

**PROPOSED LARGE SCALE
FUTURE LAND USE MAP (FLUM) AMENDMENT**



OVERVIEW

ORDINANCE: 2014-536

APPLICATION: 2013K-001-3-13

APPLICANT: PAUL HARDEN

PROPERTY LOCATION: A portion of 7981 Baymeadows Circle West

Acreage: 12.43 acres

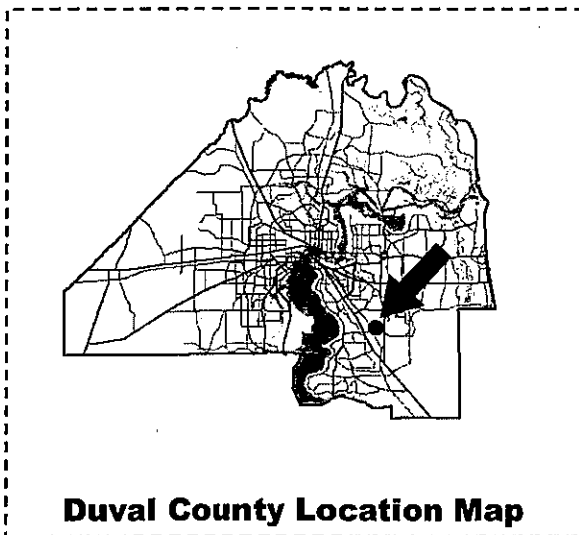
Requested Action:

	Current	Proposed
LAND USE	MDR	NC
ZONING	RMD-A & RMD-D	PUD

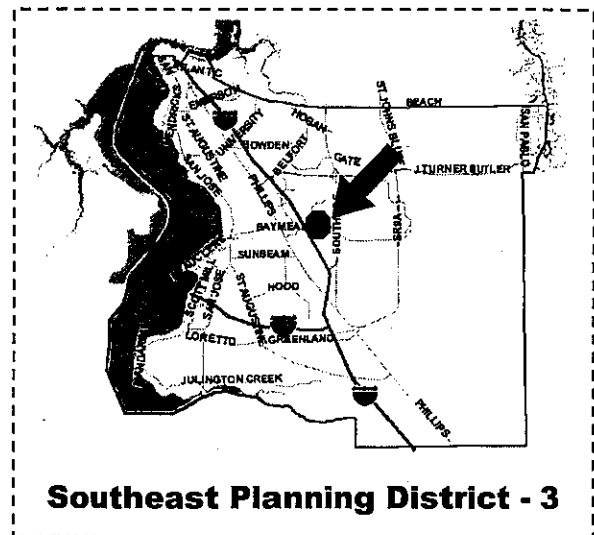
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or (Decrease) in Maximum Density	Non-Residential Net Increase or (Decrease) in Potential Floor Area
MDR	NC	15 Du/Ac (254 Units)	N/A	N/A	0.45 FAR / 332,841 Sq. Ft. Neighborhood Commercial Uses	Decrease of 254 Dwelling Units	Increase of 332,841 sq. ft. of Non-Residential Uses

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS: Arrows point to location of proposed amendment.



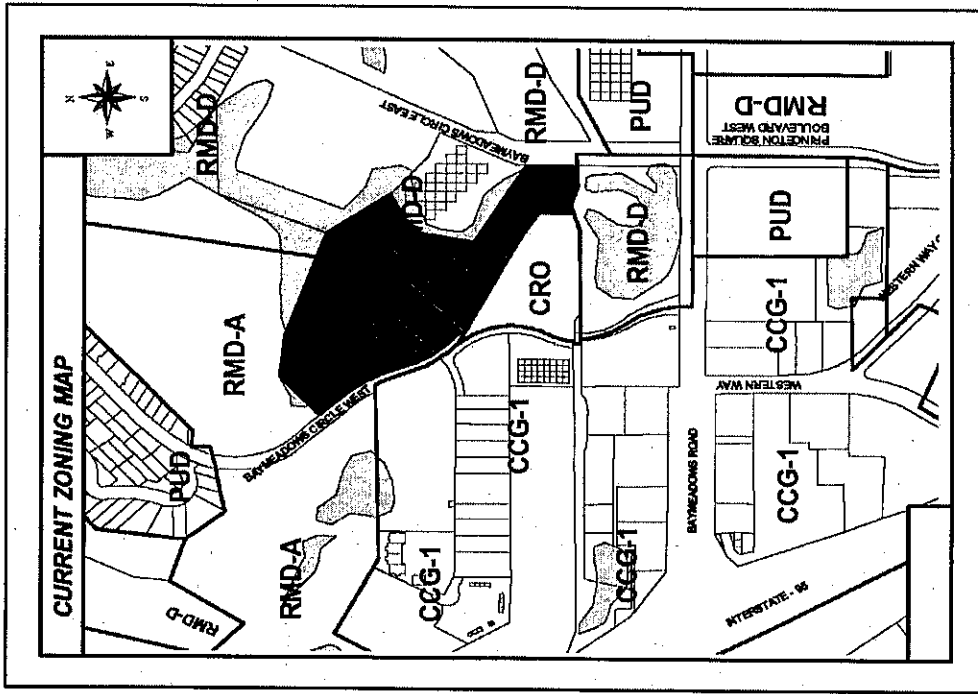
Duval County Location Map



Southeast Planning District - 3

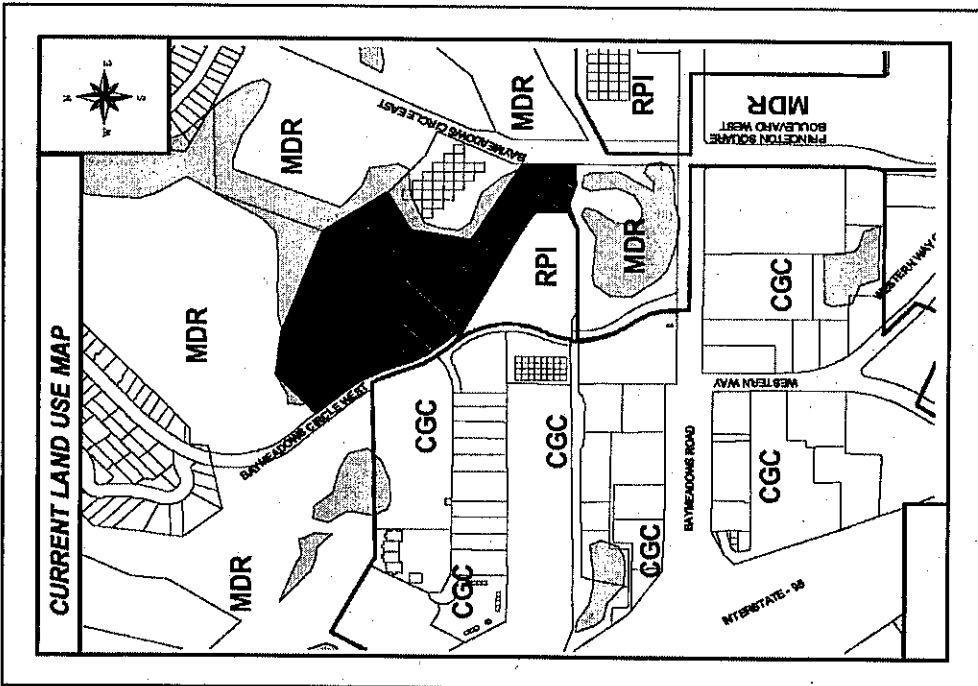
DUAL MAP

LARGE SCALE LAND USE APPLICATION 2013K-001



Current Zoning District(s): Residential Medium Density-A (RMD-A) & Residential Medium Density-D (RMD-D)

Requested Zoning District(s): Planned Unit Development (PUD)



Existing FLUM Land Use Categories: Medium Density Residential (MDR)

Requested FLUM Land Use Category: Neighborhood Commercial (NC)

ANALYSIS

Background:

The 12.43 acre subject property is located on a portion of the former Baymeadows Golf Course in Planning District 3, Council District 13 and within the boundaries of the Southeast Vision Plan and the Baymeadows Community Plan. The property is currently vacant land. A majority of the site is covered by a pond.

The applicant proposes an amendment to the Future Land Use Map series (FLUMs) from Medium Density Residential (MDR) to Neighborhood Commercial (NC) and a companion rezoning from Residential Medium Density-A (RMD-A) and Residential Medium Density-D (RMD-D) to Planned Unit Development (PUD) in order to develop the site with a mix of office and light retail uses. The PUD is moving concurrently with the adoption of this land use amendment pursuant to Ordinance 2014-537. The companion PUD permits development of commercial and office uses on the property and, according to the applicant, provides for limitations and restrictions in accordance with terms agreed to with the Baymeadows neighborhood associations.

The area surrounding the subject site contains a mix of single-family and multi-family residential, office and commercial uses as well as the former golf course. The commercial uses are located south of the site along Baymeadows Road. Baymeadows Road is classified as a minor arterial roadway and Baymeadows Circle West, which is the western boundary of the site, is a privately maintained local road. The Baymeadows Road ramp to I-95 is located less than one half of a mile west of the subject site.

There is one additional land use amendment being processed concurrently with this land use amendment application. One of the amendments, 2013K-002/Ordinance 2014-538 is a large scale land use amendment for a 16.98 acre site located directly west of this site and across Baymeadows Circle West. Ordinance 2014-538 is a request to change the land use from MDR to NC and is accompanied by a PUD rezoning. A recent land use application proposal nearby this site is small scale amendment 2013C-031 that was recently approved with Ordinance 2014-138-E, for a 5.80 acre site going from MDR to Community/General Commercial (CGC). This site is located on Baymeadows Road and was accompanied by a companion rezoning from RMD-D to PUD (Ordinance 2014-139-E).

In addition to the pending land use amendments, the City recently approved PUD Ordinance 2014-062-E for 112.88 acres of the remainder of the former golf course parcel. According to the details included in the PUD written description, the 112.88 acre site is intended for development with 150,000 square feet of non-residential uses, 552 multi-family dwelling units, 146 single-family dwelling units, and 404,672 square feet of active recreation.

According to the Capital Improvements Element of the 2030 Comprehensive Plan, the site is located within the "Urban Area" of the City.

Impacts and Mitigation

Potential impacts of a proposed land use map amendment have been analyzed by comparing the appropriate residential density by residential land use category, or the Development Impact Standards (non-residential categories), for the subject site. Development Impact Standards are detailed in FLUE Policy 1.2.16 *Development Standards for Impact Assessment*. These standards produce development potentials shown on the attached *Impact Assessment*.

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville's Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of mostly High and Low sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process will be required to perform a Professional Archaeological Reconnaissance Survey and possibly a Phase 1 archaeological survey if in an area of high sensitivity. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed land use amendment results in an increase of 6,745 net new daily external trips. This analysis is based upon the comparison of what potentially could be built on that site given the proposed land use category (as detailed in FLUE Policy 1.2.16 *Development Standards for Impact Assessment*) versus the maximum development potential. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

School Capacity

The proposed land use amendment from MDR to NC does not include residential development potential. Therefore, school enrollment and capacity will not be impacted by this land use amendment.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	CURRENT	PROPOSED
Site Utilization	Vacant	Commercial Uses
Land Use Category	MDR	NC
Development Standards For Impact Assessment	15 DU/acre	0.45 FAR
Development Potential	186 DUs	243,653 sf of NC uses
Population Potential	437 people	N/A
SPECIAL DESIGNATIONS/AREAS		
	YES	NO
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	High	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	Potential increase of 6,745 Net New Daily Trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 31,527 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 23,646 gallons per day	
Potential Solid Waste Impact	Decrease of 93.755 tons per year	
Drainage Basin / Sub-Basin	Pottsburg Creek (Stream)	
Recreation and Parks	None	
Mass Transit	Old Baymeadows Road served by B7 Bus Line	
NATURAL FEATURES		
Elevations	20-25 feet	
Soils	Leon fine sand(32)	
Land Cover	Golf course(1820); Reservoirs(5300);	
Flood Zone	None	
Wet Lands	None	
Wild Life	None	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on December 6, 2013, the required notice of public hearing signs were posted. Ninety (90) notices were mailed out to adjoining property owners, registered neighborhood associations and the Southeast CPAC informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Planning and Development Department held a Preview Workshop on December 16, 2013. There was one speaker who voiced concerns regarding traffic impacts, site access, drainage, maintenance of the private road and what will happen to the ponds.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

The proposed amendment is **consistent** with the following Goal, Objective and Policies of the 2030 Comprehensive Plan, Future Land Use Element:

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.1.25 The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

Goal 3 To achieve a well balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

Policy 3.2.6 The City shall encourage neighborhood commercial uses to be located within one quarter mile of the intersections of roads classified as collector or higher on the Functional Highway Classification Map, except when such uses are an integral component of a mixed-use development, Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), Rural Village or similar development. The City should prohibit the location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.

Objective 3.4 Where feasible, the City shall encourage all new developments to conform to a compact and connected growth pattern with land use diversity and improved interrelationships among living, working, shopping, education and recreational activities.

According to the Category Descriptions for the Suburban Development Areas of the FLUE, the MDR future land use category is intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public uses. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category.

The NC Future Land Use Category is intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. NC uses shall generally be located in locations that are supplied with full urban services and which abut a roadway which is classified as a collector or higher on the Functional Highway Classification map. NC is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. Preferred development patterns include those described in Policy 3.2.6 of the FLUE.

The subject property is located in the Urban Development Area (UA), which is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses since prior to consolidation. The intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also, the UA is intended to support multi-modal transportation and the reduction of vehicle miles traveled. The proposed amendment to a non-residential category provides employment and light commercial opportunities located in close proximity to existing and proposed medium density residential uses. Additionally, the amendment site is located

in an area with access to full urban services, including mass transit and provides for infill development on the site of a former golf course. Therefore, the proposed amendment is consistent with the intent of the Urban Development Area and with FLUE Policies 1.1.22 and 1.2.25 and FLUE Objective 3.4.

The proposed land use amendment to NC is located on a local road and is not within one quarter mile of the intersections of roads classified as collector or higher. However, the Neighborhood Commercial uses could serve the daily needs of proposed residential neighborhoods to the north and could be an integral component of the overall mixed use Baymeadows Plan Area development furthering the intent of FLUE Goal 3 and Policies 3.1.3 and 3.2.6 and the NC land use category description and therefore, would be consistent with the 2030 Comprehensive Plan.

2030 Comprehensive Plan

The proposed amendment is consistent with the following Policies of the 2030 Comprehensive Plan, Transportation Element (TE):

Policy 2.3.8 The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

Policy 2.3.9 The City shall encourage, through the development review process, the interconnections of land uses that reduce the need for external trip generation and encourage alternative methods of movement. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

The proposed amendment promotes infill development that will result in a compact mix of residential and non-residential land uses that will assist in minimizing external trip generation and support the use and alternative methods of movement. Therefore, the proposed amendment is consistent with TE Policies 2.3.8 and 2.3.9.

Baymeadows Community Plan/Vision Plan

The application site lies within the boundaries of the Southeast Vision Plan and the Baymeadows Community Vision Plan. The Baymeadows Community Vision Plan is a continuation and fine tuning of the community efforts that created the Southeast Vision Plan. Specific recommendations from the Baymeadows Community Vision Plan call for a revitalization of business and commercial development with a "community scale." Other aspects of the plan include improved roadways, "soft" entrance features, improved signage, traffic calming, and preservation of existing vegetation and the creation of parkland. The plan also identifies the redevelopment of the golf course as a major component of the plan. Also

included is a multi-functional "club house" facility which features classrooms, teaching facilities, sales, golf course retail, outdoor cafes, outdoor putting greens and a driving range. The proposed land use category accommodates such uses.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan, Economic Development:

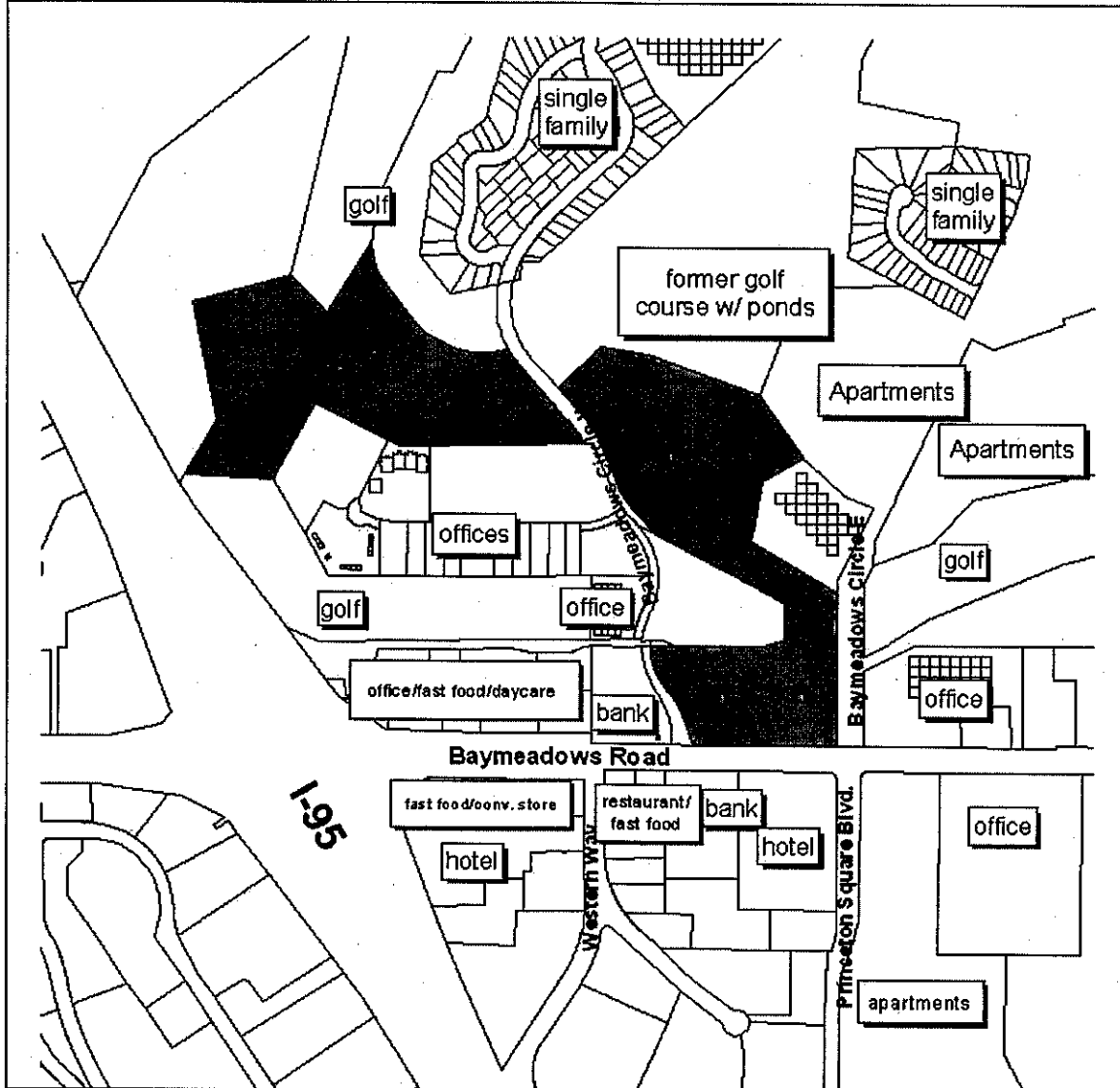
Policy 55C Make Northeast Florida conducive to small business success. Promote incubators and relationships with colleges and universities. Increase access to capital and the purchasing power of small businesses through joint and cooperative efforts. Support efforts that give priority to small business and business in the Region in government contracting.

The proposed land use amendment is consistent with Policy 55C of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional opportunity for the creation of small business in Northeast Florida.

RECOMMENDATION

The Planning and Development Department recommends **APPROVAL** of this application based on its inconsistency with the 2030 Comprehensive Plan and the Strategic Regional Plan.

ATTACHMENT A - Existing Land Utilization



City of Jacksonville Field Map Land Use Amendments

2013K-001
2013K-002
2013C-031

300 0 300 600 Feet



ATTACHMENT B - TRAFFIC ANALYSIS

Produced by: Planning and Development Department
 Application Number: 2013K-001

LB
 Date: 1/8/2014
 Mobility Zone / Development Area: 1 / Urban
 Planning District: 3
 Council District: 13

Table A

Trip Generation Estimation

Section 1									
Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
Undeveloped	12.43								
Total Section 1									0
Section 2									
Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
MDR / RMD-A	12.43	220	186	DUs	$T = 6.06(X) + 123.56$	1,251	0.00%	0.00%	1,251
Total Section 2									1,251
Section 3									
Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
NC / PUD	5.8	820	243,653	1,000 SF OF GLA	$\ln(T) = 0.65 \ln(X)/1000 + 5.63$	12,115	0.00%	34.00%	7,996
Total Section 3									7,996
*Net New Trips = Section 3 - Section 2 - Section 1									6,745

Source: Trip Generation Manual, 9th Edition, Institute of Engineers

ATTACHMENT B - TRAFFIC ANALYSIS (CONTINUED)

2/13/2014

Produced by: Planning and Development Department
 Application Number: 2013K-001

LB
 Date: 1/8/2014
 Mobility Zone / Development Area: 1 / Urban
 Planning District: 3
 Council District: 13

Table B

Net New Daily External Trip Distribution

	a 6,745	= Total Net New External Trips (Table A)	b	(a*b)
Link ID Number	Roadway Name	From / To	Percent of Total Net New Daily Amendment Trips	Net New Daily External Amendment Trips
21	I-95	BAYMEADOWS RD (SR 152) TO J TURNER BUTLER BLVD (SR 202)	26.15%	1764
100	BAYMEADOWS RD (SR 152)	PHILIPS HWY (US 1) TO I-95	36.46%	2459
536	BAYMEADOWS RD (SR 152)	I-95 TO OLD BAYMEADOWS RD	63.18%	4261
611	BAYMEADOWS RD (SR 152)	OLD BAYMEADOWS RD TO SOUTHSIDE BLVD (SR 115)	17.77%	1199
631	I-95	SOUTHSIDE BLVD EXIT (SR 115) TO BAYMEADOWS RD (SR 152)	21.89%	1476

BOLD *Indicates Directly Accessed Segment(s)*

ATTACHMENT B - TRAFFIC ANALYSIS (CONTINUED)

Produced by: Planning and Development Department
 Application Number: 2013K-001
 Date: 10/20/14
 Mobility Zone / Development Area: 1/Urban
 Planning District: 3
 Council District: 13

Table C
Roadway Link Analysis

Link ID Number	Road Name	Termini	Roadway Classification	Side of City Road	Numbers of Lanes	Approved Service Volume		Background Traffic		Amended Trip Daily Estimate	Total Trips Daily Estimate	Percent Capacity Used w/ Amended	
						Day	Night	Daily Volume	Yearly Volume				
21	I-95	BAYMEADOWS RD (SR 152) TO J TURNER BUTLER BLVD (SR 202)	Freeway/SS	State	6.0	116,500	65,500	85,500	1.00%	96,512	1,764	82,876	79.46%
100	BAYMEADOWS RD (SR 152)	PHILIPS HWY (US 1) TO I-95	Arterial	State	4.0	39,800	36,750	36,750	1.00%	36,825	2,459	41,084	101.23%
538	BAYMEADOWS RD (SR 152)	I-45 TO OLD BAYMEADOWS RD	Arterial	State	4.0	39,800	35,000	35,000	1.00%	36,785	4,261	41,047	101.13%
511	BAYMEADOWS RD (SR 152)	OLD BAYMEADOWS RD TO SOUTHSIDE BLVD (SR 115)	Arterial	State	4.0	39,800	24,500	24,500	1.00%	25,750	1,199	26,949	67.71%
531	I-95	SOUTHSIDE BLVD-EXIT (SR 115) TO BAYMEADOWS RD (SR 152)	Freeway/SS	State	6.0	116,500	70,000	70,000	1.00%	83,030	1,475	84,606	72.48%

* As determined from Trend Analysis of FOOT LBS Report, dated 8/12/2013
 Data from City of Jacksonville Road Map Report Link Status Report dated 11/1/2013
 BOLD indicates Directly Accessed Segment (4)

Major Intersections List

S/S Interchange/
S/S Intersections
Main Impact Area
I-95/ BUTLER BLVD ROAD (SR 152)

LUA-2013K-0135

