

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



OVERVIEW

ORDINANCE: 2015-494

APPLICATION: 2015C-014-5-10

APPLICANT: CHARLES L. MANN

PROPERTY LOCATION: East side of New Kings Road between Dunmire Avenue and Lorida Avenue

Acreage: 1.33

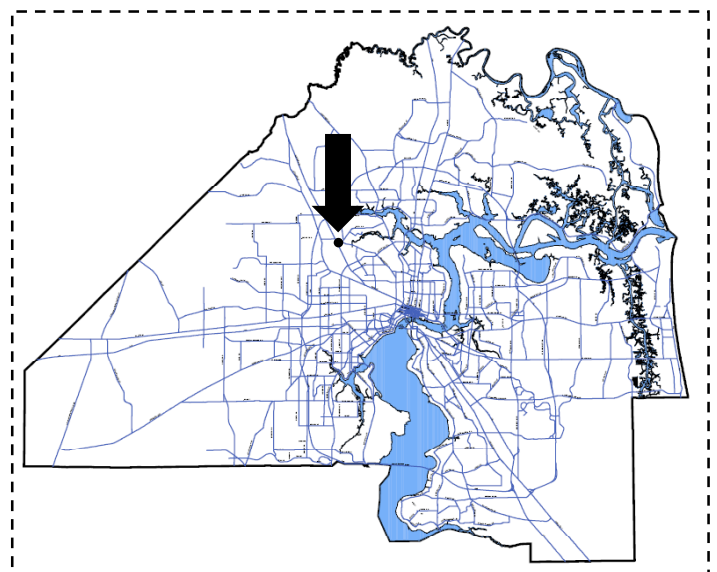
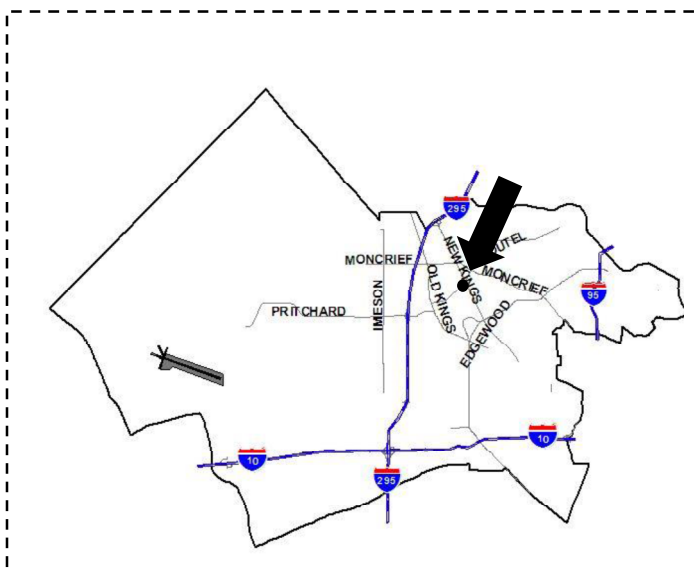
Requested Action:

	Current	Proposed
LAND USE	LDR	CGC
ZONING	RLD-60	CCG-2

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
LDR	CGC	7 DU (5 DU/acre)	N/A	N/A	20, 277 sq. ft. (0.35 FAR)	Decrease of 7 DU/acre	Increase of 20, 277 sq. ft.

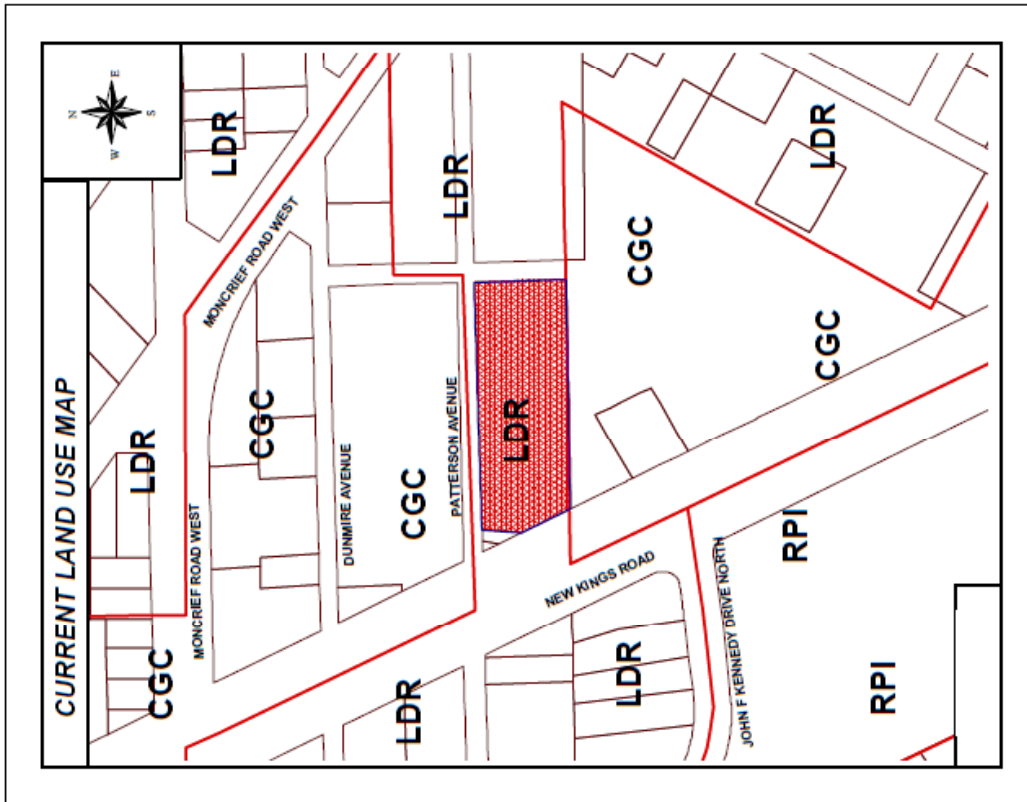
PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL

LOCATION MAPS: Arrows point to location of proposed amendment.



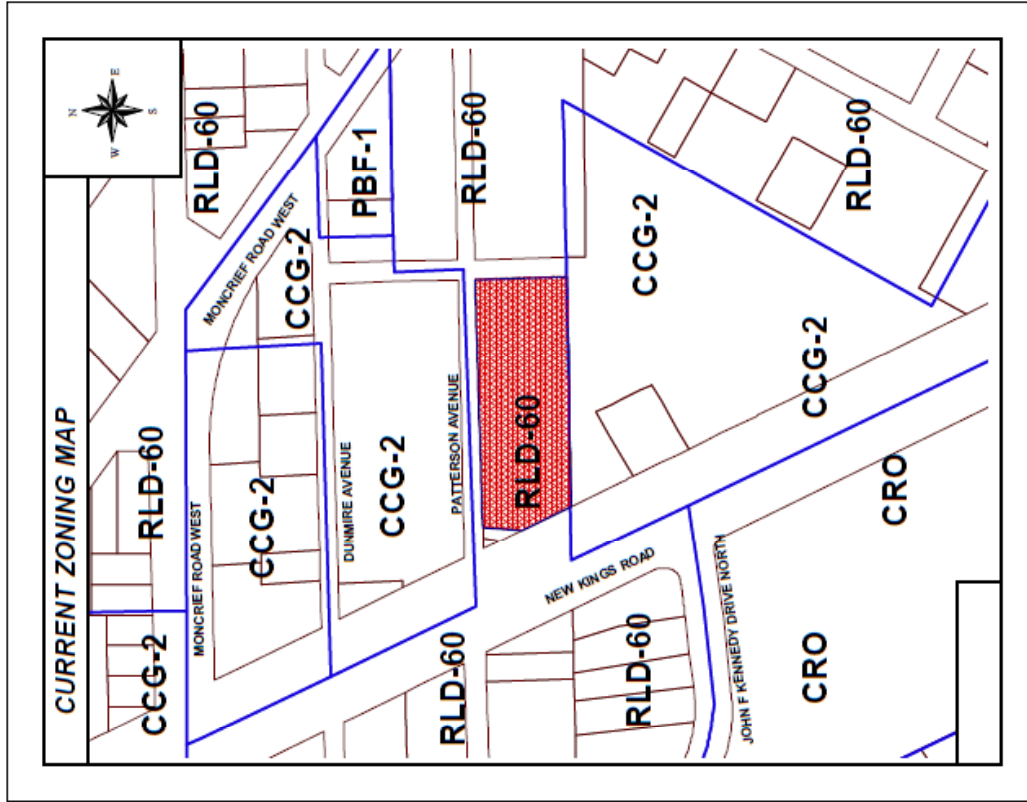
DUAL MAP PAGE

SMALL SCALE LAND USE APPLICATION 2015C-014



Existing FLUM Land Use Categories: Low Density Residential (LDR)

Requested FLUM Land Use Category: Community/General Commercial (CGC)



Current Zoning District(s): Residential Low Density-60 (RLD-60)

Requested Zoning District(s): Commercial Community/General-2 (CCG-2)

ANALYSIS

Background:

The 1.33 acre amendment site is located on the east side of New Kings Road and west of Moncrief Road West. The application site is within the Sherwood Forest/ Lincoln Villas Neighborhood Action Plan in Council District 10 and the Northwest Planning District. Currently, the subject property is being used as a vehicle storage and auto repair site as an extension to the existing 2.28 acre auto storage and repair shop abutting the property to the north at the intersection of Dunmire Avenue and New Kings Road.

The applicant proposes a future land use amendment from Low Density Residential (LDR) to Community/ General Commercial (CGC) and a rezoning from Residential Low Density-60 (RLD-60) to Commercial Community/General-2 (CCG-2). According to the applicant, the land use amendment and rezoning changes would accommodate the existing uses found on the commonly owned CGC site immediately north of subject site and would allow property to become an automotive complex of storage, sales and repairs. The existing auto repair and storage property is 2.28 acres and consists of a fully fenced open storage yard with a concrete building built in 1956 and adjacent trailer. The current uses are not permitted for property located in LDR land use category. The companion rezoning is pending concurrently with this land use amendment pursuant to Ordinance 2015-495. In addition to the rezoning, pending Exception E-15-42 has been filed to allow for vehicle storage of all types.

The subject site is located two blocks south from the signalized intersection of New Kings Road and Moncrief Road West. The area immediately surrounding the amendment property primarily consists of residential, commercial, and industrial uses. South of the subject site and separated by a commercial shopping center is a site built home in the CGC land use category. Immediately east of the subject site that abuts a retention pond located in LDR that fronts onto Moncrief Road West. Additionally, significant vegetation exists to buffer the subject site from LDR on Moncrief Road West. The residential area found west of the amendment site consists of single-family homes with significant vegetation and New Kings Road separating the proposed uses from the established residences. Currently, the subject site is fenced along New Kings Road. CGC land use runs north and south along New Kings Road. Southwest of the subject property exists a church and book store. Northwest at the intersection of New Kings Road and Moncrief Road West is a convenience store and church in the CGC land use category. To the north of the subject property along Dunmire Avenue exists vacant, undeveloped parcels that have had issues with illegal dumping. A bus stop is located on the western boundary of the amendment site. Sidewalks are located half a block north at the intersection of Moncrief Road West and New Kings Road. The amendment site is accessed through New Kings Road also known as U.S.1, a four lane principal arterial roadway according to the Functional Highway Classification Map. Patterson Avenue is not accessible as it is fenced off and adjoins the subject site and existing auto storage yard. The property owner has applied for a right of way closure currently going through legislation for the west portion of Patterson Avenue. Attachment A provides a detailed picture of existing development patterns for the immediate area.

According to the Development Areas Map in the Future Land Use Element, the site is located within the Urban Development Area. Additionally, the site is located less than a mile and a half south of the U.S. 1/ Interstate 295 interchange. The development plan does not include residential uses so school enrollment will not be impacted by this proposed amendment.

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 a potential increase of 395 net new daily 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.

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Auto repair and Storage	Vehicle & Recreational Storage
Land Use Category	LDR	CGC
Development Standards For Impact Assessment	5 DU/per acre	0.35 FAR
Development Potential	7 DU	20,277 sq ft
Population Potential	18 people	N/A
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X-Low
Archaeological Sensitivity		X-Low
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	Potential of 395 daily trips	
Water Provider	JEA	
Potential Water Impact	Potential decrease of 848.2 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Potential decrease of 636.1 gallons per day	
Potential Solid Waste Impact	Potential increase of 14.2 tons per year	
Drainage Basin / Sub-Basin	Ribault River Stream	
Recreation and Parks	S.A. Hull Elementary School Park	
Mass Transit	Route 4	
NATURAL FEATURES		
Elevations	20 ft ¼ mile south	
Soils	Sapelo fine sand, 0 to 2 percent slopes	
Land Cover	Commercial and services, pine flatwoods	
Flood Zone	No	
Wet Lands	No	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 3, 2015, the required notices of public hearing signs were posted. Twenty-six (26) 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 Citizen's Information Meeting on August 3, 2015. There were no speakers in opposition.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

- Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
- 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.
- Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.
- Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.
- 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.
- Policy 3.2.1 The City shall promote development of commercial and light/service

industrial uses in the form of nodes, corridor development, centers or parks.

- 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.
- 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.
- Policy 4.1.8B The City shall evaluate all proposed amendments to the comprehensive Plan as their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

According to the Category Descriptions for the Urban Development Areas of the FLUE, the LDR land use category permits housing densities 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.

The CGC Future Land Use Category is intended to provide compact development which should generally be developed in nodal and corridor development patterns while promoting the revitalization or advancement of existing commercial districts and the use of existing infrastructure through infill development and redevelopment. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods. Development that includes residential uses is preferred to provide support for commercial and other 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 an arterial or higher on the Functional Highway Classification Map. New Kings Road is classified as a principal arterial road and therefore the proposed amendment is consistent with the CGC Future Land Use Category preference for new designations. The subject site is located in the Northwest Planning District, in an area with access to full urban services with bus stops and sidewalks within walking distance of the proposed amendment.

The development of the subject site in conformance with the CGC category is compatible with the character of the surrounding uses and is separated from the established residential uses by New Kings Road. Significant vegetation immediately west of subject site buffers the existing residential units fronting New Kings Road therefore achieving transitions consistent with FLUE Policies 1.1.10 and 3.1.3. In addition, the CGC land use designation is a logical extension of the existing CGC demarcation lines located on the northern and southern boundary lines of the subject property achieving FLUE Policies 3.2.7 and 3.2.1. The development of the subject site as CGC is compatible with the character of the adjacent uses and established pattern of CGC found along New Kings Road fulfilling FLUE Goal 1 and Policies 1.1.22 and 3.2.1. Due to the location of the amendment site, it is highly unlikely that Patterson Avenue will be utilized to access the subject site as it is inaccessible from New Kings Road and currently going through legislation for a right of way closure. Therefore the proposed amendment aids in maintaining the character of the surrounding area consistent with FLUE Goal 1 and Policies 3.2.4 and 3.2.7.

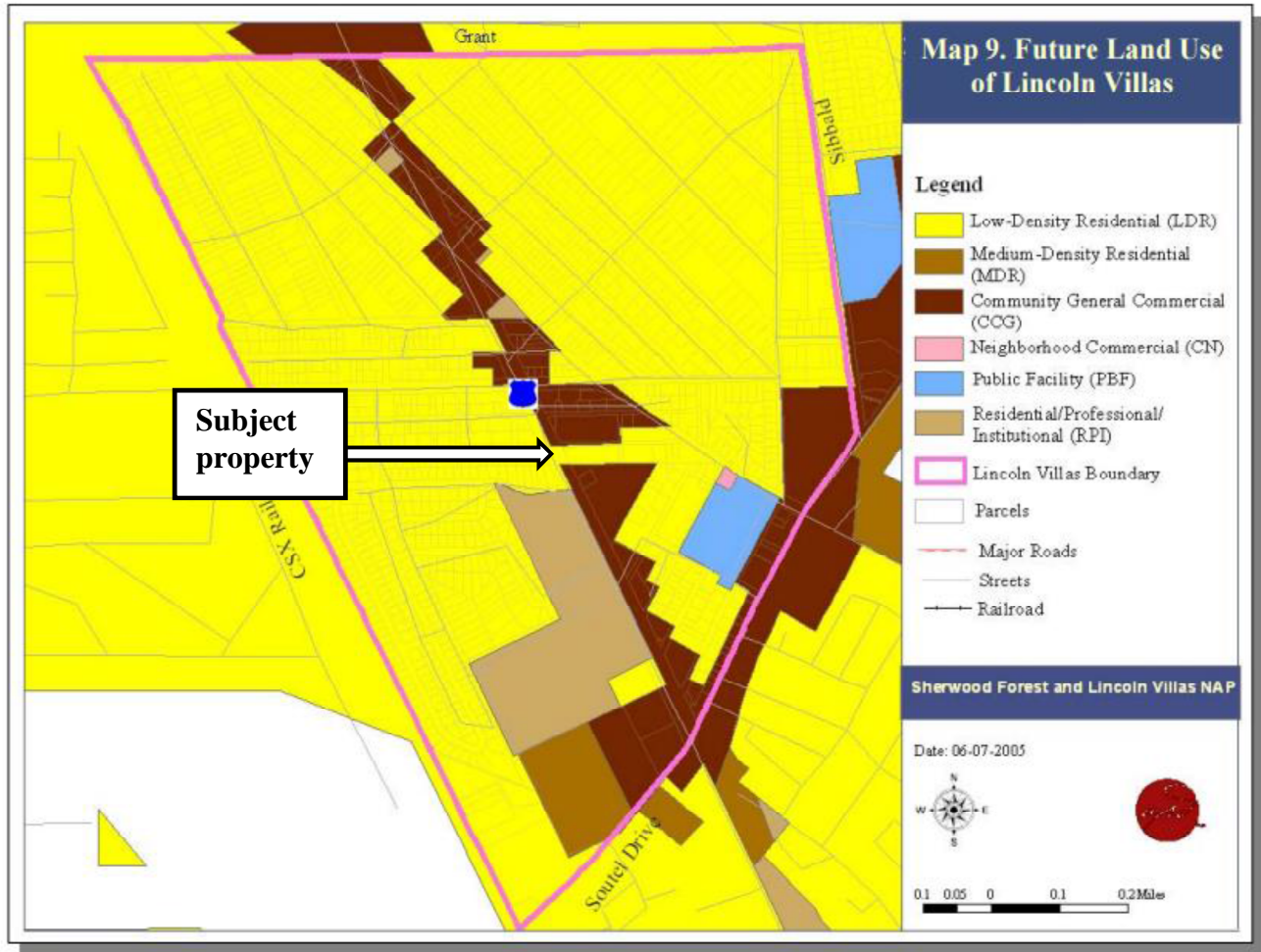
The proposed amendment continues to promote and sustain the viability of the existing commercial area surrounding the subject site and encourages use of an underutilized property achieving FLUE Goal 1 and Objectives 3.2 and 6.3. Therefore, the proposed amendment promotes a gradual transition of intensities between land uses, protects the character of nearby residential areas and optimizes the combined potentials for economic benefit and compatible land use pattern as required by FLUE Objective 1.1 and Policies 1.1.10 and 1.1.22. Additionally, the subject property has been found to promote the goals and objectives of the Sherwood Forest/ Lincoln Villas Neighborhood Action Plan. The proposed amendment has been reviewed against these plans and has been found to conflict with the goals and objectives of this plan and as such the amendment is in compliance with FLUE Policy 4.1.8B.

Sherwood Forest/ Lincoln Villas Neighborhood Action Plan (2006)

The subject property is located within the boundaries of the Sherwood Forest/ Lincoln Villas Neighborhood Action Plan (NAP). The overall purpose of the plan is to promote growth and development in the Sherwood Forest and Lincoln Villas areas. The Sherwood Forest neighborhood is defined by the Trout River to the north, Soutel Drive to the south, Spottswod Road to the east and Sibbald to the West. Lincoln Villas is bordered by Grant Road to the north, Soutel Drive to the south, Sibbald Road to the east and CSX Railroad to the west. The proposed amendment site is located within the Lincoln Villas Neighborhood.

The existing land use and zoning along the eastern side of New Kings Road, is predominantly CGC land use with CCG-2 zoning district. The proposed applications for commercial land use to CGC with conventional zoning to CCG-2 are consistent with the NAP map of the area. Additionally, the proposed amendment provides characteristics that “work with existing commercial property and encourage internal reinvestment” as called for in the Sherwood Forest/Lincoln Villas Neighborhood Action Plan. Therefore, the proposed land use amendment allows the existing commercial business to make internal improvements. The proposed amendment has been reviewed against these plans and has been found to not

conflict with the goals and objectives of this plan and as such the amendment is in compliance with FLUE Policy 4.1.8



Strategic Regional Policy Plan

The proposed land use amendment is consistent with the following goal of the Strategic Regional Policy Plan Economic Development:

Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

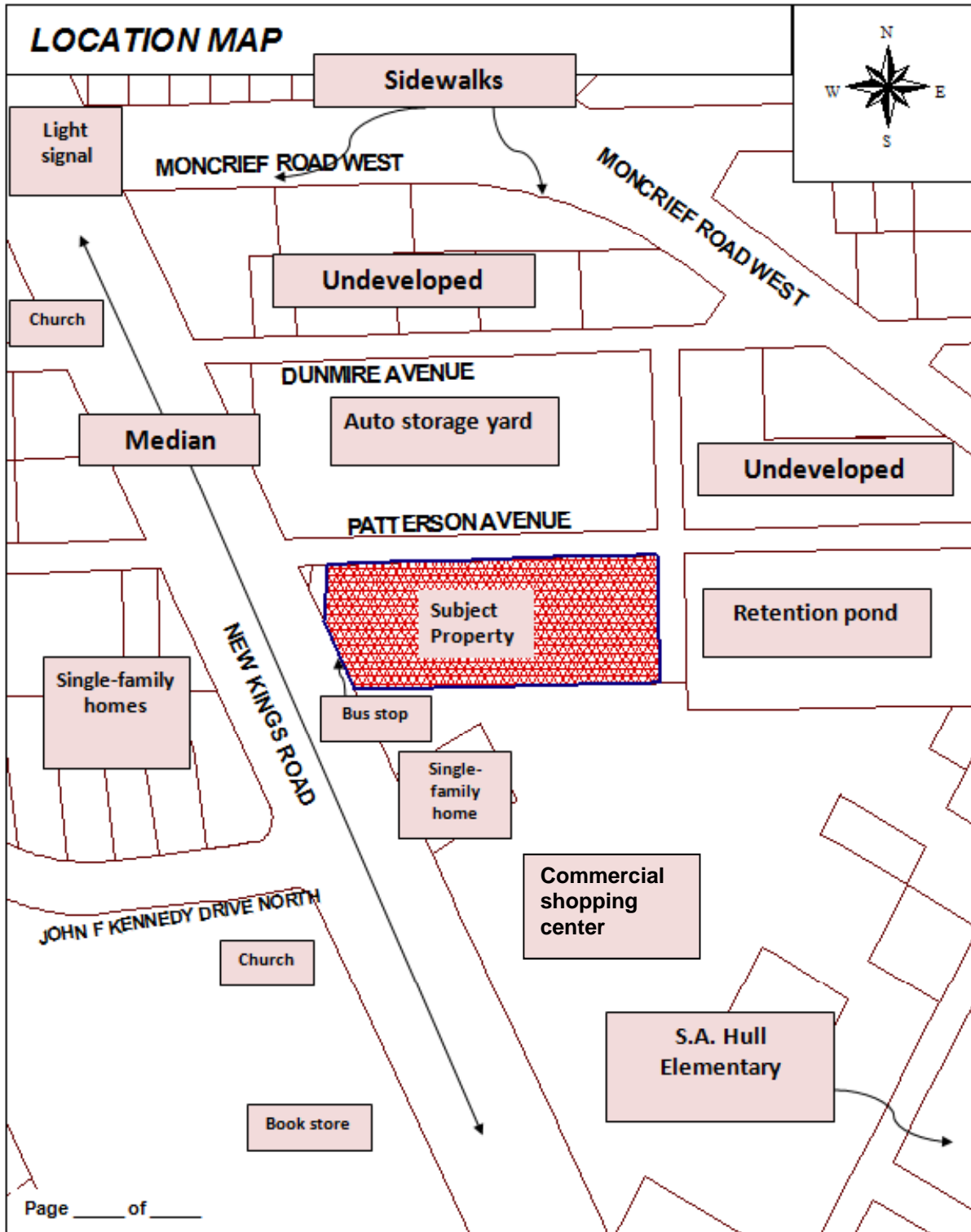
The proposed land use amendment is consistent with Goal 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of additional business opportunities in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



Page ____ of ____

ATTACHMENT B

Traffic Analysis:

Produced by: Planning and Development Department
 Application Number: 2015C-014

LB
 Date: 7/27/2015
 Mobility Zone / Development Area: 9 / URBAN
 Planning District: 5
 Council District: 10

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-014	LDR / RLD-60	1.33	210				0.00%	0.00%		
Total Section 1									0	0
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-014	LDR / RLD-60	1.33	210	7	DUs	T = X T = 9.57 (X)	7 67	0.00% 0.00%	0.00% 0.00%	7 67
Total Section 2									7	67
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-014	CGC / CCG-2	1.33	826	20,277	1000 SF GFA	T = 2.71(X) / 1000 T = 44.32 (X) / 1000	55 899	0.00% 0.00%	48.62% 48.62%	28 462
Total Section 3									28	462
*Net New Trips = Section 3 - Section 2 - Section 1									21	395

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

Table B

Net New Daily External Trip Distribution

a 21	b 395	= Total Net New External Trips (Table A)	c	(a*c)	(b*c)
Link ID	Roadway Name	From / To	Percent of Total Net New Daily Amendment Trips	Net New Peak Hour External Amendment Trips	Net New Daily External Amendment Trips
151	NEW KINGS RD/US 1 (SR 15)	SOUTEL DR TO I-295	100.00%	21	395
474	MONCRIEF RD	NEW KINGS RD TO OLD KINGS RD	5.22%	1	21
508	MONCRIEF RD	EDGEWOOD AVE TO SOUTEL DR	0.35%	0	1
509	MONCRIEF RD	SOUTEL DR TO NEW KINGS RD	43.22%	9	171
510	SOUTEL DR	MONCRIEF RD TO NORFOLK BLVD	9.74%	2	38
466	SOUTEL DR	NEW KINGS RD TO MONCRIEF RD	16.91%	4	67

BOLD Indicates Directly Accessed Segment(s)

Table C
Roadway Link Analysis

Link ID Number	Road Name	Termini	Roadway Classification	State or City Road	Numbers of Lanes	Adopted Service Volume Daily	Average Daily Trips	Background Traffic 1 Year Growth %**	Volumes w/ 5 yr Growth	Existing Pk Hour Link LOS	Amended Trips Daily External	Total Trips PM Pk Hour with Amended External	Percent Capacity Used with Amended Trips	Pk Hour LOS with Land Use Change	LOG Maintained
151	NEW KINGS RD/US 1 (SR 15)	SOUTEL DR TO L295	ARTERIAL	FDOT	4/D	39,800	14,800	1.00%	15,555	C	395	15,950	40.08%	C	YES
474	MONCRIEF RD	NEW KINGS RD TO OLD KINGS RD	COLLECTOR	CITY	2/U	14,040	4,045	1.00%	4,251	C	21	4,272	30.43%	C	YES
508	MONCRIEF RD	EDGEWOOD AVE TO SOUTEL DR	COLLECTOR	CITY	4/D	35,620	10,431	1.00%	10,963	C	1	10,964	30.61%	C	YES
509	MONCRIEF RD	SOUTEL DR TO NEW KINGS RD	COLLECTOR	CITY	2/D	14,742	3,833	1.00%	4,134	C	171	4,304	29.20%	C	YES
510	SOUTEL DR	MONCRIEF RD TO NORFOLK BLVD	COLLECTOR	CITY	4/U	22,815	9,711	1.00%	10,206	C	38	10,245	44.90%	C	YES
468	SOUTEL DR	NEW KINGS RD TO MONCRIEF RD	COLLECTOR	CITY	4/U	28,899	12,131	1.00%	15,263	C	67	15,329	53.04%	C	YES

* Data from City of Jacksonville Road Map recent Link Status Report dated 11/7/2014

** As determined from Trend Analysis or FDOT LOS Report, dated 6/13/2013


BOLD Indicates Directly Accessed Segment (s)

Major Intersections List

<p>GIS Interchanges: GIS Intersections within Impact Area</p>

ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	6/1/15	Date Staff Report is Available to Public:	08-14-2015
Land Use Adoption Ordinance #:	2015-494	Planning Commission's LPA Public Hearing:	08-20-2015
Rezoning Ordinance #:	2015-495	1st City Council Public Hearing:	08-25-2015
JPDD Application #:	2015C-014	LUZ Committee's Public Hearing:	09-01-2015
Assigned Planner:	Rosario Lacayo	2nd City Council Public Hearing:	09-08-2015
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: L MANN MANN-PELLICER 165 ARLINGTON ROAD JACKSONVILLE, FL 32211 Ph: 9047211546 Fax : 9047211582 Email: CHARLIEMANN1@COMCAST.NET		Owner Information: CARLOS MCGHEE 6522 BARTH ROAD JACKSONVILLE, FL 32219 Ph: 9017211546 Fax: 9047211582	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	1.33	General Location:	EAST SIDE OF NEW KINGS ROAD AND 250 FEET SOUTH OF MONCRIEF ROAD WEST
Real Estate #(s):	022279 0000	Address:	0 NEW KINGS RD
Planning District:	5		
Council District:	10		
Development Area:	URBAN AREA		
Between Streets/Major Features:	DUNMIRE AVENUE and LORIDA AVENUE		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	AUTO REPAIR AND STORAGE		
Current Land Use Category/Categories and Acreage:	LDR 1.33		
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	CGC,LDR
Justification for Land Use Amendment:	SO THAT THE PROPERTY MAY BE USED FOR A VEHICLE STORAGE YARD TO INCLUDE AUTOS, BOATS, PERSONAL RECREATION VEHICLES, PLANES AND CONSTRUCTION EQUIPMENT.		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	RLD-60 1.33		
Requested Zoning District:	CCG-2		
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

ATTACHMENT D

Aerial:

