

**PROPOSED SMALL-SCALE
FUTURE LAND USE MAP (FLUM) AMENDMENT**



OVERVIEW

ORDINANCE: ORD # 2015-235

APPLICATION: 2015C-005-1-7

APPLICANT: PAUL HARDEN

PROPERTY LOCATION: 446 Golfair Boulevard

Acreeage: 0.47 Acres

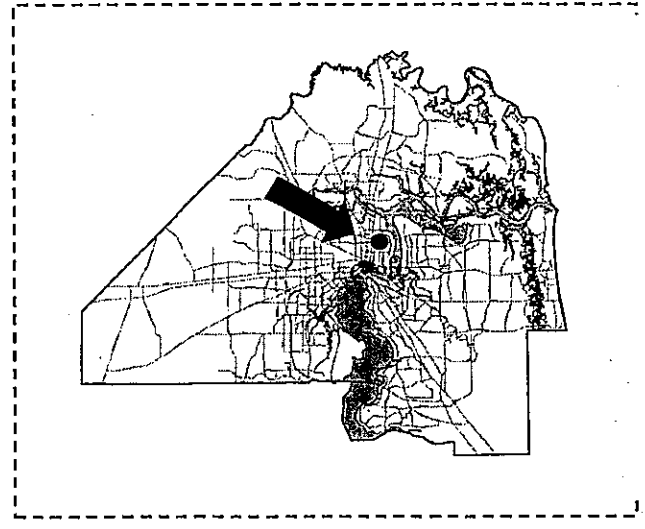
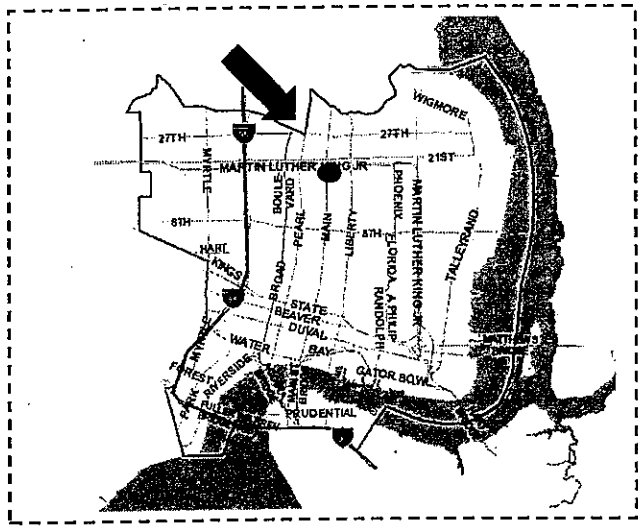
Requested Action:

	Current	Proposed
LAND USE	LDR	NC
ZONING	RLD-60	CN

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
LDR	NC	2 SF Dwellings (5 DU/Ac)	N/A	N/A	9,213 Sq. Ft. Neighborhood Commercial Uses(0.45 FAR)	Decrease of 2 SF Dwelling Units	Increase of 9,213 Sq. Ft. Neighborhood Commercial Uses

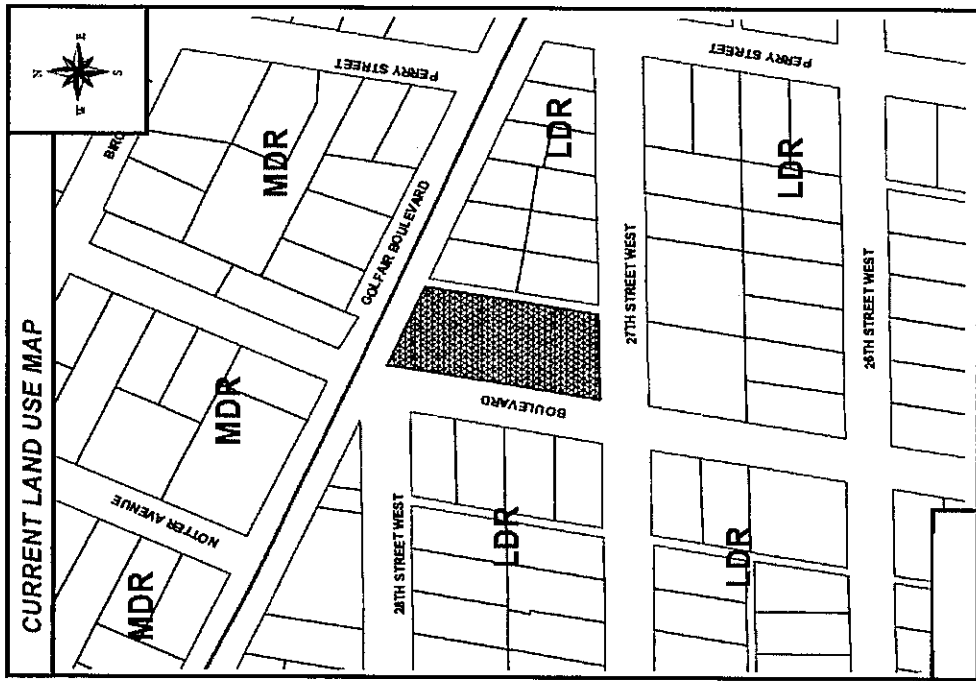
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



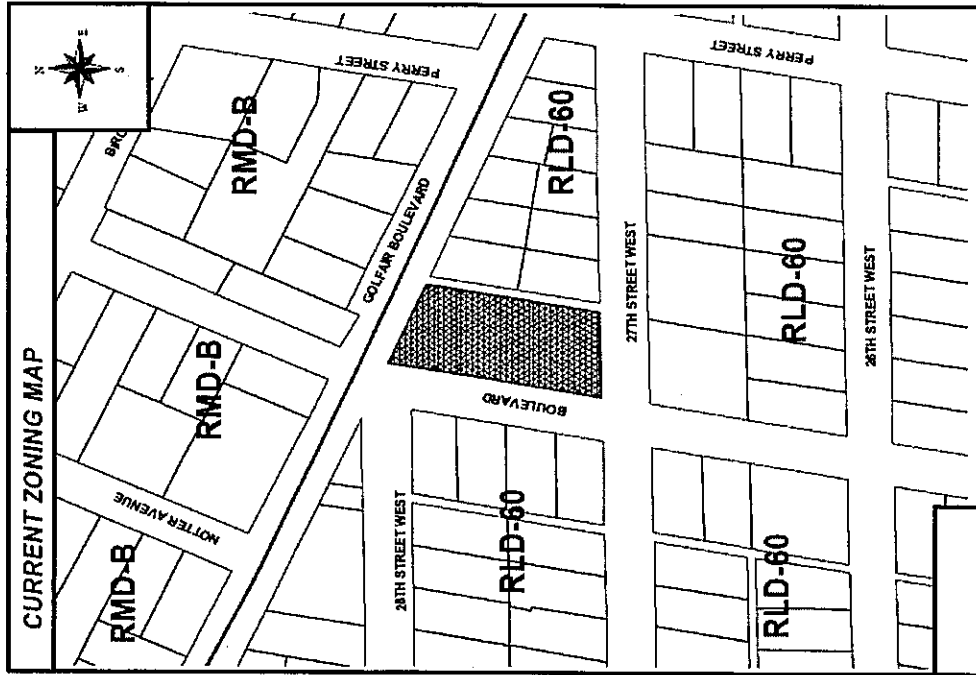
DUAL MAP PAGE

SMALL SCALE LAND USE APPLICATION 2015C-005



Existing FLUM Land Use Categories: Low Density Residential (LDR)

Requested FLUM Land Use Category: Neighborhood Commercial (NC)



Current Zoning District(s): Residential Low Density-60 (RLD-60)

Requested Zoning District(s): Commercial Neighborhood (CN)

ANALYSIS

Background:

The proposed amendment site is located at 446 Golfair Boulevard at the intersection of Golfair Boulevard and Boulevard. The property is also located in the Urban Core Planning District, Urban Priority Development Area, and within the boundaries of the Metro North Neighborhood Action Plan. The application is filed to change the land use category from Low Density Residential (LDR) to Neighborhood Commercial (NC) along with a companion rezoning to go from Residential Low Density-60 (RLD-60) to Commercial Neighborhood (CN). The land use amendment and rezoning changes are intended to allow for the continued use of the subject property for neighborhood commercial retail and service establishments. The subject property is developed with a commercial structure that was constructed in 1925 and is partially occupied by a drop-off dry cleaner business.

The area immediately surrounding the subject property is characterized primarily by single-family homes. However, there is a daycare center located west of the subject property which fronts along Golfair Boulevard and further to the west is Brentwood Park, a city park. The land use surrounding the site is LDR to the east, west and south and Medium Density Residential (MDR) to the north across Golfair Boulevard. Attachment A provides a detailed picture of existing development patterns for the immediate area.

According to the Functional Highway Classification Map of the Transportation Element, Golfair Boulevard is classified as a minor arterial roadway and Boulevard is classified as a collector roadway. Additionally, the site is located one half of a mile east of the Golfair Boulevard/I-95 interchange. Pedestrian access is provided for by sidewalks located along both sides of Golfair Boulevard and Boulevard. JTA provides a bus stop location approximately 400 feet west of the subject property at Brentwood Park.

Impact Assessment:

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this Section.

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 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).

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment results in a potential increase of 571 net new daily external trips. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	CURRENT	PROPOSED
Site Utilization	Commercial Retail Uses	Commercial Retail Uses
Land Use/Zoning	LDR / RLD-60	NC / CN
Development Standards For Impact Assessment	5 DU / Acre	0.45 FAR
Development Potential	2 Single-Family DUs	9,213 Sq. Ft. Commercial Retail Uses
Population Potential	5 People	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X – Low Probability
Archaeological Sensitivity		X – Low Probability
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 571 Net New Daily Trips	
Water Provider	JEA	
Potential Water Impact	Potential Decrease of 173.75 Gallons Per Day	
Sewer Provider	Private	
Potential Sewer Impact	Potential Decrease of 130.31 Gallons Per Day	
Potential Solid Waste Impact	Potential Increase of 6.264 Tons Per year	
Drainage Basin / Sub-Basin	Long Branch Stream	
Recreation and Parks	Catherine Hester McNair Park	
Mass Transit	JTA Bus Line 2	
NATURAL FEATURES		
Elevations	20 – 25 Feet	
Soils	75-Urban land-Hurricane-Albany complex, 0 to 5 percent slopes	
Land Cover	1300 – Residential, High Density	
Flood Zone	No	
Wet Lands	No	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 30, 2015, the required notices of public hearing signs were not posted. However, the applicant provided photographic evidence and an executed sign posting affidavit after the site visit confirming that the signs have been properly posted. Ninety (90) notices were mailed out to adjoining property owners and the Urban Core CPAC informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Informational Meeting was held on April 20, 2015. The only attendee on this proposed land use amendment was the applicant.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

The proposed amendment is consistent with the 2030 Comprehensive Plan, including the following Goals, Objectives and Policies of the Future Land Use Element:

- GOAL 1** To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
- Objective 1.1** Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.4** The Land Development Regulations shall include locational criteria and standards for all zoning or subdivision site plan requests for densities or intensities of use for each future land use category including appropriate criteria related to development areas, street classification, availability of public facilities and services, land use compatibility, development and redevelopment potential, site design factors, ownership patterns, environmental impacts, relevant adopted plans and studies, and principal and secondary uses as described in the Plan Category Descriptions of the Operative Provisions. In order to ensure the development of a variety of neighborhoods and living environments, the Land Development Regulations shall include several zoning districts with different minimum lot size and density of development requirements in each residential land use category.

Policy 1.1.18 Prohibit scattered, unplanned, urban sprawl development without provisions for facilities and services at levels adopted in the 2030 Comprehensive Plan in locations inconsistent with the overall concepts of the Future Land Use Element and the Development Areas and the Plan Category Descriptions of the Operative Provisions.

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 1.1.23 To help ensure a more balanced population distribution and utilization of public resources, the City will focus greater efforts on revitalizing existing communities and developments through such measures as the Neighborhood Action Plan program, allocation of Community Development Block Grants, the use of economic incentives through the Office of Economic Development (OED) or the Downtown Investment Authority (DIA), and public funds distributed through the Northwest Jacksonville Economic Development Fund (NWJEDF).

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 2 To enhance and preserve for future generations geographic areas with unique economic, social, historic or natural resource significance to the City.

Objective 2.2 Through the use of neighborhood plans and studies, the City shall continue to maintain and implement an urban revitalization strategy for the City's blighted areas, and those areas threatened by blight, which will address maintenance, improvement or replacement of existing structures, permit the transition of run-down or grossly under-utilized commercial properties to alternate uses, and support the re-emergence of diverse urban neighborhoods.

Policy 2.2.8 Encourage the redevelopment and revitalization of run-down and/or under-utilized commercial areas through a combination of regulatory techniques, incentives and land use planning. Adopt redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure to support redevelopment exists.

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.

Objective 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

3.2.2 The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

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.

4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

The LDR land use category in the Urban Priority Area (UPA) is intended to provide for low density residential development at up to seven (7) dwelling units per acre. While the NC land use category in the UPA is intended to provide retail and service establishments which serve the daily needs of nearby residential neighborhoods. Neighborhood uses shall be located within walking distance of residential neighborhoods in order to reduce the number of Vehicle Miles Traveled. Preferred development patterns for the NC include those described in FLUE Policy 3.2.6.

The proposed amendment to NC is for a site that is located at the intersection of two roadways that are classified as collector or higher on the Functional Highway Classification Map of the 2030 Comprehensive Plan. Therefore, the proposed amendment is consistent with the NC land use category intent and with FLUE Policies 3.2.6 and 1.1.4.

The proposed amendment from LDR to NC provides for the redevelopment and continued use of a long established neighborhood commercial use in the UPA. The site is located in an area that is provided with full urban services, including mass transit. Additionally, the fact that the proposed amendment facilitates infill redevelopment of neighborhood commercial retail and services within walking distance of residences results in the promotion of mobility and growth management goals as established in the 2030 Comprehensive Plan and the adopted Metro North Neighborhood Action Plan. As such, the proposed amendment is consistent with FLUE Goal 1, 2 and 3, Objective 1.1, 2.2, and 3.2 as well as Policies 1.1.4, 1.1.18, 1.1.22, 1.1.23, 1.1.25, 2.2.8, and 3.2.2.

Neighborhood Action Plan

The subject property is located within the boundaries of the Metro North Neighborhood Action Plan (NAP). The NAP identifies several areas "in need of revitalization or redevelopment" and the subject property is included within one of these areas. Neighborhood commercial/retail and economic strategies in the NAP point to a desire for promoting commercial revitalization and as such, the reuse of an existing commercial building/property is consistent with the recommendations of the NAP.

Vision Plan

The land use amendment site is located on the northern edge of the Urban Core Planning District and therefore, also addressed within the Urban Core Vision Plan. The vision plan identifies the need to promote redevelopment of major road corridors with neighborhood retail and service uses under Sub-Principle 2.3. Item six (6) under Sub-Principle 2.3 clarifies the need to promote neighborhood retail through zoning changes and economic incentives. The proposed amendment achieves the goal of Sub-Principle 2.3 as it facilitates zoning changes that allow for neighborhood retail and redevelopment opportunities.

Strategic Regional Policy Plan

The proposed land use amendment is consistent with the following goal of the Strategic Regional Policy Plan Communities and affordable Housing Element:

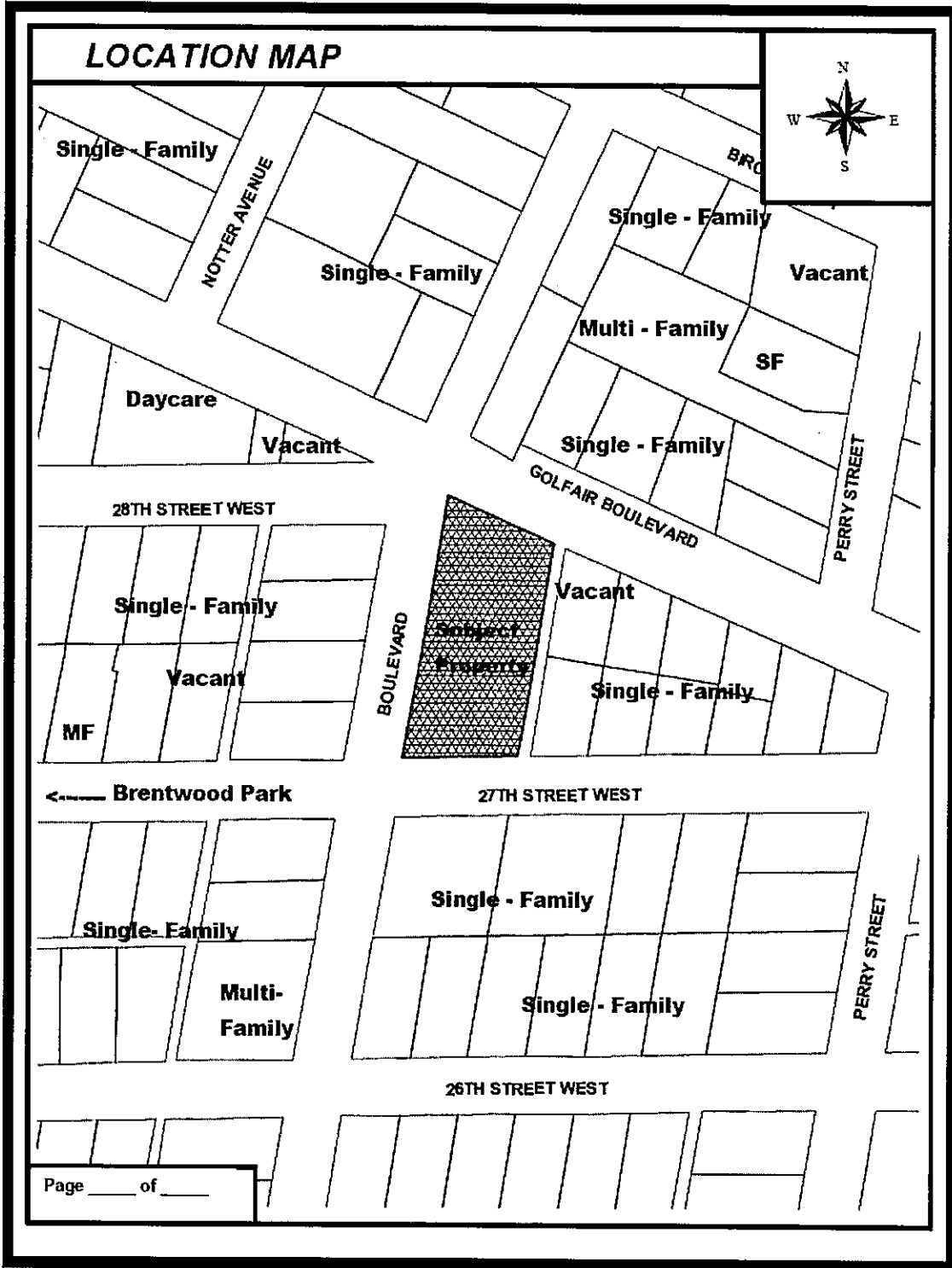
Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A – EXISTING LAND UTILIZATION



ATTACHMENT B – TRAFFIC ANALYSIS

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 PM Peak Trip Ends	Net New Daily Trip Ends
2015C-005	LDR / RLD-60	0.47	210							
Total Section 1									0	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 PM Peak Trip Ends	Net New Daily Trip Ends
2015C-005	LDR / RLD-60	0.47	210	2	Dus T = X T = 9.52 (X)	2 19	0.00% 0.00%	0.00% 0.00%	2	19
Total Section 2									2	19
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 PM Peak Trip Ends	Net New Daily Trip Ends
2015C-005	NC / CN	0.47	814	9,213	1000 SF GFA T = 6.82 (X) / 1000 T = 64.03 (X) / 1000	63 590	0.00% 0.00%	0.00% 0.00%	63	590
Total Section 3									63	590
*Net New Trips = Section 3 - Section 2 - Section 1									61	571

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

Produced by: Planning and Development Department
Application Number: 2015C-005

LB
Date: 4/21/2015
Mobility Zone / Development Area: 7 / URBAN PRIORITY
Planning District: 5
Council District: 10

Table B

Net New Daily External Trip Distribution

a	b	= Total Net New External Trips (Table A)		c	(a*c)	(b*c)	
61	571	Link ID	Roadway Name	From / To	Percent of Total Net New Daily Amendment Trips	Net New Peak Hour External Amendment Trips	Net New Daily External Amendment Trips
		105	MAIN ST/US 17 (SR 5)	W 27TH ST (SR 122) TO 38TH ST	1.04%	1	6
		129	NORWOOD AVE (SR 117)	ALDER ST TO I-95	3.11%	2	18
		132	BRENTWOOD AVE (SR 117)	GOLFAIR BLVD (SR 122) TO ALDER ST	2.46%	2	14
		133	GOLFAIR BLVD (SR 122)	BRENTWOOD AVE (SR 117) TO PEARL ST	26.96%	16	154
		135	GOLFAIR BLVD/27TH ST (SR 122)	PEARL ST TO MAIN ST (SR 5 / US 17)	4.33%	3	25
		144	MLK PKWY/20TH ST EXPY/SR 15 (SR115)	BOULEVARD ST TO I-95	30.42%	19	174
		391	PEARL ST	44TH ST TO M.L. KING JR. PKWY	13.56%	8	77
		462	GOLFAIR BLVD (SR 122)	I-95 TO BRENTWOOD AVE (SR 117)	23.79%	15	136
		480	BOULEVARD ST	8TH ST TO GOLFAIR BLVD	50.63%	31	289
		668	MLK PKWY/20TH ST EXPY/SR 15 (SR115)	N. MAIN ST (US 17) TO BOULEVARD ST	11.53%	7	66
		677	MAIN ST/US 17 (SR 5)	20TH ST EXPY TO W 27TH ST (SR 122)	2.05%	1	12
		688	PEARL ST	1st ST TO M.L. KING EXPY	5.56%	3	32

BOLD indicates Directly Accessed Segment(s)

Table C
Roadway Link Analysis

Link ID Number	Link Name	Terms	Business Classification	State or City Road	Number of Lanes	Assigned Service Utility		15 Year Peak Hour Volume		Major Street Traffic		Existing Pk. Hour PM Peak (15 Min. Int.)	Approved Traffic PM Peak (15 Min. Int.)	Total Type PM Peak (15 Min. Int.)	Percent Capacity Used	P/T Issue LDC (See Note 1)
						City	Other	Major Street	Minor Street	Major Street	Minor Street					
105	MANN ST/US 17 (SR 5)	W 27TH ST (SR 122) TO 38TH ST	ARTERIAL	FOOT	4U	25,350	2,280	1,356	1,07%	1,457	1,457	0	1	1,457	53.3%	D
129	NORMOCK AVE (SR 117)	ALDER ST TO PPS	ARTERIAL	FOOT	4U	25,350	2,280	1,350	1.07%	1,451	1,451	0	2	1,451	54.16%	D
132	BRENTWOOD AVE (SR 117)	GOLFAR BLVD (SR 122) TO ALDER ST	ARTERIAL	FOOT	4U	25,350	2,280	878	1.07%	923	923	0	2	923	40.54%	C
139	GOLFAR BLVD (SR 122)	BRENTWOOD AVE (SR 117) TO PEARL ST	ARTERIAL	FOOT	2U	15,800	1,410	428	1.07%	448	448	0	18	444	32.85%	C
144	MILK PRNW/25TH ST EXPY/GR 15 (SR 115)	PEARL ST TO MAIN ST (SR 2 / US 17)	ARTERIAL	FOOT	2U	15,800	1,410	425	1.07%	448	448	0	3	450	31.54%	C
291	PEARL ST	BOULEVARD ST TO I-5	FREEWAY	FOOT	4U	77,500	6,700	3,870	1.07%	4,057	4,057	0	15	4,056	50.58%	C
482	GOLFAR BLVD (SR 122)	14TH ST TO M.L. KING JR. PKWY	COLLECTOR	CITY	2U	11,331	1,015	658	1.07%	655	655	0	8	700	68.95%	D
480	BOULEVARD ST	I-5 TO BRENTWOOD AVE (SR 117)	ARTERIAL	FOOT	4U	33,600	3,040	1,458	1.07%	1,532	1,532	0	15	1,527	50.88%	D
689	MILK PRNW/25TH ST EXPY/GR 15 (SR 115)	9TH ST TO GOLFAR BLVD	COLLECTOR	CITY	2U	11,331	1,015	323	1.07%	350	350	0	31	411	40.59%	C
688	PEARL ST	N. MAIN ST (US 17) TO BOULEVARD ST	FREEWAY	FOOT	4U	77,500	6,700	3,750	1.07%	3,973	3,973	0	7	3,980	50.79%	B
		151ST TO M.L. KING EXPY	COLLECTOR	CITY	2U	14,150	1,259	721	1.07%	528	528	0	3	551	45.24%	C


* All information from: Traffic Analysis of FDOT LDC Project, dated 04/13/2013
 Data from City of Jacksonville Road Meter Report Link Status Report (dated 1/19/2013)
 2012 Annual Census, Accessed 5/20/14

Major Intersections List

ATTACHMENT C – AERIAL PHOTOGRAPHY



ATTACHMENT D - LAND USE AMENDMENT APPLICATION

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	2/23/15	Date Staff Report is Available to Public:	05/01/2015
Land Use Adoption Ordinance #:	2015-235	Planning Commission's LPA Public Hearing:	05/07/2015
Rezoning Ordinance #:	2015-236	1st City Council Public Hearing:	05/12/2015
JPDD Application #:	2015C-005	LUZ Committee's Public Hearing:	05/20/2015
Assigned Planner:	Kristen Reed	2nd City Council Public Hearing:	05/26/2015
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: PAUL HARDEN LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 904-396-5731 Fax: 904-399-5461 Email: PAUL_HARDEN@BELLSOUTH.NET		Owner Information: KATHRYN GUNN 446 GOLFAIR BOULEVARD JACKSONVILLE, FL 32206 Ph: 904-396-5731 Fax: 904-399-5461	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	0.47	General Location:	GOLFAIR BLVD/BOULEVARD BLVD/SPRINGFIELD
Real Estate #(s):	087623 0000	Address:	446 GOLFAIR BLVD
Planning District:	1		
Council District:	7		
Development Area:	URBAN PRIORITY AREA		
Between Streets/Major Features:	PERRY ST and BOULEVARD		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	RETAIL		
Current Land Use Category/Categories and Acreage:	LDR 0.47		
Requested Land Use Category:	CN	Surrounding Land Use Categories:	LDR, MDR
Justification for Land Use Amendment:	REVISE ZONING FROM LDR TO NC WITH COMPANION REZONING FROM RLD 60 TO CN TO ALLOW FOR EXISTING AND HISTORICAL ISSUES.		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	N/A
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	RLD-60 0.47		
Requested Zoning District:	NC		
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

