulations.
- C. Signs: Signs for this development shall be consistent with the requirements for RLD-90 zoning district as set forth in Part 13 of the Zoning Code.
- D. Landscaping: Landscaping shall be provided as required pursuant to Part 12 of the Zoning Code.
- E. Recreation and Open Space: Applicant agrees to provide a public park ~~with playground equipment at the entrance to~~within the subdivision as conceptually depicted on the site plan. Otherwise, recreation and open space shall be provided as required by the 2045 Comprehensive Plan.
- F. Utilities: Essential services, including water, sewer, and gas, as required to serve the project shall be permitted on the site. Water, sanitary sewer and electric will be provided by JEA.
- G. Wetlands: Development which would impact wetlands will be permitted in accordance with local, state and federal requirements.

VI. JUSTIFICATION FOR PLANNED UNIT DEVELOPMENT CLASSIFICATION FOR THIS PROJECT

In accordance with Section 656.341(d) of the Code the PUD meets the applicable Criteria for review as follows:

- A. **Consistency with the Comprehensive Plan.** The proposed PUD is consistent with the general purpose and intent of the City's 2045 Comprehensive Plan and Land Use Regulations, will promote the purposes of the City's 2045 Comprehensive Plan and specifically contributes to:

Future Land Use Element

1. Goal 1 - To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
2. Policy 1.1.6 - Ensure that all future development and redevelopment meets or exceeds the requirements of all Land Development Regulations, including, but not limited to zoning, subdivision of land, landscape and tree protection regulations, and signage, as established and adopted by the City, State of Florida and the federal government, unless such requirements have been previously waived by those governmental bodies.

3. Policy 1.1.9 - Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:
 - i. Potential for the development of blighting or other negative influences on abutting properties
 - ii. Traffic Impacts
 - iii. Site Access
 - iv. Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
 - v. Configuration and orientation of the property
 - vi. Natural or man-made buffers and boundaries
 - vii. Height of development
 - viii. Bulk and scale of development
 - ix. Building orientation
 - x. Site layout
 - xi. Parking layout
 - xii. Opportunities for physical activity, active living, social connection, and access to healthy food
4. Policy 1.1.13 - Require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:
 - (1) Creation of complementary uses;
 - (2) Enhancement of transportation connections;
 - (3) Use of noise, odor, vibration and visual/aesthetic controls; and/or
 - (4) Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.
5. Policy 1.1.22 - Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.
6. Objective 1.2 - Manage the use of land in the City by approving new development and redevelopment only if necessary public facilities are provided concurrent with the impacts of development. Ensure the availability of adequate land suitable for utility facilities necessary to support proposed development. Verify prior to development order issuance that all new development and redevelopment will be served with potable water, wastewater, solid waste disposal, stormwater

management facilities, and parks that meet or exceed the adopted Levels of Service established in the Capital Improvements Element.

7. Policy 1.2.8 - Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.
8. Policy 1.3.3 - The City shall require through the development review process, the interconnections of land uses in order to reduce the need for trip generation and encourage alternative methods of movement. The development review criteria shall include provisions for convenient on-site traffic flow, considering need for vehicular parking.
9. Objective 3.1 - Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for residents. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the Comprehensive Plan and Land Development Regulations.
10. Policy 3.1.2 - Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

11. Policy 4.1.2 - The City shall require that all development conform to the densities and intensities established in the Future Land Use Map series and Operative Provisions of this element and be consistent with the plan.

Housing Element

12. Objective 1.1 The City shall assist the private sector in providing an adequate supply of new dwelling units of various types, sizes and costs. The City needs to add an estimated 92,282 units between 2020 and 2045 in order to keep pace with population growth and/or fluctuations in market forces and migration patterns.
 13. Policy 1.1.3: The City's Planning and Development Department shall ensure that the Future Land Use Element shall include an adequate supply of land for various types of residential uses needed in the City and that the required infrastructure will be in place concurrent with the impact of proposed developments.
- B. Consistency with the Concurrency Management System.** All development will secure necessary approvals from the CMMSO and pay all required fees in accordance with Chapter 655 of the Code.
- C. Allocation of residential land use.**
- The Property is located within the LDR land use category and the Suburban Development Area. The LDR-Suburban Development Area is intended to provide low density residential development generally in the form of single-family detached housing. The maximum permitted density is seven (7) units to the acre when full urban services are supplied. The conceptual Site Plan filed herewith proposes seventeen (17) single-family lots that conform with the RLD-90 zoning district, resulting in 2.5 units per acre density.
- D. Internal compatibility.** The Site Plan attached as Exhibit E addresses access and circulation within the site. Access to the site is available from Hawks Hollow Road. Location of the access points shown on the Site Plan as well as final design of the access points is subject to the review and approval of the City Traffic Engineer and the Planning and Development Department.
- E. External compatibility / Intensity of development.** The proposed development is consistent with and complimentary to existing uses in the area. The Property is surrounded by single-family development. Just south of the Property are approximately 179 single-family residences pursuant to the RLD-90 zoning district. This PUD proposes single-family development consistent with the development pattern, requires a stop sign at the end of Hawks Hollow Road as a form of traffic calming, and provides a community amenity in the form of [an amenitized](#) park.

- F. **Usable open spaces, plazas, recreation areas.** Open space in compliance with the 2045 Comprehensive Plan will be provided substantially provided as shown on the Site Plan attached as Exhibit E.
- G. **Impact on wetlands.** Development which would impact wetlands will be permitted in accordance with local, state and federal requirements.
- H. **Listed species regulations.** The Property is less than fifty (50) acres and therefore a listed species survey is not required.
- I. **Off-Street parking including loading and unloading areas.** The proposed PUD provides parking pursuant to Part 6 of the Zoning Code.
- J. **Sidewalks, trails and bikeways.** Pedestrian circulation will be addressed consistent with the City regulations.

22-856

PHASE I

SEWAGE COLLECTION	
MH NO	TOP ELEV
13	25.52
14	24.04
15	24.70
16	24.03
24	24.01
25	22.64
26	23.08

PHASE II

1	26.70	17.75 (U)	17.75 (W)
2	25.25	17.12 (U)	17.12 (W)
3	24.67	16.54 (U)	16.54 (W)
4	24.45	17.74 (U)	17.74 (W)
5	23.75	16.32 (U)	16.32 (W)
6	24.00	16.34 (U)	16.34 (W)
7	24.50	24.54 (U)	24.54 (W)
8	27.57	23.42 (U)	23.42 (W)
9	25.06	22.34 (NE)	22.34 (S)
10	24.67	21.52 (U)	16.00 (W)
11	23.42	19.50 (U)	
12	24.50	18.86 (S)	18.86 (NE)
17	23.80	21.00 (SW)	
18	24.40	20.39 (NE)	20.39 (NW)
19	23.50	17.80 (SE)	17.80 (NW)
20	23.50	18.55 (W)	18.55 (U)
21	23.70	17.79 (S)	17.79 (E)
22	23.49	18.76 (S)	
23	23.02	18.15 (U)	17.01 (E)
24	23.82	15.93 (W)	15.93 (U)

ENGINEER'S STATEMENT
I HAVE REVIEWED THIS 'AS-BUILT' DRAWING AND FIND IT TO BE CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

PHASE I: GRE & JENSEN, INC.
SIGNED: Donald K. Jensen DATE: 5-15-84

PHASE II: Donald K. Jensen
SIGNED: Donald K. Jensen DATE: 3-29-85

SURVEYOR'S STATEMENT
I CERTIFY THAT THE ELEVATIONS OF THE TOP AND INVERTS OF THE MANHOLES AND WET WELL, WHICH ARE BASED ON NGVD (U.S.C. & G.S.) DATUM, ARE CORRECT.

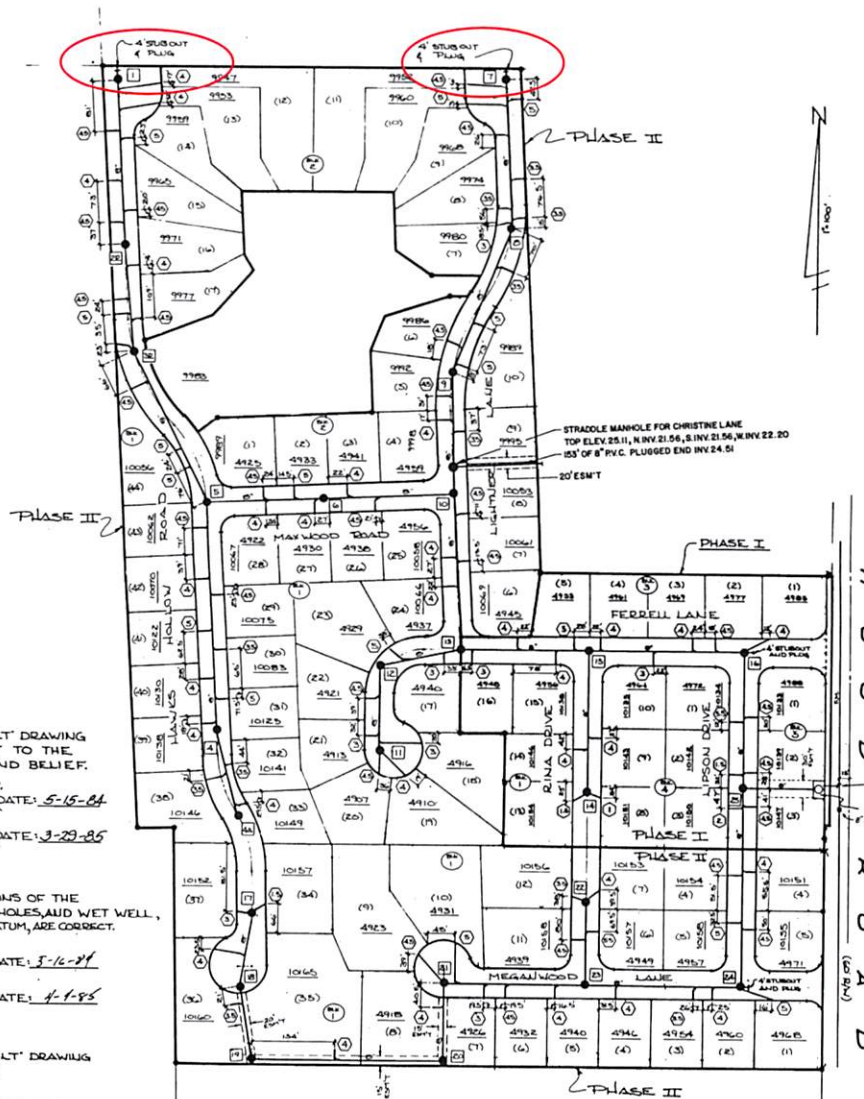
PHASE I: James L. Smith DATE: 5-16-84

PHASE II: James L. Smith DATE: 4-1-85

CONTRACTOR'S STATEMENT
I HAVE REVIEWED THIS 'AS-BUILT' DRAWING AND FIND IT TO BE CORRECT.

PHASE I: OB. Jensen DATE: 5-16-84

PHASE II: OB. Jensen DATE: 5-16-84



PHASE I

SERVICES TABULATION									
MH NO	TO MH NO	PIPE LENGTH	SIZE	TYPE	SERVICE WYE LOCATIONS				
					L-LEFT			R-RIGHT	
15	14	230'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	
15	13	237'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	
15	16	270'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	
25	16	237'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	
25	24	342'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	

PHASE II

20	1	2.01'	8"	PVC	3'-0"	4'-0"	10'-0"	10'-0"	22'-0"
30	20	140'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
30	5	300'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
4	4A	152'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
4	5	403'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
6	5	205'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
8	7	283'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
8	9	212'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
10	6	224'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
10	9	207'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
10	13	275'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
11	12	162'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
12	13	136'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
25	16	237'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
15	17	140'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
15	19	130'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
20	19	323'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
21	20	138'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
21	23	246'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
23	22	145'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
24	25	341'	8"	PVC	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"

GENERAL NOTES

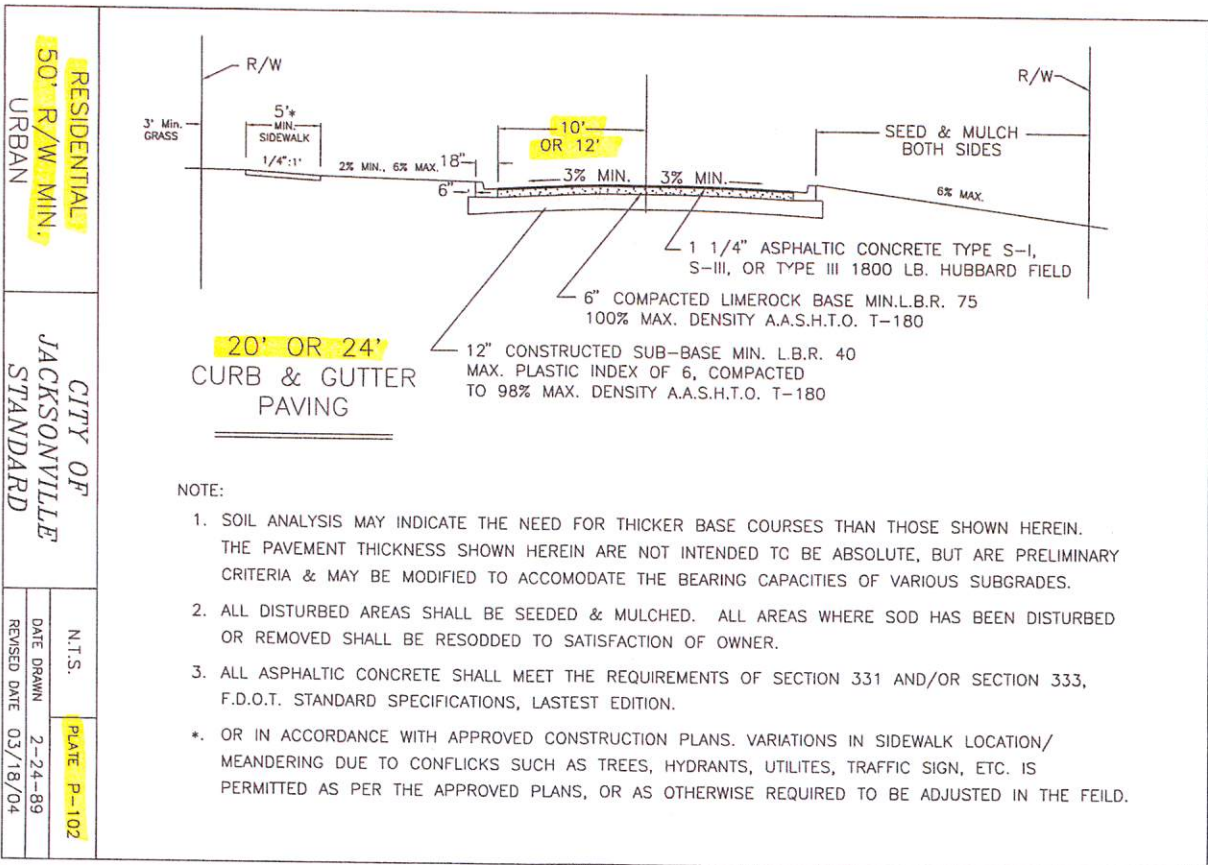
- ALL SEWER LINES ARE PVC, SDR-35 OR DE, SIZE AND TYPE AS INDICATED.
- PVC-OUTSIDE DIAMETER: 8" & 4" 6" & 275'
- DE-OUTSIDE DIAMETER: 8" & 9.02'
- ALL RIGHT-OF-WAYS ARE 50', 25' EACH SIDE OF CENTER LINE, EXCEPT WHERE NOTED.

25493

AS-BUILT

'AS-BUILT' DRAWING OF
SUNBEAM WOODS
PHASE I & II
SEWAGE COLLECTION PLAN

DATE: 3-84
DRAWN BY: J. Jensen
SHEET 1-6



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1 we're on the other side of the wall.
2 So, you know, I don't know a lot about
3 some of the other things we talked about today,
4 alcohol and restaurants and licenses, other
5 than -- than, you know, the basics, but I do
6 know a lot about platting and development
7 and -- and cul-de-sacs. That's kind of in --
8 in my world.
9 And when you intend -- when you design a
10 community and you intend to have a potential
11 future connection, you want to be sure that the
12 entire width of the roadway, which is either a
13 50- or 60-foot right-of-way, touches the parcel
14 that -- that you want to potentially have
15 future access to, and -- and that's why they
16 did it that way. You know, whether you agree
17 or not or whether you like it or not, that's
18 why they did it, and -- because they thought
19 maybe some day we'll drive from here into
20 there, regardless of who or why or how many
21 houses or what have you.
22 And then the City makes you do a little
23 cul-de-sac there so that there can be a
24 temporary turnaround, whether "temporary" is
25 six -- six months or 60 years. That -- that's

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1 why that cul-de-sac is there. Those are --
2 those are facts.
3 The property owner has the right to
4 develop this property today. They have the
5 right to -- to timber it, to essentially
6 clear-cut it. They have the right to access it
7 through that roadway. And they have the right
8 to connect to JEA utilities. So we're not
9 giving them any of those rights. Okay? They
10 already got it. And I said that last time.
11 So I just want to be sure everybody's on
12 the same page because there were issues about,
13 you know, connectivity and -- and the
14 cul-de-sacs and things like that. And so
15 just -- just want to be sure that -- they
16 already have that right. So the only thing
17 that we're voting on today is density, can they
18 go from 7 to 17 homes. That -- that's what --
19 that's what our decision is.
20 We don't get real technical with
21 development standards because the City already
22 has them. And so it's not for us to say, you
23 know, the road should be 21 feet or should be
24 22 or 24 or -- you know, the stop sign should
25 go here or the turn lane should be so long,

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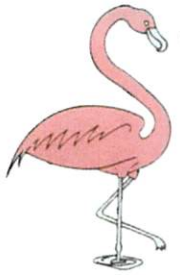
1 because there are standards for that, and so --
2 I have a couple more brief comments, but
3 through the Chair to staff, to -- and forgive
4 me, I can't see your nameplate, Ms. Santana's
5 stunt double, our -- our traffic expert.
6 We have a traffic expert here, and that's
7 why she's here, to give us guidance. And so my
8 question to you is -- and I think it's a good
9 point about the road width and things. Does
10 the road that goes into the community -- is it
11 sufficient to support the 17 homes and does it
12 meet the City standards?
13 MS. BANNISTER: Through the Chair to
14 Commissioner Blanchard, the existing 20-foot
15 right-of-way that's there right now, the
16 existing condition is feasible.
17 COMMISSIONER BLANCHARD: Okay.
18 MS. BANNISTER: Though we don't allow --
19 or we do not dictate on-street parking within
20 subdivisions, it's to their purview to do that,
21 but our new standard is 24-foot lanes, so we
22 allow the -- not the right-of-way, but 50-foot
23 right-of-way is feasible to allow for -- with
24 the --
25 COMMISSIONER BLANCHARD: Okay. So -- and

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1 that's a very important statement. So the City
2 of Jacksonville's position is that the existing
3 City right-of-way is sufficient to support the
4 development of the additional 17 homes?
5 MS. BANNISTER: Yes, sir.
6 COMMISSIONER BLANCHARD: Okay. So we rely
7 on their expertise, and so -- there's a lot of
8 anecdotal comments about, you know, when you
9 park on both sides of the street and things
10 like that, and I get it. And my neighborhood
11 has smaller streets and -- you know, it is what
12 it is, but the City standard says it's okay,
13 and so I -- I can't say it's not. The City
14 already said it is, so --
15 So what I'm really making a decision on
16 is, is it appropriate to have 90-foot homes --
17 90-foot new lots, 17 of them, next to existing
18 90-foot lots. And in my opinion the answer is
19 yes, because they're the same.
20 I didn't like it last time because they
21 were 70s, and I think they were a little too
22 small. And I think it's a pretty good argument
23 that, hey, they should be just like us. You
24 know, 70 foot is probably a little bit too
25 small. If everybody else is 90, they should be

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BUCKHOLZ TRAFFIC
3585 KORI ROAD
JACKSONVILLE, FLORIDA 32257
(904) 886-2171 jwbuckholz@aol.com

June 7, 2023

Mr. William E. Schaefer II, P.E.
Dominion Engineering Group, Inc.
4348 Southpoint Boulevard / Suite 201
Jacksonville, Florida 32216

Re: Engineering Evaluation – Hawks Haven PUD Vehicular Access; Jacksonville, Florida

Dear Mr. Schaefer:

I, Jeffrey W. Buckholz, am a traffic engineer with 45 years of professional experience. During my career I have been involved in virtually every aspect of traffic engineering including residential site access design.

For this assignment I have reviewed the following pertinent documents:

- ☐ .An un-dated site plan prepared by Dominion Engineer Group, Inc. (see Attachment A)
- ☐ .An un-dated annotated drawing apparently prepared by the owner of 10061 Lightner Lane. (see Attachment B)
- ☐ Google Aerial and Google Street View photographs of the site.
- ☐ The Federal Highway Administration's 2009 Manual on Uniform Traffic Control Devices (MUTCD).

I also visited the site at about 5:00 PM on Wednesday June 7, 2023 and measured pavements widths in the existing subdivision.

Based on my review of these items, I offer the following observations:

1. ☐ The neighborhood currently contains about 177 single family homes. The expected average weekday trip generation for those homes is 1706 (see Table 1).
2. ☐ The new development will add 17 single family homes at the north end of Hawks Hollow Road. The total number of daily trips for the development is expected to increase to 1856 when these homes are added (see Table 2) for a net increase of 150 daily trips on a typical weekday. 11 additional trips are anticipated during the weekday AM peak hour and 15 additional trips are expected during the weekday PM peak hour.
3. ☐ The primary route to Hood Road for residents of the new development is via Hawks Hollow Road, Maxwood Road, Lightner Lane and Ferrell Lane.


4. ☐ No posted speed limits were found along this route. The prima fascia speed limit is therefore 30 mph for all roadways along the route.
5. ☐ No parking restrictions were found along this route.
6. ☐ There are no centerlines or edge lines along this route.
7. ☐ Intersections are STOP sign controlled but there are no stop bars along this route except for Ferrell Lane at Hood Road.
8. ☐ There are no turn lanes on Hood Road at Ferrell Lane.
9. ☐ There is an exclusive left turn lane on Hood Road at Meganwood Lane and Meganwood Lane connects to Ferrell Lane via both Lipson Drive and Rina Drive.
10. ☒ Maxwood Road, Lightner Lane and Ferrell Lane are asphalt roadways with 24 feet of width from edge of gutter to edge of gutter. Hawks Hollow Road is 20 feet in width from edge of gutter to edge of gutter. The gutters add an additional 1 foot of width on each side.

It is my professional opinion that:

1. **The existing roadways have sufficient width to safely and efficiently accommodate the additional traffic generated by the 17 homes.**
2. **Consideration should be given to adding SPEED LIMIT 30 signs at the entrances to the existing subdivision.**
3. **The current signing and pavement markings along the route are adequate although I did not test nighttime sign reflectivity to ensure that it meets current standards.**
4. **It would be helpful to conduct weekday peak hour traffic counts at the Hood Road/Ferrell Lane intersection and conduct the appropriate evaluation to determine if any auxiliary lanes are warranted and to gauge both existing and post-development intersection capacity.**

Please contact me if you have any questions concerning this matter. I reserve the right to supplement or modify my opinions should additional pertinent information be made available to me.

Sincerely,

 Digitally signed by
Jeffrey W. Buckholz
DN: cn=Jeffrey W.
Buckholz,
o=BUCKHOLZ
TRAFFIC
ENGINEERING, ou,
email=jwbuckholz@
aol.com, c=US
Date: 2023.06.07
18:12:13 -04'00'

Jeffrey W. Buckholz, PhD, P.E., PTOE
President

TABLE 1

TRIP GENERATION CALCULATIONS

SINGLE FAMILY DWELLING UNITS

Land Use Code 210

T = Number of Vehicle Trip Ends

X = Number of Dwelling Units = 177

<u>TIME PERIOD</u>	<u>TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	$\ln(T) = 0.92\ln(X) + 2.68$	1706	50%	50%	853	853
AM Peak Hour	$\ln(T) = 0.91\ln(X) + 0.12$	125	26%	74%	32	93
PM Peak Hour	$\ln(T) = 0.94\ln(X) + 0.27$	170	63%	37%	107	63

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

BUCKHOLZ TRAFFIC

TABLE 2

TRIP GENERATION CALCULATIONS

SINGLE FAMILY DWELLING UNITS

Land Use Code 210

T = Number of Vehicle Trip Ends

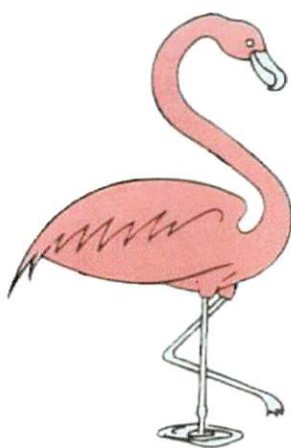
X = Number of Dwelling Units = 194

<u>TIME PERIOD</u>	<u>TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	$\ln(T) = 0.92\ln(X) + 2.68$	1856	50%	50%	928	928
AM Peak Hour	$\ln(T) = 0.91\ln(X) + 0.12$	136	26%	74%	35	101
PM Peak Hour	$\ln(T) = 0.94\ln(X) + 0.27$	185	63%	37%	117	68

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

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ATTACHMENT A

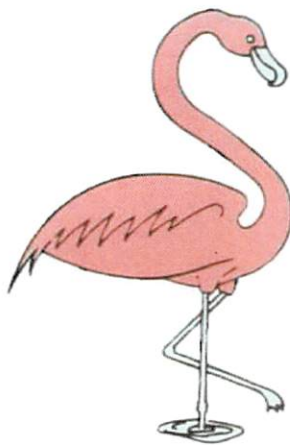




REVISION

PLOT DATE: _____
 DRAWN BY: RWP
 DESIGNED BY: WES/RWP
 CHECKED BY: WES
 SCALE: AS NOTED
 JOB NO.: XXXX.XXX
 © LATEST DATE HEREON
 SHEET NO.
C1
 OF XX

ATTACHMENT B



Proposed
2022-0856

R0000D00M0
006000000000R00000
000000002250

My House
10061 Lightner

Approx **266** car passes a day at my house at Lightner dog leg. Could add approx **84** or more with the new developement for **350** passes a day! Approx **358** between the only 2 entrances from Hood Road, to approx **442**.