



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

OVERVIEW

ORDINANCE: 2019-34

APPLICATION: L5338-18C-5-7

APPLICANT: KATRINA LAMENDOLA

PROPERTY LOCATION: 514 63rd Street East

Acreage: 0.11

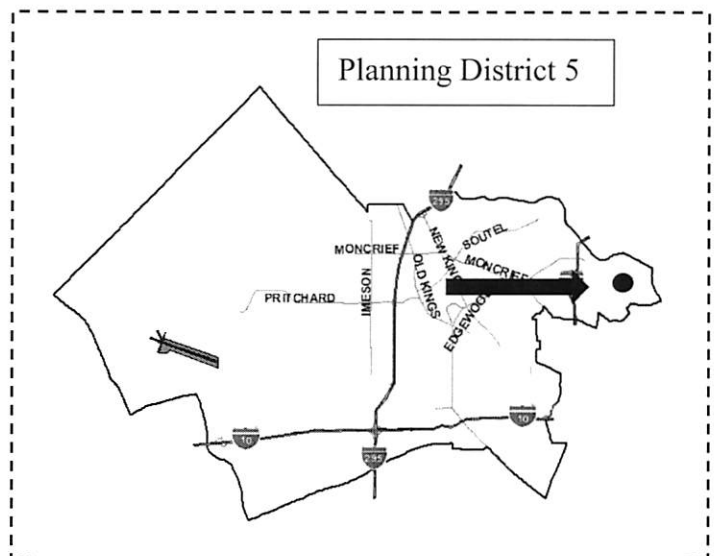
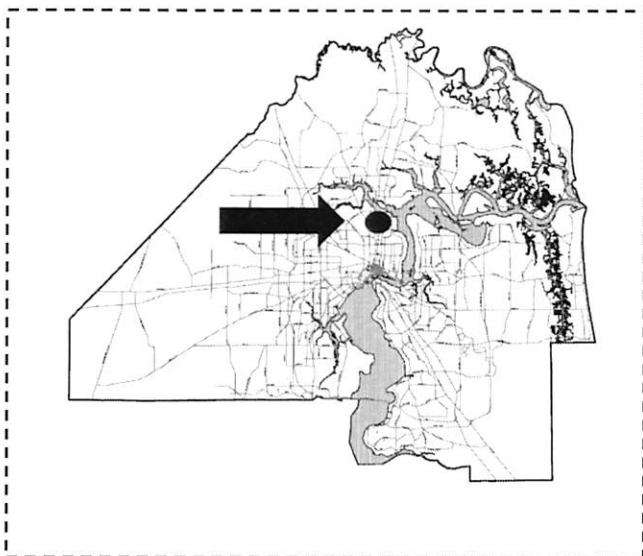
Requested Action:

	Current	Proposed
LAND USE	CGC	MDR
ZONING	CCG-1	RMD-A

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	1 (5 DU per acre)	1,677 sq. ft. (.35 FAR)	N/A	Increase 1 DU	Decrease 1,677 sq., ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:

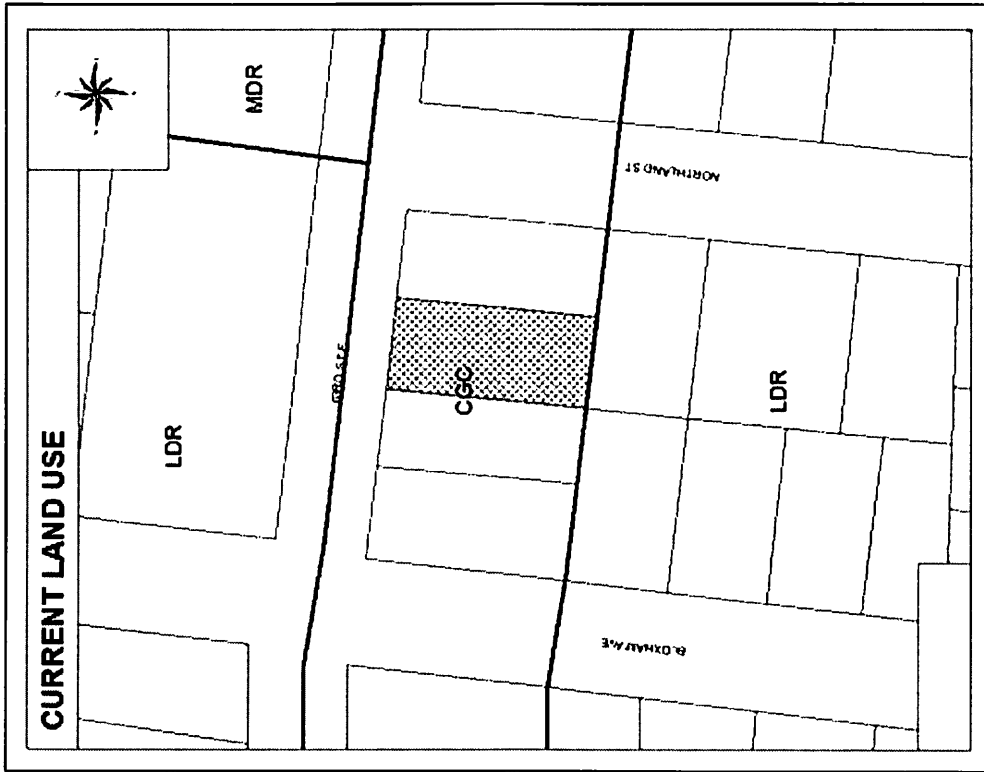


DUAL MAP PAGE

SMALL SCALE LAND USE APPLICATION L-5338-18C



Current Zoning District(s): Commercial Community-General-1 (CCG-1)
Requested Zoning District(s): Residential Medium Density - A (RMD-A)



Existing FLUM Land Use Categories: Community-General Commercial (CGC)
Requested FLUM Land Use Category: Medium Density Residential (MDR)

ANALYSIS

Background:

The 0.11 of an acre site is located on 63rd Street East approximately 1/3 mile east of Main Street in the Panama Park neighborhood north of downtown and just south of the mouth of the Trout River. Although there was once a single-family residence on the lot, the site is now vacant. The home was demolished some time prior to 2006. The property is located in Planning District 5, Council District 7, and within the Northwest Vision Plan boundaries. The property is located within the Urban Development Area, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

The applicant proposes a future land use map amendment from Community/General Commercial (CGC) to Medium Density Residential (MDR) and a rezoning from Commercial Community General-1 (CCG-1) to Residential Medium Density-A (RMD-A) to allow for development of a single family dwelling. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-35.

Only two streets in the immediate neighborhood are thru-streets from Main Street to Buffalo Avenue and 63rd Street is the only street that has a strip of commercial land use through the neighborhood from Main Street to Buffalo Avenue. Even though there is a strip of commercial land use along the south side of 63rd Street, the lots are primarily developed with single-family homes and as such are legal non-conforming uses. There are commercial buildings on both the north and south sides of 63rd Street within three blocks of Main Street east up to the railroad tracks which are approximately 88 feet west of the subject site. Along 63rd Street there are eleven lots that are designated MDR, nine lots on the north side and two lots on the south side. Three blocks east of the subject site is the only open small convenience store on 63rd Street.

Detailed information about the surrounding area can be found on the Dual Map on page 2, and on the Existing Land Utilization Map (See Attachment A). The adjacent land use categories and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	RLD-60	Church
South	LDR	RLD-60	Single Family
East	CGC	CCG-1	Single Family
West	CGC	CCG-1	Single Family

While the proposed amendment includes a residential component, the site will generate fewer than 20 residential units. Therefore, the proposed development will have a de minimis impact on school capacity.

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 application indicates that the site will be served by JEA for both water and sewer.

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.
- 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 no new net daily external trips. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office. 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. Trips generated by the new development will be processed 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.

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 9.

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 (2018) 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 9 is 0.85.

Buffalo Avenue from 44th Street to Lawton Avenue is the first functional classified facility that is to be impacted by the proposed development. This segment is a 2-lane undivided collector roadway, which has a maximum daily capacity of 16,920 vpd, and operating at a V/C of 0.43. The proposed residential development should not have any significant impact on the existing roadway network with the additional traffic from this land use amendment.

IMPACT ASSESSMENT

IMPACT ASSESSMENT

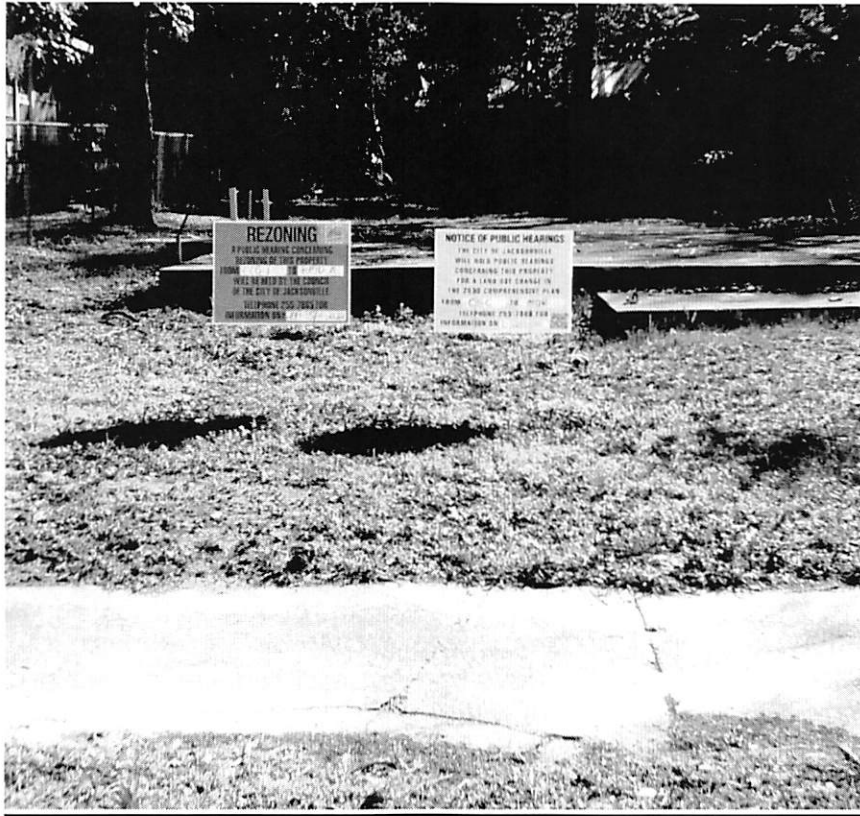
L-5338-18C

DEVELOPMENT ANALYSIS		
Development Boundary	Urban	
Roadway Frontage Classification	Local Rd 46 ft.	
Plans/Studies	Northwest Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant Commercial	Single family
Land Use/Zoning	CGC/CCG-1	MDR/RMD-A
Development Standards For Impact Assessment	.035 FAR	5 Du per acre
Development Potential	1,677 sq. ft.	1 Du
Population Potential	N/A	2 people
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X
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) N/A	SR Name:	
PUBLIC FACILITIES		
Potential Roadway Impact	No new net daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Increase of 151.15 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 113.36 gallons per day	
Potential Solid Waste Impact	Decrease of .083 tons per year	
Drainage Basin / Sub-Basin	Downstream of Trout River	
Recreation and Parks	Panama Park	
Mass Transit	N/A	
NATURAL FEATURES		
Elevations	12 ft.	
Land Cover	1200 Residential medium density	
Soils	72 Urban land Ortega-Kershaw complex	
Floodzone	N/A	
Wetlands	N/A	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 25, 2019, the required notices of public hearing signs were posted. Sixty-nine (69) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on January 28, 2019 and no speakers were present.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element (FLUE)

Objective 1.1 Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl

through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination

- Policy 1.1.10 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 1.1.22 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 may be 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 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 Descriptions for the Urban Development Area of the FLUE, the Community/General Commercial (CGC) land use category is intended to provide compact development in nodal and corridor development patterns while promoting the advancement of existing commercial land uses and the use of existing infrastructure. The CGC designation uses include 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.

The Medium Density Residential (MDR) future land use category in the Urban 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 proposed amendment is located within the Northwest Planning District and Urban Development Area with access to full urban services. The proposed land use change will increase the opportunity for infill residential development in an area that is predominantly developed with single family dwellings. Therefore despite the land use category designation, the amendment maintains the character of the area satisfying FLUE Goal 3 and Policy 1.1.22. Furthermore, the proposed amendment from CGC to MDR would provide a more compatible transition of densities and intensities between existing land uses consistent with FLUE Policy 1.1.10. The subject site is vacant and has the potential to encourage additional infill development promoting the intent of FLUE Objective 1.1 and Objective 6.3.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter submitted with the companion rezoning application and dated November 2, 2017, there is a 6-inch water line on the north side of 63rd Street and an 8-inch gravity sanitary sewer line within the same right-of-way.

Northwest Vision Plan

The subject property is located within the boundaries of the Northwest Jacksonville Vision Plan, in the area identified as the Trout River traditional building area. According to the Plan, the focus is to strengthen existing neighborhoods through revitalization and build on the character of older urban communities. The development of this property will help address that issue because it will allow for compatible residential development. Therefore, the proposed development is consistent with the recommendation of the Northwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

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

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

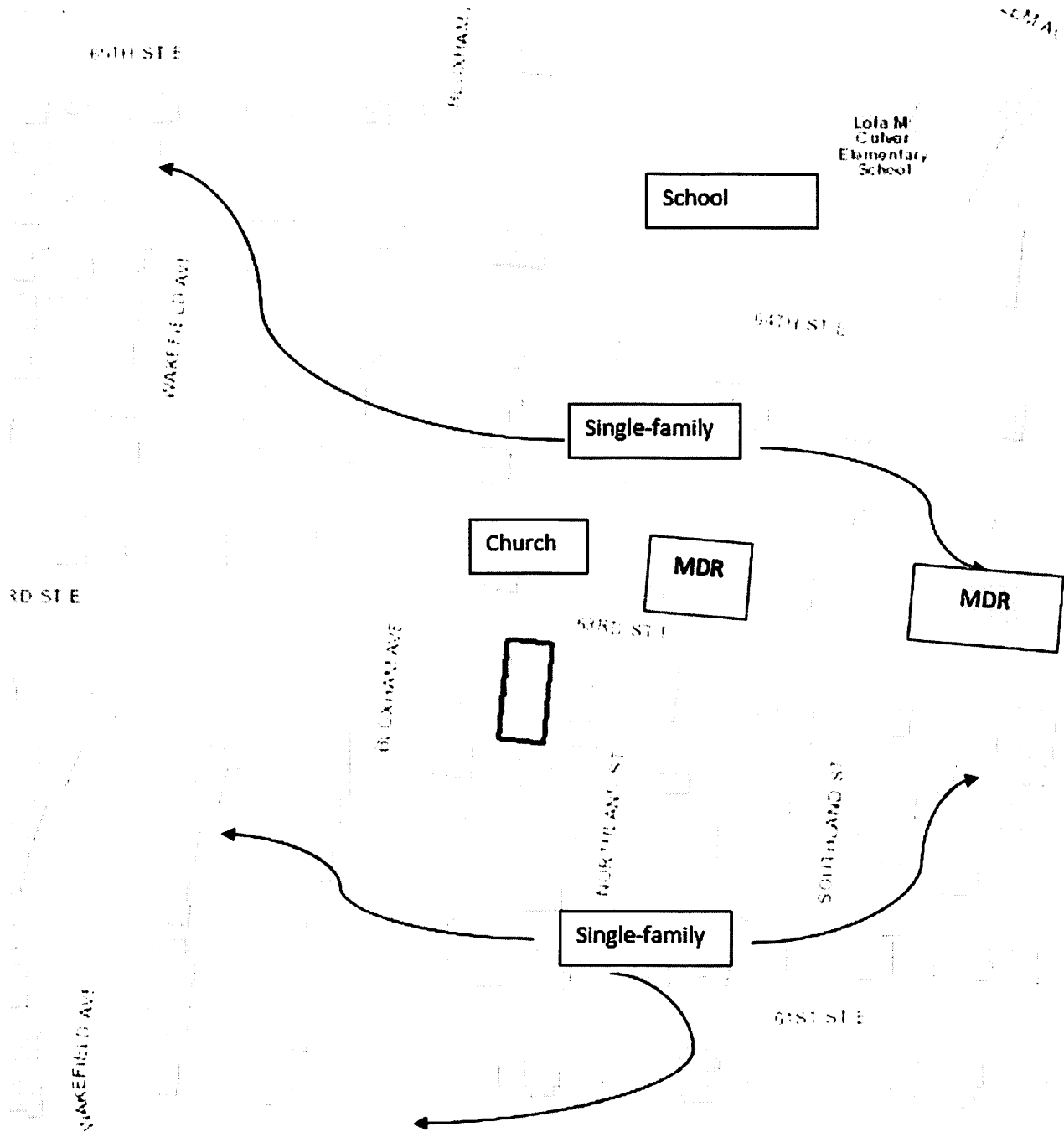
The subject site has been identified as being suitable for infill development. The proposed land use amendment seeks to develop one single family dwelling unit and is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan, as it is appropriate and compatible infill development.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

The proposed project identified in Land Use Amendment L-5338-18C is located in the Panama Park neighborhood at 514 63rd Street E between Bloxham Avenue and Northland Street in the Urban Development Area of Jacksonville, Florida. The subject site is undeveloped with an existing Community General Commercial (CGC) land use category. The proposed land use amendment is to allow for Medium Density Residential (MDR) on approximately 0.11 +/- 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 development impact assessment standards allow for 0.35 FAR per acre, resulting in a development potential of 1,677 SF of commercial space (ITE Land Use Code 820) which could generate 42 daily vehicular trips. The proposed MDR land use category development impact assessment standards allows 15 multi-family residential units per acre, resulting in a development potential of 2 MFDUs (ITE Land Use Code 220) which could generate 15 daily vehicular trips. This will result in no net 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	1,677 SF	$T = 37.75 (X) / 1000$	63	34.00%	42
Total Section 1						42
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	2 MFDUs	$T = 7.32 (X)$	15	0.00%	15
Total Section 2						15
Net New Daily Trips						0

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

ATTACHMENT B (cont)

Traffic Analysis:

Additional Information

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 (2018) for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

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ATTACHMENT C

Land Use Amendment Application:



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

Date Submitted:	12/10/18	Date Staff Report is Available to Public:	2-15-19
Land Use Adoption Ordinance #:	2019-34	Planning Commission's LPA Public Hearing:	2-21-19
Rezoning Ordinance #:	2019-35	1st City Council Public Hearing:	2-26-19
JPDD Application #:	L-5338-18C	LUZ Committee's Public Hearing:	3-5-19
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	3-12-19

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:
 KATRINA LAMENDOLA
 JWB
 7563 PHILIPS HWY
 JACKSONVILLE, FL 32256
 Ph: 9046776777
 Email: KATRINA@JWBCOMPANIES.COM

Owner Information:
 ALEXANDER SIFAKIS
 BCEL 10 LLC
 7563 PHILIPS HWY
 JACKSONVILLE, FL 32256
 Ph: 9046776777

DESCRIPTION OF PROPERTY

Acreage: 0.11
 Real Estate #(s): 033802 0000

General Location:
 PANANMA PARK

Planning District: 5
 Council District: 7
 Development Area: URBAN AREA
 Between Streets/Major Features:
 BLOXHAM AVE and NORTHLAND ST.

Address:
 514 63RD ST E

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT COMMERCIAL
 Current Land Use Category/Categories and Acreage:
 CGC 0.11

Requested Land Use Category: MDR
 Applicant's Justification for Land Use Amendment:

Surrounding Land Use Categories: CGC,LDR,MDR

THE PROPERTY IS SURROUNDED BY SINGLE FAMILY HOMES. THERE WAS A BUILDING PERMIT FOR A SINGLE FAMILY HOME IN NOV 2006. WE BELIEVE A SINGLE FAMILY HOME WOULD BE A GREAT ADDITION TO THE SURROUNDING NEIGHBORS.

UTILITIES

Potable Water: JEA

Sanitary Sewer JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
 CCG-1 0.11

Requested Zoning District: RMD-A

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

ATTACHMENT D

Aerial Map:

AERIAL MAP



L-5338-18C