

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



**OVERVIEW**

**ORDINANCE: 2014-193**

**APPLICATION: 2014C-004-5-10**

**APPLICANT: LARA DIETRICH**

**PROPERTY LOCATION:** Southwest side of Old Kings Road, between Picketville Road and Lane Avenue North

**Acreage:** 7.12 Acres

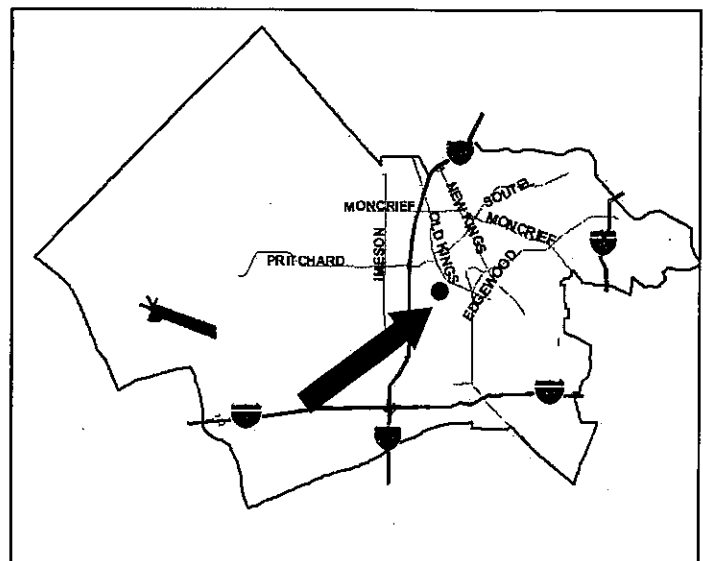
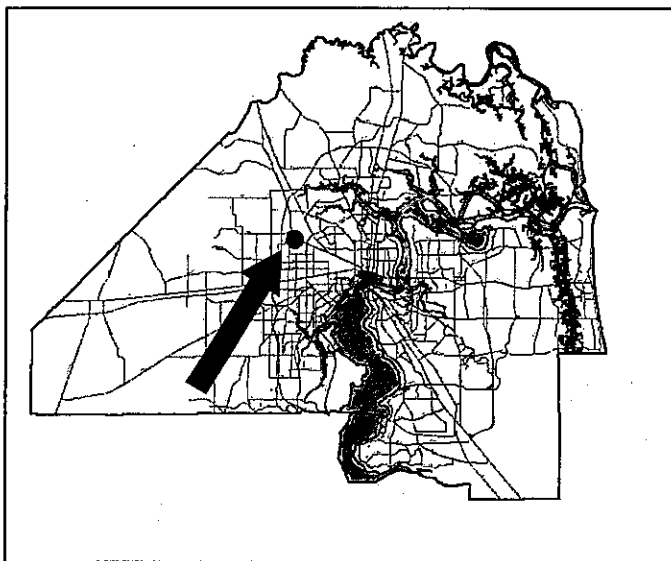
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>LDR</b>	<b>BP</b>
<b>ZONING</b>	<b>PUD</b>	<b>PUD</b>

Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (0.35 FAR)	Proposed Maximum Intensity (0.35 FAR)	Net Increase or (Decrease) in Maximum Density	Non-Residential Net Increase or (Increase) in Potential Floor Area
LDR	BP	35 S/F Dwelling Units at 5 DU/acre	0 S/F Dwelling Units at 5 DU/acre	0 SF at 0.35 FAR	108,551 SF at 0.35 FAR	Decrease of 35 Dwelling Units	Increase of 108,551 Sq Ft of BP Floor Area

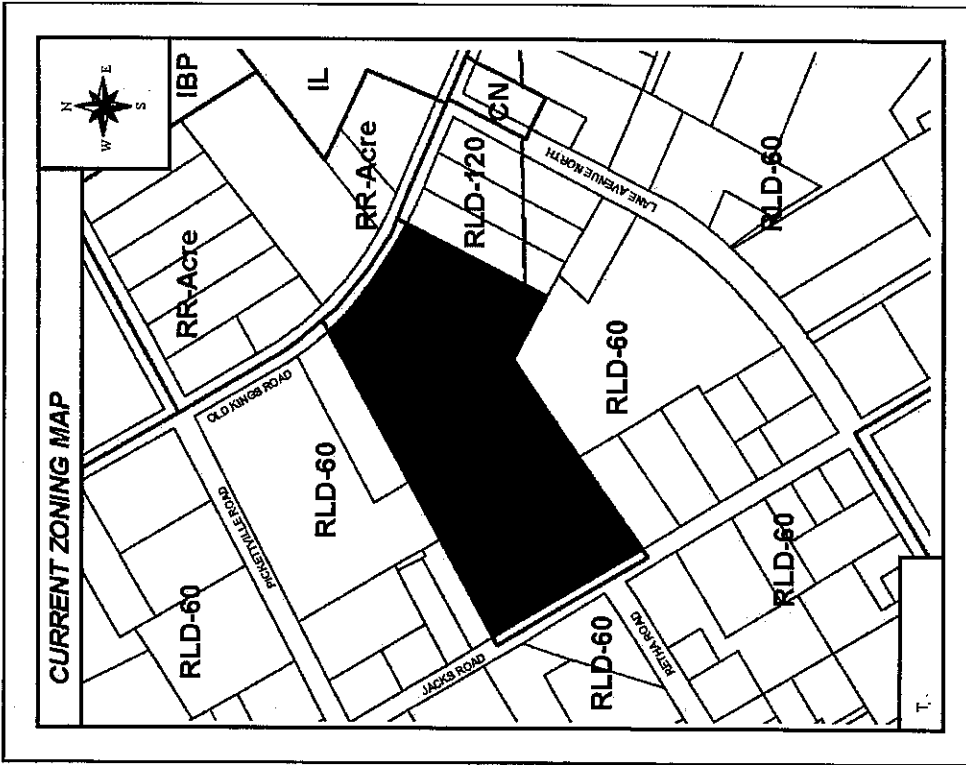
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: DENY**

**LOCATION MAPS:**

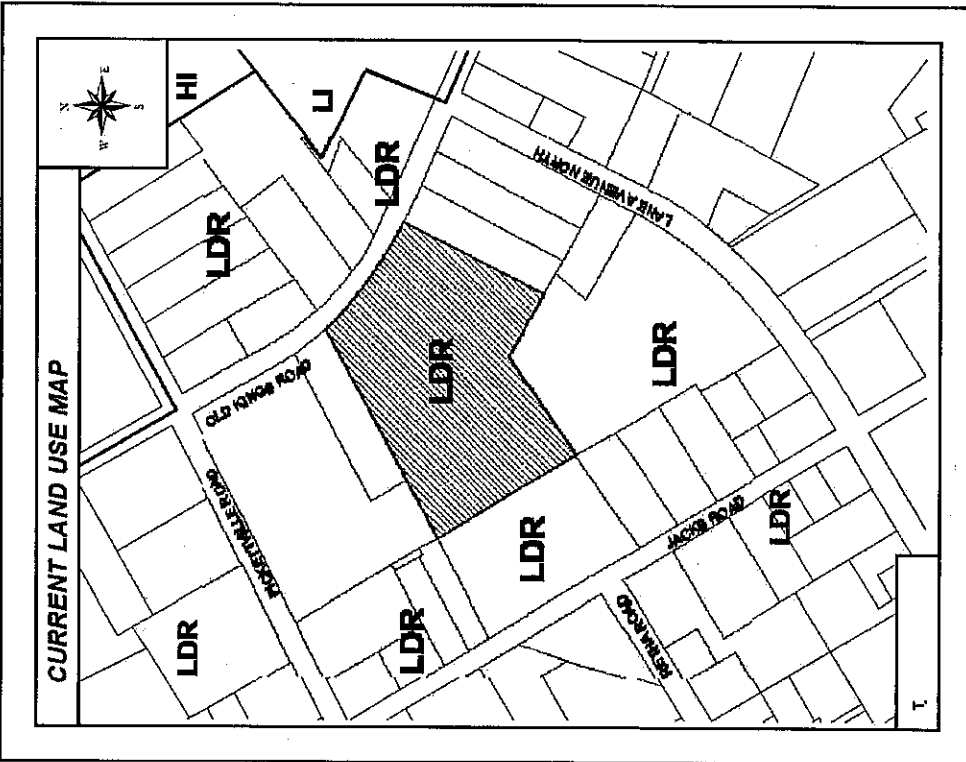


**DUAL MAP PAGE**

**SMALL SCALE LAND USE APPLICATION 2014C-004**



Current Zoning District(s): Planned Unit Development (PUD)  
Requested Zoning District(s): Planned Unit Development (PUD)



Existing FLUM Land Use Categories: Low Density Residential (LDR)  
Requested FLUM Land Use Category: Business Park (BP)

## ANALYSIS

### Background:

The 7.12 acre subject property is located on the southwest side of Old Kings Road between Picketville Road and Lane Avenue North. Access to the application site is from Old Kings Road which is classified as an "Arterial Road". The land use amendment site consists of a vacant lot which the applicant proposes a future land use amendment from Low Density Residential (LDR) to Business Park (BP) and a rezoning from Planned Unit Development (PUD) to PUD to allow for the development of a trucking terminal to park 30 tractor trucks. Originally, a proposed application was submitted to change the land use category on 9.98 acres between Old Kings Road and Jacks Road from LDR to Light Industrial (LI). However, after expressed concerns from area neighbors the applicant reduced the subject site size and intensity of land use. An area of 2.86 acres along Jacks Road was removed from the land use amendment request.

Across the street from the subject site and on the east and northeast side of Old Kings Road are single-family homes, mobile homes, a convenience store, PUD industrial land, vacant land, and an old City landfill site. The land use categories for the surrounding area are LDR, LI, and Heavy Industrial (HI) and the zoning is Residential Rural-Acre (RR-Acre), Industrial Light (IL), and Industrial Business Park (IBP) on the old City landfill site. North and northwest of the application site is a school, single-family homes, and mobile homes in a LDR land use category and Residential Low Density-60 (RLD-60) zoning district. West and southwest of the subject site is vacant land, single-family homes, and mobile homes in a LDR land use category and RLD-60 zoning district. West and southeast of the application property is church, single-family homes, mobile homes, and a repair garage in a LDR land use category and RLD-60 and Residential Low Density-120 (RLD-120) zoning districts.

In 2007, the land use amendment site received a rezoning approval from Residential Rural (RR) to PUD (Ordinance 2007-260) to develop thirty-seven (37) single-family dwelling units. However, this was never developed. In 2009 there was a request to change the land use category from LDR to LI (2009C-022). However, the application was withdrawn.

According to the Capital Improvements Element of the 2030 Comprehensive Plan, the site is located within the "Suburban Area" of the City. The proposed land use amendment to BP for use as a truck terminal precludes plans for residential development. Therefore there is no school capacity issues related to the proposed land use amendment.

### Impacts and Mitigation:

Potential impacts of a proposed land use map amendment have been analyzed by comparing the appropriate residential density by residential land use category, or the Development Impact Standards (non-residential categories), for the subject site. Development Impact Standards are detailed in FLUE Policy 1.2.16 *Development Standards for Impact Assessment*. These standards produce development potentials shown on the attached *Impact Assessment*.

## 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).

## Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low and high probability for the presence of archaeological resources. Section 654.122 of the Code of Subdivision Regulations should be followed if resources are discovered during development of the site.

## Wetlands

According to the wetlands survey map submitted by the applicant there are approximately 0.65 acres of wetlands located in two areas of the land use amendment subject site. The smallest wetland area of 0.22 acres is located in the south central area of the property while the larger wetland area of approximately 0.43 acres is located on the western edge of the subject site. This wetland area is a portion of a larger 1.08 acre wetland on the adjacent site. According to the Florida Land Use Code Classification System (FLUCCS) the property is classified as "Upland Scrub Brush" and not a wetland at all. This area was classified years ago and was in a transitional vegetative state where today it would be classified as "Upland Hardwood Forest" and "Wetland Forested Mixed. The "Category III" type wetlands have a low functional value but provide some water pollution and stormwater attenuation. The proposed site plan for the development indicates no alterations to the sites wetlands. However, any future alteration of wetlands from future expansion of the development will require mitigation from the St. Johns River Water Management District.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetlands as "Sapelo fine sand. The Sapelo series consists of nearly level poorly drained soils formed in thick loamy and sandy sediments and are generally located in flatwood areas. The high water table is located is at a depth between 6 to 18 inches from the ground surface.

Any proposed development of the property could have an impact on the site's wetlands and their functional values. Mitigation will satisfy Goal 4 and Objective 4.1 of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan to achieve no 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, improve the water quality, and improve fish and wildlife values of wetlands.

Other general requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in Policy 4.1.3 of the CCME, 2030 Comprehensive Plan. However, mitigation of the site's wetlands will satisfy that policy as well.

**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.

### **Transportation**

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment results in an increase of 1,130 net new daily external 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. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

**IMPACT ASSESSMENT**  
**2014C-004 7.12 Acres**

<b>DEVELOPMENT ANALYSIS</b>		
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	Truck Terminal
Land Use Category	LDR	BP
Development Standards For Impact Assessment	5 DU/Acre	0.35 FAR
Development Potential	35 S/F Dwelling Units	108,551 Sq. Ft. Business Park
Population Potential	93 People	0 People
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low and High Probability	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area	Discharge Area	X
Well Head Protection Zone		X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Increase of 1,130 new daily trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 5,380 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 4,035 gallons/day	
Potential Solid Waste Impact	Increase of 245.5 tons/year	
Drainage Basin / Sub-Basin	Trout River Basin and Sixmile Creek Sub-Basin	
Recreation and Parks	James Fields Park	
Mass Transit	Area not served by JTA bus line, however, nearby Edgewood Shuttle Premium Service Area	
<b>NATURAL FEATURES</b>		
Elevations	25 feet	
Soils	63 – Sapelo fine sand	
Land Cover	3200 – Upland Scrub Brushland	
Flood Zone	N/A	
Wet Lands	Yes; Category III Type Wetlands	
Wild Life	N/A	

## PROCEDURAL COMPLIANCE

### Signs, Notices and Preview Workshop

Upon site inspection by the Planning and Development Department on February 20, 2014, the required notices of public hearing signs were posted. Thirty-seven (37) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Planning and Development Department held a Preview Workshop on February 24, 2014. One speaker spoke in support of the application. Three speakers spoke in opposition to the application claiming the application site is surrounded by residential homes and that there will be increased traffic to a residential neighborhood. One speaker who stated he was opposed to the proposed Light Industrial (LI) request but is now not so opposed to the reduced request of Business Park (BP) on 7.12 acres. This is a reduction of size and intensity to the original request of LI land use change on 9.98 acres.

A petition of thirty-three (33) signatures was submitted opposing the original request of the LI land use change on 9.98 acres. In addition, on February 13, 2014, the Northwest Citizens Planning Advisory Committee (CPAC) voted in opposition to the proposed land use amendment.

## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan Consistency

The proposed amendment is **inconsistent** with the following Objective and Policies of the 2030 Comprehensive Plan, Future Land Use Element (FLUE):

- Objective 1.1      Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.7      Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.1.8      Require that all new non-residential projects be developed in either nodal areas, in appropriate commercial infill locations, or as part of mixed or multi-use developments such as Planned Unit Developments (PUDs), cluster developments, Traditional Neighborhood Design (TND) developments, and Locally Designated Historic Preservation Districts, as described in this element.

- Policy 1.1.14      Require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:
1. Creation of like uses;
  2. Creation of complementary uses;
  3. Enhancement of transportation connections;
  4. Use of noise, odor, vibration and visual/ aesthetic controls; and/or
  5. Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.
- Policy 1.1.20      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.
- Policy 3.2.4      The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the residential character of and precludes non-residential traffic into adjacent neighborhoods.
- Policy 3.2.2      City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.
- Policy 3.2.7      The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.

The proposed development is inconsistent with the Future Land Use Element as it introduces an industrial type use (BP) category into a Low Density Residential area, thereby creating an "island" of Business Park. Likewise, the site is not in an appropriate infill or nodal area nor is it part of a mixed use development. As such, the proposed amendment is inconsistent with FLUE Objective 1.1 and Policies 1.1.7, 1.1.8, and 3.2.2.

As previously noted, the area surrounding the subject site is predominantly residential in nature. The proposed amendment does not aid in maintaining the character of the surrounding area and is therefore inconsistent with FLUE Policies 1.1.20 and 3.2.7.

The proposed business park land use is not connected to another industrial type land use and approval of the land use change would set a precedent by encouraging similar uses into this residential area. In addition, the adjacent nearby residents may object to the sound of tractor trucks starting up in the early morning hours and driving through nearby residential areas. Therefore, the proposed land use amendment is inconsistent with FLUE Policies 1.1.14 and Policy 3.2.4.



According to the category description of the Future Land Use Element (FLUE), Low Density Residential (LDR) permits housing densities of up to 7 dwelling units per acre when full urban services are available. Generally, single-family detached housing will be the predominant land use in this category, although mobile homes, patio homes, townhomes and multi-family dwellings may also be permitted in appropriate locations.

Business Park (BP) category is intended to primarily permit commercial office and light industrial uses but does allow limited commercial retail and sales establishments.

## Vision Plan

The subject site is within the boundaries of the Northwest Jacksonville Vision Plan. However, the Plan does not identify specific recommendations for the subject site nor does it address Industrial/Business Park uses. The plan does talk about strengthening existing neighborhoods. Placing a business park use within a residential area would not strengthen the character of this immediate neighborhood. Therefore the proposed BP land use category with its proposed use of tractor trucks is inconsistent with the vision plan of Northwest Jacksonville.

## Strategic Regional Policy Plan Consistency

The proposed land use amendment is **inconsistent** with the following Communities and Affordable Housing Strategy:

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 inconsistent with Policy 3 as it promotes the development of a business park use surrounded by a low density land use category. Infill areas of development should be in an area of like uses and since there are no other adjacent like uses this would be spot zoning and not appropriate. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

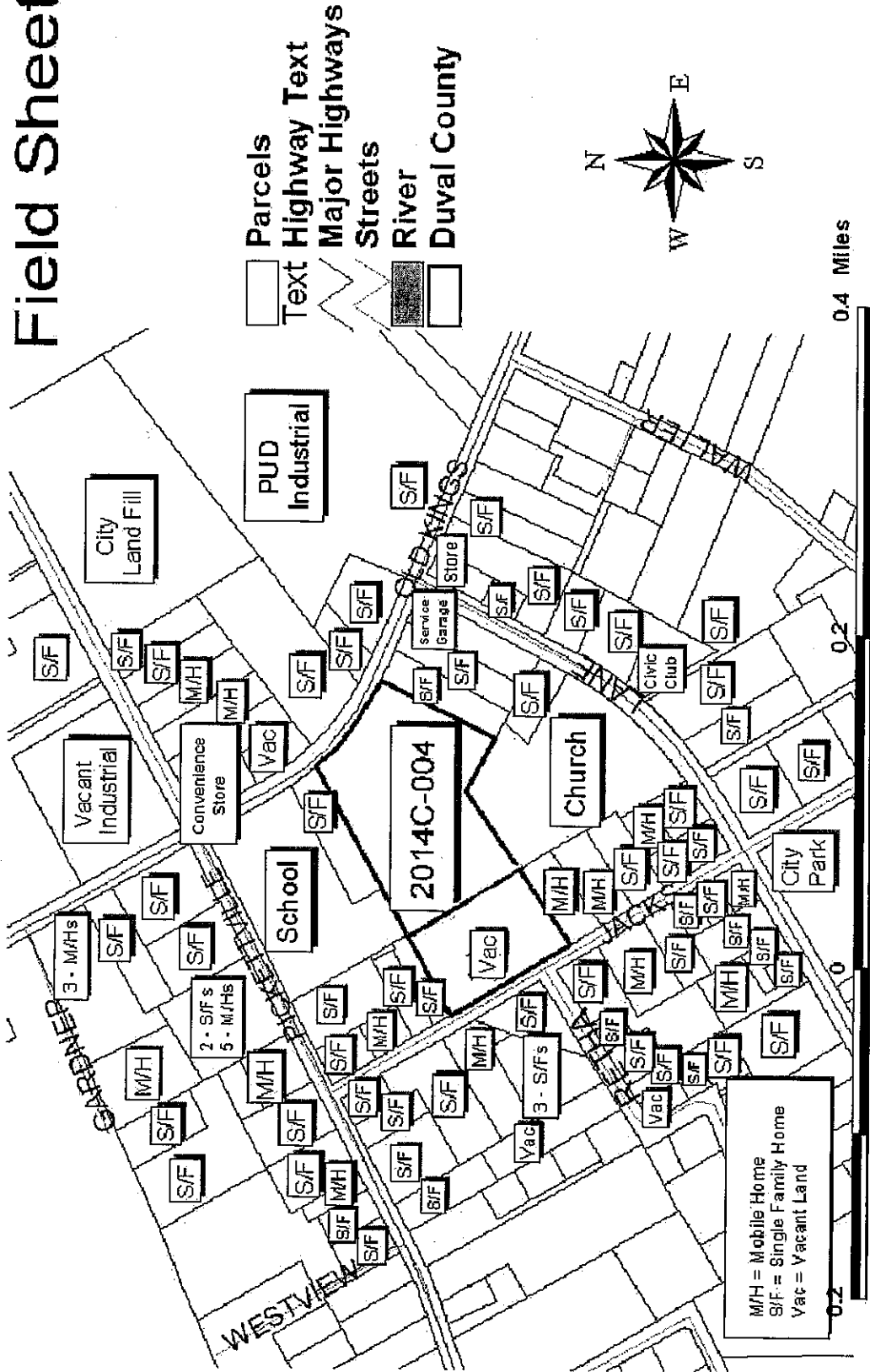
## RECOMMENDATION

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

# 2014C-004

# Field Sheet

## ATTACHMENT A



# ATTACHMENT B

## Traffic Analysis:

Produced by: Planning and Development Department  
 Application Number: 2014C-004

LB  
 Date: 4/21/2014  
 Mobility Zone / Development Area: 9 / SUBURBAN  
 Planning District: 5  
 Council District: 10

### Table A

#### Generation Estimation

Section 1									
Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
LDR / PUD	7.12	210							
<b>Total Section 1</b>									<b>0</b>
Section 2									
Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
LDR / PUD	7.12	210	36	DUs	$L_n(T) = 0.92 \ln(X) + 2.72$	410	0.00%	0.00%	410
<b>Total Section 2</b>									<b>410</b>
Section 3									
Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
BP / PUD	7.12	750	108,552	1,000 SF OF GFA	$T = 10.42 (X) + 409.04 / 1000$	1,540	0.00%	0.00%	1,540
<b>Total Section 3</b>									<b>1,540</b>
<b>*Net New Trips = Section 3 - Section 2 - Section 1</b>									<b>1,130</b>

Source: Trip Generation Manual, 9th Edition, Institute of Engineers

Produced by: Planning and Development Department  
 Application Number: 2014C-004

LB  
 4/12/2014  
 Date: 4/12/2014  
 Mobility Zone / Development Area: 9 / SUBURBAN  
 Planning District: 5  
 Council District: 10

**Table B**

**Net New Daily External Trip Distribution**

	<b>a</b>	<b>= Total Net New External Trips (Table A)</b>	<b>b</b>	<b>(a*b)</b>
Link ID Number	Roadway Name	From / To	Percent of Total Net New Daily Amendment Trips	Net New Daily External Amendment Trips
147	OLD KINGS RD	EDGEWOOD AVE TO PLUMMER RD	76.36%	863
196	LANE AVE	OLD KINGS RD TO 5TH ST	32.43%	366
338	PICKETTVILLE RD	OLD KINGS RD TO I-295	2.38%	27

**BOLD** Indicates Directly Accessed Segment(s)

Produced by: Planning and Development Department  
 Application Number: 2014C-004

LB  
 Date: 4/12/2014  
 Mobility Zone / Development Area: 9 / SUBURBAN  
 Planning District: 5  
 Council District: 10

**Table C**

**Roadway Link Analysis**

Link ID Number	Road Name	Termini	Roadway Classification	State or City Road	Numbers of Lanes	Adopted Service Volume			Background Traffic			Amended Trips Daily External	Total Trips Daily External	Percent Capacity Used with Amended Trips
						Daily	Daily	Daily	Daily Volumes	1 Year Growth %*	Volumes w/ 5 yr Growth			
147	OLD KINGS RD	EDGEWOOD AVE TO PLUMMER RD	Arterial	City	2U	14,040	2,737	2,737	1.00%	2,877	863	3,739	28.63%	
196	LANE AVE	OLD KINGS RD TO 5TH ST	Collector	City	2U	15,930	8,326	8,326	1.00%	8,751	366	9,117	57.23%	
338	PICKETTVILLE RD	OLD KINGS RD TO I-295	Collector	City	2U	11,880	944	944	1.00%	992	27	1,019	8.58%	

\* As determined from Trend Analysis or FDOT LOS Report, dated 8/13/2013  
 Data from City of Jacksonville Road Most recent Link's Status Report dated 11/1/2013  
 BOLD Indicates Directly Accessed Segment (s)

**Major Intersections List**

SIS Interchanges/ SHS Intersections within Impact Area

## ATTACHMENT C



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

Date Submitted:	01/13/2014	Date Staff Report is Available to Public:	04-04-2014
Land Use Adoption Ordinance #:	2014-193	1st City Council Public Hearing:	04-08-2014
Rezoning Ordinance #:	2014-194	Planning Commission's LPA Public Hearing:	04-10-2014
JPDD Application #:	2014C-004	LUZ Committee's Public Hearing:	04-15-2014
Assigned Planner:	Ed Lukacovic	2nd City Council Public Hearing:	04-22-2014

#### GENERAL INFORMATION ON APPLICANT & OWNER

##### Applicant Information:

LARA DIETRICH  
DIETRICH PLANNING LLC  
1332 AVONDALE AVENUE  
JACKSONVILLE, FL 32205  
Ph: (904) 551-6969  
Email: LARADIETRICH@GMAIL.COM

##### Owner Information:

EDWIS SELPH  
OLD KINGS RD, LLC  
6200 SOUDEL COURT  
JACKSONVILLE, FL 32219  
Ph: (832) 971-9597

#### DESCRIPTION OF PROPERTY

Acreage: 7.12  
Real Estate #(s): 083318 0000, portion of

##### General Location:

WEST SIDE OF OLD KINGS ROAD, BETWEEN PICKETVILLE  
ROAD AND LANE AVENUE NORTH

Planning District: 5  
Council District: 10  
Development Area: SUBURBAN AREA

##### Address:

0 OLD KINGS RD

Between Streets/Major Features:  
PICKETVILLE ROAD and LANE AVENUE NORTH

#### LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT

Current Land Use Category/Categories and Acreage:  
LDR 7.12

Requested Land Use Category: BP  
Justification for Land Use Amendment:

Surrounding Land Use Categories: HI, LDR, LI, MDR

PATRIOT LOGISTICS PURCHASED THIS PARCEL OF LAND INTENDING TO RELOCATE THEIR JACKSONVILLE OFFICE. THE USE WOULD CONTAIN ONE PERMANENT STRUCTURE OF APPROXIMATELY 2,000 SF AND PARKING FOR 30 TRACTOR TRUCKS, NOT TRAILERS. THIS WOULD SERVE AS THE PARKING AND INTERFACE OFFICE FOR DRIVERS TO ARRIVE EACH MORNING TO PICK UP SCHEDULE AND TRUCK, RETURNING AT THE END OF THE DAY TO PARK TRACTOR TRUCK. THE PARCEL WOULD SERVE AS A PARKING LOT AND OFFICE.

#### UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

#### COMPANION REZONING REQUEST INFORMATION

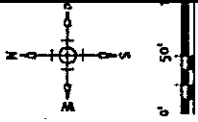
Current Zoning District(s) and Acreage:  
PUD 10.13

Requested Zoning District: PUD

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

# ATTACHMENT D

## Wetlands Survey Map



# 014C-004 Wetlands Map

