



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

**OVERVIEW**

**ORDINANCE: 2019-010**

**APPLICATION: L-5342-18C-3-4**

**APPLICANT: ERIC ALMOND**

**PROPERTY LOCATION: 8016 and 8036 Hogan Road**

**Acreage: 1.28**

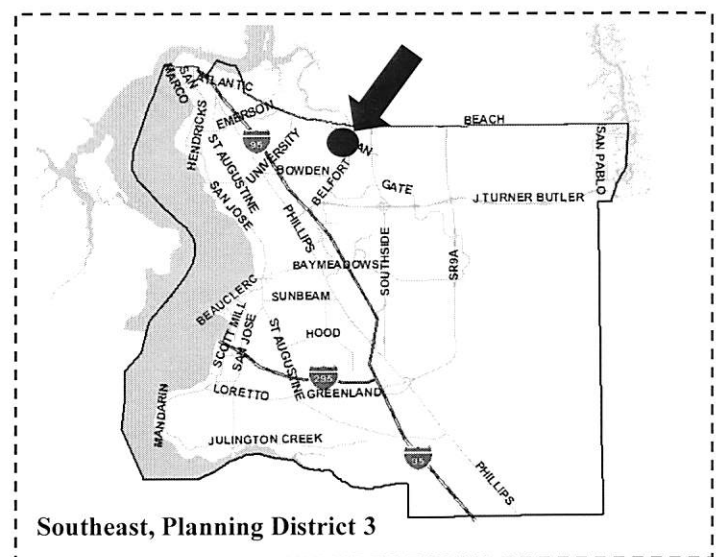
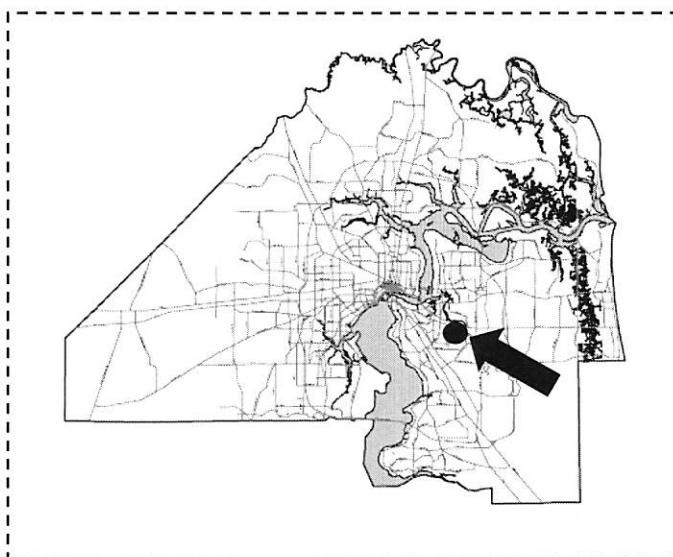
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>RPI</b>	<b>CGC</b>
<b>ZONING</b>	<b>CRO</b>	<b>PUD</b>

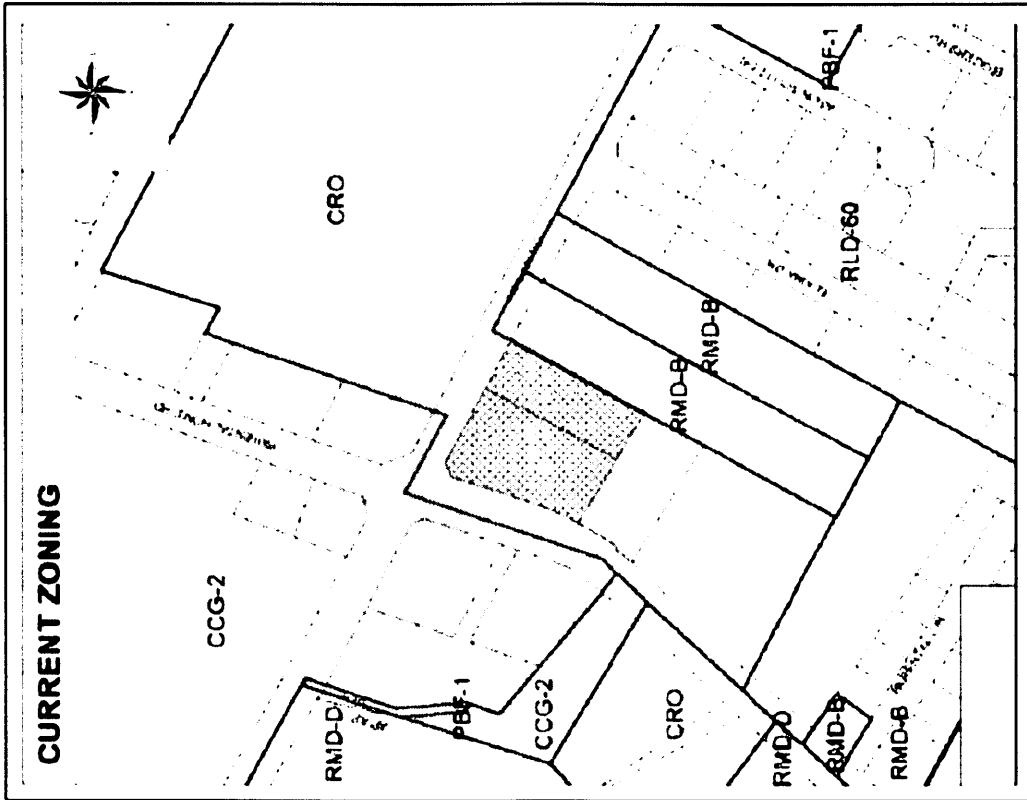
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
RPI	CGC	N/A	N/A	27,878 sq. ft. (0.5 FAR)	19,515 sq. ft. (0.35 FAR)	N/A	Decrease of 8,363 sq. ft.

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

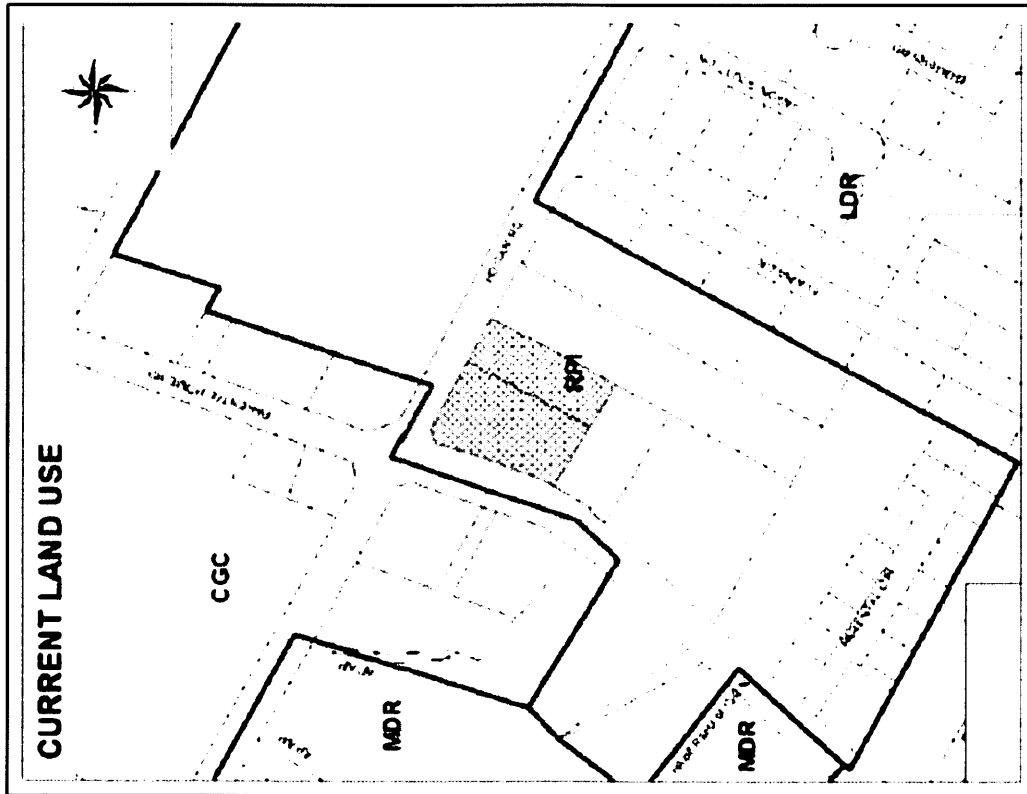
**LOCATION MAPS:**



# DUAL MAP PAGE



Current Zoning District(s): Commercial Readannal Office (CRO)  
Requested Zoning District(s): Planned Unit Development (PUD)



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

# ANALYSIS

## Background:

The subject site is 1.28 acres and is composed of two (2) parcels. The site is currently vacant and is located in the southeastern quadrant of the intersection of Parental Home Road and Hogan Road, both classified as collector roadways. The subject site is in the Urban Development Area as identified within the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the *2030 Comprehensive Plan* and is within the boundaries of the Southeast Planning District (PD 3), the Southeast Vision Plan, and Council District 4.

The applicant proposes a future land use map amendment from Residential-Professional-Institutional (RPI) to Community / General Commercial (CGC) and a rezoning from Commercial Residential Office (CRO) to Planned Unit Development (PUD) in order to allow for the development of commercial business units. The subject site is bounded to the northeast by Hogan Road; the northwest by Parental Home Road; and single-family uses (designated RPI) to the southwest and southeast. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-669.

The area surrounding the site is characterized by a balanced mix of uses – institutional uses such as a church; residential uses; and low intensity commercial and office uses. The dual land use and zoning map on page 2 and the land utilization map (Attachment A) provide a detailed picture of the existing development pattern for the immediate area.

The site is located at the corner of Parental Home Road and Hogan Road and has access via either roadway. Sidewalks are provided along both road frontages.

The generalized adjacent land use categories and zoning districts are as follows:

Adjacent Property(s)	Land Use	Zoning District	Current Use(s)
North	CGC & RPI	CCG-2 & CRO	Convenience store; vacant lot; & church
South	RPI	CRO & RMD-B	Single-family
East	RPI	RMD-B	Single-family
West	CGC	CCG-2	Commercial strip center

## 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.

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

## **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). The applicant indicates in the application that JEA water and sewer are available to the site.

## **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.

**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 will likely result in a net increase of 215 daily vehicular 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 8.

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 8 is 0.59.

The subject site will be accessible via Hogan Road and Parental Home Road, which are the functional classified facilities that could be impacted by the proposed development. Hogan Road between Beach Boulevard and Southside Boulevard is a 2-lane undivided collector facility, which has a maximum daily capacity of 16,074 vpd. Parental Home Road between Dean Road and Hogan Road is also a 2-lane undivided collector facility, which has a maximum daily capacity of 13,536 vpd. Both facilities are expected to operate at an acceptable V/C ratio 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 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. 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

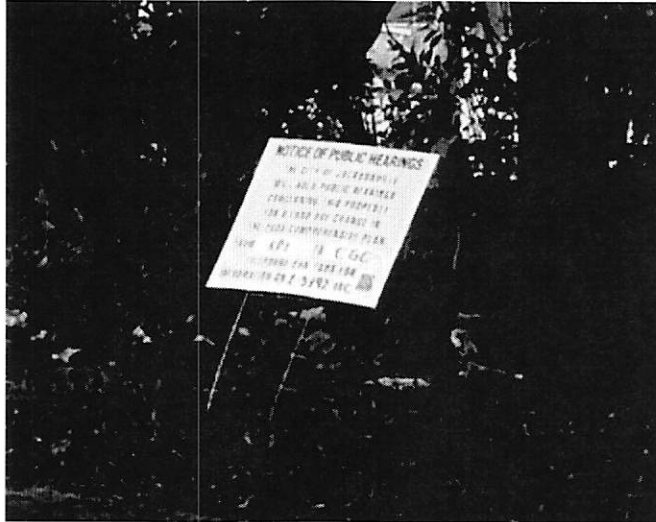
Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

# IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
Development Boundary	Urban Area	
Roadway Frontage Classification	Parental Home Road and Hogan Road (collectors)	
Plans/Studies	SE Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Undeveloped	Commercial office
Land Use/Zoning	RPI / CRO	CGC / PUD
Development Standards For Impact Assessment	0.5 FAR	0.35 FAR
Development Potential	27,878.4 sq. ft.	19,514.9 sq. ft.
Population Potential	N/A	N/A
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X - high	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X - discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Net increase of 215 daily vehicular trips	
Water Provider	JEA	
Potential Water Impact	Decrease by 980.63 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease by 735.48 gpd	
Potential Solid Waste Impact	Decrease by 13.382 tons per year	
Drainage Basin / Sub-Basin	Arlington River / Pottsburg Creek (stream)	
Recreation and Parks	Fletcher Morgan Park and Adolph Wurn Park	
Mass Transit	Route 8	
<b>NATURAL FEATURES</b>		
Elevations	22 feet	
Land Cover	1100 (Residential, low density)	
Soils	(69) Urban Land; and (14) Boulogne fine sand, 0 – 2% slopes	
Floodzone	N/A	
Wetlands	N/A	
Wildlife (sites greater than 50 acres)	N/A	

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 8, 2019, the required notices of public hearing signs were posted. Twenty-six (26) 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 Meeting was held on January 14, 2019, and only the applicant attended. No members of the public were present.

## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan

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

#### Future Land Use Element:

**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 proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

**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.

Policy 1.3.6 The City shall require that access to newly developed and redeveloped parcels, other than parcels zoned for or used for single-family dwellings, with frontage along two or more roadways be limited in order to protect performance of the City's transportation network. Access shall be limited to one per roadway with access from the higher functional class roadway or roadway with the higher average daily traffic being limited to right turn-in/right turn-out only. However, exemptions from this Policy may be granted by the Traffic Engineering Division and the JPDD where factors justify the exemptions. Factors to be taken into consideration for exemptions may include, but are not limited to: parcel size and road frontage; projected trip generation of a development; safety and congestion hazards; potential for delay on adjacent road facilities; environmental degradation; adequate traffic circulation; and/or elimination of existing access points.

Policy 1.3.7 Access for corner lots or parcels shall be located the greatest distance from the corner commensurate with property dimensions. For roadways having a functional classification of collector or higher, access shall not be less than 150 feet from the geometric centerline of intersecting roadways, 100 feet from the outside through lane, or commensurate with property dimensions, where the lot frontage is insufficient to meet these requirements, subject to the approval of the Traffic Engineering Division and JPDD.

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.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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.

According to the Category Descriptions identified within the 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.

Community / General Commercial (CGC) in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Development that includes residential uses is preferred to provide support for commercial and other uses. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map. Principal uses include commercial retail sales and service establishments; restaurants; hotels and motels; offices; financial institutions; multi-family dwellings; commercial recreational and entertainment facilities; and auto repair and sales among other uses.

The subject site is ripe for infill development because it is currently vacant and is located in an urbanized and developed area of the city with access to full urban services. Further, it is located at the intersection of two collector roadways (Parental Home Road and Hogan Road) and is approximately 850 feet south of Beach Boulevard, a major arterial roadway. The site is surrounded by a balanced land development pattern, including commercial, institutional, and residential uses and is supported by an efficient and connected transportation network. The proposed land use amendment to CGC would provide a logical extension of the CGC category based on the CGC designations on the remaining corners of the intersection. The remaining RPI designation to the south and east of the subject site provides a buffer to residential uses in the area and a gradual transition from commercial to residential uses. For these reasons, the proposed land use amendment to CGC is consistent with FLUE Objectives 1.1 and 6.3, Policy 1.1.22, and Goal 3.

The proposed land use amendment to CGC at this existing commercial node is consistent with FLUE Objective 3.2 and Policies 3.2.1 and 3.2.2 as it promotes and sustains the viability of this node through continued commercial use, and development at this location would offer employment and shopping opportunities to the surrounding residential community.

The applicant has filed a companion PUD rezoning. Through the PUD, the developer has the opportunity to implement innovative site planning techniques and propose appropriate combinations of complementary land uses, consistent with FLUE Policy 1.1.12. The site plan for the proposed development will be reviewed for consistency with FLUE Policies 1.3.6 and 1.3.7 regarding access to the property. Consistent with FLUE Policy 1.2.9, the subject site is served by centralized water and sewer services and has provided a JEA availability letter dated March 9, 2018 that is included in the companion rezoning application.

### **Vision Plan Consistency**

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. While the subject site location is not explicitly identified within the plan, general recommendations can be applied to the proposed amendment site. Because the proposed land use amendment site is a vacant property at a commercial intersection with residential uses nearby, it is consistent with Sub-principle 2.1 of the plan, which states, "Provide for and promote compatible mixed-use development, infill and redevelopment in stable and declining areas and create a range of housing opportunities and choices, where appropriate."

### **Strategic Regional Policy Plan**

The proposed land use 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.

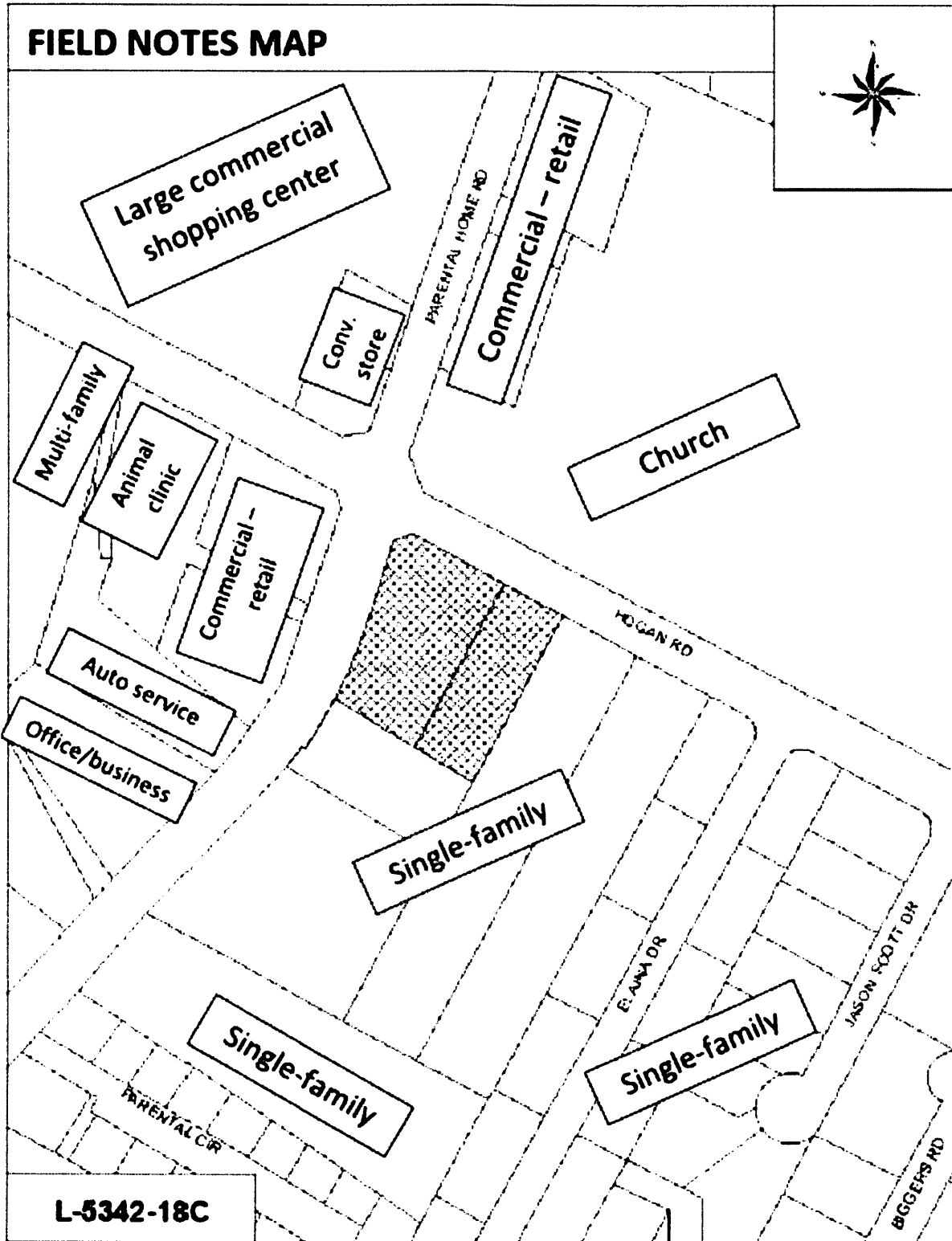
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would promote commercial development on a vacant parcel with access to full urban services.

### **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:



ONE CITY. ONE  
JACKSONVILLE.

## City of Jacksonville, Florida


*Lenny Curry, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32202  
(904) 630-CITY  
[www.coj.net](http://www.coj.net)

### MEMORANDUM

**DATE:** January 18, 2019

**TO:** Susan Kelly  
Community Planning Division

**FROM:** Lurise Bannister   
Transportation Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5342-18C

The proposed project identified in Land Use Amendment L-5342-18C is located at 8016 Hogan Road, between Parental Home Road and Elaina Drive in the Urban Development Area of Jacksonville, Florida. The subject site is undeveloped with an existing Residential/Professional/Institutional (RPI) non-residential land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) on approximately 1.28 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10<sup>th</sup> 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 non-residential land use category development impact assessment standards allow for 0.5 FAR per acre, resulting in a development potential of 27,878 SF of office/institutional space (ITE Land Use Code 710) which could generate 272 daily vehicular trips. The proposed CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 19,515 SF of commercial space (ITE Land Use Code 820) which could generate 486 daily vehicular trips. This will result in a net increase of 215 daily vehicular trips if the land use is amended from RPI to CGC, as shown in Table A.

# ATTACHMENT B

## Traffic Analysis, continued:

**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	27,878 SF	T = 9.74 (X)	272	0.00%	272
<b>Total Section 1</b>						<b>272</b>
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	19,515 SF	T = 37.75 (X) / 1000	737	34.00%	466
<b>Total Section 2</b>						<b>466</b>
<b>Net New Daily Trips</b>						<b>215</b>

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

**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 8.


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 8 is 0.59.

The subject site will be accessible via Hogan Road and Parental Home Road, which are the functional classified facilities that could be impacted by the proposed development. Hogan Road between Beach Boulevard and Southside Boulevard is a 2-lane undivided collector facility, which has a maximum daily capacity of 16,074 vpd. Parental Home Road between Dean Road and Hogan Road is also a 2-lane undivided collector facility, which has a maximum daily capacity of 13,536 vpd. Both facilities are expected to operate at an acceptable V/C ratio with the inclusion of the additional traffic from this land use amendment.

# ATTACHMENT C

## Land Use Amendment Application:

		<b>APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>	
Date Submitted:	12/13/2018	Date Staff Report is Available to Public:	2/1/2019
Land Use Adoption Ordinance #:	2019-010	Planning Commission's LPA Public Hearing:	2/7/2019
Rezoning Ordinance #:	2018-669	1st City Council Public Hearing:	2/12/2019
JPDD Application #:	L-5342-18C	LUZ Committee's Public Hearing:	2/20/2019
Assigned Planner:	Susan Kelly	2nd City Council Public Hearing:	2/26/2019
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> ERIC ALMOND, P.E. ALMOND ENGINEERING, P.A. 6277 DUPONT STATION COURT EAST, UNIT 1 JACKSONVILLE, FL 32217 Ph: 9043060162 Email: EALMOND@ALMONDENGINEERING.COM		<b>Owner Information:</b> RICHARD SCHUSTER RCW PROPERTIES, LLC PO BOX 19065 JACKSONVILLE, FL 32245 Ph: 9042971531	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
Acreage:	1.28	General Location:	CORNER OF HOGAN ROAD AND PARENTAL HOME ROAD
Real Estate #(s):	137008 0000 137008 0010	Address:	8016 HOGAN RD 8036 HOGAN ROAD
Planning District:	3		
Council District:	4		
Development Area:	URBAN AREA		
Between Streets/Major Features:	HOGAN ROAD and PARENTAL HOME ROAD		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
Current Utilization of Property:	VACANT PROPERTY		
Current Land Use Category/Categories and Acreage:	RPI 1.28		
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	RPI
Applicant's Justification for Land Use Amendment:	AT THE DIRECTION OF PLANNING STAFF CHANGE IN THE LAND USE FROM RPI TO CGC WAS SEEN AS A DESIRABLE TRANSITION TO ALLOW FOR THE PROPOSED COMMERCIAL OFFICE BUILDING.		
<b><u>UTILITIES</u></b>			
Potable Water:	JEA	Sanitary Sewer	JEA
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
Current Zoning District(s) and Acreage:	CRO 1.28		
Requested Zoning District:	PLD		
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/tuzao/">http://maps.coj.net/tuzao/</a>			

# ATTACHMENT D

Aerial Map:

