

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



**OVERVIEW**

**ORDINANCE: ORD # 2015- 316**

**APPLICATION: APP # 2015C-007-4-14**

**APPLICANT: LINDA RICKER**

**PROPERTY LOCATION: 5322 Catoma St**

**Acreege: 4.96 Acres**

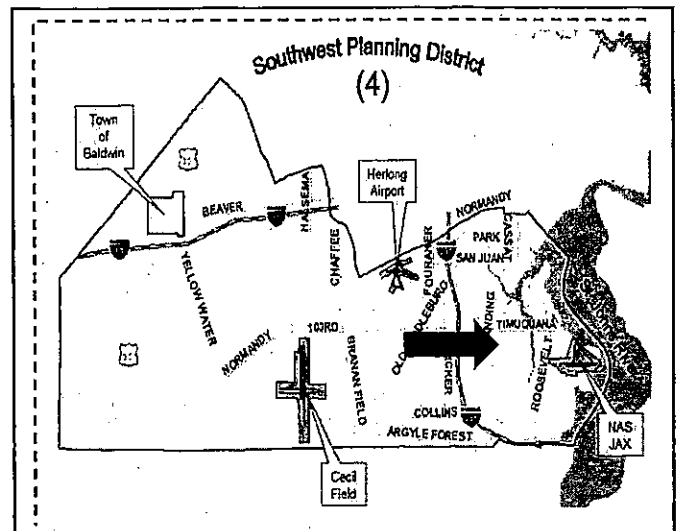
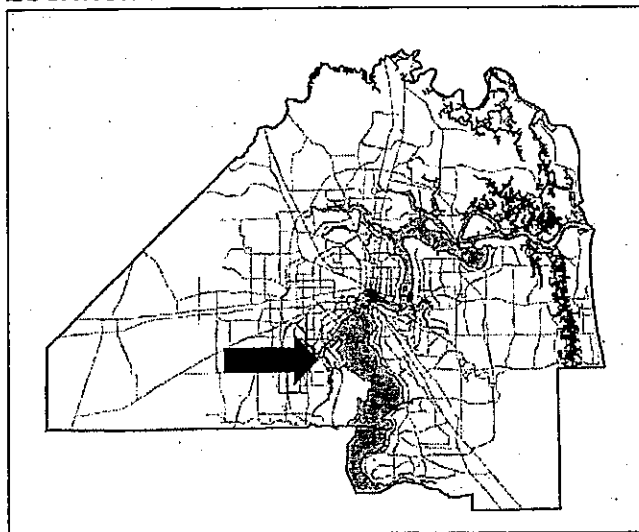
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>MDR</b>	<b>CGC</b>
<b>ZONING</b>	<b>RMD-D</b>	<b>PUD</b>

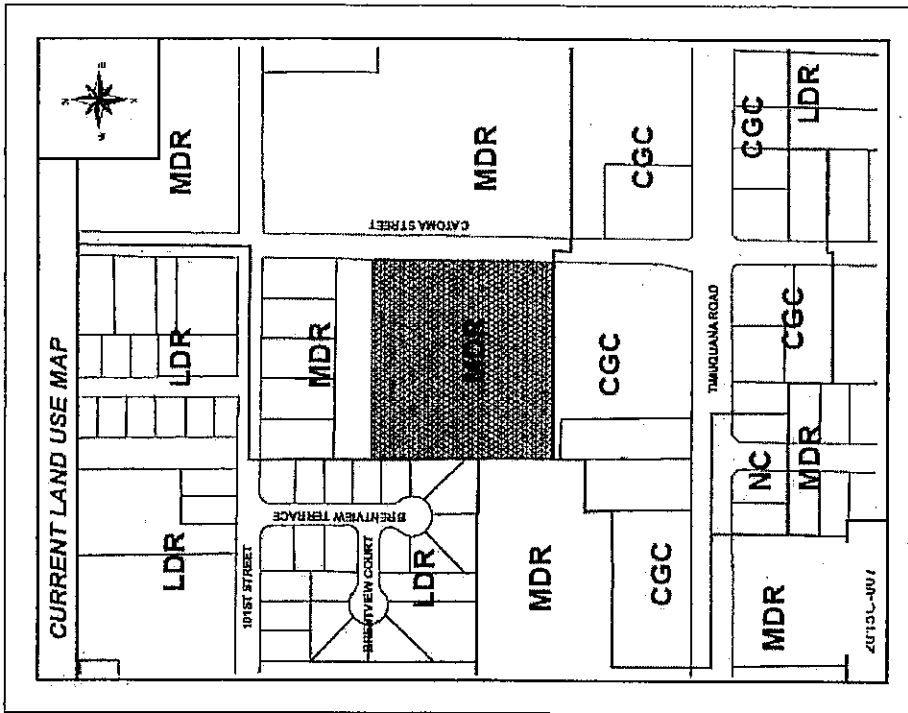
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
MDR	CGC	75 DU (15 DU/Acre)	N/A	N/A	75,620 (0.35 FAR)	Decrease of 75 DU	Increase of 75,620 sq. ft.

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

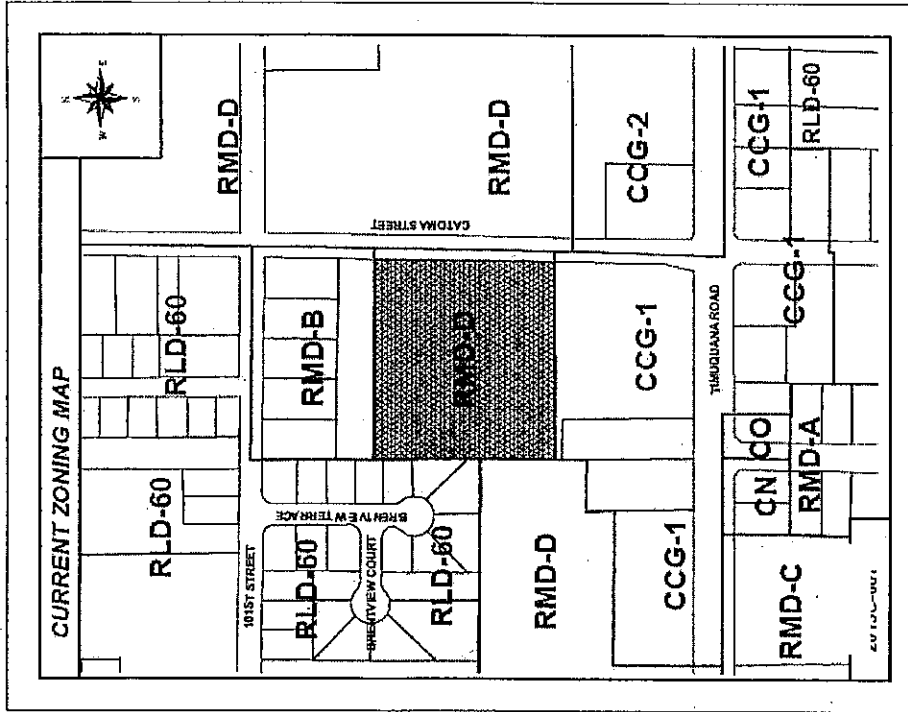
**LOCATION MAPS:**



**SMALL SCALE LAND USE APPLICATION 2015C-007**



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



Current Zoning District(s): Residential Medium Density-D (RMD-D)  
Requested Zoning District(s): PUD

## ANALYSIS

### Background:

The 4.96 acre subject property is located at 5322 Catoma St. The subject property is approximately 330 feet north of the signalized intersection of Catoma St. and Timuquana Road, a minor arterial roadway. The site is located in Council District 14 and within the Southwest Planning District. The subject site is a vacant overgrown lot. Previously the property was a mobile home park. The applicant proposes a future land use amendment from Medium Density Residential (MDR) to Community/General Commercial (CGC) and a rezoning from Residential Medium Density– D (RMD-D) to Planned Unit Development (PUD) for an outdoor storage area for RVs, boats and commercial or recreational trailers.

The area surrounding the site is characterized by a mix of commercial warehouse uses and multi-family residential uses. Directly south of the subject property is a mini storage facility. Across Catoma St. to the east, is a large apartment complex. Immediately north of the property is a single family home and just north of the single family home are several small apartment buildings on 101<sup>st</sup> Street. Directly west of the property are 3 residential lots located on Brentview Terrace, a short cul-de-sac and south of those lots, a mobile home park abuts the property. Page two of this report contains a map of the area including the existing land use and zoning and Attachment A provides a map of the surrounding uses.

According to the Development Areas Map in the Future Land Use Element, the site is located within the Urban Development Area. The subject site is also located within the 150 foot Military Height and Hazard Zone and the Accident Potential Zone (APZ2). The proposed amendment is from a residential land use category to a commercial category and therefore, will not have an impact on school capacity.

### Impact Assessment:

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this Section.

### Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

### Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment results in an increase of 1,632

new daily external trips. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

**IMPACT ASSESSMENT**

<b>DEVELOPMENT ANALYSIS</b>		
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	vacant	Vehicle storage
Land Use Category	MDR	CGC
Development Standards For Impact Assessment	15 Du per acre	.35 FAR
Development Potential	75 DU	75,620 Sq. ft.
Population Potential	177 people	N/A
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Airport Environ Zone	500' Civilian 150' Military	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X - Low
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X- Discharge Area
Well Head Protection Zone	750' buffer	
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Increase of 1,632 new daily trips	
Water Provider	JEA	
Potential Water Impact	Decrease 16,169 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease 12,127 gallons per day	
Potential Solid Waste Impact	Decrease of 74.01 tons per year	
Drainage Basin/ Sub-Basin	Fishing Creek	
Recreation and Parks	Timucan Elem. Park	
Mass Transit	51 on Timuquana Rd	
<b>NATURAL FEATURES</b>		
Elevations	15 ft.	
Soils	73- Urban Land - Mascott-Sapelo complex	
Land Cover	1300 Residential, high density	
Flood Zone	No	
Wet Lands	No	
Wild Life	No	

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on May 14, 2015, the required notices of public hearing signs were posted. 33 notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held May 18, 2015 and no speakers were present.

## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan

The proposed amendment is **consistent** with the following Policies of the 2030 Comprehensive Plan, Future Land Use Element:

- Objective 3.2        Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
- Objective 3.4        Where feasible, the City shall encourage all new developments to conform to a compact and connected growth pattern with land use diversity and improved interrelationships among living, working, shopping, education and recreational activities.
- 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.

According to the category description of the Future Land Use Element (FLUE), Medium Density Residential (MDR) permits housing densities of up to 20 dwelling units per acre when full urban services are available. Generally, high density single-family detached housing and multi-family housing will be the predominant land use in this category. Additionally, certain secondary and supporting uses are permitted in all residential categories including nursing homes, emergency shelter homes, foster care homes, rooming houses, residential treatment facilities, private clubs and supporting commercial and service establishments.

The CGC Land Use category is intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns and located at major roadway intersections to serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled.

The subject property has access to full urban services, including mass transit, and is located in a developed area of the City designated as the Urban Development Area. Therefore, the proposed commercial land use designation aids in maintaining a compact land use pattern and helps to maintain an increasingly efficient urban service delivery system, consistent with FLUE Goal 3, Objective 3:2 and Objective 3.4.

Because the proposed land use amendment encourages the continued use of an underutilized property within the Urban Development Area of the City and is already served by infrastructure, utilities, and public facilities, the proposed land use amendment is consistent with FLUE Objective 6.3.

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

Policy 2.2.4 Maintain existing stable neighborhoods through coordinated rehabilitation and conservation action by the Building Inspection Division and Planning and Development Department. Protect residential areas from encroachment by incompatible land uses through proper zoning, and from through or heavy traffic by use of buffers and other mitigating measures.

Policy 3.1.17 The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

Policy 3.2.4 The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

Encroachment in this established residential neighborhood sets a precedent for further CGC encroachment not consistent with Policy 2.2.4.

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 an arterial or higher on the Functional Highway Classification Map. Although the site subject to the proposed amendment to CGC is adjacent to another CGC property that fronts on Timuquana Road, a minor arterial roadway, Catoma Street is classified as a local road and therefore the proposed amendment is not consistent with the CGC Future Land Use Category preference for new designations and FLUE Policy 3.1.17.

As previously noted, residential uses surround the subject site except to the south of the property. The proposed amendment does not aid in maintaining the character of the

surrounding area and may invite additional through traffic into residential areas which is inconsistent with FLUE Policy 3.2.4.

### **Vision Plan Consistency**

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. Theme 1 of the Plan calls for the strengthening of existing neighborhoods and the creation of new neighborhoods. In Theme 1, Option 2 focuses on protecting the neighborhood and Option 3 encourages the City to promote development in the traditional building area which includes the Ortega River neighborhood. The Plan supports a wide range of uses for the established "intown" neighborhood areas, including office, retail and residential while looking to protect the existing character of adjacent uses. While the land use amendment is inconsistent with Option 2 of protecting the neighborhood character, the proposed amendment does promote provisions for a wide range of uses for established "intown" neighborhoods as encouraged in Option 3.

### **Strategic Regional Policy Plan**

The proposed land use amendment is consistent with the following goal of the Strategic Regional Policy Plan Communities and affordable Housing Element:

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

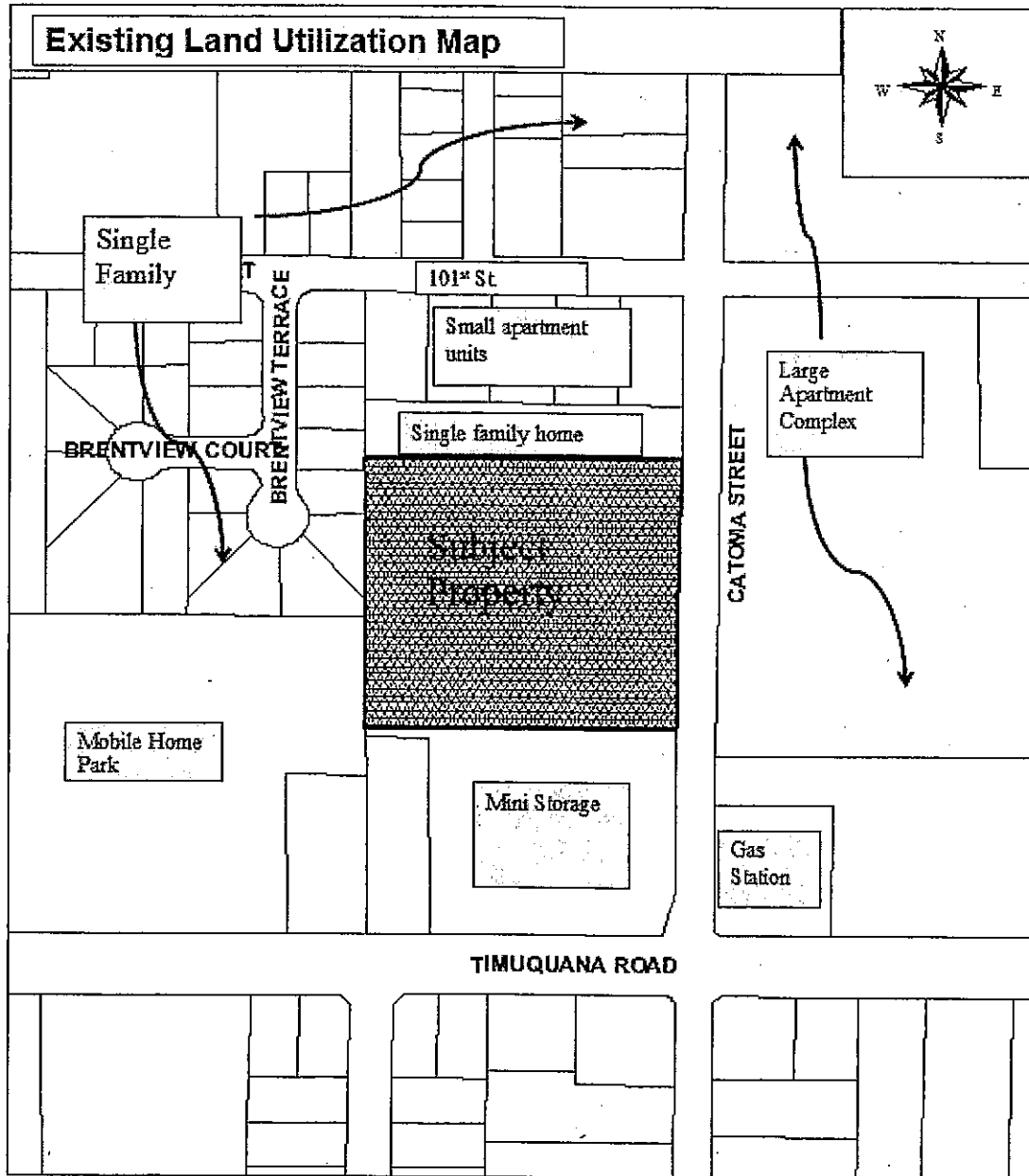
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

## **RECOMMENDATION**

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

# ATTACHMENT A

## Existing Land Utilization:





# ATTACHMENT B

## Traffic Analysis:

**Table A**

**Trip 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 PM Peak Trip Ends	Net New Daily Trip Ends
2015C-007	MDR / RMD-D	4.96	220							
<b>Total Section 1</b>									<b>0</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 PM Peak Trip Ends	Net New Daily Trip Ends
2015C-007	MDR / RMD-D	4.96	220	75	Dus	T = 0.62 (X) T = 6.65 (X)	47 499	0.00% 0.00%	0.00% 0.00%	47 499
<b>Total Section 2</b>									<b>47</b>	<b>499</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 PM Peak Trip Ends	Net New Daily Trip Ends
2015C-007	CGC / PUD	4.96	820	75,620	1000 SF GFA	T = 3.71 (X) / 1000 T = 42.7 (X) / 1000	281 3,229	0.00% 0.00%	34.00% 34.00%	185 2,131
<b>Total Section 3</b>									<b>185</b>	<b>2,131</b>
<b>Net New Trips = Section 3 - Section 2 - Section 1</b>									<b>138</b>	<b>1,632</b>

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

**Table B**

**Net New Daily External Trip Distribution**

a	b	= Total Net New External Trips (Table A)		c	(a*c)	(b*c)
138	1,632			Percent of Total Net New Daily Amendment Trips	Net New Peak Hour External Amendment Trips	Net New Daily External Amendment Trips
Link ID	Roadway Name	From / To				
205	TIMUQUANA RD (SR 134)	BLANDING BLVD (SR 21) TO ORTEGA FARMS BLVD		100.00%	138	1632

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

# ATTACHMENT B (cont)

Planning District: 4  
Council District: 13

Table C


Roadway Link Analysis

Link ID Number	Road Name	Segment	Roadway Classification	State or City Road	Number of Lanes	Access Point Volume		Background Traffic			Existing PM Peak Hour LOS	Anticipated PM Peak Hour # of Lanes	Total PM Peak Hour Volume	Percent Capacity Used with Anticipated Traffic	PM Peak Hour LOS with Land Use Change
						Daily	PM Peak Hour	PM Peak Hour Volume	1 Year	2 Year					
205	THRUWAY RD (SR 134)	BLANDING BLVD (SR 11) TO CORTESA FARMS BLVD	ARTERIAL	FOOT	0/0	58,200	5,300	2,115	1,005	2,225	C	135	2,391	43.81%	C

As determined from Third Angle SA or PDOT LOS Report (Area 01/3/2013)  
Data from City of Jacksonville Road Link Report (Date Rec'd 01/11/2013)  
BOLD indicates directly affected segment(s)

# ATTACHMENT C

## Land Use Amendment Application:

		<b>APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>	
Date Submitted:	3/22/15	Date Staff Report is Available to Public:	5-29-2015
Land Use Adoption Ordinance #:	2015-316	Planning Commission's LPA Public Hearing:	6-4-2015
Rezoning Ordinance #:	2015-317	1st City Council Public Hearing:	6-9-2015
JPOD Application #:	2015C-007	LUZ Committee's Public Hearing:	6-16-2015
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	6-23-2015
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> LINDA RICKER FIRST COAST STORAGE LLC POST OFFICE BOX 835 ORANGE PARK, FL 32067 Ph: (904) 631-9116		<b>Owner Information:</b> LINDA RICKER FIRST COAST STORAGE LLC POST OFFICE BOX 835 ORANGE PARK, FL 32067 Ph: (904) 631-9116	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
Acreage:	4.96	General Location:	WEST SIDE OF CATOMA ROAD NORTH OF 103RD STREET
Real Estate #(s):	103089-0000	Address:	5322 CATOMA ST
Planning District:	4		
Council District:	14		
Development Area:	Urban Area		
Between Streets/Major Features:	103RD STREET and 101ST STREET		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
Current Utilization of Property:	VACANT LAND		
Current Land Use Category/Categories and Acreage:	MDR 4.96		
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	CGC,MDR
Justification for Land Use Amendment:	TO PROVIDE A LAND USE CATEGORY THAT COULD FACILITATE DEVELOPMENT OF AN OUTDOOR STORAGE FOR RVs, BOATS, AND TRAILERS (BOTH RECREATIONAL AND COMMERCIAL). NEWER RESIDENTIAL DEVELOPMENTS HAVE RESTRICTIONS WHICH PROHIBIT INDIVIDUAL PROPERTY OWNERS STORING BOAT, TRAILERS AND RVs ON THEIR RESIDENTIAL LOTS. THIS SITE WOULD MEET THAT GROWING NEED AND IS ADJACENT TO ATLANTIC STORAGE.		
<b><u>UTILITIES</u></b>			
Potable Water:	JEA	Sanitary Sewer	JEA
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
Current Zoning District(s) and Acreage:	RMD-D 4.96		
Requested Zoning District:	PUD		
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/luzap/">http://maps.coj.net/luzap/</a>			

ATTACHMENT D

Aerial:

