



*Code change 2018000002
Open ticket #784486*

January 30, 2018

Mr. Ed Lehman
Planning Director
Clay County Development Division
477 Houston Street
Green Cove Springs, FL 32043

RE: Application to Amend LDRs
For Suburban Section

Dear Mr. Lehman:

Please be advised that I am the applicant seeking an amendment to the Clay County Land Development Code attached hereto and as the applicant, I hereby authorize and empower Susan L. Fraser of SLF Consulting, Inc. whose address is 3517 Park Street, Jacksonville, Florida 32205 and TR Hainline, of Rogers Towers PA, whose address is 1301 Riverplace Boulevard Suite 1500, Jacksonville, FL 32207 to act as agents to file the application to amend the LDRs to provide for a suburban roadway cross section. Ms. Fraser and Mr. Hainline are authorized to file such applications, papers, documents, requests and other matters necessary to support the requested change.

Ms. Fraser and Mr. Hainline are authorized to speak as my agents at all meetings and public hearings associated with the application.

Your assistance in this matter is appreciated.

Sincerely,

George Egan
President and CEO

GME/al
encl

Proposed Amendment to the Clay County Land Development Regulations

January 30, 2018

Applicant: Reinhold Corporation
PO Box 515
Penney Farms, FL 32079

Agent: Susan L. Fraser
SLF Consulting, Inc.
3517 Park Street
Jacksonville, FL 32205
904-591-8942

TR Hainline, Esq.
Rogers Towers PA
1301 Riverplace Boulevard Suite 1500
Jacksonville, FL 32207

Amendments to Article VIII. and the Lake Asbury Master Plan are proposed to provide for the construction of a suburban section for roadways identified as a Dashed Line Roads.

Amend paragraph (14) of Section 8-11. ROADWAY DESIGN AND IMPROVEMENTS of ARTICLE VIII. DESIGN AND IMPROVEMENT STANDARDS of the Clay County Land Development Regulations as follows:

Sec. 8-11. ROADWAY DESIGN AND IMPROVEMENTS

(14) Urban (Guttered) – Roadways in the county shall be designed as an urban section unless another roadway design is specifically authorized by the County Engineer or as provided in paragraphs (15) and (16) below.

(a) Roadway Gradient – The minimum longitudinal gradient for an urban section of roadway shall be 0.3%.

(b) Graded Right-of-Way – The roadway right-of-way for an urban section of roadway shall be graded to accommodate sidewalks and driveways in conformance with the adopted standard details.

(c) Concrete Construction Details – All details of curb, gutter and sidewalks shall conform to FDOT Design Standards. Any deviation from the adopted details and specifications will be allowed only with written approval from the County Engineer. All

materials and installation shall conform to FDOT's "Standard Specifications for Road and Bridge Construction."

(d) Storm Sewer – Storm sewers shall be constructed according to FDOT's "Standard Specifications for Road and Bridge Construction."

(e) Sod in Medians – All medians are to be sodded.

(15) Rural – Rural section roadways shall be permitted only outside the CWSSA and only, in the case of residential development, if the same has a minimum lot size that is larger than .5 acres. If a development proposes the use of rural section roadways, a geotechnical and water table certification report shall be required to determine the extent of required subsurface improvements and the removal of any unsuitable materials. All right-of-way other than paved areas shall be sodded. A paved shoulder a minimum of four feet in width shall be required on each side of the roadway.

(16) Suburban – Suburban section roadways shall be permitted in the Lake Asbury Master Plan for those roads designated as Dashed Line Roads on the LAMP Future Land Use Map (Exhibit M to the Clay County Comprehensive Plan) and for which a future four lane improvement is identified by the County. Said suburban section shall be designed for the ultimate 4 lane section and may be constructed as 2 lanes in the initial phase; a curbed median shall be provided in the initial phase of construction. .

(a) Graded Right-of-Way – The roadway right-of-way for a suburban section of roadway shall be graded to accommodate sidewalks and driveways in conformance with the adopted standard details.

(b) Concrete Construction Details – All details of curb and gutter (when applicable) and sidewalks shall conform to FDOT Design Standards. Any deviation from the adopted details and specifications will be allowed only with written approval from the County Engineer. All materials and installation shall conform to FDOT's "Standard Specifications for Road and Bridge Construction."

(c) Drainage – Drainage shall be provided within the right of way, with typical slope of 1:6 and a maximum slope of 1:4. Design shall be governed by paragraph (10) Roadway Ditches of Section 8-15 of this article.

(d) Sod in Medians – Medians are to be sodded.

(e) All right-of-way other than paved areas shall be sodded.

(f) A paved shoulder a minimum of four feet in width shall be required on each side of the roadway.

Amend Subsection d. of Paragraph 13. ROADWAY STANDARDS of Section C. LAKE ASBURY OVERLAY STANDARDS

**Lake Asbury Master Plan
Land Development Regulations**

d. Roadway Configurations. Road design shall comply with the following table and with the roadway design standards included as appendices to this document. Minimum widths may not be exceeded by more than two feet, except where turning radii or other factors justify a wider paved width. Where bike lanes are required, the minimum pavement width shall be the sum of the minimum pavement width indicated and the required bike lane width. As an incentive for Traditional Neighborhood Developments, right-of-way widths may be reduced by a maximum of ten feet when the following utilities, which are typically placed in the right-of-way, are not present in the right-of-way: water (10'), reuse (6').

Road	Min. Paved Width	Two 5' bike lanes required	Min. Right-of-Way *		On-Street Parking
			Urban	Suburban	
Alley (one-way/lane)	12'	no	18'	<u>na</u>	No (allowed outside right-of-way)
Alley (two-way/lane)	16'	no	20'	<u>na</u>	No (allowed outside right-of-way)
Local Residential	20'	no	60'	<u>na</u>	One side only
Local Residential	30'	no	60'	<u>na</u>	Both sides
Nonresidential Internal Street	20'	no	None	<u>na</u>	One side only
Nonresidential Internal Street	24'	no	None	<u>na</u>	Both sides required (outside of 24')
Residential Collector	24'	no	80'	<u>na</u>	One side only
Minor Collector	<u>24'-12' per lane</u>	yes	80'	<u>155'</u>	One side only, <u>urban section only</u>
Major Collector	<u>24'-12' per lane</u>	yes	80'	<u>155'</u>	No

No changes to subsection i, ii, and iii of subsection d. are proposed.