



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

OVERVIEW

ORDINANCE #: 2019-118

APPLICATION: L-5352-19C-4-12

APPLICANT: MARY WATERS

PROPERTY LOCATION: 18610 Maxville Macclenny Highway, 18640 and 18648 Macclenny Road; between US 301 and Griffis Road

Acreege: 4.37

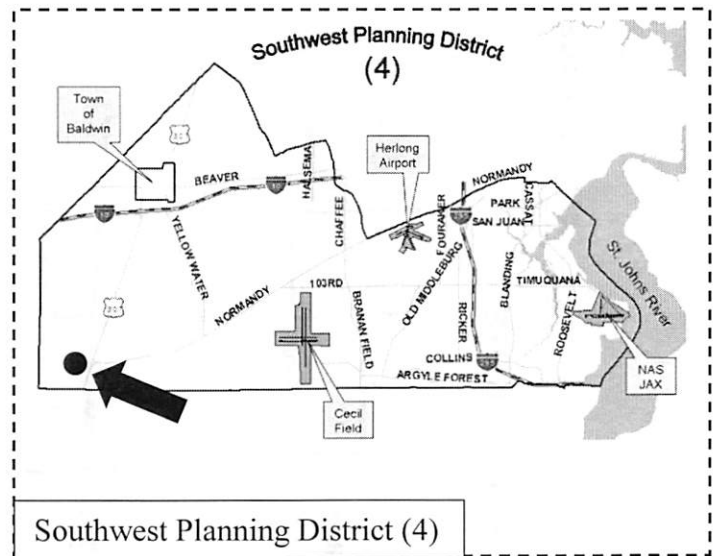
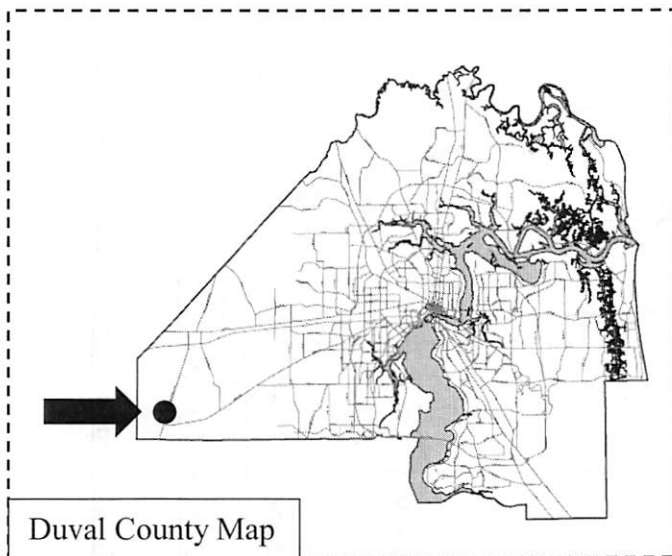
Requested Action:

	Current	Proposed
LAND USE	CGC	RR
ZONING	CCG-1	RR-Acre

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
CGC	RR	N/A	4 DU (1 DU Acre)	66,625 Sq. Ft. (0.35 FAR)	N/A	Increase of 4 DU	Decrease of 66,625 Sq. Ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



ANALYSIS

Background:

The 4.37 total acreage for the subject site consists of three parcels containing a total of two single-family homes, one located on the north side of Macclenny Road and the other located on the south side of Macclenny Road. The site is between US 301 and Griffis Road. The properties are located in Council District 12, Planning District 4 and within the Southwest Jacksonville Vision Plan. The subject properties have a current land use of Community/General Commercial (CGC).

While the proposed amendment does include a residential component, the site will generate fewer than twenty (20) units. Therefore, and development of the site will have a de minimis impact on school capacity.

According to the Development Areas Map in the Future Land Use Element, the site is located within the Rural Development Area. The applicant proposes a future land use amendment from CGC to Rural Residential (RR) and a rezoning from Commercial Community General-1 (CCG-1) to Residential Rural-Acre (RR-Acre) to bring the property into compliance with the existing uses. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-119.

Much of the area around the amendment site is in the RR or CGC land use categories with the predominant use being single-family residential. Detailed information about the surrounding area can be found on Page 2, Dual Map, and Attachment A – Existing Land Utilization Map.

The adjacent uses and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	RR	RR-Acre	Single Family
South	CGC	CCG-1	Vacant
East	CGC	CCG-1	Vacant
West	RR	RR-Acre	Single Family

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.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment will not result in an increase of new net 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

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 6.

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 6 is **0.55**.

MacClenny 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 not maintained.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low, 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.

Airport Environment Zone

The site is located within the 500 foot Height and Hazard Zone for Cecil Airport. Zoning will limit development to a maximum height of less than 500 feet, 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

Flood Zones

Approximately 1.57 acres of the subject site is located within the AO flood zone. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm of Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The AO flood zone is defined as an area of relatively shallow flooding within the 100-year floodplain or SFHA. Flood insurance is mandatory within the AO flood zone. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

Conservation /Coastal Management Element (CCME)

Policy 1.4.4 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

IE-AR Policy 1.2.8

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Rural Development Area	
Roadway Frontage Classification	1630 Feet of Frontage; Local Roads	
Plans/Studies	Southwest Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Single-Family Home	Single-Family Home
Land Use/Zoning	CGC/CCG-1	RR/RR-Acre
Development Standards For Impact Assessment	0.35 FAR	1 Dwelling Unit/Acre
Development Potential	66,625 Square Feet	4 Dwelling Units
Population Potential	N/A	11 people
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	500' Cecil Airport	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X- Low, medium and high	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area	X- 0-4 Inches	
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: N/A	X
PUBLIC FACILITIES		
Potential Roadway Impact	0 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	Private	
Potential Water Impact	Decrease in 2267 gallons/day	
Sewer Provider	Private	
Potential Sewer Impact	Decrease in 1700 gallons/day	
Potential Solid Waste Impact	Decrease of 196.1 tons/year	
Drainage Basin / Sub-Basin	Brady Yellow Branch / Long Branch	
Recreation and Parks	Maxville Park	
Mass Transit	None	
NATURAL FEATURES		
Elevations	82 to 90 feet above mean sea level	
Land Cover	1180- Residential, rural- one unit on 2 or more acres; 4340- Upland mixed coniferous/hardwood	

Soils	38- Mascotte fine Sand, 0 to 2 percent slopes; 51- Pelham Fine Sand, 0 to 2 percent slopes
Flood zone	AO
Wetlands	N/A
Wildlife (sites greater than 50 acres)	N/A

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 13, 2019, the required notice of public hearing signs were posted. Ten (10) 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 March 4, 2019. No members of the public were at the meeting.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element (FLUE):

- Objective 1.1 Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination
- Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 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 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.
- Policy 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

Infrastructure Element (IE): Sanitary Sewer Sub-Element

- Policy 1.2.9 Septic tanks shall be permitted in Rural Areas, provided they meet the requirements of Chapter 64E-6, F.A.C., and that all lots created after shall have a minimum of 1 acre of unsubmerged property.

Comprehensive Plan Analysis:

According to the general category description for Community/General Commercial (CGC), it is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Plan amendment requests for new CGC designations are discouraged in the Rural Area because they would potentially encourage urban sprawl.

According to the FLUE, Rural Residential (RR) in the Rural Area is a category intended to provide rural estate residential opportunities. Plan amendment requests for new RR designations are preferred in locations which are supplied with full urban services. Single family dwellings are a principal use.

The proposed land use amendment is intended to bring the property into conformance with its historic and current use and is compatible with the surrounding area. It aids in maintaining a compatible land use pattern that is consistent with the rural character of the area and meets the criteria of FLUE Objective 1.1. RR is a low density land use category, is preferred within the Rural Development Area and would discourage any potential negative effects associated with urban sprawl. Therefore, it is consistent with FLUE Policies 1.1.10, 1.1.22 and 3.1.3.

The subject site currently uses well and septic. According to IE-Sanitary Sewer Sub-Element Policy 1.2.9, septic tanks are permitted in the rural area. Maximum gross density shall be 1 unit/acre when served with on-site potable water and wastewater; and there shall be no minimum density.

The proposed amendment has been reviewed for consistency with the Southwest Jacksonville Vision Plan pursuant to FLUE Policy 4.1.8B; see below.

Vision Plan

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan. The plan recommends the maintenance of the rural character in the western portions of the district. The proposed land use amendment is consistent with the Southwest Jacksonville Vision Plan due to the proposed expansion of the RR land use category within the Rural Development Area which thereby continues to maintain the existing character of the surrounding area.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following policy of the Communities and Affordable Housing section of the Strategic Regional Policy Plan:

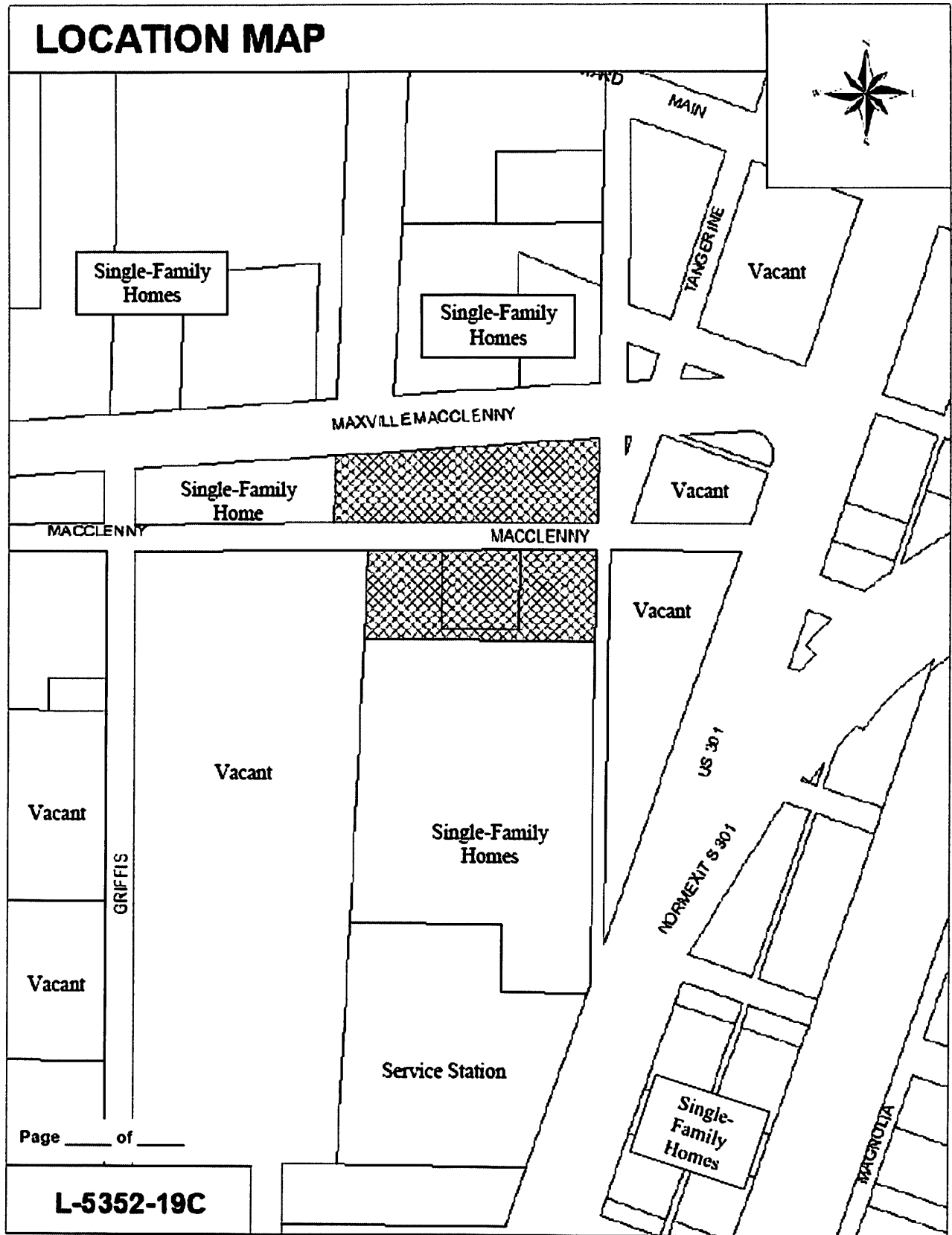
Policy 8: The Region values the availability of lifestyle and livelihood choice, including agricultural, rural, suburban and urban.

The proposed land use amendment is consistent with Policy 8 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would allow a permitted use to be in compliance within the rural area.

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):



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

MEMORANDUM

DATE: March 6, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5352-19C

A trip generation analysis was conducted for Land Use Amendment L-5352-19C, located at 18610, 18640, and 18648 MacClenny Road, south of Maxville MacClenny Highway between Griffis Road and US 301 in the Rural Development Area of Jacksonville, Florida. The subject site has an existing Community General Commercial (CGC) land use category. The proposed land use amendment is to allow for Rural Residential (RR) development on approximately 4.37 +/- 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 CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 66,625 SF of commercial space (ITE Code 820) which could generate 1,660 daily vehicular trips. The proposed the RR land use category allows for 2 single-family dwelling units per acre resulting in a development potential 4 homes (ITE Land Use Code 210), generating 38 new daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from CGC to RR, as shown in Table A.

ATTACHMENT B (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
CGC	820	66,625 SF	$T = 37.75 (X) / 1000$	2,515	34.00%	1,660
Total Section 1						1,660
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
RR	210	4 SFDUs	$T = 9.44 (X)$	38	0.00%	38
Total Section 2						38
Net New Daily Trips						0

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

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 6.

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The result of the V/C ratio analysis for the overall Mobility Zone 6 is **0.55**.

MacClenny 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 not 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:	12/31/18	Date Staff Report is Available to Public:	3/15/2019
Land Use Adoption Ordinance #:	2019-118	Planning Commission's LPA Public Hearing:	3/21/2019
Rezoning Ordinance #:	2019-119	1st City Council Public Hearing:	3/26/2019
JPDD Application #:	L-5352-19C	LUZ Committee's Public Hearing:	4/2/2019
Assigned Planner:	Chris Schoenig	2nd City Council Public Hearing:	4/9/2019

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

MARY WATERS

18610 MAXVILLE MACCLENNY HIGHWAY
JACKSONVILLE, FL 32234
Ph: (904) 588-2037

Email: MKWATERS1004@GMAIL.COM

Owner Information:

MARY WATERS
18610 MAXVILLE MACCLENNY HWY
JACKSONVILLE, FL 32234
Ph: (904) 588-2037

WILLIAM HENDRICKS
18648 MACCLENNY RD
JACKSONVILLE, FL 32234

ED WATERS
18640 MACCLENNY RD
JACKSONVILLE, FL 32234

DESCRIPTION OF PROPERTY

Acreage: 4.37
Real Estate #(s): 001156 0000
001175 0000
001175 0010

Planning District: 4
Council District: 12
Development Area: RURAL AREA
Between Streets/Major Features:
US 301 and GRIFFIS ROAD

General Location:

SOUTHWEST INTERSECTION OF MAXVILLE MACCLENNY HWY
AND US 301

Address:

18610 MAXVILLE MACCLENNY HWY
18640 AND 18648 MACCLENNY ROAD

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: SINGLE-FAMILY RESIDENTIAL

Current Land Use Category/Categories and Acreage:
CGC 4.37

Requested Land Use Category: RR

Surrounding Land Use Categories: CGC,RR

Applicant's Justification for Land Use Amendment:

PROPERTY HAS ALWAYS BEEN RESIDENTIAL – PROPOSING RR TO KEEP CONSISTENT WITH EXISTING USES.

UTILITIES

Potable Water: PRIVATE

Sanitary Sewer PRIVATE

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
CCG-1 4.37

Requested Zoning District: RR-Acre

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

ATTACHMENT D (Aerial Map):



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