



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

OVERVIEW

ORDINANCE: 2017-623

APPLICATION: 2017C-017-5-8

APPLICANT: CURTIS HART

PROPERTY LOCATION: 0 Old Kings Road

Acreage: 4.46

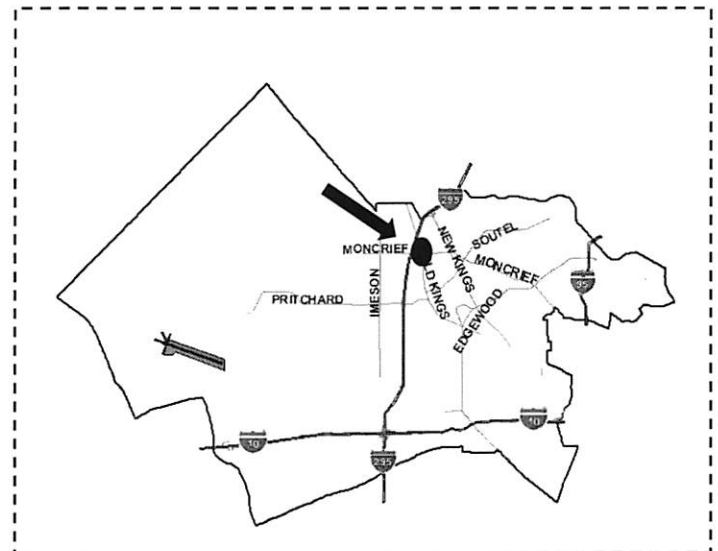
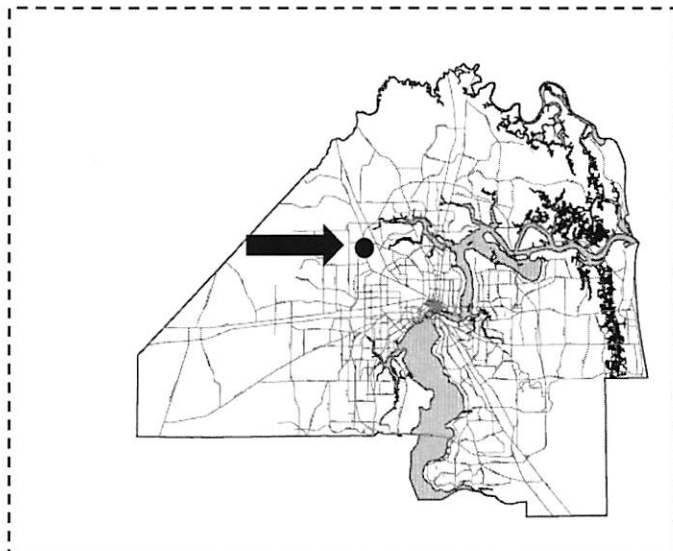
Requested Action:

	Current	Proposed
LAND USE	LDR	LI
ZONING	RR-Acre	IL

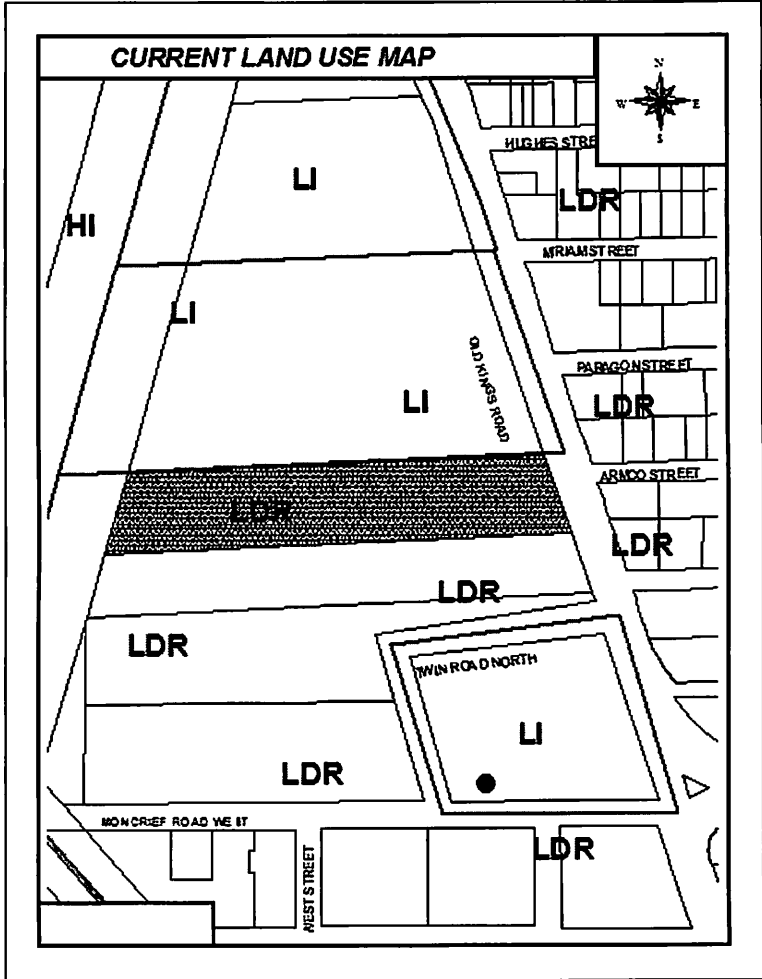
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
LDR	LI	22 DU (5 DU/Acre)	N/A	N/A	77,711 sq. ft. (0.4 FAR)	Decrease 22 DU	Increase 77,711 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:

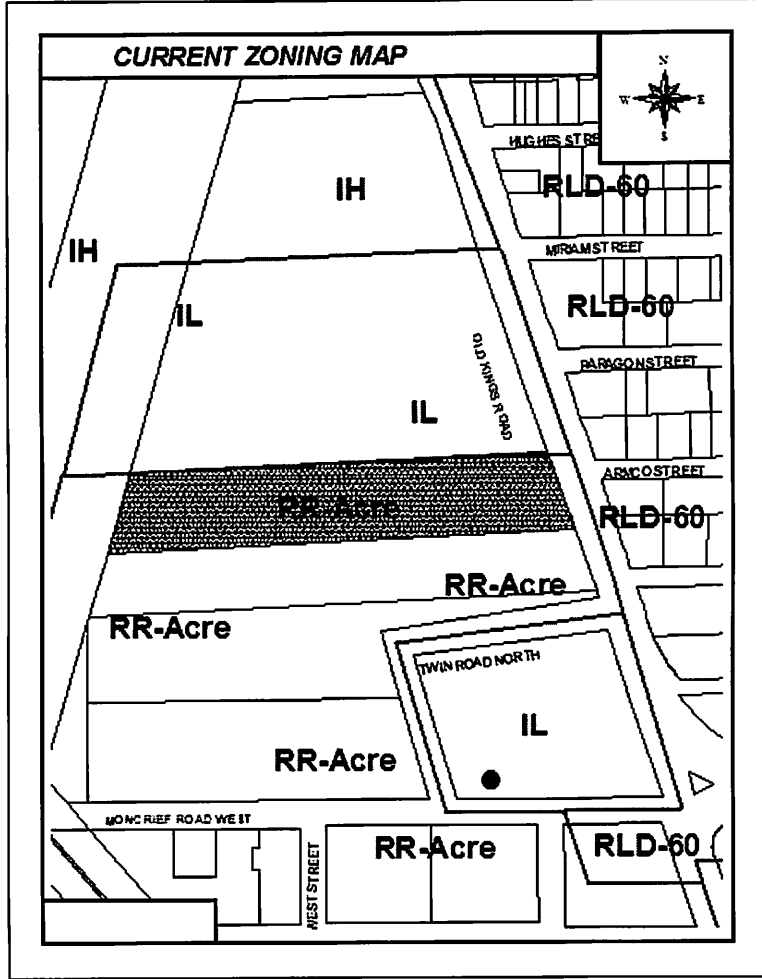


SMALL-SCALE LAND USE APPLICATION 2017C-017



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

Requested FLUM Land Use Category: Light Industrial (LI)



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

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

ANALYSIS

Background:

The 4.46 acre amendment site is located on the west side of Old Kings Road between Moncrief Road and I-295. The property is located in Council District 8, Planning District 5 and within the Northwest Vision Plan. The subject property is currently vacant.

The applicant proposes a future land use amendment from Low Density Residential (LDR) to Light Industrial (LI) and a rezoning from Rural Residential (RR-acre) to Industrial Light (IL) to allow the owner to use the property for equipment storage. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-624.

The property is located in a triangular shaped area formed by Old Kings Road intersecting at an angle with I-295. The entire triangular area is in an Industrial Situational Compatibility Zone which continues northwest across I-295. Of the eight lots in this area, two lots are warehousing, one is a recycling center, one is a vacant industrial lot, and four are single family residences, one of which is the amendment site which is a vacant residential lot just north of the other single family lots. In addition, south of the property the Industrial Situational Compatibility Zone continues along both sides of Old Kings Road. (See Attachment F)

Moncrief Road is a collector roadway and Old Kings Road is a minor arterial roadway. Across Old Kings Road are single family homes and mobile homes. The amendment site is a long narrow lot which backs up to I-295. The applicant owns the 9.31 acre vacant industrial property just north of this parcel which is zoned IL.

There are approximately 1.76 acres of wetlands located on the western part of the property. The wetlands are part of a larger wetland system located both north and south of the property. In addition the Zoning Code requires a 75 foot buffer on the southern boundary that will abut residential uses pursuant to the Area of Situational Compatibility Buffer Standard Matrix. The Dual Map on page 2 and Attachment A – Land Utilization Map on page 12 provides a detailed picture of the existing development pattern for the immediate area.

The adjacent uses and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LI	IL	Vacant
South	LDR	RR-Acre	Single Family homes
East	LDR	RLD-60	Old Kings Rd/Single Family homes
West	HI	IH	I-295 and Industrial

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 Suburban 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). A JEA availability letter, dated September 7, 2017, states that electric service, sewer and potable water connections are available at the site.

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 an increase of 333 new net 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 on Old Kings Road between Soutel Drive and Plummer Road.

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 0.46.

Old Kings Road is a functional classified facility that would be impacted by the proposed development. This segment of Old Kings Road is a 2-lane undivided arterial and has a maximum daily capacity of 12,480 vpd. The proposed 77,711 SF industrial development could generate approximately 542 new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.27 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 has been prepared for the application site with the use of the City's GIS system and photogrammetric analysis. (See Attachment E) According to the Florida Land Use Code Classification System (FLUCCS) the property is classified as "Scrub-Shrub Wetland". However, due to natural forest succession the wetland is now a "Wetland Forested Mixed" type wetland consisting of approximately 1.76 acres of the 4.46 acre application site. The wetlands are located on the western portion of the site and are part of a larger isolated 7.38 acre wetland system found on the adjacent northern and southern properties. The wetland sits in a natural depression where the topography drains to it from the north, south, east and west (I-295). The "Category III" wetland has a medium functional value due to its water filtration and storm water attenuation. There is no environmental resource permit presently issued for the land use amendment site. Alteration of this wetland from development will require mitigation from the St. Johns River Water Management District.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetland soil as "Surrency loamy fine sand, depressional". The Surrency series consists of nearly level, very poorly drained soils formed in thick sandy and loamy marine sediments. The wetlands area has a water table at or above the ground surface.

Any proposed development of the property could have an impact on the sites wetlands and their functional values. Mitigation will satisfy Goal 4 and Objective 4.1 of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan to achieve no 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, improve the water quality, and improve fish and wildlife values of wetlands.

Other general requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in Policy 4.1.3 of the CCME, 2030 Comprehensive Plan. However, mitigation of the site's wetlands will satisfy that policy as well.

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.

Industrial Zones

The subject property is located within the "Industrial Situational Compatibility" Zone (Attachment F). "Industrial Sanctuary" and "Industrial Situational Compatibility" Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development.

Future Land Use Element

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".

Policy 3.2.30 The area shown on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility" are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

Flood Zone

Approximately 2.68 acres of the subject site was determined to be within the 100 year flood zone. This area is associated with Nine Mile Creek and follows the 20 foot elevation consisting of approximately 2.68 acres of the 4.46 acre subject site. 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 G) 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		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Open Storage
Land Use Category	LDR	LI
Development Standards For Impact Assessment	5 Du per acre	0.4 FAR
Development Potential	22 DU	77,711 sq. ft.
Population Potential	58 People	
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area	X Situational Compatibility	
Cultural Resources		X
Archaeological Sensitivity		X - Low
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X- Discharge Area
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 333 new daily trips	
Water Provider	JEA	
Potential Water Impact	Decrease 3039 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease 2279711 gallons per day	
Potential Solid Waste Impact	Decrease of 57.2 tons per year	
Drainage Basin / Sub-Basin	Nine Mile Creek	
Recreation and Parks	Home Gardens Park	
Mass Transit	N/A	
NATURAL FEATURES		
Elevations	20 ft.	
Soils	51- Pelham fine sand 66- surrency loamy fine sand	
Land Cover	6200- Wetland coniferous forest, 6460- Mixed scrub-shrub wetland	
Flood Zone	Yes AE	
Wet Lands	YES	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on, August 20, 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 September 18, 2017 and no speakers were present.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element :

- Objective 1.1 Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination
- 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.
- 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 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 3.1.3 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.

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 3.2.20 Residential uses shall be classified as non-conforming uses within industrially designated areas, except in the case of designated residential enclaves as defined in this element.

Policy 3.2.30 The area shown on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility" are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

Conservation/Coastal Management Element:

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.

Policy 4.1.3 The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

(a) Encroachment

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

(b) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i the habitat of fish, wildlife and threatened or endangered species,

- ii the abundance and diversity of fish, wildlife and threatened or endangered species,
 - iii the food sources of fish and wildlife including those which are threatened or endangered,
 - iv the water quality of the wetland, and
 - v the flood storage and flood conveyance capabilities of the wetland; and
- (c) Floodplain protection
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and
- (d) Stormwater quality In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:
- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
 - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) Septic tanks
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and
- (f) Hydrology
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

Policies 7.1.1

The Planning and Development Department shall consider the land use impact on the St. Johns River and its tributaries by reviewing the future land use designation and land development regulations of those properties that are contiguous with and immediately adjacent to a water body. The following concerns will be considered for those properties:

- Wetlands
- Impervious surface potential
- Coastal High Hazard Area (CHHA)
- Aquifer recharge zones
- Wellhead protection areas
- Septic Tank Failure Areas

- Environmentally Sensitive Areas
- Flood zones

Conservation Uses - Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management or protection of vegetative communities or wildlife habitats.

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 for the Suburban Development Areas of the FLUE, the Light Industrial (LI) future land use category is intended to provide for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes. Site access to roads classified as collector or higher on the Highway Functional Classification Map is preferred. Principal uses include: Light assembly and manufacturing; Packaging; Processing; Manufacturing of paints, enamels and allied products; Concrete batching plants; Storage/warehousing; Research and development activities; Transportation terminals; Radio/T.V. studios; Transmission and relay towers; Yard waste composting; Recycling facilities; Business/professional offices; Medical clinics; Veterinary offices; and Vocational/trade schools and building trade contractors.

The subject property has access to full urban services and is located in a developed area of the City located along a minor arterial roadway. The area is predominately commercial and industrial area. Therefore, the proposed land use amendment aids in maintaining a compact and compatible land use pattern, consistent with FLUE Objective 1.1, Policy 1.1.22, Policy 1.2.9 and Objective 3.2

According to Section 656.399 of the Ordinance Code, the situational compatibility overlay zone buffer requirement is 75 feet if adjacent to residential property. The neighborhood protection language in the LI land use description states that compatibility with adjacent and abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; and graduated height restriction. The required 75 foot buffer on the southern boundary that will abut residential uses and required by the Area of Situational Compatibility Buffer Standard Matrix satisfies the intent of Policy 3.1.3.

Access to the property will be from Old Kings Road only and will not encourage through traffic into adjacent residential neighborhoods meeting the intent of Policy 3.2.4. Old Kings Road is

a minor arterial roadway and as such has many commercial and industrial uses along the corridor thus continuing the intent of Policy 3.2.1 to develop industrial uses along major roadway corridors.

According to Policies 3.2.20 and 3.2.30 map amendment changes to industrial categories are appropriate for property within the areas of situational compatibility, subject to a case by case review.

The subject site has 2.68 acres located in flood zones. Flood zone AE is the most prominent zone and covers about half of the 4.46 acre parcel

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 property is located within the boundaries of the Northwest Jacksonville Vision Plan in an area the plan identifies as industrial. The property is approximately one and half miles east of the Westside Industrial Park. The plan identifies the Westside Industrial Park as a major economic driver in the Northwest. The development of industrial uses in this area is compatible with the goals of the 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.

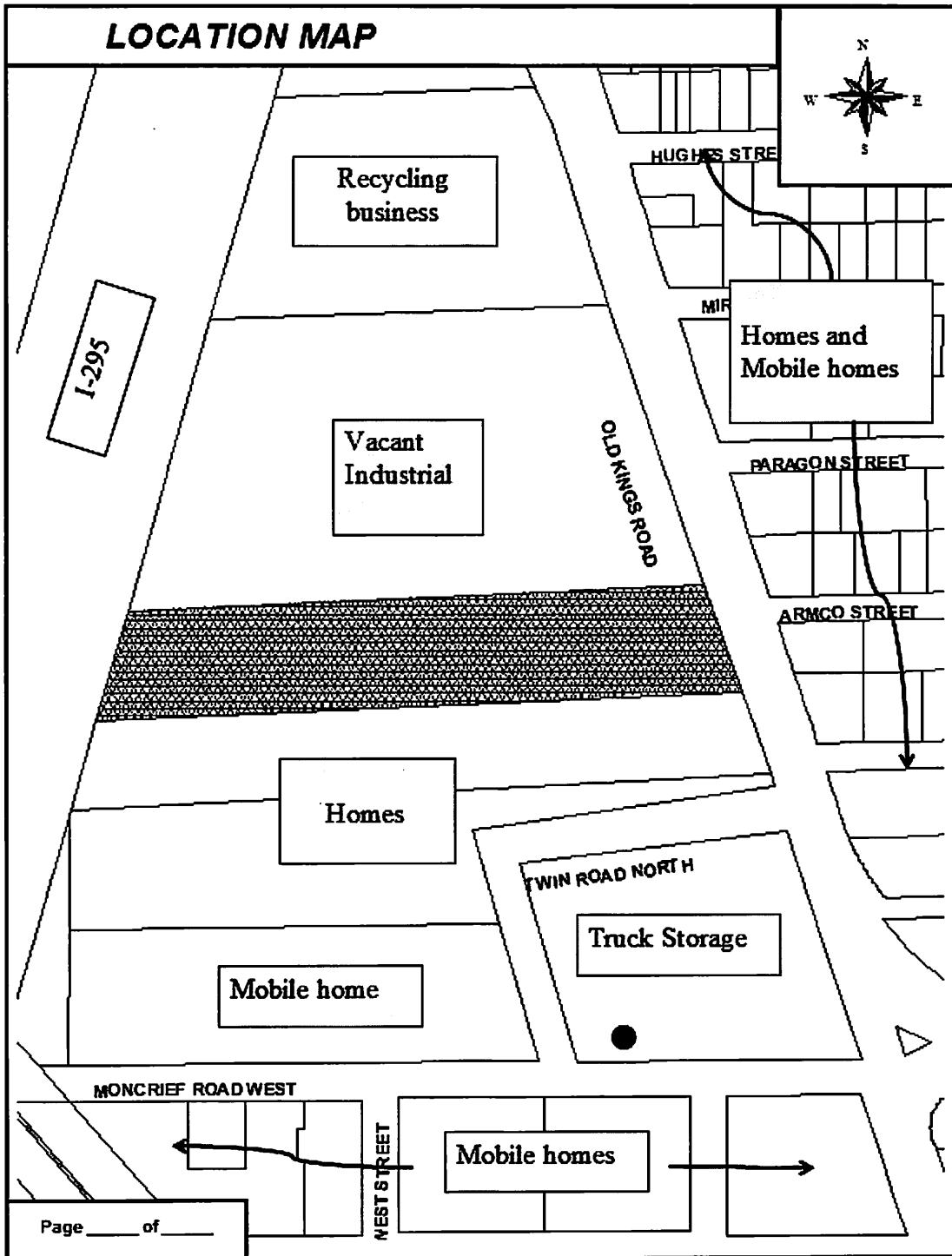
The proposed land use amendment is consistent with Goal 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of additional business opportunities in the northeast Florida region.

RECOMMENDATION

The Planning and Development Department recommends **APPROVAL** of this application based on its **consistency** with the 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-017, located on Old Kings Road, east of I-295 and north of Moncrief Road West in the Suburban Development Area of Jacksonville, Florida. The subject site is vacant and has an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Light Industrial (LI) land uses on approximately 4.46 +/- 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 22 homes (ITE Land Use Code 210) which could generate 209 net daily trips. The proposed the LI land use category allows for 0.4 FAR per acre resulting in a development potential 77,711 SF of industrial space (ITE Land Use Code 110), generating 542 new daily vehicular trips. This will result in 333 net new daily vehicular trips if the land use is amended from LDR 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
LDR	210	22 Dus	T = 9.52 (X)	209	0.00%	209
Total Section 1						209
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	77,711 SF	T = 6.97 (X)/1000	542	0.00%	542
Total Section 2						542
Net New Daily Trips						333

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 on Old Kings Road between Soutel Drive and Plummer Road.


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 **0.46**.

Old Kings Road is a functional classified facility that would be impacted by the proposed development. This segment of Old Kings Road is a 2-lane undivided arterial and has a maximum daily capacity of 12,480 vpd. The proposed 77,711 SF industrial development could generate approximately 542 new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.27 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:	6/30/17	Date Staff Report is Available to Public:	9/29/2017
Land Use Adoption Ordinance #:	2017-623	Planning Commission's LPA Public Hearing:	10/5/2017
Rezoning Ordinance #:	2017-624	1st City Council Public Hearing:	10/10/2017
JPDD Application #:	2017C-017	LUZ Committee's Public Hearing:	10/17/2017
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	10/24/2017

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information: CURTIS HART HART RESOURCES LLC 8051 TARA LANE JACKSONVILLE, FL 32216 Ph: (904) 993-5008	Owner Information: ROY SHAW SHAW'S LAND PROPERTIES, LLC 2762 W. BEAVER STREET JACKSONVILLE, FL 32256 Ph: (904) 591-4058
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Email: CURTISHART1972@ATT.NET

DESCRIPTION OF PROPERTY

Acreage: 4.46 Real Estate #(s): 003007 0000	General Location: NORTH OF MONCRIEF ROAD ON THE WEST SIDE OLD KINGS ROAD
Planning District: 5 Council District: 8 Development Area: SUBURBAN AREA Between Streets/Major Features: MONCRIEF ROAD WEST and PARAGON STREET	Address: 0 OLD KINGS RD

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT

Current Land Use Category/Categories and Acreage:
LDR 4.46

Requested Land Use Category: LI **Surrounding Land Use Categories:** LDR, LI

Justification for Land Use Amendment:
THIS PROPERTY ABUTS LIGHT INDUSTRIAL PROPERTY TO THE NORTH OWNED BY THE SAME OWNER.

UTILITIES

Potable Water: JEA **Sanitary Sewer:** JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
RR-Acre 4.46

Requested Zoning District: IL

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

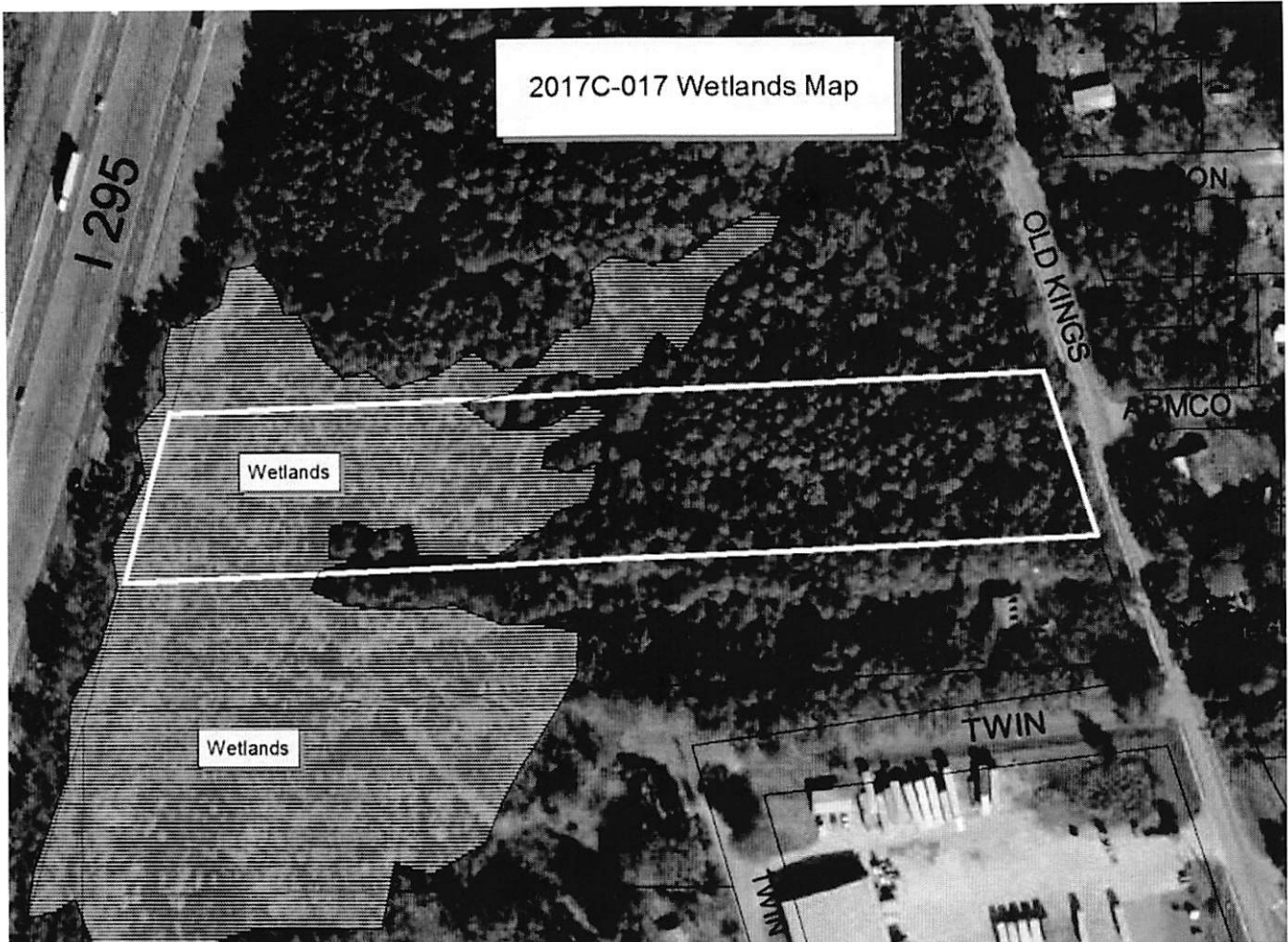
ATTACHMENT D

Aerial:



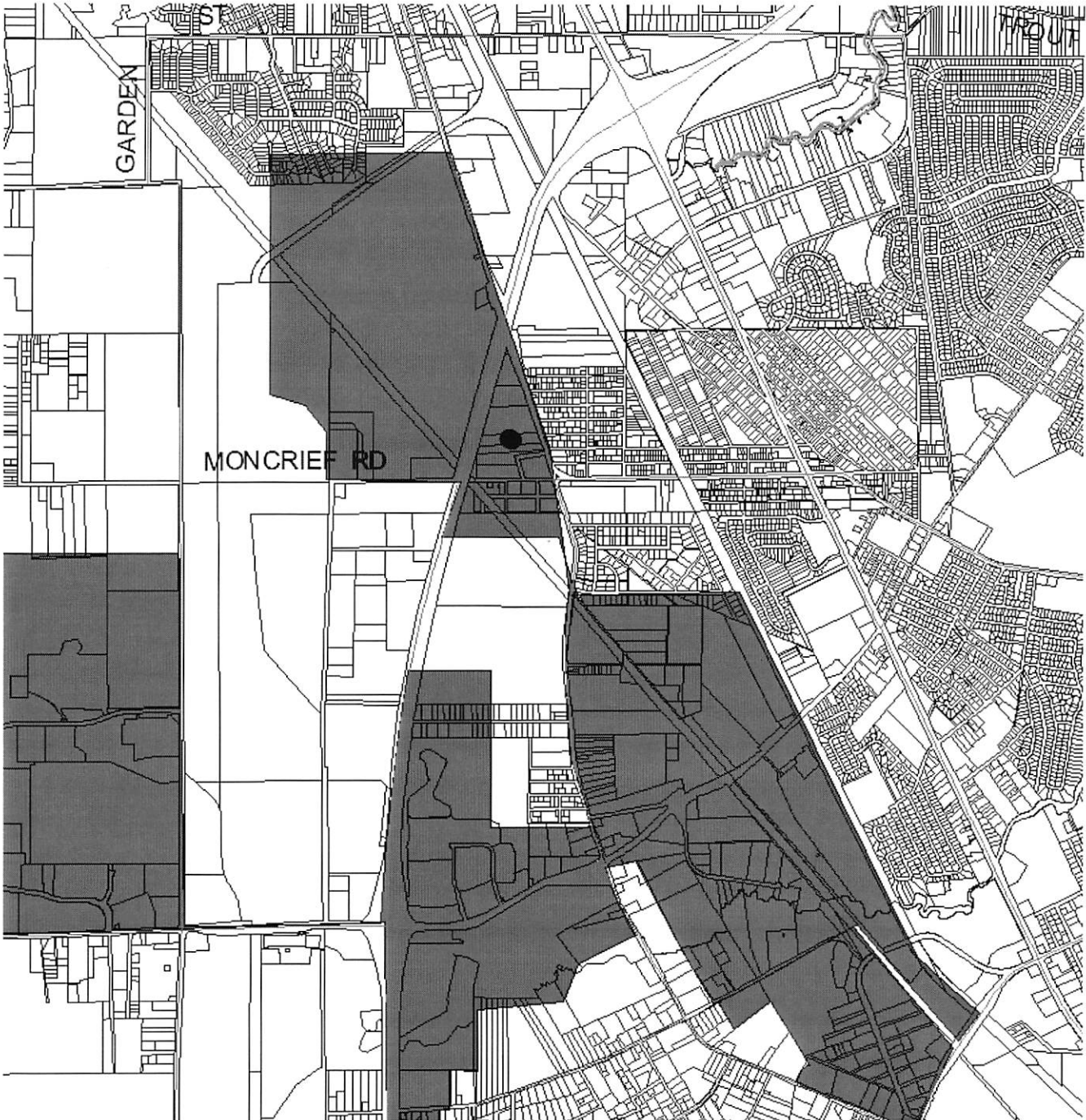
ATTACHMENT E

Wetlands:



ATTACHMENT F

Industrial Situational Compatibility Zone:



ATTACHMENT G

Flood Zones Map:

