

REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT FOR
APPLICATION FOR REZONING ORDINANCE 2019-493 TO
PLANNED UNIT DEVELOPMENT

AUGUST 22, 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 **2019-493** to Planned Unit Development.

Location: Airport Center Drive between Vanguard Road and Dunn's View Drive

Real Estate Number(s): 106939-0000

Current Zoning District(s): Planned Unit Development (PUD 2002-665)

Proposed Zoning District: Planned Unit Development (PUD)

Current Land Use Category: Low Density Residential (LDR)
Community General Commercial (CGC)

Planning District: North, District 6

Applicant/Agent: Mark Scruby, Esq.
Rogers Towers, PA
1301 Riverplace Boulevard, Suite 1500
Jacksonville, Florida 32207

Owner: Jacksonville Transportation Authority
P.O. Drawer O
Jacksonville, Florida 32203

Staff Recommendation: **APPROVE WITH CONDITION**

GENERAL INFORMATION

Application for Planned Unit Development 2019-493 seeks to rezone approximately 16.99 acres of land from PUD to PUD. The rezoning to PUD is being sought to allow 140 townhomes on the north parcel and 87,000 square feet of commercial uses on the southern parcel.

The existing PUD from 2002, allowed 27 single family lots and 315,000 square feet of commercial uses. The 27 lots were constructed and now are called Lindsey's Crossing subdivision. The

commercial uses were never constructed. The proposed townhomes will replace the designated commercial area.

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 LDR and CGC functional land use categories 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. CGC in the Suburban Development Area is intended to provide for all types of commercial retail sales and service establishments and development which includes offices and multi-family uses. 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. Residential uses are permitted in CGC as mixed use as long as it does not exceed 80 percent of the development and the residential areas are arranged to provide a transition to other residential areas.

LDR in the Suburban Development Area is intended to provide for low density residential development at a maximum gross density of seven (7) units per acre when full urban services are available to the site. According to the site plan of the PUD, the area of the development that is in the LDR land use will include only portions of the proposed residential units. According to Planning and Development Department's measurements, a maximum of 4 complete units may fall within the LDR land use category boundary. The LDR portion of the PUD and site plan as submitted is consistent with the LDR land use category.

The PUD application proposes a maximum of 140 townhomes and 87,120 square feet of commercial uses. With 140 townhomes developed on site, a minimum of 26,306 square feet of commercial uses would be required for consistency with the CGC land use category. The proposed maximum density and intensity for the site meets the requirement within the CGC land use category description to allow no more than 80% of residential development. This requirement of the CGC land use category should be stated within the PUD written description. Therefore, the proposed rezoning is consistent with the FLUMs adopted as part of the 2030 Comprehensive Plan pursuant to Chapter 650 Comprehensive Planning for Future Development of the Ordinance Code.

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

Yes/No. This proposed rezoning to Planned Unit Development is in/consistent with the 2030 Comprehensive Plan, and furthers the following goals, objectives and policies contained herein, including:

Future Land Use Element:

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 proposed townhomes and commercial uses provide infill opportunity for a housing type that is lacking in the area. The commercial uses will serve the immediate needs of the area, which may reduce the number of vehicular trips on the roads.

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.

The proposed townhomes are infill development and discourage sprawl in the area.

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.

The proposed development will connect to water and sewer by JEA.

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.

The proposed townhomes are infill development and discourage sprawl in the area.

(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 plan of 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 categories as identified in the Future Land Use Map series (FLUMs): LDR and CGC. The Planning and Development Department finds that the proposed PUD is in/consistent with the 2030 Comprehensive Plan, as 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.

(3) Allocation of residential land use

This proposed Planned Unit Development intends to utilize lands for 140 townhomes and 87,000 square feet of commercial uses. 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 shall be based on the following factors:

- The streetscape: The streetscape is expected to be substantially similar to other subdivisions in the area based on the setbacks contained in the written description.
- The existence or absence of, and the location of open spaces, plazas, recreational areas and common areas: The intended plan of development will have an area of active recreation for the residents.

- Traffic and pedestrian circulation patterns: The site plan shows one access point on Airport Center Drive that aligns with New Berlin Road.
- The use and variety of building setback lines, separations, and buffering: The setbacks in the written description are similar to surrounding single family developments.
- The use and variety of building sizes and architectural styles: it is expected the developer will provide a variety of dwelling sizes and architectural styles.
- Compatible relationship between land uses in a mixed use project: The commercial uses will be on a separate parcel from the residential.

(5) External Compatibility

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

- The type, number and location of surrounding external uses: The site is surrounded by single family dwellings. The townhomes will be a transition from the existing single family to Airport Center Drive.
- The Comprehensive Plan and existing zoning on surrounding lands: The adjacent uses, zoning and land use categories are as follows:

| Adjacent Property | Land Use Category | Zoning District | Current Use |
|--------------------------|--------------------------|-------------------------------|---------------------------|
| North | LDR CGC | PUD (00-1248) PUD (18-761) | Single family subdivision |
| South | LDR | RLD-80 | Single family subdivision |
| East | LDR | PUD (02-665) | Single family subdivision |
| West | LDR | PUD (00-1134) | Single family subdivision |

(6) Intensity of Development

The proposed development is consistent with the LDR and CGC functional land use categories as a mixed use development of townhomes and commercial uses. The PUD is appropriate at this location because it is encouraging new infill development and redevelopment on underutilized land within areas that already have infrastructure.

- The availability and location of utility services and public facilities and services: JEA indicates water and sewer are available on New Berlin Road.

| SCHOOL | CONCURRENCY SERVICE AREA | STUDENTS GENERATED | SCHOOL CAPACITY (Permanent/Portables) | CURRENT ENROLLMENT 20 Day Count (2018/19) | % OCCUPIED | 4 YEAR PROJECTION |
|---------------------|--------------------------|--------------------|--|--|------------|-------------------|
| New Berlin ES #150 | 7 | 22 | 1,296 | 1,179 | 91% | 101% |
| Oceanway MS #62 | 1 | 9 | 1,009 | 949 | 95% | 99% |
| First Coast HS #265 | 7 | 12 | 2,212 | 2,098 | 95% | 101% |

- Does not include ESE & room exclusions
- Analysis based on maximum 130 dwelling units – 2019-0493
- The access to and suitability of transportation arteries within the proposed PUD and existing external transportation system arteries: The site will have access on Airport Center Drive at a signalized intersection with New Berlin Road.

The City's Traffic Engineer has provided the following comments.

- The current intersection layout will have to be modified for the addition of the north approach. A traffic study shall be submitted to determine the appropriate layout. The intersection modification shall be designed by a qualified roadway engineer. The study shall include a signal warrant analysis, right turn lane analysis and any other geometry modification needed to ensure this intersection can be safely driven by the public and residents of the proposed development.
- A left turn lane shall be provided on Airport Center Drive at the proposed entrance. The turn lane shall be designed to FDOT standards based on design speed. The queue length shall be determined by the traffic study but shall be a minimum of 100'.
- Any driveway on the southwest parcel on New Berlin Rd shall be as far from the edge of pavement of Airport Center Drive as possible without interfering with the operations of the left turn into Richfield Blvd.
- Any driveway on the southwest parcel on Airport Center Drive shall be a right in/right out and shall be a minimum of 190' from the edge of pavement of New Berlin Rd, where the exiting curb cut is located.
- If the proposed roads in the residential development are to be public, the 90 degree parking shall be reviewed and approved/denied by the Chief of the Engineering Division, Per Ordinance 2012-0635-E.
- There shall be no parking within the queue length of the southbound traffic. The queue length is to be determined by the traffic study.

(7) Usable open spaces plazas, recreation areas.

The project will be developed with the required amount of open space and recreation area and

(8) Impact on wetlands

Review of City data indicates the potential existence of approximate 1.26 acres of Category III wetlands on the subject site. The wetland has a low functional value for water filtration attenuation and flood water storage capacity due to its isolation, size and/or the lowering of the hydro-period due to nearby site grading or drainage/retention improvements. In addition, the wetland has no clear or significant impact on the City's waterways.

(9) Listed species regulations

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

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

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

(11) Sidewalks, trails, and bikeways

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

SUPPLEMENTAL INFORMATION

Upon visual inspection of the subject property on August 9, 2019, the required Notice of Public Hearing sign was posted.



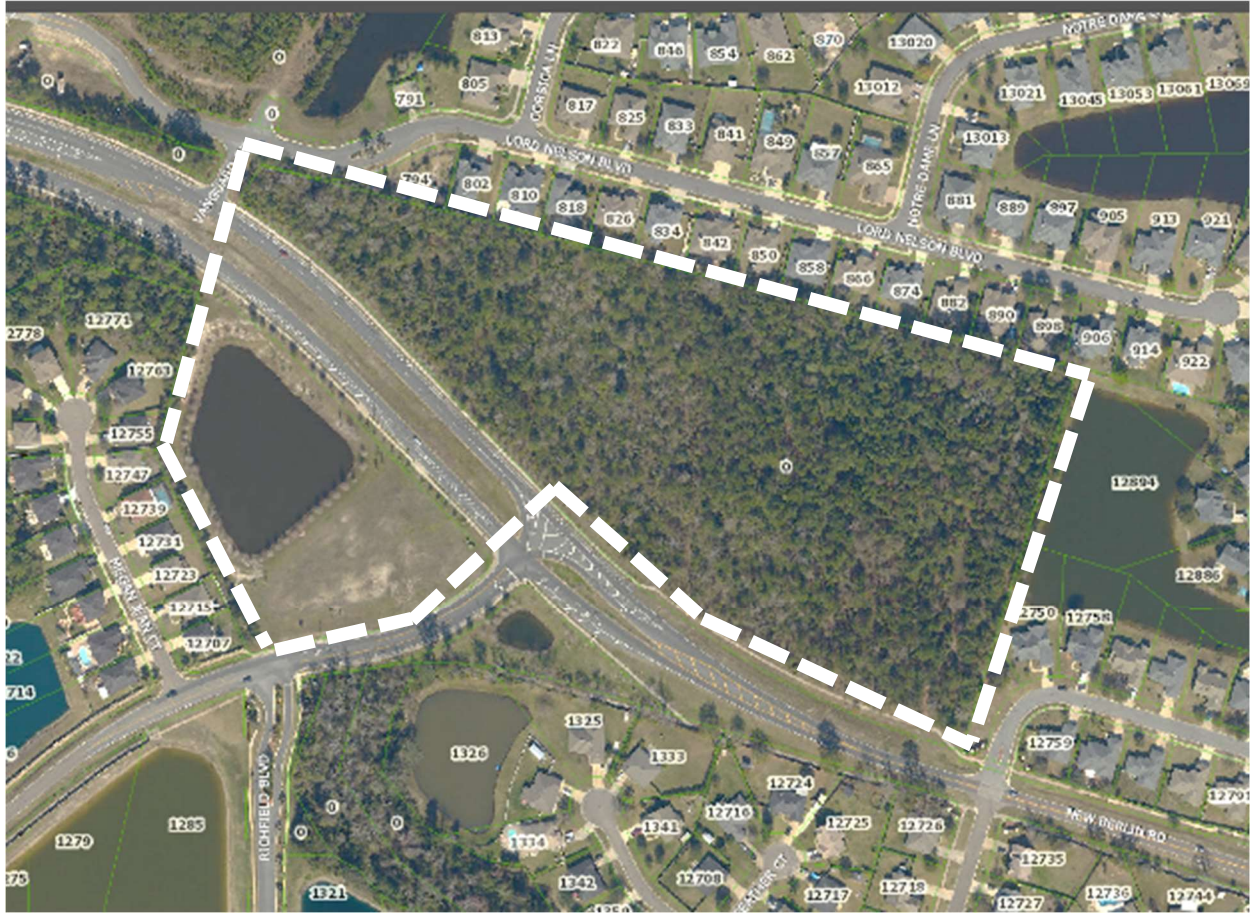
RECOMMENDATION

Based on the foregoing, it is the recommendation of the Planning and Development Department that Application for Rezoning **2019-493** be **APPROVED with the following exhibits:**

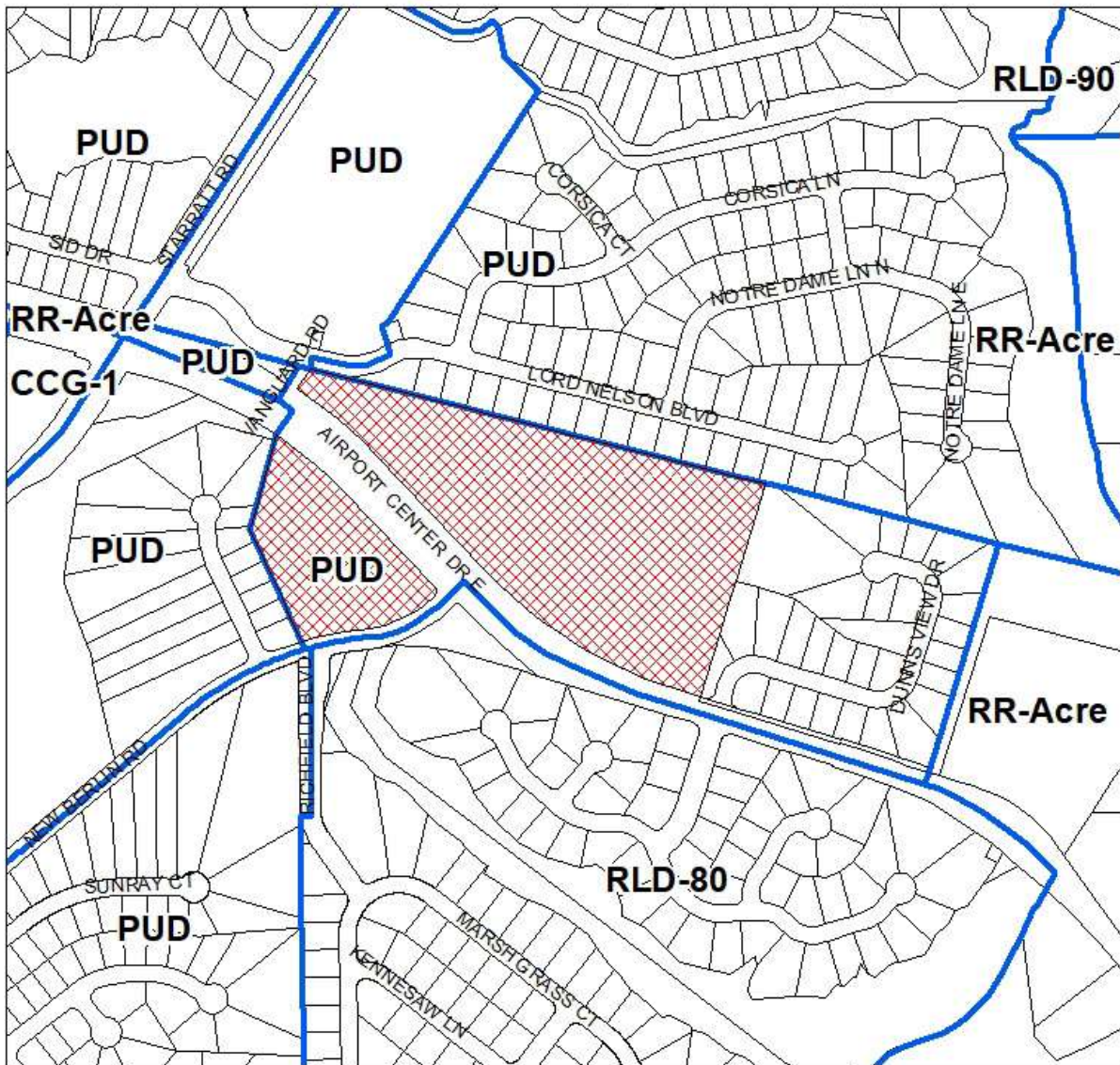
1. The original legal description dated June 11, 2019.
2. The original written description dated June 11, 2019.
3. The original site plan dated June 6, 2019.

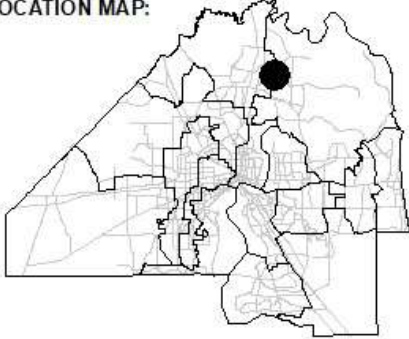
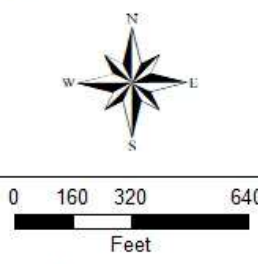
Based on the foregoing, it is the recommendation of the Planning and Development Department that the application for Rezoning **2019-493** be **APPROVED subject to the following condition, which may only be changed through a rezoning:**

1. A traffic study shall be submitted to the Planning and Development Department at the time of verification of substantial compliance to determine the appropriate layout. The study shall include a signal warrant analysis, right turn lane analysis and any other geometry modification needed to ensure this intersection can be safely driven by the public and residents of the proposed development. A left turn lane, designed to FDOT Standards based on design speeds, shall be provided on Airport Center Drive at the proposed entrance. Any driveway on the southwest parcel on New Berlin Rd shall be as far from the edge of pavement of Airport Center Drive as possible without interfering with the operations of the left turn into Richfield Blvd. Any driveway on the southwest parcel on Airport Center Drive shall be a right in/right out and shall be a minimum of 190' from the edge of pavement of New Berlin Rd, where the exiting curb cut is located.



Aerial view of subject property



| | | |
|--|---|---|
| <p>REQUEST SOUGHT:</p> <p>FROM: PUD</p> <p>TO: PUD</p> | <p>LOCATION MAP:</p>  |  <p>COUNCIL DISTRICT:</p> <p>2</p> |
| <p>ORDINANCE NUMBER</p> <p>ORD-2019-0493</p> | <p>TRACKING NUMBER</p> <p>T-2019-2416</p> | <p>EXHIBIT 2</p> <p>PAGE 1 OF 1</p> |