

**REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR**  
**APPLICATION FOR REZONING ORDINANCE 2019-0235 TO**  
**PLANNED UNIT DEVELOPMENT**

**MAY 9, 2019**

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 **2019-0235** to Planned Unit Development.

***Location:*** Southeast Quadrant of the Intersection of I-295 (SR 9A) and J. Turner Butler Boulevard (SR 202)

***Real Estate Numbers:*** 167728-0005, 167728-0010, 167729-0100, 167740-0000, 167741-0000 and 167741-4500

***Current Zoning Districts:*** Planned Unit Development (PUD 2005-1226)

***Proposed Zoning District:*** Planned Unit Development (PUD)

***Current Land Use Category:*** Multi-Use (MU)

***Planning District:*** 3-Southeast

***Applicant/Agent:*** T.R. Hainline, Esq.  
Rogers Towers, P.A.  
1301 Riverplace Boulevard, Suite 1500  
Jacksonville, FL 32207

***Owners:*** Sawmill Timber, LLC  
2963 DuPont Avenue, Suite 2  
Jacksonville, FL 32217

***Staff Recommendation:*** **APPROVE WITH CONDITIONS**

**GENERAL INFORMATION**

Application for Planned Unit Development **2019-0235** seeks to rezone approximately 1068.0 ± acres of land from Planned Unit Development (PUD 2005-1226-E) to Planned Unit Development (PUD). The rezoning to a new PUD is being sought in order to allow for a master-planned, mixed-use development of 4,600 residential dwelling units and 3.5 million square feet of non-residential uses. Contrary to other PUD projects, this development uses the latest principles of New Urbanism

design and transit-oriented development. The proposed development employs a form-based code in order to capitalize on these principles and help shape a pedestrian-scaled, mixed-use development with distinct residential neighborhoods, a village center, and regional office/commercial uses.

The subject property is located in the Transportation Management Area (TMA), a boundary designated in the Transportation Element of the 2030 Comprehensive Plan pursuant to **Ordinance 1998-0177-E**. The proposed development and was thereby reviewed by the Transportation Planning Division for consistency.

The current PUD, **2005-1226-E**, in conjunction with the TMA and Future Land Use Element (FLUE) site specific policy **4.3.12** allows a maximum of 5,643 residential dwelling units and a maximum 6,128,892 square feet of non-residential use. Moreover, **2005-1226-E** was enacted on December 13, 2005 with no conditions. Since 2005, all six (6) parcels have remained undeveloped.

### **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.

#### ***(A) Is the proposed zoning district consistent with the 2030 Comprehensive Plan?***

Yes. The Planning and Development Department finds that the subject property is located in the Multi-Use (MU) land use category as defined by the Future Land Use Map series (FLUMs) contained within the Future Land Use Element (FLUE) adopted as part of the 2030 Comprehensive Plan and within both the Suburban and Rural development boundaries.

The Multi-Use (MU) Land Use designation for the site was approved with **Ordinance 2005-1225-E**. The Future Land Use Element (FLUE) site specific policy **4.3.12** indicates the types of uses allowed and the maximum density and intensity of uses for the overall site. See site specific policy **4.3.12** below:

#### **FLUE Policy 4.3.12**

The Route 9A/J. Turner Butler Boulevard/Baymeadows Road area of the Transportation Management Area (Sector A-3), which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Low Density Residential (LDR), Medium Density Residential (MDR), Residential-Professional-Institutional (RPI), Community/General Commercial (CGC), and Agriculture (II [AGR (II)]), consistent with 1) the Multi-Use Land Use Category, 2) the trip generation levels in the Route 9A/J. Turner Butler Boulevard/Baymeadows Road portion of the Transportation Management Area, and 3) associated development agreements approved on April 8, 1999, so long as such development agreements remain in effect. In no event shall development on this acreage (Section A-3), as defined by legal descriptions and shown on

the land use maps associated with Amendment 2002A-010, exceed 5,463 residential units and 6,128,892 square feet of non-residential.

This area is commonly referred to as the Transportation Management Area (TMA). The PUD will be reviewed for consistency with the TMA by the Transportation Division.

**FLUE Policy 4.3.12** describes the types of uses allowed and gives a maximum number of residential units and a maximum number of non-residential square footage that is allowed to be developed on the site.

The PUD allows for single family residential, multi-family residential, regional commercial and neighborhood commercial, conservation, open space/active recreation type uses. The site plan is developed with character areas with specific allowed uses and development standards. Character areas include Natural Preserve, Neighborhood, Neighborhood Estate, General Mixed Transition, General Residential Transition, Village Center and Regional Commercial. The uses identified for each character area and the maximum allowed density and intensities within the PUD written description are consistent with **FLUE Policy 4.3.12**.

A JEA Availability letter dated January 26, 2018, was submitted with the PUD Application. The applicant intends to connect to centralized water and sewer through JEA. The site includes the AE Floodway flood zone and Category II wetlands on site. According to the site plan, these environmentally sensitive lands will not be developed and will be part of the Natural Preserve or open space areas. A full review of these impacts are included below. Therefore, Staff finds the proposed rezoning to be consistent with the FLUMs adopted as part of the 2030 Comprehensive Plan pursuant to Chapter 650 Comprehensive Planning for Future Development of the Zoning Code.

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

This proposed rezoning to Planned Unit Development is consistent with the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, including:

**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.

The compact nature of the proposed development supports the objective mentioned above as it will be designed in accordance with TMA standards, which encourages an efficient urban service delivery system.

**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.

Through the implementation of character areas, the proposed development will fulfill this policy by creating gradual forms of density and intensity throughout the subject site.

**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.

The policy mentioned above is the primary intent and focus of the proposed development as every desired use is designed and oriented to be complementary with one another. This is also achieved through the use of a form-based code, which focuses less on density and more on development patterns and building types.

**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.

In reference to the attached JEA Availability Letter, 2017-2641, the proposed development plans to connect to City water and sewer.

**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.

The proposed rezoning is designed to achieve a pedestrian-oriented pocket community, where there is a balance of residential and non-residential uses in addition to a TMA-regulated transportation network.

**Objective 6.3**

The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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.

The proposed rezoning to a PUD would allow for commercial and residential infill on traditionally vacant and underutilized parcels in the southeast quadrant of SR-202/I-295. The PUD will also allow for a greater variety of residential options—which directly addresses the housing needs of City residents.

### **Recreation and Open Space Element (ROSE):**

#### **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.

As articulated in the attached 2019 Regulatory Volume, dated February 22, 2019, the proposed development will provide a minimum of 200 acres of passive and recreational open space, or 18% of the proposed development—which greatly exceeds the 10% minimum.

#### **Policy 2.2.3**

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

In accordance with the policy mentioned herein, the character areas outlined on the site plan (**Exhibit B-1**) that permit for single-family dwellings will provide for several active recreation/amenities (i.e. pocket parks and green spaces) throughout the development.

#### **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.

Any residential subdivision between 25 and 99 lots will be expected to adhere to the policy mentioned above as development commences.

#### **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.

In accordance with the policy mentioned herein, any multi-family dwelling development of 100+ units shall provide active recreation/amenities at a ratio minimum of 150 square feet per dwelling unit.

**Transportation Element (TE):**

**Objective 1.3 (and policies under this objective in the TE relating to the TMA)**

The City maintains the Transportation Management Area (TMA) within the geographic area depicted in Map T-1, the “9A/Butler/Baymeadows TMA”. The TMA was established through amendments to the Currency Management System and local development agreements with the affected landowners and is used to determine and account for traffic development impacts and maintain and monitor the TMA.

The proposed development is located within the boundaries of the TMA and will therefore need to adhere to the policy mentioned above. The TMA was established in order to create an integrated and connected network of roads that offer multiple travel alternative routes for vehicles in the area of I-295 at SR-202 and Baymeadows Road (SR 152).

**Policy 2.3.8**

The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City’s Land Development Regulations shall be revised as necessary to enforce this policy.

As demonstrated on the attached site plans, the proposed development plans to create an integrated network of land uses and vehicle use areas (VUAs) in order to minimize trip generation and encourage pedestrian mobility.

**Policy 2.3.9**

The City shall encourage, though the development review process, the interconnections of land uses that reduce the need for external trip generation and encourage alternative methods of movement. The City’s Land Development Regulations shall be revised as necessary to enforce this policy.

In accordance with the policy mentioned herein, the attached site plans were designed with the primary intent of developing an interconnection of complementary land uses and transportation networks—both with the desired goal of reducing trip generation.

***(C) 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 development meets all portions of the City’s land use regulations and furthers their intent by providing specific development standards.

Pursuant to the provisions of Section 656.341(d) 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 for rezoning to Planned Unit Development district:

***(1) Consistency with the 2030 Comprehensive Plan***

In accordance with Section 656.129 Advisory recommendation on amendment of Zoning Code or rezoning of land of the Zoning Code, the subject property is within the following functional land use category as identified in the Future Land Use Map series (FLUMs): Multi-Use (MU). Staff finds the proposed rezoning to Planned Unit Development is consistent with the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, as previously evaluated in Criteria (B).

***(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. Additionally, the proposed development falls within the boundaries of the TMA (Transportation Management Area) and is subject to special guidelines.

The TMA reserves capacity for commercial and residential projects within this certain boundary. The agent/applicant will need to apply for CCAS/CRC applications as it is phased. If there is not enough reserved capacity under the TMA, then the applicant will also need to submit Mobility applications for their projects. Regardless, the proposed development shall comply with all applicable regulations regarding concurrency.

***(3) Allocation of residential land use***

This proposed Planned Unit Development intends to utilize the subject parcels for a mixed-use development. Moreover, this proposed development will not exceed the projected holding capacity reflected in Table L-20, Land Use Acreage Allocation Analysis For 2030 Comprehensive Plan's Future Land Use Element, contained within the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

***(4) Internal compatibility***

This proposed PUD is consistent with the internal compatibility factors. An evaluation of the internal compatibility of a proposed Planned Unit Development is based on the following factors:

**The streetscape:** As denoted in the 2019 Regulatory Volume, dated February 22, 2019, all right-of-ways within the proposed development will be designed in respect to minimizing trip generation and emphasizing pedestrian/bike mobility. Moreover, the following street types will

be permitted within the development: Rear Alleys, Neighborhood Streets, 2-Lane Avenues, and 4-Lane Avenues. Each street type will be permitted in accordance with any appropriate Character Area. Each street type (with the exception of Rear Alleys) will also be designed with seven-foot wide, parallel parking lanes on both sides of the road, sidewalks on both sides of the road, and moderately portioned planter types.

Nonetheless, Staff recommendation placing a greater restriction on development within the **CA-5: Village Center** where 75% of the frontage south of the Primary Circulation Route East must be lined with buildings or open space.

**The existence or absence of, and the location of open spaces, plazas, recreational areas and common areas:** The site plan and written description indicates that a minimum of 150 acres of land will be provided for passive recreation and a minimum of 50 acres of land will be used for active recreation/open space. Active recreation amenities may include parks, pedestrian paths, exercise courses, as well as pools, recreation centers and cabanas in conjunction with residential uses.

In regards to open space, the applicant has illustrated eight (8) different open space types that are permitted within the proposed development and the placement of such types within each character areas: natural areas, green areas, squares, plazas, playgrounds, sport fields or courts, community gardens, and pocket parks.

**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 use of topography, physical environment and other natural features:** Approximately 211.27 acres of the proposed development is located in the AE Flood Zone and Category II Wetland boundaries—which renders the lands generally unsuitable for development due to topography, hydrology, or existing vegetation. Therefore, these areas have been designated as natural areas, or within the boundaries of Character Area-1 (CA-1): Natural Preserve.

**Focal points and vistas:** Through correspondences with the applicant, the proposed development intends to designate CA-5: Village Center as the central activity hub for patrons, visitors and residents. Spanning approximately 67-acres in size, the Village Center will be designed with key focal points in mind, such as a clock tower, a large pavilion area and other green spaces, and anchoring shopping center

**The treatment of pedestrian ways:** Pursuant to the provisions outlined in Chapter 654 Code of Subdivision Regulations and the 2030 Comprehensive Plan, the proposed development will contain a pedestrian system that strongly emphasizes interconnectivity and pedestrian mobility. Additionally, the development has provided a *Green Network and Recreation Open Space Plan (Exhibit B-2)* that illustrates the varying degree of pedestrian paths that will be provided such as paved multiuse paths and on-street bike lanes. The written description also binds the development to providing sidewalks on both sides of all right-of-ways within the 1068-acre development.



**Traffic and pedestrian circulation patterns:** As demonstrated on the attached site plans, the proposed traffic circulation system will be mainly serviced using a TMA-designated arterial roadway along with several local streets.

Due to the size and scope of this development, there will be multiple directly accessed and created functionally classified roadways. Florida Department of Transportation, as well as COJ Traffic

Engineering Division and COJ Transportation Planning Division will require a traffic study that analyzes impacts to adjacent roadways and a methodology meeting prior to commencement of said study.

**The use and variety of building groupings:** As previously mentioned, the proposed development employs a form-based code in order to create a pedestrian-scaled, mixed-use development with distinct residential neighborhoods, a village center, and regional office/commercial uses. Moreover, the 2019 Regulatory Volume, dated February 22, 2019 has established seven (7) character areas in order to achieve the applicant's desired vision. Each character area is designed with specific development standards that emphasize interconnectivity and various building types:

- **Character Area CA-1: Natural Preserve** – 211.27 acres of land that may be unsuitable for development due to topography, hydrology or vegetation.
- **Character Area CA-3: Neighborhood** – areas consisting of low-density single-family dwellings with smaller lot sizes.
- **Character Area CA-3E: Neighborhood Estate** – areas consisting low-density single-family dwellings with larger lot sizes.
- **Character Area CA-4: Neighborhood Mixed Use Transition** – medium-density areas consisting of residential, retail/service, office, lodging, and civic uses.
- **Character Area CA-4R: Neighborhood Residential Transition** – medium-density areas consisting of only residential and civic uses.
- **Character Area CA-5: Village Center** – area designated on the attached site plans consisting of high-density mixed uses.
- **Character Area CA-5C: Regional Commercial** – vehicle-oriented area designated on the attached site plans consisting of multi-family dwellings, office, and commercial uses.

**The use and variety of building setback lines, separations, and buffering:** Each character area mentioned above is designed with specific building setbacks and buffering for primary structures and accessory structures. For more information, please see the attached 2019 Regulatory Volume, dated February 22, 2019.

**The separation and buffering of vehicular use areas and sections of vehicular use areas:** The proposed development intends to orient vehicular use areas (VUA's) away from lot frontage and instead towards the back in a rear-loading style. Nonetheless, most VUA's will be accessed from an alley, driveway, parking structure, or right-of-way.

**The variety and design of dwellings types:** The proposed development's form-based code greatly emphasizes building types as referenced in the attached 2019 Regulatory Volume. Moreover, each type of dwelling (i.e. house, duplex, central living) is provided with specific building size and massing standards in respect to their designated character areas. For more information, please see **Table I.K.4.J** (Principal Building Types) of the 2019 Regulatory Volume.

**The particular land uses proposed and the conditions and limitations thereon:** The proposed development lists 110+ land uses in the 2019 Regulatory Volume, dated February 22, 2019. Moreover, each land use is permitted in certain character areas and in some cases, are given additional performance standards. However, Staff should note that a restriction has been placed on multi-family uses in the **CA-5C: Regional Commercial** area where standalone multi-family uses shall not exceed 50% of the development.

For more information, please see **Table I.K.4.N** (Permitted Principal Uses) of the 2019 Regulatory Volume.

**The form of ownership proposed for various uses:** Based on correspondences with the applicant, the site's proposed uses will be conveyed for either fee simple ownership or rental. Regardless, the applicant has emphasized creating neighborhoods with a broad range of housing types of price points in order to create a civically engaged and authentically diverse community.

**Compatible relationship between land uses in a mixed-use project:** Developing the site for varying degrees of residential dwelling types and commercial/retail uses create an opportunity for unique and compact compatibility in the given area. This mixed-use development will also further the intent of the Southeast Vision Plan, which is to create pedestrian-focused development in the suburban areas of the Southeast Planning District.

**Any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of lands surrounding the proposed PUD which includes any existing or planned use of such lands:** The project will also be developed with a specialized set of sign standards as denoted in **Table I.K.9** (Sign Types) of the 2019 Regulatory Volume—with certain sign types being permitted in certain character areas and along certain street types.

#### **(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:

**Those areas of the proposed PUD located on or near its perimeter and the conditions and limitations thereon:** Located in the southeast quadrant of Interstate 295 (SR 9A) and J. Turner Butler Boulevard (SR 202) and in the boundaries of the Transportation Management Area (TMA), the proposed development will have a critical impact on vehicular traffic and mobility in the given region. Therefore, the TMA-designated roadway located within the proposed PUD will play a pivotal role in accomplishing an integrated and connected network of roads that offer multiple

travel alternative routes for vehicles in the area of I-295 at SR-202 and Baymeadows Road (SR 152), as outlined in the Transportation Element of the 2030 Comprehensive Plan pursuant to **Ordinance 1998-0177-E**.

The proposed development has also consulted with the neighboring Hampton Park subdivision, which is adjacent to the subject property along the south property line. In an effort to reduce the development impacts where it borders Hampton Park, the applicant agreed to shift the direction of the “Optional Access” road denoted on the site plan and have it move northerly until the roundabout. This allows for a more comparable buffer with Hampton Park homeowners.

**The type, number and location of surrounding external uses:** The proposed development is located at the junction of SR-202 and I-295, where commercial, office and multi-family development are the predominate uses. Therefore, the proposed mixed-use development, will complement the character of the area by offering a scalable, transitional use with the existing uses, offer an assortment of general commercial uses for the immediate area as well as offer an alternative minor arterial roadway for motorists to traverse.

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

<b>Adjacent Property</b>	<b>Land Use Category</b>	<b>Zoning District</b>	<b>Current Property Use</b>
North	PBF/CGC/RPI/BP	PBF-1/CO/CCG-1/PUD/IBP	SR-202/Mixed-Use
South	PBF/LDR/AGR-III	PUD (Several)/PBF-2/RR-Acre	Mixed-Use
East	AGR-III	AGR	Hodges/WMD
West	RPI/CGC	PUD (Several)	I-295/Mixed-Use

**(6) Intensity of Development**

The proposed development is consistent with the MU land use categories. The PUD is appropriate at this location due its nodal access to I-295 and SR-202.

**The existing residential density and intensity of use of surrounding lands:** Located at the intersection of SR-202 and I-295, the proposed development is sectioned off by adjacent land uses through these two (2) limited arterial roadways. Nonetheless, land located directly to the east of subject property is under the jurisdiction of St. Johns River Water Management District and Hodges family.

**The availability and location of utility services and public facilities and services:** The subject site will be serviced by JEA for city water and sewer—with an existing water main located at the southeast corner of SR 202/I-295 and an existing forcemain located at the southwest corner of SR 202 and Kernan Boulevard. Additionally, in a memo provided by JEA dated January 26, 2018, the proposed project design shall meet the JEA Design Standards in effect at the time of construction plan submittal in order to accommodate approximately 1,675,228 gpd.

**School Capacity:**

Based on the Development Standards for impact assessment, the 1068 acre proposed PUD rezoning has a development potential of 4,600 residential 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**  
**PUD 2019-0235**

**Development Potential: 4,600 Residential Units (Single-Family and Multi-Family)**

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats
Elementary	5	8,745	88%	768	94%	121
Middle	5	2,595	92%	336	88%	98
High	5	7,750	100%	428	98%	21
<b>Total New Students</b>				<b>1532</b>		

*Total Student Generation Yield: 0.333*

*Elementary: 0.167*

*Middle: 0.073*

*High: 0.093*

**The proposed development shall comply with all applicable regulations regarding concurrency.**

**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 (2018/19)	% OCCUPIED	4 YEAR PROJECTION
Twin Lakes ES #251	5	768	1,014	870	86%	99%
Twin Lakes MS #253	5	336	1,462	1,152	79%	99%
Atlantic Coast HS #268	5	428	2,443	2,354	96%	115%

- Does not include ESE & room exclusions
- Analysis based on a **maximum 4,600 dwelling units** – PUD 2019-0235

**The amount and size of open spaces, plazas, common areas and recreation areas:** The site plan and written description indicates that a minimum of 150 acres of land will be provided for passive recreation and a minimum of 50 acres of land will be used for active recreation/open space. Active recreation amenities may include parks, pedestrian paths, exercise courses, as well as pools, recreation centers and cabanas in conjunction with residential uses.

In regards to open space, the applicant has illustrated eight (8) different open space types that are permitted within the proposed development and the placement of such types within each character areas: natural areas, green areas, squares, plazas, playgrounds, sport fields or courts, community gardens, and pocket parks.

**The access to and suitability of transportation arteries within the proposed PUD and existing external transportation system arteries:** The subject property will have multiple directly accessed and created functionally classified roadways in addition to local roadways. Moreover, in the attached memorandums from FDOT and the Transportation Planning Division, the applicant will need to adhere to several conditions prior to development. The Traffic Engineer has also reviewed the application and has issued additional comments. Staff supports the Engineer's findings and forwards to you the following:

- In no case shall a building be designed so that a parked vehicle in a driveway will block a sidewalk.
- Restaurant drive throughs shall be designed so that the queues will never extend into public or private right of ways.
- Child Care facilities, Kindergartens, and Elementary and Middle schools shall have a drop-off/pickup area of sufficient length so that the queues will never extend into public or private right of ways.
- Signs, landscaping and on street parking shall not block required horizontal sight distance at intersections.

Lastly, the Parks, Recreation and Community Services Department has reviewed the application and has recommended a condition based on the subject property's proximity to Atlantic Coast High School and 1<sup>st</sup> Coast Tech Parkway. **Staff also supports the Department's findings and forwards to you the following condition:**

- Pursuant to Section 2.2.2 of the Land Development Procedure Manual, a 10-foot wide paved multiuse path shall be provided along the existing Kernan Boulevard North between 1<sup>st</sup> Coast Tech Parkway and the subject property; provided, however, that this section of the multi-use path shall be subject to the review and approval of FDOT and that the width of the multi-use path under the J. Turner Butler Boulevard overpass shall be subject to space availability considerations.

Staff is supporting this recommendation from Parks in order to strengthen inteconnectivity and encourage alternative modes of transportation for Atlantic Coast High School students and University of North Florida students. Conditioning the development to this requirement would also further the intended goals and objectives of the Southeast Vision Plan and reaffirm the development's pedestrian-oriented vision.

**(7) Usable open spaces plazas, recreation areas.**

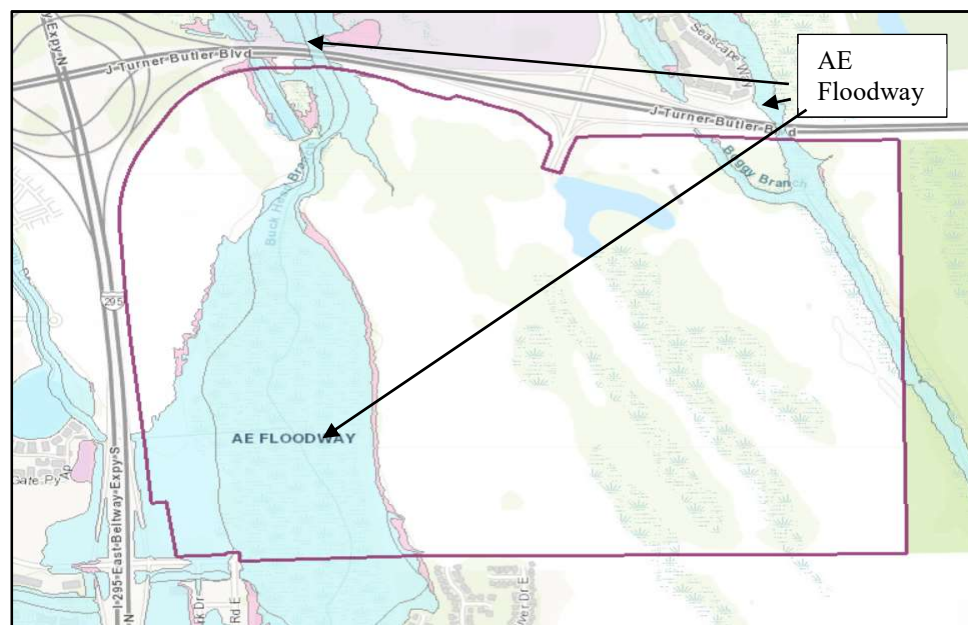
The project will be developed with the required amount of open space in accordance with Section 656.420 of the Zoning Code and ROSE Policy 2.2.2 as applicable of the Recreation and Open Space Element of the 2030 Comprehensive Plan. Nonetheless, in reference to the 2019 Regulatory Volume, dated February 22, 2019, the applicant has committed the development to providing a minimum of 50 acres of active recreation space.

**(8) Impact on wetlands**

Review of a 2004 Florida Land Use and Cover Classification System map provided by the St. Johns River Water Management District identified the presence of AE Floodway flood zone and Category II wetlands on site. According to the site plan, these environmentally sensitive lands will not be developed and will be designated within the boundaries of Character Area-1 (CA-1): Natural Preserve. A brief review of both impacts are noted below.

**Flood Zones:**

Approximately 211.27 acres of the subject site is located within the AE-Floodway flood zone. 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 AE flood zone is defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory. In result, any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.



**Flood Zone Map**

For more information regarding flood zones, please see the attached memo from Community

**Wetlands:**

Approximately 211.27 acres of the subject site is located within Category II wetlands. The wetlands are located near the western property line with small pockets throughout the site. The wetland areas will be used for conservation, passive recreation and active recreation spaces. The map below shows the portion of the property within the wetlands:



**Wetlands Map:**

For more information regarding wetlands, please see the attached memo from Community Planning Division.

***(9) Listed species regulations***

Peacock Consulting Group, LLC prepared the Updated Protected Species Assessment in February 2019. The property was surveyed for species protected by the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (FWS) listed in the publication Florida's *Endangered and Threatened Species, Updated December 2018*. Gopher tortoises, were identified on the property during the site assessment. Florida Fish & Wildlife Conservation Commission (FWC) granted permits to Saving Florida's Gopher Tortoises, Inc., a nonprofit organization, in order to excavate all active and inactive gopher tortoise burrows and



gopher frogs from the property. Approximately 225 gopher tortoises were captured during the process and were relocated to an approved tortoise recipient survey. Approximately 20 gopher frogs were also captured and relocated. Following successful relocation efforts, development of the subject property is not likely to adversely affect these two species.

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

The proposed development will be developed in accordance with Part 6 of the Zoning Code in addition to a specialized set of parking standards as outlined in the 2019 Regulatory Volume, dated February 22, 2019. These additional standards provide a greater emphasis on shared vehicle use areas (VUAs) and provide specific parking minimums for different land uses. The regulatory volume also stipulates that all VUA's must be screened along their street frontage through the use of buildings/architectural elements, walls/hedges or landscaping.

***(11) Sidewalks, trails, and bikeways***

The project will contain an extensive pedestrian system that exceeds the 2030 Comprehensive Plan.

**SUPPLEMENTARY INFORMATION**

Upon visual inspection of the subject property on **April 25, 2019** by the Planning and Development Department, the Notice of Public Hearing signs **were** posted.



**RECOMMENDATION**

Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning Ordinance **2019-0235** be **APPROVED with the following exhibits:**

- The original legal description dated March 25, 2019**
- The SEQ PUD Rezoning 2019 Regulatory Volume dated February 22, 2019**

Based on the foregoing, it is the recommendation of the Planning and Development Department that the application for Rezoning **2019-0235** be **APPROVED WITH CONDITIONS**.

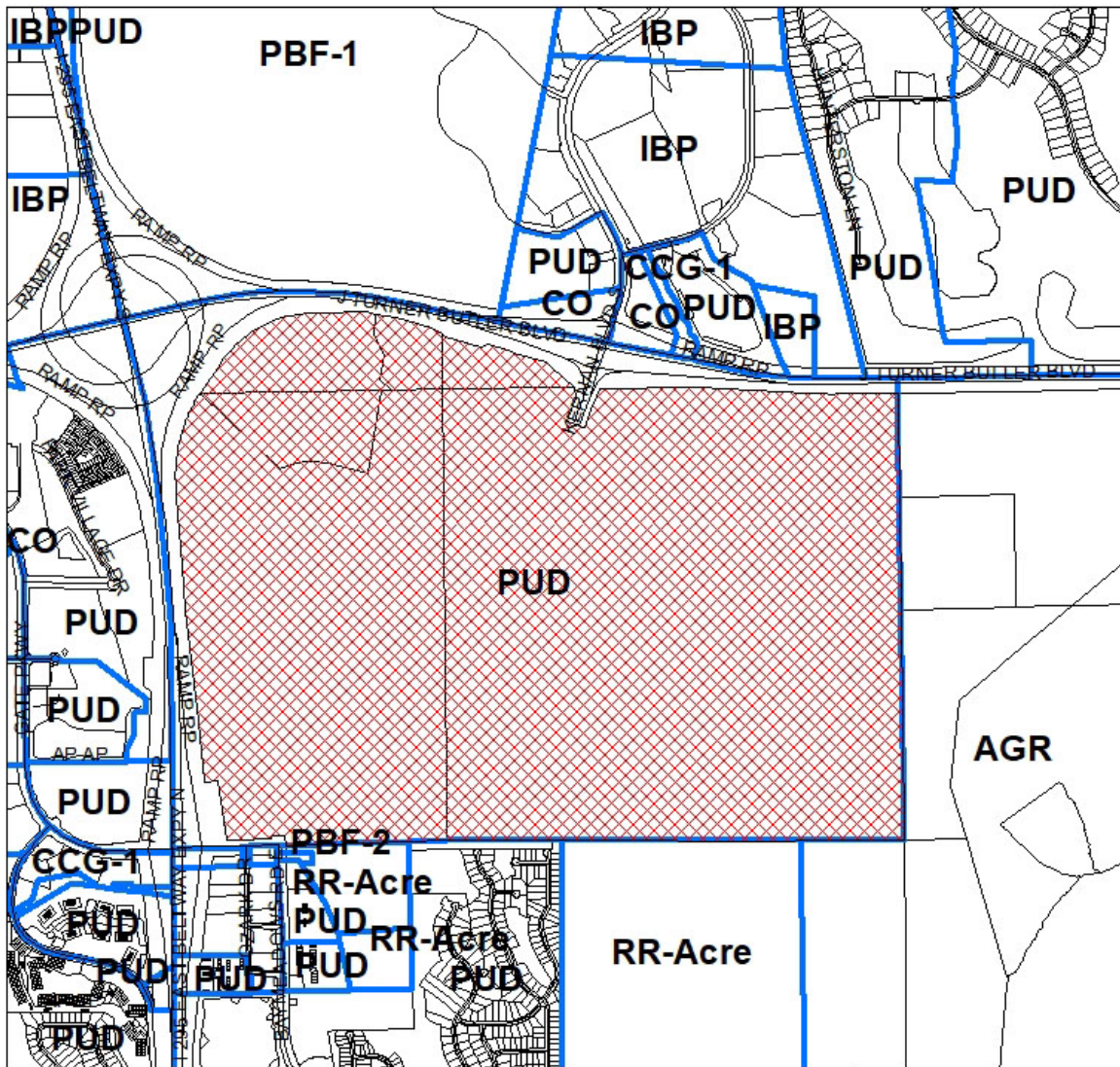
- 1. A traffic study must be provided to the City of Jacksonville Planning and Development Department prior to the final 10-set review. The traffic study shall be conducted by a professional traffic engineer, and a methodology meeting shall be held with FDOT, the Transportation Planning Division and the City Traffic Engineer prior to the commencement of the study.**
- 2. In no case shall a building be designed so that a parked vehicle in a driveway will block a sidewalk.**
- 3. Restaurant drive throughs shall be designed so that the queues will never extend into public or private right of ways.**
- 4. Child Care facilities, Kindergartens, and Elementary and Middle schools shall have a drop off/pickup area of sufficient length so that the queues will never extend into public or private right of ways.**
- 5. Signs, landscaping and on street parking shall not block required horizontal sight distance at intersections.**
- 6. Standalone multi-family uses shall not exceed 50% of the development in the CA-5C: Regional Commercial.**
- 7. At least 75% of the frontage (not including curb cuts) on streets located within the CA-5: Village Center (south of the Primary Circulation Route East only) shall be lined with allowable principal building types or open space.**
- 8. Pursuant to Section 2.2.2 of the Land Development Procedure Manual, a 10-foot wide paved multiuse path shall be provided along the existing Kernan Boulevard North between 1st Coast Tech Parkway and the subject property; provided, however, that this section of the multi-use path shall be subject to the review and approval of FDOT and that the width of the multi-use path under the J. Turner Butler Boulevard overpass shall be subject to space availability considerations.**
- 9. Prior to the first final inspection within any phase of development, the owner or their agent shall submit to the Planning and Development Department for its review and approval either: (a) an affidavit documenting that all conditions to the development order have been satisfied, or (b) a detailed agreement for the completion of all conditions to the development order.**

**Figure A:**



**Source: Planning & Development Dept, 3/14/19**

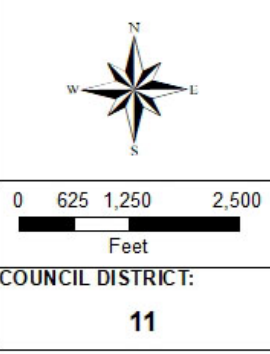
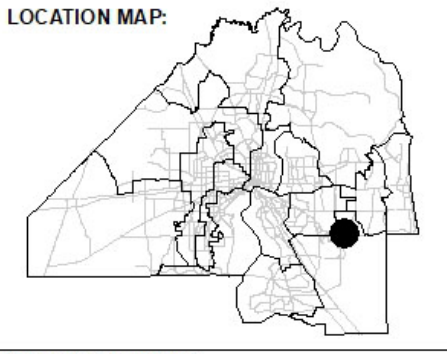
**Aerial view of the subject site and parcel, facing north.**



REQUEST SOUGHT:

FROM: PUD

TO: PUD



ORDINANCE NUMBER  
ORD-2019-0235

TRACKING NUMBER  
T-2019-2267

COUNCIL DISTRICT:  
11

**EXHIBIT 2**  
**PAGE 1 OF 1**