

REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR

APPLICATION FOR REZONING ORDINANCE 2018-0702 TO

PLANNED UNIT DEVELOPMENT

NOVEMBER 8, 2018

The Planning and Development Department hereby forwards to the Planning Commission, Land Use and Zoning Committee and City Council its comments and recommendation regarding Application for Rezoning Ordinance **2018-0702** to Planned Unit Development.

Location: 12274, 12280, and 0 Yellow Bluff Road, and 0 Burkit Lane.
Between Burkit Lane and Captiva Bluff Road.
North

Real Estate Number(s): 106498-0030; 106496-0000; 106496-0010;
106496-0100

Current Zoning District: Residential Rural-Acre (RR-Acre)

Proposed Zoning District: Planned Unit Development (PUD)

Current Land Use Category: Low Density Residential (LDR)

Planning District: North, District 6

Applicant/Agent: Curtis Hart
Hart Resources LLC.
8051 Tara Lane
Jacksonville, Florida. 32216

Owners: James K Shronce
12274 Yellow Bluff Road
Jacksonville, Florida. 32226

William P Dekle III
12280 Yellow Bluff Road
Jacksonville, Florida. 32226

Irma Dekle
12274 Yellow Bluff Road

Jacksonville, Florida. 32226

Sara Dean
2578 Heathery Oaks Lane
Jacksonville, Florida. 32226

Staff Recommendation: **APPROVE**

GENERAL INFORMATION

Application for Planned Unit Development **2018-0702** seeks to rezone approximately 29.58 acres of land from RR-Acre to PUD. The rezoning to PUD is being sought in order for the development of an 80 lot single family subdivision. The PUD will allow for 12 of the lots to be a minimum width of 70 feet wide, while the rest will be required to be at least 60 feet wide.

CRITERIA FOR REVIEW

Pursuant to the provisions of Section 656.125 of the Zoning Code, the Planning and Development Department, Planning Commission and City Council (including the appropriate committee) shall evaluate and consider the following criteria of an application for rezoning to Planned Unit Development.

(1) Is the proposed zoning district consistent with the 2030 Comprehensive Plan?

Yes. According to the Category Descriptions for the Suburban Development Area identified within the Future Land Use Element (FLUE), LDR is intended to provide for low density residential development. Single-family and multi-family dwellings are the predominant uses in the LDR category. The subject site is provided with centralized water and sewer and as such, the maximum gross density allowed shall be seven (7) units per acre. Based on the PUD written description, the total number of dwelling units allowed within the Yellow Bluff PUD shall not exceed 80 single-family lots, which is less than the maximum number of units allowed given the density of seven (7) units per acre. The permitted uses included within the written description of the proposed PUD are consistent with the LDR land use category. Wetlands appear to be located on the site; detailed information follows.

(2) Does the proposed rezoning further the goals, objectives and policies of the 2030 Comprehensive Plan?

The evaluation of the goals, objectives and policies of the Comprehensive Plan can be found later in this report.

(3) Does the proposed rezoning conflict with any portion of the City's land use Regulations?

The written description and the site plan of the intended plan of development meets all portions of the City's land use regulations and furthers their intent by providing specific development standards.

(1) Consistency with the 2030 Comprehensive Plan

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 1.1.12

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 1.1.22

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 1.2.9

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 1.3.5

The City shall require that access to new single-family residential parcels with frontage along two or more roadways be located in accordance with the following parameters:

1. If one of the roadways is unimproved, access to the parcel may be provided from the improved roadway.
2. If the roadways are of differing functional classes, then access to the parcel shall be provided from the roadway with the lower functional class only.
3. If the roadways are of the same functional class, then access shall be provided as follows:
 - a. In the case of redevelopment of existing parcels, from the roadway where the prevailing pattern of existing driveways are located; or

- b. In the case of new subdivisions where no pattern currently exists, on the roadway with the lower average daily traffic (ADT) inclusive of development traffic.
4. Driveways should be on the same road on which the parcel is addressed and the front door of the home is located, except in the case of an entirely new planned unit development or traditional neighborhood development where rear entry drives are expressly contemplated.

The above parameters shall be followed unless it can be demonstrated in a professional traffic study submitted for review and approval to the Traffic Engineering Division and the JPDD, and with which the City staff agrees, that such access restrictions would either:

1. Present a safety hazard;
2. Would cause undue congestion or delay on adjacent road facilities;
3. Would cause environmental degradation; or
4. Would hinder adequate traffic circulation.

Policy 1.3.7

Access for corner lots or parcels shall be located the greatest distance from the corner commensurate with property dimensions. For roadways having a functional classification of collector or higher, access shall not be less than 150 feet from the geometric centerline of intersecting roadways, 100 feet from the outside through lane, or commensurate with property dimensions, where the lot frontage is insufficient to meet these requirements, subject to the approval of the Traffic Engineering Division and JPDD.

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 3.1.6

The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

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 2.2.4

A residential subdivision development of 25 lots to 99 lots shall pay a recreation and open space fee of two-hundred-fifty (\$250) dollars per lot, or provide at least four hundred thirty-five (435) square feet of useable uplands for each lot (and any fraction thereof), to be dedicated as common area and set aside for active recreation. The City shall use recreation and open space fees collected pursuant to this subsection to improve, enhance, expand, or acquire recreation areas within the same Planning District in which the fees are paid.

(2) Consistency with the Concurrency Mobility and Management System

Pursuant to the provisions of Chapter 655 Concurrency and Mobility Management System of the Ordinance Code, the development will be required to comply with all appropriate requirements of the Concurrency and Mobility Management System (CMMSO) prior to development approvals.

(3) Allocation of residential land use

This proposed Planned Unit Development intends to utilize the majority of the parcels of land for eighty (80) residential homes. 22.08 acres of the subject site will be used for the residential lots, while the remaining 7.5 acres will be used for open spaces and right of ways.

(4) Internal compatibility

This proposed PUD is consistent with the internal compatibility factors with specific reference to the following:

The existence or absence of, and the location of open spaces, plazas, recreational areas and common areas: The subject site will provide approximately 3.45 acres of open space

The use of existing and proposed landscaping: The subject site will be developed in accordance with Part 12 of the Zoning Code and Article 25 of Charter of the City of Jacksonville.

The treatment of pedestrian ways: The proposed development will provide access using existing sidewalks throughout the development which will be installed in accordance with the 2030 Comprehensive Plan.

Traffic and pedestrian circulation patterns: The proposed traffic circulation system would be serviced by an internal roadway system that is made up of one main road with two secondary roadways ending in cul-de-sacs. These roadways will be built by the City Code standards, and

will be reviewed by the Development Services Division prior to any construction.

The Traffic Engineering Division has pointed out that Alta Drive/Yellow Bluff Road is in the design stage of a roadway widening project by the Jacksonville Transportation Authority (JTA). The Traffic Engineering Division requests that the project engineer will coordinate with JTA regarding the access and utilities to the site.

Additionally, Starratt Road, from Duval station Road to Yellow Bluff Road, is directly accessed functionally classified roadway. Yellow Bluff Road is a 2-lane undivided collector in this vicinity and is currently operating at 84% of capacity. This Yellow Bluff Road segment has a maximum daily capacity of 15,930 vpd and a 2017 daily traffic volume of 13,410 vpd.

The use and variety of building setback lines, separations, and buffering: All standard lots will be required to have 20 foot front yards with 5 foot side yards and 10 foot rear yard setbacks. Corner lots may have one front yard reduced to 10 feet. Rear yards will also include any double frontage or through lots which are shown on the plat of the development which reflect a 5' easement.

The use and variety of lot groupings: The larger lot sizes will be along the western property boundary as this is where larger lots outside of the development about the property. Lots 59 and 60 on the interior of the proposed project will also meet the larger requirements.

The variety and design of dwelling types: The entire project will consist of Single Family Residences.

The particular land uses proposed and the conditions and limitations thereon: The project will be consistent with the Low Density Residential (LDR) that is currently on the parcels today.

The form of ownership proposed for various uses: Each of the lots will be sold to separate individuals.

(5) External Compatibility

Based on the written description of the intended plan of development and site plan, the Planning and Development Department finds that external compatibility is achieved by the following:

The type, number and location of surrounding external uses: proposed subdivision is located in a rural area where low-density residential is the predominate use. Allowing for the development will not deter from the overall characteristics of the surround areas.

The adjacent uses, zoning and land use categories are as follows:

Adjacent Property	Land Use Category	Zoning District	Current Use(s)
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North	LDR	RR-Acre/PUD	Single-Family Dwellings/ Shopping Center
East	LDR	RR-Acre/RLD-90/PUD	Single Family Dwellings
South	LDR	PUD	Single-Family Dwellings
West	LDR	PUD	Single Family Dwellings

(6) Intensity of Development

The proposed development is consistent with the LDR functional land use category and is a single-use, which is not to exceed 80 dwelling units. The PUD is appropriate at this location because it will support the existing businesses in and around the Yellow Bluff Road and New Berlin Road intersection.

The location of various proposed uses within the proposed PUD and the degree of compatibility of such uses with each other and with surrounding uses: The proposed 80 single family dwelling units will be compatible with the surrounding single family uses that surround the parcels. There is also a commercial area at the intersection of Yellow Bluff Road and New Berlin Road in which the new residences in the area will be of benefit to.

The amount and type of protection provided for the safety, habitability and privacy of land uses both internal and external to the proposed PUD: There will be a fence installed around the entirety of the property with the exception of the entrance roadway. This fence is detailed on the site plan Dated 9/4/18.

The existing residential density and intensity of use of surrounding lands: The proposed project is similar to the surround density requirements.

The availability and location of utility services and public facilities and services: The subject site will be serviced by JEA for utilities.

School Capacity:

Based on the Development Standards for impact assessment, the 29.58 acre proposed land use map amendment has a development potential of 80 single 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 Type	CSA	2017-18 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	7	3,183	89%	13	84%	152
Middle	1	8,212	82%	6	88%	288
High	7	1,989	90%	7	89%	64
Total New Students				27		

The amount and size of open spaces, plazas, common areas and recreation areas: There will be 7.5 acres of open space / public right of ways as mentioned previously.

The access to and suitability of transportation arteries within the proposed PUD and existing external transportation system arteries: Access to the proposed subdivision will be provided via Yellow Bluff Road, which is classified as a collector road. The road is currently under review to be updated by the Jacksonville Transportation Authority. The road is sufficient for access today, but if it is to be upgraded it will improve even further the access to the proposed subdivision.

(7) Usable open spaces plazas, recreation areas.

The project will be paying into the Recreation and Open Space Fund as it will not be providing a common clubhouse area. The project is located near the Sheffield Regional Park, and the residence will have the proper pedestrian walkways to access this park.

(8) Impact on wetlands

Review of City data indicates the potential existence of approximately 1.86 acres of wetlands on the subject site and as such, based upon the city’s geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

There are two pockets of wetland located on the property, one of them is located in the middle of the property and the other is located along the western boundary. These wetlands have a low functional value for water filtration attenuation and flood water storage capacity due to their isolation, size and/or the lowering of the hydro-period due to nearby site grading or drainage/retention improvements. In addition, the wetland have no clear or significant impact on the city’s waterways.

The following are relative policies of the Conservation/Coastal Management Element:

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.

(9) Listed species regulations

No wildlife survey was required as the project is less than the 50-acre threshold.

(10) Off-street parking including loading and unloading areas.

The site will be developed in accordance with Part 6 of the Zoning Code.

(11) Sidewalks, trails, and bikeways

The project will contain a pedestrian system that meets the 2030 Comprehensive Plan.

SUPPLEMENTAL INFORMATION

Upon visual inspection of the subject property on **October 25, 2018**, the required Notice of Public Hearing signs were posted.



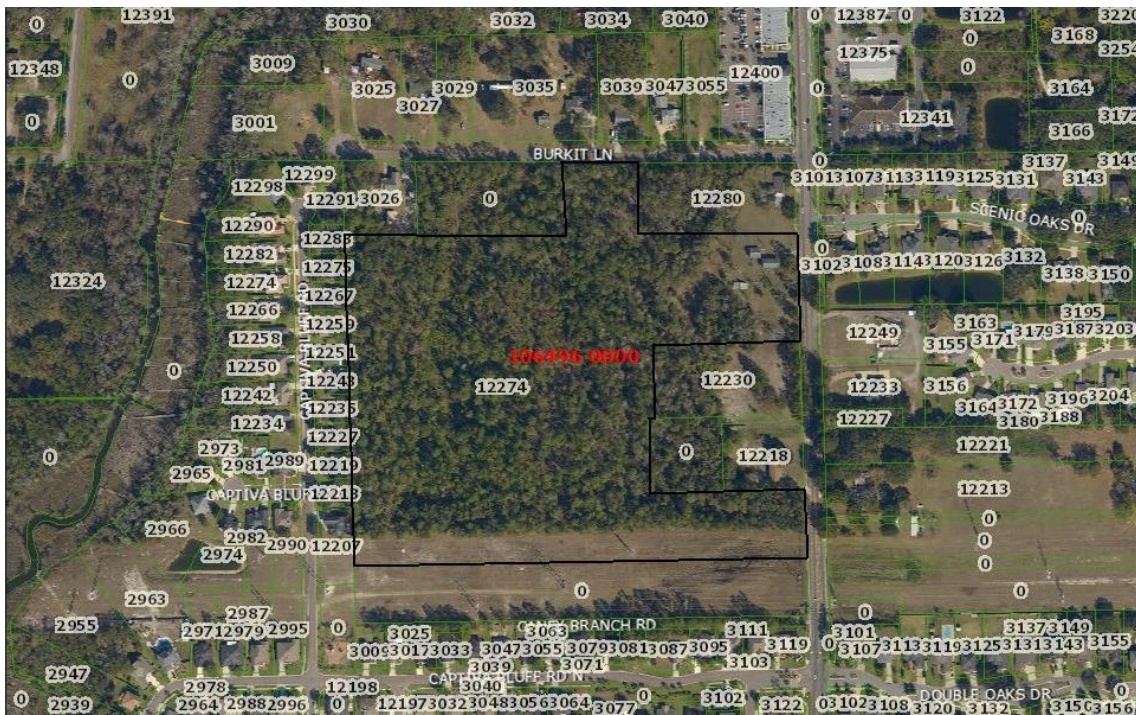
Source: Planning and Development Department

Date: October 26, 2018

RECOMMENDATION

Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning Ordinance 2018-0702 be **APPROVED with the following exhibits:**

- The original/revised legal description dated September 4, 2018**
- The original/revised written description dated September 4, 2018**
- The original/revised site plan dated September 4, 2018**



Aerial View

Source: JaxGIS

Date: October 25, 2018



View of the subject property from Burkit Ave.

Source: Planning and Development Department
Date: October 26, 2018



View of the Subject Property along Yellow Bluff Road.

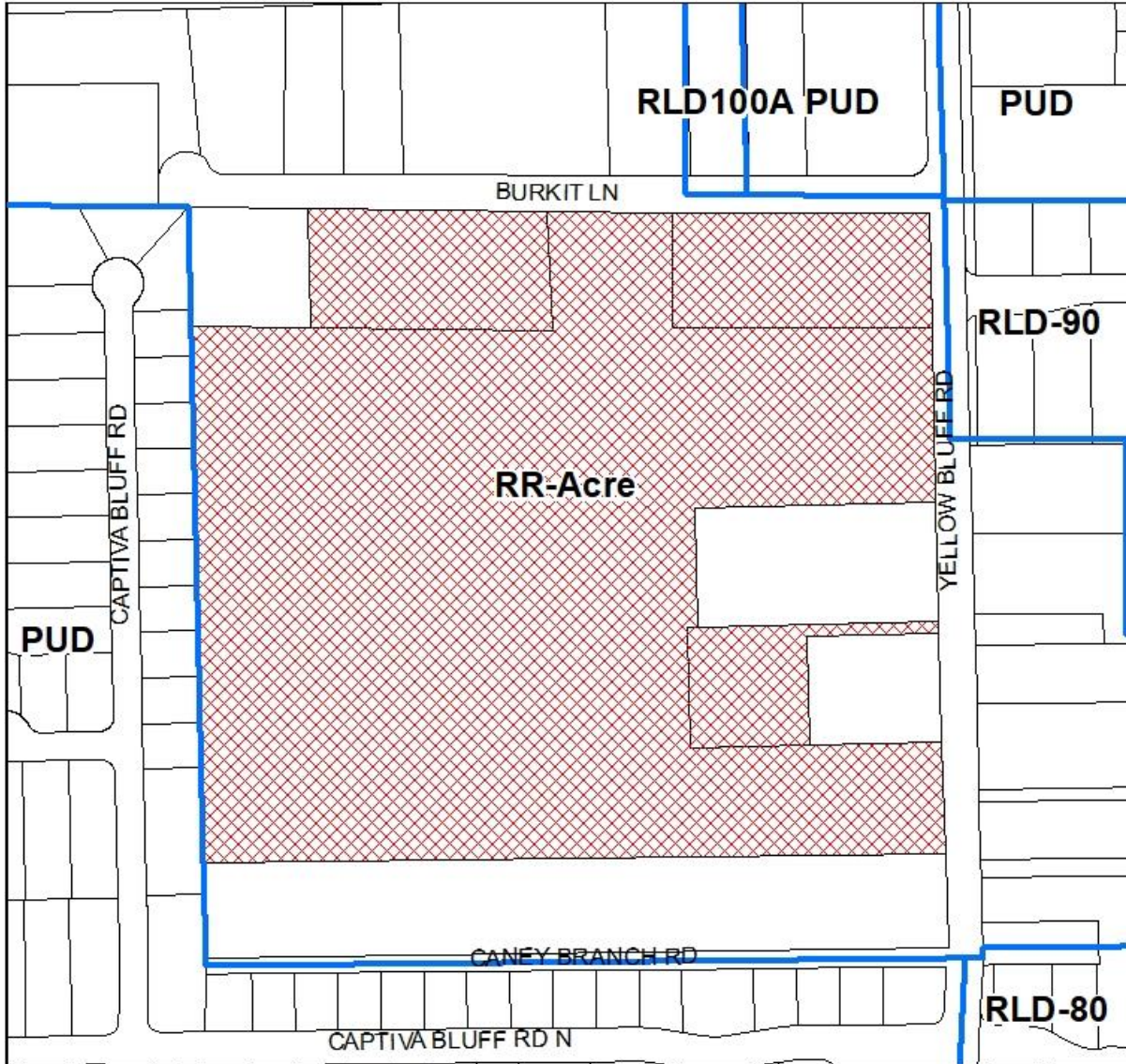
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Date: October 26, 2018

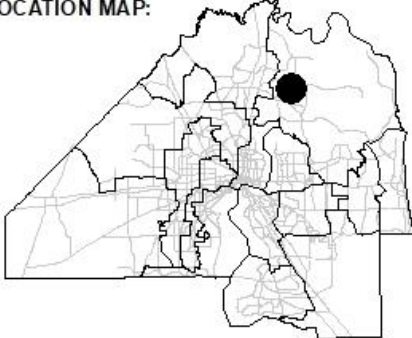
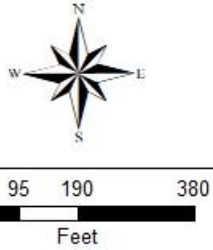


Another view of the Subject Property along Yellow Bluff Road.

Source: Planning and Development Department

Date: October 26, 2018



<p>REQUEST SOUGHT:</p> <p>FROM: RR-ACRE</p> <p>TO: PUD</p>	<p>LOCATION MAP:</p> 	 <p>0 95 190 380 Feet</p> <p>COUNCIL DISTRICT: 2</p>
<p>ORDINANCE NUMBER: ORD-2018-0702</p>	<p>TRACKING NUMBER T-2018-1948</p>	<p>PAGE 1 OF 1</p>

Legal Map

Source: JaxGIS
Date: October 25, 2018