



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

**OVERVIEW**

**ORDINANCE: 2018-516**

**APPLICATION: L-5295-18C-3-11**

**APPLICANT: WYMAN DUGGAN, ESQ.**

**PROPERTY LOCATION: 8050 Baymeadows Circle West**

**Acreage: 4.79 Acres**

**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>CGC</b>	<b>RPI*</b>
<b>ZONING</b>	<b>CCG-1</b>	<b>PUD</b>

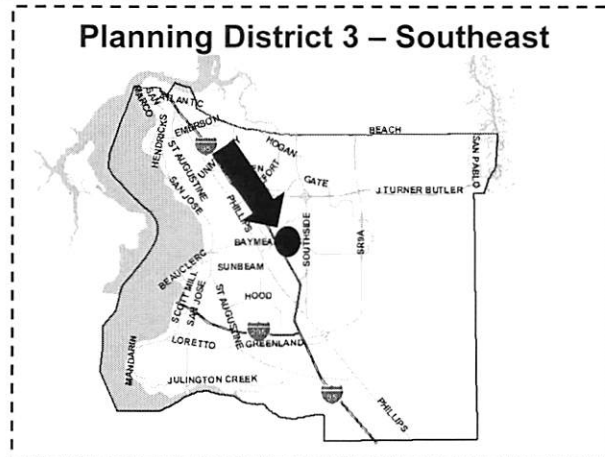
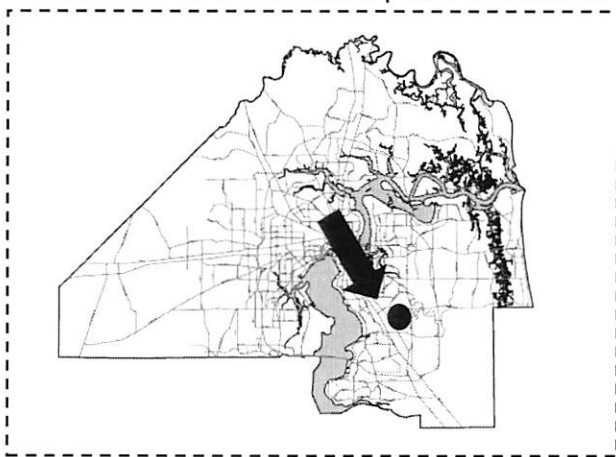
*\* Subject to a Site specific policy*

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	RPI	N/A	(22 DU/Acre*) 103 DUs  *subject to site specific policy allowing 22 units/acre	(0.35 FAR) 73,028 sq.ft.	(0.50 FAR) 104,326 sq. ft.	103 DUs	Increase of 31,298 Sq. Ft. of Non-Residential / RPI Uses

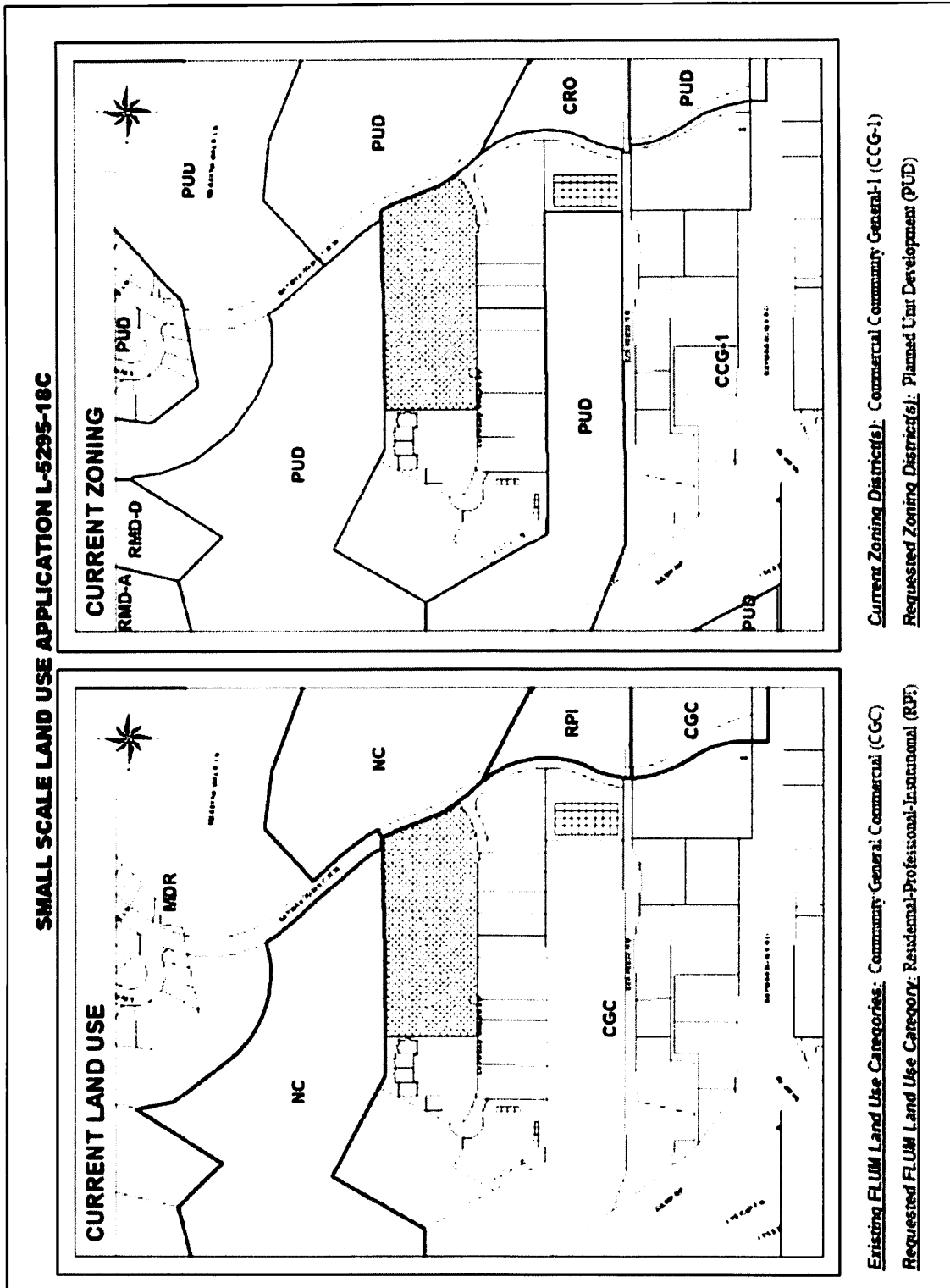
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION:**

**Approval subject to the addition of site specific policy 4.4.9**

**LOCATION MAPS:** Arrows point to location of proposed amendment.



# DUAL MAP PAGE



## **ANALYSIS**

### **Background:**

The 4.79 acre subject property is located at 8050 Baymeadows Circle West, a local roadway, in Council District 11 and Planning District 3 just north of Baymeadows Road (SR 152) and East of I-95, at the northwest corner of Baymeadows Circle West and Cypress Green Drive. The property is in the Urban Development Area as identified within the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 *Comprehensive Plan*. Further, the subject site is within the boundaries of the Southeast Vision Plan and the Baymeadows Community Vision Plan.

The applicant is requesting a land use amendment from Community/General Commercial (CGC) to Residential-Professional-Institutional (RPI) and a companion rezoning from Commercial Community General-1 (CCG-1) to Planned Unit Development (PUD) in order to re-use the vacant hotel on site for a multi-family residential development. The PUD site plan identifies 103 multi-family units, ranging from approximately 250 sq. ft. to 500 sq. ft. in size. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-517.

Access to the site is via Baymeadows Circle West, a local roadway, which is accessed from Baymeadows Road (SR 152), classified as a minor arterial roadway on the Highway Functional Classification System. While Baymeadows Road includes sidewalks on both sides of the street, Baymeadows Circle West does not have sidewalks on either side of the street.

The area surrounding the subject property includes mostly office and vacant land, as well as a golf course. The larger Baymeadows community area includes a mix of single-family and multi-family residential and office uses with commercial uses abutting the Baymeadows Road Corridor. The land use of the property just north of the amendment site was amended (Ordinance 2014-538-E) from Medium Density Residential (MDR) to Neighborhood Commercial (NC) in 2014. Also in 2014, the land use of the property just east of the amendment site and across Baymeadows Circle West was amended (Ordinance 2014-536-E) from MDR to NC. Additionally, a land use amendment located southeast of the subject site and across Baymeadows Circle West was approved in 2014 (Ordinance 2014-138-E) to amend the land use from MDR to CGC. The new commercial uses in this area were intended to serve the surrounding Baymeadows area and the nearby residential development adopted with PUD Ordinance 2014-62-E.

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 generalized adjacent land use categories and zoning districts are as follows:

Adjacent Property(s)	Land Use	Zoning District	Current Use(s)
North	NC	PUD (2014-536-E)	Undeveloped
South	CGC	CCG-1 and PUD (Ord. 2014-62-E)	office; residential and commercial mixed use PUD but currently undeveloped land/old vacant golf course
East	NC	PUD (Ord. 2014-537-E)	commercial and office PUD but currently undeveloped land/old golf course
West	CGC	CCG-1	Office and school uses

**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 applicant provided a JEA letter of availability, dated May 14, 2018, which shows water and sewer service are available to the subject site.

Infrastructure Element

**Sanitary Sewer Sub-Element**

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

## 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 no new net daily vehicular 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. The intent of the applicant is to reuse the vacant hotel structure and redevelop the hotel rooms as residential units, however, commercial impacts to the transportation network are greater than residential impacts. Therefore, in order to understand the impacts of the most intense allowable use for this property, this analysis was based on the commercial potential of the RPI land use category.

### 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 1 along Baymeadows Road, east of Interstate 95.

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 1 is **0.68**.

Baymeadows Road (SR 152) from Interstate 95 to Old Baymeadows Road is the directly accessed functionally classified roadway. This segment of SR 152 is a 4-lane divided minor arterial and has a maximum daily capacity of 36,200 vpd and is operating at a V/C ratio of 1.37. This segment will be subject to FDOT review and access management requirements.

### **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of high, medium and low 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 on the portion of the site that is in a high sensitivity area. 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.

### **School Capacity**

While the proposed RPI land use is considered a commercial land use, multi-family residential dwellings are allowed as a principal use. A school capacity analysis was completed on the 4.76 acre proposed land use map amendment for 103 multi-family dwelling units. As identified in the companion PUD, the applicant intends to re-use the vacant hotel on site for 103 multi-family residential units subject to a proposed site specific policy allowing 22 units/acre in the RPI land use category. 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  
L-5295-18C**

**Development Potential: 103 Residential Units**

School Type	CSA	2017-18 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats
Elementary	4	5,820	86%	17	100%	207
Middle	4	4,273	88%	8	85%	301
High	4	795	62%	10	86%	65
<b>Total New Students</b>				<b>34</b>		

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 (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2017/18)	% OCCUPIED	4 YEAR PROJECTION
Beauclerc ES #230	4	17	1,041	799	77%	81%
Southside MS #211	3	8	977	842	86%	85%
Englewood HS #90	3	10	1,864	1,856	100%	96%

- Does not include ESE & room exclusions
- Analysis based on 103 dwelling units – L-5295-18C

***\*The percentage occupied may not appear correct due to ESE space requirements***



# IMPACT ASSESSMENT

L-5295-18C

DEVELOPMENT ANALYSIS		
Development Boundary	Urban Area	
Roadway Frontage Classification	Baymeadows Circle W - Local Road	
Plans/Studies	Baymeadows Community Plan (Ord 2012-192-E); Southeast Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant hotel	Apartments
Land Use/Zoning	CGC / CCG-1	RPI* / PUD
Development Standards For Impact Assessment	0.35 FAR	22 DU/Acre* and 0.5 FAR
Development Potential	73,028 sq. ft.	103 DUs / 104,326.2 sq. ft.
Population Potential	N/A	223 people
SPECIAL DESIGNATIONS AREAS		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	High, Medium and Low Sensitivity	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	X
PUBLIC FACILITIES		
Potential Roadway Impact	No new net daily vehicular trips	
Potential Public School Impact	None	
Water Provider	JEA	
Potential Water Impact	Increase of 3669.7 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 2752.3 gallons per day	
Potential Solid Waste Impact	Increase of 50.07 tons per year	
Drainage Basin / Sub-Basin	Arlington River / Pottsburg Creek	
Recreation and Parks	None	
Mass Transit	Bus Routes run on nearby Baymeadows Rd: Freq Route 50 & Local Route 23	

## NATURAL FEATURES

Elevations	21-24 foot
Land Cover	1400-Commercial and Services; 5300-Reservoirs-pits, retention ponds, dams
Soils	32 Leon Fine Sand 0 to 2 percent slopes; 71 Urban Land-Leon-Boulogne complex, 0 to 2 percent slopes
Floodzone	NO
Wetlands	NO
Wildlife (sites greater than 50 acres)	N/A

\*subject to site specific policy allowing 22 units/acre

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 23, 2018, the required notice of public hearing signs were posted. Forty-seven (47) notices were mailed out to property owners within 350-feet, the Southeast CPAC and registered neighborhood associations informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on August 20, 2018 and there were no speakers present.



## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan

The proposed amendment analysis in relation to the Goals, Objectives and Policies of the 2030 Comprehensive Plan:

#### Future Land Use Element:

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and

welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

**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 1.1.22** Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

**Policy 1.1.25** The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

**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.

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

Policy 2.10.2 The City shall include incentives in the development review process to encourage residential development with supporting uses such as retail, restaurant, recreation and open space that relate physically and visually to nearby areas of the City through a design concept, which includes, but is not limited to:

1. Residential development with a full range of urban uses and support facilities; and
2. Physically connected neighborhoods bound together by pedestrian paths and public spaces.

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.

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.

Policy 2.2.5 All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development.

The CGC land use designation 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.

According to the Category Descriptions for the Urban Development Areas of the FLUE, the RPI future land use category primarily permits medium to high density residential, professional office and institutional uses. Limited commercial retail and service establishments which serve a diverse set of neighborhoods may also be permitted as part of mixed use developments. RPI is generally intended to provide transitional uses between commercial and residential uses.

The subject property is located in the Urban Development Area (UA), which is the second tier development area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses since prior to consolidation. The intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also, the UA is intended to support multi-modal transportation and the reduction of vehicle miles travelled. The proposed amendment to allow for the re-use of a vacant hotel building for multi-family residential units provides redevelopment and infill and encourages development of an underutilized property within the Urban Area of the City that already has the infrastructure, utilities, and public facilities in place to support such development. Additionally, the proposed amendment is in an area with access to full urban services and is in close proximity to mass transit and is therefore consistent with FLUE Policies 1.1.20, 1.1.22, 1.1.25, and 2.2.8 and Goal 3 and Objective 6.3.

While the RPI land use category in the Urban Development Area allows a maximum gross density of 30 units/acre, single use residential developments in the RPI land use category are limited to a density of 20 units/acre. The applicant intends to re-use the existing vacant hotel on site re-establishing the hotel rooms as residential units. In order to utilize the existing units within the hotel structure, a density of 22 units/ acre is necessary. A site specific policy is recommended to allow a higher residential density in order to promote redevelopment and re-use of the existing building and encourage revitalization of the surrounding area. In accordance with FLUE Policies 1.1.25, 2.2.8 and 2.10.2 and the Urban Area development characteristics, proposed Future Land Use Element Policy 4.4.9 would be as follows:

## Future Land Use Element (FLUE), Policy 4.4.9

Pursuant to the authority granted by Sec. 163.3187(1)(c), Florida Statutes (2017), Ordinance 2018-516-E for a small scale amendment is approved subject to the following site specific condition: Single-use residential development on the RPI site shall be permitted at up to 22 units/acre.

The minimal increase in density allowing the redevelopment and reuse of the existing building on site for residential uses provides encouragement to re-invest and revitalize the surrounding underutilized mixed use area, consistent with FLUE policies 1.1.25 and 2.2.8. The site's location in the Baymeadows community area supports the residential development's density with a full range of urban uses and access to public transit, consistent with FLUE Policy 2.10.2 and the Urban Area development characteristics. Therefore, and in accordance with FLUE policies 1.1.25, 2.2.8 and 2.10.2 and the Urban Area development characteristics, the associated development shall be permitted up to 22 units/acre.

The companion Planned Unit Development rezoning application allows for site planning to reuse the vacant 108 room hotel as 103 multi-family units including recreational components on site, consistent with Policy 1.1.12 of the FLUE. The PUD site rezoning should ensure the development's consistency with Policies 2.2.1 and 2.2.5 of the ROS Element.

The site will be serviced by centralized wastewater and potable water distribution systems and is, therefore, consistent with Policy 1.2.9 of the FLUE.

The proposed amendment provides residential use in an area with a mix of proposed uses pursuant to the surrounding area's underlying land use and zoning. The proposed reuse of the existing building on site and revitalization of the vacant underutilized property, optimizes the combined potentials for economic benefit as required by FLUE Goal 1 and provides additional residential development and housing options consistent with Policy 2.10.2 and Objective 3.1.

### **Southeast Vision Plan / Baymeadows Community Vision Plan**

The application site lies within the boundaries of the Southeast Vision Plan (Ord. 2010-615-E) and the Baymeadows Community Vision Plan (Ord. 2012-192-E). The Baymeadows Community Vision Plan is a continuation and fine tuning of the community efforts that created the Southeast Vision Plan.

The vision plan promotes infill and a range of housing opportunities and choices to support a range of household sizes and encourage diversity. Specific recommendations from the Baymeadows Community Vision Plan call to provide and promote compatible mixed use development, infill and redevelopment while creating a range of housing opportunities and

choices. Other aspects of the plan include improved roadways, “soft” entrance features, improved signage, traffic calming and preservation of existing vegetation and the creation of parkland. The plan also identifies the redevelopment of the golf course as a major component of the plan. The proposed RPI land use category accommodates the recommended uses and the proposed rehabilitation and reuse of the existing hotel building on site for multi-family residential units and is therefore, consistent with both the Southeast Vision Plan and the Baymeadows Community Vision Plan.

### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Policies 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 provide infill and redevelopment in the northeast Florida region.

### **RECOMMENDATION**

The Planning and Development Department recommends **APPROVAL subject to the addition of site specific policy 4.4.9** of this application based on its consistency with the overall intent of the 2030 Comprehensive Plan and the Strategic Regional Plan.

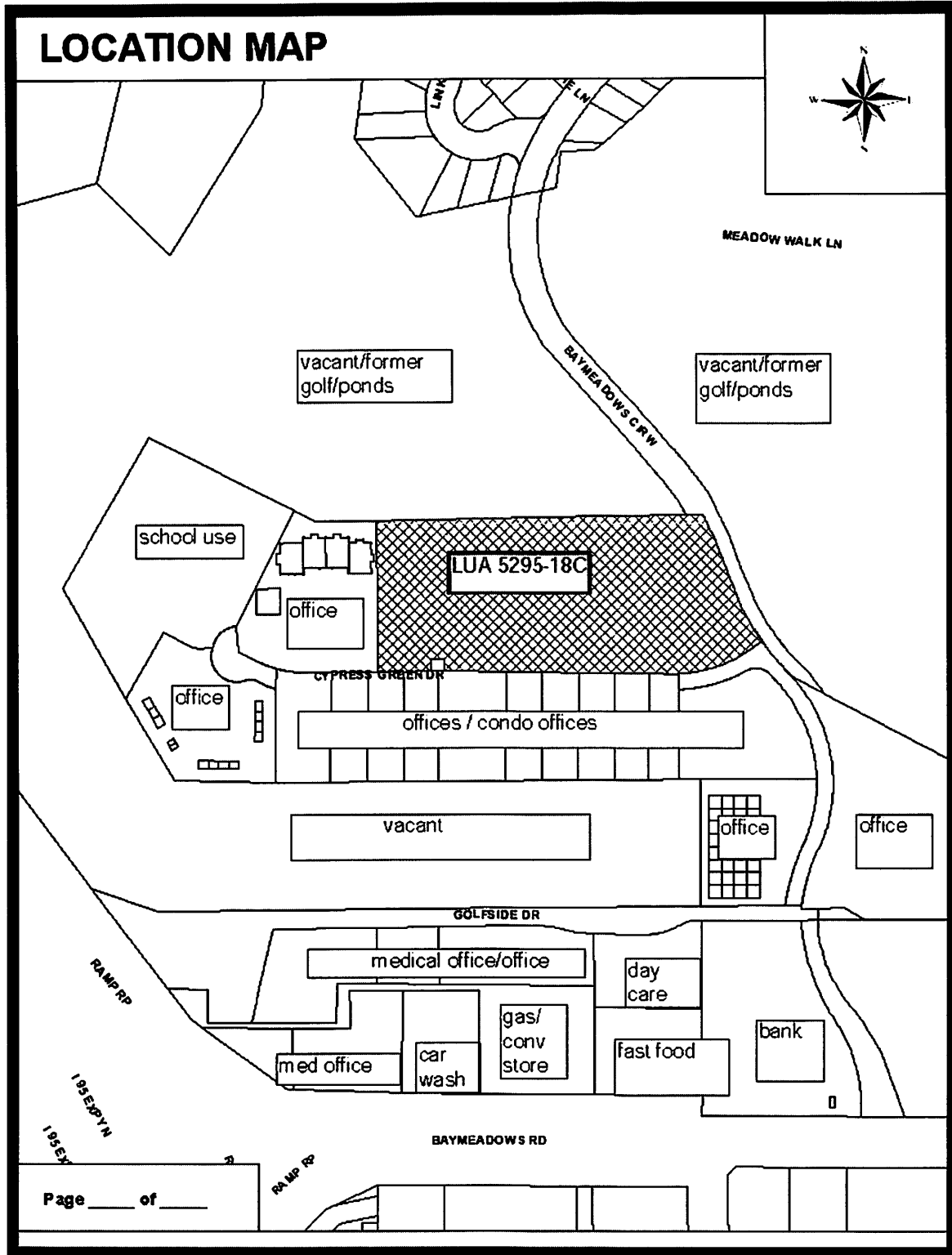
#### **Future Land Use Element (FLUE), Policy 4.4.9**

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The minimal increase in density allowing the redevelopment and reuse of the existing building on site for residential uses provides encouragement to re-invest and revitalize the surrounding underutilized mixed use area, consistent with FLUE policies 1.1.25 and 2.2.8. The site’s location in the Baymeadows community area supports the residential development’s density with a full range of urban uses and access to public transit, consistent with FLUE Policy 2.10.2 and the Urban Area development characteristics. Therefore, and in accordance with FLUE policies 1.1.25, 2.2.8 and 2.10.2 and the Urban Area development characteristics, the associated development shall be permitted up to 22 units/acre.

# ATTACHMENT A

## EXISTING LAND UTILIZATION





# 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:** August 15, 2018

**TO:** Susan Kelly  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5295-18C

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10<sup>th</sup> 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 existing CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 73,028 SF of commercial space (ITE Land Use Code 820), and could generate 1,819 daily vehicular trips, which includes a 34% pass-by trip reduction rate. The proposed RPI non-residential land use category development impact assessment standards allows for 0.5 FAR per acre, resulting in a development potential of 104,326 SF of office/institutional space (ITE Land Use Code 710) which could generate 1,016 daily vehicular trips. This will result in no new net daily vehicular trips if the land use is amended from CGC to RPI, 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	Loss Internal Trips	Loss Pass-By Trips	Net New Daily Trip Ends
CGC	820	73,028 SF	T = 37.75 (X)	2,757	0.00%	34.00%	1,819
<b>Total Section 1</b>							<b>1,819</b>
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips #/M/Daily	Loss Internal Trips	Loss Pass-By Trips	Net New Daily Trip Ends
RPI	710	104,326 SF	T = 9.74 (X)	1,016	0.00%	0.00%	1,016
<b>Total Section 2</b>							<b>1,016</b>
<b>Net New Daily Trips</b>							<b>0</b>

Source: Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Engineers

## ATTACHMENT B (continued)

### TRAFFIC ANALYSIS

**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 1 along Baymeadows Road, east of Interstate 95.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (VIC), 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 VIC ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the VIC ratio analysis for the overall Mobility Zone 1 is 0.68.

Baymeadows Road (SR 152) from Interstate 95 to Old Baymeadows Road is the directly accessed functionally classified roadway. This segment of SR 152 is a 4-lane divided minor arterial and has a maximum daily capacity of 36,200 vpd and is operating at a VIC ratio of 1.37. This segment will be subject to FDOT review and access management requirements.

**ATTACHMENT C**  
**Aerial**



# ATTACHMENT D



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

Date Submitted:	4/20/18	Date Staff Report is Available to Public:	8/31/2018
Land Use Adoption Ordinance #:	2018-516	Planning Commission's LPA Public Hearing:	9/6/2018
Rezoning Ordinance #:	2018-517	1st City Council Public Hearing:	9/11/2018
JPOD Application #:	L-5295-18C	LUZ Committee's Public Hearing:	9/18/2018
Assigned Planner:	Helena Parola	2nd City Council Public Hearing:	9/25/2018

### GENERAL INFORMATION ON APPLICANT & OWNER

#### Applicant Information:

WYMAN DUGGAN  
ROGERS TOWERS, P.A.  
1301 RIVERPLACE BOULEVARD, SUITE 1500  
JACKSONVILLE, FL 32207  
Pit: 904-398-3911  
Fax: 904-396-0663  
Email: WDUGGAN@RTLAW.COM

#### Owner Information:

ALUNITY INVESTMENTS, LLC  
7875 CHASE MEADOWS DR. E.  
JACKSONVILLE, FL 32256

### DESCRIPTION OF PROPERTY

Acreage: 4.79  
Real Estate #(s): 153299 0135

#### General Location:

NORTHWEST QUADRANT OF THE INTERSECTION OF  
BAYMEADOWS CIR. W. & CYPRESS GREEN DR.

Planning District: 3  
Council District: 11  
Development Area: URBAN AREA  
Between Streets/Major Features:

CYPRESS GREEN DR. and LINKSIDE DR.

#### Address:

8050 BAYMEADOWS CIR W

### LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: HOTEL/VACANT  
Current Land Use Category/Categories and Acreage:  
CGC 4.79

Requested Land Use Category: RPI

Surrounding Land Use Categories: CGC, MDR, NC

Applicant's Justification for Land Use Amendment:

TO PERMIT THE CONVERSION OF THE EXISTING, VACANT HOTEL TO APARTMENTS.

### UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

### COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:  
CCG-1 4.79

Requested Zoning District: PUD

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