



**SUMMARY OF CITY COMMISSION ACTION ON
PETITION DB-18-17 SUB OAKS PRESERVE CLUSTER SUBDIVISION**

PUBLIC HEARING DATE: December 6, 2018

PROJECT NAME AND NUMBER: Oaks Preserve Cluster Subdivision, Petition DB-18-17 SUB.

APPLICATION TYPE: Quasi-Judicial

RECOMMENDATION: Staff to City Commission – Approve the Design Plat for Oaks Preserve Cluster Subdivision, with conditions, authorizing the applicant to proceed to Construction Drawing Review.

CITY PROJECT CONTACT: Lawrence Calderon, Planner III

PROJECT DESCRIPTION: EDA, Inc. (Sergio Reyes), agent for Oak Preserve Parcel Owners. Design plat review for Oak Preserve Cluster Subdivision, a residential subdivision of Tax Parcels: 06951, 06949-1, 06949, 06952-2-2, 06944-1, 069440, 06943-2, 06949-2 and 069521 to create 296 single-family residential lots. Zoned: RSF-4 (single-family residential 8 dwelling units per acre).

GENERAL DESCRIPTION AND SPECIAL FEATURES:

The petition is to reconsider the design plat for Oaks Preserve Cluster Subdivision to create 295 single-family lots on a combination of parcels totaling 95.17 acres. The Development Review Board reviewed the petition on April 24, 2018 and submitted a recommendation of approval with conditions to the City Commission. The City Commission reviewed the petition on June 21, 2017 and accepted the Development Review Board's recommended conditions of approval. In addition, the Commission modified Condition 14 and added four additional conditions as listed below. If approved, the petition will move to Construction Drawing Review and later, Final Plat Review by the City Commission.

The applicant has addressed the following five conditions and submits the modified design plat for reconsideration by the City Commission, see Exhibit "A".

- 1. The north/south trail shall be reconfigured to run as an independent route and shall not be designed as a shared path within the proposed rights-of-way. The trail shall be designed as a 10-foot wide multi-use trail and shall be routed at the back of lots.**

The north/south trail is designed as a separate 15-foot wide route outside the main roadway network. Parts of the trail run to the rear of lots and around the environmentally sensitive area at the southern end of the development, as depicted in Exhibit "A" and "C". The trail crosses the road network at two locations. The trail will be constructed together with the specific phase in which it is located. Details of the trail will be reviewed and approved during Construction Drawing review and will receive final approval by the City

Commission during Final Plat approval. The trail will be maintained by the Home Owners Association and a perpetual cross-access easement will be granted to the general public. The southern end of the trail will link to the emergency access route planned along SW 57th Avenue.

- 2. The right of way corridor provided between lots 135 and 136 for access to tax parcels 06952-001-000 and 06952-003-000 shall be expanded to a minimum width of 50 feet.**

The 30-foot access corridor provided between lots 135 and 136 for access to tax parcels 06952-001-000 and 06952-003-000 has been increased to a minimum width of 50 feet and designated as right of way for future connectivity to adjacent properties to the east. The corridor will be designed to provide immediate access to the adjacent tax parcels.

- 3. Prior to approval by the City Commission, the subdivision shall be designed to show a second or third phase with a third approved external connection to the closest officially paved roadway.**

The subdivision is planned to be implemented in three phases as depicted in Exhibit A. Approval of Phase II, or any phase after phase I, shall include construction of a 20-foot wide emergency access route within or along SW 57th Avenue. The route shall be designed to comply with or exceed the minimum Emergency Access Fire Rescue Route standards required by the Gainesville Fire Safety Department. Details of the route shall be included with Construction Drawing plans and shall require approval by the City Commission during review of Final Plat.

- 4. Condition 14 shall be modified as listed below:**

Condition 14.

Prior to Construction Drawing approval, a final report shall be submitted indicating the status of the site relative to the occurrence of significant archeological artifacts. If the final report may requires modifications to the design plat to address archeological findings; additional review by the DRB and the City Commission may shall be required. based on the extent of any proposed redesign.

A Phase I Archeological Assessment of the site by Watson Assemblage Parcel, Alachua County, Florida was conducted in January 2017. The Phase I Environmental report identified evidence of intact subsurface prehistoric deposits which are potentially eligible for National Register of Historic Places (NRHP) listing. Therefore, an order for a second phase study was requested; that study is in progress. Staff is expected to review the results of the study, prior to Construction Drawing review for the respective phase within which the archeological site is located. Based on the results of the study, staff will determine whether additional DRB and City Commission reviews are required.

- 5. A 7-foot wide buffered bike lane shall be constructed on both sides of Road "Q"; the design shall be resubmitted to the City Commission for final approval.**

A new design for Road "Q" is submitted showing a 7-foot wide bike lane on both sides of the road. Both the east and west ends of the road have been designed to accommodate future connections without impacting proposed lots. Additional details are depicted in Exhibit "B".

The following conditions were submitted by the Development Review Board on April 24, 2018; they will be implemented during Construction Review and Final Plat.

Condition 1.

The subdivision shall be phased and the cul-de-sacs redesigned to better accommodate opportunities for connection to future transportation routes under consideration near the area.

Condition 2.

*The subdivision shall establish a minimum of two improved access routes, ~~paved~~ **approved** to acceptable standards, linking the east, south and west portions of the subdivision to officially designated paved roadways nearest the site. Those routes shall serve primarily to facilitate emergency access to the lower reaches of the subdivision and as a basis for improvement of the surrounding undeveloped properties.*

The approved design plat shall be valid for a period of five years after completion of the first phase. The subdivider may request an extension before the City Commission prior to the expiration date. If the Design Plat expires, the subdivided shall be required to seek design plat approval based on standards existing at the time of the request.

Condition 3.

The City shall work with the subdivider to participate in partially funding implementation of those recommended roadways.

Condition 4.

The internal cul-de-sacs in the subdivision shall be redesigned to accommodate future opportunities to improve the overall transportation network, to establish a gridded roadway network and needed neighborhood connectivity roadways, bicycle and pedestrian system.

Condition 5.

The design plat shall show a 35-foot line around all wetlands to clearly establish that all lots are in compliance with the 35-foot buffer required by the code.

Condition 6.

The subdivision shall provide design alternatives that seek to provide a minimum of two functional emergency access routes to the south and west connecting to the closest official paved roadway. Alternatively, the subdivision may phase the development and seek approval for the northern portion and later approvals as the conditions for approval are satisfied.

Condition 7.

The subdivision shall examine the preliminary plans of surrounding areas to create connecting routes that link adjacent developments.

Condition 8.

The subdivision shall redesign the cul-de-sacs to provide design alternative that seek to provide a minimum of two functional emergency access routes to the south and west connecting to the closest official paved roadway.

Condition 9.

The applicant shall demonstrate on the plat, the limits of roadway encroachment into nearby wetlands including the dimensions of such encroachments.

Condition 10.

Prior to Final Plat approval, the applicant shall comply with the requirements of the City's Transportation Mobility Program Area.

Condition 11.

Except as specifically modified through this petition, the development shall comply with all requirements of the Land Development Code, conditions included in the staff report and comments submitted by the TRC.

Condition 12.

During Construction Drawing, detailed information shall be provided about the exact location of the referenced sink holes and how they integrate into the proposed subdivision.

Condition 13.

During Construction Drawing, details shall be provided concerning the relationship of the sinkhole to surrounding uses and the potential impact of the stormwater basin on the stability of the sinkhole.

Condition 14.

Prior to Construction Drawing approval, a final report shall be submitted indicating the status of the site relative to the occurrence of significant archeological artifacts. The final report may require modifications to the design plat to address archeological findings; additional review by the DRB and the City Commission may be required based on the extent of any proposed redesign.

Condition 15.

All open space areas, not dedicated to the City shall be owned and maintained by a Home Owners Association which shall be responsible for upkeep and maintenance of the open space; appropriate documents shall be required.

Condition 16.

Prior to final plat approval, the applicant shall demonstrate how it satisfies the criteria to protect a minimum of 50% of all heritage trees.

Condition 14. (Modified by the City Commission and listed above)

Prior to Construction Drawing approval, a final report shall be submitted indicating the status of the site relative to the occurrence of significant archeological artifacts. The final report may require modifications to the design plat to address archeological findings; additional review by the DRB and the City Commission may be required based on the extent of any proposed redesign.

Condition 15.

All open space areas, not dedicated to the City shall be owned and maintained by a Home Owners Association which shall be responsible for upkeep and maintenance of the open space; appropriate documents shall be required.

Condition 16.

Prior to final plat approval, the applicant shall demonstrate how it satisfies the criteria to protect a minimum of 50% of all heritage trees.

Condition 17.

The cluster open space provided to compensate for the reduced lot size shall be created in a more centralized location and made accessible to all residents of the subdivision. It should be served by bicycle and pedestrian routes.

Condition 18.

Except as modified through the cluster subdivision process and to accommodate emergency access, all roadways shall be constructed to the standards as specified in the Public Works Design Manual.

Condition 19.

The common area between lots 135 and 136 shall be redesigned to better accommodate future connection to external developments and/or planned regional roadways.

Condition 20.

During Construction Drawing review, the applicant must demonstrate that all sidewalks, utilities, Stormwater, fire service, solid waste services and street landscaping can be accommodated within the proposed rights-of-way and/or available easement within the subdivision. Failure to comply with all requirements may require a re-consideration of the design plat by the City Commission.

Condition 21.

~~*Signage for the subdivision shall be in accordance with the adopted sign ordinance.*~~

Condition 22.

During Construction Drawing review, a landscape plan shall be proposed to provide suitable landscaping along the north side of the internal roadway.

Condition 23.

The developer shall provide mitigation for removal of high quality heritage trees in accordance with the requirements stated in the Land Development Code.

Condition 24.

At the sole expense of the developer lighting shall be provide along all the private roadways similar to standards for public street lighting requirements.

Condition 25.

All lots shall be required to comply with the setbacks as approved with the Design and Final Plat. Accessory structures shall comply with the development standards outlined in the RSF-4 zoning district.

Condition 26.

All signage for the subdivision shall be in accordance with the standards of the Land Development code. Entrance signs shall comply with the Section 30-6.6 (w). An irrigation system shall be provided; the sign shall establish a maintenance agreement and the sign shall be landscaped.

Condition 27.

The applicant shall be required to comply with all comments and conditions of the Technical Review Committee as included in Attachment "A".

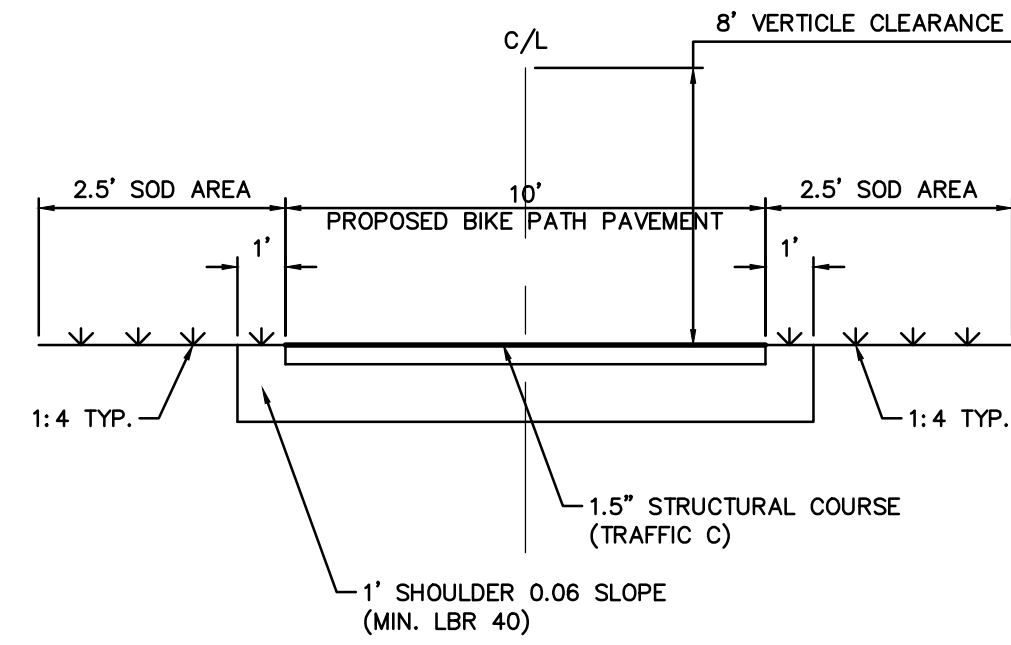
LIST OF EXHIBITS:

Exhibit A: – Amended Design Plat with Bike Trail

Exhibit B: – Cross-section of Road “Q”

Exhibit C: – Cross-section of Bike Trail

EXHIBIT "A"



TYPICAL SECTION A-A DETAIL
N.T.S.

BIKE PATH PAVEMENT

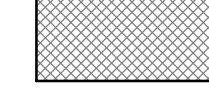




1.5" SP TYPE STRUCTURAL COURSE (TRAFFIC C)
 OPTIONAL BASE GROUP 4
 12" TYPE B STABILIZATION (LBR 40)

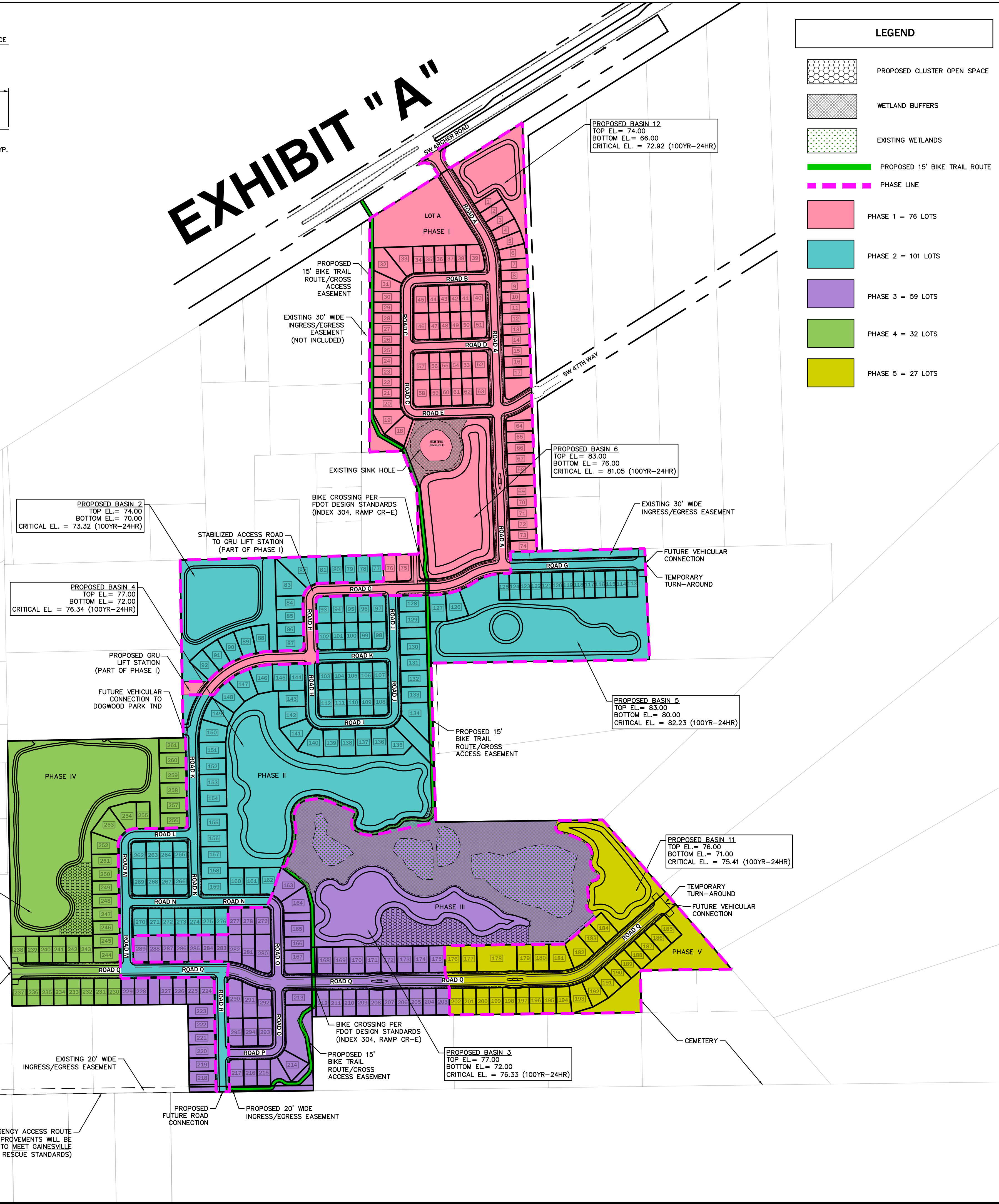
NOTE:

TRIM TREES AND VEGETATION AS NEEDED TO PROVIDE 8' VERTICLE CLEARANCE.

BIKE PATH SHALL MAINTAIN 2' MIN. CLEARANCE TO ALL EXISTING ABOVE GROUND UTILITIES OR OTHER OBSTRUCTIONS.

LEGEND

-  PROPOSED CLUSTER OPEN SPACE
-  WETLAND BUFFERS
-  EXISTING WETLANDS
-  PROPOSED 15' BIKE TRAIL ROUTE
-  PHASE LINE
-  PHASE 1 = 76 LOTS
-  PHASE 2 = 101 LOTS
-  PHASE 3 = 59 LOTS
-  PHASE 4 = 32 LOTS
-  PHASE 5 = 27 LOTS



ENVIRONMENTAL CLUSTER SUBDIVISION DATA TABLE

1. THE PROPOSED SUBDIVISION IS APPROXIMATELY 95.17 ACRES AND HAS A TOTAL OF 295 LOTS. THE PROPOSED LOT DENSITY IS 3.09 UNITS PER ACRE. THE MAXIMUM DENSITY ALLOWED IN THE RSF-4 DISTRICT IS 8 UNITS PER ACRE.

BASED ON CLUSTER SUBDIVISION REGULATIONS THAT ALLOW VARIATION IN THE RSF-4 ZONING DIMENSIONAL CRITERIA, THE PROPOSED LOT STANDARDS ARE AS FOLLOWS:

*** LOT SETBACKS:**

ALL LOTS WITHIN SUBDIVISION SHALL COMPLY WITH THE FRONT (20') SETBACK AND REAR (10') SETBACK AS PRESCRIBED IN THE RSF-4 ZONING. EXCEPTIONS INCLUDE LOT 178, WHICH SHALL HAVE A REDUCED FRONT SETBACK OF (10'). THE SUBDIVISION PROPOSES A REDUCTION OF THE SIDE INTERIOR AND STREET SETBACKS FOR ALL LOTS FROM 7.5' TO 5' WHICH COMPLIES WITH REQUIREMENTS OF ALL ADJUTING ZONING DISTRICTS.

*** LOT WIDTH:**

LOTS 75-112 AND 126-295 SHALL MEET OR EXCEED THE MINIMUM LOT WIDTH REQUIRED IN THE RSF-4 ZONING DISTRICT. PER CLUSTER SUBDIVISION PROVISIONS, LOTS 1-74 AND 113-125 SHALL HAVE A MINIMUM LOT WIDTH OF 40 FEET.

*** LOT AREA:**

ALL LOTS SHALL COMPLY WITH THE MINIMUM LOT SIZE REQUIREMENTS OF 4,300 SF, WITH THE EXCEPTION OF LOTS: 1-3, 7-17, 20-30, 34-38, 41-44, 47-50, 53-56, 59-62, 64-74, AND 113-125.

*** LOT SIZES:**

LOT WIDTHS DELINEATED ON THE DESIGN PLAT MAY BE REDUCED ON SUBSEQUENT CONSTRUCTION PLANS AND FINAL PLAT FOR THE PURPOSE OF WORKING AROUND TREES AND/OR ON-SITE ENVIRONMENTAL AND ARCHAEOLOGICAL FEATURES, PROVIDED THE MAXIMUM NUMBER OF LOTS APPROVED IN THE DESIGN PLAT IS NOT EXCEEDED.

*** PROJECT PHASING:**

1. THE PROJECT WILL BE PHASED WITH THE APPROXIMATE PHASE LINE FOR EACH PHASE INDICATED ON THE DESIGN PLAT. THE LINE MAY BE SLIGHTLY ADJUSTED, PROVIDED THAT ANY ADJUSTMENT IS IN COMPLIANCE WITH THE DESIGN PLAT CONDITIONS APPROVED BY THE CITY COMMISSION.

THE PROJECT MAY ALSO BE CONSTRUCTED IN ITS ENTIRETY AS ONE PHASE PROVIDED THAT THE EMERGENCY ACCESS ROAD IS INCLUDED. IN ADDITION, PHASE 2 AND 3 MAY BE DEVELOPED JOINTLY.

2. THE DESIGN PLAT WILL REMAIN VALID FOR 5 YEARS, PROVIDED CONSTRUCTION PLANS FOR THE FIRST PHASE ARE SUBMITTED WITHIN 2 YEARS OF DESIGN PLAT APPROVAL.

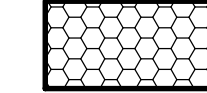
3. THE CONSTRUCTION OF THE BIKE TRAIL WILL BE PHASED IN CONJUNCTION WITH THE PHASING PLAN. ANY BIKE TRAIL LOCATED WITHIN A CONSTRUCTION PHASE SHALL BE CONSTRUCTED AS PART OF THAT PHASE.

*** EMERGENCY ACCESS:**

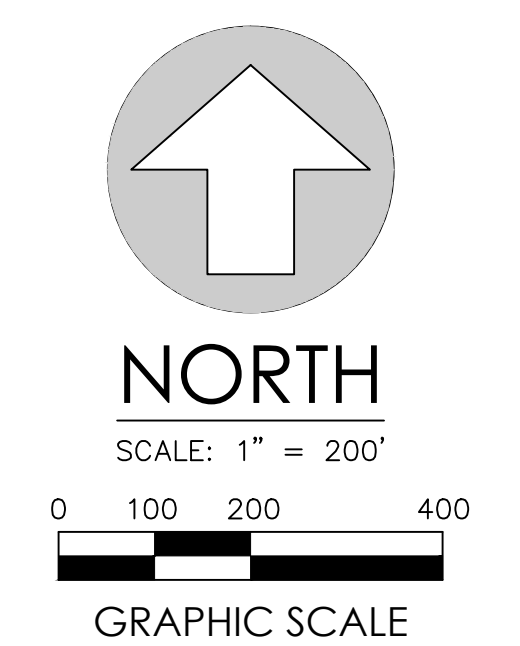
A STABILIZED EMERGENCY ACCESS ROUTE VIA SW 57 AVE. TO THE NEAREST PAVED PUBLIC ROAD WILL BE PROVIDED WITH PHASE 2 OF DEVELOPMENT. THE ACCESS ROAD WILL MEET GAINESVILLE FIRE RESCUE STANDARDS FOR WIDTH (MIN. 14 FEET), AND STABILIZATION OF LBR 40.

*** CLUSTER OPEN SPACE:**

THE SUBDIVISION EXCEEDS THE REQUIRED CLUSTER OPEN SPACE REQUIREMENTS, AS DEMONSTRATED BELOW:

TOTAL PROPOSED LOT AREA FOR LOTS < 4,300 SF (ZONING MINIMUM) (LOTS: 1-3, 7-17, 20-30, 34-38, 41-44, 47-50, 53-56, 59-62, 64-74, 113-125)	6.7 AC
MINIMUM LOT AREA REQUIRED PER RSF-4 ZONING (4,300 SF) (LOTS: 1-3, 7-17, 20-30, 34-38, 41-44, 47-50, 53-56, 59-62, 64-74, 113-125)	7.2 AC
LOT AREA BENEATH MINIMUM RSF-4 LOT SIZE	-0.5 AC
CLUSTER OPEN SPACE REQUIREMENT (0.5AC x 0.75%)	0.38 AC
 PROVIDED CLUSTER OPEN SPACE	1.66 AC

NOTE:
UP TO 4 SHARED DRIVEWAYS WITHIN AREAS CONTAINING TRAFFIC CALMING DEVICES WILL BE PROVIDED ALONG ROAD Q WITH SPECIFIC DESIGN DETAILS DETERMINED AT THE CONSTRUCTION PLAN REVIEW STAGE.



No.	Date	Comment

Professional Engineer of Record:

 Engineer Certificate No.

Project No: 16217
 Project phase: DESIGN PLAT SUBMITTAL
 Project title: OAKS PRESERVE - A CLUSTER SUBDIVISION CITY OF GAINESVILLE, FLORIDA

Sheet title: CLUSTER SUBDIVISION PLAN

Designed: SJR Sheet No.: C0.10
 Drawn: JB
 Checked: SJR
 Date: 11/06/18

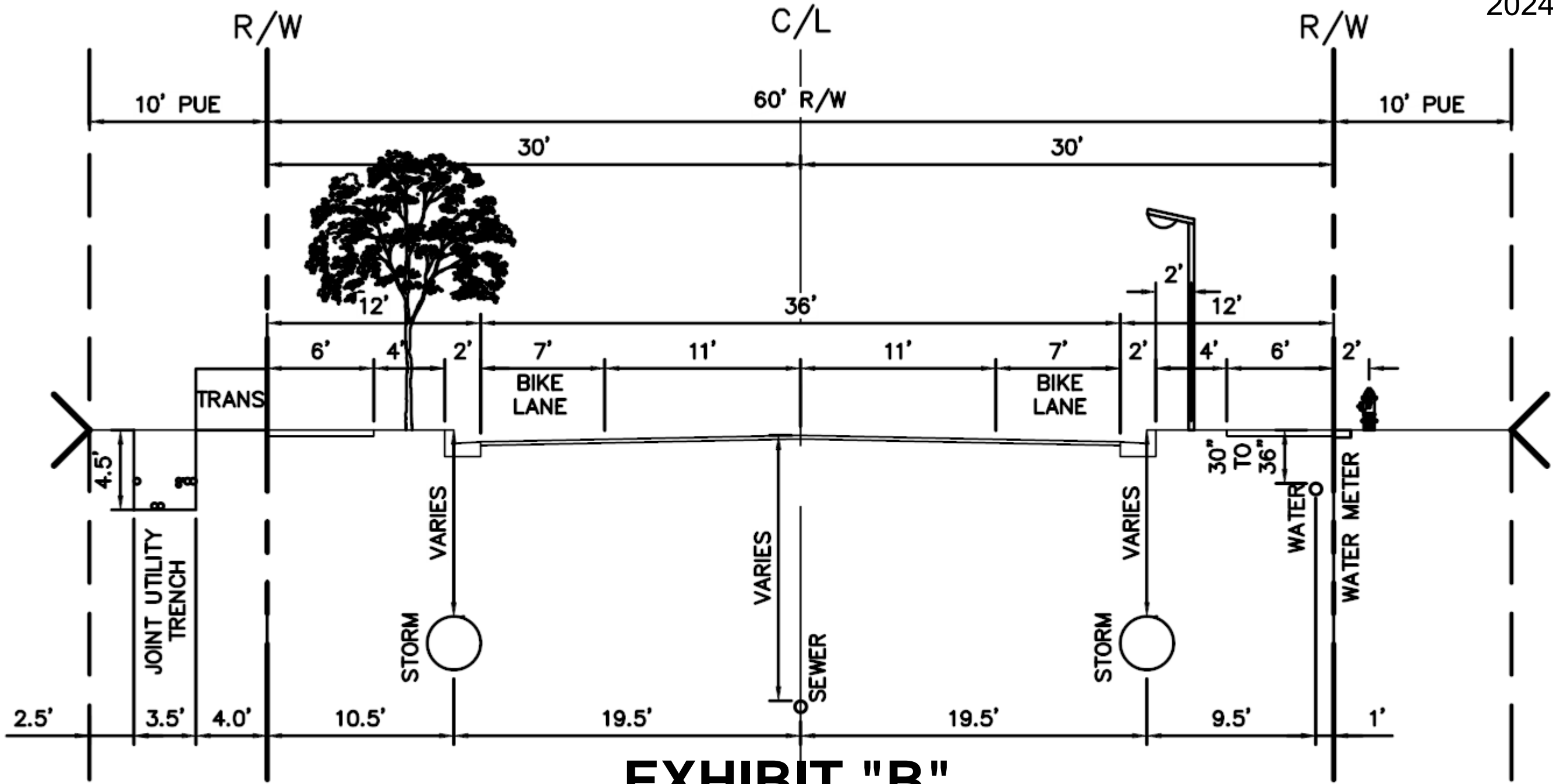


EXHIBIT "B"

60' RIGHT-OF-WAY WITH BIKE LANE

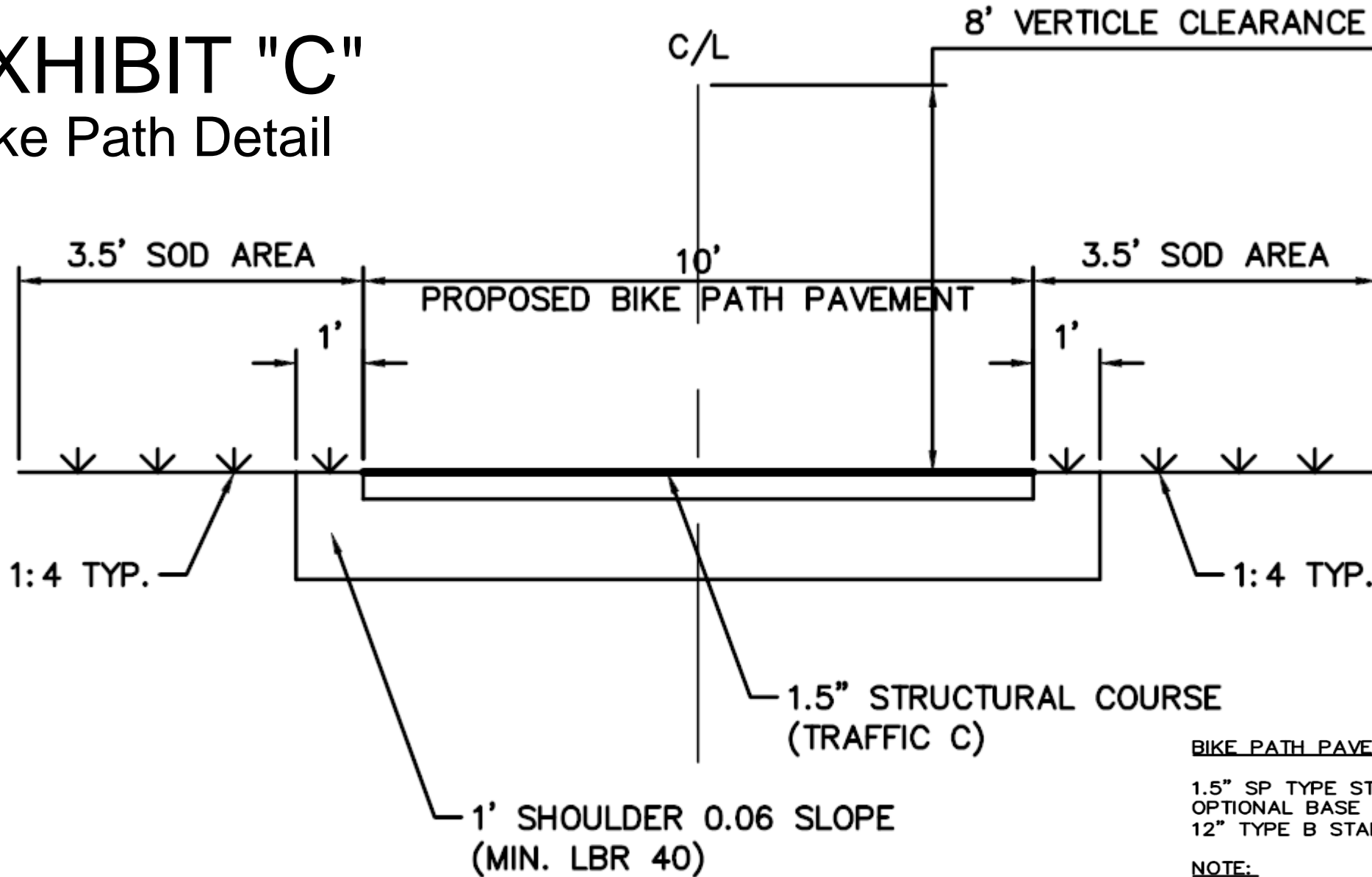
TYPICAL UTILITY ALLOCATION CROSS SECTION - SECTION F-F

DESIGN SPEED: 35 MPH

N.T.S.

EXHIBIT "C"

Bike Path Detail



BIKE PATH PAVEMENT

1.5" SP TYPE STRUCTURAL COURSE (TRAFFIC C)
 OPTIONAL BASE GROUP 4
 12" TYPE B STABILIZATION (LBR 40)

NOTE:

TRIM TREES AND VEGETATION AS NEEDED TO PROVIDE 8' VERTICLE CLEARANCE.

BIKE PATH SHALL MAINTAIN 2' MIN. CLEARANCE TO ALL EXISTING ABOVE GROUND UTILITIES OR OTHER OBSTRUCTIONS.

TYPICAL SECTION A-A DETAIL

N.T.S.