



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

OVERVIEW

ORDINANCE: ORD # 2018-071

APPLICATION: L-5274-17C-6-8

APPLICANT: ZACH MILLER

PROPERTY LOCATION: 0 Interstate Center Drive, on the west side of Interstate Center Drive, north of Clark Road

Acreage: 10.00

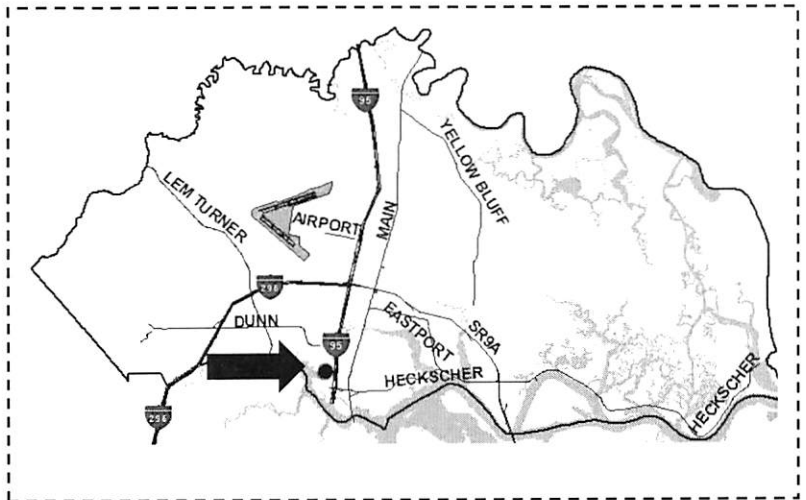
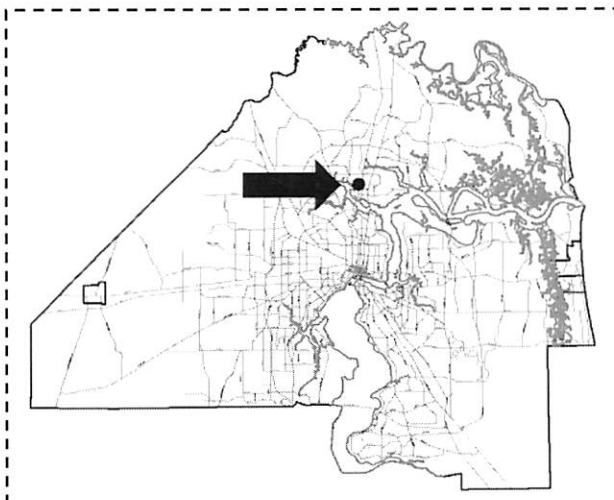
Requested Action:

	Current	Proposed
LAND USE	CGC	MDR
ZONING	PUD & RLD-60	PUD

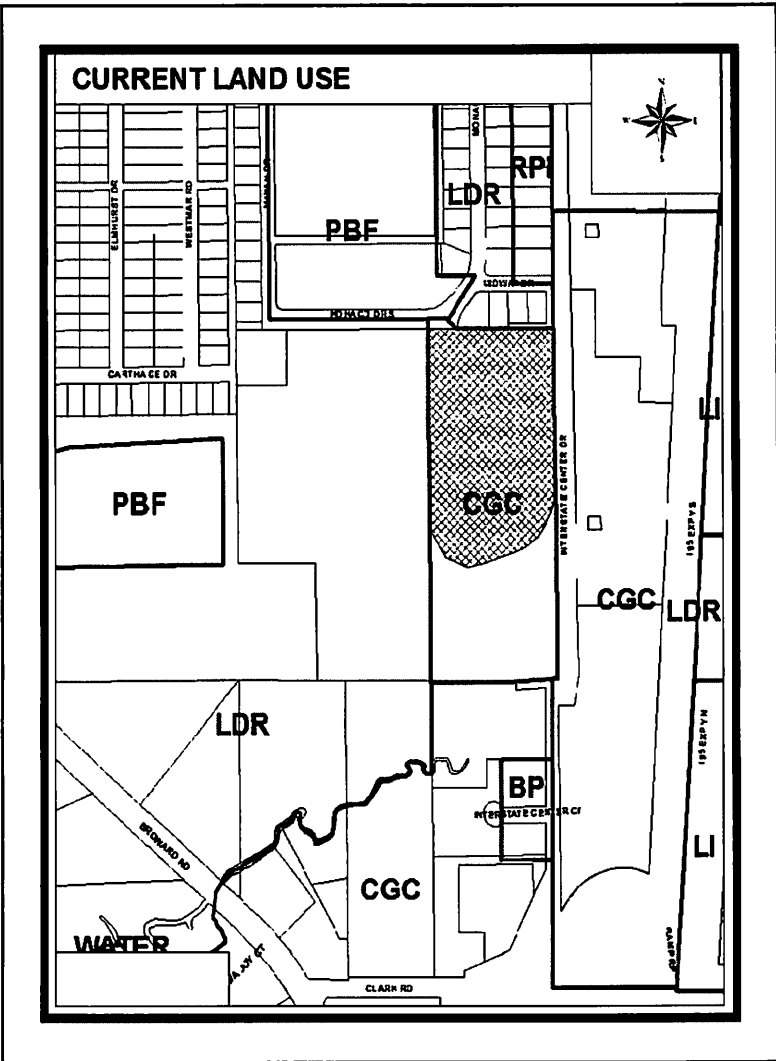
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
CGC	MDR	N/A	150 DUs (15 DU/acre)	152,460 Sq. Ft. Commercial Space	N/A	Increase 150 DUs	Decrease 152,460 Sq. Ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:

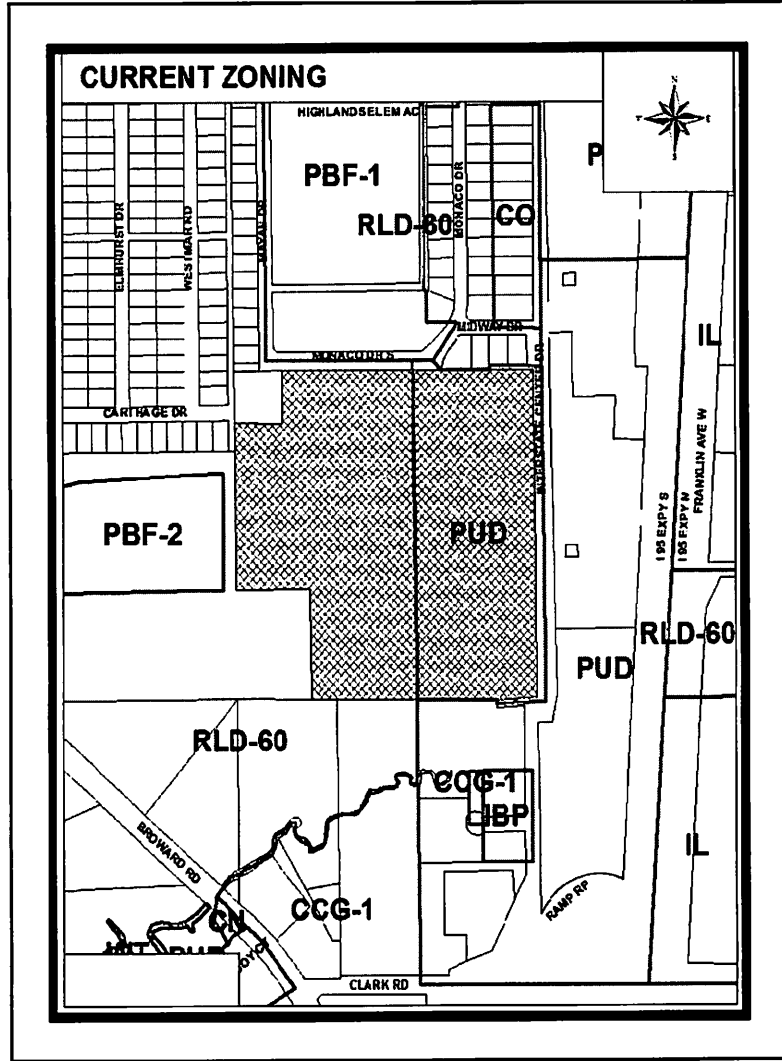


SMALL SCALE LAND USE APPLICATION L-5274-17C



Existing FLUM Land Use Categories: Community/General Commercial (CGC)

Requested FLUM Land Use Category: Medium Density Residential (MDR)



Current Zoning District(s): Residential Low Density -60 (RLD-60) and Planned Unit Development (PUD)

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

ANALYSIS

Background:

The 10.00 acre land use amendment site consists of vacant land and is located on the west side of Interstate Center Drive, north of Clark Road and south of Midway Drive. The application site is located in Council District 8, Planning District 6, and is within the Suburban Development Area. Access to the site is from Interstate Center Drive which is a "Local" roadway.

The applicant proposes a future land use amendment (Ordinance 2018-071) from Community/General Commercial (CGC) to Medium Density Residential (MDR) and a companion rezoning (Ordinance 2018-072) from Residential Low Density-60 (RLD-60) and Planned Unit Development (PUD) to PUD to allow for a single family subdivision development.

In 2009 the property was approved for a land use change from Low Density Residential (LDR) to CGC (Ordinance 2009-539-E) and a rezoning from RLD-60 to PUD (Ordinance 2009-540) to allow for commercial and office uses.

The dominant land use surrounding the application site is a mix of property uses, land uses and zoning districts. See "Attachment A" for the specific uses surrounding the site. The generalized adjacent land use categories and zoning districts are as follows:

Adjacent Property(s)	Land Use	Zoning District	Current Use(s)
North	LDR, RPI & PBF	RLD-60, CO & PBF-1	Single-family, School, Vacant land & Retention lake
South	LDR, BP & CGC	RLD-60, CCG-1 PUD & IBP	Vacant land, Wetlands, Warehouse & Light Manufacturing
East	CGC, LI, LDR & PBF	PBF-1 & PUD	RV Dealership, Office, Church, & I-95
West	LDR & PBF	RLD-60 & PBF-2	Vacant land (zoning companion) & Catholic School

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).

The site owner is planning on connecting the amendment site to centralized water and sewer services. A JEA availability letter, dated December 20, 2017, states that a potable water connection is available for the proposed development. A 12 inch water line is located on the east side of Interstate Center Drive, an existing 12 inch gravity sewer line on S. Monaco Drive, and an existing 4-in sewer force main on the east side of Interstate Center at the north end of the property.

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 Elements, 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 Chapter 64E-6, F.A.C. are accommodated.
 - b) The collection system of a regional utility company is greater than 1/4 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 results in an increase of no 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 4 along Interstate Center Drive between Monaco Drive and Clark Road.

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 4 is 0.51.

Clark Road between Broward Road and Main Street is the first functional classified road that would be impacted by the proposed development. This segment of Clark Road is a 2-lane undivided roadway and has a maximum daily capacity of 11,880 vpd. The proposed residential development could generate approximately 1,098 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.28 with the inclusion of the additional traffic from this land use amendment.

School Capacity

Based on the Development Standards for impact assessment, the 10.00 acre proposed land use map amendment has a development potential of 150 multi-family dwelling units. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

School Impact Analysis
 LUAL-5274-17C
 Development Potential: 150 Residential Units

School Type	CSA	2017-18 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats
Elementary	1	13,850	71%	23	63%	850
Middle	1	8,212	82%	14	88%	533
High	1	8,024	79%	17	76%	492
Total New Students				54		

Total Student Generation Yield: 0.333
 Elementary: 0.167
 Middle: 0.073
 High: 0.093

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

Public School Facilities Element

Policy 2.3.2 The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

Objective 3.2 Adopted Level of Service (LOS) Standards
 Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of

schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City’s Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance.

SCHOOL	CONCURRENCY SERVICE AREA	STUDENTS GENERATED	SCHOOL CAPACITY	CURRENT ENROLLMENT	% OCCUPIED	4 YEAR PROJECTION
Highlands ES #99	1	25	536	464	87%	76%
Highlands MS #244	1	11	1,071	816	76%	84%
First Coast HS #265	1	14	2,212	1,989	90%	109%

- Does not include ESE & room exclusions
- Analysis based on maximum 150 dwelling units – L-5274-17C

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of high and medium sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey. 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.

Wetlands

A wetlands survey map for the application site (see Attachment C) was submitted by the applicant's consulting wetland scientist. According to the wetlands scientist's analysis, the property's wetlands are classified as "Wetland Forested Mixed" based on the "Florida Land Use Code Classification System (FLUCCS)." Approximately 1.43 acres of the 10.00 acres subject site are "Category III wetlands" that are part of larger systems that eventually drain into Trout River. The applicant proposes to impact 0.39 acres of transitional wetlands on the application site leaving 1.04 acres remaining. In addition, the applicant proposes to include an upland buffer to protect the remaining wetlands. The applicant is in the process of working with the St. Johns River Water Management District to mitigate the proposed impacted wetlands on the site and receive an "Environmental Resource Permit". That mitigation will be done within the same drainage basin and according to the wetland scientist's opinion the project of the land use amendment site will not have a direct impact to the City's waterways.

These wetlands appear to have medium functional value for their flood storage capacity and water filtration attenuation. The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetlands as Evergreen-Wesconnett complex. The Evergreen series consists of nearly level, very poorly drained soils formed in decomposed organic materials underlain by thick sandy marine sediments. The Wesconnett series are also very poorly drained soils but formed in thick sandy marine sediments and often intermingled with Evergreen soils. The high water table for the Evergreen-Wesconnett complex is at or above the land surface during long time periods.

The protection of the site's remaining wetlands not to be impacted should be addressed in the companion PUD rezoning process.

Any proposed development of the property could have an impact on the site's wetlands and their functional values. Mitigation may satisfy Goal 4 and Objective 4.1 of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan to achieve no net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term, improve the water quality, and improve fish and wildlife values of wetlands.

Requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in the following CCME policies:

- Goal 4 To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term and improve the water quality and fish and wildlife values of wetlands.

- Objective 4.1 The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes. In order to achieve this objective and its associated policies, the City shall continue to work with the applicable regional, state and federal agencies charged with these regulatory responsibilities.

Policy 4.1.3

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

(a) Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

(b) No net loss Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i. The habitat of fish, wildlife and threatened or endangered species,
- ii. The abundance and diversity of fish, wildlife and threatened or endangered species,
- iii. The food sources of fish and wildlife including those which are threatened or endangered,
- iv. The water quality of the wetland, and
- v. The flood storage and flood conveyance capabilities of the wetland; and

(c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

(d) Stormwater quality In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i. Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
- ii. Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

(e) Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

(f) Hydrology The design of the fill shall include measures to maintain the wetlands hydrology of the site.

The protection of remaining wetlands on the amendment site should be addressed in the PUD rezoning in order to comply with Policy 4.1.3.

Policy 4.1.6

The permitted uses within Category III wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs)

(1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

(a) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

(b) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

(2) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

Wellhead Buffer Zone

The land use amendment site is within the 500-foot and 750-foot buffer of a wellhead. The Environmental Quality Division generally reviews the application for possible impacts. (See Attachment D) While the review did not find issues with the proposed application, information was provided for the applicant's use if a well was intended on this property; however, the applicant does not intend to drill a well on site.

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.3

The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridan Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the

drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into the Floridan aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.

2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridan Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.

3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements and a copy of the plugging and abandonment report shall be submitted to the EQD.

IMPACT ASSESSMENT**L-5274-17C****10.00 Acres**

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	MDR/Single family housing
Land Use/Zoning	CGC	MDR
Development Standards For Impact Assessment	0.35 FAR	15 multi- family DU/acre
Development Potential	152,460 Sq. Ft. Commercial Space	150 Multi-family DUs
Population Potential	0	352 people
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Plans/Studies		X
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X – High and Medium Sensitivity	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X-Discharge area
Well Head Protection Zone	X	
Boat Facility Siting Zone		X
Brownfield		X
PUBLIC FACILITIES		
Potential Roadway Impact	0 new net daily vehicular trips	
Potential Public School Impact	Increase of 54 students	
Water Provider	JEA	
Potential Water Impact	Increase of 27,627 gals/day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 20,720 gals/day	
Potential Solid Waste Impact	Increase of 146.06 tons/year	
Drainage Basin / Sub-Basin	Trout River Drainage and Sub-Basin	
Recreation and Parks	Ray Green Park	
Mass Transit	No bus service at this location	
NATURAL FEATURES		
Elevations	7 to 13 feet above mean sea level	
Soils	50% - 32- Leon fine sand / 30% - 22 – Evergreen –Wesconett complex / 20% - 56 – Pottsburg fine sand	
Land Cover	60% - 6300 Wetlands Forested Mixed and 40% - 4110 - Pine Flatwoods	
Flood Zone	N/A	
Wet Lands	Yes	
Wild Life	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 16, 2018, the required notices of public hearing signs were posted. Seventeen (17) notices were mailed out to adjoining property owners and other interested parties informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen's Information Meeting was held on Tuesday, February 20, 2018. The applicant was the only speaker that attended the meeting.



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

- Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
- Policy 1.1.20 Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.
- Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.
- 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 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.
- 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.

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.

According to the Category Description of the Future Land Use Element (FLUE), Community General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of vehicle miles traveled. Development within the category should be compact and connected and should support multi-modal transportation.

Medium Density Residential (MDR) future land use category in the Suburban Development Area 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 and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. MDR is generally intended to provide transitional uses between commercial and single family residential uses.

The amendment site and the companion PUD rezoning proposes development of 117 single-family dwelling units. The subject property has access to urban services in an area with a mix of residential and non-residential uses. The proposed amendment is consistent with the intent of the MDR Future Land Use Category and Objective 1.1 and Goal 3 of the FLUE.

The proposed MDR land use category provides transition between the more intensive CGC category on Interstate Center Drive and the LDR residential categories located to the north, northwest and southwest of the application site. In addition the PUD rezoning's site plan provides for buffers and site design techniques to promote compatibility with the nearby LDR residential areas. Therefore, the proposed amendment will be consistent with the goals and intent of Policies 1.1.10 and 1.1.12.

The site owner is planning on connecting the amendment site to centralized water and sewer services. A JEA availability letter, dated December 20, 2017, states that a potable water connection is available for the proposed development. A 12 inch water line is located on the east side of Interstate Center Drive, an existing 12 inch gravity sewer line on S. Monaco Drive, and an existing 4-in sewer force main on the east side of Interstate Center at the north end of the property. Therefore, the amendment is consistent with Policy 1.2.9 of the FLUE.

The proposed amendment is located in the North Planning District and the Suburban Development Area. The proposed use for a medium-density residential project at a vacant infill location in the Suburban Area builds upon the mixed residential and commercial character trend of the neighborhood. Therefore, the amendment is consistent with Policy 1.1.20, Objective 3.1, Policy 3.1.3, and Objective 6.3 of the FLUE.

Transportation Element

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

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, though 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 companion PUD site plan should identify the development's access entrances, internal roadways and connections to other land uses. Control of these design elements by the PUD rezoning will fulfill Policies 2.3.8 and 2.3.9.

Recreation and Open Space Element

Proposed amendment analysis in relation to the Objectives and Policies of the 2030 Comprehensive Plan, Recreation and Open Space Element:

Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

Policy 2.2.3 A residential subdivision development of 100 lots or more shall provide at least one acre of useable uplands for every 100 lots (and any fraction thereof), or 5% of the total useable uplands area to be platted, whichever is less, to be dedicated as common area and set aside for active recreation. There may be up to two areas for each 100 lots, and the areas shall be a minimum of 0.5 acres in size, unless otherwise approved by the Planning and Development Department, or by the City Council as part of a Planned Unit Development Zoning District.

The reservation of open space in the amendment site or the provision of a monetary contribution should be included in the PUD rezoning's requirements to fulfill Policies 2.2.2 and 2.2.3.

Vision Plan Consistency

The site is within the boundary of the North Jacksonville Vision Plan. Best practices for corridor redevelopment, as stated in the plan, are a response to the desires of the residents of North Jacksonville for a better community image and to be served by higher quality retail and commercial services, without having to drive great distances. This amendment is consistent with the plan as it is creating new residential development within short driving or walking distance of existing and emerging commercial services.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

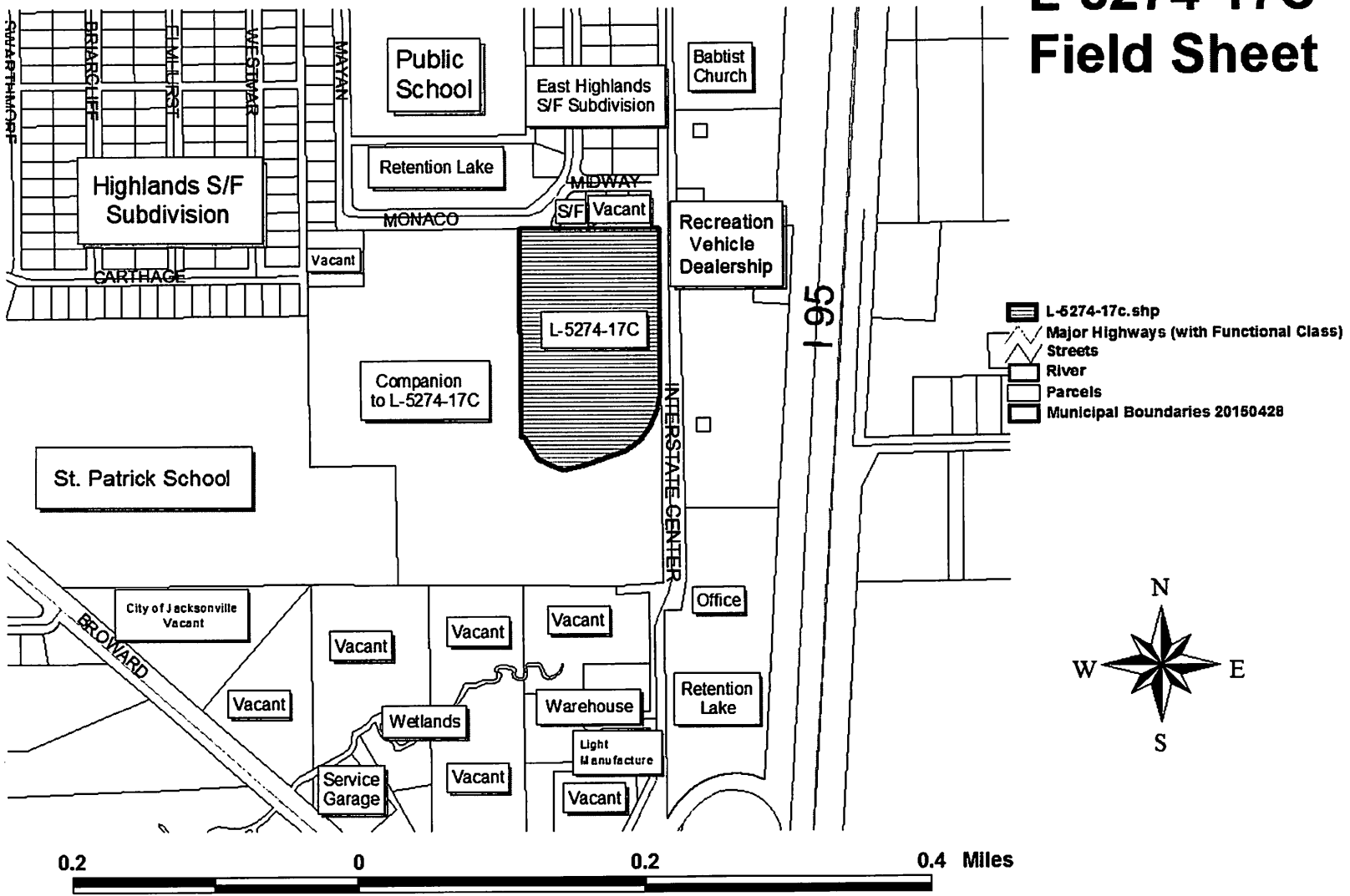
Policy 3 Local governments are encouraged to offer incentives to make development easier in areas appropriate for infill and redevelopment.

The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would increase opportunities for infill with low density residential development, providing a wider range of housing needs 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.

L-5274-17C Field Sheet



ATTACHMENT B

Traffic Analysis:



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 23, 2018

TO: Edward Lukacovic
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5274-17C

A trip generation analysis was conducted for Land Use Amendment L-5274-17C, located on Interstate Center Drive, west of Interstate 95 between Clark Road and Monaco Drive in the Suburban Development Area of Jacksonville, Florida. The subject site is undeveloped and has an existing Community General Commercial (CGC) land use category. The proposed land use amendment is to allow for Medium Density Residential (MDR) development on approximately 10 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 CGC land use category allows for 0.35 FAR per acre resulting in a development potential 152,460 SF commercial space (ITE Land Use Code 820), generating 3,640 net new daily vehicular trips. The proposed the MDR land use category development impact assessment standards allows for 15 multi-family dwelling units per acre, resulting in a development potential of 150 residential units (ITE Land Use Code 220) which could generate 1,098 daily vehicular trips. This will result in no increase in daily vehicular trips if the land use is amended from CGC to MDR, as shown in Table A.

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
CGC	820	152,460 SF	$T = 37.75 (X) / 1000$	5,755	36.75%	3,640
Total Section 1						3,640
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
MDR	220	150 SFDUs	$T = 7.32 (X)$	1,098	0.00%	1,098
Total Section 2						1,098
Net New Daily Trips						0

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 4 along Interstate Center Drive between Monaco Drive and Clark Road.

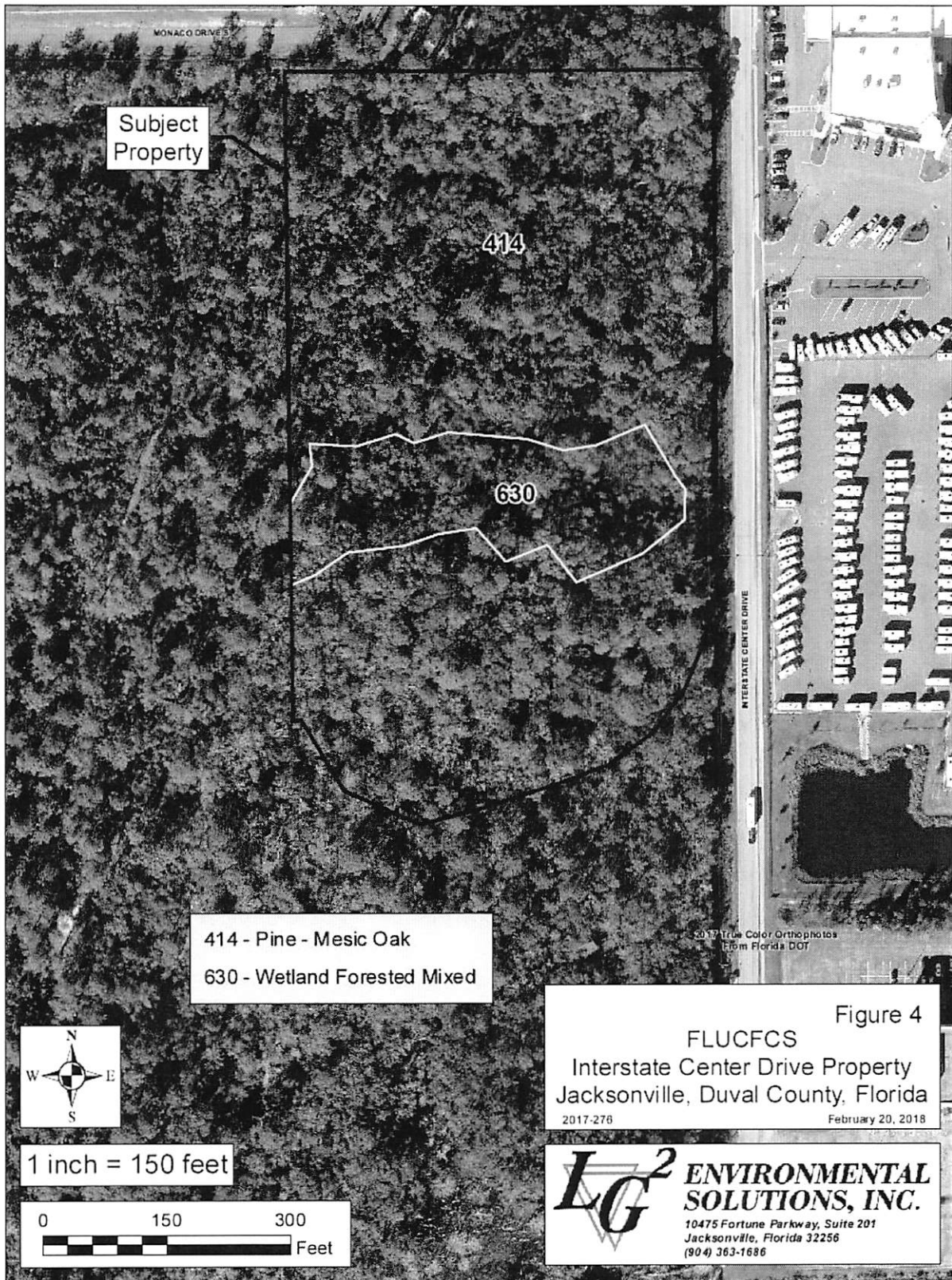
Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* 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 4 is **0.51**.

Clark Road between Broward Road and Main Street is the first functional classified road that would be impacted by the proposed development. This segment of Clark Road is a 2-lane undivided roadway and has a maximum daily capacity of 11,880 vpd. The proposed residential development could generate approximately 1,098 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.28 with the inclusion of the additional traffic from this land use amendment.

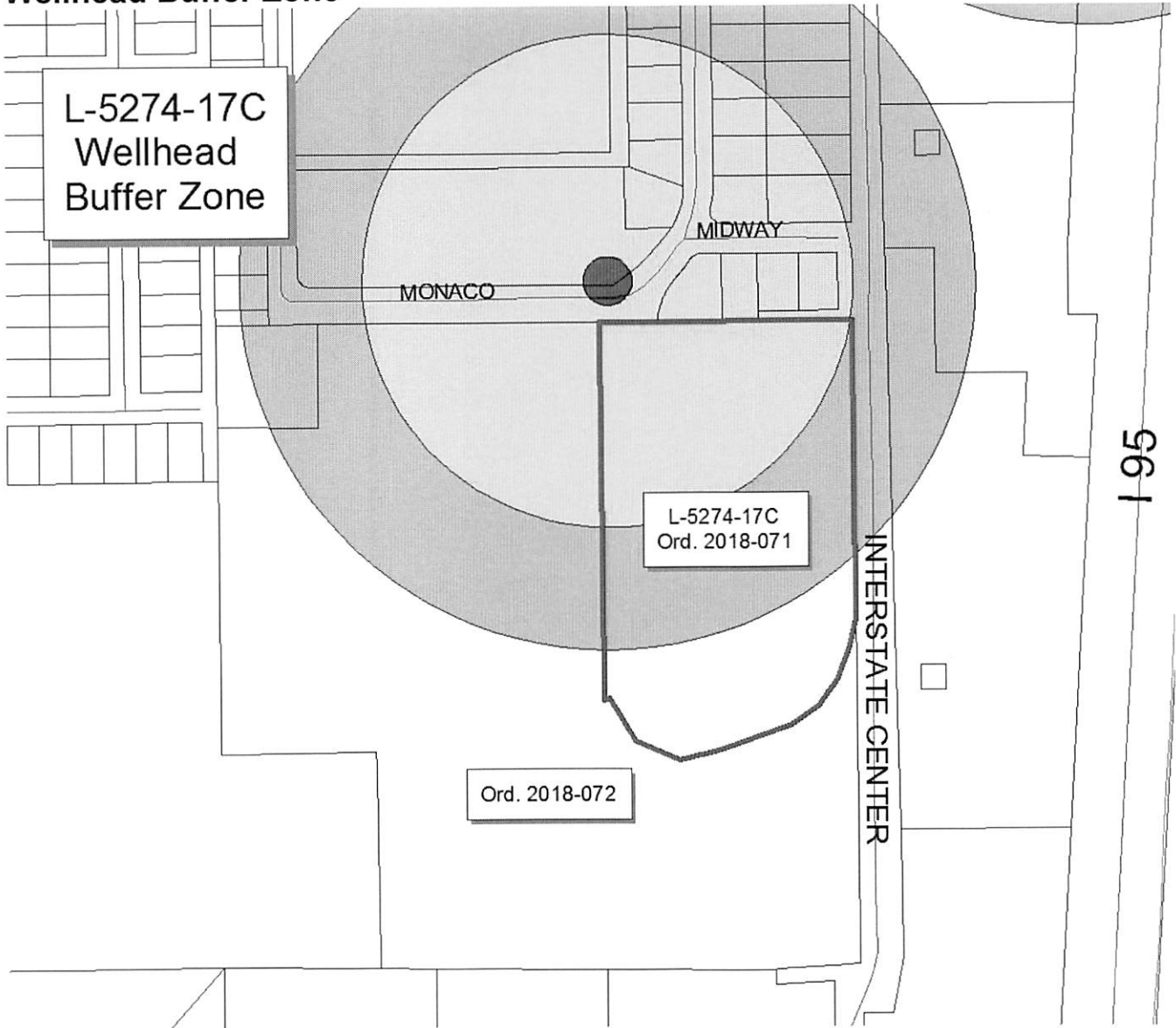
ATTACHMENT C

Wetlands Map:



ATTACHMENT D

Wellhead Buffer Zone





ATTACHMENT E

APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN

Date Submitted:	12/20/2017	Date Staff Report is Available to Public:	03-02-2018
Land Use Adoption Ordinance #:	2018-071	Planning Commission's LPA Public Hearing:	03-08-2018
Rezoning Ordinance #:	2018-072	1st City Council Public Hearing:	03-13-2018
JPDD Application #:	L-5274-17C	LUZ Committee's Public Hearing:	03-20-2018
Assigned Planner:	Ed Lukacovic	2nd City Council Public Hearing:	03-27-2018

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

ZACH MILLER
501 RIVERSIDE AVE., SUITE 901
JACKSONVILLE, FL 32202

Ph: (904) 396-5731
Fax: (904) 399-5461
Email: ZACH_MILLER@BELLSOUTH.NET

Owner Information:

DAVID WILLIAMS
DIOCESE OF ST. AUGUSTINE
11625 OLD ST. AUGUSTINE RD
JACKSONVILLE, FL 32258

DESCRIPTION OF PROPERTY

Acreage: 10.00
Real Estate #(s): 020703 0000, a portion of

Planning District: 6
Council District: 8
Development Area: SUBURBAN AREA
Between Streets/Major Features:
I-95 and DUNN AVE

General Location:

ON THE WEST SIDE OF INTERSTATE CENTER DR, NORTH OF CLARK RD

Address:

0 INTERSTATE CENTER DR

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT
Current Land Use Category/Categories and Acreage:
CGC 10.00

Requested Land Use Category: MDR
Justification for Land Use Amendment:

TO ALLOW FOR MIXED USE DEVELOPMENT AS DESCRIBED IN THE COMPANION PUD.

Surrounding Land Use Categories: CGC, LDR

UTILITIES

Potable Water: JEA

Sanitary Sewer JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
PUD 15.22
RLD-60 20.09

Requested Zoning District: PUD

Additional information is available at 904-255-7888 or on the web at <http://maps.coj.net/luzap/>

ATTACHMENT F

Aerial:

