

**Attachment**  
**“A”**  
**Pet Adoptions**



## April

**ANIMAL ID:** CLAY-A-4492

**SEX:** Spayed Female

**BREED:** German Shepherd, 8 Years Old, 64lbs

**LOCATION:** CCACC Main Shelter in Green Cove Springs

**ABOUT:** April is a sweet, older gal that just wants a warm home to call her own. She is dog friendly, house trained and knows basic commands. All she needs now is for a family to take a chance on her. April is up to date on her vaccines and microchipped. Although she is heartworm positive, April's medical will be covered by CCAS.



[claycountygov.com/adopt](http://claycountygov.com/adopt)



## Cleetus

**ANIMAL ID:** CLAY-A-4550

**SEX:** Neutered Male

**BREED:** Catahoula Mix, 2 Years Old, 71 lbs

**LOCATION:** CCACC Main Shelter in Green Cove Springs

**ABOUT:** Do you have a lot of time on your hands? Are you an outdoor enthusiast? Do you like to live an active lifestyle? Does everything in life make you wiggle with joy? If so, you may be a match made in heaven with our boy Cleetus. This big handsome boy is dog friendly, knows basic commands and just about the happiest pup around. He is up to date on his vaccines, microchipped and heartworm negative.



[claycountygov.com/adopt](http://claycountygov.com/adopt)



## Captain Crunch

**ANIMAL ID:** CLAY-A-4365

**SEX:** Neutered Male

**BREED:** Domestic Short Hair, 2 Years Old

**LOCATION:** CCACC Main Shelter in Green Cove Springs

**ABOUT:** Are you looking for a cat with a big personality? Captain Crunch should definitely be on your top 5 list. For the most part he is a calm guy that solicits you for attention, but he also has a spicy side, which makes him that much more adorable to us. Captain Crunch is up to date on his vaccines and microchipped.



[claycountygov.com/adopt](http://claycountygov.com/adopt)



## Duke

**ANIMAL ID:** CLAY-A-4647

**SEX:** Neutered Male

**BREED:** Domestic Medium Hair, 3 Years Old

**LOCATION:** CCACC Main Shelter in Green Cove Springs

**ABOUT:** If you are looking for an affectionate cat to spend your evenings with then look no further. Duke sits in his cage making biscuits while wishing for a home of his own. This boy loves people and wants your love, in return, he will do the same for you. Duke is up to date on his vaccines and microchipped.



[claycountygov.com/adopt](http://claycountygov.com/adopt)



**KITTEN SEASON HAS OFFICIALLY STARTED (EARLY)**

Join our "Kitten Crew"

We need fosters, if interested please contact

**[clayfosters@claycountygov.com](mailto:clayfosters@claycountygov.com)**

[claycountygov.com/adopt](http://claycountygov.com/adopt)



If you are interested in helping our furry friends but can't bring one home, please take a look at our Amazon wish list. We are always in need of items for our foster kittens and our shelter animals.

[Amazon.com](https://www.amazon.com)

[claycountygov.com/adopt](https://claycountygov.com/adopt)

**Attachment**  
**“B”**  
**JTA Letter**





**JACKSONVILLE  
TRANSPORTATION  
AUTHORITY**

**Board of Directors**

**Debbie Buckland**  
*Chair*

**G. Ray Driver, Jr.**  
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**Abel Harding**  
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**Aundra Wallace**  
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*Immediate Past Chair*

**Stephanie Burch**  
*Board Member*

**Greg Evans**  
*Board Member*

**Chief Executive Officer**

**Nathaniel P. Ford Sr.**

**Administration**

Jacksonville Regional  
Transportation Center  
at LaVilla  
100 LaVilla Center Drive  
Jacksonville, FL 32204

**Operations**

P.O. Drawer "0"  
100 N. Myrtle Avenue  
Jacksonville, FL 32203

Main (904) 630-3181  
Fax (904) 630-3166  
[www.jtafla.com](http://www.jtafla.com)



March 28, 2023

Commissioner Betsy Condon  
Chair, Board of County Commissioners  
Clay County  
P.O. Box 1366  
Green Cove Springs, FL 32043

Dear Chair Condon,

It is with great enthusiasm that the Jacksonville Transportation Authority (JTA) stands today before you to present the Clay County Transportation Study. I sincerely regret not being able to be in person for this very important presentation and discussion. I hope you receive this letter as evidence of the strong commitment that we at the JTA have for Clay County and our combined goals to see your transportation network continue to grow and prosper.

The JTA regards our partnership in high honor, and as such, we take the responsibility of providing transportation services in Clay County as a top-most priority. We recognize that the services provided are essential to improve the quality of life for your community. This partnership has prospered due to our mutual respect and trust. We at the JTA have gone above and beyond to not only meet your expectations but exceed the expectations of your community.

Last year, the JTA Board of Directors approved a new five-year strategic plan entitled Mobility Optimization through Vision and Excellent 2027 (MOVE2027). This strategic plan establishes the framework for the JTA to continue its journey to become a holistic multimodal transportation agency, providing seamless mobility solutions to Northeast Florida. The vision that MOVE2027 sets is based on seven key initiatives, two of which are highlighted in this study: TRANSITWorks and REGIONALWorks.

I trust that you will be satisfied with the work performed to date for the County. My team led by Senior Vice Presidents Charles Frazier and Greer Johnson Gillis ensured that the Study Team collected and analyzed data to provide sound recommendations for which they will review this evening. However, I know much discussion will arise and further meetings will likely occur. Let me state again for the record - this study and our partnership with the County is a priority for us, and we will continue to be with you to plan and execute all of the recommendations that are adopted by this commission.

I look forward to the opportunity to meet with you all in person in the very near future to discuss the next steps of this Transportation Study, and I'm excited to share in building a stronger public transportation network for Clay County.

Sincerely,

Nathaniel P. Ford, Sr.  
Chief Executive Officer

**Attachment**

**“C”**

**JTA Transportation Study**

**Presentation**



**Clay** Community  
Transportation

## JTA Clay County Transportation Study



March 28, 2023

Clay County Board Presentation



JACKSONVILLE  
TRANSPORTATION  
AUTHORITY

# Agenda



Project Overview

Key Findings

Service Framework Recommendations

Implementation and Monitoring

Next Steps

# Study Purpose and Outcomes



- Update the Clay County Transportation Plan
  - Address County's Changing Conditions and Transit Needs
- Key Outcomes
  - Systemwide vision
  - Comprehensive Operational Analysis
  - Development of Recommended Service Framework
  - Near and Mid-range Action Plan
    - Costs
    - Service parameters





# Clay Community Transportation



# Completed Project Elements



- Public Involvement Plan
- Public Meetings
- Stakeholder Meetings
- On-line Surveys
- On-board Surveys
- In-person Surveys
- Telephone Surveys



- Demographic and Economic Spatial Analysis
- Transportation System Characteristics
- Peer and Trend Analysis
- Other Plans and Policies
- Estimate of Transit Demand
- Land Use and Transit
- Technology



- Ridership Trends and Statistics
- Route Productivity
- Financial Analysis
- Fare Analysis
- On-time Performance
- Maintenance and Management
- Infrastructure Performance

# Public Involvement



## • Hybrid Public Meetings

- District 1 – Fleming Island Library – Nov 30<sup>th</sup>
- District 2 – Plantation Oaks Athletic Center – Dec 14<sup>th</sup>
- District 3 – Orange Park Library – Dec 5<sup>th</sup>
- District 4 – Middleburg Library – Dec 8<sup>th</sup>
- District 5 – Clay Administration Building – Dec 15<sup>th</sup>
- District 4 – Keystone Heights Pavilion – Jan 11<sup>th</sup>

## • Hybrid Stakeholder Meetings

- Stakeholder Meeting #1 – Nov 17<sup>th</sup>
- Stakeholder Meeting #2 – Dec 7<sup>th</sup>
- Stakeholder Meeting #3 – Jan 12<sup>th</sup>

## • Other Meetings

- College Drive Initiative – Dec 8<sup>th</sup>
- Clay SafetyNet Alliance – Jan 5<sup>th</sup>





# Public Involvement



- Representatives from various non-profit agencies at the Clay SafetyNet Alliance meeting:



Baker City HD



ACT



# Key Findings



- Improved marketing and education
- Expanded service hours
- Increased frequency
- Improved access to medical facilities
- Senior Access to Transit
- First and last mile service such as JTA's ReadiRide service
- Expanded service to new population and employment centers



- Trip attractors concentrated in Orange Park, Lakeside, Fleming Island, Green Cove Springs, and Middleburg
- Regional travel to JTA is highly desired
- North-east quadrant of Clay County has highest concentration of transit propensity and future demand
- Plans for enhanced regional travel opportunities requires upgrades to fare system technology and mobility hub infrastructure



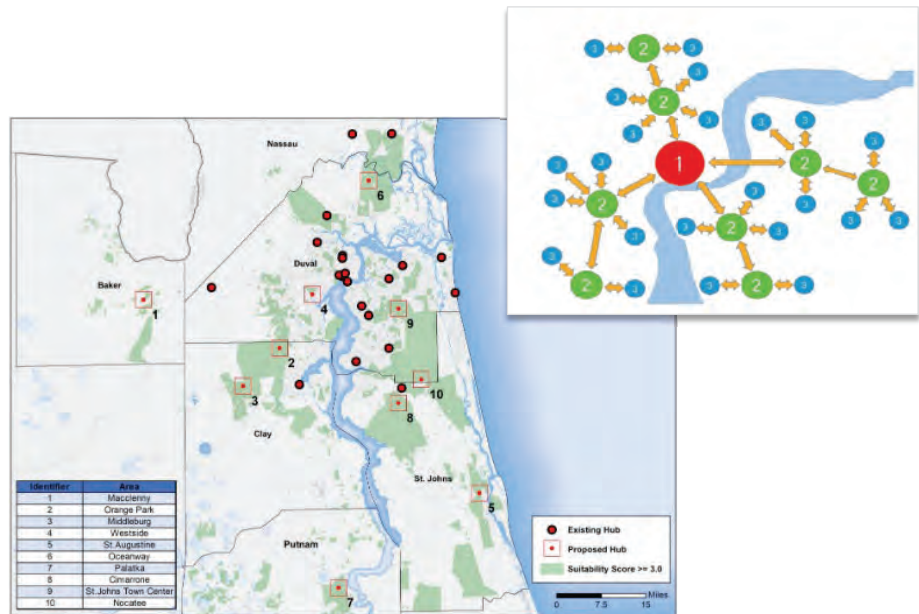
- Ridership and productivity is low for Green and Magenta Routes
- Financial analysis shows exceptional diversification of grant sources
- Level of service, frequency, directness and stop accessibility does not meet existing or projected demand
- Duplication of service is present in both fixed flex routes and demand response programs
- Operational efficiency exceeds peer system performance, but service levels are significantly lower

# Additional Considerations



## Regional Mobility Hubs

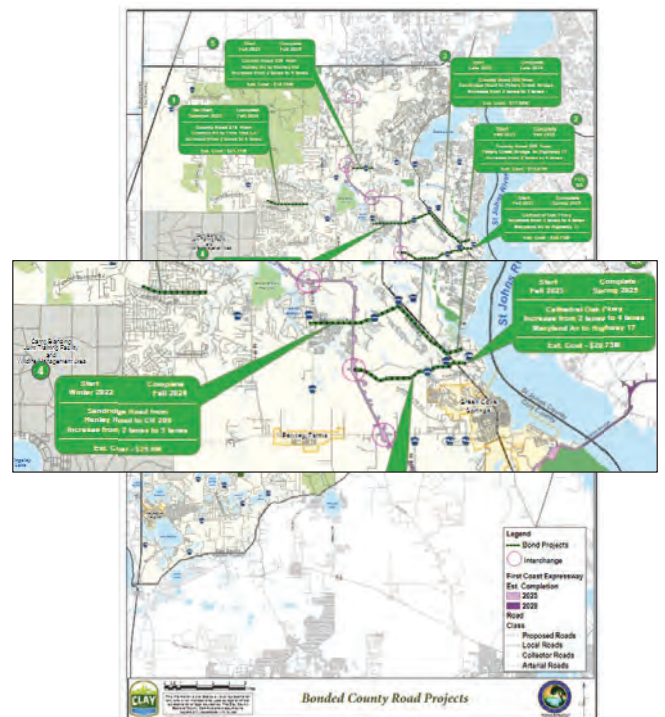
- Black Creek – Existing Type 3
  - Requires Infrastructure Upgrades
- Orange Park Mall – Proposed
  - Facility / Location Planning
- Middleburg – Proposed



# Additional Considerations



- Roadway Infrastructure
  - Clay County Bonded Transportation Program
  - First Coast Expressway
- Demand Response Service Optimization
- College Drive Initiative / VA Clinic
- Keystone Heights Demand vs Density
- Partnerships: Clay Safetynet Alliance
  - Voucher Systems for Vulnerable Populations

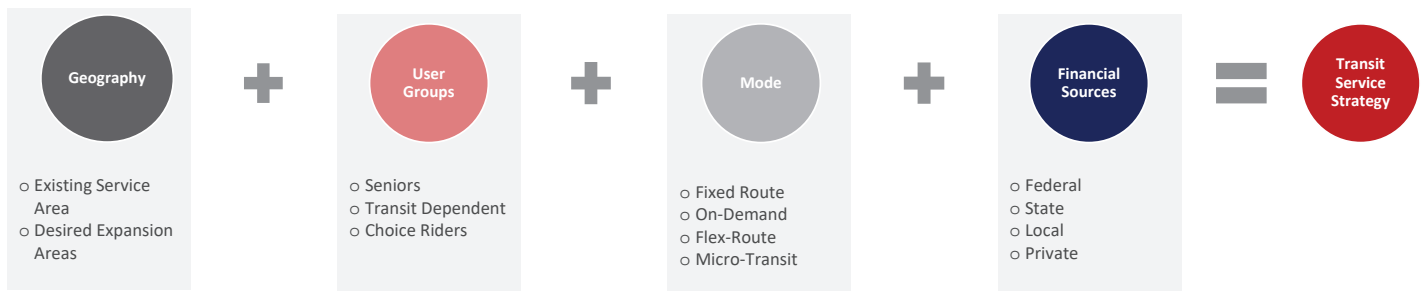


# Service Framework



- Service Framework

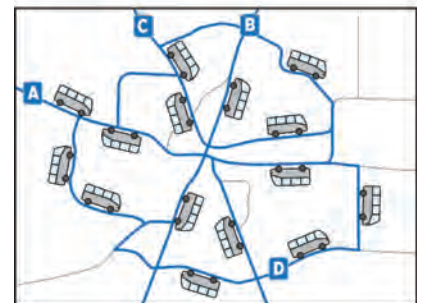
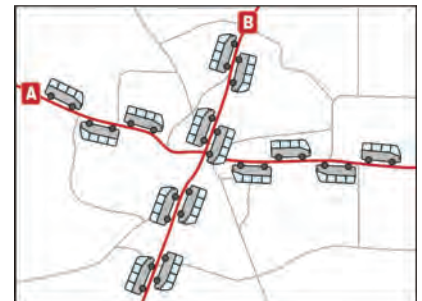
- Where is service needed and feasible?
- Who are we trying to serve?
- What mode best fits the needs and goals of the community?
- What funding is available and how can it be used?



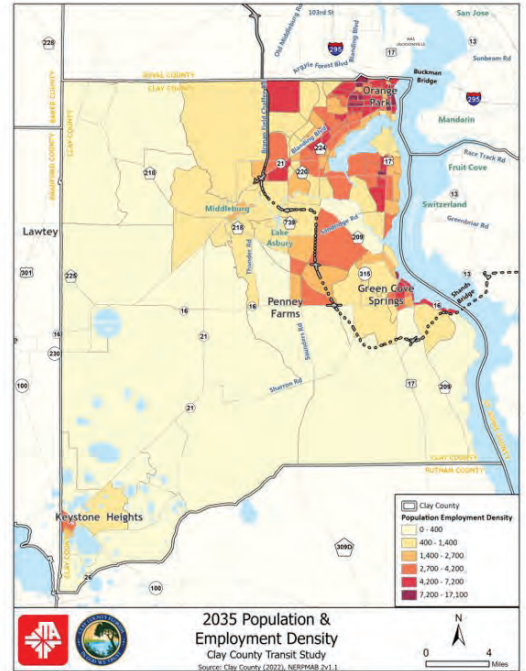
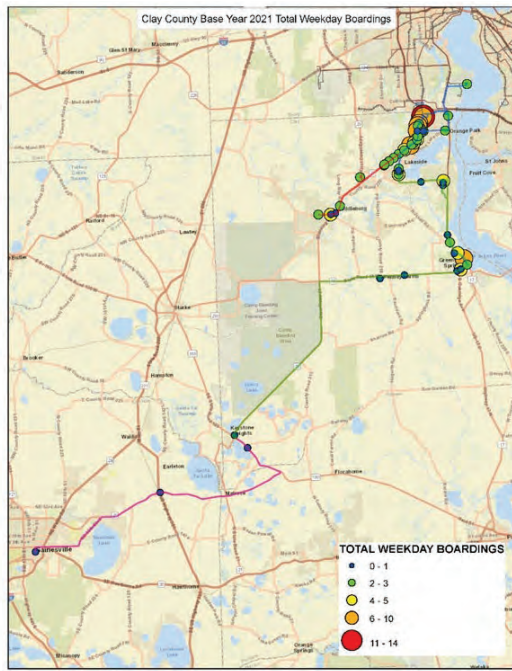
# Service Framework



- Service Framework Strategies
  - Short-term, mid-term, and long-term recommendations
  - Eliminate / enhance underperforming services
  - Expand service to meet demand
  - Maximize existing infrastructure and partnerships
  - Enhance operational efficiency
  - Increase service accessibility



# Service Framework



# Service Framework and Transit Network



## • Short Term Recommendations (0-2 Years)

- Evaluate contracts to ensure consistency, equity, and decreased variability (true-up)
- Evaluate FTA capital grant opportunities
- Invest in technology: APCs, Integrated Fare Collection System, Integration with Regional Trip Scheduling Software, Real-time Service Information
- Adopt KPIs for service and system performance updates
- Develop and implement public information and marketing campaign to improve awareness of local and regional transit availability. Consider offering trip training for transit dependent populations, seniors, and youth.
  - Roll out phased service change campaign to educate riders and allow time for driver training.
- Transit Network Phase I:
  - Minor rerouting to avoid low propensity areas / insufficient road networks, and to reduce service overlap between routes
  - Stop location improvements
  - Combine TD and Aging True Programs
- Begin review of Transit Oriented Development and Complete Street Policy development and integration with local development process.
- Perform a site selection analysis to identify regional mobility hub(s) in Clay County and begin development of procurement and development plans:
  - FTA Compliant Site Selection Process
    - Site Layout Development
    - NEPA Prescreening



# Service Framework and Transit Network



- **Mid-Term Recommendations (2-5 Years)**

- Monitor APC data and evaluate the appropriateness of mid-term recommendations at the stop / segment level.
  - Comprehensive rerouting initiative to enhance coverage, improve frequency, and expand to provide evening and weekend services
  - Re-evaluate potential Pilot Project for Micro Transit service
- Continue public information and marketing campaign.
- Continue to engage in development process to promote transit supportive development and first / last mile accessibility improvements.
- Perform Bus Stop Improvement Program (BSIP) to establish performance based policies and procedures for selecting stops for improvements, and identification of amenities by stop type.
  - Invest in improvements for top 20 locations using 5339 grant funding
- Continue to advance Regional Mobility Hub(s) initiative:
  - Grant Funding and Local Match Identification
  - Land Procurement
- Public and stakeholder outreach regarding potential fare increase

# Service Framework and Transit Network



- Long-Term Recommendations (5 - 20 Years)

- Perform Comprehensive Operational Analysis on revised service to identify opportunities for improvement and incorporating Bonded Transportation Program and First Coast Expressway networks.
- Continue public information and marketing campaign.
- Continue to engage in development process to promote transit supportive development and first / last mile accessibility improvements.
- Continue implementation of BSIP recommendations to enhance rider amenities and accessibility.
- Evaluate Micro-Transit pilot performance KPIs for continuation, modification, or closure.
- Identify fixed / flex and regional service corridors with high levels of traffic congestion and evaluate opportunities for signal priority technology to support on-time performance for transit.
- Establish vehicle propulsion policies, evaluate infrastructure needs, and develop fleet and fueling/charging/maintenance transition plan.
- Continue to advance Regional Mobility Hub(s) initiative:
  - Preliminary Engineering / Design
  - Construction

# Short-Range Transit Network



## Short-Range Recommendations

Route Recommendations	Service Recommendations
Red Route: Remains the same	Increase service in high transit propensity areas, improves route transfer connections and service efficiency
Blue Route: Service begins/ends in Green Cove Springs	Service hours 6:30 AM – 6:30 PM
Green Route: Service ends in Green Cove Springs	Number of stops: 55 Realigns stops for inbound / outbound service access
Magenta Route: Alignment remains the same	Annual Operating Cost: \$1,983,881



\*TBEST outputs do not include Aging True / TD estimates

# Mid-Range Transit Network



## Mid-Range Recommendations

Route Recommendations	Service Recommendations
New Red Route B: Middleburg High School to Green Cove Springs	Two new Flex Routes
New Orange Route: Orange Park Circulator with two trips to NAS Jax	Service hours 5:30 AM – 7:30 PM
Existing Red Route: Stop service in Middleburg and Orange Park except for mall	Number of stops: 101
Existing Green: Service ends in Green Cove Springs	Annual Operating Cost: \$4,006,234
Existing Blue: Orange Park Mall stop	
Existing Magenta: On-Demand only	



\*TBEST outputs do not include Aging True / TD estimates

# Short and Mid-Range Transit Network



- On-Demand Services Recommendations

- Combine Aging True and Transportation Disadvantaged Services
- Flex Routes would provide additional connections to Senior Centers throughout Clay County
- Develop new contracts with partner organizations
- Marketing campaign for new, combined on-demand service
- New passenger tracking system to improve passenger data privacy and improve efficiency

# Short and Mid-Range Transit Network



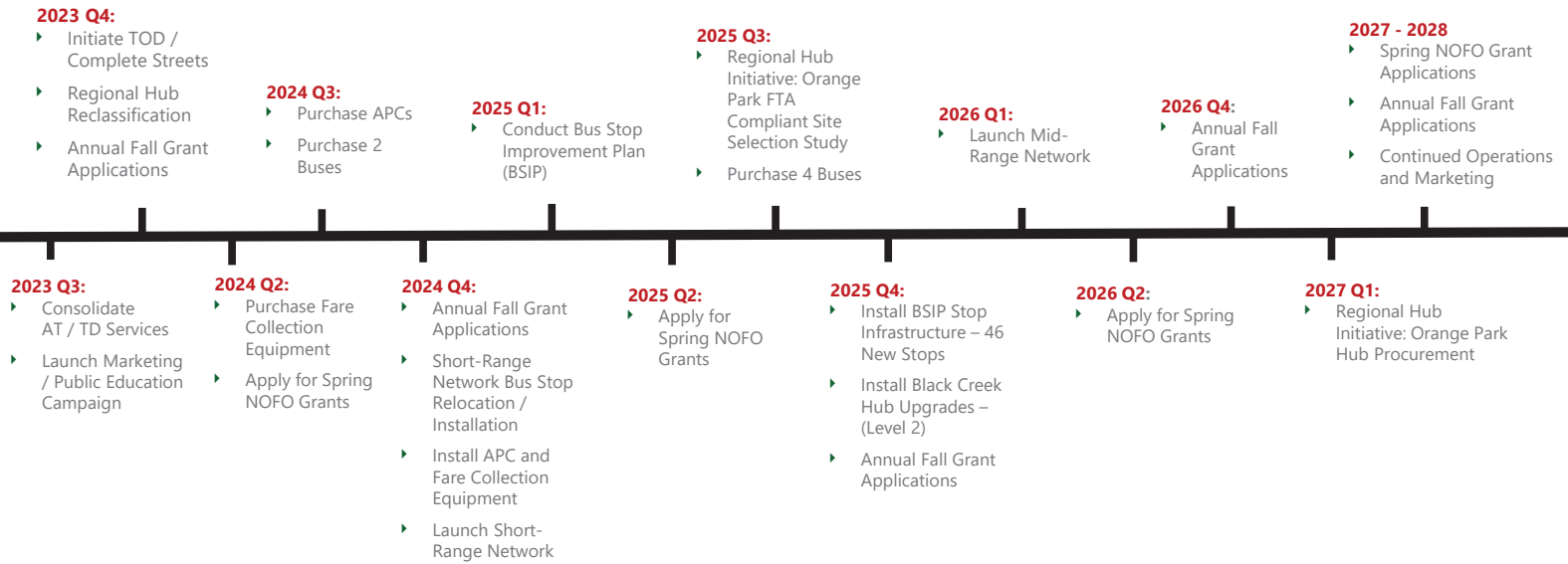
## Short-Range Network: Community Benefits Snapshot



## Mid-Range Network: Community Benefits Snapshot



# Implementation Plan - Schedule



# Short and Mid-Range Transit Network



## Short and Mid-Range Estimated Cost

- 2024 A: Route Optimization
- 2024 B: Evening Service Option
- 2024 C: Limited Saturday Service Option

Recommendations	2023	2024	Additional Evening Service	Additional Weekend Service	2025	2026	2027
Capital	\$ 75,000	\$ 1,195,228			\$ 1,853,928	\$ -	\$ 264,000
Operating	\$ 200,000	\$ 2,332,975	\$ 201,088	\$ 350,415	\$ 2,329,361	\$ 4,658,983	\$ 5,002,373
Federal / State Funding	\$ -	\$ 2,104,039	\$ 47,543	\$ 57,728	\$ 2,441,192	\$ 1,493,694	\$ 1,791,685
Local Contribution	\$ 275,000	\$ 1,424,165	\$ 153,545	\$ 292,687	\$ 1,573,097	\$ 3,020,327,995	

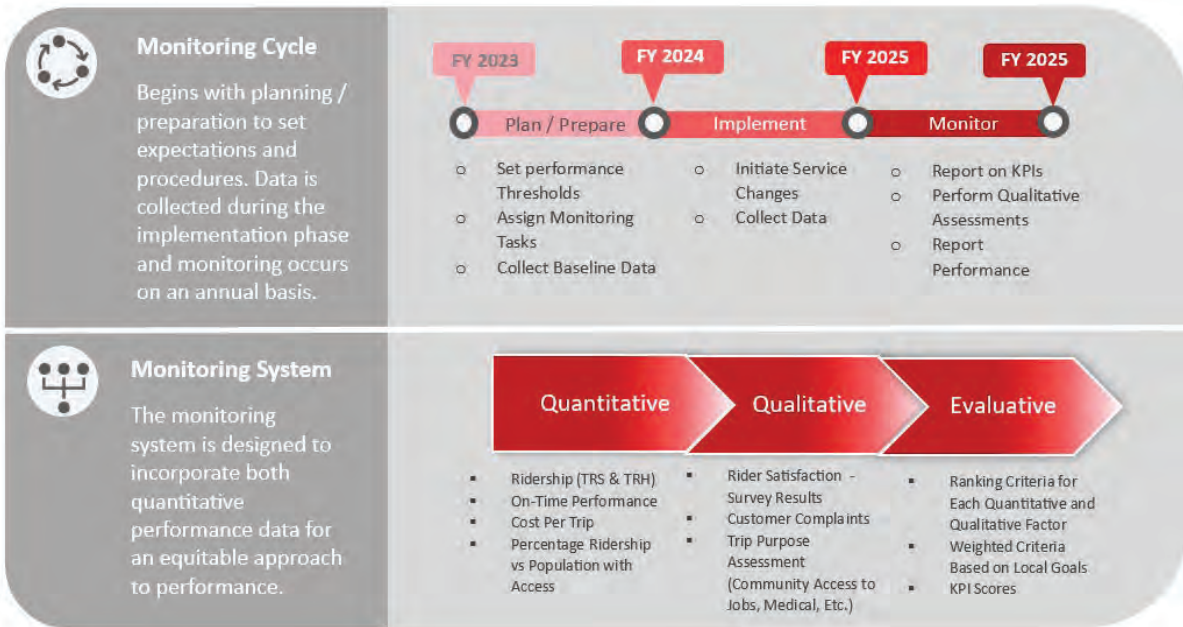
Notes: Grant funding estimates includes Federal formula funding and programmed State funding through current TIP horizon.



# Implementation Plan - Monitoring



- Performance Monitoring Process
  - Measurable
  - Efficient
  - Equitable



## Next Steps



- Address Comments
- Finalize Plan



# Questions?

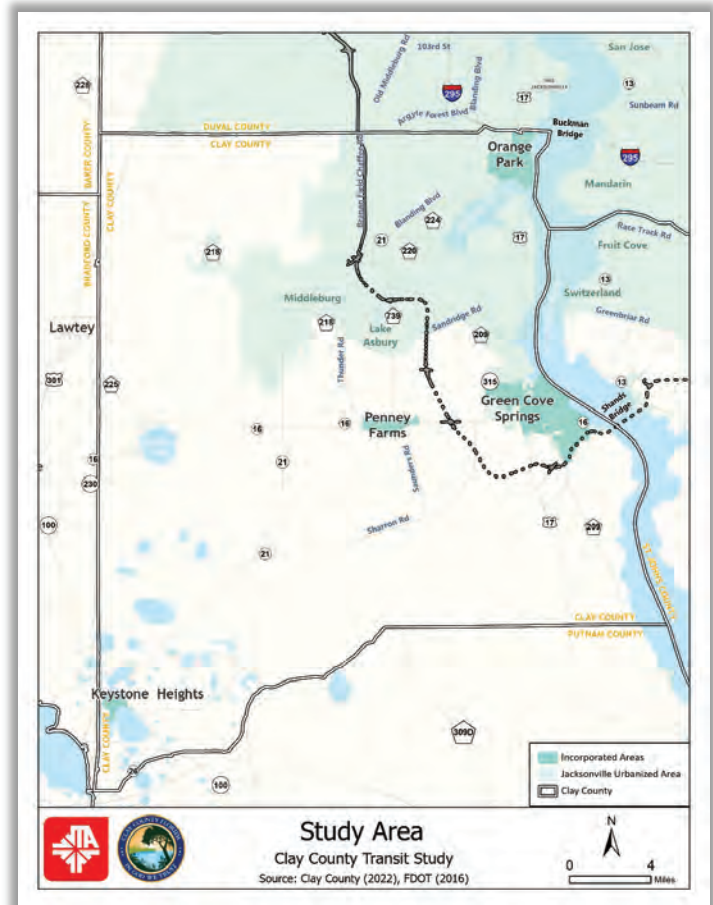




## JTA Clay County Transportation Study

### STUDY PURPOSE AND OUTCOMES

- Update the current Plan to address changing conditions and transit needs
- Incorporate community input
- Develop a systemwide vision
- Complete a Comprehensive Operational Analysis
- Develop a Recommended Service Framework
- Develop a short and mid-range action plan



The Jacksonville Transportation Authority (JTA) became the Community Transportation Coordinator for Clay County in 2019 and launched the Clay Community Transportation flex route service. Service currently consists of four bus routes throughout the County. JTA also provides express service from Clay County into Jacksonville, as well as paratransit services for eligible Transportation Disadvantaged community members.

# Study Recommendations

## Short-Range

Route Recommendations	Service Recommendations
Red Route: Remains the same	Increase service in high transit propensity areas, improves route transfer connections and service efficiency
Blue Route: Service begins/ends in Green Cove Springs	Service hours 6:30 AM – 6:30 PM
Green Route: Service ends in Green Cove Springs	Number of stops: 55
Magenta Route: Alignment remains the same	Annual Operating Cost: \$1,983,881

## Mid-Range

Route Recommendations	Service Recommendations
New Red Route B: Middleburg High School to Green Cove Springs	Two new Flex Routes
New Orange Route: Orange Park Circulator with two trips to NAS Jax	Service hours 5:30 AM – 7:30 PM
Existing Red Route: Stop service in Middleburg and Orange Park except for mall	Number of stops: 101
Existing Green: Service ends in Green Cove Springs	Annual Operating Cost: \$4,006,234
Existing Blue: Orange Park Mall stop	
Existing Magenta: On-Demand only	

## On Demand

Recommendations
<ul style="list-style-type: none"> <li>Combine Aging True and Transportation Disadvantaged Service</li> <li>Flex routes provide Sr. Center connections</li> <li>Develop new partner contracts</li> <li>Develop new service marketing campaign</li> <li>New passenger tracking system to improve privacy and efficiency</li> </ul>

## Implementation Timeline

### 2023 Q3:

- ▶ Consolidate AT / TD Services
- ▶ Launch Marketing / Public Education Campaign

### 2024 Q2:

- ▶ Purchase Fare Collection Equipment

### 2024 Q3:

- ▶ Purchase APCs
- ▶ Purchase 2 Buses

### 2023 Q4:

- ▶ Initiate TOD / Complete Streets
- ▶ Regional Hub Reclassification

### 2024 Q4:

- ▶ Short-Range Network Bus Stop Relocation / Installation
- ▶ Install APC and Fare Collection Equipment
- ▶ Launch Short-Range Network

### 2025 Q1:

- ▶ Conduct Bus Stop Improvement Plan (BSIP)

### 2025 Q3:

- ▶ Regional Hub Initiative: Orange Park FTA Compliant Site Selection Study
- ▶ Purchase 4 Buses

### 2025 Q4:

- ▶ Install BSIP Stop Infrastructure – 46 New Stops
- ▶ Install Black Creek Hub Upgrades – (Level 2)

### 2026 Q1:

- ▶ Launch Mid-Range Network

### 2027 Q1:

- ▶ Regional Hub Initiative: Orange Park Hub Procurement

### 2027 - 2028

- ▶ Continued Operations and Marketing



**Attachment**

**“D”**

**ZON-0123-00002**



# BOARD OF COUNTY COMMISSIONERS

ZON 0123-02  
Public Hearing  
March 28, 2023

## APPLICATION INFORMATION

Agent: Mark Scruby

Request: Zoning map amendment from (AR) Agricultural/Residential to (PS-3) Private Services

Location: Located south of C.R. 220 and west of Claude Rd.

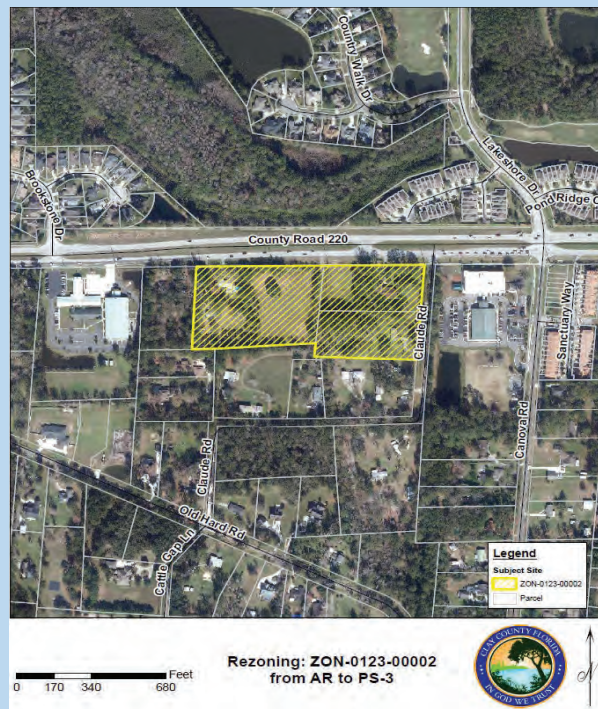
Planning Dist. Fleming Island

Comm. Dist. 1 Commissioner Cella

PC Hearing March 7, 2023



# AERIAL



## BACKGROUND

Three separate parcel totaling 9.56 acres. Each parcel is developed with a single family dwelling.

Approx. 1,041 feet of frontage on C.R.220 and 478 feet of frontage on Claude Rd.

Future land use is Rural Fringe. The requested PS-3 zoning is permissible in the RF land use.

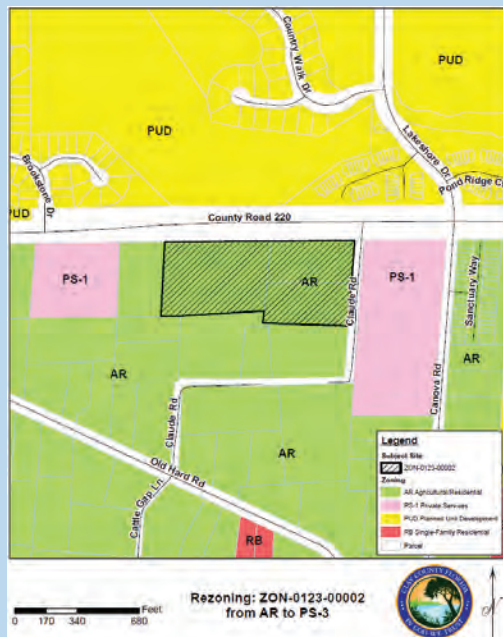
County Land Development Code provides the intensity of development for the specific uses allowed in the PS-3 zoning district, based on the road functional classification.

CR 220 is classified as Minor Arterial. Development of the site will be limited to the intensity of development allowed on a Minor Arterial set forth in the PS-3 zoning district..

PS-3 development standards set a max. density at an F.A.R of 40% , with the exception of hospital use which would not exceed max. F.A.R of 80%

The stated intent of the requested rezoning is to facilitate development of a stand alone emergency room with a medical office building.

## ZONING



Surrounding properties to the south and west are zoned AR and are developed with single family residential uses.

East, across Claude Rd., is the location of the St. Johns Classical Academy (zoned PS-1).

## FINDINGS and RECOMMENDATION

The applicant is requesting a change in zoning from AR to PS-3 for 3 parcels totaling 9.56 acres.

The requested PS-3 zoning is consistent with RF future land use.

Staff has reviewed the application and determined that the request is compatible with the surrounding area.

The Fleming Island CAC reviewed the application of February 15<sup>th</sup> and voted 4-1 to recommend approval

Planning Commission voted 5-2 to recommend denial.

Staff recommends approval of ZON-0123-02 to amend zoning map for 9.56 acres from AR to PS-3.

# QUESTIONS

**Attachment**  
**“E”**  
**CPA-2022-23**



# BOARD OF COUNTY COMMISSIONERS

CPA 22-23  
Public Hearing  
March 28, 2023

## APPLICATION INFORMATION

Applicant:	Christopher & Sara Bowron
Request:	Small Scale Land Use Map Amendment from (RR) Rural Residential to (COM) Commercial
Location:	3910 Main Street, Middleburg
Planning Dist.	Middleburg/Clay Hill
Comm. Dist. 4	Commissioner Condon
PC Hearing	March 7, 2023



## BACKGROUND

Application for a small scale land use change of 0.86 acres from Rural Residential to Commercial

The parcel is situated on the north side of Main Street between Palmetto St. and Butler Ave.

The parcel is vacant with approximately 100 ft. of frontage on Main Street.

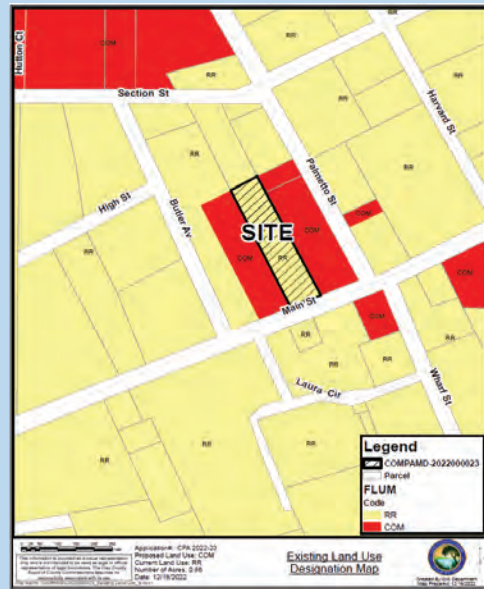
The subject parcel sits between parcels to the west and east that are designated Commercial on the FLUM.

# MAPS

## Aerial



## Existing Land Use



## LAND USE COMPARISON

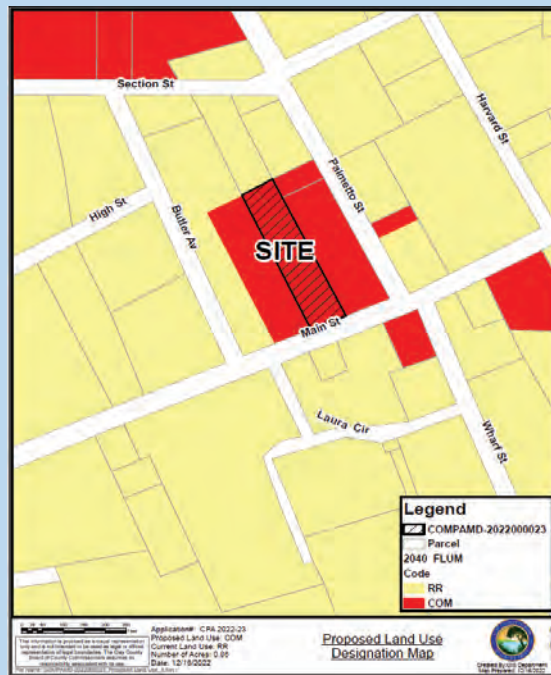
Existing: Rural Fringe

Max Density = 1 du

Proposed: Commercial

FAR .40 on 0.86 ac = 14,984 sf

# PROPOSED LAND USE



## FINDINGS and RECOMMENDATION

The applicant is requesting a land use change from Rural Residential to Commercial for 0.86 acres.

FLU Policy 1.4.8 states small scale amendments to designate additional commercial land use on the FLUM shall be further limited to those meeting the Infill and/or the Unified Plan criteria following:

Infill: The parcel is located between parcels with an existing designation of commercial, institutional and/or industrial land use which (1) are located on the same side of the roadway serving the parcel, and (2) are no more than 500 feet apart as measured at the road right of way.

The change to the proposed Commercial land use qualifies as “In Fill” development as defined in FLU Policy 1.4.8. There will be no additional impact to natural resources from this land use change. This land use change will discourage the proliferation of urban sprawl.

## FINDINGS and RECOMMENDATIONS

The proposed amendment is consistent with the goals, objectives and policies of the adopted Comprehensive Plan.

Staff has reviewed the application and determined that the request is compatible with the surrounding area.

The Middleburg-Clay Hill CAC voted 8-0 to recommend approval of the requested land use change.

Planning Commission voted 4-3 to recommend denial.

Staff recommends approval of Comprehensive Plan Amendment 2022-23, to amend the 2040 Future Land Use Map for the subject 0.86 acres from Rural Residential to Commercial.

# QUESTIONS

**Attachment**

**“F”**

**CPA-2022-19**

**PUD-2022-11**



Small Scale Comprehensive Plan Future Land Use Map  
Amendment

CPA-2022-19

Rezoning Application

PUD-2022-11

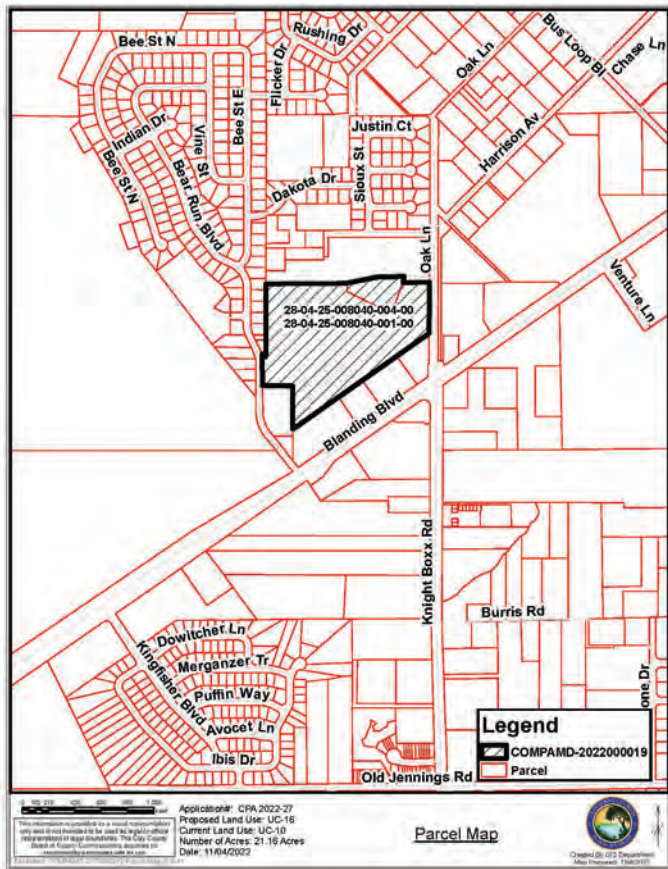
Board of County Commissioners meeting  
March 28, 2023

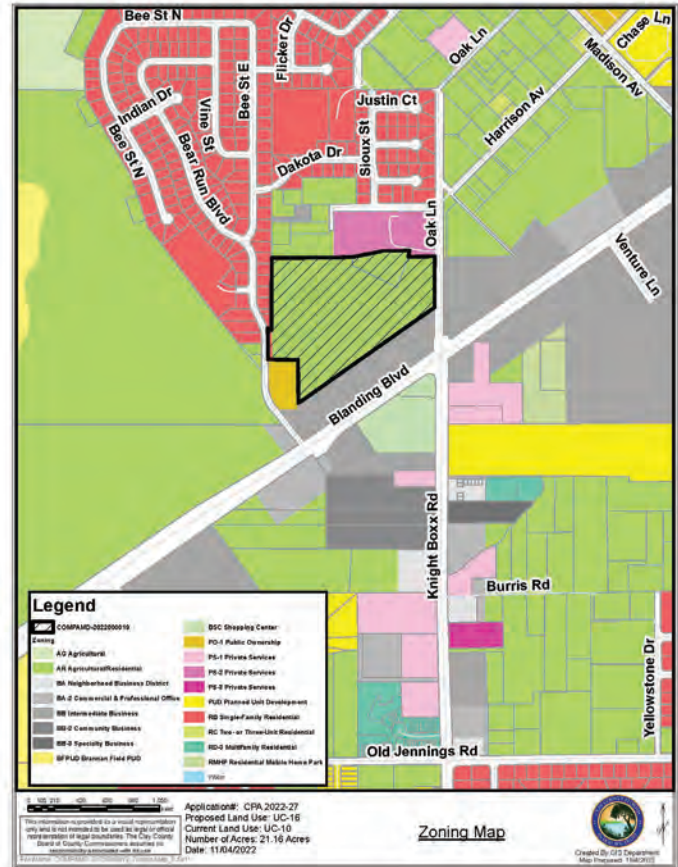


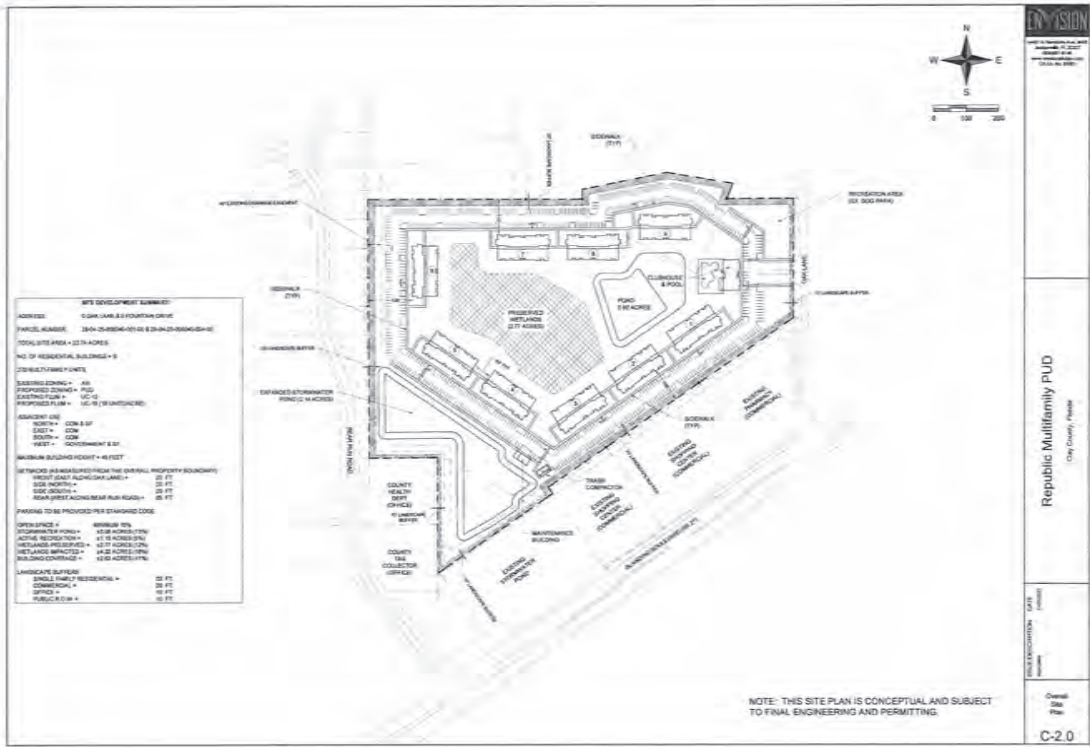
## Application Information

Applicant: Kimley-Horn and Associates  
Location: West side of Oak Lane and north of Blanding Blvd.  
Planning District: Doctors Lake/Ridgewood  
Commission District: 2 Commissioner Compere  
Parcels: Two parcels totaling 23.74 acres

- CPA-2022-19 would change the Future Land Use (FLU) designation from UC-10 to UC-16.
- PUD-2022-11 would change the zoning from AR to PUD.







**KEY DEVELOPMENT SUMMARY:**

ADDRESS: 604 JAMES FOURTH DRIVE  
 PARCEL NUMBER: 204-00-000-0010 & 0011 (2 PARCELS)  
 TOTAL SITE AREA: 2.21 ACRES  
 NO. OF RESIDENTIAL BUILDINGS: 8  
 20 MULTIFAMILY UNITS  
 EXISTING ZONING: AB  
 PROPOSED ZONING: PUD  
 EXISTING PLAN: VC-10  
 PROPOSED PLAN: VC-10 (UNIMPROVED)

**ADJACENT USE:**  
 NORTH: CON & SF  
 EAST: CON  
 SOUTH: CON  
 WEST: HOUSING & SF

**SETBACKS AS MEASURED FROM THE CORNER PROPERTY BOUNDARY:**  
 FRONT YARD ALONG OAK LAKE: 25 FT  
 SIDE YARD: 10 FT  
 REAR YARD: 10 FT  
 REAR STREET ALONG BEAR RUN ROAD: 25 FT

**PARKING TO BE PROVIDED PER STANDARD CODE:**

OFFICE SPACE	MINIMUM 5%
COMMERCIAL/INDUSTRIAL	10% PER 100 SQ FT
RETAIL	10% PER 100 SQ FT
RETAIL (RESTAURANT)	15% PER 100 SQ FT
RETAIL (DRUG STORE)	15% PER 100 SQ FT
RETAIL (GROCERY)	15% PER 100 SQ FT
RETAIL (OTHER)	15% PER 100 SQ FT
RETAIL (TOTAL)	15% PER 100 SQ FT
RETAIL (TOTAL)	15% PER 100 SQ FT

**LANDSCAPE BUFFER:**

FRONT YARD	25 FT
REAR YARD	25 FT
SIDE YARD	10 FT
REAR STREET	25 FT

**CRAYVISION**  
 10000 N. 10th Ave, Suite 100  
 Denver, CO 80231  
 (303) 751-1000  
 www.crayvision.com

**Republic Multifamily PUD**  
 City Council, Phase

DATE: 10/15/2024  
 TIME: 10:00 AM  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]

**C-2.0**

## Future Land Use Comparison

Urban Core-10 (UC-10)	Urban Core-16 (UC-16)
<u>Density:</u>	<u>Density:</u>
Up to 10 units per acre	Up to 16 units per acre Where adjacent to single-family residential, the UC-16 project must provide a 6 foot wall or stockade fence.
<u>Density Bonus:</u>	<u>Density Bonus:</u>
Up to 15 units per acre allowed for an infill project that meets the criteria for a Traditional Neighborhood Development.  Up to 16 units per acre allowed for provision of housing for the elderly or handicapped or for housing for very low-, low-income and moderate-income households.	Up to 20 units allowed for provision of housing for the elderly or handicapped or for housing for very low-, low-income and moderate-income households.
<u>Uses Allowed:</u>	<u>Uses Allowed:</u>
Single-Family (detached), cluster and zero-lot-line dwellings, Townhomes and Multi-Family residential	(Same as UC-10)

## Prior Actions

### CPA-2022-19

On March 7, 2023, the Planning Commission voted 6-2 to recommend denial of this item.

### PUD-2022-11

On March 7, 2023, the Planning Commission voted 6-2 to recommend denial of this item.

## Recommendations

### CPA-2022-19

Staff finds that the criteria for the Comprehensive Plan Amendment have been met and recommends approval of CPA-2022-19.

### PUD-2022-11

Staff finds that the criteria for the Rezoning have been met and recommends approval of PUD-2022-11.



**Attachment**

**“G”**

**Applicant’s Presentation**

**CPA-2022-19**

**PUD-2022-11**

# Republic Multi-Family

CPA 2022-19 &  
PUD 2022-11

# Project Overview

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Address: 0 Oak Ln & 0 Fountain Dr

Total Site Area: 23.74 acres

Existing Zoning: AR

Proposed Zoning: PUD

Existing Land Use: UC-10

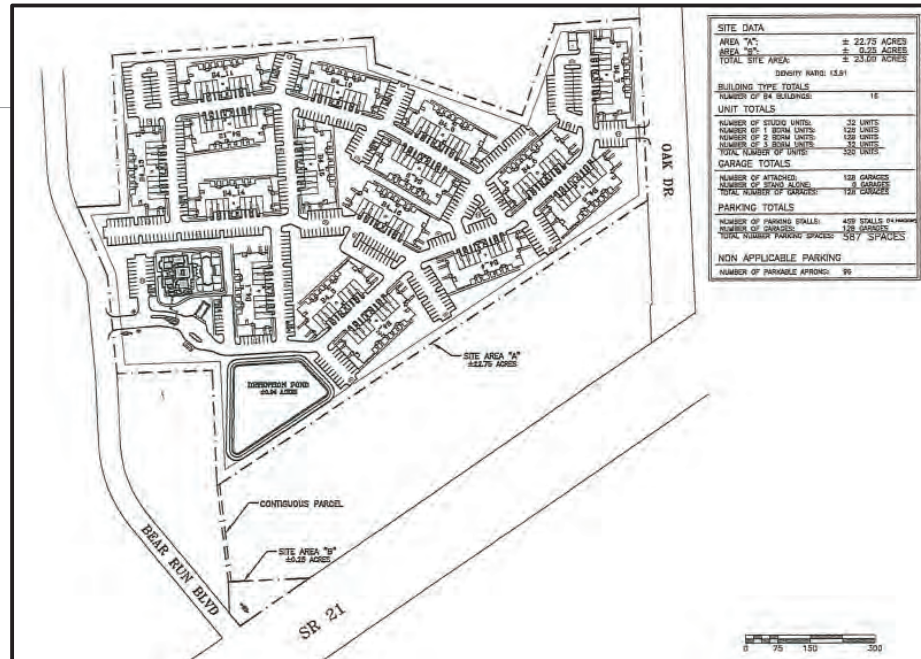
Proposed Land Use: UC-16

Proposed: 270 Units



# 2005 Site Plan

- 320 Units
- 22 Acres
- Density: 14.5 Units/Acre
- Connected to Bear Run Blvd
- 0 Acres Preserved Wetlands



### Residential Land Uses

Land Use	Density Allowed***						
	Base Maximum Density	Potential Maximum Density					
		With Points & Clustering	With Points	Has Central Water & Sewer Only	With Points and Central Water & Sewer	Infill Meeting TND Criteria	Low & Moderate Income or Elderly or Handicapped Housing
Agriculture (gross ac)	1 du/20 acres	-	-	-	-	-	-
Agriculture/ Residential (gross ac)	1 du/10 acres	1 du/5 acres	-	-	-	-	-
Rural Residential (net ac)	1 du/5 acres	1 du/acre	-	-	-	-	-
Rural Reserve (gross ac)	1.5 du/acre	-	-	-	-	-	-
Rural Fringe (net ac)	1 du/acre	-	2 du/acre	-	3 du/acre	-	7 du/acre
Urban Fringe (net ac)	2 du/acre	-	-	4 du/acre	-	10 du/acre	14 du/acre
Urban Core (10) (net ac)	2 du/acre	-	-	6 du/acre	10 du/acre	15 du/acre	16 du/acre
Urban Core (16) (net ac)	16	-	-	-	-	-	20 du/acre
Commercial	N/A	-	-	1 du/1000 sq ft	-	-	-
Mixed Use (net ac)	16 du/acre**	-	-	-	-	-	20 du/acre
Conservation	1 du/100	-	-	-	-	-	-

# Density

PROPOSED:

- 12.87 UNITS/ACRE (WITHOUT 2.77 ACRES OF WETLANDS)

# Comprehensive Plan

---

## **Future Land Use Element Goal 1:**

To effectively manage growth and development by designating areas for anticipated future development which satisfy market demand in a cost-efficient and environmentally acceptable matter.

## **Future Land Use Element Objective 1.1**

The County shall protect its natural resources and agricultural lands by encouraging new development to locate as "in-fill development" in existing urbanized areas.

## **Future Land Use Element Objective 1.5**

The County shall discourage urban sprawl by directing urban growth to the Urban Service Area (USA) where public facilities and services are available or are anticipated to be available within the horizon of this Plan.

## **Future Land Use Element Policy 1.5.4**

Future urban intensity development requiring access to public facilities shall be located within or near areas where public facilities and services are available. New residential developments at gross densities less than three units per acre shall be discouraged in the Urban Service Area except for those areas designated Rural Fringe wherein a minimum density of one unit per net acre is allowed.

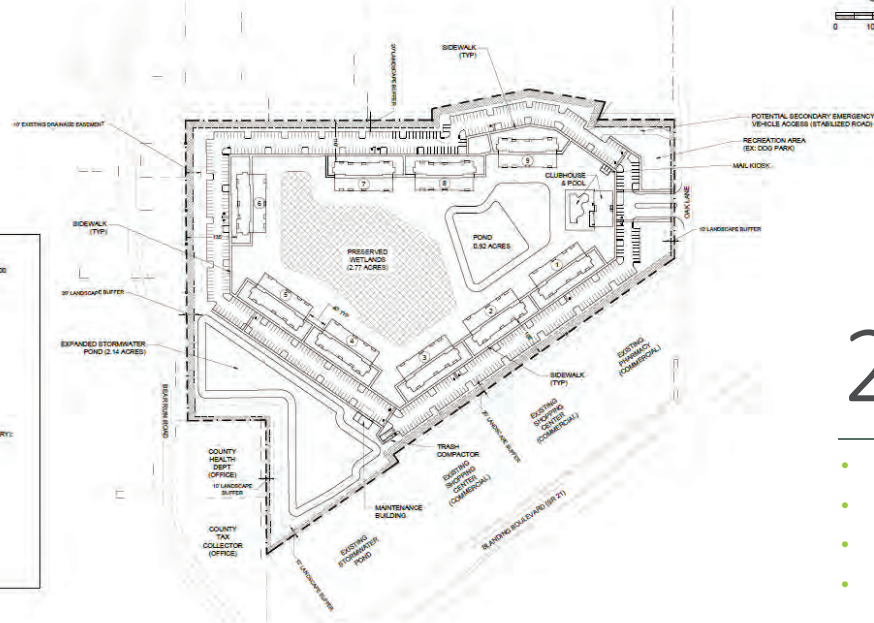
## **Future Land Use Element Policy 1.6.1**

Clay County shall encourage Urban Infill and/or Redevelopment.

## **Housing Element Policy 1.1.1**

The County shall provide incentives for "in-fill" developments in existing urbanized areas in order to discourage unwarranted urban sprawl.





**SITE DEVELOPMENT SUMMARY:**

ADDRESS: 2 OAK LANE & 2 FOURKAY DRIVE  
 PARCEL NUMBER: 20-04-20-00845-001-00 & 20-04-20-00845-004-00  
 TOTAL SITE AREA - 23.74 ACRES  
 NO. OF RESIDENTIAL BUILDINGS - 9  
 270 MULTI-FAMILY UNITS  
 EXISTING ZONING - R2  
 PROPOSED ZONING - PUD  
 EXISTING PLUM - UD-10  
 PROPOSED PLUM - UD-18 (15 UNITS/ACRE)  
 ADJACENT USE:  
 NORTH - COM & SF  
 EAST - COM  
 SOUTH - COM  
 WEST - GOVERNMENT & SF  
 MAXIMUM BUILDING HEIGHT - 45 FEET

SETBACKS (AS MEASURED FROM THE OVERALL PROPERTY BOUNDARY):  
 FRONT (EAST ALONG OAK LANE) - 25 FT  
 SIDE (NORTH) - 25 FT  
 SIDE (SOUTH) - 25 FT  
 REAR (WEST ALONG BEAR RUN ROAD) - 25 FT

PARKING TO BE PROVIDED PER STANDARD CODE

OPEN SPACE	MINIMUM 10%
STORMWATER POND	45.00 ACRES (13%)
ACTIVE RECREATION	41.33 ACRES (9%)
WETLANDS PRESERVED	42.77 ACRES (10%)
WETLANDS IMPACTED	44.33 ACRES (10%)
BUILDING COVERAGE	42.67 ACRES (11%)

LANDSCAPE BUFFERS:  
 SINGLE FAMILY RESIDENTIAL - 20 FT  
 COMMERCIAL - 25 FT  
 OFFICE - 10 FT  
 PUBLIC U.O.B. - 10 FT

# 2022

- 270 UNITS
- 23.74 ACRES
- CONNECT TO OAK LANE
- 2.77 ACRES PRESERVED WETLANDS



REPUBLIC MULTI-FAMILY  
 PROPOSED SURROUNDING LAND USE MAP

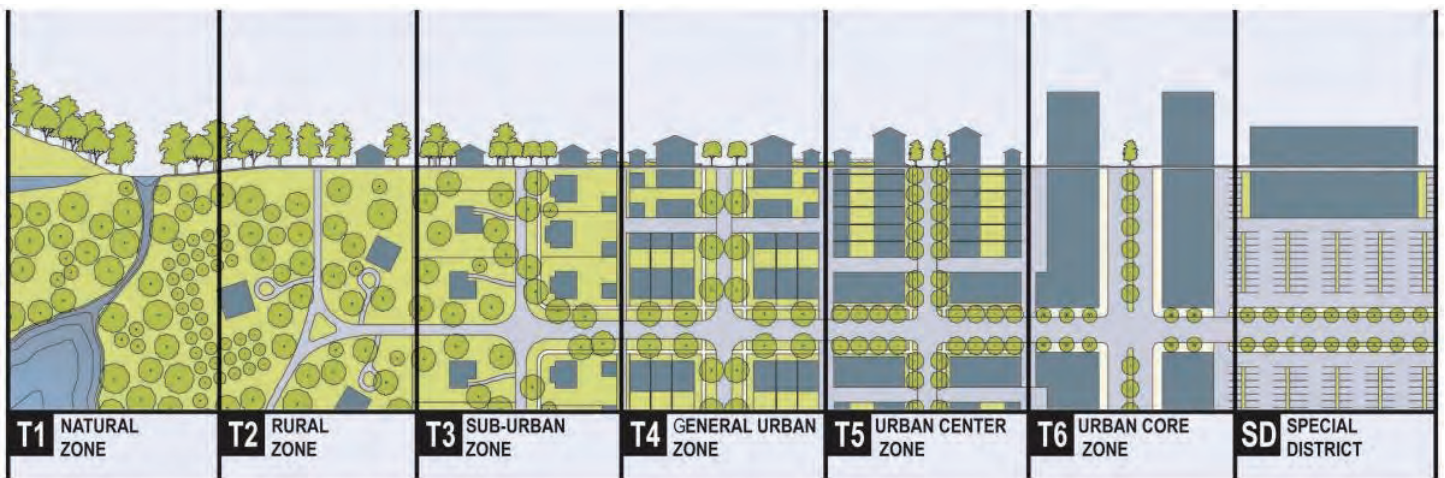


**Kimley»Horn**  
 Expect More. Experience Better.

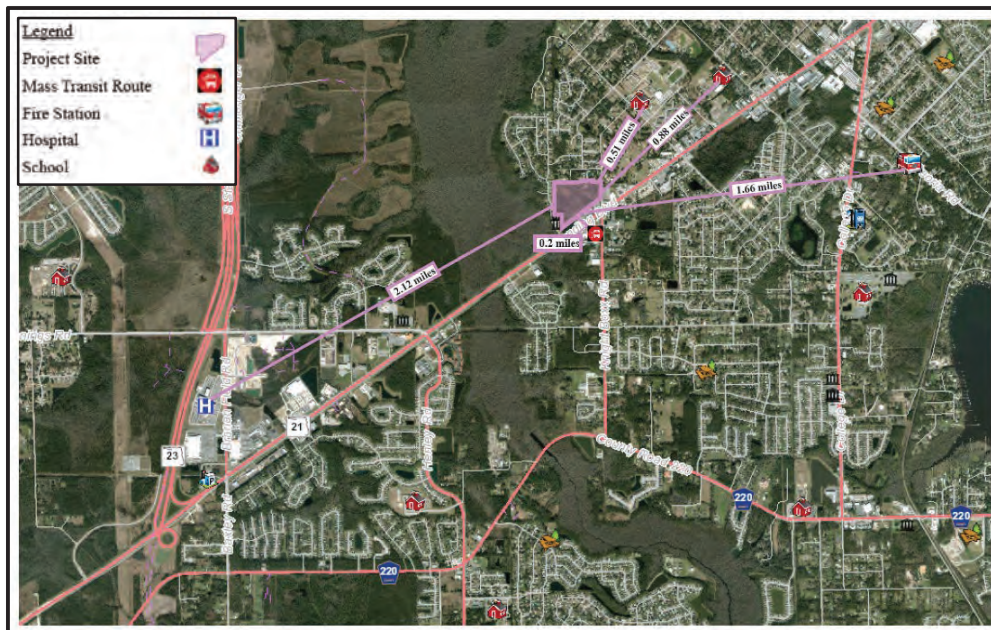


# Infill Transitional Use

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Source: Congress for the New Urbanism (CNU)



# Proximity to Public Services

Hospital: 2.12 mi

Transit Stop: 0.2 mi

Public School: 0.51 mi; 0.88 mi

Fire Station: 1.66 mi

*Although the 2040 Comprehensive Plan points system is not applicable to UC-16, it is important to note this project qualifies for **130 points**.*

# Clay County Housing Structures

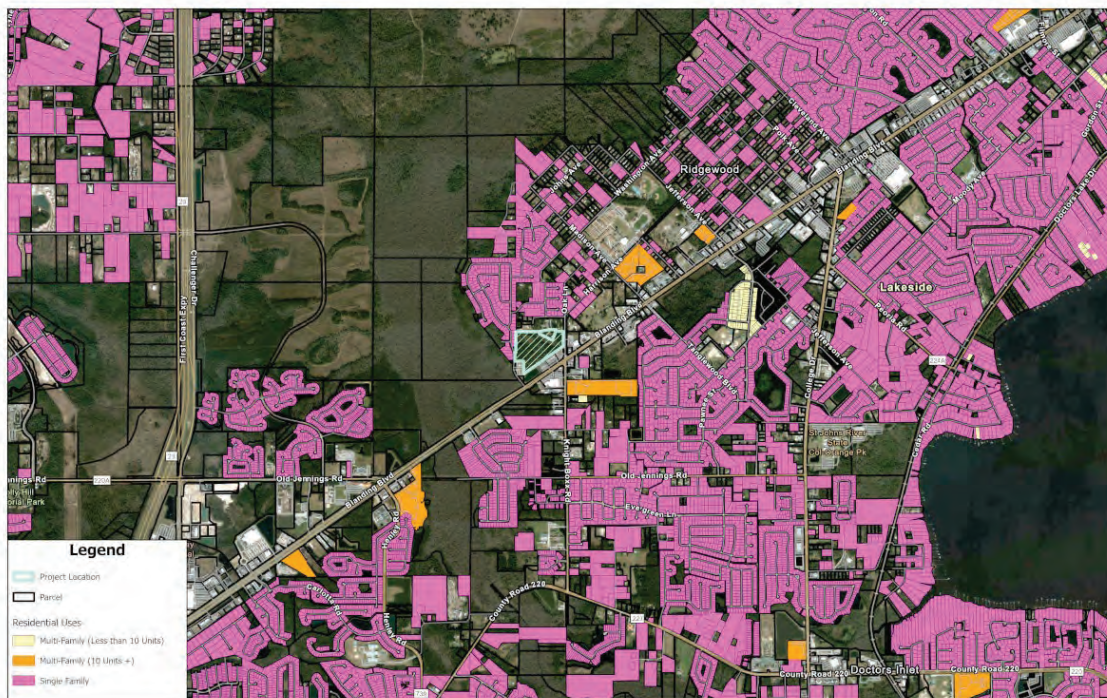
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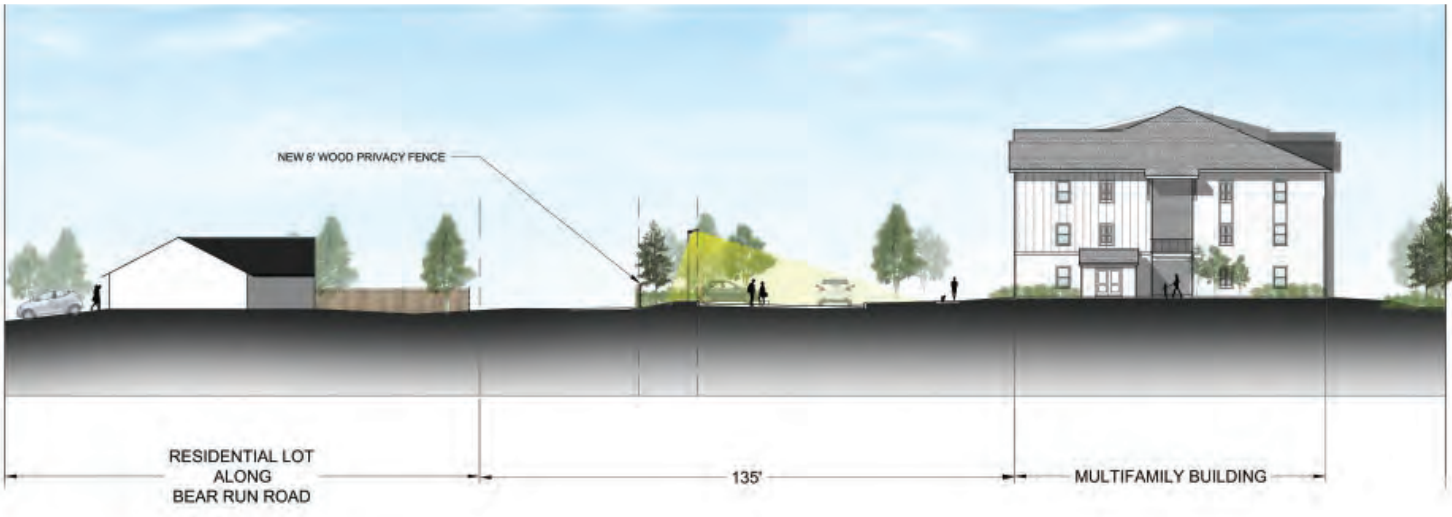
Type of Structure	% of Housing Stock
1-unit Structures	77.0%
2-or-more-unit Structures	11.4%
Mobile homes and all other types of units	11.6%
<b>Total</b>	<b>100%</b>

Source: United States Census American Community Survey (ACS) (2021)



# Existing Multi-Family Development





THIS DEPICTION IS CONCEPTUAL AND SUBJECT TO FINAL STATE AND LOCAL PERMITTING AND APPROVAL.

# Clay County School Concurrency

“The attached document certifies that sufficient capacity exists for the impacted school facilities through Primary and Contiguous School Concurrency Service Areas to support the timely completion of the above project”



Department of Economic  
and Development Services

Address: PO Box 1366  
Green Cove Springs, FL  
32043

Phone: 904-541-3814  
Fax: 904-278-3639

**County Manager**  
Howard Wanamaker

**Commissioners:**

Mike Cella  
District 1

Wayne Bolla  
District 2

Jim Renninger  
District 3

Betsy Condon  
District 4

Kristen Burke, DC  
District 5

[www.claycountygov.com](http://www.claycountygov.com)



November 17, 2022

YL21 LLC & William Larry Carter,  
as represented by  
Blair Knighting, Kimley-Horn and Associates, Inc.  
12740 Gran Bay Parkway W, Suite 235D  
Jacksonville, FL 32258

Re: Republic Multifamily PUD, CONAGREEMENT-2022000017

Dear Ms. Knighting,

The attached document certifies that sufficient capacity exists for the impacted school facilities through Primary and Contiguous School Concurrency Service Areas to support the timely completion of the above project. The applicant is responsible for meeting all deadlines for the School Concurrency Reservation Certificate (SCRC) as noted on the certificate and for keeping the certificate current.

The SCRC issued is based on the information provided in the application package. A final development order will not be issued if the development for which a final development order is sought is not consistent with the description of development (including plans) on which the SCRC was issued.

**A new SCRC will be required in order to proceed with any portion of the project that has not commenced construction within the time frame limits.**

**Reservation terms will expire 5/17/2023 if a building permit has not been issued or, if a building permit has been issued, 5/17/2025 if a Certificate of Occupancy has not been issued.**

If you should have any questions, please do not hesitate to contact me.

Sincerely,

  
Maria Haney, CFM, FPDM  
Special Projects Coordinator

# Clay County School Concurrency

## Capacity Reserved:

- Ridgeview Elementary School
- Orange Park Junior High
- Orange Park HS (Contiguous School Concurrency Service Area (CSCSA))



SCRL Date 11/17/2022

### SCHOOL BOARD CONCURRENCY RESERVATION LETTER (SCRL)

**Project Name:** Republic Multi-Family PUD (270 mf)  
**Property Address:** Parcel: 28-04-25-008040-001-00, 28-04-25-008040-004-00  
**Owner/Developer:** YL21, LLC and William Larry Carter  
 Kimley-Horn and Assoc., 12740 Gran Bay Parkway W., Ste 2350, Jax, FL 32258

Clay County CRC number: **SCRC # 2022000017**

Dwelling Type	Dwelling units	Impact Fee	Impact Fee extended	Student Generation Rate: Ed Fac Plan 2022-2027		
Single Family		\$7,034		0.256	0.081	0.158
Multi Family	270	\$3,236	\$873,720	0.105	0.021	0.063

#### SCHOOL CONCURRENCY SERVICE AREAS (SCSA) ANALYSIS

School	School Capacity (FISH)	LOS Capacity (110%)	Students Enrolled (Aug 22)	Reserved plus contiguous service area	Available Capacity	Project's Impact	Seats to Mitigate	Bus required
Ridgeview ES	565	622	586	0	Y	29	0	Y
Orange Park JH	1059	1165	741	29	Y	6	0	Y
Ridgeview HS	2262	2488	1829	682	N	17	17	Y

#### CONTIGUOUS SCHOOL CONCURRENCY SERVICE AREA (CSCSA)

School	School Capacity (FISH)	LOS Capacity (110%)	Students Enrolled (Aug 22)	Reserved plus contiguous service area	Available Capacity	Project's Impact	Seats to Mitigate	Bus required
Orange Park HS	2344	2578	1817	152	Y	17	17	Y

\*School Capacity is based on the School Concurrency Service Area (SCSA) or one or more Contiguous Concurrency Service Areas (CSCSA). No capacity is available at the SCSA High School. Capacity is available at the CSCSA High School. Capacity figures from the table above will be reflected in subsequent updates to each school Development Review Table. Seat reservations for multi-family uses and the SCRC will expire in six (6) months if a building permit has not been issued and in thirty (30) months if a certificate of occupancy has not been issued. It is the responsibility of the Owner/Developer to provide CCDS the required building permit/COA prior to expiration.

Lance Addison  
 Coordinator, Planning and Intergovernmental Relations  
 Facility Planning and Construction  
 Clay County District Schools  
 Ph: (904) 336-6852 e-mail: lance.addison@myoneclay.net

# Traffic

1. "FDOT does not anticipate any significant adverse impacts to SR-21 (Blanding Blvd)."
2. FDOT has been coordinating with Clay County Engineering on Oak Lane intersection improvements.
3. Developer will be paying \$291,060 in Mobility Fees to Clay County.
4. As specified in the Mobility Fee Ordinance, this mobility fee is collected to fund the construction of necessary road improvements attributable to growth.



November 16, 2022

Kellie Henry  
 Economic and Development Services Coordinator  
 Clay County Board of County Commissioners  
 477 Houston Street, P.O. Box 1366  
 Green Cove Springs, FL 32043

**RE: Republic Multifamily**

**Introduction**  
 Republic Multifamily is a proposed multi-family residential development with a total of 270 apartments units. The subject property is located on the north side of Blanding Boulevard (SR-21), between Bear Run Road and Oak Lane.

**Accessibility**  
 Access to the site is proposed via Oak Lane. There is no direct access to a State facility.

**Bicycle and Pedestrian Facilities**  
 There is a sidewalk on Oak Lane and Blanding Boulevard in the vicinity of the project area.

**Programmed Improvements**  
 There are no FDOT programmed capacity projects in the vicinity of the project area.

**Trip Generation**  
 Table 1 shows the trip generation based on the plan of development using ITE's *Trip Generation Manual, 11<sup>th</sup> Edition*.

Land Use	ITE Code	Size	Units	Daily Trips	AM Peak Trips	PM Peak Trips
Multifamily Housing (Mid-Rise)	221	270	Dwelling Units	1,241	107	106

**Roadway Capacity**  
 Table 2 shows the maximum level of service and peak hour volume for SR-21 according to FDOT's *Florida State Highway System Level of Service Report*, dated July 2022.

County	Road	Segment ID	Segment	FDOT LOS Standard	Maximum Service Volume	2011 Peak Hour Volume	2011 Peak LOS	2017 Peak Hour Volume	2017 Peak LOS
Clay	SR-21	2279	Henny Rd to College Dr	D	5,390	4,098	C	4,374	C

The segment mentioned in Table 2 will have sufficient capacity to accommodate the trips generated from the development at the target Level of Service (LOS) standard. FDOT does not anticipate any significant adverse impacts in SR-21.

If you have any questions, please do not hesitate to contact me by email:  
 brian.austin@dot.state.fl.us or call: (904) 360-5664.

Sincerely,

*Brian Austin*

Brian Austin  
 Transportation Planner  
 FDOT District Two



## County Benefits



School Impact Fee: \$873,720

- Based on multi-family units of \$3,236/unit

Mobility Fee: \$291,060

**Total Project Mitigation: \$1,164,780**

County Pipe Replacement: \$40,000 - \$50,000

**Total County Benefit: \$1,204,780 – 1,214,780**

Questions?





# Community Meetings

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**Attachment  
“H”  
PowerPoint  
from  
Public Comment**



# BEAR HILL

A MULTI FAMILY COMPLEX

WITH BLESSINGS FROM BEAR RUN COMMUNITY



# AGENDA

MISSION STATEMENT

BEAR RUN COMMUNITY  
PROCLAMATION

PRIMARY GOALS

RESOLUTION

TIMELINE

SUMMARY

MEET OUR TEAM

## BEAR RUN COMMUNITY PLANNED DEVELOPMENT PARTICIPATION MISSION STATEMENT

THE RESIDENTS OF BEAR RUN  
COMMUNITY RECOGNIZE THE 2040  
COMPREHENSIVE PLAN TO INCLUDE  
“INFILL” DEVELOPMENT. OUR STAND IS  
TO ACCEPT A CLASSIFICATION OF PUD  
UC-10 WITH FULL CONSIDERATION OF  
OUR INPUTS. WE WOULD LIKE THIS TO  
BE AN ACCLAIMED LANDMARK MODEL  
DESIGN WITH ESTHETICALLY PLEASING  
ATTRIBUTES. PRESENTING ITSELF AS  
THAT PLACE ON THE HILL WHERE  
EVERYONE WANTS TO LIVE.

**BEAR HILL**  
A MULTI FAMILY COMPLEX





## BEAR RUN COMMUNITY PROCLAMATION

**WE WILL NOT CONCEDE TO APPLICANTS REZONING REQUEST FOR THE UNIT  
CODE UC 16**

**WE WILL NOT CONCEDE TO THE APPLICANTS PUD REZONING APPLICATION  
WRITTEN DESCRIPTION EXHIBIT B ARTICLE V B2(a).**

**UNDER NO CIRCUMSTANCES WILL THIS DEVELOPMENT BE AUTHORIZED TO  
CONNECT TO BEAR RUN BOULEVARD NOW OR IN THE FUTURE**





## PRIMARY GOALS

**NEW WEST SIDE EASEMENT CHANGE  
EXISTING NATURAL VEGETATION / OAK  
TREES**

**WILD LIFE PROTECTION**

**BEAR RUN BOULEVARD DRAIN PIPE**

**ROADS – PARKING - LIGHTING**

**FENCE - MAINTENANCE BUILDING**

**TRASH COMPACTOR**

**CLUBHOUSE POOL**

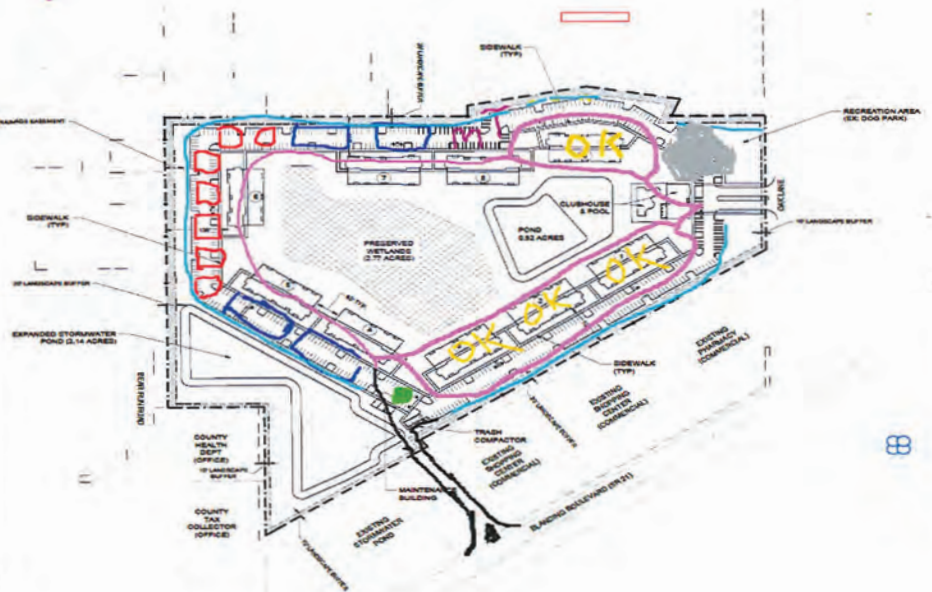
**STRUCTURES**

- 35 FT APARTMENT BUILDINGS
- 2 STORY TOWNHOUSES
- 1 STORY PATIO HOMES
- ESTHETIC NEW MAIN DRIVEWAY
- OAK LANE SECONDARY EGRESS

YELLOW = APARTMENTS  
 BLUE = TOWNHOMES  
 RED = 1 STORY PATIO HOME/DUPLEX  
 M = MAINTENANCE BLDG  
 T = TRASH COMPACTOR  
 PINK = ROADS/PARKING  
 LT BLUE = FENCING  
 GREEN = CHANNELIZED ISLAND  
 BLACK = DRIVEWAY  
 GRAY = POOL/CLUBHOUSE

**SITE DEVELOPMENT SUMMARY:**

ADDRESS: 0 OAK LAKE & 0 FOUNTAIN DRIVE  
 PARCEL NUMBER: 28-04-02-00840-001-00 & 28-04-02-00840-004-00  
 TOTAL SITE AREA = 23.74 ACRES  
 NO. OF RESIDENTIAL BUILDINGS = 9  
 70 MULTIFAMILY UNITS  
 ZONING ZONING = AP  
 PROPOSED DENSITY = PUD  
 ZONING PLUM = UC-18  
 PROPOSED PLUM = UC-18 (14 UNITS/ACRE)  
 ADJACENT USE:  
 NORTH = GDM & SF  
 EAST = GDM  
 SOUTH = GDM  
 WEST = GOVERNMENT & SF  
 MAXIMUM BUILDING HEIGHT = 40 FEET  
 SETBACKS (AS MEASURED FROM THE OVERALL PROPERTY BOUNDARY):  
 FRONT (EAST ALONG OAK LAKE) = 30 FT  
 SIDE (NORTH) = 30 FT  
 SIDE (SOUTH) = 30 FT  
 REAR (WEST ALONG BEAR RUN ROAD) = 30 FT  
 PARKING TO BE PROVIDED PER STANDARD CODE  
 OPEN SPACE:  
 TOTAL OPEN SPACE = 43.00 ACRES (17%)  
 ACTIVE RECREATION = 41.14 ACRES (17%)  
 WETLANDS PRESERVED = 43.77 ACRES (17%)  
 WETLANDS IMPACTED = 44.32 ACRES (17%)  
 WILSONS COURSEWAY = 45.43 ACRES (17%)  
 LANDSCAPE BUFFERS:  
 SINGLE FAMILY RESIDENTIAL = 30 FT  
 COMMERCIAL = 30 FT  
 OFFICE = 15 FT  
 PUBLIC R.O.W. = 15 FT



NOTE: THIS SITE PLAN IS CONCEPTUAL.



**NEW WESTSIDE EASEMENT  
SPECIFICATIONS**

**40 FEET WESTSIDE DRAINAGE EASEMENT**

40 FEET WESTSIDE NO REMOVAL OF EXISTING VEGETATION WITH THE EXCEPTION TO THIN OUT ANY ARBORIST CERTIFIED UNHEALTHY HARD WOODS OR PINE TREES OVER 35 FEET THAT WOULD POSE A HAZARD DUE TO THE BY PRODUCTS OF LAND DEVELOPMENT

TRIM BACK TREES AND QUALIFIED UNDERGROWTH ACCORDING TO FLORIDA DIVISION OF FORESTRY BEST PRACTICES FOR PROPER MAINTENANCE OF WOODLANDS

20 FEET WESTSIDE BACKYARD REQUIREMENTS UP TO BACK FOUNDATIONS FOR PATIO HOMES

### **NATURAL VEGETATION OAK TREES**

- ❑ NORTHSIDE FROM WEST TO EAST UP TO OAK LANE – LEAVE EXISTING OAK TREES IN AREA OF SET BACK ACCORDING TO FLORIDA DIVISION OF FORESTRY BEST PRACTICES
- ❑ SOUTHWEST SIDE – WITH IN THE SETBACK EASEMENT LEAVE EXISTING TREES BEHIND 2 STORY TOWNHOMES WITH EXCEPTION TO THE AFORE MENTIONED BEST PRACTICES

### **BEAR RUN BOULEVARD DRAIN PIPE**

- ❑ REPLACE DRAIN PIPE WITH 24" CULVERT
- ❑ EASTSIDE OF PIPE OPENING TO INCLUDE CONCRETE FACING TO PREVENT EROSION
- ❑ WESTSIDE RISER STRUCTURE ATTACHMENT TO CONTROL WATER FLOWS

## **ROADS PARKING LIGHTING**

- ❑ ALL ROADS AND PARKING TO BE CONTAINED TO THE INTERIOR OF THE DEVELOPMENT WITH THE EXCEPTION OF THE ROAD SERVING THE 35 FOOT BUILDINGS ALONG THE SHOPPING CENTER .ENCOURAGEMENT IS GIVEN TO CREATE MEANDERING ROADWAYS BETWEEN HOUSING SECTIONS FOR THE PROMOTION OF SAFETY AND THE PREVENTION OF RACE TRACK DRIVING
- ❑ PARKING TO ACCOMMADATE EACH STRUCTURE IN CLUSTERS THAT STAY IN PROXIMITY FOR WHICH THE PLACEMENTS ARE BEING SERVED BY UTILIZING CREATIVE DESIGN STYLES. PARKING FOR THE UNITS ALONG POOCHES PARK POSITIONED ON THE NORTHSIDE OF STRUCTURES
- ❑ LIGHTING TO BE LAMP POST STYLE PROVIDING ENOUGH ILLUMINATION TO ACCOMMODATE SAFETY OF MOVEMENT BUT MINIMAL ENOUGH TO PREVENT LIGHT POLLUTION ALONG THE SKYLINE

### **FENCE MAINTENANCE BUILDING TRASH COMPACTOR CLUBHOUSE**

- FENCING TO BE 6 FOOT BROWN OR GREEN VINYL - SECURELY ANCHORED – MINIMUM 5 INCHES ABOVE THE GRADE LINE FOR SMALL WILDLIFE MOVEMENT AND FOLLOWING THE SLOPE OF THE TERRAIN IN HORIZONTAL TOP LINES FROM DISTINCT CORNERS
- FENCING SITUATED BETWEEN THE EXISTING NATURAL WOODS AND THE DEVELOPMENT AREAS WITH THE EXCEPTION OF THE AREA ALONG THE SHOPPING CENTER WHERE IT SHOULD RUN ALONG THE EXTERIOR OF THE SETBACK THAT CONTAINS PLANTED VEGETATION FROM OUR LIST OF SUGGESTED FLOWERING TREES AND BE NO MORE THAN 2 INCHES ABOVE THE GRADE LINE TO DETER FERAL CAT INTRUSION FROM THE SHOPPING CENTER
- MAINTENANCE BUILDING SHOULD BE MOVED TO THE NORTHSIDE BETWEEN THE 35 FT APARTMENT BUILDING AND THE FIRST 2 STORY TOWNHOMES
- TRASH COMPACTOR TO BE POSITION WITHIN THE PROXIMITY OF THE MAINTENANCE BUILDING
- CLUBHOUSE/POOL LOCATED NORTHEAST OF THE SECONDARY EXIT OF OAK LANE AT AN ANGLE FACING SOUTHWEST TOWARDS BLANDING BOULEVARD TO CREATE A DIRECTIONAL SOUND BARRIER

## **STRUCTURES**

170 UNITS

SHOULD HAVE ARCHITECTURAL DESIGN ELEMENTS THAT ARE COMPLIMENTARY TO THE NATURAL SURROUNDING ENVIROMENT

### **APARTMENTS BUILDINGS** MAXIMUM 35 FEET

LOCATED BEHIND THE SHOPPING CENTER AND ON THE NORTHEAST SIDE A POOCHES PARK

### **TOWNHOMES** 2 STORY

LOCATED ON THE NORTHSIDE FROM THE MAINTENANCE BUILDING TO 300 FEET FROM THE FENCE ON THE WESTSIDE

LOCATED ON THE SOUTHWEST SIDE FROM THE NORTHWEST EDGE OF THE EXTERIOR HOLDING POND IN THE DIRECTION OF THE APARTMENTS BEHIND THE SHOPPING CENTER


### **PATIO HOMES** 1 STORY SINGLE OR DUPLEX

LOCATED FROM THE EDGE OF TOWNHOMES ON THE NORTHSIDE AND ALONG THE WEST SIDE PARALLEL TO EXISTING BEAR RUN RESIDENTIAL HOMES MATCHING UP TO THE BEGINNING OF TOWNHOMES ON THE SOUTHWEST

## ESTHETICS FRONTAGE RECOMMENDATIONS TO BEAR HILL MULTI FAMILY COMPLEX

- NATIVE PLANTS EXISTING AND ADDITIONS
- ALEXANDRINA MAGNOLIA TREES, HIBISCUS TREES, CREPE MYRTLE TREES, NANDINA SHRUBS, PERRENNIAL FLOWERS
- BEAR HILL COMMUNITY – SIGNAGE IN CENTER OF ANY SHAPE CHANNELIZATION ISLAND AT TOP OF HILL FACING BLANDING BOULEVARD
- TO COMPLIMENT THE ENTRY USE A VARIETY PLANTINGS FROM ABOVE RECOMMENDED LIST INSIDE THE CHANNELIZATION ISLAND
- MAKE IT THE BEACON ON THE HILL**





**THE BIGGEST OBSTACLE  
TRAFFIC ONTO OAK LANE**

**TRAFFIC INFLUENCE FACTORS**

**2 ENTRIES FROM THE SHOPPING CENTER**

**ONE ENTRY FROM THE GAS STATION**

**1 ENTRY FROM GOODWILL**

**2 ENTRIES FROM POOCHES PARK**

**SCHOOL BUSES FROM 2 SCHOOLS**

**LOCAL RESIDENTIAL TRAFFIC FROM 500+ HOMES**

**BECAUSE OAK LANE ROAD IS LAND LOCKED AND THE ONLY WAY  
FOR THIS OR ANY DEVELOPMENT TO SUCCEED IS TO MINIMIZE  
THE IMPACT UNTIL THE COUNTY ADDRESSES THE SITUATION**



6 March 2023

BEAR HILL MULTIFAMILY COMPLEX

OWNER CLAY COUNTY UC 1000 COMMERCIAL VACANT





## **NEW MAIN DRIVEWAY ENTRY**

**62 FEET - RETAINING WALL AT THE SHOPPING CENTER PARKING LOT TO THE WATER LINE OF RETENTION POND**

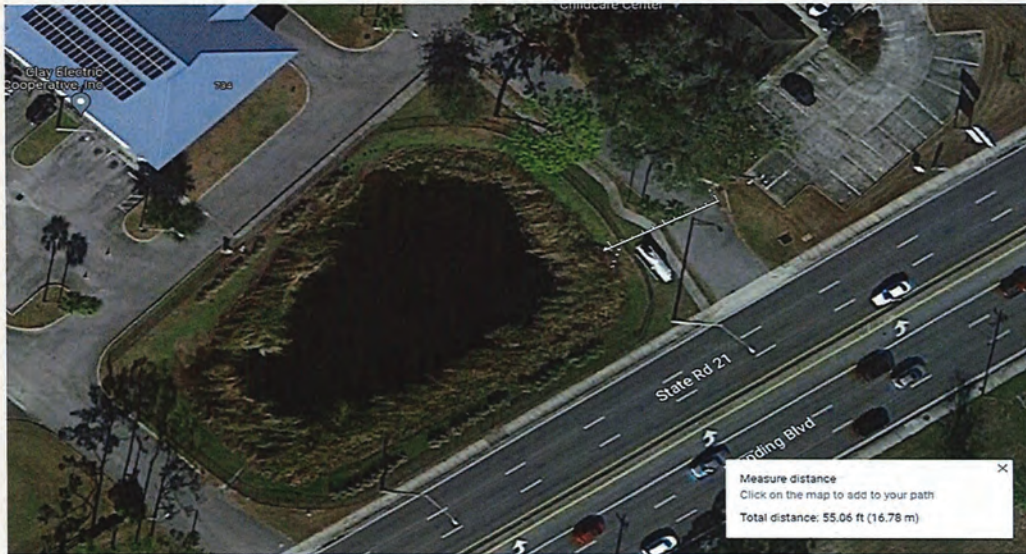
**SAMPLE - 50 FEET - CLAY ELECTRIC ON BLANDING BLVD - EASTSIDE OF 2 LANE DRIVEWAY TO RETENTION POND WATERLINE**

**SAMPLE - 48 FEET - STONEBRIDGE DRIVE ROAD ON BLANDING BLVD - WEST SIDE OF 3 LANE ROAD TO BRIDGE EDGE OF RETENTION POND**

**DRIVEWAY TRAFFIC SEPERATOR CHANNELIZATION ISLAND- INTERNAL PLACEMENT – SOLID FILLED IN SMALLEST DIMENSION REQUIRED FOR SMOOTH FLOWING ONE WAY SINGLE LANE DRIVEWAY ENTRY AND ONE WAY SINGLE LANE DRIVEWAY EXIT**

**ENTRY AT BLANDING BOULEVARD TRAVELING NORTH/SOUTH IN CONJUNCTION ALONG THE WESTSIDE OF THE SHOPPING CENTER PARKING LOT**

CLAY ELECTRIC RETENTION POND  
2 LANE DRIVEWAY WIDTH TO WATERLINE 55.06 FEET

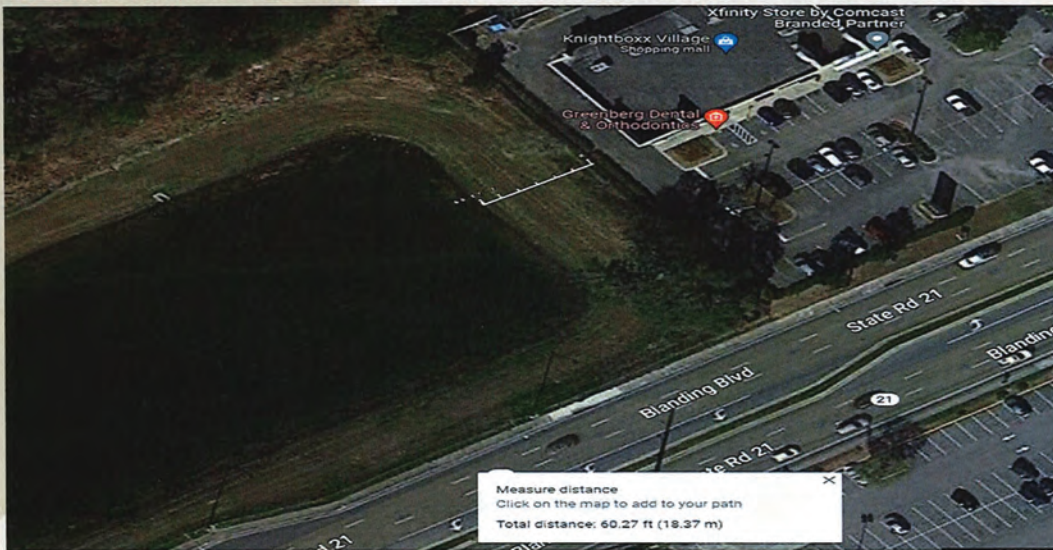


STONEBRIDGE DRIVE ROAD RETENTION POND  
3 LANE ROAD WITH BRIDGE EDGE 49.18 FEET



Measure distance  
Total distance: 49.18 ft (14.99 m)

BEAR RUN RETENTION POND EASTSIDE WIDTH 60.27 FEET



BEAR RUN RETENTION POND EASTSIDE WIDTH 55.95 FEET



Measure distance  
Total distance: 55.95 ft (17.05 m)





**NEW MAIN DRIVEWAY EXIT**

**ONE LANE EXIT DRIVEWAY TRAVELING SOUTH ALONG THE WESTSIDE OF THE SHOPPING CENTER PARKING LOT IN CONJUNCTION WITH ENTRY DRIVEWAY TO THE TRAFFIC SEPERATOR CHANNELIZATION ISLAND**

**SAMPLE – WALMART BRANIAN FIELD ROAD ENTRY / EXIT CHANNELIZED INTERSECTION**

**SAMPLE – WINN DIXIE CHANNELIZED INTERSECTION KNIGHT BOX ROAD BLANDING INTERSECTION**

DRIVEWAY AT WALMART WITH 2 LANES 24.95 FEET



Measure distance  
Total distance: 24.95 ft (7.61 m)

CHANNELIZED INTERSECTION FRONTAGE WALMART 91 FEET



Measure distance  
Total distance: 91.00 ft (27.74 m)

CHANNELIZED INTERSECTION AT WINN DIXIE 102.65 FEET



Measure distance  
Total distance: 102.65 ft (31.29 m)

DRIVEWAY TRAFFIC INTERIOR CHANNELIZATION ISLAND 105.75 FEET



Measure distance  
Total distance: 105.75 ft (32.23 m)



## OAK LANE ROAD ACCESS

WITH THE NEW MAIN DRIVEWAY OAK LANE BECOMES THE SECONDARY EGRESS.

BY PROVIDING THIS DEVELOPMENT WITH ITS OWN DEDICATED DRIVEWAY WILL ENCOURAGE A MAJOR PERCENTAGE OF THE TRAFFIC AWAY FROM OAK LANE.

THE NEW DRIVEWAY WILL HAVE CHALLENGES TO MAKE LEFT TURNS BUT NOT ANY MORE TO WHICH BEAR RUN RESIDENTS HAVE TO MAKE CONCESSIONS

THERE WOULD BE NO LEFT TURN OUT OF DRIVEWAY AND NO U-TURN AT BEAR RUN BOULEVARD

A DISPLACED LEFT TURN / U-TURN ALREADY EXIST IN FRONT OF SUPERIOR FIREWORKS

EXISTING DISPLACED LEFT TURN IN FRONT OF SUPERIOR FIREWORKS



SUPERIOR FIREWORKS





## **SUMMARY**

QUALITY WORKMANSHIP IS THE  
BACKBONE OF SUCCESSFUL  
ENTERPRISES

THE BEST INVESTMENTS ARE THOSE  
THAT HAVE TAKEN EFFORT AND TIME

STRIVING FOR EXCELLENCE ALWAYS  
YIELDS STABLE PROFITABLE RETURNS

WE WANT YOUR BEST FOOT FORWARD  
AND FOR YOU TO BE KNOWN FOR  
DEVELOPING THE GREATEST INFILL  
PROJECT THAT CLAY COUNTY HAS EVER  
AUTHORIZED



## TIMELINE

PRESENTATION MEETING  
WITH DEVELOPER

PLANNING AND ZONING  
BOARD MEETING

FINAL MEETING WITH  
DEVELOPERS

SECOND MEETING WITH  
DEVELOPERS

BOARD OF COUNTY  
COMMISSIONERS MEETING

## **MEET OUR TEAM - BEAR RUN COMMUNITY**

BEAR RUN COMMUNITY FACEBOOK MEMBERS 294  
STRONG

MANY LONG TERM MULTI GENERATIONAL OWNER  
RESIDENCY

FAMILIES LARGE AND SMALL

SENIOR CITIZENS

RETIRED MILITARY AND CIVILIANS PROFESSIONALS

SINGLE PARENTS

YOUNG AND ADULT PROFESSIONALS

SINGLES

SPECIAL NEEDS ADULTS AND CHILDREN





# THANK YOU

BEAR RUN COMMUNITY  
REPRESENTATIVES

MARY COOK [mcook988@gmail.com](mailto:mcook988@gmail.com)

LARRY & ANNEMARIE MAY [larryinop@gmail.com](mailto:larryinop@gmail.com)

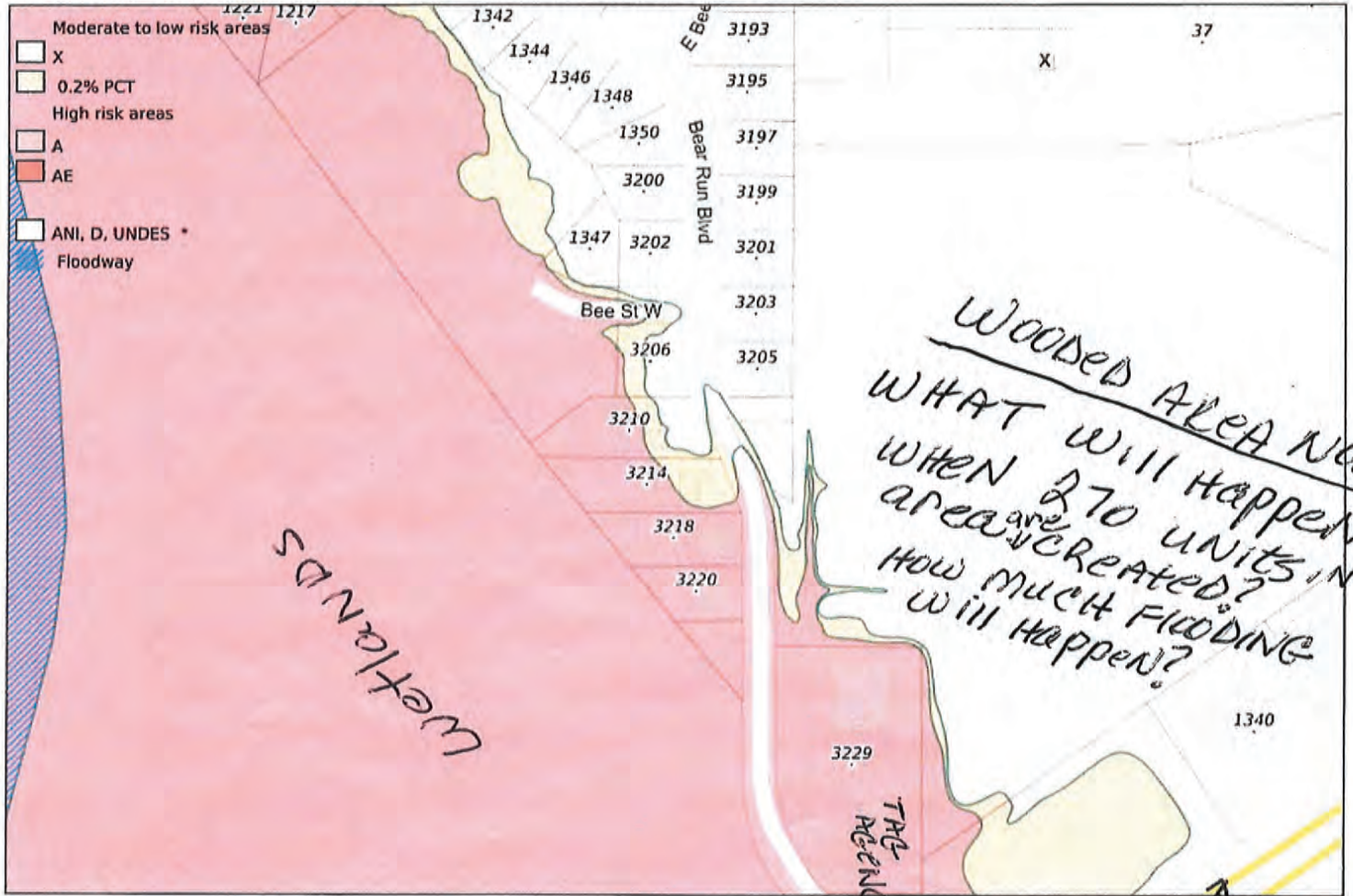
SHAY CALHOUN [shayrick48@hotmail.com](mailto:shayrick48@hotmail.com)

CHIP & ANNETTE WOODWARD [willslimo@yahoo.com](mailto:willslimo@yahoo.com)

---

**Attachment  
“I”  
Information  
from  
Public Comment**

Place: FI - Clay Map: FEMA Flood Hazard Areas Date rendered: 05/05/2022



Add notes here ...

In 1986 this area was wooded & Bear Run Entrance and TAG agency did not flood. Then in the late 90's Early 2000's the land was sold and Walgreens and strip mall was created and Flooding of front entrance and TAG agency and several homes were in Flood Area. Which Floods.

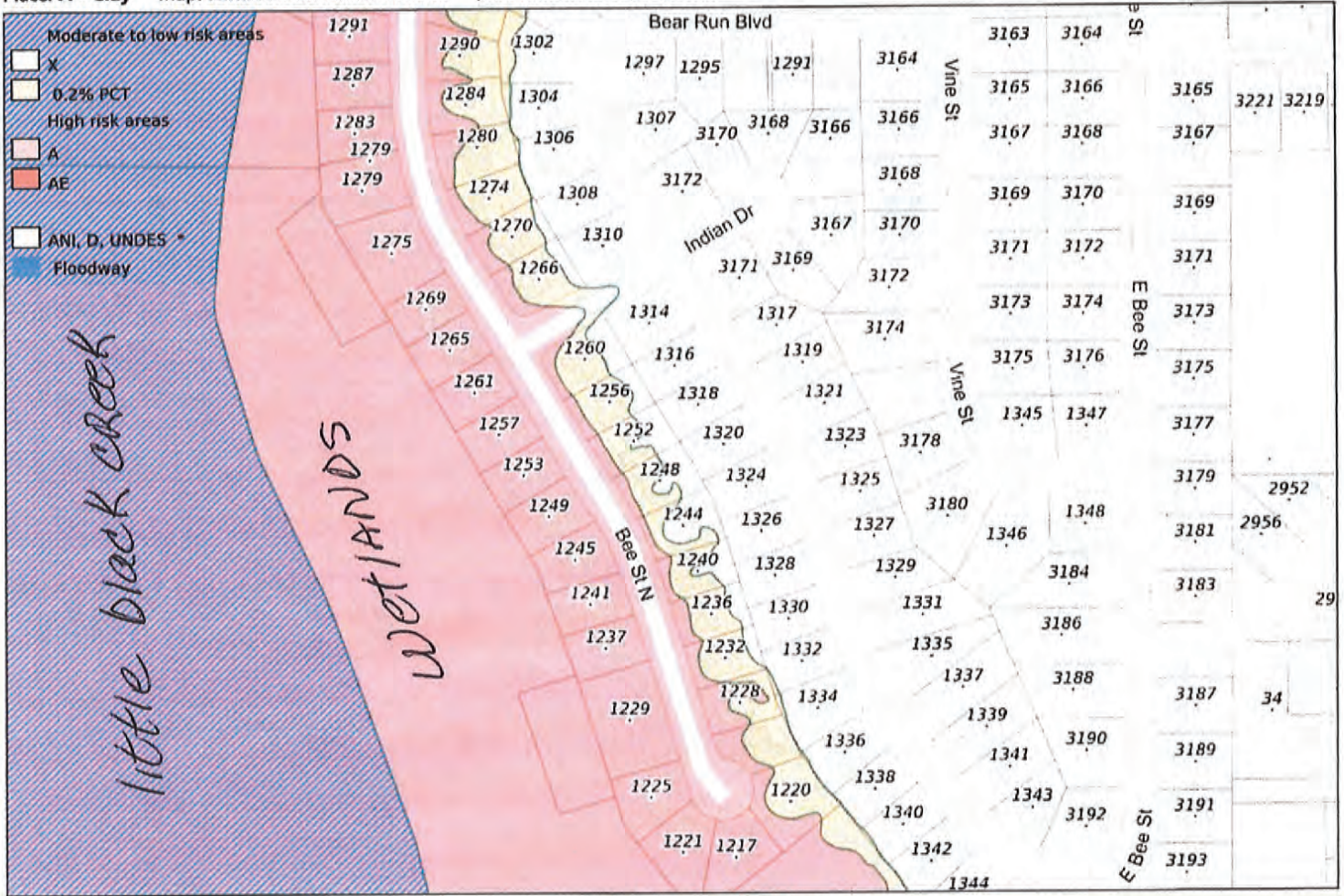
We use cookies to make interactions with our websites and services easy and meaningful and to better understand how they are used. You can find out more about which cookies we are using and update your preferences in Cookies Settings. By clicking "Accept All Cookies," you are agreeing to our use of cookies. [Cookie Notice](#)

Cookies Settings

Reject All

Accept All Cookies

Place: FI - Clay Map: FEMA Flood Hazard Areas Date rendered: 05/05/2022



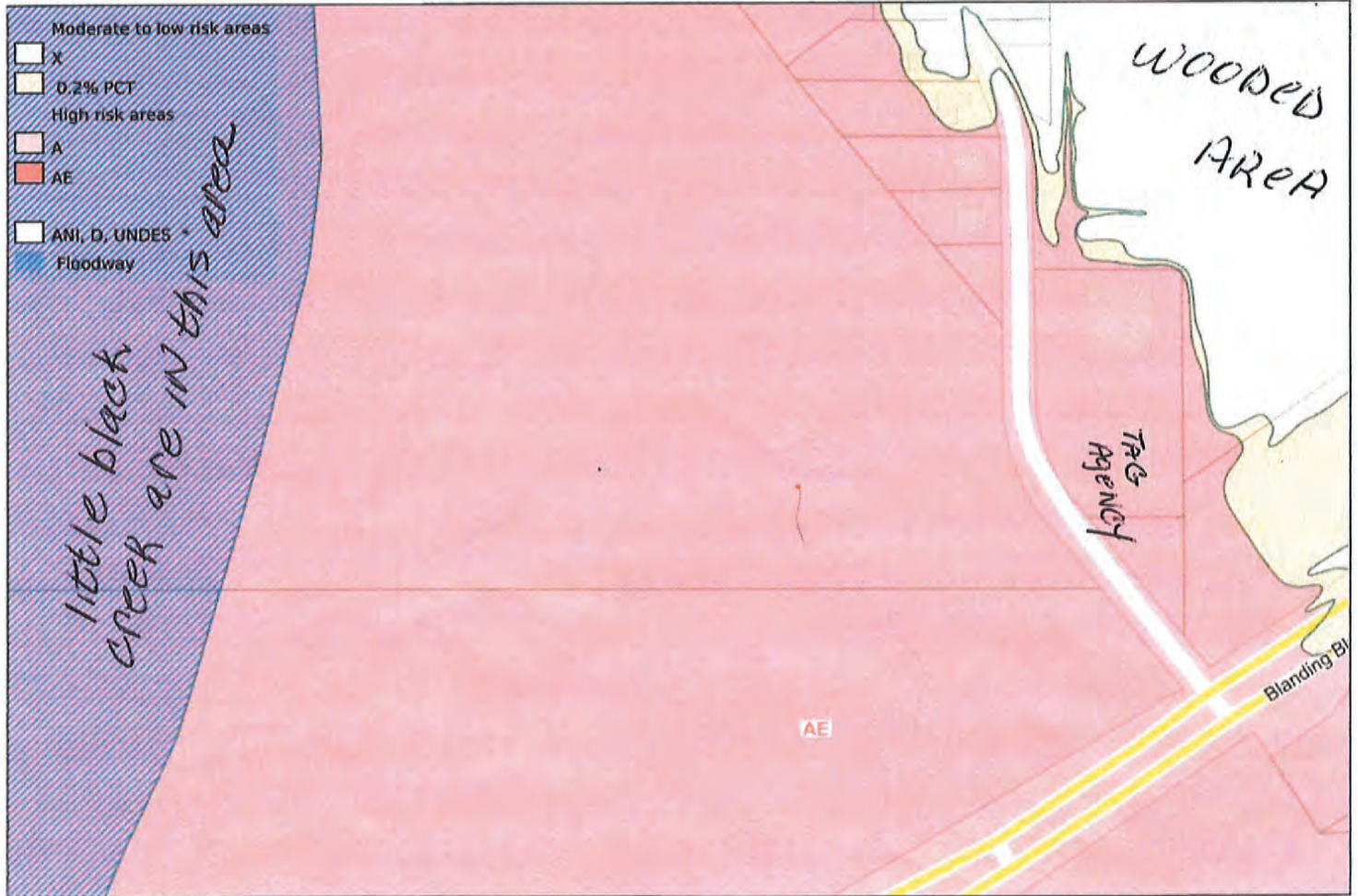
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Cookies Settings

Reject All

Accept All Cookies



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Cookies Settings

Reject All

Accept All Cookies



# Clay County, Florida

## **Bear Run Drainage Improvements**

February 2010



*Draft Technical  
Memorandum*



Source: Clay County

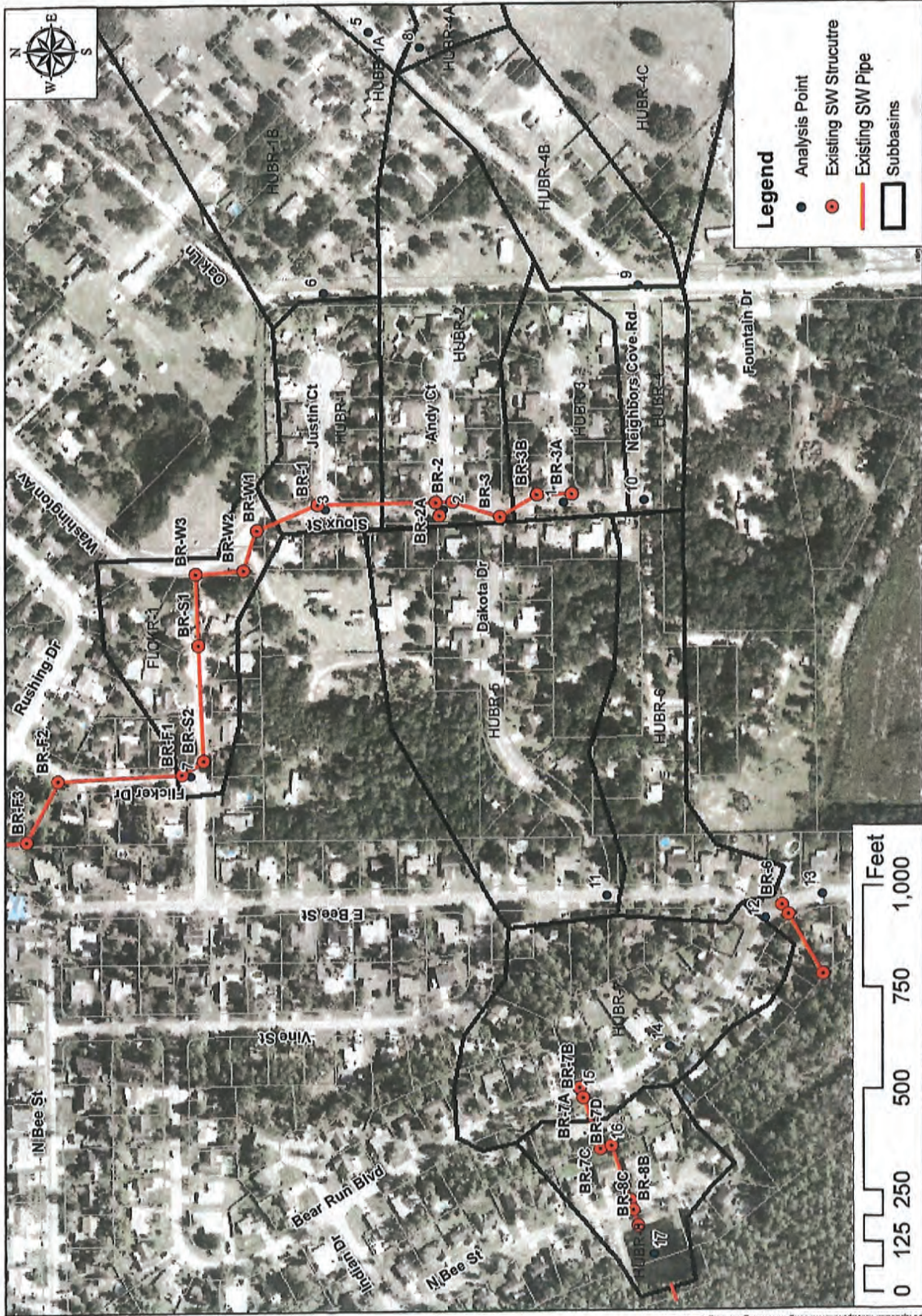


Clay County  
Bear Run Drainage Improvements

Figure 1-1  
Bear Run Study Area



C:\Projects\Bear Run\Drawings\BeeRun\BeeRun\_1-15-10.dwg



Sources: Clay County



Clay County  
Bear Run Drainage Improvements

Figure A-1  
FDOT Rational Method Schematic



In Sioux Street an existing system of pipes and inlets collects runoff from Trenton Court, Andy Court and Justin Court and conveys it from south to north and out of the drainage area. If these pipes back up, water ponds at the intersection of Andy Court and Sioux Street before overflowing to the west and downhill along Dakota Drive. During heavy rain events it appears that runoff flows downhill from both Dakota Drive and Neighbors Cove Road and collects at the bottom of the hill at the intersection of Bee Street and Bear Run Boulevard. From this intersection it appears that most of the runoff is being directed to the northwest down Bear Run Boulevard, where it contributes to the flooding of homes adjacent to an existing 18-inch outfall. The existing 18-inch outfall has curb inlets that collect local runoff along Bear Run Boulevard and convey it to an existing stormwater detention pond west of North Bee Street.

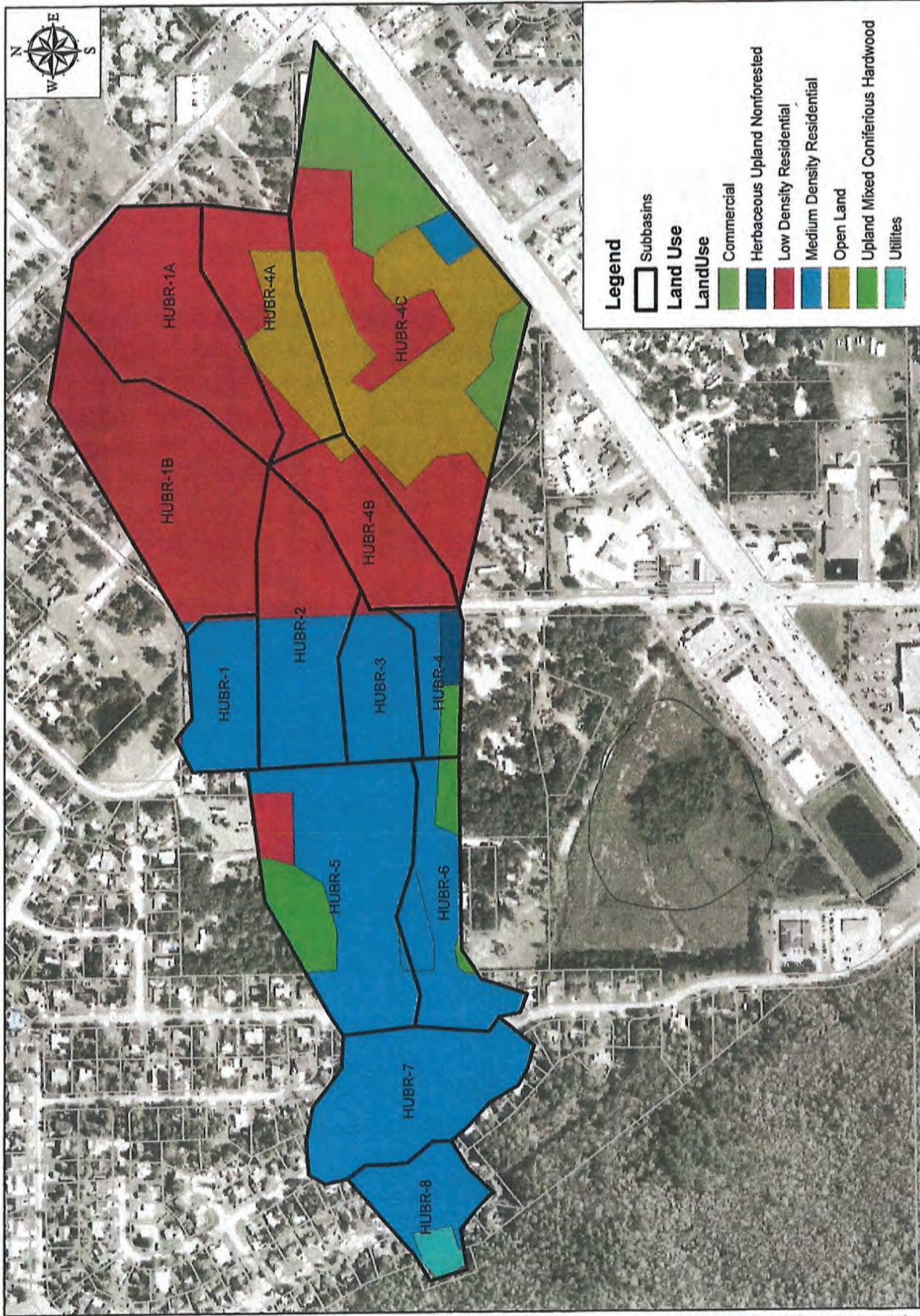
## 2.0 Design Considerations

As part of the initial design, the following information and constraints were identified:

- Survey and Topography - LiDAR was obtained from the County to estimate vertical topography in those locations where drainage plans and as-builts were not available.
- Land Use - The most recent land use GIS data layer available from the St. Johns River Water Management District (SJRWMD) GIS data library is from 2004. No modifications to these data were required to represent current conditions. The land use polygons in the digital coverage are classified using the modified Florida Land Use Cover Classification System (FLUCCS) system. For modeling purposes, the land use classifications were grouped into seven land use categories, as shown on **Figure 2-1**.
- Soils - The most recent soils data layer available from the SJRWMD GIS data library is from 2004. Hydrologic Soil Groups within the study area are shown on **Figure 2-2**.

## 3.0 Existing Conditions Evaluation

As part of the initial analysis the County asked CDM to evaluate the performance of the existing stormwater collection system to pass the 5-year storm event. The first analysis used the Florida Department of Transportation (FDOT) rational method to estimate peak flows at various locations for the project area. The second analysis utilized the Interconnected Channel and Pond Routing (ICPR) software to estimate peak flows and peak stages at various locations for the 5-year storm event. This analysis is covered in Section 4, Alternative 1.



UPDATED  
1-15-10

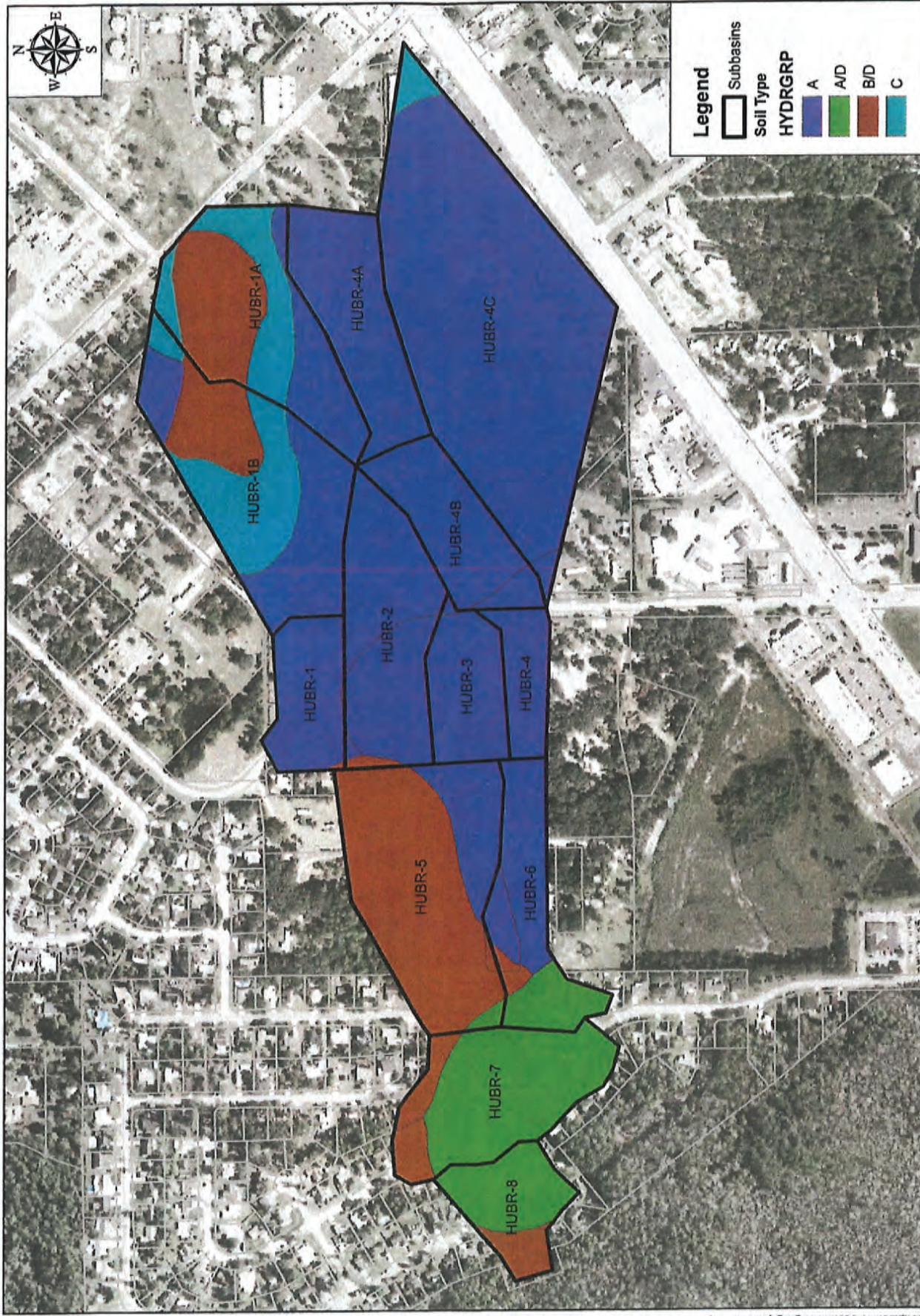
**Figure 2-1**  
Land Use

Clay County  
Bear Run Drainage Improvements

Source: Clay County



Copyright: RoadBear\Buck11\_Land\_Use\_08.mxd



Source: Clay County

Clay County  
Bear Run Drainage Improvements

**Figure 2-2**  
Soil Conditions



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### 3.1 FDOT Rational Method Analysis

The FDOT rational method was used to provide a static analysis profile of the stormwater piping that is typically used for roadway design. This method is typically more conservative than other methods in that it does not account for timing, flow attenuation due to storage, and variable boundary conditions. The objective was to determine whether the existing stormwater piping meets the 5-year level of service (LOS). This analysis shows that some of the existing pipes in both Sioux Street (link BR-1) and Bear Run Boulevard (link BR-7A) are at capacity for the 5-year storm event. Specifically, the piping in Bear Run Boulevard (link BR-7A) did not meet the expected LOS. **Figure A-1** of **Appendix A** shows the schematic of nodes, links, subbasins and analysis points used for the FDOT rational method. **Table A-1** in **Appendix A** summarizes the calculations for all locations shown on the figure.

### 3.2 ICPR Analysis

ICPR software was used to perform a dynamic (time varying) analysis of the study area. ICPR is a comprehensive hydrodynamic stormwater model that includes an integrated hydrology component. Nodes are used to represent ponds, storage areas and specific locations in the drainage network such as along channels, streams, rivers, and junctions in pipe systems. Stages are calculated at each of the nodes, and links such as pipes, channel segments, weirs, and bridges are used to connect nodes together. Flow rates are calculated for links based on stages at nodes. Due to its greater versatility and its wide acceptance by permit agencies, ICPR was used for the alternatives evaluation.

The ICPR model was built using the design considerations summarized in Section 2 of this report. The existing conditions ICPR model schematic is shown on **Figure 3-1**. Refer to **Table B-1** and **Table B-2** in **Appendix B** for detailed peak stage and flow rate information. In **Table B-1** for existing conditions (base) and the 5-year storm event measurable flooding is represented at nodes BR-4C1, BR-5, BR-6, BR-6A and BR-7.

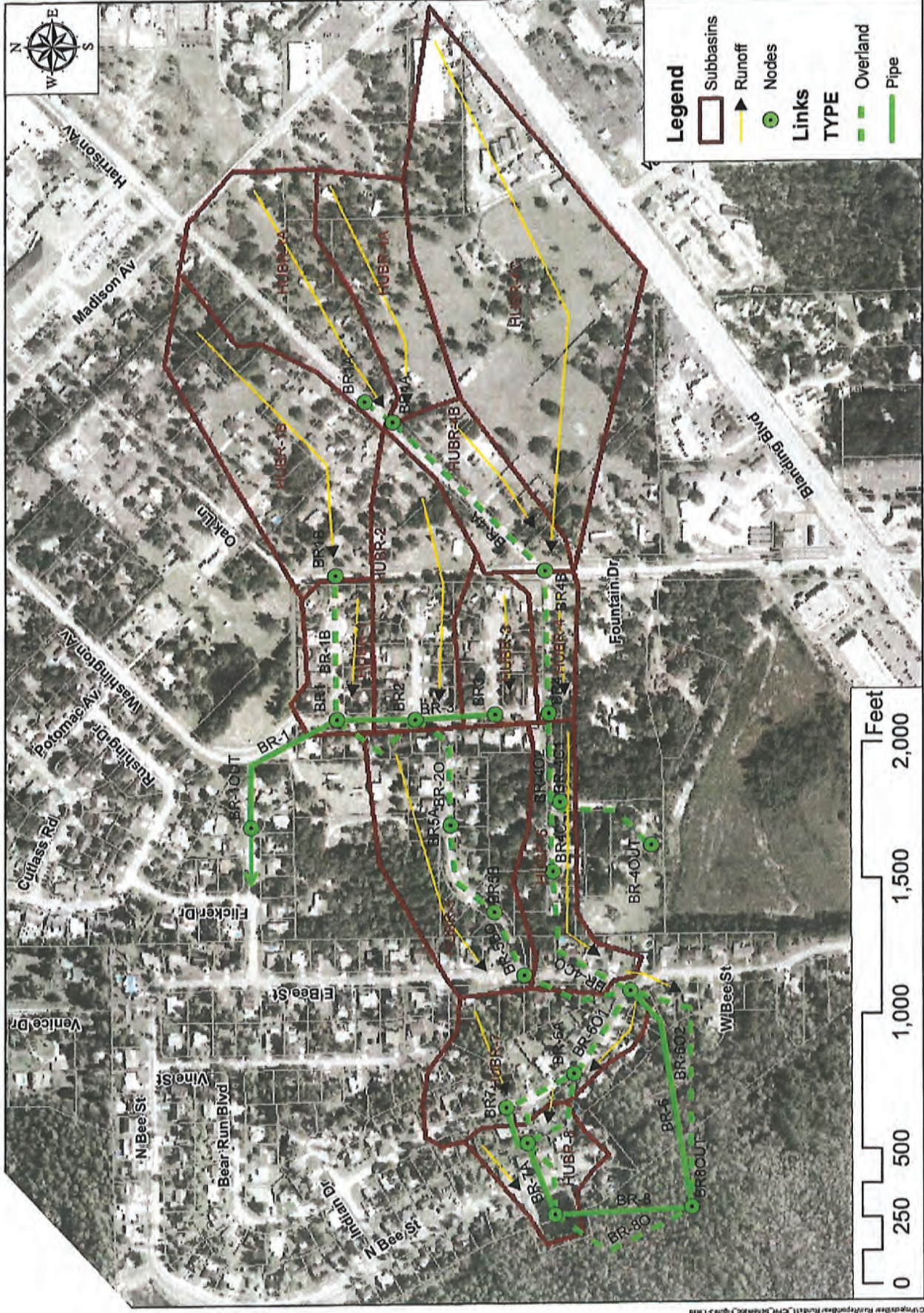
## 4.0 Alternatives Evaluation

Two alternatives were presented to the County. Alternative 1 proposes improvements to an existing swale, a new pond on private property, new piping to convey collected runoff and upsized outfalls at two separate locations to convey runoff. Alternative 2 proposes improvements to an existing swale, a new pond on private property, connection to an existing ditch on private property and upsizing of two existing outfalls.

### 4.1 Alternative 1

Proposed improvements for Alternative 1 are shown on **Figure 4-1** and summarized below:

- Improve an existing swale on Neighbors Cove Road.



**Figure 3-1**  
**ICPR Model Schematic Existing Conditions**

Clay County  
 Bear Run Drainage Improvements



Source: Clay County



C:\Projects\Bearing Run\ICPR\ICPR\_Schematic\ICPR\_Schematic\_Figure 3-1.mxd



- Construct approximately 450 feet of new 36-inch piping at the bottom of the hill at the end of Neighbors Cove Road.
- Construct a new pond with outfall structure on private property near the intersection of Dakota Drive and Bee Street.
- Construct approximately 425 feet of new 36-inch piping on East Bee Street to collect/convey runoff.
- Improve an existing outfall from an 18-inch pipe to a 42-inch pipe just south of the intersection of East Bee Street and Bear Run Boulevard.
- Upsize the existing 18- and 24-inch piping to 30-inch between Bear Run Boulevard and North Bee Street.

Alternative 1 addresses the flooding at these locations and provides potential flood relief for the modeled storm events. While Alternative 1 proposes a pond on private property, an alternate configuration for this option is to convey the flow by pipe rather than excavating the pond. The footprint of the pipe would be less intrusive than the pond allowing for easier easement acquisition. The ICPR model schematic for Alternative 1 is represented on **Figure 4-2**. The engineer's opinion of probable construction cost for the conceptual design totals \$725,000. Details and itemized costs for expected project items can be found in **Appendix C**.

## 4.2 Alternative 2

Alternative 2 is shown on **Figure 4-3**. Preliminary evaluation of Alternative 2 included field visits and a feasibility investigation. However, Alternative 2 was not selected by the County due to land acquisition constraints.

## 5.0 Recommendations

The recommendations for drainage improvements within the Bear Run Study Area include the following:

- Alternative 1 is recommended for implementation as it provides adequate flood relief to the two different flooding locations for the modeled storm events.
- The utilization of existing stormwater pipes in Sioux Street to reroute runoff from Neighbors Cove Road is not recommended. The static and dynamic model analyses show this existing collection system to be near or at capacity for the 5-year storm event.
- Additional survey should be collected along East Bee Street and Bear Run Boulevard to support further design efforts. This information would allow a more in-depth analysis of gutter and inlet capacities along these roads.

- The upsizing of existing outfalls as proposed in Alternative 1 would need to be approved by the SJRWMD. The County is encouraged to engage the SJRWMD at an early stage to receive confirmation on design alternatives.
- The County should consider obtaining a right-of-way for a section of Neighbors Cove Road for the purpose of paving the existing gravel surface that would reduce erosion problems.



**Figure 4-1**  
Alternative 1 Improvements

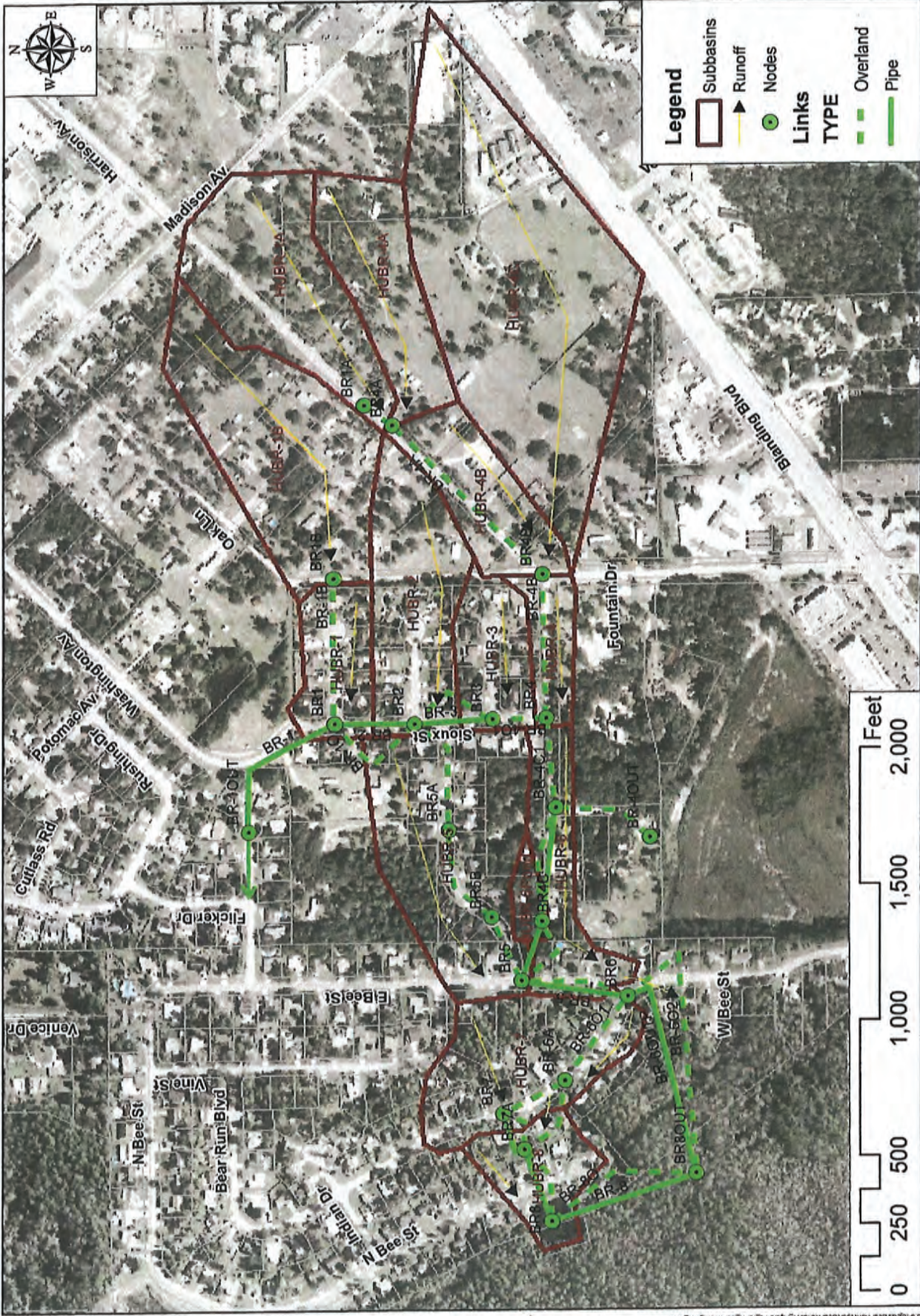
Clay County  
Bear Run Drainage Improvements



Source: Clay County



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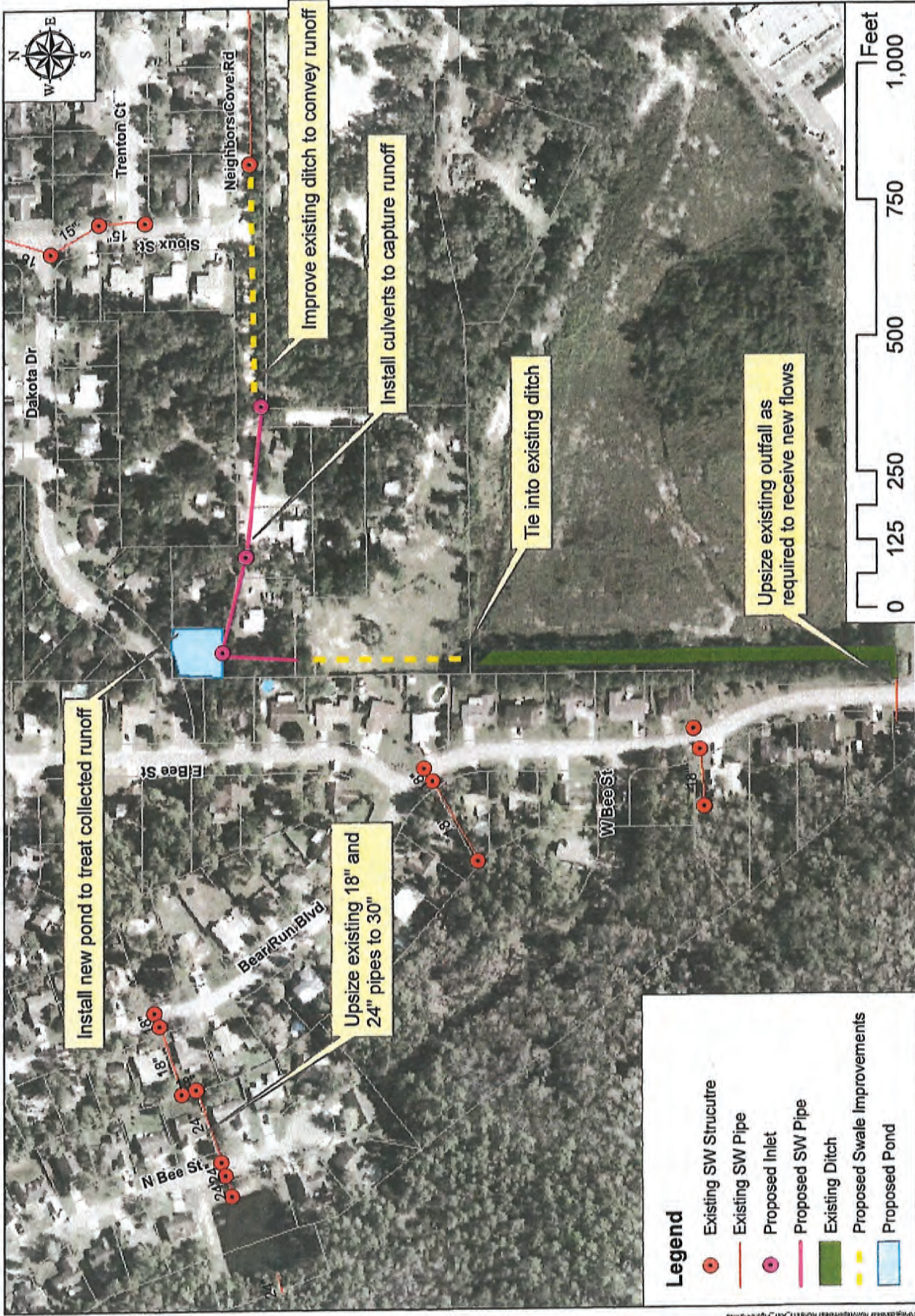
**Figure 4-2**  
ICPR Model Schematic - Alternative 1

Clay County  
Bear Run Drainage Improvements



Source: Clay County

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Source: Clay County

Clay County  
Bear Run Drainage Improvements

**Figure 4-3**  
Alternative 2



**Table B-2: ICPR Model Peak Flow Results 5-Year Event**

Existing Link		Alternative 1 Link		Existing	Alternative 1	
Existing Link	Existing Link Desc.	Proposed Link	Proposed Link Desc.	Peak Flow (cfs)	Peak Flow (cfs)	Difference in Peak Flow (cfs)
BR-1	30"	BR-1	30"	30.0	30.0	0.0
BR-1A	Overland	BR-1A	Overland	17.8	17.8	0.0
BR-1B	Overland	BR-1B	Overland	21.1	21.1	0.0
BR-2	30"	BR-2	30"	14.6	14.6	0.0
BR-3	18"	BR-3	18"	8.4	8.4	0.0
BR-4A	Overland	BR-4A	Overland	2.0	2.0	0.0
BR-4B	Overland	BR-4B	Overland	5.5	5.5	0.0
BR-4O1	Overland	BR-4O1	Overland	0.0	0.0	0.0
BR-4O2	Overland	BR-4O2	Overland	10.5	10.6	0.0
BR-4C1	Overland	BR-PondIN	36"	5.0	10.5	5.6
BR-4COUT	Overland	BR-4COUT	Overland	5.6	0.0	-5.6
BR-4C1	Overland	BR-PondOut	30"	5.0	10.3	5.3
BR-5O	Overland	BR-5	36"	32.1	32.0	-0.1
BR-6O1	Overland	BR-6O1	Overland	13.2	0.0	-13.2
BR-6	18"	BR-6	42"	13.2	43.6	30.4
BR-6O2	Overland	BR-6O2	Overland	0.0	0.0	0.0
BR-7	18"	BR-7	30"	14.5	28.2	13.7
BR-7A	24"	BR-7A	30"	33.6	34.0	0.4
BR-7O	Overland	BR-7O	Overland	8.4	0.0	-8.4
BR-7O2	Overland	BR-7O2	Overland	3.7	0.0	-3.7
BR-8	24"	BR-8	30"	14.8	15.5	0.8
BR-8O	Overland	BR-8O	Overland	16.2	20.2	4.0

**Table B-1: ICPR Model Peak Stage Results for 5-Year Event**

Node	Invert Elev. (ft) NAVD	Rim Elev. (ft) NAVD	Existing Conditions		Alternative 1		Difference in Peak Stage (ft) NAVD
			Peak Stage (ft) NAVD	Flood Depth (ft)	Peak Stage (ft) NAVD	Flood Depth (ft)	
BR-1	31.7	39.0	34.9	-	34.9	-	0.0
BR-2	33.2	37.0	35.1	-	35.1	-	0.0
BR-3	35.1	38.5	36.4	-	36.4	-	0.0
BR-4C1	36.0	36.0	36.1	0.1	32.4	-	-3.7
BR-4C	30.0	30.0	30.0	-	27.1	-	-3.0
BR-5	23.0	23.0	23.3	0.3	20.8	-	-2.5
BR-5A	31.0	31.0	31.0	-	31.0	-	0.0
BR-5B	29.0	29.0	29.0	-	29.0	-	0.0
BR-6	13.0	19.0	19.2	0.2	15.5	-	-3.7
BR-6A	18.0	18.0	18.2	0.1	18.0	-	0.0
BR-7	14.4	17.0	17.6	0.6	16.4	-	-1.2
BR-7A	11.4	16.9	13.3	-	13.3	-	0.0
BR-8	8.0	13.0	8.3	-	8.3	-	0.0
BR-8OUT	9.0	9.0	7.9	-	7.9	-	0.0

Table A-1: FDOT Rational Method Calculation Sheet

FLORIDA DEPARTMENT OF TRANSPORTATION  
STORM DRAIN TABULATION FORM

Project Description: Bear Run Study Area, 5-Year Storm Tabulation

Analysis Point	Station/HUC	Upper (Link Name)	Lower	Type of Structure	Length (ft)	Comp Runoff Coeff	Total Area (ac)	Sub-Total (C*A)	Time of Concentration (min)	Time of Flow in Section (min)	Cum. Time of Flow in Section (min)	Intensity (in/hr)	Total (C*A)	New Inflow (cfs)	Total Flow (cfs)	Minor Losses (ft)	Inlet Rim Elevation (ft)	HGL Clearance (ft)	Upper Inv Elevation (ft)	Lower Inv Elevation (ft)	Fall (ft)	Upper HGL Elev (ft)	Lower HGL Elev (ft)	Number of Pipes	Pipe Diameter (in)	Area (ft <sup>2</sup> )	Mannings k	Mannings N	Hyd Radius (ft)	Slope (ft/ft)	Physical Velocity (fps)	Full Flow Capacity (cfs)	Pipe Flow Deficiency (cfs)				
(2)	(6)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)				
1	HUBR-3	BR-3A	BR-3B	Pipe	86	0.45	3.41	1.52	7.05	0.29		7	1.52	-	10.6	38.9			35.9	35.1	0.8	37.0	36.9	1	15	1.2	1.49	0.013	0.63	0.009	5.0	6.1	4.5				
		BR-3B	BR-3	Pipe	105										10.6	38.3			35.1	34.0	1.1	36.9	35.3	1	15	1.2	1.49	0.013	0.63	0.010	5.3	6.4	4.2				
		BR-3	BR-2	Pipe	122										10.6	37.0			34.0	33.2	0.9	35.3	34.8	1	18	1.8	1.49	0.013	0.75	0.007	5.0	8.8	1.8				
2	HUBR-2	BR-2	BR-2A	Pipe	41	0.41	7.13	2.9	14.2	0.08		5.6	2.90	-	16.2	37.0			33.2	32.5	0.6	34.8	34.1	1	24	3.1	1.49	0.013	1.00	0.015	9.1	27.7	-				
		BR-2A	BR-1	Pipe	290										16.2	39.3			32.5	31.7	0.8	34.1	33.8	1	30	4.9	1.49	0.013	1.25	0.003	5.0	22.5	-				
6	HUBR-1B	Overland	HUBR-1B to 1				10.77	4.42	20.57																												
3	HUBR-1	Overland to BR-1				0.45	3.35	1.51	6.63			4.8	5.92	-	28.4	39.0			31.7	31.4	0.3	34.6	34.3	1	30	4.9	1.49	0.013	1.25	0.002	4.3	18.3	10.1				
		BR-1A	BR-1A	Pipe	159										28.4	40.2			31.4	31.1	0.4	34.1	34.0	1	30	4.9	1.49	0.013	1.25	0.003	5.2	22.5	5.9				
		BR-1A	BR-W1	Pipe	103										28.4	39.5			31.1	30.6	0.4	34.0	33.5	1	30	4.9	1.49	0.013	1.25	0.004	6.0	25.9	2.5				
		BR-W1	BR-W2	Pipe	117										28.4	39.0			30.6	28.8	1.8	33.5	31.6	1	24	3.1	1.49	0.013	1.00	0.011	8.6	23.7	4.7				
		BR-W2	BR-S1	Pipe	172										28.4	32.2			28.8	23.1	5.7	31.6	25.0	1	24	3.1	1.49	0.013	1.00	0.020	11.6	32.0	-				
		BR-S1	BR-S2	Pipe	283										28.4	29.0			23.1	22.4	0.7	25.0	23.2	1	30	4.9	1.49	0.013	1.25	0.012	10.4	44.9	-				
7	FLCKR-1	BR-F1	BR-F2	Pipe	301	0.5	3	1.5	10	0.10		7	1.50	-	10.5	29.0			22.4	21.8	0.5	23.2	23.0	1	36	7.1	1.49	0.013	1.50	0.002	4.8	29.8	-				
		BR-F1	BR-F3	Pipe	165										10.5	28.4			21.8	21.5	0.3	23.0	22.7	1	36	7.1	1.49	0.013	1.50	0.002	4.8	29.8	-				
		BR-F2	BR-F3	Pipe	165										10.5	25.8			21.5	21.3	0.2	22.7	22.6	1	36	7.1	1.49	0.013	1.50	0.002	4.8	29.8	-				
		BR-F3	Outfall	Pipe	104										10.5																						
5	HUBR-1A	Overland	HUBR-1A to 1B				8.72	3.66	28.13																												
9	HUBR-4C	Overland	HUBR-4C to 4				21.26	9.31	35.19																												
		HUBR-4B	Overland	HUBR-4B to 4			4.63	1.59	14.95																												
6	HUBR-4A	Overland	HUBR-4A to 4B				5.63	1.43	20.13																												
10	HUBR-4	Overland	HUBR-4 to 5				2.07	0.65	15.94																												
11	HUBR-5	Overland	HUBR-5 to 6				10.89	4.77	15.37																												
12	HUBR-6	Overland to BR-6					4.92	2.12	15.67																												
		Total to BR-6	(Total of 1A+4B+4+6)				23.53	74.69							61.2																						
15	HUBR-7	BR-7A	BR-7B	Pipe	25	0.5	7.11	3.56	11.7			6.4	3.56	-	53.4	17.0			14.4	14.2	0.2	18.7	18.2	1	18	1.8	1.49	0.013	0.75	0.008	5.3	9.4	44.0				
		BR-7B	BR-7C	Pipe	131										53.4	17.0			14.2	11.8	2.4	18.2	16.9	1	18	1.8	1.49	0.013	0.75	0.018	8.0	14.1	39.3				
16		BR-7C	BR-7D	Pipe	29										53.4	15.9			11.8	11.4	0.4	16.9	15.8	1	18	1.8	1.49	0.013	0.75	0.015	7.3	12.9	40.5				
		BR-7D	BR-8A	Pipe	142										53.4	14.6			11.4	6.8	4.6	15.8	9.2	1	24	3.1	1.49	0.013	1.00	0.032	12.9	40.5	12.9				
17	HUBR-8	BR-8A	BR-8B	Pipe	25	0.59	3.25	3.25	7.1	0.06		7	3.25	-	22.8	9.9			6.8	6.4	0.4	9.2	9.0	1	24	3.1	1.49	0.013	1.00	0.016	7.2	28.6	-				
		BR-8B	BR-8C	Pipe	40										22.8	9.5			6.4	6.1	0.3	9.0	8.6	1	24	3.1	1.49	0.013	1.00	0.007	7.2	18.9	3.9				



### Appendix C: Engineer's Estimate of Probable Construction Cost

Clay County, Florida  
 Bear Run Stormwater Improvements  
 20% Opinion of Probable Construction Cost

No.	FDOT Pay Item	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	ESTIMATED COST
1	101-1	Mobilization	LS	1	\$28,000	\$28,000
2	102-1	Maintenance of Traffic	LS	1	\$5,000	\$5,000
3	104-13-1	Staked Silt Fence	LF	3,800	\$3	\$9,500
4	110-1-1	Clearing & Grubbing	AC	0.7	\$3,100	\$2,170
5	110-3	Removal of Existing Structure (pipes)	LS	1.0	\$10,000	\$10,000
6	120-1	Excavation	CY	4,240	\$8	\$33,920
7	120-6	Embankment	CY	2,330	\$8	\$18,640
8	210-2	Limerock Base	CY	93	\$150	\$13,950
9	334-1-2	Asphaltic Concrete	TN	62	\$82	\$5,084
10	425-1	Curb Inlet	EA	8	\$4,000	\$32,000
11	425-2	Manhole	EA	5	\$3,000	\$15,000
12	425-1-543	Inlet, Ditch Bottom	EA	4	\$4,000	\$16,000
13	425-3-81	Junction Box (Pond Outlet Structure)	EA	1	\$7,200	\$7,200
14	425-3	Junction Box (S-1)	EA	1	\$1,500	\$1,500
15	430-175-101	18" Reinforced Concrete Pipe	LF	200	\$70	\$14,000
16	430-175-102	30" Reinforced Concrete Pipe	LF	600	\$135	\$81,000
17	430-175-102	36" Reinforced Concrete Pipe	LF	1,200	\$170	\$204,000
18	430-982-133	30" Mitered End Section	EA	1	\$1,610	\$1,610
19	430-982-138	36" Mitered End Section	EA	1	\$2,100	\$2,100
20	520-1	Concrete Curb & Gutter	LF	100	\$20	\$2,000
21	522-2	Concrete 4" Thick (Driveway)	SY	50	\$50	\$2,500
22	530-3-4	Riprap-Rubble (Outfall and Swale on Neighbors Cove)	TN	150	\$75	\$11,250
23	570-1-2	Sod	SY	2,000	\$4	\$8,000
24	580-1-2	Landscaping (Large Plants)	LS	1	\$20,000	\$20,000
25	985-1	Geotextile Fabric	SY	2,133	\$6	\$12,798
26	5000-3	Crushed Stone Bedding Material	TN	209	\$60	\$12,540
27	5000-4	As-Built Survey	LS	1	\$10,000	\$10,000
			Sub-Total			\$579,762
			25% Contingency			\$144,941
			Total Cost			\$725,000

Notes: 1. Construction cost is based on data from 2009 FDOT item average unit cost, area 5 and statewide, pay item averages.  
 2. This cost estimate does not include permitting, land or easement acquisition, utility adjustments or other unforeseen conditions.  
 3. Total cost rounded to nearest \$1,000.







**Attachment  
“J”  
Fire Watch  
Information**

# 2023 Annual Report

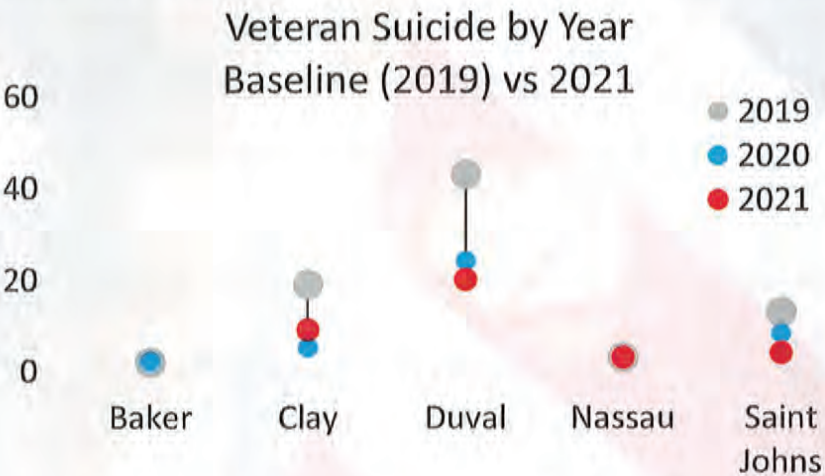
## Veteran Suicide in Northeast Florida

### Overall Summary

As a part of its mission to end veteran suicide, The Fire Watch created the Watch Stander program, equipping community members with the skills they need to identify veterans in crisis and point them toward resources. The Fire Watch is also working hard to ensure that data is tracked, by gathering data from the American Community Survey and the Florida Department of Health and performing independent analyses, including this report on the original five county region of Northeast Florida (Baker, Clay, Duval, Nassau, and St. Johns Counties), with data partner NLP Logix. Tracking data is beneficial to The Fire Watch in two ways:

- Identifying emerging trends within veteran suicide data to create tailored approaches to pre-emptively combat areas of concern.
- Ensuring that the efforts put forward by The Fire Watch are a part of “turning the curve” and decreasing veteran suicides.

The rate of suicide among veterans has decreased significantly in the five-county area from the baseline year of 2019. Results were consistent across counties, with raw counts of veteran suicide in each county either remaining the same or decreasing. Trends that should be monitored were seen in suicides among minority veterans.



**80**  
 Veteran suicides in 2019 in Northeast Florida

**36**  
 Veteran suicides in 2021 in Northeast Florida

Between 2019 and 2021, there has been a significant reduction in the number of veteran suicides in the five-county area (55%). Nassau county had the same number of veteran suicides in 2019 and 2021. Over

the same time period, Baker, Clay, Duval, and St. Johns all saw decreased veteran suicides. Over the same time period, there was a modest reduction in the number of suicides in the non-veteran population for the five county area (4%).

Veterans who commit suicide are

**5x**

more likely to use a firearm than those who have not served.

When considering the mechanism of suicide, firearm discharge has increased with 30 out of the 36 veteran suicides in 2021 committed using a firearm (83%). During the 2019 baseline year, firearms were used in 71% of veteran suicides. This increase paired with a decrease in hanging/suffocation-related suicides. In comparison, 51% of non-veteran suicides involved a firearm.

# 2023 Annual Report

## Veteran Suicide in Northeast Florida

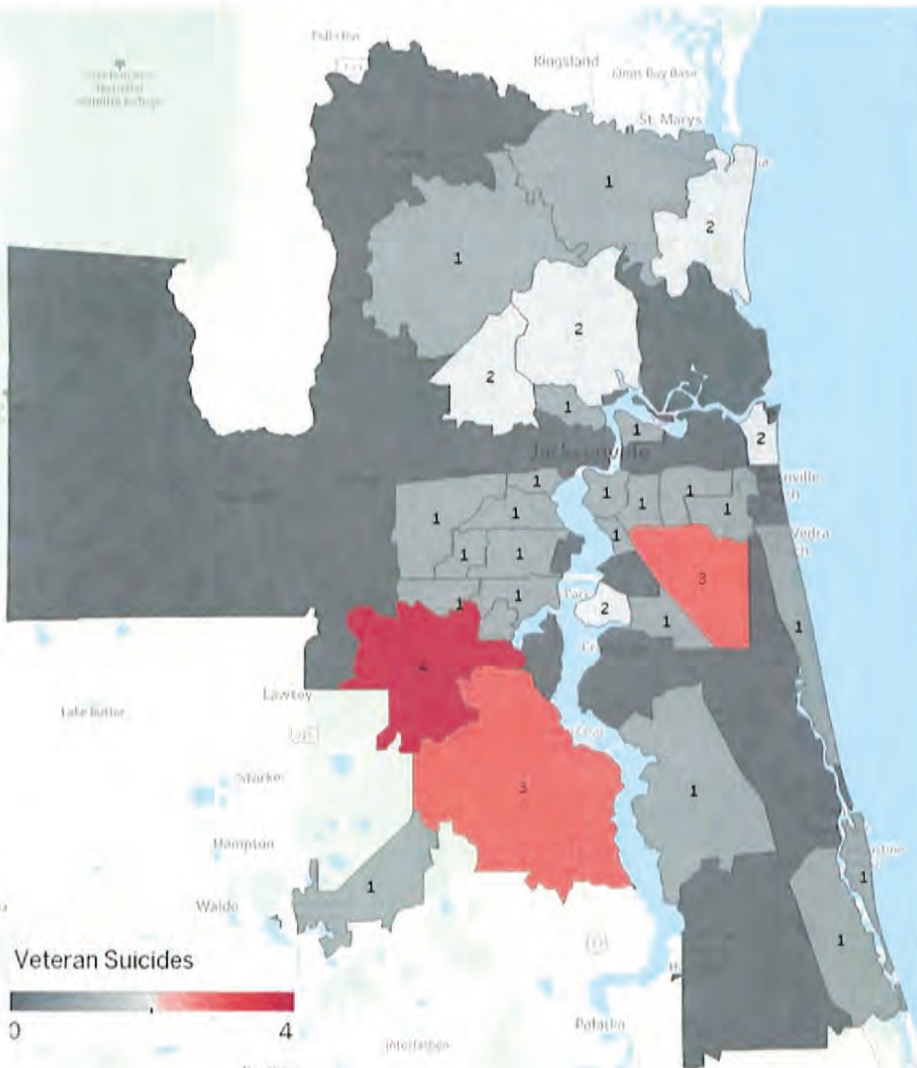
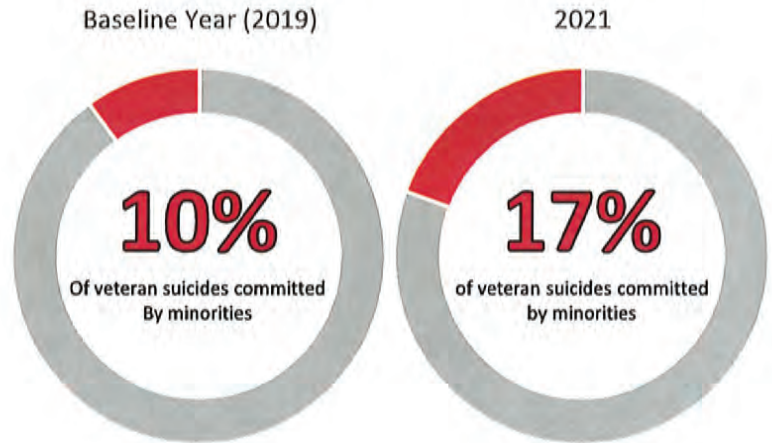
### Veteran Suicide Demographics

When considering the demographics of veterans who commit suicide, there are variations in the 2021 data. The proportion of minority suicides in the veteran community has ranged around 10% for the last ten years. This year, this proportion increased to 17%. This increase shifts the balance for 2021 to a disproportionate ratio of minority deaths. This is a trend that should be monitored to see if this continues in future years.

The rate of suicide by sex has remained constant by year.

The rate of suicide by age group fluctuated from the baseline year, but these fluctuations are not beyond what is expected based on prior years.

### Veteran Suicides for Non-minorities and Minorities



**KBO**

### Geographic Breakdown

Over the last 10 years, at least one veteran suicide has occurred in each of the ZIP codes in the five-county area. However, in 2021 there were no veteran suicides in 27 of the 59 ZIP codes in the five-county area. The ZIP Codes with the most veteran suicides in 2021 were 32068, 32043, and 32256.

32068 (4 suicides in 2021) is a largely populated ZIP code with a higher-than-average veteran population percent (16%). This zip code had one more suicide than it did in the baseline year.

32043 (3 suicides in 2021) is a largely populated ZIP Code in Clay County centered around Green Cove Springs that also has a higher-than-average veteran percentage (16%)

32256 is a heavily populated ZIP code with a lower population of veterans on Jacksonville's Southside.