



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

OVERVIEW

ORDINANCE: 2019-114

APPLICATION: L-5353-19C-6-7

APPLICANT: REY ZELEDON

PROPERTY LOCATION: On the north side of Woodley Road, between New Kings Road and Murray Estates Lane

Acreeage: 1 acre

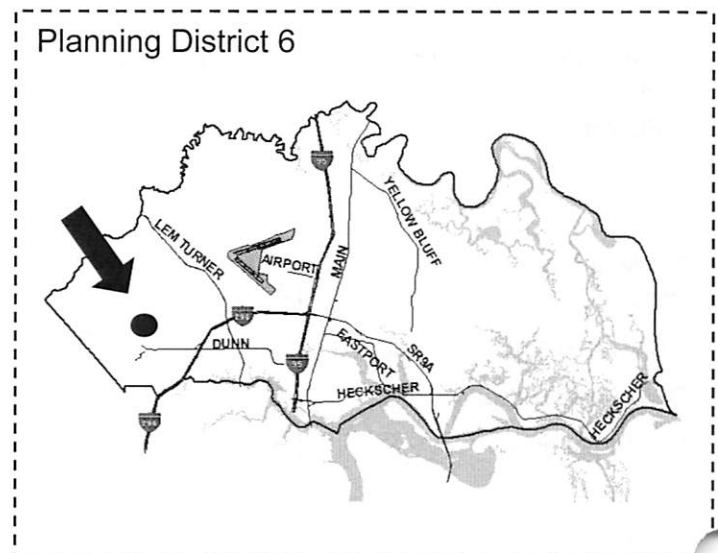
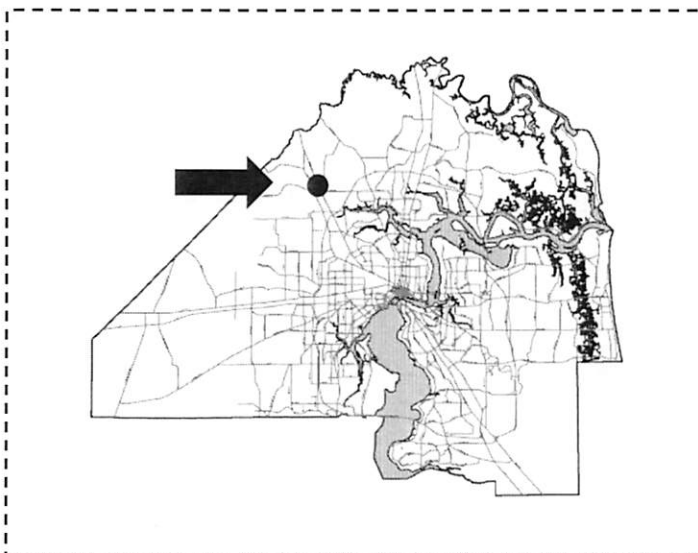
Requested Action:

	Current	Proposed
LAND USE	AGR-IV	LI
ZONING	AGR	IL

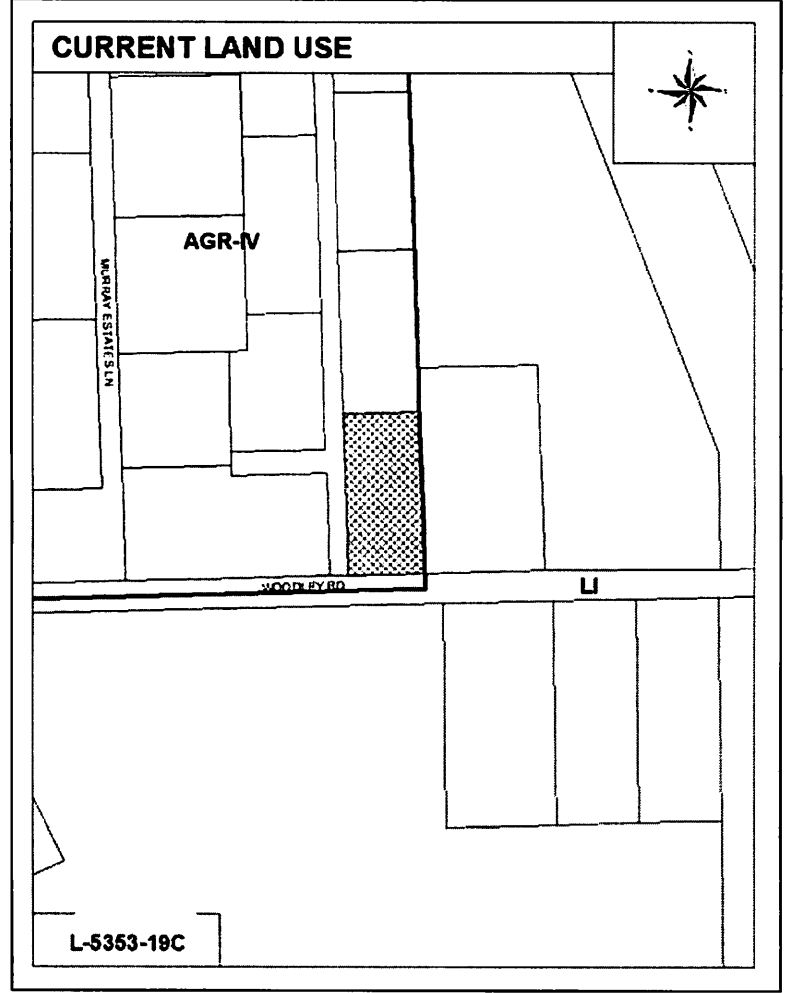
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
AGR-IV	LI	1 DU (1 DU per 2.5 acres)	N/A	N/A	17,424 sq. ft. (0.4 FAR).	Decrease of 1 DU	Increase of 17,424 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

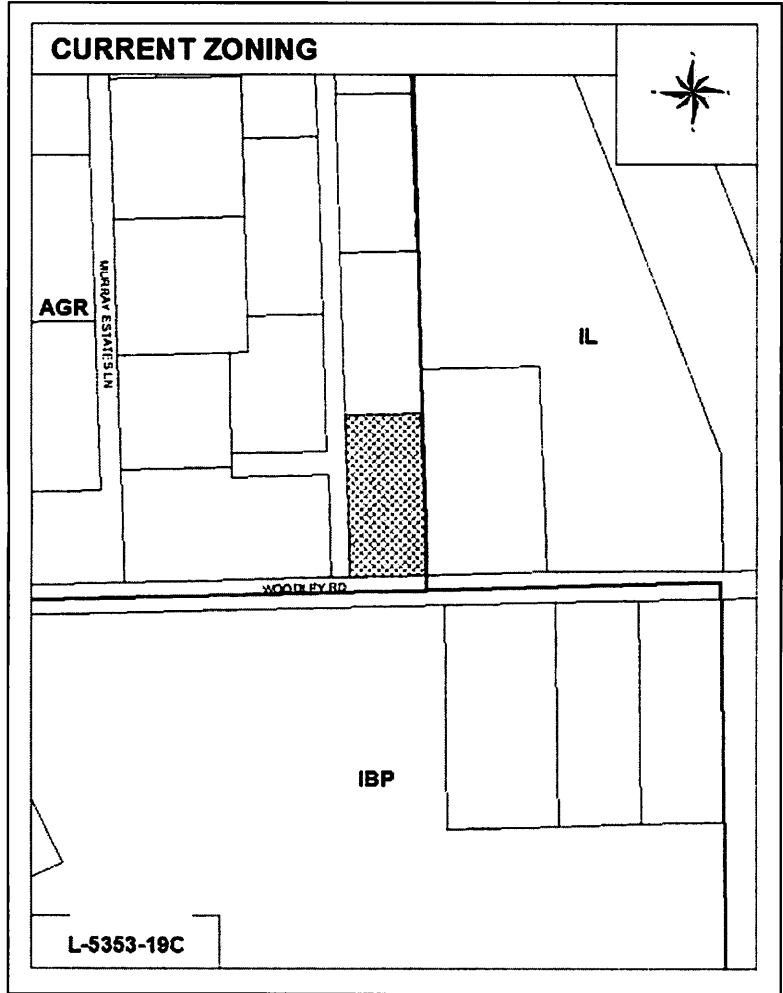
LOCATION MAPS:



SMALL SCALE LAND USE APPLICATION L-5353-19C



Existing FLUM Land Use Categories: Agriculture IV (AGR-IV)
Requested FLUM Land Use Category: Light Industrial (LI)



Current Zoning District(s): Agriculture (AGR)
Requested Zoning District(s): Industrial Light (IL)

ANALYSIS

Background:

The one-acre vacant property is located on Woodley Road off New Kings Road, approximately 3.5 miles north of I-295. New Kings Road (U.S. 1) is a principal arterial roadway and Woodley Road is a local road. The property is located in Planning District 6, Council District 7 and within the boundaries of the North Jacksonville Vision Plan. The subject site is in the Suburban Development Area as identified within the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

The applicant proposes an amendment to the Future Land Use Map from Agriculture-IV (AGR-IV) to Light Industrial (LI) and a rezoning from Agriculture (AGR) to Industrial Light (IL) in order to expand his business to park additional trucks. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-115.

The subject site is located in a small pocket of AGR land use that is surrounded by LI on the east and south, and Multi-Use (MU) to the north, west and to the east of the abutting LI. The large areas of MU are identified as Regional Activity Centers (RACs), which are currently undeveloped. A RAC is a compact, high intensity, high density, multi-use area designated as appropriate for intensive growth by the local government jurisdiction and may include: retail, office, residential, recreational facilities, hotels or appropriate industrial activities and be accessible to interstate or major arterial roadways.

East and northeast across New Kings Road is the Westport RAC. FLUE Policy 4.3.4 describes the land uses allowed in the Westport Regional Activity Center.

FLUE Policy 4.3.4

The Westport Regional Activity Center, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Business Park (BP), Light Industrial (LI), Community/General Commercial (CGC), Residential-Professional-Institutional (RPI), Medium Density Residential (MDR), Low Density Residential (LDR), Conservation (CSV), Recreation and Open Space (ROS), and Public Buildings and Facilities (PBF), consistent with the Multi-Use Land Use Category.

North of the subject site is the Northwood Regional Activity Center. FLUE Policy 4.3.11 describes the land uses allowed in the Northwood Regional Activity Center.

FLUE Policy 4.3.11

The Northwood Regional Activity Center, which is a Multi-Use Area on the Future Land Use Map, shall allow the following land use categories: Community/General Commercial (CGC) for 350,000 square feet of commercial uses and 125 hotel rooms, Residential-Professional-Institutional (RPI) for 50,000 square feet of commercial/office uses, Light Industrial (LI) of up to 4,159,500 enclosed square feet, Low Density Residential (LDR) for 100 single family residential units and Medium Density Residential (MDR) for 600 multi-family residential units, up to 25+/- acres for

Public Buildings and Facilities (PBF) and a minimum of 150 acres of recreation and conservation (CSV) uses, consistent with the Multi-Use (MU) Land Use Category.

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	AGR IV	AGR	Vacant
South	LI	IBP	Vacant (JEA)
East	LI	IL	Open vehicle storage
West	AGR IV	AGR	Single Family home

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).

JEA water and sewer lines are located over 1/2 mile south of the subject site and the application indicates that the site will be served by private well and septic systems.

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

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.

Policy 1.2.3 The City shall not permit septic tanks for the disposal or discharge of industrial wastes.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 112 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

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. 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.

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 0.47.

Woodley Road is 2-lane undivided local facility, which could be impacted by the proposed land use amendment. This roadway is not functionally classified and annual traffic counts are maintained.

Airport Environment Zone

The site is located within the 500 foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of less than 500', unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, 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.

IMPACT ASSESSMENT

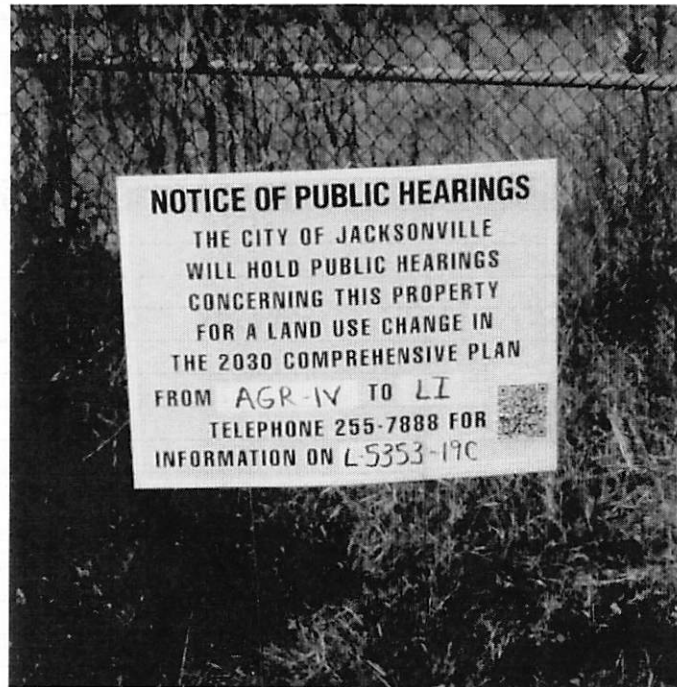
IMPACT ASSESSMENT

APPLICATION L-5353-19C

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban	
Roadway Frontage Classification	Local Road	
Plans/Studies	North Jacksonville Vision Plan	
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Open storage trucks
Land Use/Zoning	AGR-IV/AGR	LI/IL
Development Standards For Impact Assessment	1 DU per 2.5 acres	0.4 FAR
Development Potential	1 DU	17,424 sq. ft.
Population Potential		
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	500' JIA	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	X
PUBLIC FACILITIES		
Potential Roadway Impact	112 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	Well	
Potential Water Impact	N/A	
Sewer Provider	Septic	
Potential Sewer Impact	N/A	
Potential Solid Waste Impact	N/A	
Drainage Basin / Sub-Basin	Trout River/ Thomas Creek	
Recreation and Parks	Kings Road Historic Preserve	
Mass Transit	N/A	
NATURAL FEATURES		
Elevations	25 ft.	
Land Cover	1400 Commercial and Services	
Soils	51 Pelham fine sand	
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 February 26, 2019, the required notices of public hearing signs were posted. Sixteen (16) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates. The Citizens Information Meeting was held on March 4, 2019 and no speakers 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 and the Infrastructure Element, Sanitary Sewer Sub-Element:

Future Land Use Element (FLUE)

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

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.

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. Plan and have an adverse impact on adjoining or nearby uses. Consider office and high density residential development as a viable alternative in land use reviews.

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.

Policy 3.2.17 The City shall, require the Land Development Regulations to include incentives for new industry to locate in the form of industrial parks, centers, etc., in areas shown for industrial use on the Future Land Use Map series. Allow light industry to locate as a supporting use in mixed use PUD's outside areas designated for industrial use when the locational criteria and other provisions of this element, and all applicable development regulations are met.

Infrastructure Element, Sanitary Sewer Sub-Element (IE-SS)

Policy 1.2.3 The City shall not permit septic tanks for the disposal or discharge of industrial wastes.

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
 - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
 - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
 - c. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - d. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
 - e. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - f. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.

- g. Each lot is a minimum of 1 acre unsubmerged property.
- h. Alternative (mounded) systems are not required.

The AGR-IV future land use category permits agricultural uses such as farming, horticulture, forestry and logging, storage, processing and wholesale distribution of farm supplies and products. The AGR-IV category also permits low density residential development at a density of one unit per 2.5 acres.

The 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. Generally, light assembly, manufacturing, packing, processing, and storage/warehousing are principal uses in this category.

The site, subject to the land use amendment to LI, is a vacant property that abuts industrial uses and the LI land use category to the east and to the south of New Kings Road. The larger area is planned for large scale mixed-use RACs which include LI uses. Additionally, The amendment is intended to allow for expansion of the existing business that abuts the eastern boundary of the subject site. Therefore, the proposed amendment results in a logical and compatible extension of the abutting LI land use while supporting the viability and growth of and existing business in accordance with FLUE Goal 1, Objective 3.2 and Policies 1.1.22, 3.2.7 and 3.2.17.

In accordance with IE-SS Policy 1.2.6, the site meets the requirement to provide private well and septic systems. However, pursuant to IE-SS Policy 1.2.3 and Chapter 381, F.S., the site cannot dispose of industrial wastes into private septic systems. While the LI land use permits a variety of uses that may result in industrial wastes, the LI land use category includes uses that would not produce toxic or hazardous industrial wastes. The Florida Department of Health reviews and issues septic system permits in accordance with these requirements.

With the large-scale land use amendments that changed thousands of acres in this area to MU and the LI areas to the east and south, this area along New Kings Road will be developed with a broad mix of residential, commercial and industrial uses in the future. This amendment is consistent with the character of the area and the existing and emerging commercial and industrial uses and therefore is consistent with FLUE Objective 3.2 and Policy 3.2.7.

North Vision Plan

The subject site is located within the boundaries of the North Jacksonville Vision Plan. The Vision plan identifies two implementation strategies for areas located near the subject site. The Plan encourages a proactive approach to developing large scale Master Planned Communities such as Westport and Northwood Regional Activity Centers. However, the plan does not speak specifically to the site nor to small infill projects such as this proposal to expand an existing business in and industrial node. Therefore, the proposed land use amendment is not inconsistent with the plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan, Economic Development Element:

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 promotes an environment that is conducive to the creation of new business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

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 B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment L-5353-19C, located on Woodley Road, between Murray Estates Lane and New Kings Road in the Suburban Development Area of Jacksonville, Florida. The subject site has an existing Agriculture-IV (AGR-IV) land use category. The proposed land use amendment is to allow for Light Industrial (LI) use on approximately 1.0 +/- 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 AGR-IV land use category development impact assessment standards allows for one dwelling unit per 2.5 acres, resulting in a development potential of one single family home (ITE Code 210) which could generate 9 daily vehicular trips. The proposed the LI land use category allows for 0.4 FAR per acre, resulting in a development potential of 17,424 SF of light industrial use (ITE Land Use Code 110), generating 121 new daily vehicular trips. This will result in 112 net new daily vehicular trips if the land use is amended from AGR-IV 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
AGR-IV	210	1 SFDU	T = 9.44 (X)	9	0.00%	9
Total Section 1						9
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	17,424	T = 6.97 (X)	121	0.00%	121
Total Section 2						121
Net New Daily Trips						112

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

ATTACHMENT B

Traffic Analysis:

Additional Information:

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. 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.


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 **0.47**.

Woodley Road is 2-lane undivided local facility which could be impacted by the proposed land use amendment. This roadway is not functionally classified and annual traffic counts are maintained.

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:	1/10/19	Date Staff Report is Available to Public:	3-15-19
Land Use Adoption Ordinance #:	2019-114	Planning Commission's LPA Public Hearing:	3-21-19
Rezoning Ordinance #:	2019-115	1st City Council Public Hearing:	3-26-19
JPDD Application #:	L-5353-19C	LUZ Committee's Public Hearing:	4-2-19
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	4-9-19
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: REY ZELEDON 181 SW FUTCH PL FORT WHITE, FL 32038 Ph: 3057200258 Email: RAY5700@AOL.COM		Owner Information: NOEL FERNANDEZ And JOANDA ARIAS ARIES AND D INVESTMENTS LLC 1813 SW 104TH PLACE MIAMI, FL 33165 Ph: 7865862632 Fax:	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	1.00	General Location:	NEW KINGS RD
Real Estate #(s):	002520 0040		
Planning District:	6	Address:	0 WOODLEY RD
Council District:	7		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	NEW KINGS RD and OLD KINGS RD		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	AGR		
Current Land Use Category/Categories and Acreage:	AGR-IV 1.00		
Requested Land Use Category:	LI	Surrounding Land Use Categories:	LI
Applicant's Justification for Land Use Amendment: ONE (1) ACRE PARCEL TO BE CONVERTED FROM AGRICULTURAL TO LIGHT INDUSTRIAL FOR ADDITIONAL PARKING/STORAGE. ADJACENT LIGHT INDUSTRIAL PARCEL BELONGS TO SAME OWNER.			
<u>UTILITIES</u>			
Potable Water:	WELL	Sanitary Sewer	SEPTIC
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	AGR 1.00		
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 MAP:

