

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



OVERVIEW

ORDINANCE: ORD # 2015-499

APPLICATION: 2015C-015-6-7

APPLICANT: T. R. HAINLINE

PROPERTY LOCATION: On the west side of Hyatt Road between US 17/Main Street and I-95

Acreage: 2.31

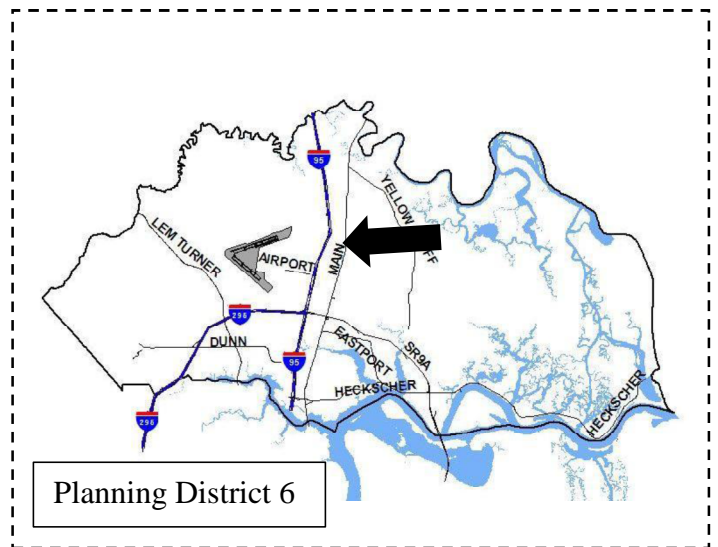
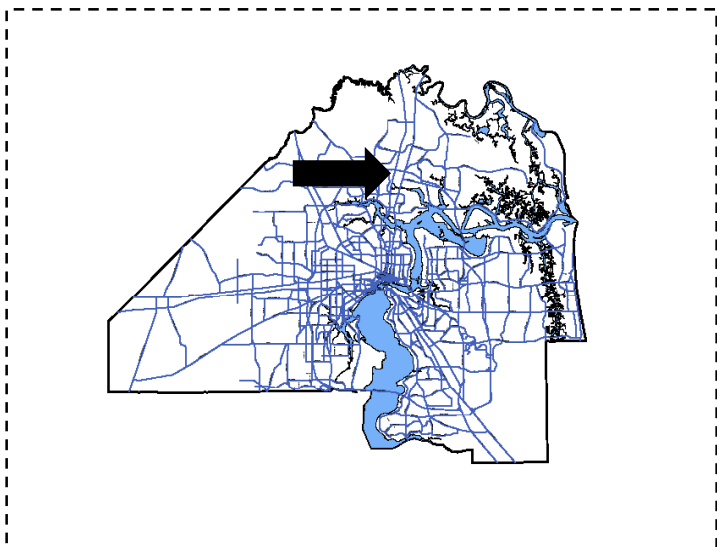
Requested Action:

	Current	Proposed
LAND USE	LI	CGC
ZONING	PUD	N/A

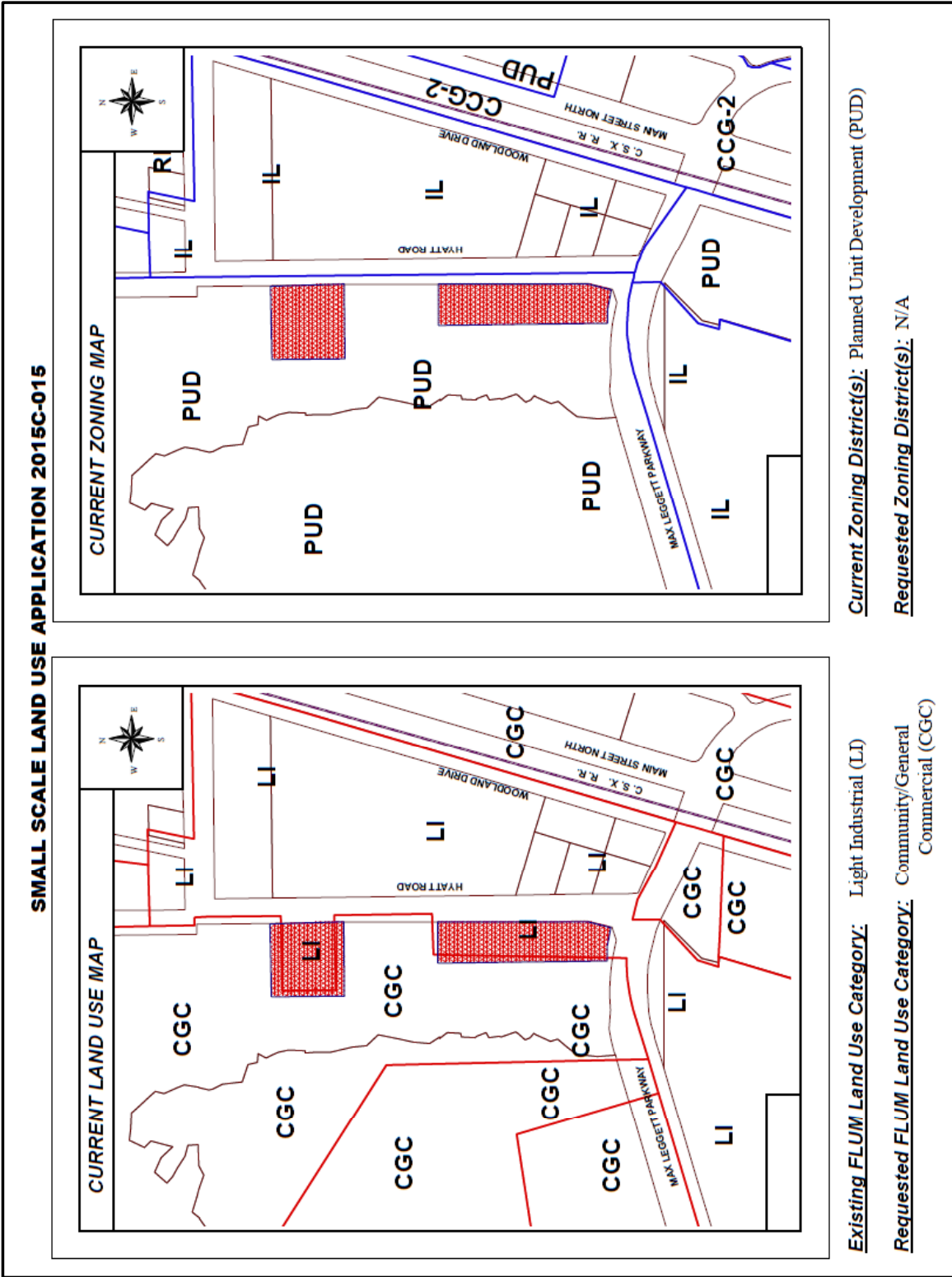
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
LI	CGC	N/A	N/A	40,249 sq. ft. (.4 FAR)	35,218 sq. ft. (.35 FAR)	N/A	Decrease of 5,031 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL

LOCATION MAPS:



DUAL MAP PAGE



ANALYSIS

Background:

The subject properties are located on the west side of Hyatt Road in the northwest corner of the intersection of Max Leggett Parkway and Hyatt Road. The 2.31 acre site is also located within the North Planning District, Council District 7 and the North Vision Plan. The property lies between Main Street and I-95 one mile north of the River City Marketplace and three miles east of the Jacksonville International Airport and is within the 150 foot Civilian Height and Hazard Zone for the airport.

The subject property is a 2.31 acre portion of a 118.48 acre parcel. This parcel along with another 44.57 acre parcel comprises the Duval Owens PUD (2007-0515-E). The entire PUD has a land use of CGC except the land subject to this amendment. The applicant proposes to change the land use category from Light Industrial (LI) to Community/General Commercial (CGC) in order for these remnant parcels to be consistent with the remainder of the property. There is not a companion zoning application as the uses in the current PUD are consistent with the proposed CGC land use designation. The entire parcel is zoned PUD and will be developed as a mixed use development containing residential and commercial uses.

The area immediately surrounding the subject property is primarily vacant land with the land use categories of light Industrial, business park, commercial, and a small area of low density residential. There are three single-family homes located east and across Hyatt Road from the southern most portion of the amendment site. One is a mobile home and two are site built homes constructed in the early 1960s. These homes are located in the LI land use category and could not be built under the current land use and zoning regulations. (See Dual Map on page 2 and Attachment A - Land Utilization Map). Hyatt Road is approximately one half of a mile long and dead ends into a site developed with a large industrial warehouse.

Hyatt Road is a local two lane road that does not include sidewalks or bike lanes. Max Leggett Parkway is classified as a collector roadway and has sidewalks and dedicated bike lanes on both sides of the road. Max Leggett Parkway includes a dedicated left turn lane onto Hyatt Road. The site is also located less than 500 feet west of US 17/Main Street, a principal arterial roadway. The intersection of Max Leggett Parkway and US 17/Main Street is a major signalized intersection with dedicated turn lanes in all directions. The CSX railroad line is located between the subject property and US 17/Main Street and follows the Main Street corridor.

According to the Development Areas Map of the Future Land Use Element the site is located within the Suburban Development Area. Residential uses are not included in the proposed development and therefore, school capacity will not be impacted.

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 an increase of 522 new daily external trips. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	CURRENT	PROPOSED
Site Utilization	vacant	commercial
Land Use Category	LI	CGC
Development Standards For Impact Assessment	0.4FAR	.35 FAR
Development Potential	40,249 sq. ft.	35,218 sq. ft.
Population Potential	N/A	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Airport Environ Zone	X 150'	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X - Low
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X- Discharge Area
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 522 net new trips	
Water Provider	JEA	
Potential Water Impact	Increase 384.38 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase 288.29 gallons per day	
Potential Solid Waste Impact	Decrease of 68.42 tons per year	
Drainage Basin / Sub-Basin	Little Cedar Creek	
Recreation and Parks	Oceanway Park	
Mass Transit	N/A	
NATURAL FEATURES		
Elevations	30 ft.	
Soils	32- Leon fine sand	
Land Cover	3300 Mixed rangeland 1200 Residential medium density	
Flood Zone	No	
Wet Lands	Yes	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 4, 2015, the required notices of public hearing signs were posted. Eighteen (18) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on August 3, 2015 and there were no speakers present.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

- 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 1.1.16 Require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:
1. Creation of like uses;
 2. Creation of complementary uses;
 3. Enhancement of transportation connections;
 4. Use of noise, odor, vibration and visual/ aesthetic controls; and/or
 5. Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.
- 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.
- 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.

- Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.

According to the category description within the FLUE, the LI land use category permits light assembly and manufacturing, packaging, processing, storage/warehousing, transportation terminals, business/professional offices and vocational/trade schools, among other similar uses. The LI category provides for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes.

The Community/General Commercial (CGC) land use category includes outlets and establishments that offer a wide range of goods and services including general merchandise, apparel, food and related items. General commercial uses include business and professional offices, financial institutions, highway commercial, mobile home/motor home rental and sales, off-street parking lots and garages, and boat storage and sales, among other similar types of commercial developments.

The proposed amendment from LI to CGC promotes a more compact and compatible land use pattern as the surrounding land to the north, south and west of the site are located within the CGC land use category. The site is also located in the Suburban Development area and is served by potable water and sewer. Therefore, the proposed amendment is consistency with the intent of Objective 1.1 and Policies 1.1.16 and 1.1.22.

The Duval Owens PUD, is a 163 acre residential and commercial development which will provide integrated land uses and will offer a full range of employment, shopping, and leisure opportunities to support the residential areas. The land use change from LI to CGC will limit more of the intense commercial uses in the PUD and is more consistent with the character of the area to provide appropriate combinations of complementary land uses. Therefore the land use change meets Policy 3.2 and 3.2.7.

North Vision Plan

The subject property is located within the boundaries of the 2003 North Jacksonville Shared Vision and Master Plan and just north of an area the plan designates as the North Jacksonville Town Center, now known as the River City Marketplace. This commercial development is a response to the strong desires of the residents of North Jacksonville for higher quality retail and entertainment activities in a traditional town center setting. It is sized to serve the entire north Jacksonville metropolitan region.

Themes of the Vision Plan include creating economic development and employment opportunities near the Jacksonville International Airport and establishing town centers as commercial and mixed-use development focal points. The Marketplace has stimulated efforts to create additional residential communities and promotes supportive commercial businesses both north and south of the town center. The proposed CGC land use change strengthens these themes as it allows mixed use development in this growing area.

Strategic Regional Policy Plan

The proposed land use amendment is consistent with the following goal of the Strategic Regional Policy Plan:

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

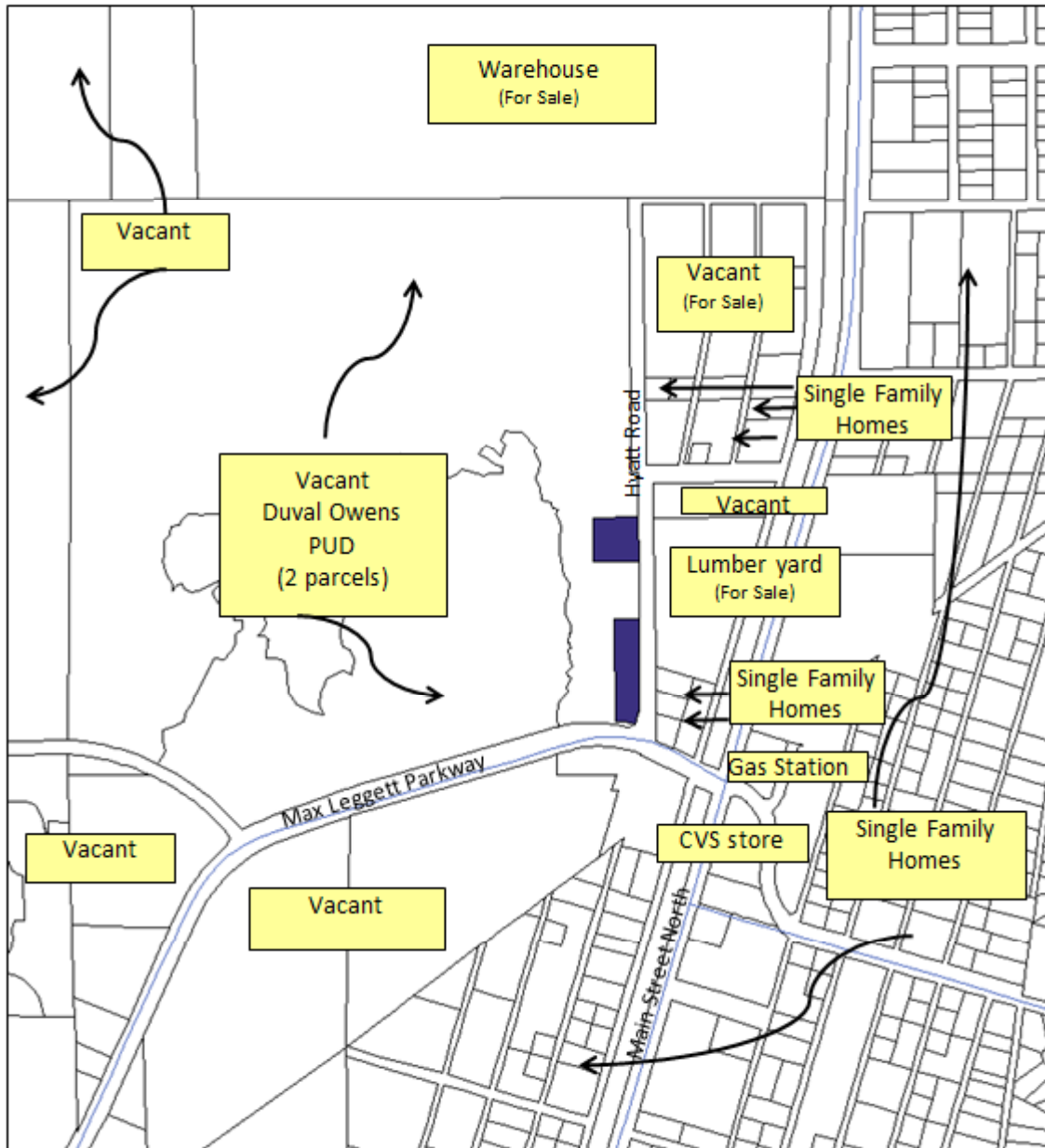
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

RECOMMENDATION

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the 2030 Comprehensive Plan and the Strategic Regional Policy 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-015	LI / PUD	2.31	130				0.00%	0.00%		
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-015	LI / PUD	2.31	130	40,249	1000 SF SFA	T = 0.86 (X) / 1000	35	0.00%	0.00%	35
						T = 6.96 (X) / 1000	280	0.00%	0.00%	280
Total Section 2									35	280
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-015	CGC / PUD	2.31	826	35,218	1000 SF GFA	T = 2.71(X) / 1000	95	0.00%	48.62%	49
						T = 44.32 (X) / 1000	1,561	0.00%	48.62%	802
Total Section 3									49	802
*Net New Trips = Section 3 - Section 2 - Section 1									14	522

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

Table B

Net New Daily External Trip Distribution

a	b	= Total Net New External Trips (Table A)		c	(a*c)	(b*c)
14	522			Percent of Total Net New Daily Amendment Trips	Net New Peak Hour External Amendment Trips	Net New Daily External Amendment Trips
Link ID	Roadway Name	From / To				
543	MAX LEGGETT PARKWAY (aka DUVAL RD)	AIRPORT CENTER DR TO MAIN ST		100.00%	14	522
102	MAIN ST/US 17 (SR 5)	NEW BERLIN RD TO PECAN PARK RD		25.71%	4	134
370	DUVAL STATION RD	MAIN ST TO STARRATT RD		6.85%	1	36
729	GILLIESPIE RD	AIRPORT CENTER DR TO DUVAL STATION RD		3.86%	1	20

BOLD Indicates Directly Accessed Segment(s)

Louise District: _____ / _____

Table C


Roadway Link Analysis

Link ID Number	Road Name	Termini	Roadway Classification	State or City Road	Numbers of Lanes	Adopted Service Volume		Background Traffic 1 Year Growth %**	Volumes w/ 5 yr Growth	Existing Pk Hour Link LOS	Amended Trips Daily External	Total Trips PM Peak Hour External	Percent Capacity Used with Amended Trips	Pk Hour LOS with Land Use Change	LOG Maintained
						a	b								
						a	b	c	d	e	f	g	h	i	j
543	MAX LEGGETT PARKWAY (aka DUVAL RD)	AIRPORT CENTER DR TO MAIN ST	COLLECTOR	CITY	4/D	37,611	7,824	2.43%	8,822	C	522	9,344	24.84%	C	YES
102	MAIN ST/US 17 (SR 5)	NEW BERLIN RD TO PECAN PARK RD	COLLECTOR	CITY	4/D	24,200	10,700	1.00%	11,246	C	134	11,380	47.02%	C	YES
370	DUVAL STATION RD	MAIN ST TO STARRATT RD	COLLECTOR	CITY	2/U	14,742	9,307	1.00%	9,782	C	36	9,818	66.60%	C	YES
729	GILLIESPIE RD	AIRPORT CENTER DR TO DUVAL STATION RD	COLLECTOR	CITY	2/U	11,232	1,105	1.00%	1,181	C	20	1,182	10.52%	C	YES

* Data from City of Jacksonville Road Most recent Links Status Report dated 11/11/2014
 ** As determined from Trend Analysis or FDOT LOG Report, dated 8/13/2013
BOLD Indicates Directly Accessed Segment(s)

ATTACHMENT C

Land Use Amendment Application:

	APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN		
Date Submitted: 7/1/15 Land Use Adoption Ordinance #: 2015-499 Rezoning Ordinance #: N/A JPDD Application #: 2015C-015 Assigned Planner: Jody McDaniel	Date Staff Report is Available to Public: 08-14-2015 Planning Commission's LPA Public Hearing: 08-20-2015 1st City Council Public Hearing: 08-25-2015 LUZ Committee's Public Hearing: 09-01-2015 2nd City Council Public Hearing: 09-08-2015		
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: T.R. HAINLINE ROGERS TOWERS, P.A. 1301 RIVEPLACE BOULEVARD, SUITE 1500 JACKSONVILLE, FL 32207 Ph: (904) 346-5531 Fax: (904) 396-0663 Email: THAINLINE@RTLAW.COM		Owner Information: STEPHEN LEGGETT DUVAL/OWENS SIGNATURE, LLP P.O. BOX 939 YULEE, FL 32041 Ph: (904) 598-9955	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage: 2.31 Real Estate #(s): 106276 0150		General Location: NORTHWEST CORNER OF MAX LEGGETT PARKWAY AND HYATT ROAD	
Planning District: 6 Council District: 7 Development Area: Suburban Between Streets/Major Features: US 17/MAIN ST N and I-95		Address: 0 HYATT RD	
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property: VACANT			
Current Land Use Category/Categories and Acreage: LI 2.31			
Requested Land Use Category: CGC Justification for Land Use Amendment:		Surrounding Land Use Categories: CGC, LI	
TO MAKE THE LAND USE DESIGNATION OF THESE 2 REMNANT PARCELS CONSISTENT WITH THE REMAINDER OF THE PROPERTY.			
<u>UTILITIES</u>			
Potable Water: JEA		Sanitary Sewer: JEA	
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage: PUD 2.31			
Requested Zoning District: COMPANION REZONING IS NOT NEEDED			
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

ATTACHMENT D

Aerial

