



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

OVERVIEW

ORDINANCE: 2017-217

APPLICATION: 2017C-003-5-12

APPLICANT: ELLIS MASK

PROPERTY LOCATION: 0 Beaver St.

Acreage: 9.67

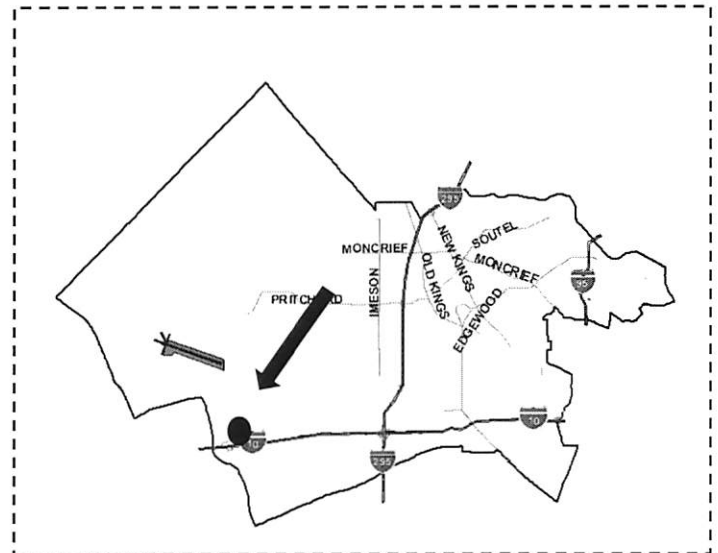
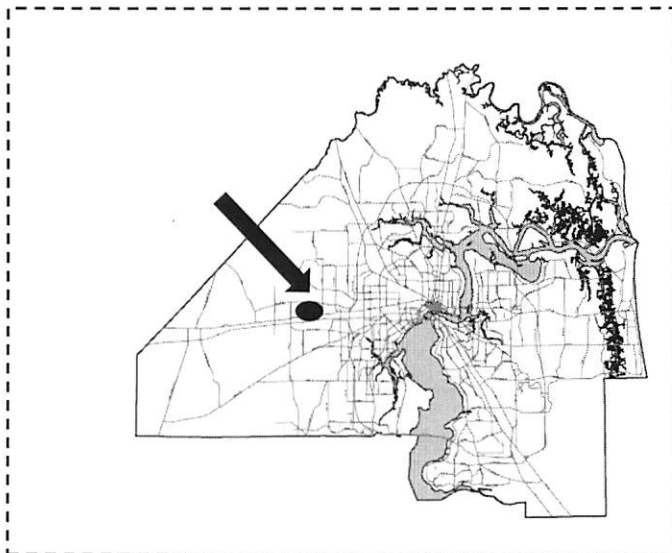
Requested Action:

	Current	Proposed
LAND USE	LDR	BP and CSV
ZONING	RR-Acre	IBP and CSV

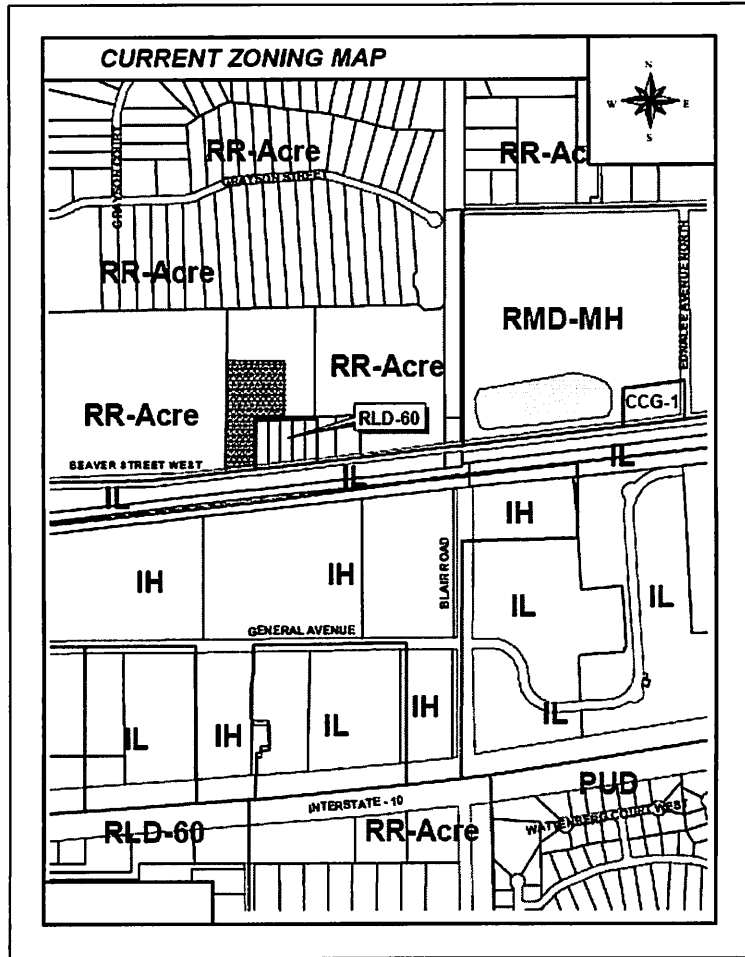
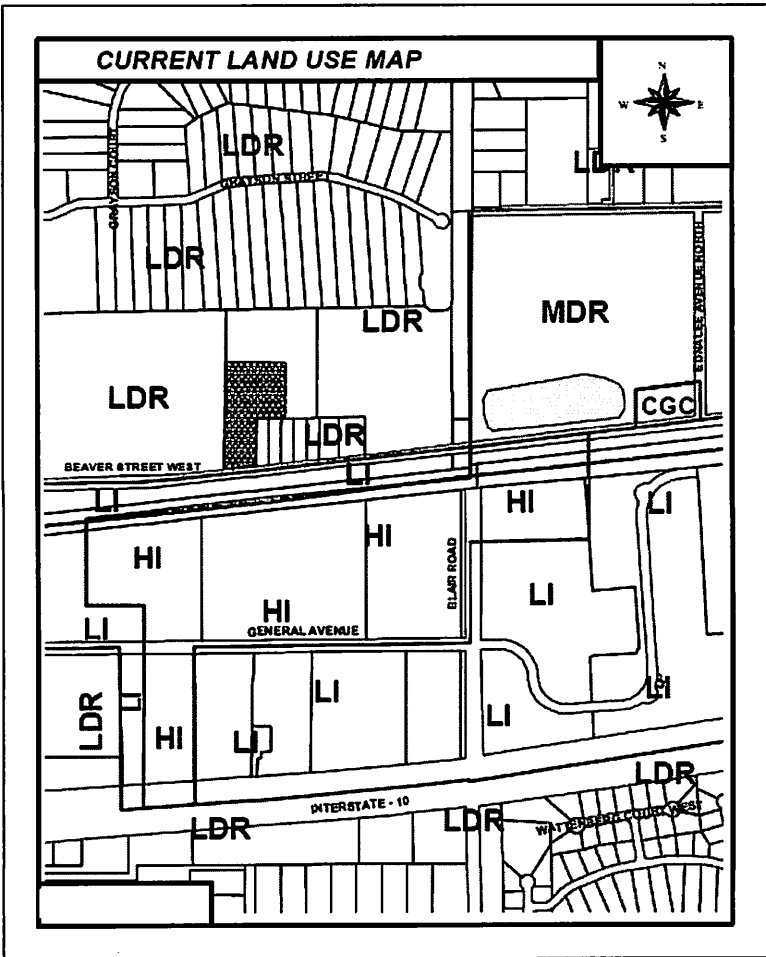
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
LDR	BP 4 ac. CSV 5.67 ac.	48 DU (5 DU/Acre)	N/A	N/A	60,984 sq. ft. (0.35 FAR)	Decrease 48 DU	Increase 60,984 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



SMALL SCALE LAND USE APPLICATION 2017C-003



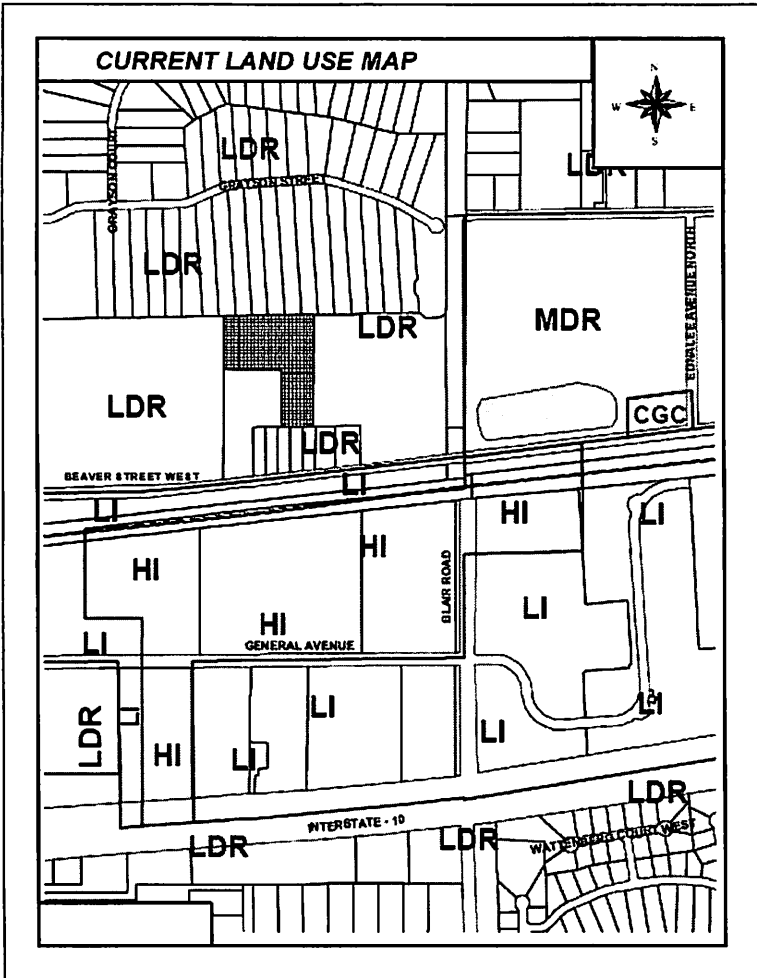
Existing FLUM Land Use Categories: Low Density Residential (LDR)

Requested FLUM Land Use Category: Business Park (BP)

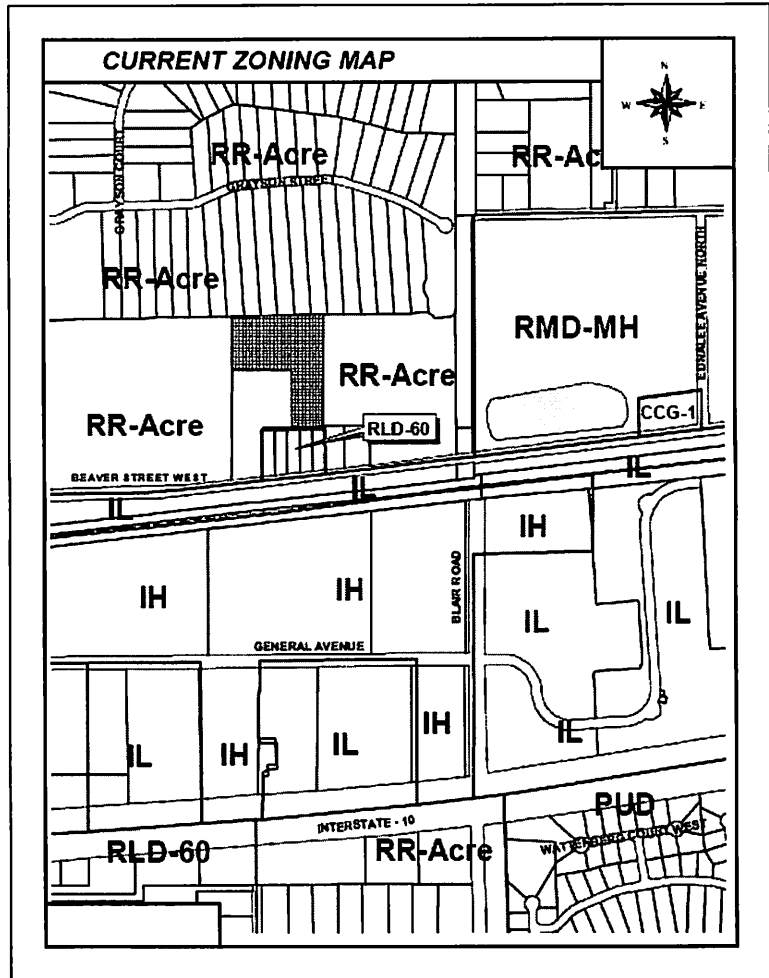
Current Zoning District(s): Residential Rural-Acre (RR-Acre)

Requested Zoning District(s): Industrial Business Park (IBP)

SMALL SCALE LAND USE APPLICATION 2017C-003



Existing FLUM Land Use Categories: Low Density Residential (LDR)
Requested FLUM Land Use Category: Conservation (CSV)



Current Zoning District(s): Residential Rural-Acre (RR-Acre)
Requested Zoning District(s): Conservation (CSV)

ANALYSIS

Background:

The 9.67 acre amendment site is located on the north side of Beaver Street West between Ednalee Avenue and Celery Avenue, west of I-295 and approximately 0.75 miles east of Chaffee Road. The property is located in Council District 12, Planning District 5 and within the boundaries of the Northwest Vision Plan. The subject property is currently vacant. The applicant has agreed to designate the north 5.67 acres of wetlands to conservation with the 4 acres abutting Beaver Street will be developed pursuant to the BP land use category. Beaver Street, also known as U.S. Hwy 90, is a 2 lane principal roadway with no sidewalks.

The applicant proposes a future land use amendment from Low Density Residential (LDR) to Business Park (BP) and Conservation (CSV) and a rezoning from Rural Residential (RR-acre) to Industrial Business Park (IBP) and Conservation (CSV). The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-218.

In 1984 the City closed the East Avenue right-of-way (ORD 84-1101-591) which ran north and south through the middle of the property. The Thompson Avenue right-of-way (ORD 84-1108-595) which ran east and west through the property is also closed but the City maintained the underground easement for utilities. If the property owner wants to construct on the right of way, he will be required to work with the Real Estate Division to close the easement.

There are 7 lots to the south and east of the amendment site, which abut Beaver Street and contain single family homes and mobile homes. South of Beaver Street there is approximately a 100-foot strip of land that separates the railroad from Beaver Street. This property is industrial as well as the property on the south side of the railroad which contain heavy industrial manufacturing businesses and located in an Industrial Situational Compatibility Zone. Approximately 0.5 miles past Chaffee Road is the large Industrial Sanctuary Zone encompassing Cecil Field. The generalized adjacent land use categories and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	RR-Acre	Single-family homes
South	LI, HI	RLD-60, IL,IH	Homes and Manufacturing facility
East	LDR	RR-Acre	Vacant
West	LDR	RR-Acre	Vacant

Beaver Street is located in the Urban Development Area, which runs along Beaver Street from downtown to Chaffee Road. When compared to other nearby two lane roads, Beaver Street has a much higher percentage of truck traffic according to Florida DOT traffic counts at 13.9 %. Less than 1 mile east of the site are two large Publix warehouses. The nearest on-ramp to I-10 is west at Chaffee Road. The predominant land uses along Beaver Street are

light and heavy industrial with some commercial and pockets of low and medium density residential land uses. Even though the amendment site is surrounded by residential land uses on the north side of Beaver Street, the property to the east and west are large vacant parcels. See Dual Map, page 2 and Attachment A, Land Utilization Map.

The proposed amendment does not include a residential component. Therefore, school capacity issues will not be impacted.

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

Currently the amendment site is vacant and would be served by city water. According to the JEA availability letter, the closest sewer connection is approximately ½ mile east of the site. 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 1.2.3 The City shall not permit septic tanks for the disposal or discharge of industrial wastes.

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.

Future Land Use Element:

Policy 1.2.5 Existing septic tanks for estimated wastewater flows exceeding 600 gallons per day (gpd) shall connect to the collection system of a regional utility company provided that a facility abuts or is within 50 feet of the property.

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.

Policy 1.2.11 Continue to deny development orders or permits until the applicant has demonstrated compliance with applicable federal, state and local requirements for wastewater collection and disposal, and potable water treatment and distribution.

According Florida Statutes Chapter 381 construction permits may not be issued for an onsite sewage treatment and disposal system in any area used or zoned for industrial or manufacturing purposes where a publicly owned or investor owned sewage treatment system is available (located within one-fourth mile) or where the system will receive toxic, hazardous, or industrial waste. Buildings located in areas zoned or used for industrial or manufacturing purposes, when such buildings are to be served by onsite sewage treatment and disposal systems, must receive written approval from the Department of Health. Approvals will not be granted when the proposed use of the system is to dispose of toxic, hazardous, or industrial wastewater or toxic or hazardous chemicals. Once an onsite disposal system is permitted, the owner must obtain an annual system operating permit and change of use requires the owner or tenant to obtain a new annual system operating permit from the Department of Health.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 239 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 5 along Beaver Street West between Chaffee Road and I-95.

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 5 is **0.59**.

Beaver Street (SR 10/US 90) is a functional classified facility that would be impacted by the proposed development. This segment of Beaver Street between Chaffee Road and I-95 is a 2-lane undivided arterial roadway and has a maximum daily capacity of 14,160 vpd. The proposed 60,984 SF of business park space could generate approximately 239 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.60 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 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

A wetlands survey map for this application site (see Attachment C) was created with the use of the City's GIS system, and photogrammetric analysis. According to the Florida Land Use Code Classification System (FLUCCS) the property is classified as "Wetland Forested Mixed" type wetlands. The wetlands of the site consisting of 4.78 acres is located at the northern and central portion of the land use amendment site and are part of a larger, isolated, 43.4 acre wetlands system on adjacent lands west and east of the property. The wetland system is also generally found at the 81 foot, above mean sea level, elevation and is classified as "Category III" type wetlands with a medium functional value due to its water filtration and water retention attenuation. The wetlands are isolated from any riverine system but eventually drain southeasterly towards the Ortega River, which then empties in the St. Johns River. Some of the extended wetland system has been impacted from surrounding development.

Alteration of any portion of this wetland from development will require an environmental resource permit with mitigation from the St. Johns River Water Management District. Presently, there are no permits issued or sought for the application site. However, the applicant proposes to place a large portion of the application site consisting of wetlands in the Conservation land use category.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetlands as Evergreen-Wesconnett complex and Lynn Haven fine sand. The Evergreen series consists of nearly level, very poorly drained soils formed in decomposed organic materials underlain by thick sandy marine sediments. The Wesconnett series are also very poorly drained soils but formed in thick sandy marine sediments and often intermingled with Evergreen soils. The high water table for the Evergreen-Wesconnett complex is at or above the land surface during long time periods. The Lynn Haven series consists of nearly level and gently sloping, very poorly drain soils formed in thick beds of sandy marine sediments. They are found on flats and in seep areas of side slopes. Generally, the high water table is at or near the ground surface.

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

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.

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.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the OLF Whitehouse Naval Air Station. Zoning will limit development to a maximum height of less than 150', 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

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Storage
Land Use/Zoning	LDR/RR-Acre	BP & CSV/IBP & CSV
Development Standards For Impact Assessment	5 dwelling units/ acre	BP- 0.35 FAR
Development Potential	48 s.f. homes	60,984 sq. ft.
Population Potential	127 people	0 people
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Airport Environ Zone	150' height restriction Whitehouse Naval Outlying Field	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area	0-4	
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 239 new daily trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 8488 Gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 6366 Gallons per day	
Potential Solid Waste Impact	Decrease of 27.23 tons per year	
Drainage Basin / Sub-Basin	Ortega River	
Recreation and Parks	n/a	
Mass Transit	n/a	
NATURAL FEATURES		
Elevations	85 feet	
Soils	22- Evergreen-Wesconnett complex , depressional, 0 to 2 percent slopes, 35- Lynn Haven fine sand, 0 to 2 percent slopes 32- Leon fine sand, 0 to 2 percent slopes	
Land Cover	6300- wetland forest mixed, 4410- coniferous plantations, 6200- wetland coniferous forest	
Flood Zone	n/a	
Wet Lands	Yes. Approximately 6 acres	
Wild Life	n/a	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 28, 2017, the required notices of public hearing signs were posted. Twenty-eight (28) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Workshop was held on April 3, 2017, there were no speakers present.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

According to the category descriptions of the FLUE, the Business Park (BP) future land use category is primarily intended to accommodate commercial office and light industrial uses. Commercial offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area.

Conservation (CSV) lands are areas with valuable environmental resources, such as sensitive vegetation, high value habitat, wetlands, high aquifer recharge potential, carbon sinks and unique coastal areas. Some resource systems are highly sensitive and easily destroyed by indiscriminate human activity. These will be protected through public or private nonprofit ownership and management over time.

Proposed amendment analysis in relation to the Objectives and Policies of the 2030 Comprehensive Plan:

Future Land Use Element

Policy 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

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 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 3.2.18 The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.
- Policy 3.2.29 The City shall continue to update its comprehensive inventory and mapping of industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility".

Although some industries produce adverse impacts, and should therefore be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. Business parks, for example, may include such light industrial uses as research and product development, communications facilities, light assembly and manufacturing, and even some types of warehousing. The subject property is located on a principle arterial roadway, and located in an area with a mix of residential and non-residential uses such as warehouses, outdoor storage, manufacturing, and gas stations. Therefore, the proposed amendment is consistent with the intent of the BP Future Land Use Category.

The proposed site is on the north side of Beaver Street and does not intrude on the established residential area north or east of the property nor does it set a precedent for other industrial uses to intrude within the existing residential areas thereby being consistent with Policy 3.2.18. In addition, the Business Park Land Use Category of the Future Land Use Element has a special section entitled *BP-General Neighborhood Protection* which sets out design techniques that must be implemented when industrial uses are adjacent and abutting residential neighborhoods. The zoning and review process will achieve the intent of Policy 1.1.10 and 3.1.3.

There is a growing demand for industrial lands in this area as the City's industrial base continues to expand. The pattern of development in this area is moving toward more industrial uses. In addition, the property is located along a principal roadway that serves a significant number of other industrial land uses in the surrounding area. The proposed industrial use enhances the viability of this parcel while being consistent with the proposed FLUE Objective 3.2 and Policy 3.2.29. Likewise, the amendment is consistent with FLUE Policy 3.2.1 which states the City shall promote commercial uses in the form of corridor development.

BP amendment requests are preferred in locations which are supplied with full urban services and have access to roads classified as arterial or higher. The site is located on Beaver Street (U.S. 90) which is a principal roadway and used heavily by trucks. Additionally, the subject property has access to potable water but not to sewer and the closest connection is ½ mile away. However, the applicant indicated in the application that the intent is to be served by JEA water and sewer. In order to commence development the applicant will be required to address sewer or septic requirements in accordance with the comprehensive plan and the Florida Statutes.

The wetlands on the north end of the property provide a large buffer from the residential development to the north thus protecting the neighborhood from potential negative impacts. By placing the environmentally sensitive areas in the Conservation land use category, the amendment is consistent with Policy 1.5.14.

Vision Plan

The subject property is located within the boundaries of the 2003 Northwest Jacksonville Vision Plan in the area identified as the Beaver Street Character Area, 1 of 9 character areas identified in the plan. The plan calls for a town center development in the Branam-Chaffee/Beaver/I-10 area just to the west. The area should strive for a more complete range of land uses in planned communities, including carefully integrated open spaces, multiple transportation connections to surrounding areas, a mix of well-designed housing types, including detached and attached units, and convenient access to identifiable, clustered retail centers. Beaver Street is a major northwest district corridor and the plan states commercial uses should be in appropriate locations along the corridor. The application site is consistent with development intent of the Beaver Street area.

Strategic Regional Policy Plan

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

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

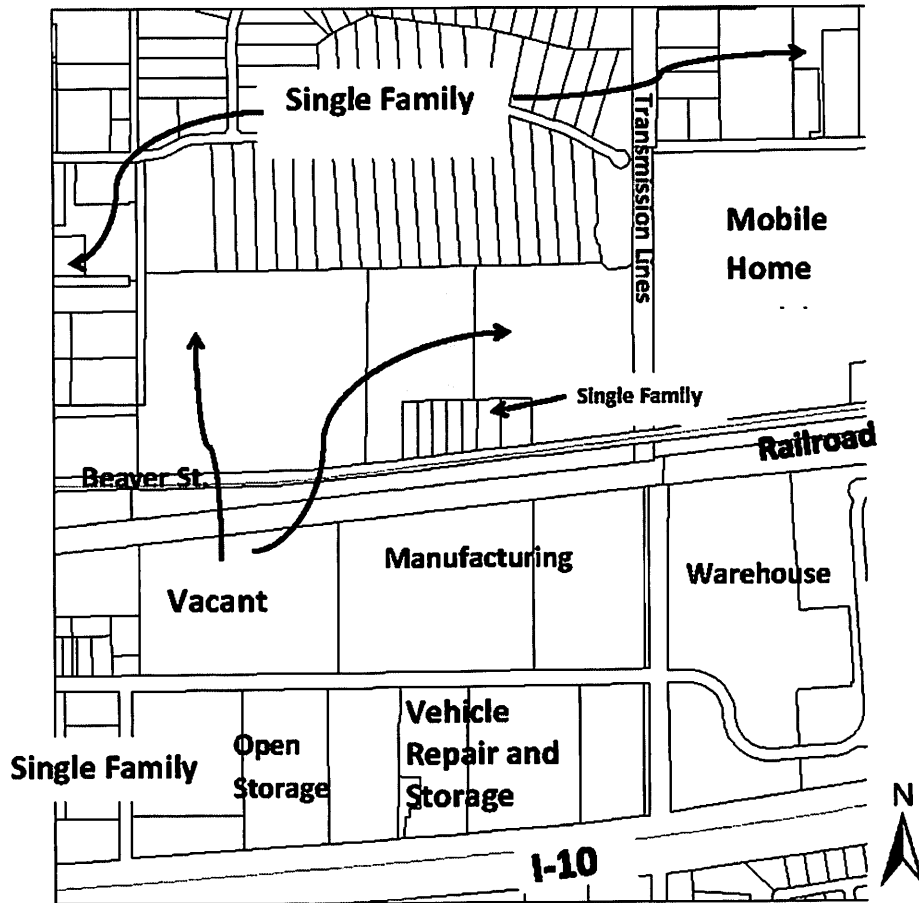
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

RECOMMENDATION

The Planning and Development Department recommends **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 2017C-003, located on the north side of West Beaver Street in Urban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow Business Park (BP) uses on approximately 4.0 +/- acres and Conservation (CSV) on 5.67 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, LDR land use category development impact assessment standards allows for 5 single family dwelling units per acre, resulting in a development potential of 48 homes (ITE Land Use Code 210) which could generate 457 daily trips. The proposed the BP land use category allows for 0.35 FAR resulting in a development potential 60,984 SF of office park use (ITE Land Use Code 750), generating 696 daily vehicular trips. This will result in 239 net new daily vehicular trips if the land use is amended from LDR to BP and CSV, 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
LDR	210	48 Dus	T = 9.52 (X)	457	0.00%	457
Total Section 1						457
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
BP	750	60,984 SF	T = 11.42 (X)/1000	696	0.00%	696
CSV	N/A				0.00%	0
Total Section 2						696
Net New Daily Trips						239

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 5 along Beaver Street West between Chaffee Road and I-95.

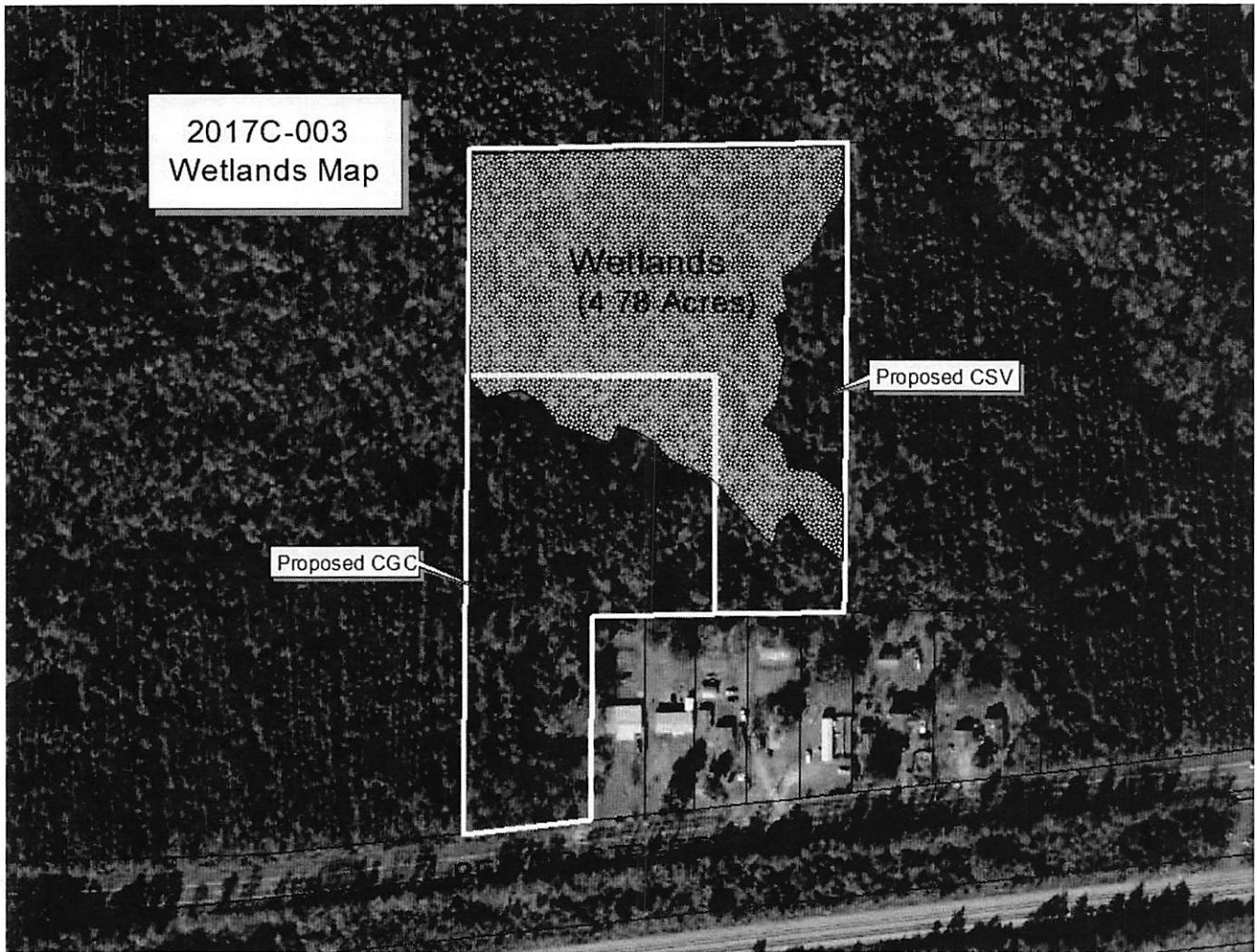
Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* 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 5 is **0.59**.

Beaver Street (SR 10/US 90) is a functional classified facility that would be impacted by the proposed development. This segment of Beaver Street between Chaffee Road and I-95 is a 2-lane undivided arterial roadway and has a maximum daily capacity of 14,160 vpd. The proposed 60,984 SF of business park space could generate approximately 239 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.60 with the inclusion of the additional traffic from this land use amendment.


ATTACHMENT C

Wetlands Map:



ATTACHMENT D

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	1/10/17	Date Staff Report is Available to Public:	4-14-17
Land Use Adoption Ordinance#:	2017-217	Planning Commission's LPA Public Hearing:	4-20-17
Rezoning Ordinance #:	2017-218	1st City Council Public Hearing:	4-25-17
JPDD Application #:	2017C-003	LUZ Committee's Public Hearing:	5-2-17
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	5-9-17

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information: ELLIS MASK NORTH FLORIDA LAND MANAGEMENT P.O. BOX 37398 JACKSONVILLE, FL 32236 Ph: (904) 826-5444 Email: NFLMS@ATT.NET	Owner Information: DANIEL THOMAS 3207 CORAL RIDGE DRIVE CORAL SPRINGS, FL 33065 Ph: (904) 260-6509
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DESCRIPTION OF PROPERTY

Acreage: 9.67 Real Estate #(s): 006576 2000	General Location: ON THE NORTH SIDE OF BEAVER STREET WEST
Planning District: 5 Council District: 12 Development Area: URBAN AREA Between Streets/Major Features: EDNALEE AVENUE and CELERY AVENUE	Address: 0 BEAVER ST W

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT	
Current Land Use Category/Categories and Acreage: LDR 5.67 LDR 4.00	
Requested Land Use Category: CSV and BP	Surrounding Land Use Categories: MDR
Justification for Land Use Amendment: TO USE SITE FOR STORAGE	

UTILITIES

Potable Water: JEA	Sanitary Sewer: JEA
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COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage: RR-Acre 5.67 RR-Acre 4.00	
Requested Zoning District: CSV and IBP	

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

ATTACHMENT E

Aerial:

