



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

OVERVIEW

ORDINANCE: # 2018-605

APPLICATION: L-5306-18C-3-6

APPLICANT: PAUL HARDEN, ESQ.

PROPERTY LOCATION: 0 San Jose Boulevard (SR 13), along the east side of San Jose Boulevard (SR 13)

Acreage: 1.70

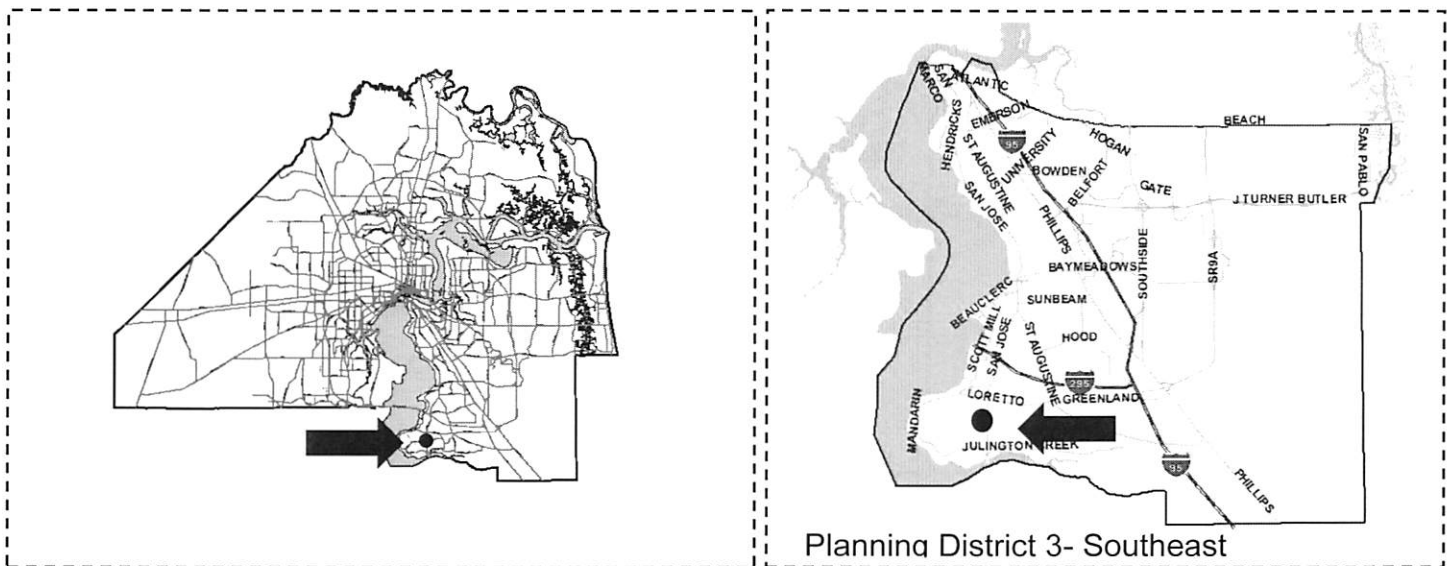
Requested Action:

	Current	Proposed
LAND USE	RPI	BP
ZONING	CRO	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	BP	N/A	N/A	37,026 Sq. Ft. (0.5 FAR)	25,918 Sq. Ft. (0.35 FAR)	N/A	Decrease of 11,108 Sq. Ft.

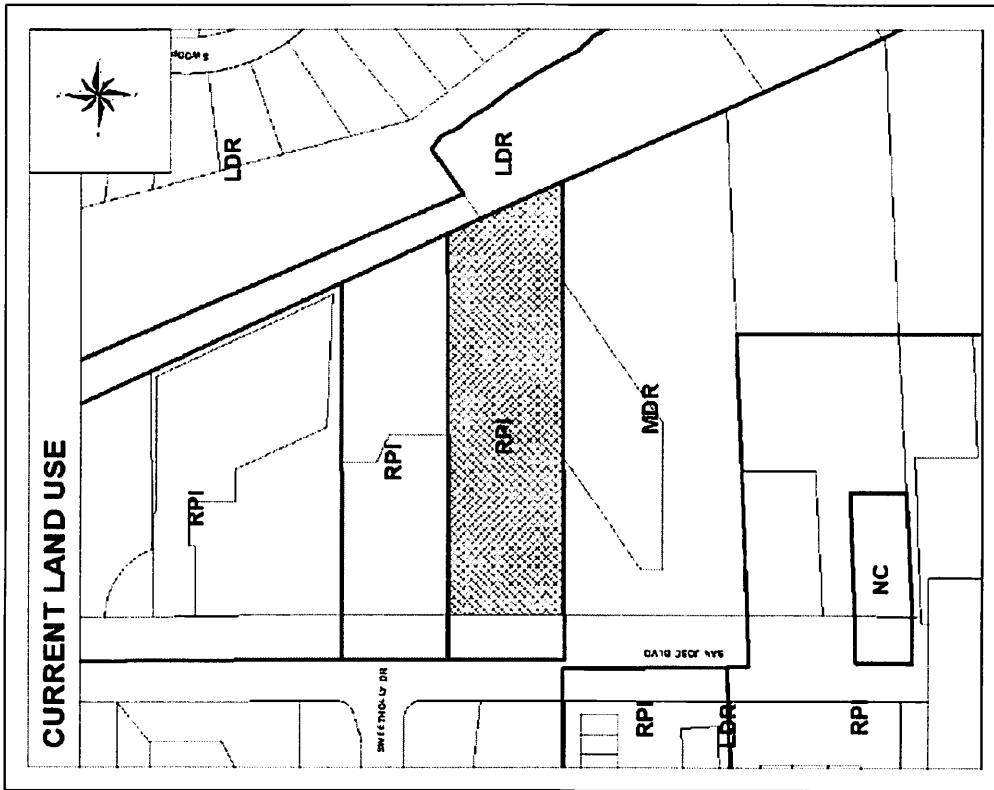
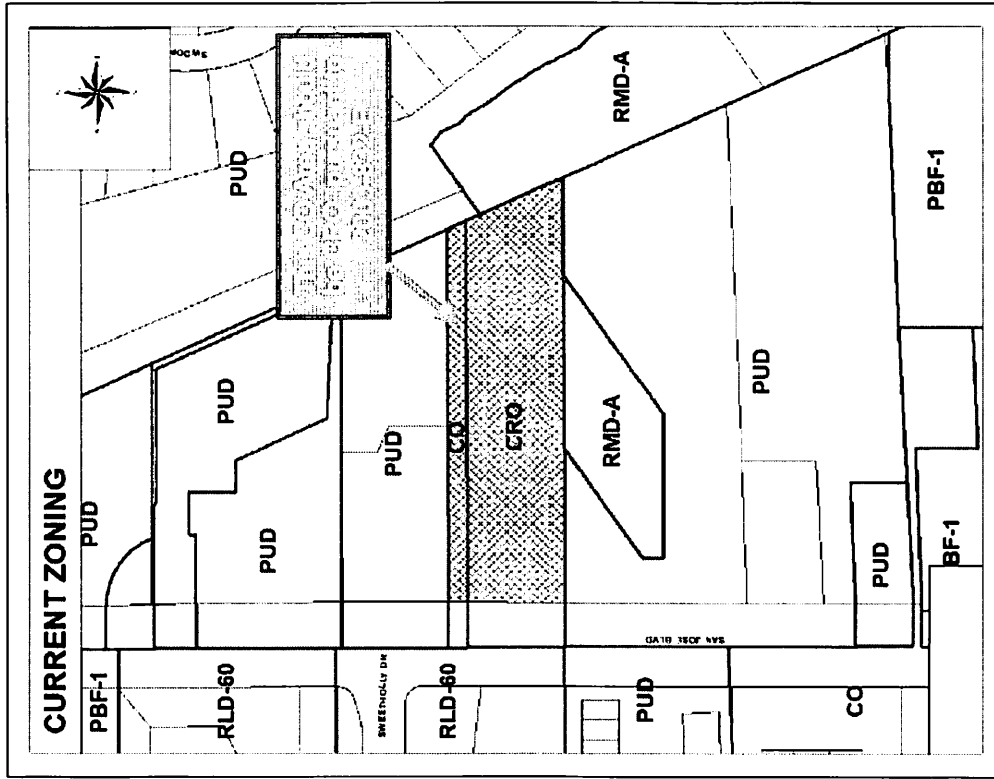
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: **APPROVAL**

LOCATION MAPS:



DUAL MAP

SMALL SCALE LAND USE APPLICATION L-5306-18C



Current Zoning District(s): Commercial, Residential and Office (CRO)
Requested Zoning District(s): Planned Unit Development (PUD)

Existing FLUM Land Use Categories: Residential-Professional-Institutional (RPI)
Requested FLUM Land Use Category: Business Park (BP)

ANALYSIS

Background:

The 1.70 acre subject property is located along the east side of San Jose Boulevard (SR 13), between Loretto Road and Marbon Road. San Jose Boulevard (SR 13) is a divided 4 lane principal roadway. The property is located within the Urban Development Area, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

The subject site is presently vacant, and the land use designation for this site is Residential-Professional-Institutional (RPI). The applicant has proposed a future land use map amendment from RPI to Business Park (BP) and rezoning from Commercial Residential Office (CRO) to Planned Unit Development (PUD) to allow for the development of retail and office uses. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-606.

This area of San Jose Boulevard (SR 13) has a mix of commercial and residential land use designations. The parcels directly abutting the subject site to the south are both designated as Medium Density Residential (MDR), however, these parcels are currently being used for a retention pond and a pet boarding facility. Across the street from the subject site along the west side of San Jose Boulevard (SR 13) is a development of single family homes, which also has an MDR land use designation.

There is a history of land use amendments within close proximity to the subject site that indicate a trend of land use designations intensifying from residential categories to commercial categories. In 1997, the land use designation of the subject site was amended from MDR to RPI (1997-0366-E). The parcel directly abutting the subject site to the north was changed from MDR to RPI pursuant to 1994-482-E. To the south of the subject site another amendment, 2004-003-E, changed a property from RPI to Neighborhood Commercial (NC). Across San Jose Boulevard (SR 13), a parcel to the southwest was changed from MDR to RPI.

Detailed information about the surrounding area can be found on the Dual Map on page 2, and on the Existing Land Utilization Map (See Attachment A). The adjacent land use categories and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	RPI	PUD	Auto Repair, Medical Offices, Daycare, & Office
South	MDR,RPI, & NC	RMD-A, CO, PBF-1 & PUD	Retention Pond, Pet Boarding, Veterinary Office, Hair Salon, Single Family Home, & Dog Park
East	LDR	RMD-A & PUD	Single Family Homes & Vacant Residential
West	RPI & MDR	PUD & RLD-60	Offices & Single Family Homes

The proposed amendment does not include a residential component therefore, school capacity 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

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 has the potential to result in no net new daily external trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed 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 on San Jose Boulevard (SR 13).

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 (2018)* 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 1 is **0.68**.

San Jose Boulevard (SR 13) between St. Johns County Line to Loretto Road is the functional classified road that would be impacted by the proposed development. This segment of SR 13 is a 6-lane divided arterial facility with a maximum daily capacity of 54,300 vpd. This segment is expected to operate at a V/C ratio of 0.88 with the inclusion of the additional traffic from this land use amendment.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of medium and high 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 on the portion of the site that is in a high sensitivity area. 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.

Wellhead Buffer Zone

Approximately 0.02 of an acre of the proposed land use amendment site is within the 750-foot buffer of a wellhead. (See Attachment F) Any development within the Wellhead Buffer Zone will be required to comply with Section 366, Part 4 of the Jacksonville Code of Ordinances, Wellhead Protection, and the policies from the 2030 Comprehensive Plan outlined below.

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.3 The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridan Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into the Floridan aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.
2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridan Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.
3. Pursuant to Chapter 366 City of Jacksonville Municipal Code,

abandonment of existing wells shall be in accordance with applicable SJRWMD requirements and a copy of the plugging and abandonment report shall be submitted to the EQD.

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such, a wetlands survey has been provided by the applicant that indicates the location and size of the wetlands. The Planning and Development Department has determined the type(s), quality, and functional value of all wetlands located within the boundaries of the application site, based upon the city's geographic information data. Based on the information noted below, the proposed amendment appears to be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 0.19 of an Acre

General Location(s): Runs diagonally through the eastern half of the subject property (See Wetlands Map in Attachment E)

Quality/Functional Value: The wetland has a medium functional value for water filtration attenuation and flood water capacity due to it being channelized, and possibly altered in the past, yet it has a direct impact on the City's waterways.

Soil Types/ Characteristics: (50) Pamlico Muck- The Pamlico series consists of nearly level, very poorly drained, organic soils. They are in floodplains and depressions. The soils are moderately permeable. In areas on the floodplains, the high water table generally is at or near the surface and the areas are frequently flooded for brief periods. In areas in the depressions, the high water table generally is at or above the surface for very long periods.

Wetland Category: Category II

Consistency of Permitted Uses: Residential, conservation, and access to permitted use are permitted.

Environmental Resource Permit (ERP): Not provided by the applicant.

Wetlands Impact: The revised written description, provided by the applicant, dated September 27, 2018, indicates that the proposed development will not impact the wetlands, except for incidental/temporary impacts required to construct drainage outfall; however, the site plan has yet to be revised to reflect those changes.

Associated Impacts: This wetland is associated with Cormorant Creek and according to the wetlands map provided by the applicant (Attachment E) the wetlands are also within a floodplain.

Relevant Policies:

Conservation/Coastal Management Element

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.

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 aerial 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

Future Land Use Element

Policy 4.1.10

The City hereby incorporates Map L-5 that depicts Salt Water Marshes, Riverine/Estuarine Wetlands and All Other Wetlands. Notwithstanding the permitted land uses according to the Future Land Use Map series (FLUMs), the permitted land uses within such areas shall be limited to the permitted land uses and associated standards of Objectives 4.1, 4.2, 4.3 and 5.1 and related policies of the Conservation/Coastal Management Element.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Urban	
Roadway Frontage Classification	Principal	
Plans/Studies	Southeast Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	Retail Sales/Service
Land Use/Zoning	RPI	BP
Development Standards For Impact Assessment	0.5 FAR	0.35 FAR
Development Potential	37,026 sq. ft.	25, 918 sq. ft.
Population Potential	N/A	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X- Medium to High	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone	X- 750'	
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: San Jose Blvd (SR-13)	
PUBLIC FACILITIES		
Potential Roadway Impact	No net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 1302 Gallons Per Day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 976.8 Gallons Per Day	
Potential Solid Waste Impact	Decrease of 17.7 Tons per year	
Drainage Basin / Sub-Basin	Julington Creek/ Cormorant Creek	
Recreation and Parks	Chuck Rogers Park	
Mass Transit	Serviced by JTA routes 200 and 17	
NATURAL FEATURES		
Elevations	10'-20'	
Land Cover	4110- Pine Flatwoods, 6150-River, lake swamp	
Soils	2- Albany Fine Sand, 0 to 2 percent slopes 50- Pamlico Muck, 0 to 2 percent slopes 24- Hurricane and Ridgewood Soils 0 to 5 percent slopes	
Floodzone	No (According to City GIS/FEMA)	
Wetlands	Yes	
Wildlife (sites greater than 50 acres)	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 10, 2018, the required notice of public hearing sign was posted. Sixty-nine (69) 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's Information Meeting was held on September 17, 2018. There were no members of the public present to speak on the proposed amendment.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element:

Policy 1.1.2 As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.

- Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
- 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.
- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- 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 3.2.2 The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.
- 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.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

The site currently has a Residential Professional Institutional (RPI) land use designation. According to the Future Land Use Element (FLUE), RPI in the Urban Area is intended to provide compact medium density development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled. RPI is generally intended to provide transitional uses between commercial and residential uses, although it may also provide a transition between industrial and residential uses when industrial uses pose no health or safety risks to residents. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods.

The applicant is proposing a land use change for the subject site from RPI to Business Park (BP). According to the Future Land Use Element (FLUE), BP is a category 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. Limited commercial retail and service establishments, hotels, and motels may also be permitted. Development within the category should be compact and connected and should support multi-modal transportation. Uses should generally be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. In the Urban Area, BP is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial Sanctuary.

In the Urban Area, plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services and with site access to roads classified as arterial or higher on the Highway Functional Classification Map. The subject site is located along San Jose Boulevard (SR 13) a principal arterial road. The proposed development of office and retail uses would be compatible with the surrounding commercial and office uses along this part of San Jose Boulevard (SR 13) and therefore would be consistent with Policies 1.1.2 and 1.1.22 of the FLUE.

The properties directly abutting the subject site to the south are designated as Medium Density Residential; however, they are currently being used as a retention pond and a pet boarding facility. While some industries permitted by the BP land use category produce adverse impacts, and should be located away from residential and other low intensity uses, many industrial uses can be compatible with adjacent non-industrial uses through proper site design and buffering. As such, the proposed development should be designed to achieve compatibility with the adjacent uses and should comply with the design criteria set forth in the Land Development Regulations. Appropriate site design, buffering, and setbacks should be addressed by the companion PUD rezoning for consistency with FLUE Policy 1.1.12.

The applicant has provided a JEA Availability letter dated September 9, 2017 stating that the subject site has access to both water and sewer connections located along the east side of San Jose Boulevard (SR13) consistent with FLUE Policy 1.2.9.

The subject property has road frontage along San Jose Boulevard (SR 13), an existing commercial corridor, which has sidewalks along both sides of the road, and is served by JTA bus routes 17 and 200. The proposed amendment would allow for infill development of an underutilized parcel that has existing access to utilities and existing infrastructure. The proposed development of this parcel would strengthen the commercial viability of the corridor by allowing the development of new non-residential uses in an existing non-residential area. Therefore, the proposed amendment is consistent with FLUE Goal 3, Objectives 3.2 and 6.3, and Policies 3.2.1, 3.2.2 and 3.2.7.

Vision Plan

The subject property is located within the boundaries of the Southeast Vision Plan. Guiding Principle 2.2 encourages infill redevelopment of higher densities and intensities along arterial roadways within existing nodes and activity centers. The subject site is located within an area that the Vision Plan identifies as a commercial corridor. The proposed development would allow for infill development to occur in an existing commercial corridor. Therefore, the proposed development is consistent with Guiding Principle 2.2 of the Southeast Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following policy 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.

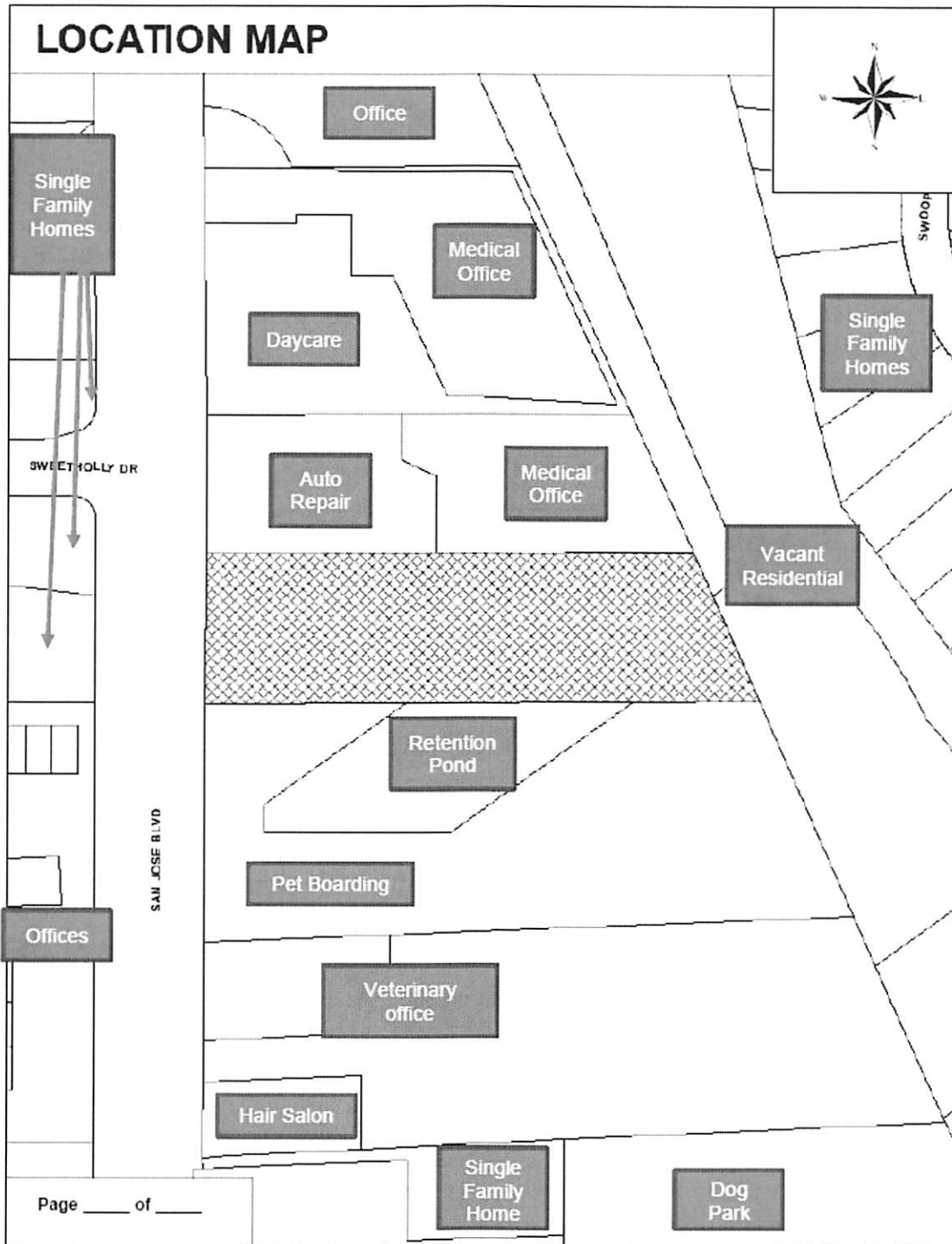
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of commercial business opportunities on an infill site in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment L-5306-18C, located along San Jose Boulevard between Sweetholly Drive and Orange Picker Road in the Suburban Development Area of Jacksonville, Florida. The subject site is currently undeveloped with an existing Residential/Professional/Institutional (RPI) non-residential land use category. The proposed land use amendment is to allow for Business Park (BP) development on approximately 1.7 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th 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, the RPI land use category development impact assessment standards allows for 0.5 FAR per acre, resulting in a development potential of 37,036 SF of office space (ITE Land Use Code 710) which could generate 361 daily vehicular trips. The proposed BP land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 25,918 SF of office/light industrial space (ITE Land Use Code 770) which could generate 213 daily vehicular trips. This will result in no net increase of daily vehicular trips if the land use is amended from RPI to BP, 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	37,026 SF	$T = 9.74 (X) / 1000$	361	0.00%	361
Total Section 1						361
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	770	25,918 SF	$T = 12.44 (X) / 1000$	322	34.00%	213
Total Section 2						213
Net New Daily Trips						0

Source: Trip Generation Manual, 10th Edition, Institute of Engineers

ATTACHMENT B (cont)

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 on San Jose Boulevard (SR 13).


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 (2018)* 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 1 is **0.68**.

San Jose Boulevard (SR 13) between St. Johns County Line to Loretto Road is the functional classified road that would be impacted by the proposed development. This segment of SR 13 is a 6-lane divided arterial facility with a maximum daily capacity of 54,300 vpd. This segment is expected to operate at a V/C ratio of 0.88 with the inclusion of the additional traffic from this land use amendment.

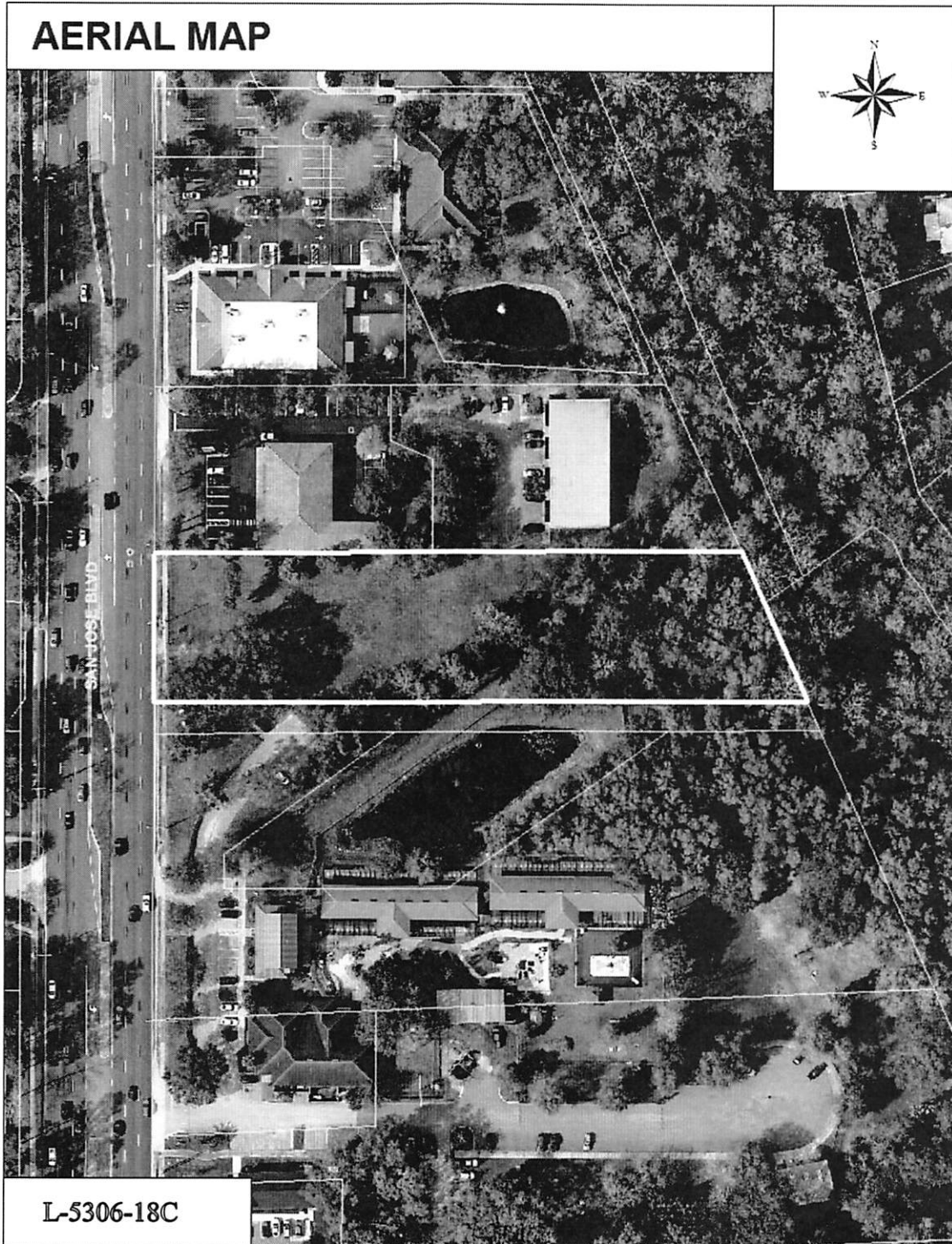
ATTACHMENT C

Land Use Amendment Application:

 APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN			
Date Submitted:	6/13/2018	Date Staff Report is Available to Public:	09-28-2018
Land Use Adoption Ordinance #:	2018-605	Planning Commission's LPA Public Hearing:	10-04-2018
Rezoning Ordinance #:	2018-606	1st City Council Public Hearing:	10-09-2018
JPDD Application #:	L-5306-18C	LUZ Committee's Public Hearing:	10-16-2018
Assigned Planner:	Krista Fogarty	2nd City Council Public Hearing:	10-23-2018
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: PAUL HARDEN, ESQ. LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 9043965731 Fax : 9043995461 Email: PAUL_HARDEN@BELLSOUTH.NET		Owner Information: CALVIN MODLING M&C REAL VENTURES, INC. 8956 PHILIPS HIGHWAY JACKSONVILLE, FL 32224	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	1.70	General Location: EAST SIDE OF SAN JOSE BLVD., NORTH OF ORANGE PICKER RD.	
Real Estate #(s):	158853 0000	Address: 0 SAN JOSE BLVD	
Planning District:	3		
Council District:	6		
Development Area:	URBAN AREA		
Between Streets/Major Features:	LORETTO ROAD and MARBON ROAD		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT		
Current Land Use Category/Categories and Acreage:	RPI 1.70		
Requested Land Use Category:	BP	Surrounding Land Use Categories: LDR,MDR,RPI	
Applicant's Justification for Land Use Amendment:	TO ALLOW FOR MIXED USE IN RPI.		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	CRO 1.70		
Requested Zoning District:	PUD		
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

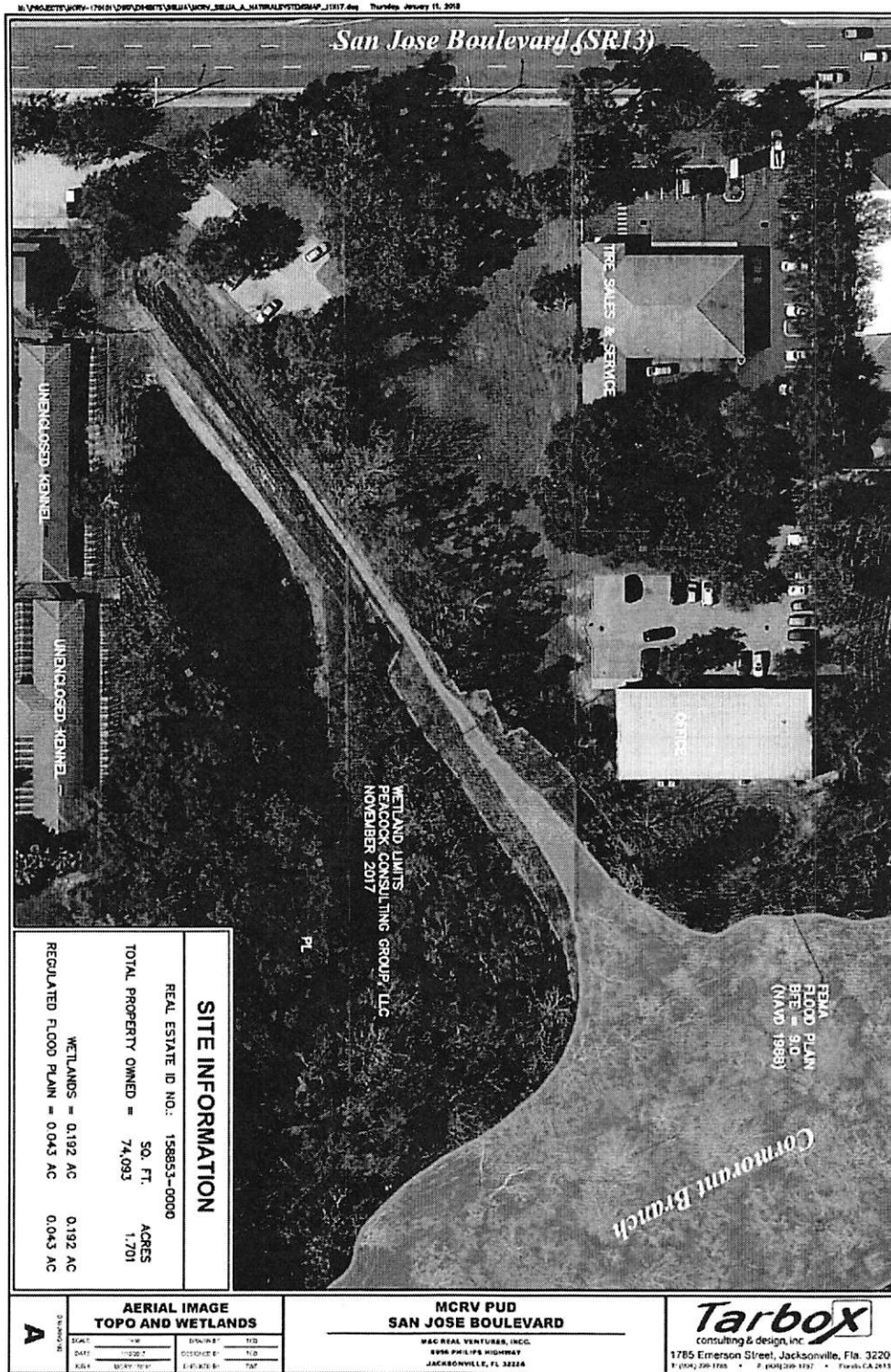
ATTACHMENT D

Aerial:



ATTACHMENT E

Wetlands Map:



ATTACHMENT F

Wellhead Protection Zone:

