



**PROPOSED LARGE SCALE
FUTURE LAND USE MAP (FLUM) AMENDMENT**

OVERVIEW

ORDINANCE: 2017-133

APPLICATION: 2016A-003-5-10

APPLICANT: BRENNA DURDEN

PROPERTY LOCATION: IMSEON ROAD, SOUTH OF PRITCHARD ROAD AND NORTH OF OLD PIONEER RD

Acreage: 34.20

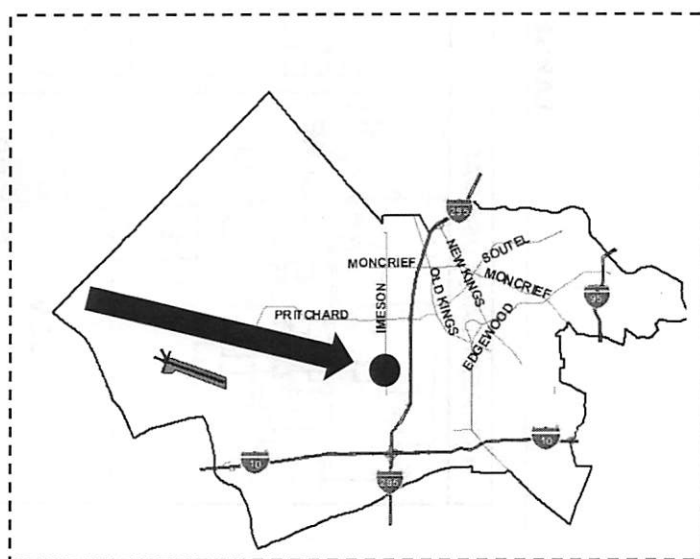
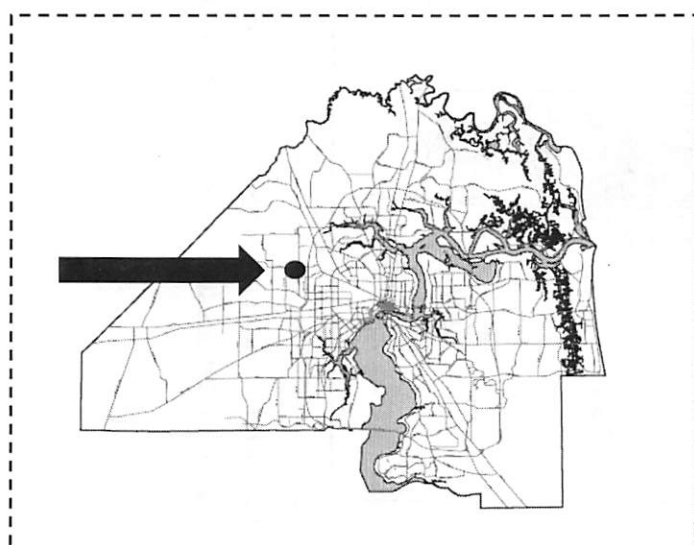
**Requested
Action:**

	Current	Proposed
LAND USE	RPI	LI
ZONING	PUD	IL

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
RPI	LI	N/A	N/A	744,876 Sq. Feet (0.5 FAR)	595,900 Sq. Feet (0.4 FAR)	N/A	Decrease of 148,976 sq. ft.

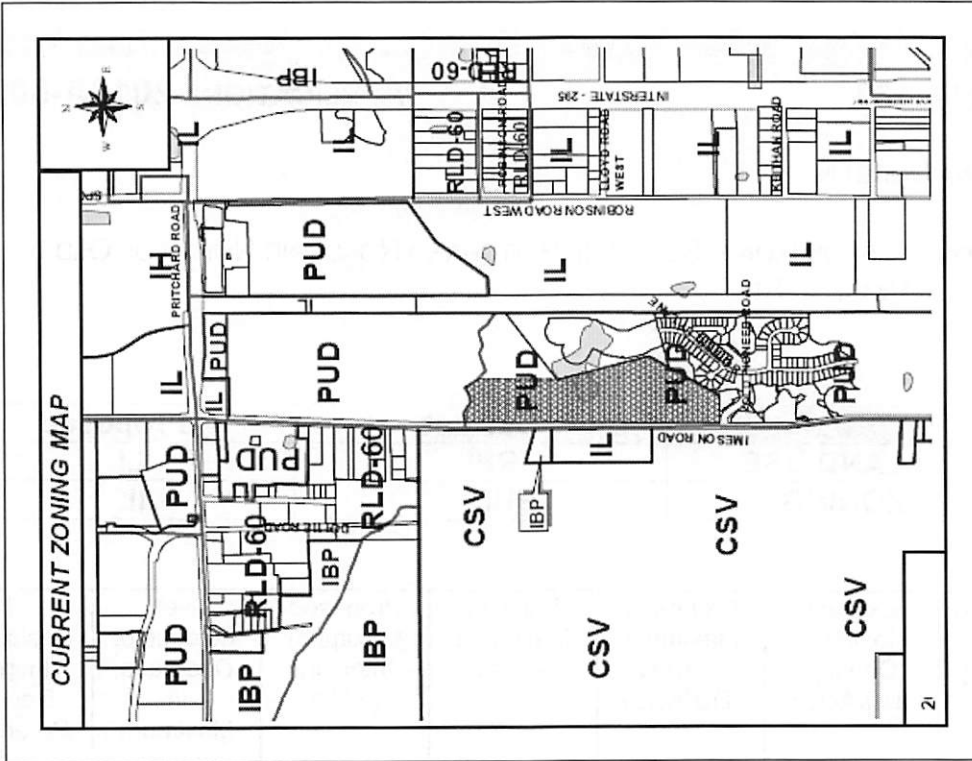
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



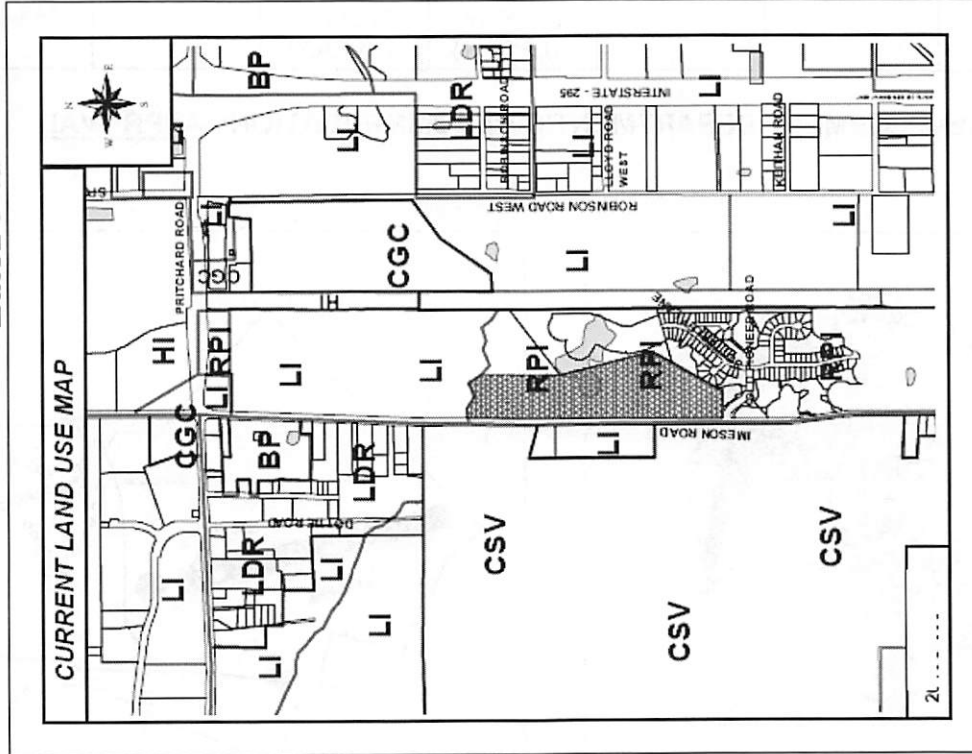
DUAL MAP PAGE

LARGE SCALE LAND USE APPLICATION 2016A-003



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

Requested Zoning District(s): Industrial Light (IL)



Existing FLUM Land Use Categories: Residential-Professional-Institutional (RPI)

Requested FLUM Land Use Category: Light Industrial (LI)

ANALYSIS

Background

The 34.20 acre subject property is located on the east side of Imeson Road between Pritchard Road and Old Pioneer Road. The site is located in the Northwest Planning District in Council District 10 within the Northwest Vision Plan boundaries. Currently, the site is vacant and was once used for silviculture.

The applicant proposes a Large-Scale Future Land Use Amendment from Residential-Professional-Institutional (RPI) to Light Industrial (LI) and a rezoning from Planned Unit Development (PUD) to Industrial Light (IL). In 2004, land use amendment application 2004D-001 (Ordinance 2005-540-E) included this property and an additional 230.66 acres which was approved to change the land use category from LI and Heavy Industrial (HI) to Residential-Professional-Institutional (RPI) and rezoned from IL to PUD. This land use change totaled 264.86 acres and was sought to permit the development of a 264-acre mixed use project that was supposed to include up to 800 dwelling units and 40,000 square feet of commercial space. However, the site was never developed. The newly proposed 34.20 acre land use change would accommodate industrial uses again and extend the LI demarcation line from the commonly owned northern property. The rezoning application will be processed during the adoption round of this Large Scale Future Land Use Amendment.

The site is surrounded by a mix of uses including vacant conservation land, single-family homes, offices and an industrial park. Between 2005 and 2009, there have been 6 amendments (see Attachment F) to commercial and industrial land uses just north of the site fronting Pritchard Road. The property is primarily accessed by Imeson Road which is classified as a collector roadway according to the Functional Highway Classification System. Sidewalks are provided south of the site near the single family subdivision on Imeson Road. The surrounding land uses are LI, CSV and RPI. The Bulls Bay Preserve is located west of the subject property in the CSV land use category. The residential area to the southeast consists of single-family homes in the RPI land use. The abutting LI property to the north was established in 2005 and is still vacant and undeveloped. Refer to Dual Map on page 2 and Attachment A – Land Utilization Map for more detail.

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LI	PUD	Vacant land
South	RPI	PUD	Vacant and single-family homes
East	RPI	PUD	Vacant and single-family homes
West	CSV	IL & CSV	Vacant/undeveloped, office and industrial park

According to the Development Areas Map of the 2030 Comprehensive Plan, the subject property is located within the Suburban Development Area. The proposed amendment does not include a residential component; therefore, school capacity will not be discussed.

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).

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
 - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
 - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated
 - b. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - c. Each lot is a minimum of 1 acre unsubmerged property.
 - d. Alternative (mounded) systems are not required.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment results in no 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.

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Information:

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 9 along Imeson Road between Pritchard Road and Commonwealth Avenue.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 2 is **0.46**.

Imeson Road is a functional classified facility that would be impacted by the proposed development. This segment of Imeson Road between Pritchard Road and Commonwealth Avenue is a 2-lane undivided collector roadway and has a maximum daily capacity of 14,850 vpd. The proposed 595,900 SF of industrial use space could generate approximately 4,153 daily trips unto the network. This segment is expected to operate at an acceptable V/C ratio with the inclusion of the additional traffic from this land use amendment and is passing at 0.42. It is recommended that an operational analysis be submitted to the City Traffic Engineer prior to the 10-set plan review to determine whether a left and/or right turn lane, traffic signals or other traffic improvements for site ingress and egress are required.

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of mostly medium and 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.

Historic Preservation Element

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

Wetlands

The applicant submitted a wetlands survey map for the 34.20 acre application site that shows approximately 13.95 acres of wetlands (40.8%) are found on the site. Further evaluation was done with the use of the City's GIS system and photogrammetric analysis (Attachment D) and according to the Florida Land Use Code Classification System (FLUCCS) the property contains three wetland types; "Wetland Forested Mixed" (12.06 acres), "Freshwater Marsh (0.96 acres), and "Cypress Swamp" (0.93 acres). The wetlands are located in the northern and eastern portion of the property.

Wetlands located on the northern portion of the property and are part of a larger riverine wetlands system extending from west and northwest and draining to the east onto adjacent property. The wetlands are classified as "Category II" type wetlands and are associated with Sixmile Creek floodplains. These wetlands have an extremely high functional value due to the large water pollution and stormwater attenuation capabilities.

Wetlands located in the middle and southern portion of the property are classified as "Category III" wetlands. The wetlands are isolated from the riverine system to the north but eventually drain northeasterly towards the Sixmile Creek system. Sixmile Creek drains into the Ribault River, which then drains into the Trout River and which then finally empties into the St. Johns River. Some of these wetlands have been impacted from development on adjacent lands to the east. The functional value of this wetland system is estimated to run from medium to high.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the riverine wetlands, the freshwater marsh, and cypress swamp wetlands of the as "Surrency loamy fine sand, depressional". The Surrency series are level and very poorly drained soils that are formed in thick sandy and loamy marine sediments. They occur on flood plains and in depressions and have a water table generally at or near the ground surface. They are also subject to frequent flooding for brief periods of time. The "Wetland Forested Mixed" wetlands on the southern portion of the property have soils classified as Pelham fine sand. Pelham series consists of nearly level, poorly drained soils formed in thick deposits of sandy and loamy marine sediments, usually located on flats, and have a high water table at a depth of less than 12 inches below the surface.

In 2010, the St. Johns River Water Management District issued an Environmental Resource Permit (#109863-1) to Imeson Holdings for a proposed development site that was smaller than the proposed land use amendment application site. The permit was issued for multi-family housing development with consideration towards mitigation of wetlands, floodwater displacement, and provisions for conservation easements. Compliance with the policies listed below will be reviewed during the permitting and site plan review process.

Proposed amendment analysis in relation to the Goals, Objectives and Policies of the 2030 Comprehensive Plan, Conservation Coastal Management Element (CCME):

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.

Policy 4.1.5 The permitted uses within Category I and II wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs):

- (1) Conservation uses, provided the following standards are met:
 - (a) Dredge and fill
Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and
 - (b) Vegetation
 - For Category I wetlands:
All native vegetation outside the development area is maintained in its natural state
 - For Category II wetlands:
No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and
- (2) Residential uses, provided the following standards are met:
 - (a) Density/Dredge and fill
Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:
 - i density shall not exceed one (1) dwelling unit per five (5) acres; and
 - ii buildings shall be clustered together to the maximum extent practicable; and
 - iii dredging or filling shall not exceed 5% of the wetlands on-site; and
 - (b) Vegetation
 - For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(3) Water-dependent and water-related uses, provided the following standards are met:

(a) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(b) Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

(4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

(5) Any use which can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

(6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

Airport Environment Zone

The site is located within the 500 foot Height and Hazard Zone for the Whitehouse OLF. Zoning will limit development to a maximum height of less than 500', unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.10051(d).

Future Land Use Element

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities

Flood Zone

Approximately 13.68 acres (40%) of the subject site was determined to be within the 100 year flood zone. This area is associated with Six Mile Creek and follows the 21 foot elevation. Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as "AE". Moderate flood hazard areas, are also shown on the map for the property (See Attachment E) as are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance:

Conservation /Coastal Management Element

Policy 1.4.4 The City shall require all development within the 100 year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	CURRENT	PROPOSED
Site Utilization	Vacant	Industrial
Land Use/Zoning	RPI/PUD	LI/IL
Development Standards For Impact Assessment	0.5 FAR	0.4 FAR
Development Potential	744,876 sq. ft.	595,900 sq. ft.
Population Potential	N/A	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Airport Environ Zone		X-500 ft (Whitehouse OLF)
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Mostly Medium and Low	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X-Discharge
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	No new net daily trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 30,700 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 23,025 gallons per day	
Potential Solid Waste Impact	Increase of 655.49 tons per year	
Drainage Basin / Sub-Basin	Sixmile Creek Reach, Unamed Branch Stream Sub basin/ Ribault River Basin	
Recreation and Parks	Bulls Bay Preserve (87 ft. to the west of the site)	
Mass Transit	No	
NATURAL FEATURES		
Elevations	20 ft. and 15 ft.	
Soils	Sapelo fine sand 0-2 percent slopes, Surrency loamy fine sand 0-2 percent slopes frequently flooded , Pelham fine sand 0-2 percent slopes, Surrency loamy fine sand depressional 0-2 percent slopes, Pelham fine sand depressional 0-2 percent slopes, Mascotte-fine sand 0-2 percent slopes	
Land Cover	Wetland Forest Mixed, Mixed Rangeland, Freshwater, Marshes/Graminoid Prairie-Marsh, Upland shrub and brushland, Cypress, Pine Flatwoods	
Flood Zone	AE (northern half of parcel) and 0.2 percent annual chance flood hazard	
Wet Lands	Wetland Forest Mixed, Freshwater Marshes/Graminoid Prairie, Cypress	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 28, 2017, 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.

A Citizen Information Workshop was held March 6, 2017. There were no speakers present in opposition.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

Proposed amendment analysis in relation to the Goals, Objectives and Policies of the 2030 Comprehensive Plan, Future Land Use Element:

- 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 1.1.20 Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.
- 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 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.
- 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 3.2.7 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.

The RPI future land use category primarily permits medium to high density residential, professional office and institutional uses. Limited commercial retail and service establishments which serve a diverse set of neighborhoods may also be permitted as part of mixed use developments. RPI is generally intended to provide transitional uses between commercial and residential uses.

According to the Category Description of the Future Land Use Element (FLUE) Light Industrial permits uses such as wholesaling, warehousing, storage, distribution, light manufacturing, business and professional offices, bulk and outside storage yards, service establishments catering to commerce and industry, indoor scrap processing, building trade contractors, transportation terminals for freight, trucking and shipping, retail sales of heavy machinery, farm and building materials, printing and similar establishments, banks, medical clinics, and retail outlets in conjunction with wholesaling establishments.

With the exception of the residential properties located south and west of the subject property, the proposed site is located in a mostly industrial area. The proposed amendment continues to promote and sustain the viability of the existing industrial area surrounding the subject site and encourages use of an underutilized property achieving FLUE Objective 3.2. The LI land use designation is a logical extension of the existing LI demarcation line and is compatible with the established pattern of industrial uses found along Imeson Road fulfilling FLUE Policy 3.2.1 and 3.2.7. Further, the proposed amendment optimizes the combined potentials for economic benefit and facilitates development of a compatible land use pattern as called for in FLUE Goal 1 and Policy 1.1.22. The site will be serviced by centralized wastewater and potable water distribution systems. Therefore, the amendment is consistent with FLUE Policy 1.2.9.

The proposed amendment is located within the Northwest Planning District and Suburban Development Area with full urban services. Therefore, the subject site has the potential to encourage additional development promoting the goal of Policy 1.1.20. Many industrial

uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. The amendment, upon adoption will be accompanied by a rezoning to Industrial Light (IL). Additionally, the subject property has been found to promote the goals and objectives of the Northwest Vision Plan. 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 4.1.8B.

The proposed amendment analysis in relation to the Goals, Objectives and Policies of the 2030 Comprehensive Plan, Conservation Coastal Management Element:

- Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:
- A. Land acquisition or conservation easement acquisition;
 - B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
 - C. Incentives, including tax benefits and transfer of development rights.

A portion of the project site is located in the AE floodplain zone. Development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance. Compliance with the Floodplain Management Ordinance would ensure consistency with Policy 2.7.3 of the Conservation Coastal Management Element.

Vision Plan

The subject site is located within the suburban "Westlake" character area of the Northwest Vision Plan. The Vision Plan encourages a variety of development in this area to revitalize areas with declining housing, infrastructure, and economic conditions. The proposed development has the potential to influence economic growth and investment opportunities in the area which is encouraged in the boundaries of the Northwest Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

- 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.

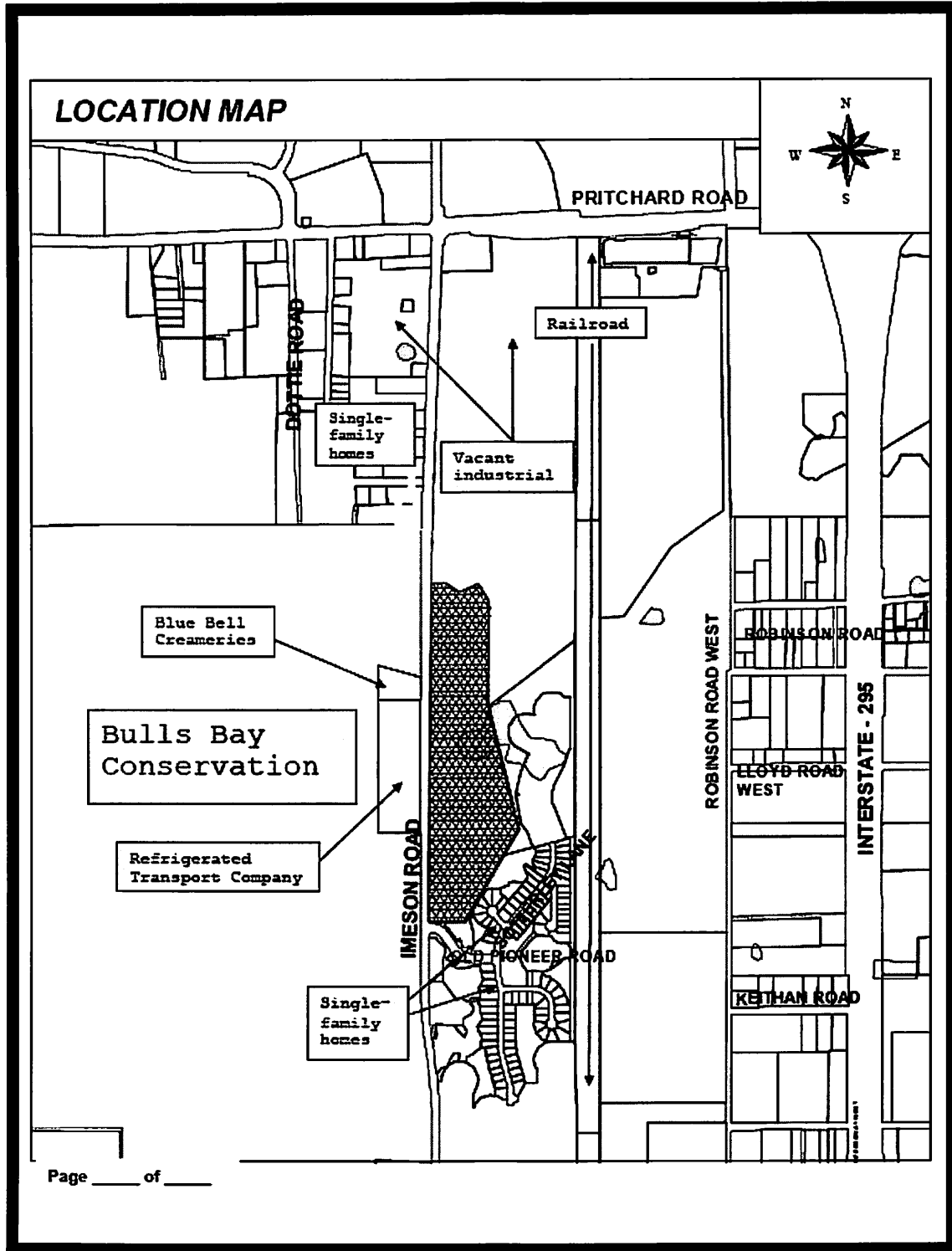
The proposed land use amendment is consistent with Goal 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of additional business opportunities in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment 2016A-003, located on the east side of Imeson Road between Pritchard Road and Jacksonville Baldwin Trail in the Suburban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Residential/Professional/Institutional-Nonresidential (RPI) land use category. The proposed land use amendment is to allow for Light Industrial (LI) uses on approximately 34.20+/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, RPI nonresidential land use category development impact assessment standards allows for 0.5 Far per acre, resulting in a development potential of 744,876 SF of office/institutional use (ITE Land Use Code 710) which could generate 8,215 daily trips. The proposed the LI land use category allows for 0.4 FAR resulting in a development potential 595,900 SF of industrial/manufacturing use (ITE Land Use Code 110), generating 4,153 daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from RPI to LI, as shown in Table A.

Table A
Trip Generation Estimation

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
RPI	710	744,876 SF	T=11.03 (X)	8,215	0.00%	8,215
Total Section 1						8,215
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
LI	110	595,900 SF	T= 6.97 (X)	4,153	0.00%	4,153
Total Section 2						4,153
Net New Daily Trips						0

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

ATTACHMENT B (page 2)

Additional Information:

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 9 along Imeson Road between Pritchard Road and Commonwealth Avenue.


Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 2 is **0.46**.

Imeson Road is a functional classified facility that would be impacted by the proposed development. This segment of Imeson Road between Pritchard Road and Commonwealth Avenue is a 2-lane undivided collector roadway and has a maximum daily capacity of 14,850 vpd. The proposed 595,900 SF of industrial use space could generate approximately 4,153 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.42 with the inclusion of the additional traffic from this land use amendment. It is recommended that an operational analysis be submitted to the City Traffic Engineer prior to the 10-set plan review to determine whether a left and/or right turn lane, traffic signals or other traffic improvements for site ingress and egress are required.

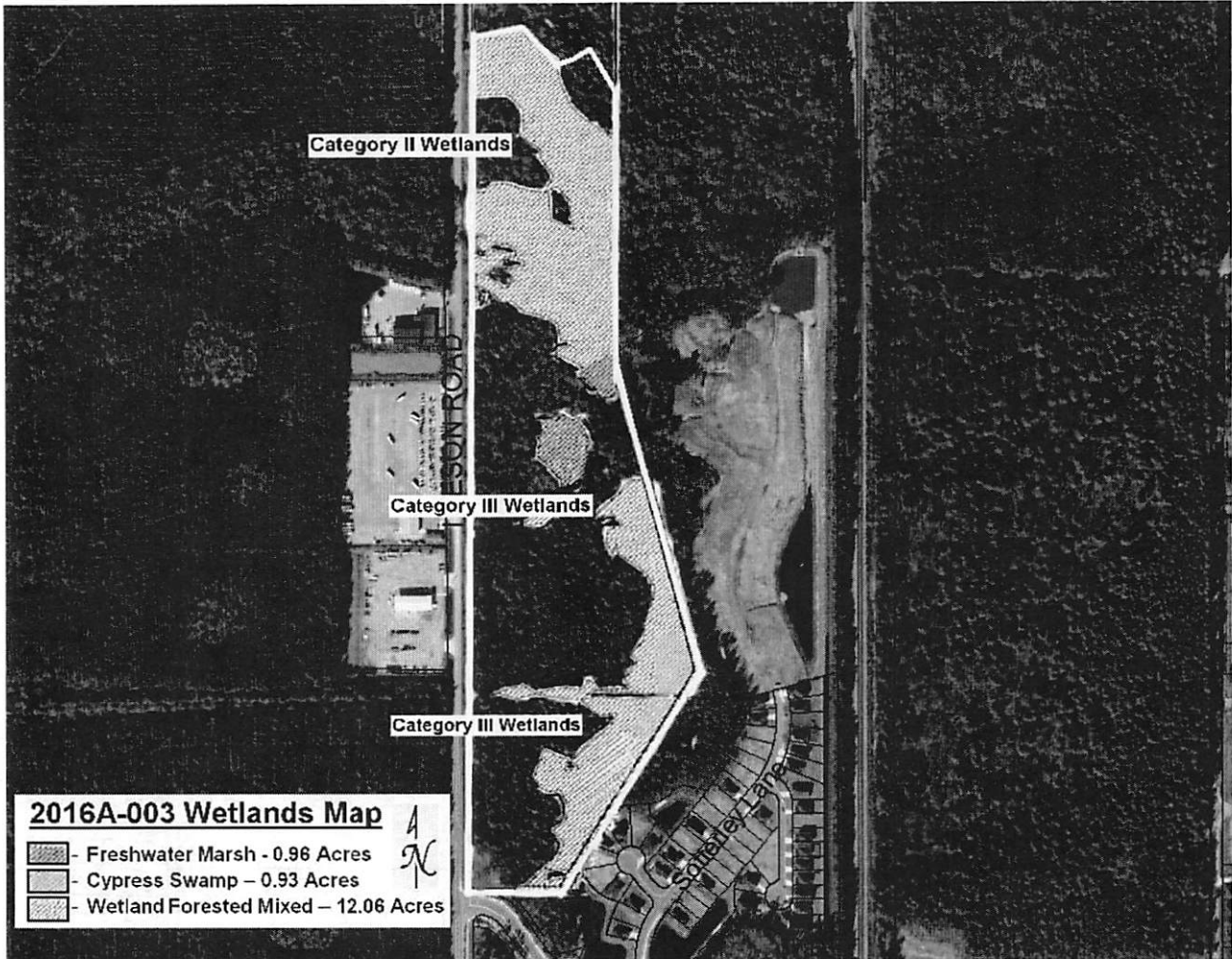
ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	6/20/16	Date Staff Report is Available to Public:	03-17-2017
Land Use Transmittal Ordinance #:	2017-133	Planning Commission's LPA Public Hearing:	03-23-2017
JPDD Application #:	2016A-003	1st City Council Public Hearing:	03-28-2017
Assigned Planner:	Rosario Lacayo	LUZ Committee's Public Hearing:	04-04-2017
		2nd City Council Public Hearing:	04-11-2017
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: BRENNA DURDEN LEWIS LONGMAN & WALKER 245 RIVERSIDE AVENUE SUITE 150 JACKSONVILLE, FL 32256 Ph: 9043536410 Fax: 9043537619 Email: BDURDEN@LLW-LAW.COM		Owner Information: IMESON HOLDINGS, LLC N/A IMESON HOLDINGS, LLC 7220 FINANCIAL WAY, SUITE 400 JACKSONVILLE, FL 32256 Ph: 9042968006 Fax: 9042968164	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	34.20	General Location:	EAST SIDE OF IMESON RD., SOUTH OF PRITCHARD RD.
Real Estate #(s):	004520 0000, a portion of		
Planning District:	5	Address:	0 IMESON RD
Council District:	10		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	SOUTH OF PRITCHARD RD. and NORTH OF OLD PIONEER RD.		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT LAND		
Current Land Use Category/Categories and Acreage:	RPI 34.20		
Requested Land Use Category:	LI	Surrounding Land Use Categories:	CSV,LI,RPI
Justification for Land Use Amendment:	LIGHT INDUSTRIAL LAND USE IS MORE COMPATIBLE WITH THE SURROUNDING LAND USES AND DEVELOPMENT IN THE AREA.		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	PUD 34.20		
Requested Zoning District:	IL		
Additional information is available at 904-255-7888 or on the web at http://maps.coi.net/luzap/			

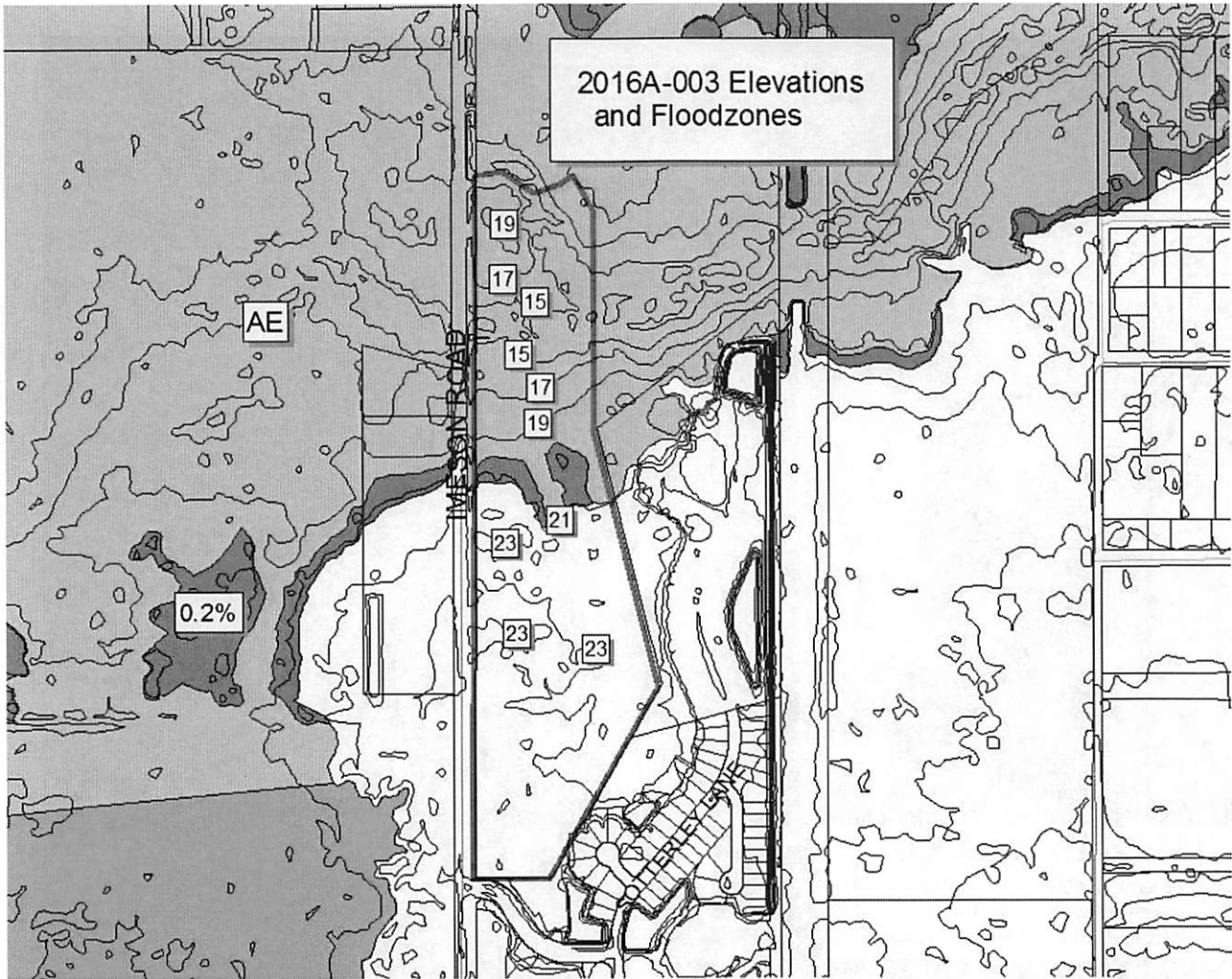
ATTACHMENT D

Wet Lands Map:



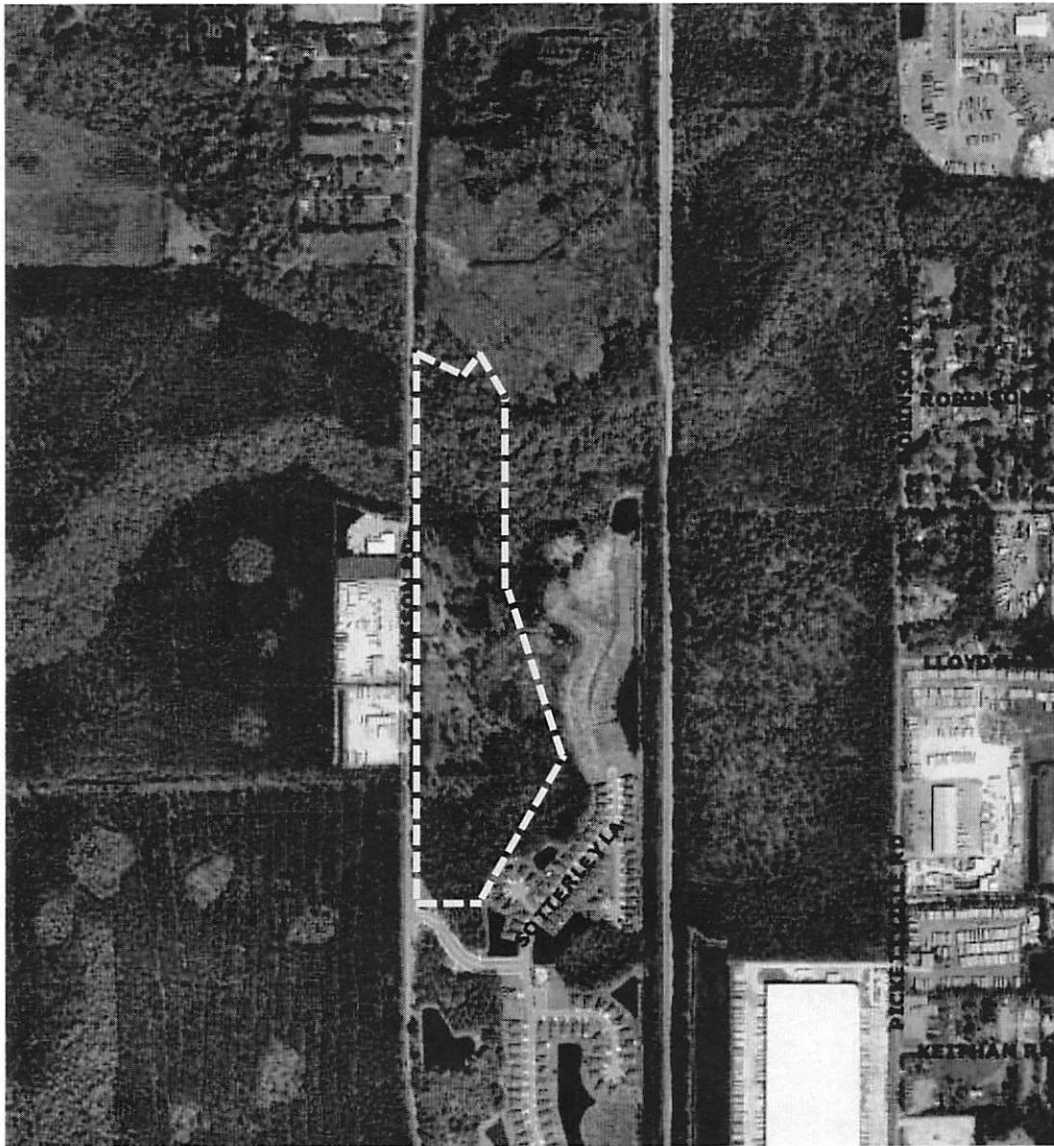
ATTACHMENT E

Flood zone Map:



ATTACHMENT E

Aerial Map:



ATTACHMENT F

Approved Land Use Amendments 2005-2009:

