



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

OVERVIEW

ORDINANCE: 2017-215

APPLICATION: 2016C-033-3-6

APPLICANT: ROSS GLASS

PROPERTY LOCATION: 0 San Jose Boulevard

Acreage: 1.49

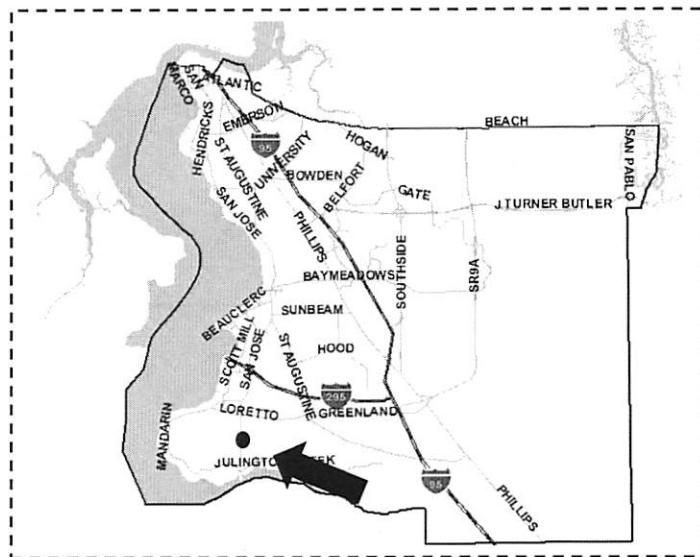
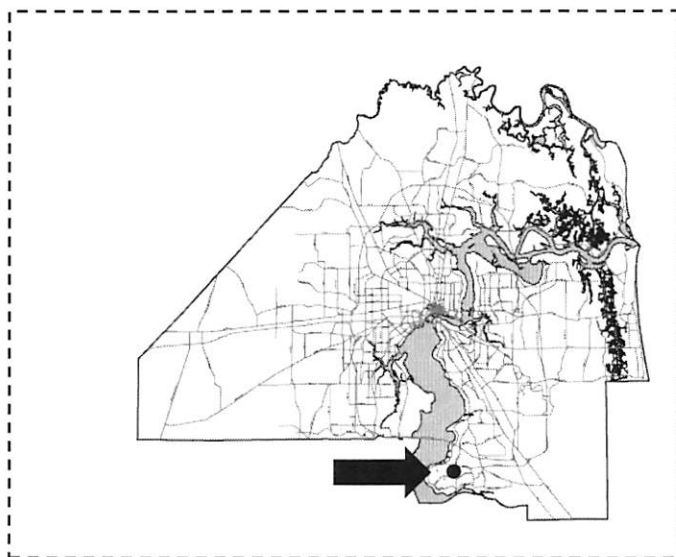
Requested Action:

	Current	Proposed
LAND USE	RPI	CGC
ZONING	PUD	PUD

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	CGC	N/A	N/A	32,452 sq. ft. (0.5 FAR)	22,717 sq. ft. (0.35 FAR)	N/A	Decrease 9,736 sq. ft.

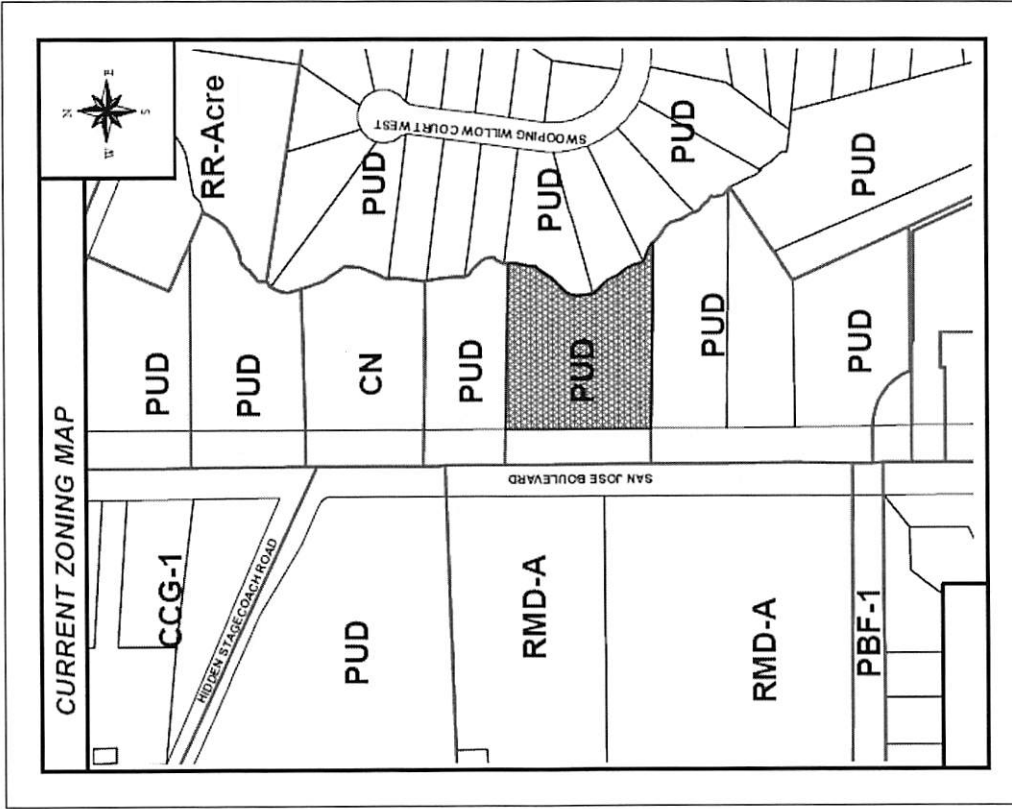
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:

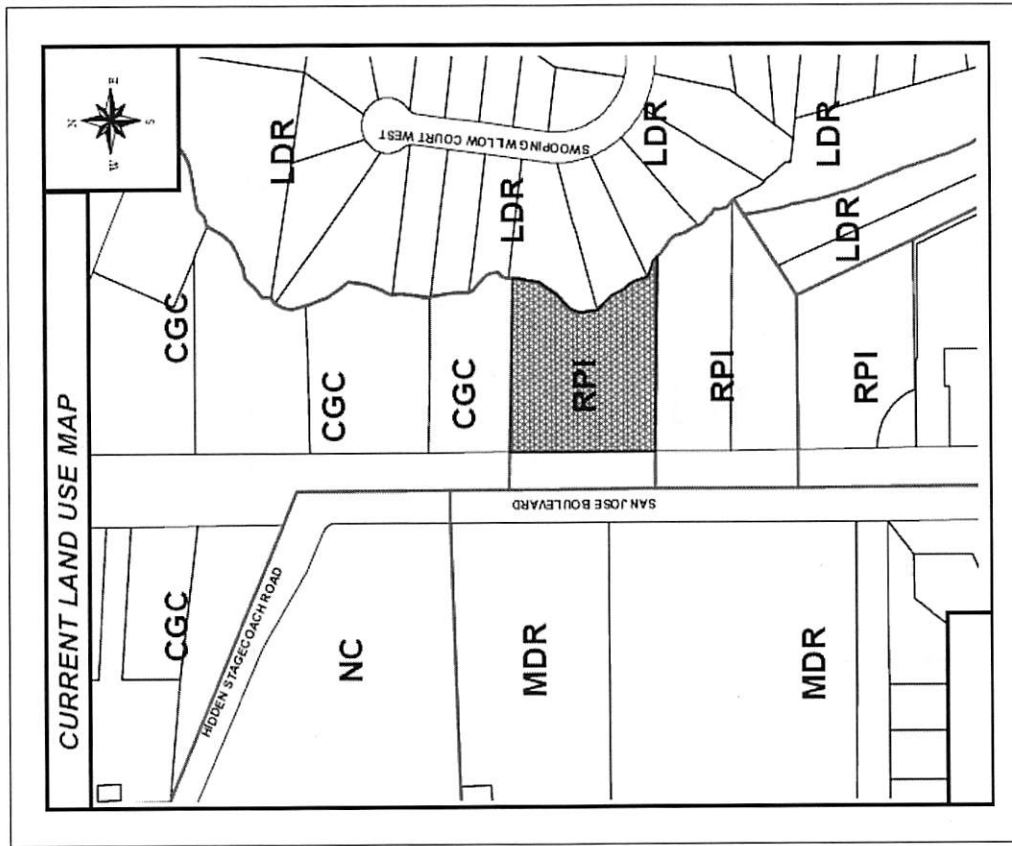


DUAL MAP PAGE

SMALL SCALE LAND USE APPLICATION 2016C-033



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



Existing FLUM Land Use Categories: Residential-Professional-Institutional (RPI)
Requested FLUM Land Use Category: Community/General Commercial (CGC)

ANALYSIS

Background:

The 1.49 acre amendment site is located on the east side of San Jose Boulevard between Hidden Stagecoach Road and Sweetholly Drive. The currently vacant property is located in Council District 6, Planning District 3 and within the Southeast Vision Plan.

The applicant proposes a future land use amendment from Residential-Professional-Institutional (RPI) to Community/General Commercial (CGC) and a rezoning from Planned Unit Development (PUD) to PUD to allow for the sale of golf carts and batteries. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-216.

San Jose Boulevard is a six-lane divided principal arterial road with sidewalks on both sides. This area of San Jose Boulevard, between Hidden Stagecoach Road and Sweetholly Drive, contains commercial establishments, doctors' offices, churches, and one daycare facility. The east side of San Jose Boulevard has a daycare and several doctors' offices located to the south of the subject site; north of the subject site are commercial establishments, including a wood furniture store, coffee shop, automobile service center, vaporizer store and a funeral home. The west side of San Jose Boulevard, north of the subject site includes an auto repair center, two doctor's offices, and vacant land. South of the subject site is a development of single family homes and the entrance to Chuck Rodgers Park. Directly across the street from the subject site are two churches. East of the subject property there is a development of single family residences. There are also two vacant parcels, to the southeast of the subject property between the single family development and two of the doctors' offices.

This section of San Jose Boulevard between Hidden Stagecoach Road and Sweetholly Drive has had three (3) PUD rezonings since 2005. In 2005, the subject property was rezoned from RMD-A to PUD to allow for a 2-story office building (Ordinance 2005-1091). The office was never built and the land remained vacant. In 2015, a 1.30 acre parcel, north of the subject property was changed from CN to PUD to allow for the Express Oil Change center (Ordinance 2015-666). Across San Jose Boulevard, to the northwest of the subject site, a zoning change took place in 2016. This 3.76 acre parcel changed from PUD to PUD to allow for commercial uses (Ordinance 2016- 607).

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC	PUD/CN	Commercial
South	RPI	PUD	Professional Offices
East	LDR	PUD	Single Family homes
West	MDR/NC	RMD-A/RMD-C	Churches

See Dual Map on page 2 and field map, Attachment A, for more details.

The proposed amendment does not include a residential component. Therefore, school capacity issues will not be impacted. According to the Development Areas Map in the Future Land Use Element, the site is located within the Urban Development Area.

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 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment does not have the potential to result in an increase of 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 Transportation 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 1 along San Jose Boulevard.

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 **0.69**.

San Jose Boulevard (SR 13) is a functional classified facility that would be impacted by the proposed development. This segment of San Jose Boulevard between St. Johns County Line and Loretta Road is a 6-lane divided arterial roadway and has a maximum daily capacity of 59,900 vpd. The proposed 22,717 SF of commercial space could generate approximately 133 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.70 with the inclusion of the additional traffic from this land use amendment.

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of mostly low, but some medium sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey. 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.

Airport Environment Zone

The site is located within the 500 foot Height and Hazard Zone for the Jacksonville Naval Air Station. Zoning will limit development to a maximum height of less than 500 ft., 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

Wetlands

The applicant submitted a preliminary site plan for the 1.49 acre application site showing approximately 0.77 acres (51.6%) of the property is wetlands. Further evaluation was done with the use of the City's GIS system and photogrammetric analysis (Attachment F) and according to the Florida Land Use Code Classification System (FLUCCS) the wetland is classified as "River lake swamp (Bottomland)" located on the eastern half of the property and on the west side of Cormorant Creek which also serves as the eastern most property boundary. This wetland is part of a larger riverine wetlands system extending from north and draining to the south. The wetlands are classified as "Category II" type wetlands and are associated with Cormorant Creek floodplains. These wetlands have an extremely high functional value due to the large water pollution and stormwater attenuation capabilities. Cormorant Creek drains into Julington Creek which then drains into the St. Johns River.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the riverine wetlands as "Pamlico muck". The Pamlico series consists of nearly level, very poorly drained, organic soils formed in decomposed organic material underlain by thick loamy and sandy marine and fluvial sediments. They occur on flood plains and in depressions and have a water table generally at or near the ground surface.

The proposed site plan for the companion Planned Unit Development (PUD) rezoning to the land use amendment indicates some impacts to the wetland and flood plain. The proposed retention area location also impacts the floodway. Mitigation will be required to offset the effects from wetlands alteration and floodwater displacement. Presently, there is no record for the St. Johns River Water Management District issuing an Environmental Resource Permit for the proposed development site.

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

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.

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 4.4.1

The City shall encourage the placement of all watercourses, water bodies, buffer areas, and wetlands having high functional values to be placed in a Conservation land use category, Conservation zoning district and/or conservation easement as part of an application for a land use amendment, rezoning and/or site plan approval process.

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.

Objective 7.1 The City shall consider the impact on the St. John's River and its tributaries when reviewing development, land development regulations, public infrastructure and investment, and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.

Flood Zone

Approximately 0.82 acres of the subject site was determined to be within the 100 year flood zone. This area is associated with Cormorant Creek and follows the 10 foot elevation. Of that 0.82 acres, 0.27 acres are located within the floodway (Attachment E). Floodways in flood zones have water velocity and intrusions could have harmful effects downstream during cataclysmic storms. 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 F) 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.

Objective 2.7 The City shall protect the hydrological and ecological benefits of flood plain areas, such as water quality, fish and wildlife habitat, and prevention of downstream flooding.

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		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Battery and Golf Cart shop
Land Use/Zoning	RPI/PUD	CGC/PUD
Development Standards For Impact Assessment	0.5 FAR	0.35 FAR
Development Potential	32452 sq. ft.	22717 sq. ft.
Population Potential	0 people	0 people
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Airport Environ Zone	X- 500' height restriction, Naval Air Station	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X – low, some medium	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	no net new daily vehicular trips	
Water Provider	JEA	
Potential Water Impact	-1142 Gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	-856.1 Gallons per day	
Potential Solid Waste Impact	-15.58 Tons per year	
Drainage Basin / Sub-Basin	Cormorant Creek	
Recreation and Parks	Chuck Rodgers Park	
Mass Transit	JTA route 200 & 17	
NATURAL FEATURES		
Elevations	10'-20'	
Soils	50- Pamlico muck 0 to 2 percent slopes, frequently flooded, 63- Sapelo fine sand 0 to 2 percent slopes.	
Land Cover	6150- River, lake swamp {bottomland} 8140- roads and highways 4 lane divided highways with medians 4110- Pine- mesic oak	
Flood Zone	AE & AE-Floodway -Inundated by 100 year flood; base flood elevations determined	
Wet Lands	Yes	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 28, 2017, the required notices of public hearing signs were posted. Thirty-six (36) notices were mailed out to property owners within a 350' radius of the subject property, the Southeast CPAC Chair, and registered neighborhood associations informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Workshop was held on April 3, 2017. There were no speakers present at the meeting.

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

- 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 3.2.4** 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

According to the category description of the Future Land Use Element (FLUE), Residential-Professional-Institutional (RPI) in the Urban Development Area is intended to provide compact to medium density development. Medium density residential and professional office uses are preferred. Limited commercial retail and service establishments are encouraged.

According to the Category Descriptions for the Urban Development Areas of the FLUE, the Community/General Commercial (CGC) future land use category is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial uses and infrastructure. New CGC requests are preferred in areas with access to full urban services that are located along roads classified as arterial or higher.

The proposed development is located on the southern end of a strip of established commercial uses along the east side of San Jose Boulevard. The CGC land use designation is a logical extension of the CGC demarcation line. Allowing commercial uses would strengthen the commercial corridor in this area. The surrounding uses on San Jose Boulevard are consistent with the proposed land use. The proposed amendment is consistent with Objective 3.2 and Policies 3.2.1 and 3.2.7 of the FLUE. According to the PUD site plan, access to the property would be from San Jose Boulevard. The traffic impacts from the proposed use should remain on San Jose Boulevard and not affect the single family development located east of the subject property. Therefore, the proposed amendment is consistent with Policy 3.2.4 of the FLUE.

A JEA letter was provided for this application stating that both sewer and water connection points are available for this property. The proposed development will be connecting to both sewer and water systems, pursuant to Policy 1.2.9.

Vision Plan

The subject property is located within the boundaries of the Southeast Vision Plan. The plan identifies walkability of neighborhoods as a major concern in this region. This proposed development is located on a principal arterial roadway with sidewalks along both sides of the road, allowing the site to be accessed by foot. Guiding Principle Four of the Vision Plan encourages the provision of economic growth. This proposed development would help to strengthen the economy by adding a commercial facility where there was once vacant land. The proposed land use amendment is consistent with the vision plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal 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.

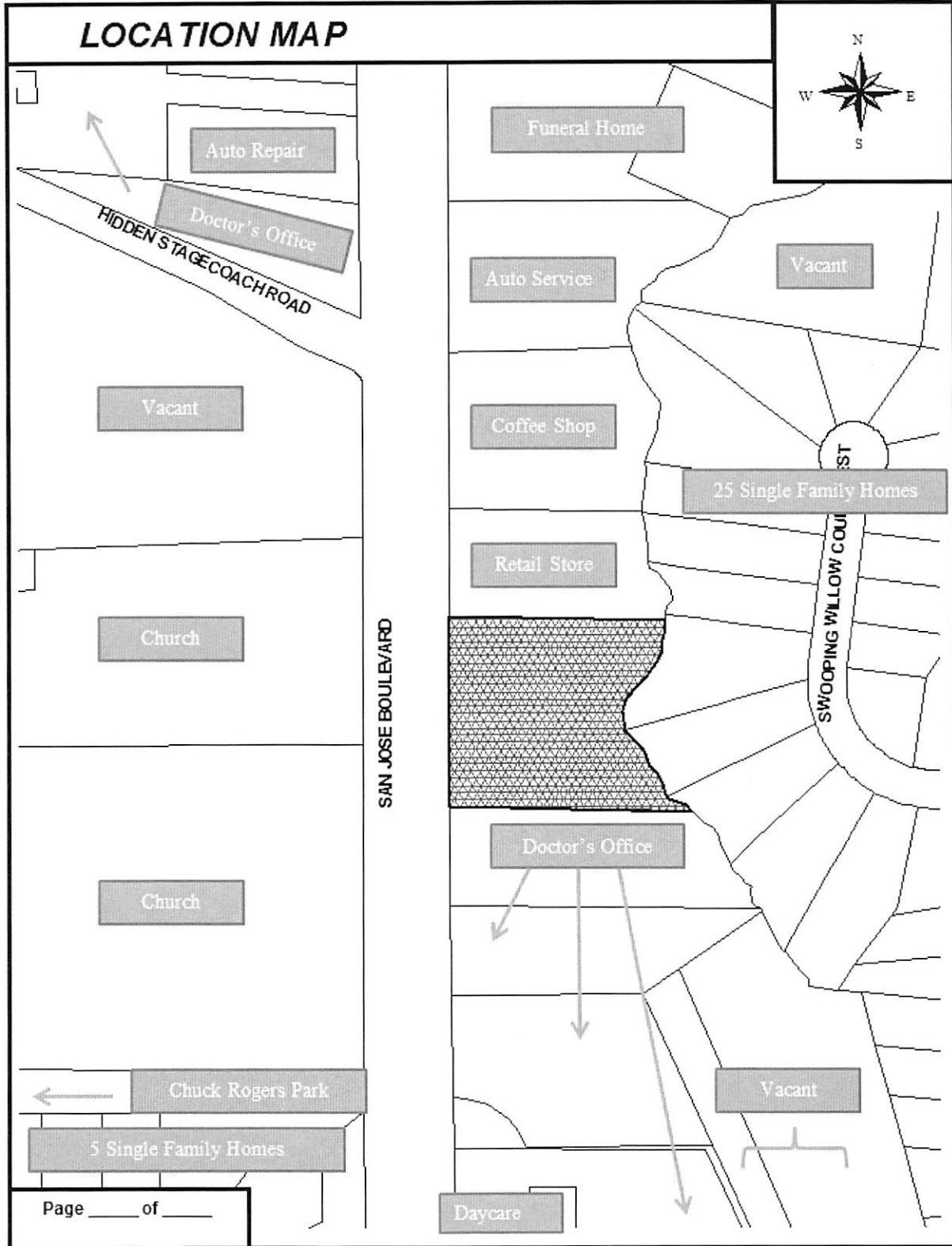
The proposed land use amendment is consistent with Goal 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

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:



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment 2016C-033, located on the east side of San Jose Boulevard, between Hidden Stagecoach Road and Sweetholly Drive in Urban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Residential Professional Institutional (RPI) non-residential land use category. The proposed land use amendment is to allow Community General Commercial (CGC) use on approximately 1.49 +/- 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 land use category development impact assessment standards allows for 0.5 FAR per acre, resulting in a development potential of 32,452 SF (ITE Land Use Code 710) which could generate 358 daily trips. The proposed the CGC land use category allows for 0.35 FAR resulting in a development potential 22,717 SF of commercial retail use (ITE Land Use Code 826), generating 133 daily vehicular trips, which includes a 48.62% pass-by trip reduction. This will result in no net new daily vehicular trips if the land use is amended from RPI to CGC, 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	32,452 SF	$T = 11.03(X) / 1000$	358	0.00%	358
Total Section 1						358
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
CGC	826	22,717 SF	$T = 44.32(X) / 1000$	259	48.62%	133
Total Section 2						133
Net New Daily Trips						0

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

ATTACHMENT B (cont)

Traffic Analysis:

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 1 along San Jose Boulevard.


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 **0.69**.

San Jose Boulevard (SR 13) is a functional classified facility that would be impacted by the proposed development. This segment of San Jose Boulevard between St. Johns County Line and Loretta Road is a 6-lane divided arterial roadway and has a maximum daily capacity of 59,900 vpd. The proposed 22,717 SF of commercial space could generate approximately 133 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.70 with the inclusion of the additional traffic from this land use amendment.

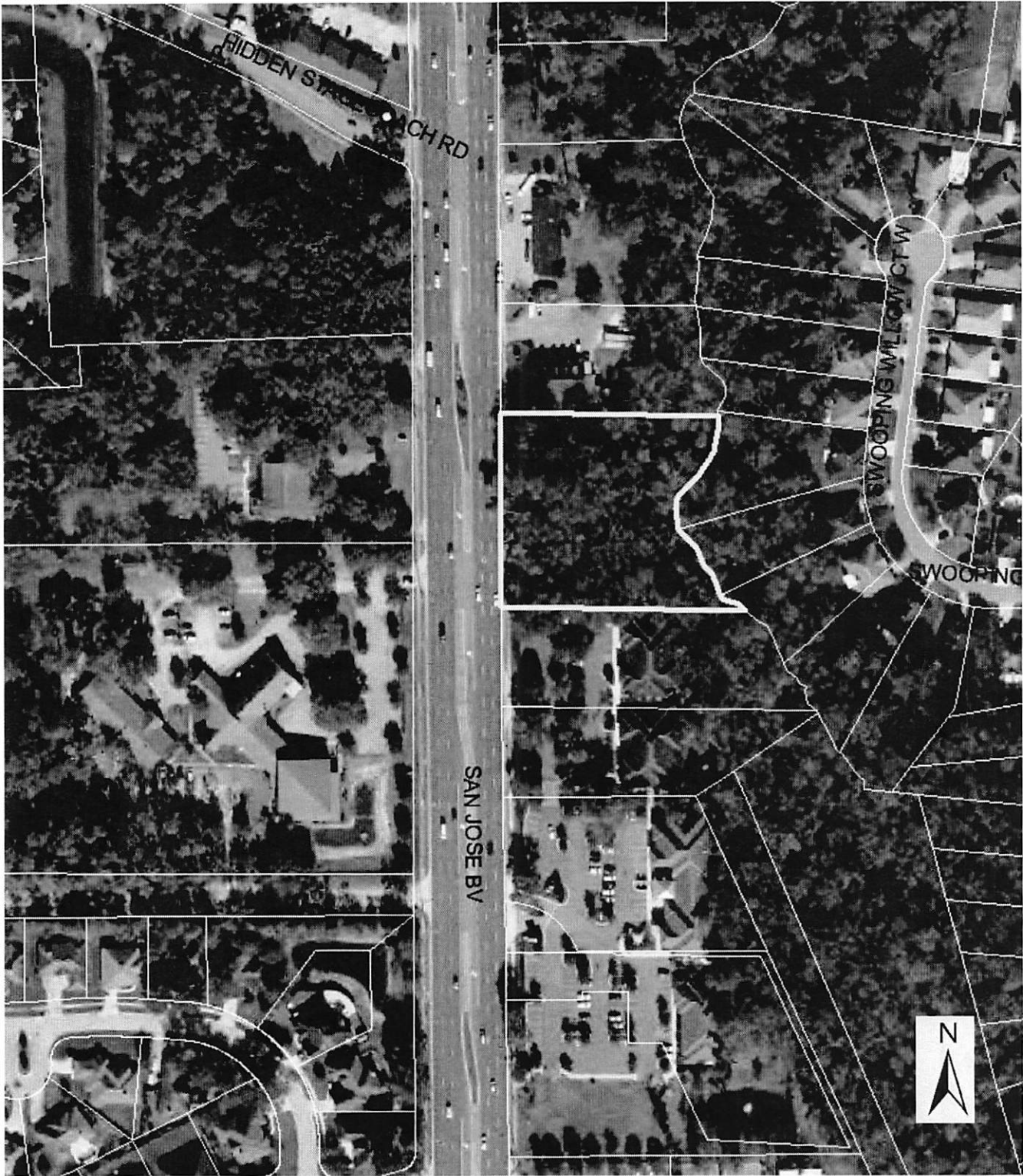
ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	12/20/16	Date Staff Report is Available to Public:	04-14-2017
Land Use Adoption Ordinance #:	2017-215	Planning Commission's LPA Public Hearing:	04-20-2017
Rezoning Ordinance #:	2017-216	1st City Council Public Hearing:	04-25-2017
JPDD Application #:	2016C-033	LUZ Committee's Public Hearing:	05-02-2017
Assigned Planner:	Krista Fogarty	2nd City Council Public Hearing:	05-09-2017
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: ROSS GLASS BATTERY SOURCE 104 GENESIS PKWY THOMASVILLE, GA 31792 Ph: 2292255744 Fax: Email: ROSSGLASS@BATTERYSOURCE.COM		Owner Information: SAVVAS SAVVIDIS 4762 JODA LN S JACKSONVILLE, FL 32258 Ph: 9045367796 Fax:	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage: 1.49 Real Estate #(s): 158888 0000		General Location: SAN JOSE BLVD JUST SOUTH OF THE NEW DUNKIN DONUTS	
Planning District: 3 Council District: 6 Development Area: URBAN AREA Between Streets/Major Features: HIDDEN STAGECOACH RD and SWEETHOLLY DR		Address: 0 SAN JOSE BLVD	
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property: UNDEVELOPED Current Land Use Category/Categories and Acreage: RPI 1.49			
Requested Land Use Category: CGC Justification for Land Use Amendment: TO BE ABLE TO RETAIL BATTERIES AND GOLF CARS.		Surrounding Land Use Categories: CGC,LDR,RPI	
<u>UTILITIES</u>			
Potable Water: CITY		Sanitary Sewer CITY	
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage: PUD 1.49			
Requested Zoning District: PUD			
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

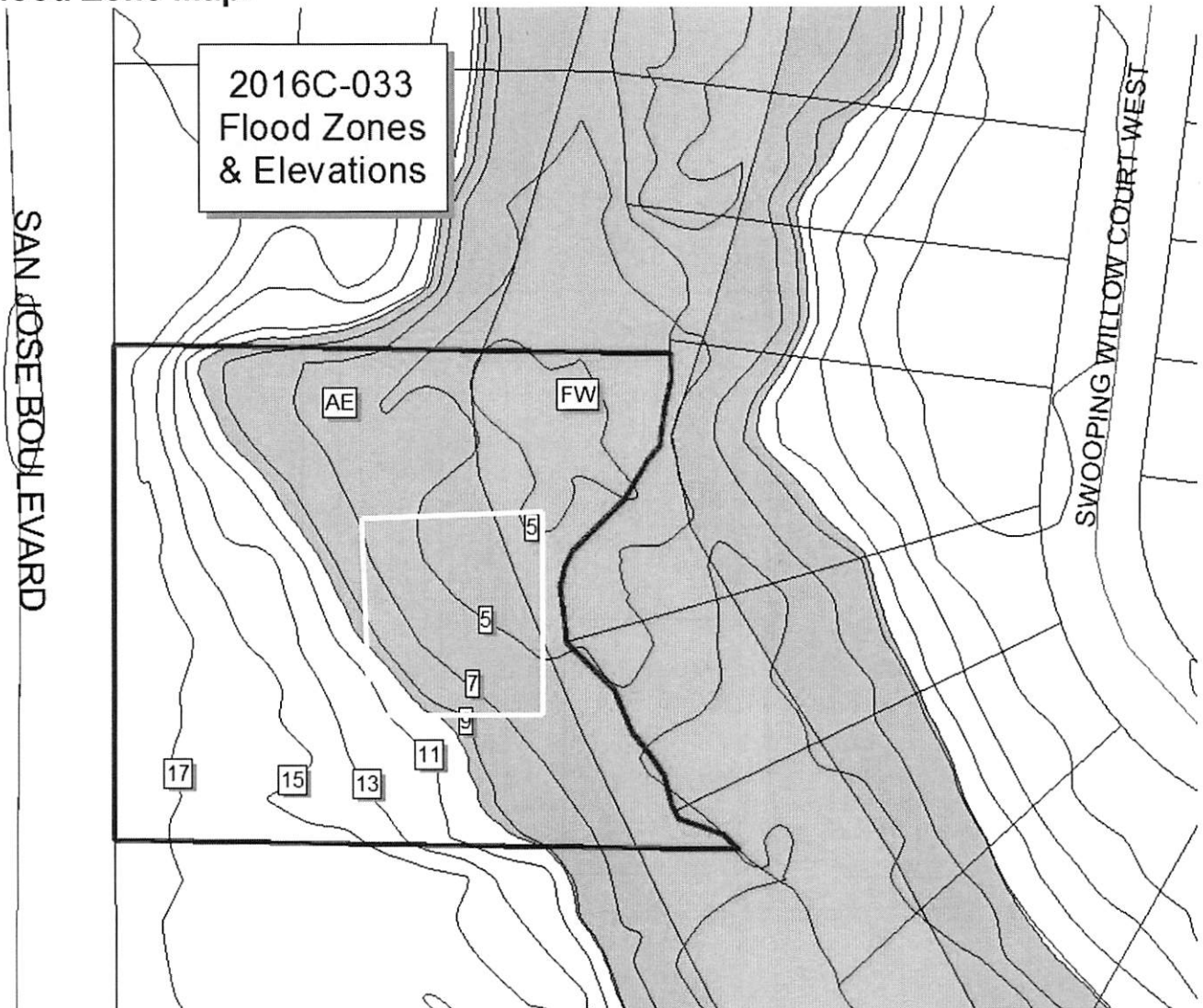
ATTACHMENT D

Aerial:



ATTACHMENT E

Flood Zone Map:



ATTACHMENT F

Wetlands Map:

