

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



OVERVIEW

ORDINANCE: # 2019-184

APPLICATION: L-5317-18A-3-4

APPLICANT: STEVE DIEBENOW; ESQ.

PROPERTY LOCATION: 0 J. Turner Butler Boulevard (SR 202); on the south side of Gate Parkway West

Acreage: 16.87

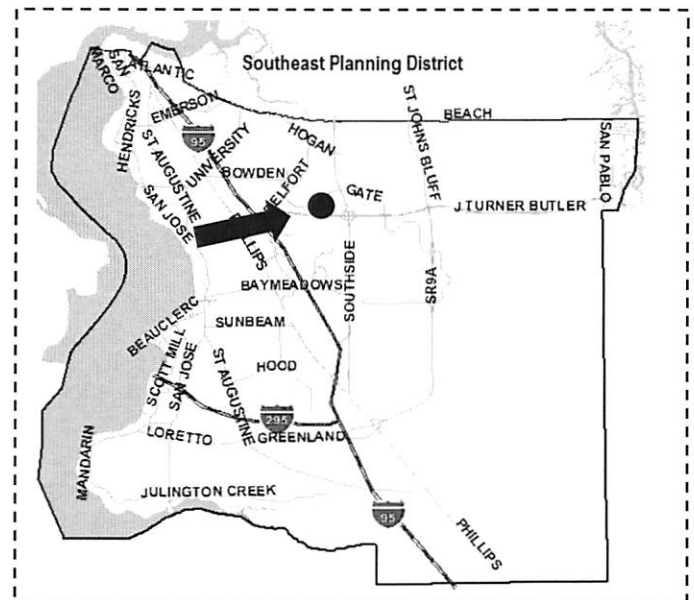
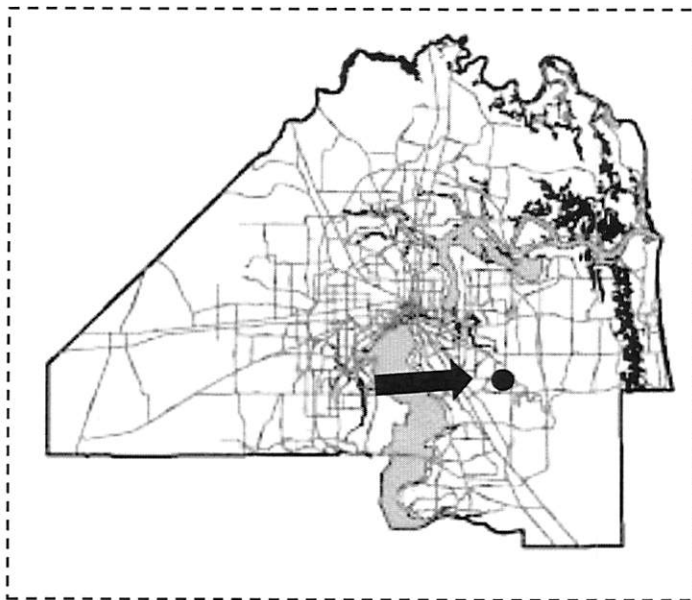
Requested Action:

	Current	Proposed
LAND USE	CGC & BP	RPI
ZONING	CRO	CRO

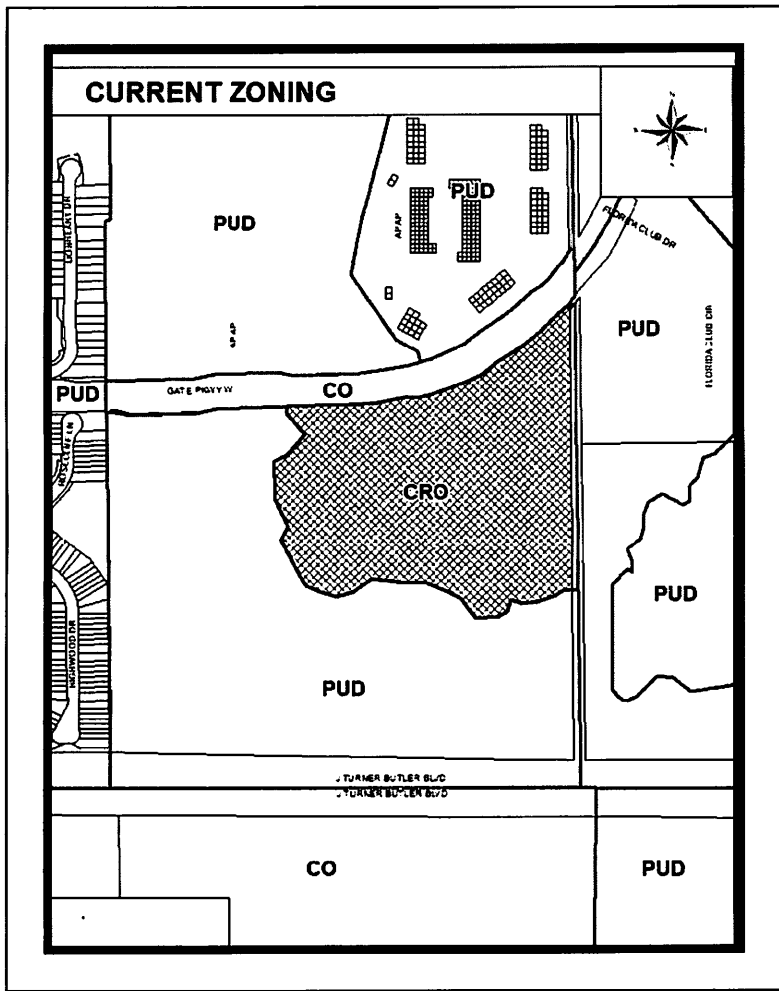
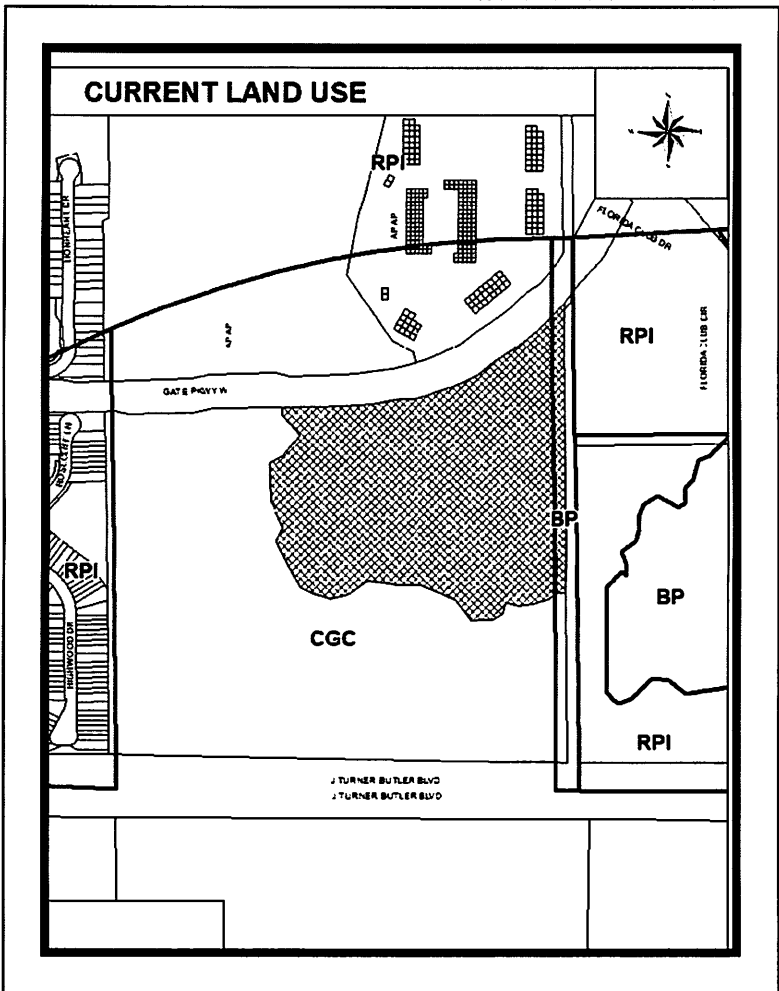
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
CGC & BP	RPI	N/A	253 Multi-family DUs (15 DUs/Acre)	257,200 Sq. ft. (0.35 FAR)	N/A	Increase of 253 Multi-family DUs	Decrease 257,200 Sq. Ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



LARGE SCALE LAND USE APPLICATION L-5317-18A



Existing FLUM Land Use Categories: Community/General Commercial (CGC) and Business Park (BP)

Requested FLUM Land Use Category: Residential-Professional-Institutional (RPI)

Current Zoning District(s): Commercial Residential Office (CRO)

Requested Zoning District(s): Commercial Residential Office (CRO)

ANALYSIS

Background:

The 16.87 acre subject property is located on the south side of Gate Parkway West, between Rolling Ridge Way and Florida Club Drive and north of J. Turner Butler Boulevard (SR 202). The land use amendment site is also located within the boundary of the Urban Development Area as well in Planning District 3 and Council District 4. Currently, the site consists of vacant land and access to the site is from Gate Parkway West which is classified as a local road according to the Functional Highway Classification Map.

The applicant proposes a future land use map amendment from Community/General Commercial (CGC) and Business Park (BP) to Residential-Professional-Institutional (RPI) with no change to the zoning district of Commercial Residential Office (CRO) to allow the development for multi-family dwelling units. In addition, from 2001 to 2005 there have been a number land use amendment map changes on the south side of Gate Parkway West to RPI for the purpose of developing multi-family residential (see Attachment E).

Much of the area around the amendment site is in the RPI, CGC, or BP land use category with a dominant use of multi-family residential and wetlands. Detailed information about the surrounding area can be found on Page 2, Dual Map, and Page 17, Attachment A – Existing Land Utilization Map.

The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	RPI	PUD	Wetlands, Condominiums, Apartments, Townhomes
South	CGC	PUD, CO	Wetlands, Apartments, Vacant land
East	BP, RPI	PUD	Wetlands, Apartments
West	CGC, RPI	PUD	Apartments, Townhomes

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).

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.

School Capacity

Based on the Development Standards for impact assessment, the 16.87 acre proposed land use map amendment has a development potential of 253 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

LUA L-5317-18A

Development Potential: 253 Multi-family Units

School Type	CSA	2017-18 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats
Elementary	3	8,436	79%	42	79%	1,109
Middle	3	2,313	82%	18	85%	50
High	3	4,619	91%	24	89%	180
Total New Students				84		

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	CONCURRENC Y SERVICE AREA	STUDENTS GENERATED	SCHOOL CAPACITY (Permanent/ Portables)	CURRENT ENROLLMENT 20 Day Count (2018/19)	% OCCUP -IED	4 YEAR PROJECT -ION
Greenfield ES #222	3	42	592	607	103%	111%
Southside MS #211	3	18	977	868	89%	92%
Englewood HS #90	3	19	1,864	1,851	99%	101%

- Does not include ESE & room exclusions
- Analysis based on 253 maximum dwelling units – L-5317-18A

Transportation

The Planning and Development Department revised a completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in no increase of net new daily external trips. The earlier transportation analysis for the transmittal Ordinance 2018-747 was based on an amendment from CGC and BP to MDR. However, the revised analysis from CGC and BP to RPI generated the same decrease to 1,852 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. 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.

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.

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 1 is 0.68.

Gate Parkway is a local roadway that will be impacted by the proposed development. Gate Parkway between Belfort Road and Southside Boulevard is currently not adopted as a functional classified facility. The 2018 COJ annual traffic counts indicates that 13,442 average daily traffic operates along this 4-lane urbanized divided facility, with a maximum daily capacity of 34,020 vpd, The proposed 253 dwelling units could generate approximately 1,852 net daily

trips unto the network. This segment is expected to operate at a V/C ratio of 0.45 with the inclusion of the additional traffic from this land use amendment.

It is recommended that an operational analysis be submitted to the Planning and Development and City Traffic Engineer prior to the 10-set plan review.

Wetlands

The applicant submitted a copy of a high intensity wetland survey showing its location and size with the land use amendment application (see Attachment C). Based upon the city’s geographic information data, the Planning and Development Department has determined the type(s), quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 5.05 Acres

General Location(s): Wetlands are located on the western and southern edge of the site and are a portion of a larger wetland system that drains from west to east into a manmade drainage system found along the eastern boundary of the property. In addition, the wetland system is a portion of the Tiger Hole Swamp, a large Category III wetland system that serves as headwaters to Pottsburg Creek. Pottsburg Creek then drains north into the Arlington River which then empties into the St. Johns River. According to the Florida Land Use Code Classification System (FLUCCS), the wetland is classified as a “Wetlands Forested Mixed (6300)”.

Quality/Functional Value: The wetland has a high functional value for water filtration attenuation and flood water capacity and having an indirect impact to the City’s waterways but is located in flood zones.

Soil Types/ Characteristics: (66) Surrency loamy fine sand, depressional – The Surrency series consists of nearly level, very poorly drained soils. These soils were formed in thick sandy and loamy marine sediments. In areas on flood plains, the high water table generally is at or near the surface and the areas are subject to frequent flooding for brief periods. In areas of depressions, the high water table generally is at or above the soil surface for long periods of time.

Wetland Category: Category III

Consistency of Permitted Uses:

All uses are permitted within Category III wetlands subject to the general performance standards listed in CCME Policy 4.1.3. However, silviculture and agricultural uses are subject to additional standards.

Environmental Resource Permit (ERP):

According to the St. Johns River Water Management District the application site's Environmental Resource Permit #84027-7 expired. However, 0.43 of an acre of wetlands was proposed for impact with mitigation. The mitigation for impact was enacted by the setting aside land for conservation easement to the Water Management District. That easement is still in place 9 (see Attachment C, page 21). A new Environmental Recourse Permit will be required before development takes place.

Wetlands Impact:

None proposed at this time.

Associated Impacts:

None proposed at this time.

Relevant Policies:

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.

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.

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.

Flood Zones

Approximately 7.36 acres of the subject site is located within the 0.2 PCT Annual Chance Flood Hazard (X) and 0.36 of an acre is within the AE flood zone. The AE flood zone is associated with the manmade drainage ditch located along the eastern boundary of the property. Flood zone 0.2 PCT Annual Chance Flood Hazard (X) is found on the southern portion of the site and on the northeast section of the site which is associated with a stormwater retention lake (see Attachment D). Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm of Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The AE flood zone is defined as an area within the 100-year floodplain or SFHA where flood insurance is mandatory.

The 0.2 PCT Annual Chance Flood Hazard (X) flood zone is defined as an area within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within this flood zones. These areas are deemed to be subject to moderate flood hazards. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

Conservation /Coastal Management Element (CCME)

- Policy 1.4.4 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.
- Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.
- Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:
- A. Land acquisition or conservation easement acquisition;
 - B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
 - C. Incentives, including tax benefits and transfer of development rights.

IMPACT ASSESSMENT

L-5317-18A

16.87 Acres

DEVELOPMENT ANALYSIS		
Development Boundary	Urban Development Area	
Roadway Frontage Classification	Local Roadway / 1085 feet frontage	
Plans/Studies	Southeast Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	Multi-family Dwellings
Land Use/Zoning	CGC & BP / CRO	RPI / CRO
Development Standards For Impact Assessment	0.35 FAR	15 Dwelling Units / Acre
Development Potential	257,200 Sq. ft.	253 Multi-family DUs
Population Potential	0 People	594 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		
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X - Discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: N/A	X
PUBLIC FACILITIES		
Potential Roadway Impact	No increase of net new daily external trips	
Potential Public School Impact	Increase of 84 students	
Water Provider	JEA	
Potential Water Impact	Increase of 46,595 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 34,946 gallons/day	
Potential Solid Waste Impact	Increase of 246.28 tons per year	
Drainage Basin / Sub-Basin	Arlington River / North Tiger Hole Swamp	
Recreation and Parks	Touchton Road Park	
Mass Transit	Bus Route 12 at St. Vincent's Hospital	
NATURAL FEATURES		
Elevations	23 to 31 feet above mean sea level	
Land Cover	6300 – Wetland forested mixed	
Soils	66 – Surrency loamy fine sand; depressional	
Floodzone	(X) – 0.2 % Chance	
Wetlands	Category III wetlands	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on November 20, 2018, the required notice of public hearing sign was posted. Three hundred and six (306) 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's Information Meeting was held on November 19, 2018. No members of the public were at the meeting to express support or concerns.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element:

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 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

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 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

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.

Conservation and Coastal Management Element

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.

Policy 4.1.7

High intensity wetlands surveys shall be submitted for all land use amendments where City data indicates potential existence of wetlands on the subject site. Rezoning and site plan applications shall include high intensity wetlands surveys where City data indicates potential existence of wetlands on the subject site and where there is a high potential for wetland impact. For

the purposes of this policy, a high intensity wetlands survey shall include the location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. Land Use amendments to the Conservation Future Land Use Category are exempt from this requirement.

Currently the site has a Community/General Commercial (CGC) land use designation. According to the FLUE, CGC in the Urban Development Area 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. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as arterial or higher on the Functional Highway Classification Map.

The Business Park (BP) future land use category is primarily intended to accommodate commercial office and light industrial uses. Commercial offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Although some industries produce adverse impacts, and should therefore be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. Business parks for example, may include such light industrial uses as research and product development, communications facilities, light assembly and manufacturing, and even some types of warehousing.

The Residential-Professional-Institutional (RPI) land use category is intended to provide compact medium density development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled. Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Single-use developments shall be limited to residential or office. Single use residential developments shall be pursuant to the requirements of the Medium Density Residential (MDR) category of up to 20 dwelling units per acre.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter, dated August 7, 2018, there is a 12-inch water main within the Gate Parkway right-of-way adjacent to the property frontage of the development site. In addition there is an 8-inch sewer force main within the same right-of-way along the property frontage.

The proposed amendment to RPI promotes a compact and compatible land development pattern, while preserving environmentally sensitive areas with conservation easements, and provides an organized and balanced combination of uses, consistent with FLUE Policies 1.1.22, 1.5.14, and FLUE Goal 3.

The proposed amendment to RPI would permit the infill development of a multi-family residential community on vacant, underutilized land and would result in a logical extension of the RPI land use pattern for the area. I also provides increased housing opportunities consistent with FLUE Objectives 3.1 and 6.3.

Development from the proposed land use amendment and multi-family development will be required to comply with CCME Policies 4.1.3 concerning the preservation of remaining wetlands on site through the existing conservation easement. The applicant provided a high intensity wetlands survey (Attachment C), thereby meeting the requirement set forth in CCME Policy 4.1.7.

The proposed amendment is consistent with Guiding Principle Two, Sub-Principle 2.2 of the Southeast Vision Plan. The consistency review is provided in the section below in accordance with FLUE Policy 4.1.8B.

Vision Plan

The subject property is located within the boundaries of the Southeast Vision Plan. According to the plan, the proposed land use amendment is consistent with:

- Guiding Principle Two – Promote Mixed Use/Mixed Income Redevelopment and Infill
 - Action Item for Sub-Principle 2.2 – Amend land use and zoning to support more density and mixed-uses around targeted nodes and corridors.

The property is vacant within a road corridor of multi-family residential developments. Therefore, the amendment to RPI will utilize the vacant land by providing residential infill in an area with full infrastructure and services thereby meeting the plan's "Guiding Principle Two" and "Sub-Principle 2.2".

Strategic Regional Policy Plan

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

Objective: Improve Quality of Life and Provide Quality Places in Northeast Florida

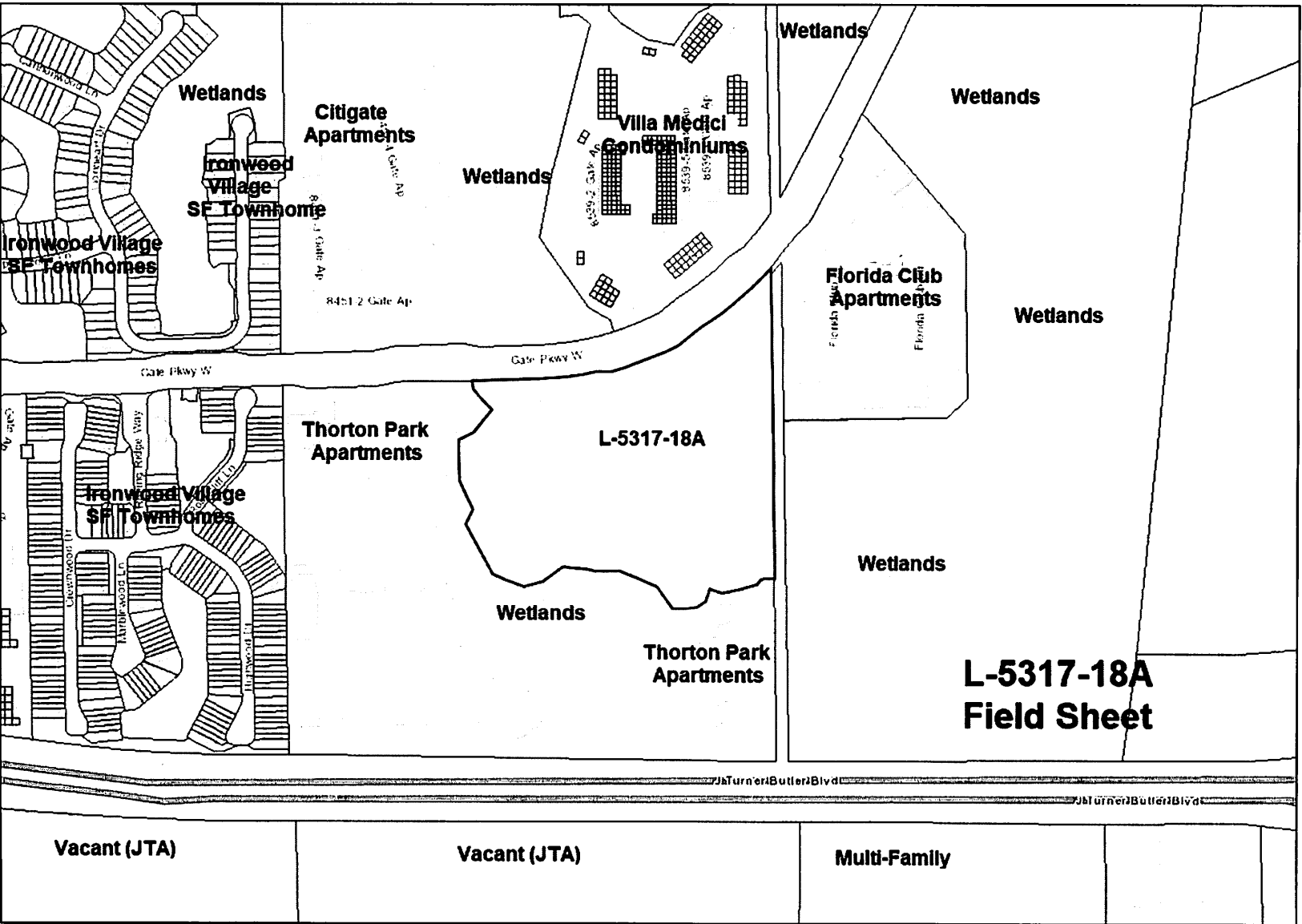
Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan, as it would make development easier in a location provided with full urban services.

RECOMMENDATION

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

ATTACHMENT A



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: November 19, 2018

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister 
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5317—18A

The proposed project identified in Land Use Amendment L-5317-18A is located along Gate Parkway West, north of J. Turner Butler Boulevard in the Urban Development Area of Jacksonville, Florida. The subject site is undeveloped and has an existing Community General Commercial (CGC) and Business Park (BP) land use categories. The proposed land use amendment is to allow for Residential/Professional/Institutional (RPI) residential development on approximately 16.87+/- 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 and BP land use category development impact assessment standards allow for 0.35 FAR per acre. This results in a development potential of 241,802 SF of general commercial space (ITE Land Use Code 820) and 15,398 SF of office/light-industrial uses (Land use Code 750), which could generate approximately 6,195 net daily trips. The proposed RPI residential land use category development impact assessment standards allows for 15 multi-family dwelling units per acre, resulting in a development potential of 253 residential units (ITE Land Use Code 220) which could generate 1,852 daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from CGC and BP to RPI, as shown in Table A.

ATTACHMENT B (cont)

Table A
Trip Generation Estimation

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	241,802 SF	$T = 37.75(X) / 1000$	9,128	34.00%	6,024
BP	750	15,398 SF	$T = 11.07 (X) / 1000$	170	0.00%	170
Total Section 1						6,195
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
RPI	220	253	$T = 7.32 (X)$	1,852	0.00%	1,852
Total Section 2						1,852
Net New Daily Trips						0

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

Additional Information:

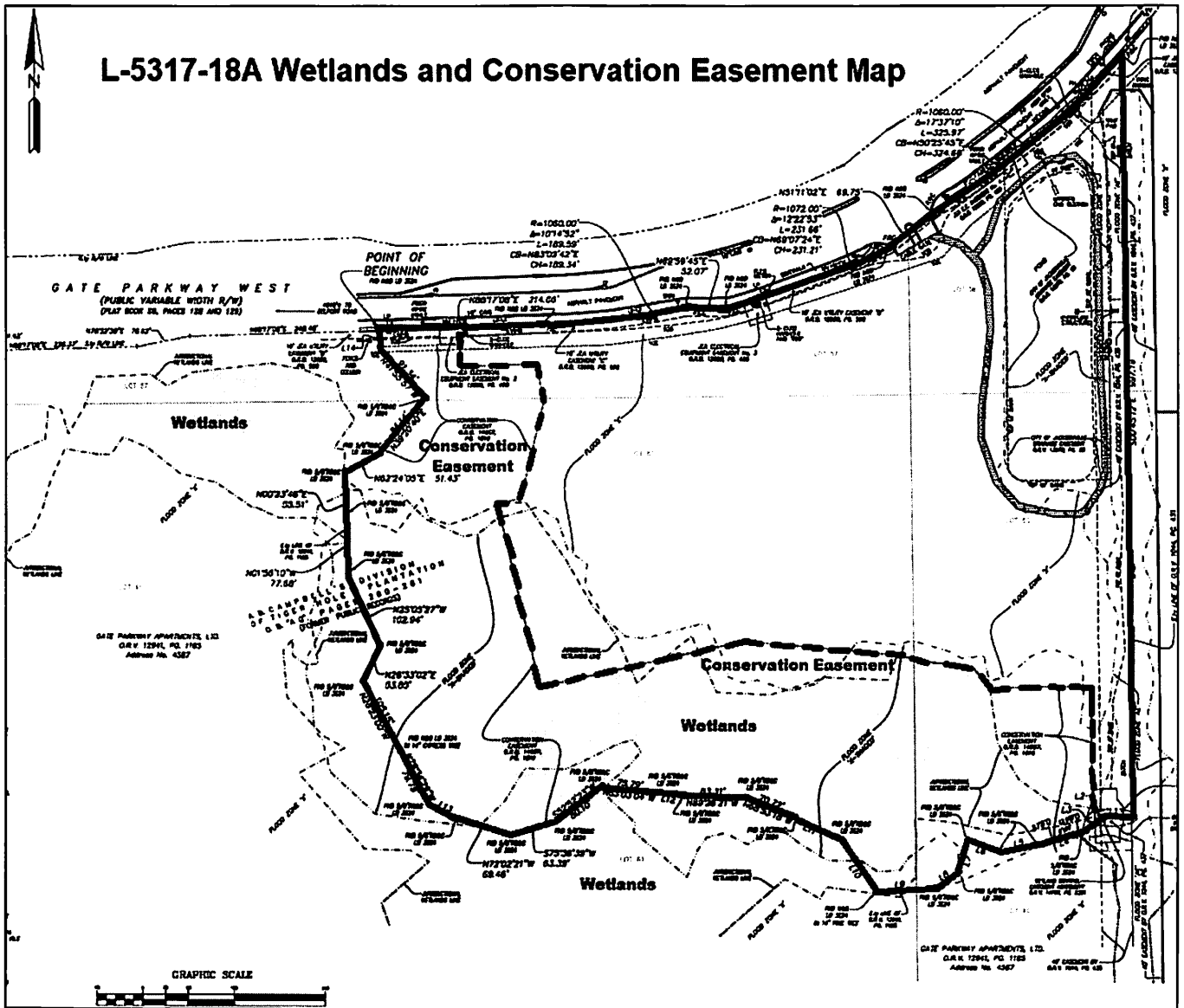
The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 1.

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.

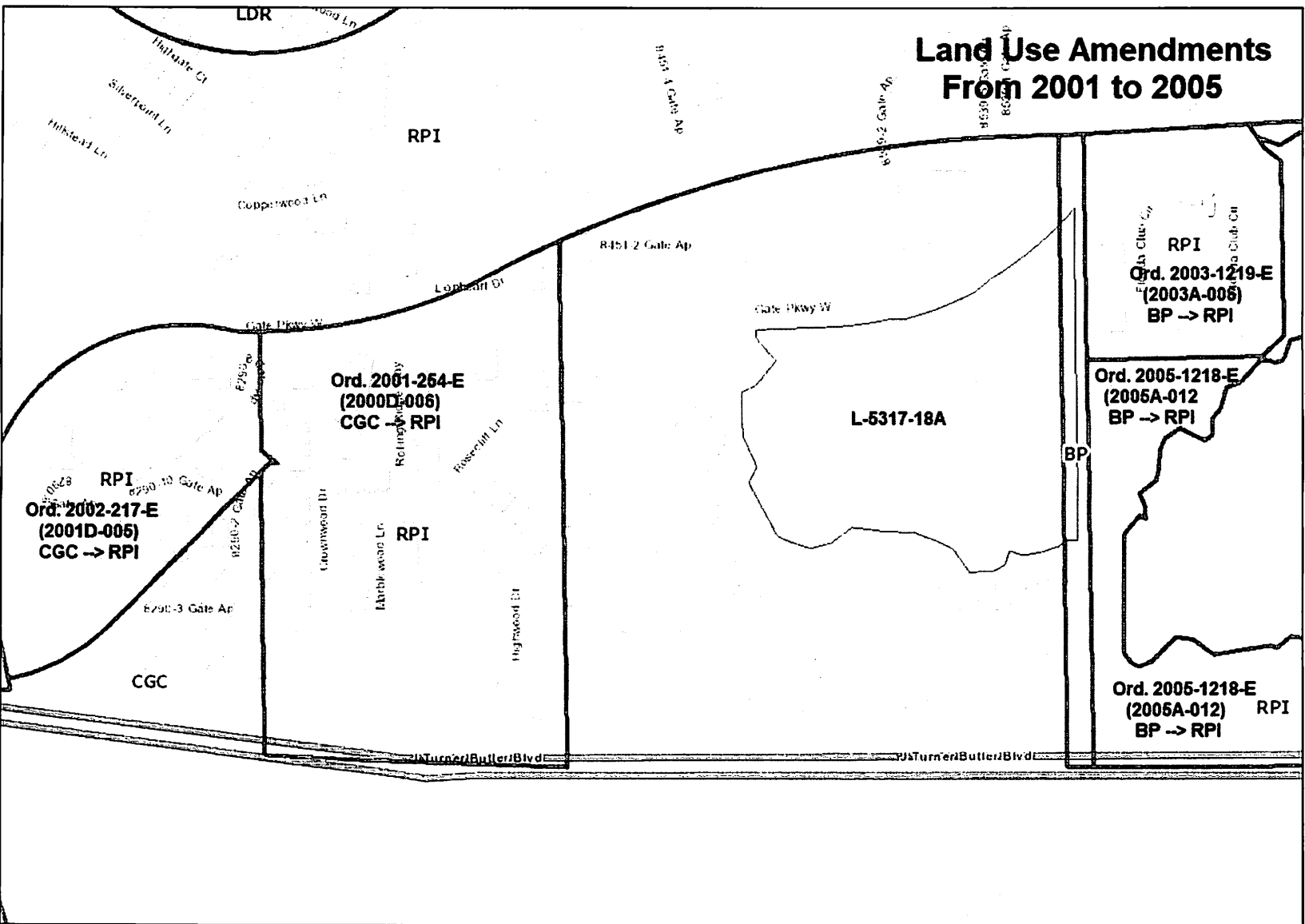
The result of the V/C ratio analysis for the overall Mobility Zone 1 is 0.68.

Gate Parkway is a local roadway that will be impacted by the proposed development. Gate Parkway between Belfort Road and Southside Boulevard is currently not adopted as a functional classified facility. The 2018 COJ annual traffic counts indicates that 13,442 average daily traffic operates along this 4-lane urbanized divided facility, with a maximum daily capacity of 34,020 vpd. The proposed 253 dwelling units could generate approximately 1,852 net daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.45 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C



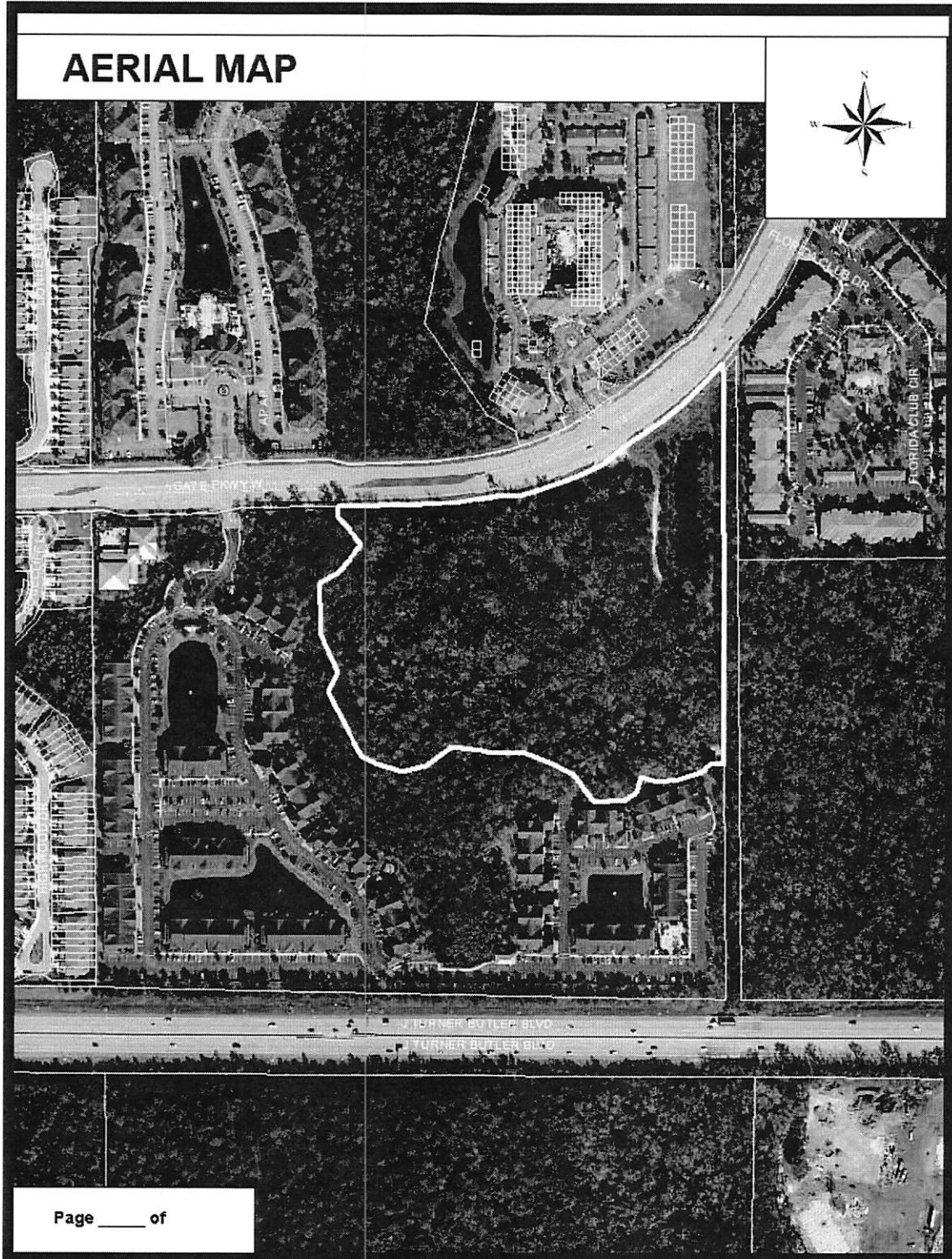
ATTACHMENT E
Previous Land Use Map Amendments



**Land Use Amendments
From 2001 to 2005**


ATTACHMENT F

Aerial Photo:



ATTACHMENT G

Land Use Amendment Application:

	APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN		
Date Submitted:	9-27-2018	Date Staff Report is Available to Public:	04-12-2019
Land Use Adoption Ordinance #:	2019-184	Planning Commission's LPA Public Hearing:	04-18-2019
Rezoning Ordinance #:	N/A	1st City Council Public Hearing:	04-23-2019
JFDD Application #:	L-5317-18A	LUZ Committee's Public Hearing:	05-07-2019
Assigned Planner:	Ed Lukacovic	2nd City Council Public Hearing:	05-15-2019
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: STEVE DIEBENOW ONE INDEPENDENT DRIVE, STE. 1200 JACKSONVILLE, FL 32202 Ph: (904) 301-1269 Fax: (904) 301-1279 Email: SDIEBENOW@DMPHLAW.COM		Owner Information: MUHAMED BECOVIC BANYANWOOD PARTNERS, LLC 12000 EXIT 5 PARKWAY FISHERS, IN 46037	
<u>DESCRIPTION OF PROPERTY</u>			
Acres:	16.87	General Location:	SOUTH OF GATE PARKWAY AND WEST OF FLORIDA CLUB ROAD
Real Estate #(s):	154271 0000	Address:	0 J TURNER BUTLER BLVD
Planning District:	3		
Council District:	4		
Development Area:	URBAN AREA		
Between Streets/Major Features:	ROLLING RIDGE WAY and FLORIDA CLUB DRIVE		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	UNDEVELOPED		
Current Land Use Category/Categories and Acreage:			
CGC	15.86		
BP	1.01		
Requested Land Use Category:	RPI 16.87 Acres	Surrounding Land Use Categories:	CGC
Applicant's Justification for Land Use Amendment: TO PERMIT MULTIFAMILY DEVELOPMENT OF THE PROPERTY.			
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
Additional information is available at 904-255-7888 or on the web at http://maps.coi.net/luzan/			