PLANNING AND DEVELOPMENT DEPARTMENT



March 23, 2017

The Honorable Lori Boyer, President The Honorable Danny Becton, LUZ Chair And Members of the City Council 117 West Duval Street Jacksonville, Florida 32202

RE: Planning Commission Advisory Report Ordinance No. 2017-134

• P&DD Recommendation

PC Issues:

Text Amendment to the Future Land Use Element

Dear Honorable Council President Boyer, Honorable Council Member and LUZ Chairman Becton and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 Planning Commission Advisory Recommendation and Public Hearing, the Planning Commission Approved Ordinance 2017-134 on March 23, 2017.

• PC Vote:	6-1 APPROVE			
	<u>Aye</u>	<u>Nay</u>	<u>Abstain</u>	Absent
Daniel Blanchard, Chair Abel Harding, Vice Chair				
Nicole Sanzosti Padgett, Secretary		\boxtimes		
Joshua Garrison	\boxtimes			
Marshall Adkinson	\boxtimes			
Chris Hagan				\boxtimes
Ben Davis	\boxtimes			
Dawn Motes	\boxtimes			

APPROVE

None

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Respectfully,

Kristen D. Reed, AICP

Chief of Community Planning

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Staff Report on Proposed 2016B Series' Text Amendment to Future Land Use Element of 2030 Comprehensive Plan

ORDINANCE 2017-134

As indicated in EXHIBIT 1 for Ordinance 2017-134, a text amendment is being proposed to amend the Future Land Use Element (FLUE) to allow for consideration of a density bonus in the High Density Residential (HDR) Urban Priority Area (UPA) Future Land Use Category. The density bonus is limited to an additional 20 dwelling units per acre over the maximum allowable density of 80 dwelling units per acre. Further, the density bonus is subject to consistency with the goals, objectives and policies of the 2030 Comprehensive Plan along with five (5) criteria specified in the HDR UPA density section of the FLUE. The density bonus must be accompanied by a site specific policy adopted into the FLUE.

The intent of the density bonus is to allow for the consideration of an appropriate density transition between the Central Business District (CBD) and the first tier of development surrounding the CBD. Currently, development in the southbank portion of the CBD includes residential in excess of 200 dwelling units per acre while just outside of the CBD and in the HDR UPA the maximum allowable density is only 80 units per acre. This amendment establishes a case-by-case approach to achieving a suitable transition.

The Planning and Development Department recommends **APPROVAL** of the text amendment in the attached **EXHIBIT 1** and submitted as **Ordinance 2017-134**.

Introduced by the Land Use and Zoning Committee:

ORDINANCE 2017-134

AN ORDINANCE ADOPTING 2016B SERIES TEXT AMENDMENT TO THE FUTURE LAND USE ELEMENT (FLUE) TO ALLOW FOR CONSIDERATION OF A DENSITY BONUS IN THE HIGH DENSITY RESIDENTIAL (HDR) URBAN PRIORITY AREA (UPA) FUTURE LAND USE CATEGORY OF THE 2030 COMPREHENSIVE PLAN OF THE CITY OF JACKSONVILLE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Planning and Development Department has initiated certain revisions and modifications to the text of the 2030 Comprehensive Plan in accordance with the procedures and requirements set forth in Chapter 650, Part 4, Ordinance Code to facilitate the appropriate and timely implementation of the plan, and has provided the necessary supporting data and analysis to support and justify the amendments determined to be required and accordingly has proposed certain revisions and modifications which are more particularly set forth in Exhibit 1, attached hereto, and incorporated herein by reference; and

WHEREAS, the City by the adoption of Ordinance 2016-635-E approved this text amendment to the 2030 Comprehensive Plan on November 9, 2016 for transmittal to the Florida Department of Economic Opportunity ("DEO"), as the State Land Planning Agency and other required state agencies, for review and comment; and

WHEREAS, by various letters and e-mails, the DEO and other state reviewing agencies transmitted their comments, if any, regarding this proposed amendment; and

WHEREAS, the Planning and Development Department reviewed the

 proposed revisions, considered all comments received, prepared a written report and rendered an advisory recommendation to the Council with respect to these proposed text amendments; and

WHEREAS, the Planning Commission, as the Local Planning Agency, held a public hearing on this proposed amendment to the 2030 Comprehensive Plan, with due public notice having been provided, and reviewed and considered all comments received during the public hearing, and made a recommendation to the City Council; and

WHEREAS, pursuant to Section 650.408 Ordinance Code, the Land Use and Zoning (LUZ) Committee held a public hearing in accordance with the requirements of Chapter 650, Part 4, Ordinance Code, on this proposed amendment and has made its recommendation to the City Council; and

WHEREAS, pursuant to Section 163.3184(3), Florida Statutes and Chapter 650, Part 4, Ordinance Code, the City Council held a public hearing with public notice having been provided on this proposed amendment to the 2030 Comprehensive Plan; and

WHEREAS, the City Council further considered all oral and written comments received during public hearings, including the data collection and analysis portions of this proposed amendment to the 2030 Comprehensive Plan, the recommendations of the Planning and Development Department and the Planning Commission, the final recommendations of the LUZ Committee, and the comments, if any, of the DEO and the other state agencies; and

WHEREAS, in the exercise of its authority, the City Council has determined it necessary and desirable to adopt this proposed amendment to the 2030 Comprehensive Plan to preserve and enhance present advantages, encourage the most appropriate use of land, water and resources, consistent with public interest, overcome present deficiencies, and deal effectively with future problems that may result from the use and development of land within the City of Jacksonville;

now therefore,

BE IT ORDAINED by the Council for the City of Jacksonville:

Section 1. Purpose and Intent. This ordinance is adopted to carry out the purpose and intent of, and exercise the authority set out in the Local Government Comprehensive Planning and Land Development Regulation Act, Sections 163.3161 through 163.3248, Florida Statutes and Chapter 166, Florida Statutes, as amended. The amendment amends the Future Land Use Element (FLUE) to allow for consideration of a density bonus in the High Density Residential (HDR) Urban Priority Area (UPA) Future Land Use Category subject to certain criteria.

Section 2. Amendment to Comprehensive Plan. The 2030 Comprehensive Plan is hereby amended to include this revision to the text of the 2030 Comprehensive Plan in the Future Land Use Element from the 2016B Series which has been initiated by the Planning and Development Department, as more particularly set forth in Exhibit 1, attached hereto, and incorporated herein by reference.

Section 3. Effective Date. This ordinance shall become effective upon the signature by the Mayor or upon becoming effective without the Mayor's signature.

Form Approved:

22 /s/ Susan C. Grandin

Office of General Counsel

24 | Legislation Prepared By: Kristen Reed

GC-#177268-v1-2017-134.doc

Ordinance 2017-134

2016B Series Text AmendmentCity of Jacksonville 2030 Comprehensive Plan

Future Land Use Element (FLUE)

HIGH DENSITY RESIDENTIAL (HDR)

HDR - GENERAL INTENT

High Density Residential (HDR) is a mixed use category intended to provide compact high density residential development and transitional uses between lower density residential uses and commercial uses and public and semi-public use areas. High rise multi-family and mixed use developments should be the predominant development typology in this category. Development within the category should be compact and connected and should support multi-modal transportation. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept and Transit Oriented Development (TOD) are permitted. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

HDR - GENERAL NEIGHBORHOOD PROTECTION

Compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor. In addition, all development on sites which abut a Low Density Residential and/or Rural Residential land use designation shall provide the following:

- A scale transition as defined and illustrated in this element.
- When developing mixed uses, residential uses shall be arranged on the site to provide a use transition between new non-residential uses and the protected abutting residential land uses to the greatest extent feasible.
- Elements such as yards, open space, at-grade parking and perimeter walls shall be arranged, designed and landscaped in a manner compatible with adjacent areas to serve as a visual buffering element.

HDR - URBAN PRIORITY AREA (UPA) INTENT

HDR in the Urban Priority Area is intended to provide compact high density mixed use development. High density residential development which includes limited commercial uses which serve the residential component of HDR developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicles Miles Traveled. A combination of compatible mixed uses should be organized vertically within a multistory building.

HDR designations shall be in locations which are supplied with full urban services; which are located in close proximity to a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

HDR - URBAN PRIORITY AREA USES

The uses provided herein shall be applicable to all HDR sites within the Urban Priority Area.

Principal Uses

Multi-family dwellings; Commercial retail sales and service establishments limited to 25 percent of the building area; Office, Business and professional office: and Uses associated with and developed as an integral component of TND or TOD.

Commercial retail sales and service establishments, office, and business and professional office uses shall not be permitted as single uses and may only be permitted in conjunction with residential development.

Secondary Uses

Secondary uses shall be permitted pursuant to the Residential land use introduction. In addition the following secondary uses may also be permitted: Nursing homes; Emergency shelter homes; Rooming houses; Residential treatment facilities; and Private clubs.

HDR - URBAN PRIORITY AREA DENSITY

The maximum gross density in the Urban Priority Area shall be 80 units/acre and the minimum gross density shall be 20 units/acre; except as provided herein.

- For sites abutting Low Density Residential (LDR), the maximum gross density shall be 60 units/acre.
- For sites within the Coastal High Hazard Area (CHHA), the maximum gross density shall be 60 units/acre unless appropriate mitigation is provided consistent with the City's CHHA policies.
- A density bonus of up to an additional 20 units/acre may be granted subject to consistency with all of the following criteria and a case-by-case determination of consistency with the goals, objectives and policies of the Comprehensive Plan:
 - 1. The site must be <u>located along</u> an arterial road;
 - 2. The site must be fully located within one half mile of a site where the developed density equals or exceeds the proposed density;
 - 3. The site must be fully located within one quarter of a mile (1,320 feet) of the CBD and with no more than one intersecting street between the site and the CBD;
 - 4. The abutting and adjacent land use categories must be CGC, HDR, RC or CBD; and
 - 5. The density bonus must be accompanied by a site specific policy adopted in the Future Land Use Element.

<u>HDR - URBAN PRIORITY AREA DEVELOPMENT</u> CHARACTERISTICS

The development characteristics provided herein shall be applicable to all HDR sites within the Urban Priority Area.

- A combination of compatible mixed uses should be organized vertically within a multistory building.
- Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element.
- Mixed uses shall be provided in developments with a density greater than 25 units/acre and for developments which abut a roadway classified as an arterial on the Functional Highway Classification Map.
- Residential uses shall not be permitted on the ground floor abutting roads classified as arterials or higher on the Functional Highway Classification Map.
- Non-residential uses in mixed use developments, shall be limited to the ground floor.

- Commercial uses in mixed use developments shall, to the greatest extent possible, be massed along the highest abutting classified road on the Functional Highway Classification Map.
- Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.
- To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods