



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

OVERVIEW

ORDINANCE: ORD # 2018-051

APPLICATION: L-5268-17C-4-14

APPLICANT: HILTON MEADOWS

PROPERTY LOCATION: 5440 Collins Road

Acreage: 0.41

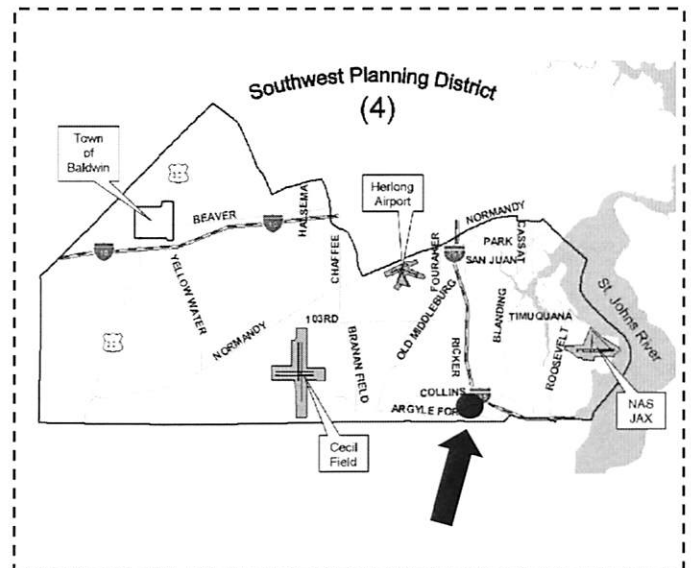
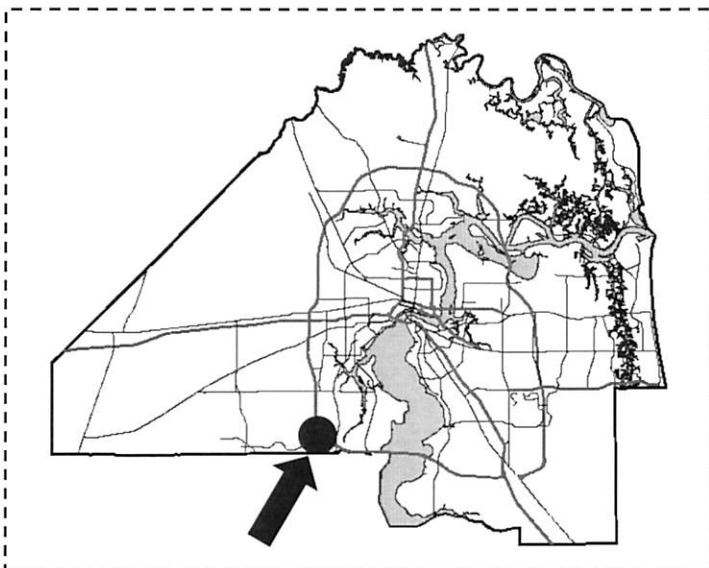
Requested Action:

	Current	Proposed
LAND USE	MDR	NC
ZONING	RMD-A	PUD

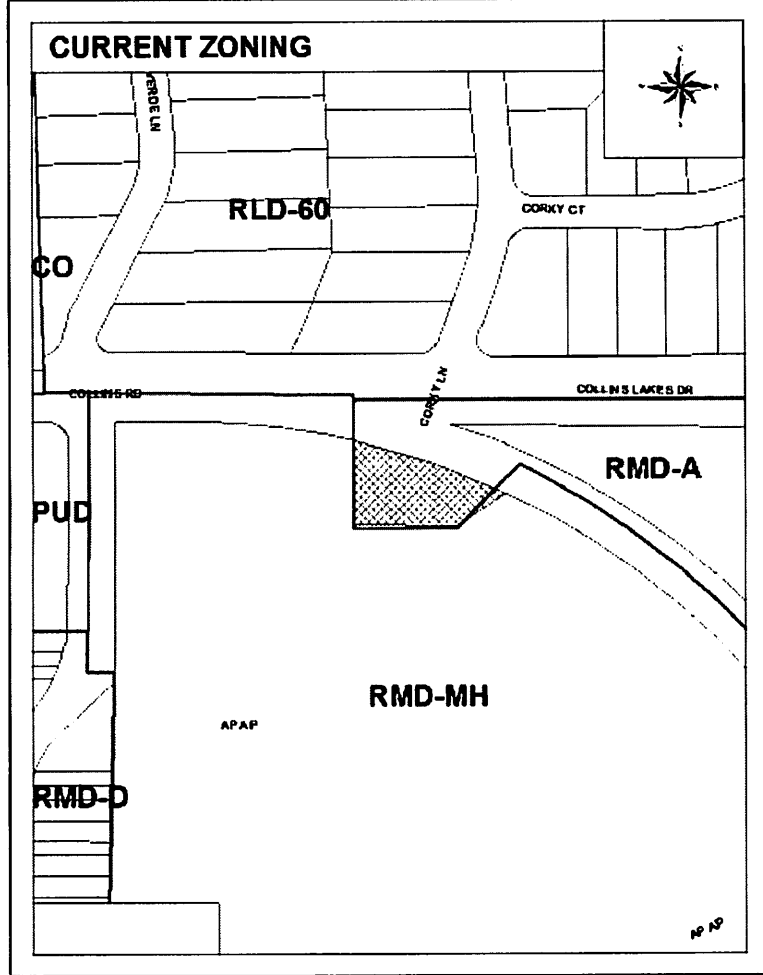
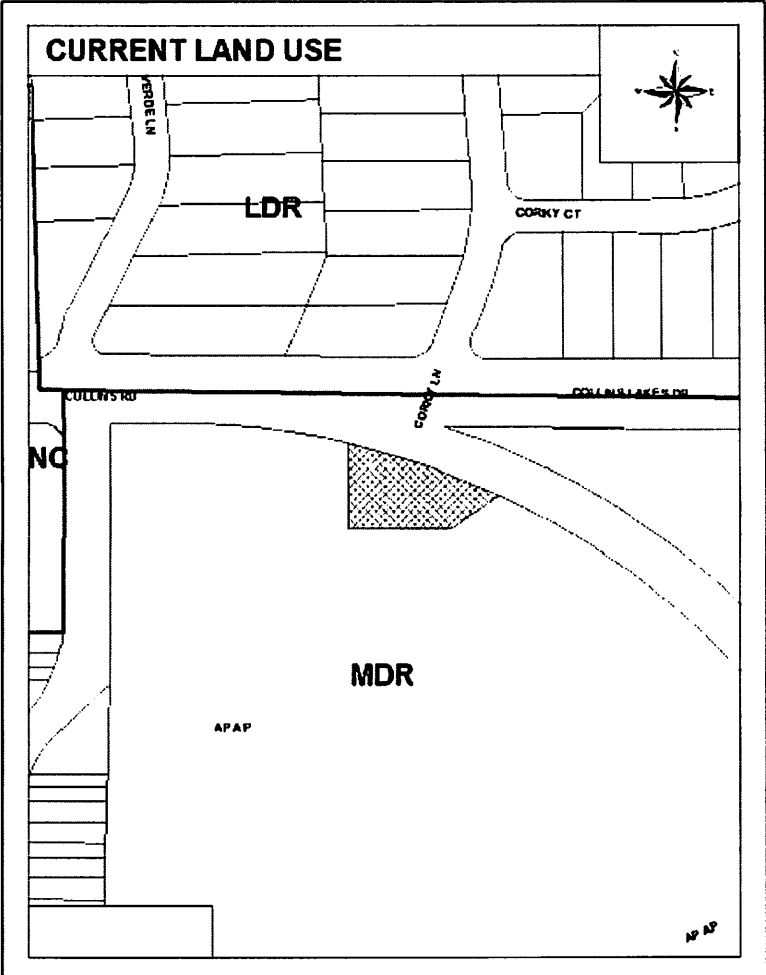
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
MDR	NC	6 dwelling units (15 units/acre)	N/A	N/A	8,036 sq ft (0.45 FAR)	Decrease of 6 dwelling units	Increase in 8,036 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVE

LOCATION MAPS:



SMALL-SCALE LAND USE APPLICATION L-5268-17C



Existing FLUM Land Use Categories: Medium Density Residential (MDR)
Requested FLUM Land Use Category: Neighborhood Commercial (NC)

Current Zoning District(s): Residential Medium Density-A (RMD-A)
Requested Zoning District(s): Planned Unit Development (PUD)

ANALYSIS

Background:

The land use amendment subject site is approximately 0.41 of an acre and is located on the south side of Collins Road at Corky Lane and Collins Lakes Drive. The property is located in Planning District 4 and Council District 14 and is within the boundaries of the Southwest Vision Plan. According to the Development Areas Map in the Future Land Use Element, the site is located within the Suburban Development Area. The parcel is located on, and accessed from, Collins Road, a collector roadway, between Pine Verde Lane and Partridge Way, both local roadways.

The applicant proposes a small-scale future land use map amendment from Medium Density Residential (MDR) to Neighborhood Commercial (NC) and a rezoning from Residential Medium Density-A (RMD-A) to Planned Unit Development (PUD) to allow the owner to re-open the vacant convenience store already on-site. Prior to 1990, the subject site was zoned Commercial Neighborhood (CN), which is a primary zoning district in the NC land use category. The site currently consists of a vacant convenience store which, according to Property Appraiser data, was built in 1974. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-052.

As previously mentioned, the site subject to the land use amendment currently contains a vacant convenience store; the use of which would not be consistent with the current land use designation or zoning district. As such, the applicant has submitted these applications in order to bring the building into compliance. According to the applicant, the site will be utilized to redevelop the convenience store. The proposed amendment does not include a residential component. Therefore, school capacity issues will not be negatively impacted.

Aside from the northern boundary of the subject parcel which fronts Collins Road, the entire site is bounded by a mobile home community with a land use designation of MDR. North of the parcel, across Collins Road, is a single-family subdivision (designated as Low Density Residential or LDR), and a node of neighborhood commercial uses and commercially-designated land lies approximately 500 feet to the west of the subject site, just past the mobile home community, at the intersection of Collins Road and Ortega Bluff Parkway.

The Dual Map on page 2 and Attachment A – Land Utilization Map provide a detailed picture of the existing development pattern for the immediate area.

The general adjacent land use categories and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	RLD-60	Single-family subdivision, across Collins Road
South	MDR	RMD-MH	Mobile home subdivision
East	MDR	RMD-A	Mobile home subdivision, abutting, and fleet reserve club across Collins Road
West	MDR	RMD-MH	Mobile home subdivision

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 versus 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). The applicant provided a JEA service availability letter dated July 25, 2017 with their application.

Infrastructure Element, Sanitary Sewer Sub-element

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Element, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
 - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
 - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
 - a. Requirements of 64E-6, F.A.C. are accommodated.

- b. The collection system of a regional utility company is greater than ¼ mile from the proposed subdivision.
- c. Each lot is a minimum of 1-acre unsubmerged property.
- d. Alternative (mounded) systems are not required.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 293 new net daily external trips. This analysis is based upon the comparison of what potentially could be built on that site (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.

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 7 along Collins Road between Pine Verde Lane and Roosevelt Boulevard (US-17/FL-15).

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 7 is **0.66**.

Collins Road between Pine Verde Lane and Roosevelt Boulevard is a functional classified road that would be impacted by the proposed development. This segment of Collins Road is a 2-lane undivided roadway and has a maximum daily capacity of 15,930 vpd. The proposed commercial development could generate approximately 293 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.65 with the inclusion of the additional traffic from this land use amendment.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive 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.

Historic Preservation Element

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

Airport Environment Zone

The site is located within the 300-foot Height and Hazard Zone for Naval Air Station Jacksonville (NAS Jax). Zoning will limit development to a maximum height of less than 300 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

IMPACT ASSESSMENT**L-5268-17C****0.41 Acres**

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant commercial	Commercial
Land Use/Zoning	MDR/RMD-A	NC/PUD
Development Standards For Impact Assessment	15 units/acre	0.45 FAR
Development Potential	6 units	8,036 sq ft
Population Potential	14 people	N/A
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Plans/Studies	SW Vision Plan	
Aquatic Preserve		X
Airport Environ Zone	300' height limitation – NAS JAX	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low sensitivity	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X - Discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 293 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 1,097.5 gpd	
Sewer Provider	Private (septic)	
Potential Sewer Impact	Decrease of 823.13 gpd	
Potential Solid Waste Impact	Decrease of 5.6 tons per year	
Drainage Basin / Sub-Basin	Ortega River Stream	
Recreation and Parks	Ringhaver Park – 3,550 feet	
Mass Transit	Oakleaf Route 301	
NATURAL FEATURES		
Elevations	20 feet	
Soils	14 (Boulogne fine sand, 0-2% slopes) and 71 (Urban land-Leon-Boulogne complex, 0-2% slopes)	
Land Cover	LU Code 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 January 17, 2018, the required notices of public hearing signs were posted. Seventeen (17) notices were mailed out to adjoining property owners and the Southwest Citizens Planning Advisory Committee informing them of the proposed land use change and pertinent public hearing and meeting dates.



The Planning and Development Department hosted the Citizen Information Meeting (CIM) on Monday, January 29, 2018. The applicant was the only attendee at the meeting, but two residents of the subdivision across Collins Road from the subject site arrived immediately after the meeting ended to ask a few questions.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

Proposed amendment analysis in relation to the Objectives and Policies of the 2030 Comprehensive Plan:

Future Land Use Element

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 the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

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 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.

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 of residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Recreation and Open Space Element

Policy 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

According to the Category Description for the Suburban Development Area of the Future Land Use Element (FLUE), the current Medium Density Residential (MDR) category is intended to provide compact low to medium density mixed use development.

The proposed Neighborhood Commercial (NC) land use category includes principal uses such as offices, filling stations, and most commercial retail and service establishments except for new or used automobile sales, funeral homes, and broadcasting offices and studios. Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a collector roadway or higher classification on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods.

The subject site is located in the Suburban Development Area of the Southwest Planning District, in an area with access to full urban services including transit and within walking distance of other commercial properties designated NC (approximately 500 feet to the west at the intersection of Collins Road and Ortega Bluff Parkway). The subject site is contiguous with a residential area designated as Medium Density Residential (MDR) and across Collins Road from a single-family subdivision, designated Low Density Residential (LDR). The proposed use of neighborhood commercial uses in this location promotes a compact and compatible land use pattern as this location would increase access to daily goods and services to adjacent residents and possibly provide employment opportunities as well. Given

the aforementioned site specifics, the proposed land use amendment is consistent with FLUE Objective 1.1 and Policy 1.1.22.

Even though the subject site is not located one quarter mile from the intersection of roads that are classified as collector or higher per FLUE Policy 3.2.6, the site currently consists of a vacant convenience store historically zoned for commercial neighborhood uses and fronts on a collector roadway, Collins Road. As such, this location is considered appropriate as a commercial infill and redevelopment location, and the proposed land use amendment is consistent with FLUE Policy 3.2.2 and Objective 6.3. Further, the subject site will be required to comply with Recreation and Open Space Element (ROS) Policy 2.2.1 upon development.

Southwest Vision Plan

The subject site is located within the Suburban Area boundaries of the Southwest Vision Plan (2003-1049-E). According to the vision plan, the proposed land use amendment is consistent with Guiding Theme 1 which states, "Strengthen existing neighborhoods and create new neighborhoods." The proposed land use amendment to NC provides a neighborhood-serving use along a collector roadway and as such, strengthens the neighborhood by promoting a more complete range of land uses.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following policy 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.

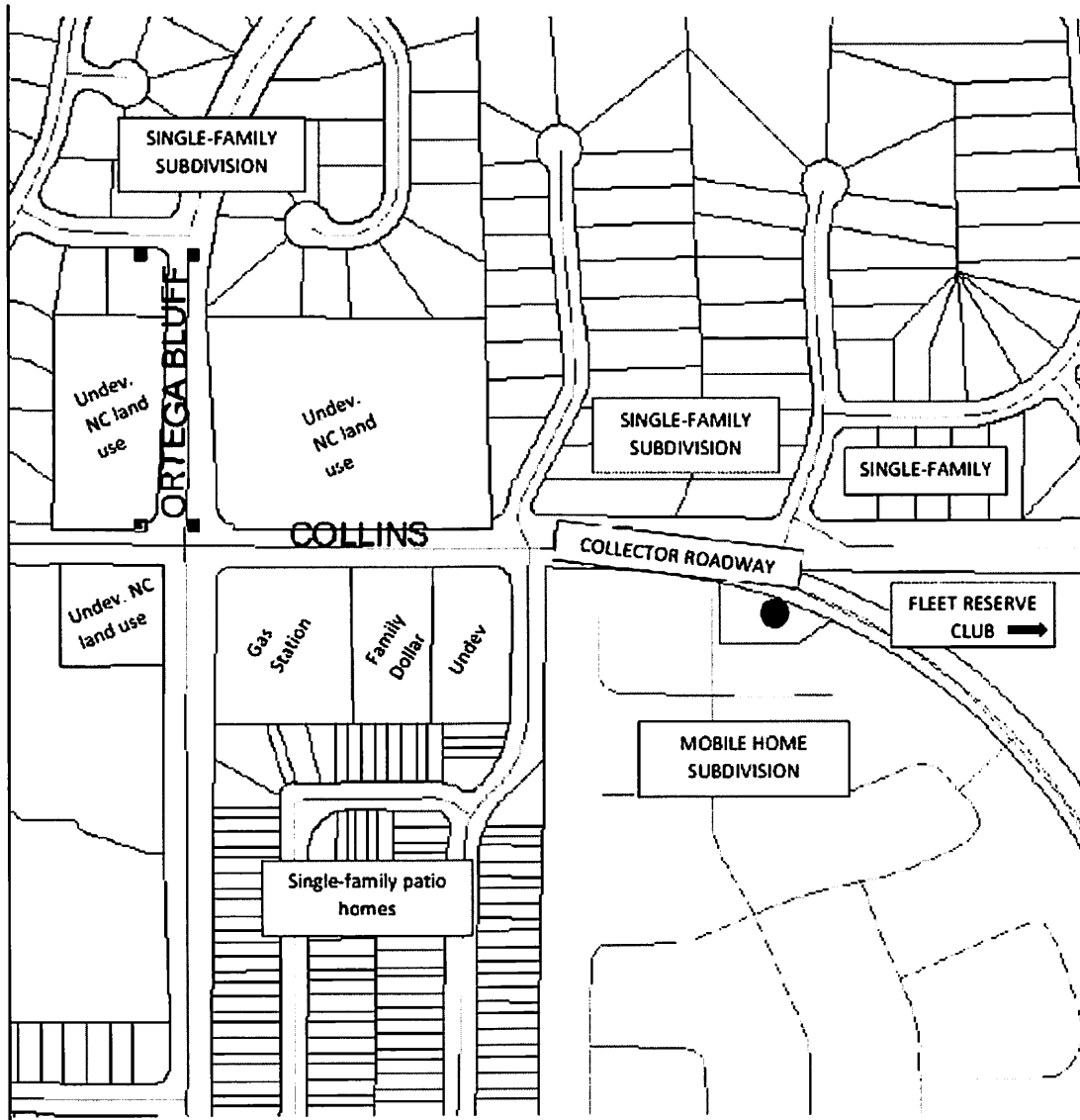
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of commercial business opportunities on an infill site in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B



ONE CITY. ONE
JACKSONVILLE.

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY
www.coj.net

MEMORANDUM

DATE: February 1, 2018

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5268-17C

A trip generation analysis was conducted for Land Use Amendment L-5268-17C, located at 5440 Collins Road, east of Pine Verde Lane in the Suburban Development Area of Jacksonville, Florida. The subject site is currently developed with a commercial use with an existing Medium Density Residential (MDR) land use category. The proposed land use amendment is to allow for Neighborhood Commercial (NC) development on approximately 0.41 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the MDR land use category development impact assessment standards allows for 15 multi-family dwelling units per acre, resulting in a development potential of 6 residential units (ITE Land Use Code 220) which could generate 44 daily vehicular trips. The proposed the NC land use category allows for 0.45 FAR per acre resulting in a development potential 8,037 SF commercial space (ITE Land Use Code 814), generating 337 net new daily vehicular trips. This will result in 293 net new daily vehicular trips if the land use is amended from LDR to NC, as shown in Table A.

ATTACHMENT B (cont.)

Table A
Trip Generation Estimation

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
MDR	220	6 SFDUs	$T = 7.32 (X)$	44	0.00%	44
Total Section 1						44
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
NC	814	8,037 SF	$T = 63.47(X) / 1000$	510	34.00%	337
Total Section 2						337
Net New Daily Trips						293

Source: *Trip Generation Manual, 10th Edition, Institute of Engineers*

Additional Information:

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 7 along Collins Road between Pine Verde Lane and Roosevelt Boulevard.


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ATTACHMENT C

Land Use Amendment Application:

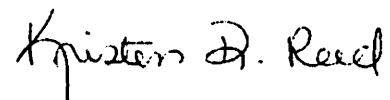
		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	11/8/17	Date Staff Report is Available to Public:	2/16/2018
Land Use Adoption Ordinance #:	2018-051	Planning Commission's LPA Public Hearing:	2/22/2018
Rezoning Ordinance #:	2018-052	1st City Council Public Hearing:	2/27/2018
JPDD Application #:	L-5268-17C	LUZ Committee's Public Hearing:	3/6/2018
Assigned Planner:	Susan Kelly	2nd City Council Public Hearing:	3/13/2018
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: HILTON MEADOWS DIVERSIFIED ENVIRONMENTAL PLANNING 900 CESERY BLVD. SUITE 103 JACKSONVILLE, FL 32211 Ph: 9047441417 Fax: Email: DIVENVPLANNING@AOL.COM		Owner Information: WARD AYOUB 5058 KNIGHTSBRIDGE CIR N JACKSONVILLE, FL 32244 Ph: 9049940623 Fax:	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	0.41	General Location:	SOUTHSIDE OF COLLINS ROAD BETWEEN U.S. 17 AND BLANDING BLVD.
Real Estate #(s):	099122 0020	Address:	5440 COLLINS RD
Planning District:	4		
Council District:	14		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	PINEVERDE LANE and PARTRIDGE WAY		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT (FORMER CONVENIENCE STORE)		
Current Land Use Category/Categories and Acreage:	MDR 0.41		
Requested Land Use Category:	NC	Surrounding Land Use Categories:	MDR
Justification for Land Use Amendment:	WAS FORMERLY NC, REVERTED TO MDR WHEN ABANDONED BY GATE. SEEKING TO RETURN TO COMMERCIAL USE. PROPERTY WAS FORMER CONVENIENCE STORE.		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	SEPTIC SYSTEM
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	RMD-A 0.41		
Requested Zoning District:	PUD		
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

ATTACHMENT D



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

Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive style with a large initial 'K'.

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
KReed@coj.net