



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

OVERVIEW

ORDINANCE: 2019-160

APPLICATION: L-5373-19C-6-2

APPLICANT: CITY OF JACKSONVILLE

PROPERTY LOCATION: 5124, 5134, 5140, 5144, 5145 and 5150 Heckscher Drive (SR 105)

Acreage: 3.03

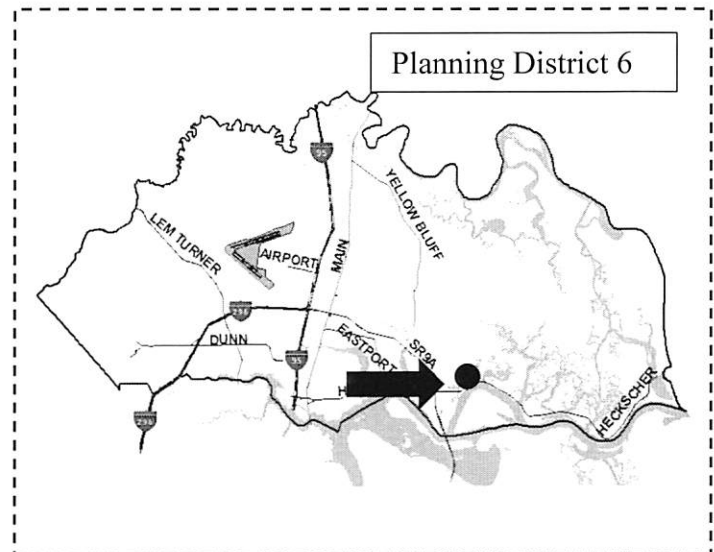
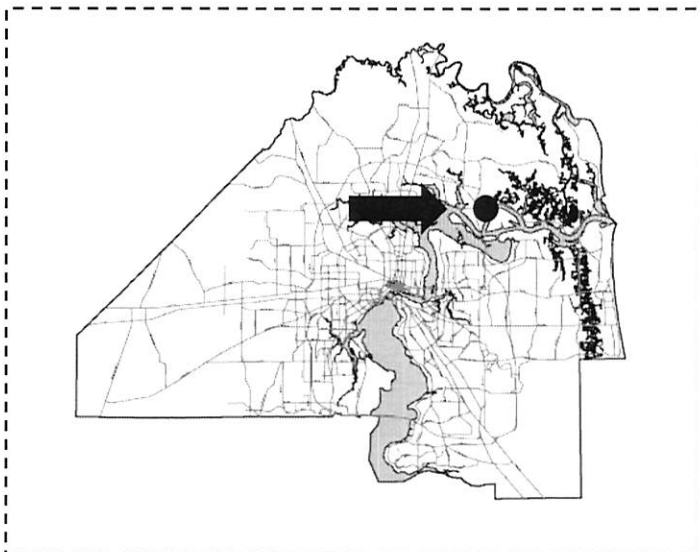
Requested Action:

	Current WD/WR	Proposed LDR
LAND USE		
ZONING	IW	RLD-90 and RLD- 100A

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
WD/WR	LDR	N/A	15 DU (5 DU per acre)	32,997 sq. ft. (0.25 FAR)	N/A	Increase 15 DU	Decrease 32,997 sq. ft.

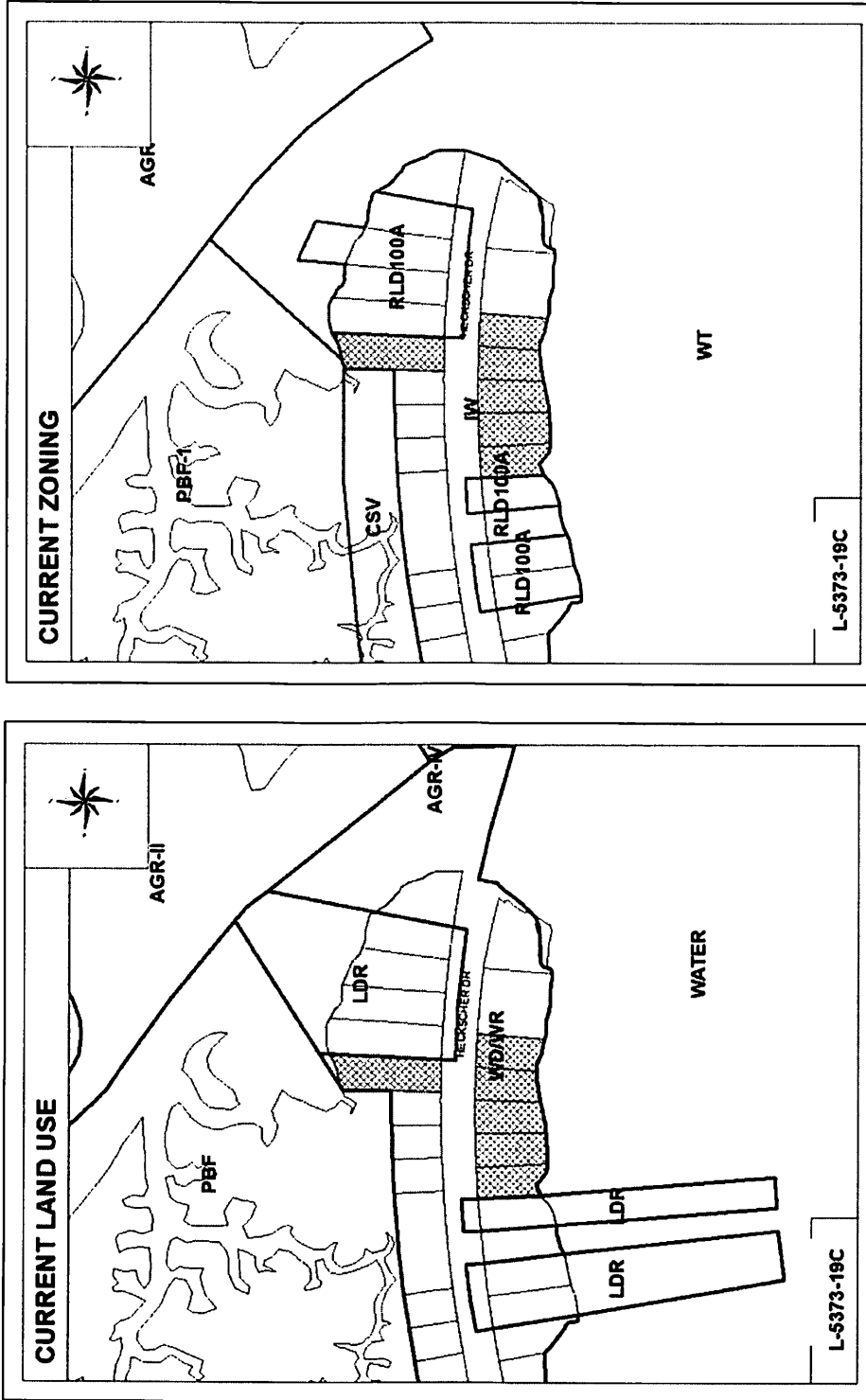
PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL

LOCATION MAPS:



DUAL MAP PAGE

SMALL-SCALE LAND USE APPLICATION L-5373-19C



Current Zoning District(s): Industrial Water (IW)
Requested Zoning District(s): Residential Low Density 100A (RLD-100A) and Residential Low Density-90 (RLD-90)

Existing FLUM Land Use Categories: Water Dependent: Water Related (WD-WR)
Requested FLUM Land Use Category: Low Density Residential (LDR)

ANALYSIS

Background:

The 3.03 acre amendment site is located on the north and south side of Heckscher Drive (SR 105) between Blount Island Boulevard and Browns Creek. The proposed land use application is comprised of six (6) lots along Heckscher Drive that are individually owned and contain single-family homes. There are five (5) lots on the south side of Heckscher Drive and one (1) lot on the north side. The site is located in Council District 2, Planning District 6 and within the North Jacksonville Shared Vision and Master Plan.

The applicant proposes a future land use map amendment from Water Dependent-Water Related (WD-WR) to Low Density Residential (LDR) and a rezoning from Industrial Water (IW) to Residential Low Density- 100A (RLD-100A) and Residential Low Density-90 (RLD-90) to bring the properties into compliance with the existing single-family residential use. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-161.

The property is located on a narrow, isolated strip of uplands between the St. Johns River and the Browns Creek marshlands. Across the river channel is Blount Island, which is owned by the Jacksonville Port Authority and the United States of America. On the south side of Heckscher Drive there are 16 lots, three (3) of which are designated LDR (Ordinance 2008-1030-E and Ordinance 2008-271-E). On the north side of Heckscher Drive, there are 13 lots, four (4) of which are LDR (Ordinance 2003-1161-E). Just north of the subject site is a large area of wetlands owned by the Jacksonville Electric Authority (JEA). There are five (5) open storage lots on the south side of Heckscher Drive. The western lots are utilized as shrimp boat and workboat docks, and the eastern lots are the Browns Creek Fish Camp, which has recreational boat storage, docks and a boat ramp.

The single-family residences on the subject site existed prior to the adoption of the 2010 Comprehensive Plan. In 2017, Ordinance 2017-795-E, removed the Industrial Preservation Sanctuary Overlay Zone from this area of Heckscher Drive (see Attachment G). The Land Use and Zoning (LUZ) Committee, of the City Council, removed the Industrial Preservation Sanctuary Overlay Zone recognizing that the overlay was incompatible and inconsistent with the area and that the sites in the area were not suitable for industrial uses based on the land's environmental sensitivity and the lack of railway access. In addition, Ordinance 2017-89, which was to change the land use on three (3) lots on the south side of Heckscher Drive from LDR to WD-WR, was denied, based on the consensus of the City Council that industrial uses are incompatible and inconsistent in this area. There is no JEA water or sewer service to the subject site.

The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	WD-WR, PBF	CSV, IW and PBF	Vacant
South	St. Johns River	St. Johns River	Water
East	WD-WR	IW	Open Storage, Single family, Commercial
West	LDR, WD-WR	RLD-100A and IW	Vacant and shrimp docks

Attachment A – Land Utilization Map provides a detailed picture of the existing development pattern for the immediate area.

While the proposed amendment includes a residential component, the site will generate fewer than 20 residential units. Therefore, the proposed development will have a de minimis impact on school capacity.

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). Currently the six (6) lots of the amendment site are single family homes and are served by a well and septic tank. According to the JEA availability letter, the closest water and sewer connection is 1,900 feet west of the site.

Infrastructure Element, Sanitary Sewer Sub-Element

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

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

- d. Alternative (mounded) systems are not required.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 12 net new 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 3.

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 3 is **0.52**.

Heckscher Drive (SR 105) is the first functional classified facility that would be impacted by the proposed development. This segment of Heckscher Drive between Blount Island Drive and SR

A1A is a 2-lane undivided arterial roadway and has a maximum daily capacity of 17,700 vpd. The proposed residential development could generate approximately 142 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.47 with the inclusion of the additional traffic from this land use amendment.

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such, based upon the city's geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. (see Attachment D) Based on the information noted below, the proposed amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 0.2 of an acre

General Location(s): The wetlands are located along the northern boundary of the lot located on the north side of Heckscher Drive (SR 105). Another small area is located on the southwest boundary of the on the south side of Heckscher Drive. (see Wetlands Map in Attachment D)

Quality/Functional Value:

The wetland is a salt marsh which has an extremely high functional value due to its water filtration attenuation of coastal waters and reduction of storm surge in coastal high hazard areas during cataclysmic coastal storms.

Soil Types/ Characteristics:

Tisonia mucky peat. The Tisonia series consists of nearly level, very poorly drained organic soils. They are in tidal marshes. The soils are very slowly permeable. The high water table generally is at or near the surface.

Wetland Category: Category I

Environmental Resource Permit (ERP):

N/A

Wetlands Impact: No

Relevant Policies: **CCME 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 arial 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 Division of Forestry, Department of Agriculture and Consumer Services.

Coastal High Hazard Area (CHHA) / Adaptation Action Area (AAA)

Approximately all of the 3.01 acres of the subject site is located within a Coastal High Hazard Area (CHHA) and Adaptation Action Area (AAA), as defined by Sections 163.3178(2)(h) and 163.3164(1), Florida Statutes. The map in Attachment F shows the properties within the CHHA/AAA. The amendment request for the subject site is to change the land use designation from WD/WR to LDR. The homes have been in existence prior to the 2010 Comprehensive Plan and as such, the amendment does not result in an increase in residential development within the CHHA.

Conservation /Coastal Management Element (CCME)

Objective 7.4 Limit development density and intensity within the Coastal High Hazard Area (CHHA) and direct it outside of the CHHA, and mitigate the impact of natural hazards in the area.

Policy 7.4.8 The City shall promote, in instances where a proposed project is located within the CHHA, the clustering of uses. Such clustering will be used to limit the acreage within the CHHA that will be affected by the proposed development, and will serve to limit the amount of infrastructure provided within the CHHA. To demonstrate compliance with the clustering concept identified in this policy, proposed site plans may be required to include conditions that restrict future development on any other portion of the site within the CHHA and /or place a conservation easement on any remaining wetlands within the CHHA not already proposed for impacts.

Policy 11.5.1 The City of Jacksonville shall recognize the Coastal High Hazard Area (CHHA) identified in Map C-18 as also encompassing the Adaptation Action Area (AAA) for those low-lying coastal zones that may experience coastal flooding due to extreme high tides and storm surge and are vulnerable to the impacts of rising sea level. (§163.3177(6)(g)(10), F.S.) Land within the AAA is subject to potential high tide inundation under a horizon 2060 two foot sea level rise scenario.

Policy 11.5.2 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

Policy 11.5.3 The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.

Future Land Use Element

Policy 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a conservation land use category, Conservation zoning district, and/or conservation easement.

Flood Zones

The entire 3.03 acres of the subject site are located within the AE flood zone. (see Attachment E) 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 AE flood zone is defined as an area within the 100-year floodplain or SFHA where flood insurance is mandatory. 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.

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.

Manatee Protection Plan Boat Facility Siting Zone

The subject property is located in an area that falls within the jurisdiction of the Manatee Protection Plan Boat Facility Siting Zone. According to the Boat Facility Siting Zones of the Manatee Protection Plan, the property is located within the Preferred Zone. Development in a preferred area can have an unrestricted number of slips from a manatee management perspective. Other local, state, or federal restrictions may limit slip numbers. Permits must be approved by the Florida Department of Environmental Protection and the St. Johns River Water Management District.

Conservation Coastal Management Element

Policy 10.1.1 The location of future boat facilities shall be consistent with the recommendations within the Future Land Use Element and the Recreation and Open Space Element of the 2030 Comprehensive Plan, as well as any District Plan, and any other special study or plan adopted by the City such as the Boat Facilities Siting Plan.

IMPACT ASSESSMENT

IMPACT ASSESSMENT

L-5373-19C

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban	
Roadway Frontage Classification	Minor Arterial	
Plans/Studies	North Jacksonville Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Single-family homes	Single-family homes
Land Use/Zoning	WD/WR/IW	LDR/RLD100A and RLD-90
Development Standards For Impact Assessment	0.25 FAR	5 DU per acre
Development Potential	32,997 sq. ft.	15 DU
Population Potential	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	
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 Preferred	
Brownfield		X
State Road (SR) 105	SR Name:	
PUBLIC FACILITIES		
Potential Roadway Impact	12 new daily trips	
Potential Public School Impact	N/A existing homes	
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	St. Johns River/ Browns Creek	
Recreation and Parks	New Berlin Model Airplane Field	
Mass Transit	N/A	
NATURAL FEATURES		
Elevations	4 feet	
Land Cover	1200 Residential	
Soils	7- Arents, 68- Tisonia mucky peat	
Floodzone	AE flood zone	
Wetlands	Yes	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 12, 2019, the required notices of public hearing signs were posted. Twenty-five (25) 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 March 18, 2019 and there were no speakers 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 (FLUE)

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 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Policy 3.1.2 The City shall eliminate incompatible land uses or blighting influences from potentially stable, viable residential neighborhoods through active code enforcement and other regulatory measures.

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.

The WD-WR Future Land Use Category is primarily intended for land uses that require deep water access to the St. Johns River. The primary purpose of the category is to protect, support and permit orderly expansion of the Port of Jacksonville. Principal uses include Ports; Harbors; Industrial docks; Facilities for construction; Maintenance and repair of vessels; Ship supply establishments and facilities; Freight, trucking, shipping or other transportation terminals; Non-manufacturing; Storage; Processing; Transportation; Dredge; and Disposal. In addition, neighborhood protections shall be achieved through the implementation of site design techniques including but not limited to: transitions in uses; buffering; setbacks; the orientation of open space; and graduated height restrictions to affect elements such as height, scale, mass and bulk of structures, pedestrian accessibility, vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise and odor.

The LDR Future Land Use Category in the Suburban Area is intended to provide for low-density residential development. Principal uses include Single family and Multi-family dwellings; Commercial retail sales and service establishments when incorporated into mixed-use developments which utilize the Traditional Neighborhood Development (TND) concept.

Prior to the adoption of the 2010 Comprehensive Plan in 1991, the property was zoned residential (RS-D) which allowed for single-family residential uses. The 2010 Comprehensive Plan changed the land use and zoning in this area to WD-WR and IW, respectively. The proposed amendment is intended to bring the properties into conformance with their actual and historic use and to protect and preserve the character of the existing residential area, balancing the residential and non-residential uses of this area consistent with the intent of Goal 3, Objective 3.1 and Policy 3.1.2.

Designation of this area as future WD-WR when the Comprehensive Plan was adopted was premature. The area was presumed to be appropriate for WD-WR industrial uses. Since the adoption of the 2010 Comprehensive Plan, almost 30 years ago, the area has stayed predominately residential due to the small size of these lots, the environmental sensitivity of the area and the lack of railway and public facilities. The conversion of other parcels in the

area from industrial to residential demonstrates that these properties are not crucial to the long-term economic well-being of the City of Jacksonville nor the Port of Jacksonville. WD-WR is not consistent with the character of the area. The industrial requirement for the availability of public services and the market demand for industrial uses since the adoption of the 2010 Comprehensive Plan has not been established therefore, the land use category of WD-WR is inconsistent with FLUE Policy 3.2.7.

North Jacksonville Shared Vision and Master Plan (2003)

The North Jacksonville Shared Vision and Master Plan calls for the creation of the Heckscher Scenic Parkway, which came out of the Heckscher Drive Visioning Project. The Heckscher Islands Visioning Project is a component of the larger North Jacksonville Vision Plan and is intended to identify some of the cultural elements of the community that should be enhanced and to provide a vision that will guide future development and growth management decisions. A goal of the proposed Scenic Parkway is to limit the intensity of development along certain portions of the Heckscher Drive Corridor and to preserve the predominantly residential character of the area. The proposed amendment conforms to these goals and is therefore consistent with the 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 to make development easier in areas appropriate for infill and redevelopment.

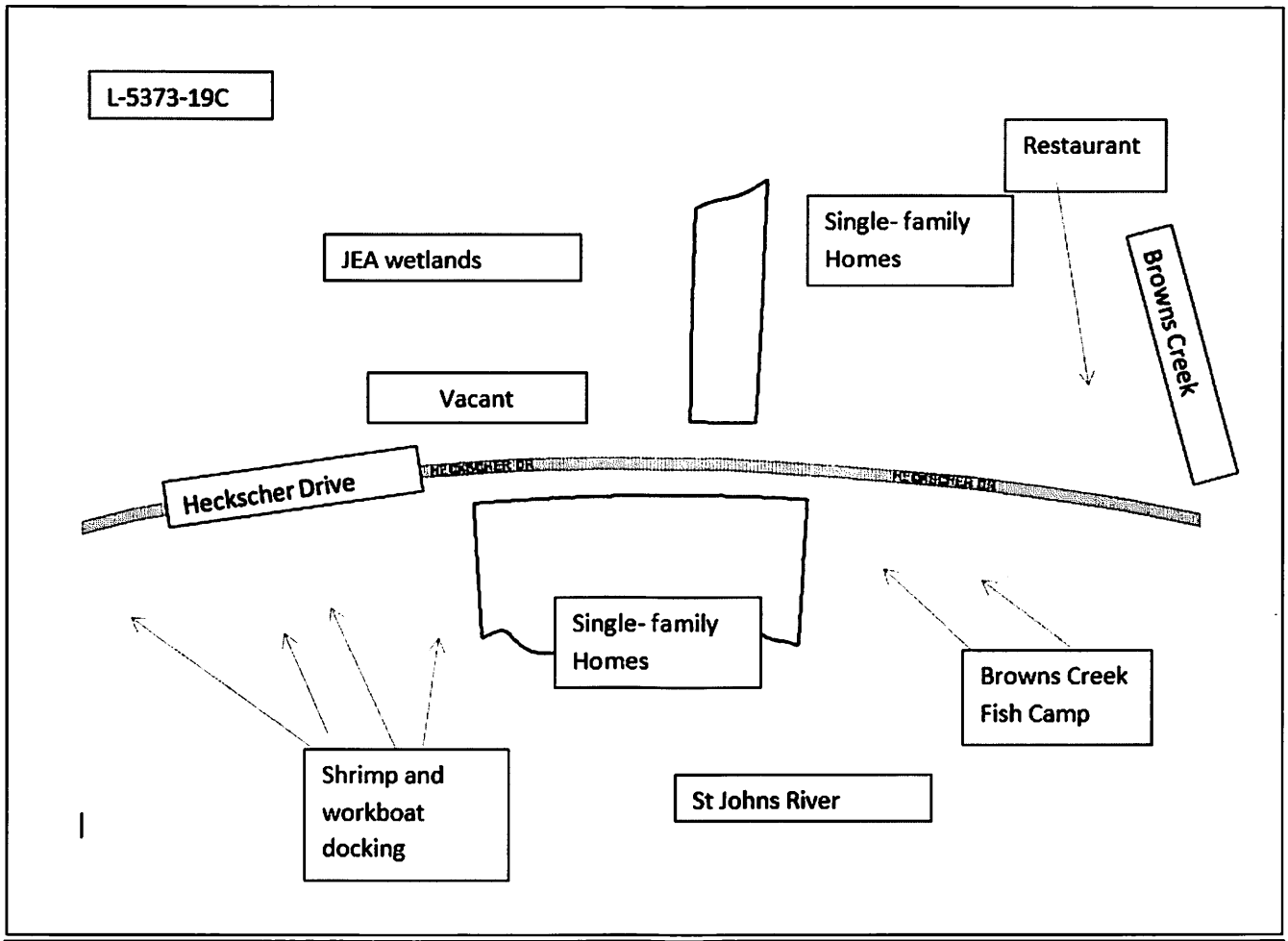
The proposed amendment to LDR would remove the properties non-conforming use and allow the existing homeowners the ability to sell or redevelop their homes. By removing this hardship, development will be made easier for the property owners and the amendment is therefore consistent with the aforementioned Strategic Regional Policy Plan.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment L-5373-19C, located along Heckscher Drive, east of Blount Island Boulevard in the Suburban Development Area of Jacksonville, Florida. The subject site includes multiple parcels on approximately 3.03+/- acres and has an existing Water Dependent – Water Related (WD-WR) land use category. The proposed land use amendment is to allow Low Density Residential (LDR) use to bring existing residential properties into compliance.

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 WD-WR land use category development impact assessment standards allows for 0.25 FAR per acre, resulting in a development potential of 32,997 SF of manufactured (ITE Code 140) which could generate 130 daily vehicular trips. The proposed the LDR land use category allows for five single-family dwelling units per acre, resulting in a development potential of 15 homes (ITE Land Use Code 210), generating 142 new daily vehicular trips. This will result in 12 net new daily vehicular trips if the land use is amended from WD-WR to LDR, 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
WD/WR	140	32,997 SF	$T = 3.93 (X) / 1000$	130	0.00%	130
Total Section 1						130
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
LDR	210	15 SFDUs	$T = 9.44 (X)$	142	0.00%	142
Total Section 2						142
Net New Daily Trips						12

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

ATTACHMENT B(cont)

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 3.


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The result of the V/C ratio analysis for the overall Mobility Zone 3 is **0.52**.

Heckscher Drive (SR 105) is the first functional classified facility that would be impacted by the proposed development. This segment of Heckscher Drive between Blount Island Drive and SR A1A is a 2-lane undivided arterial roadway and has a maximum daily capacity of 17,700 vpd. The proposed residential development could generate approximately 142 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.47 with the inclusion of the additional traffic from this land use amendment.

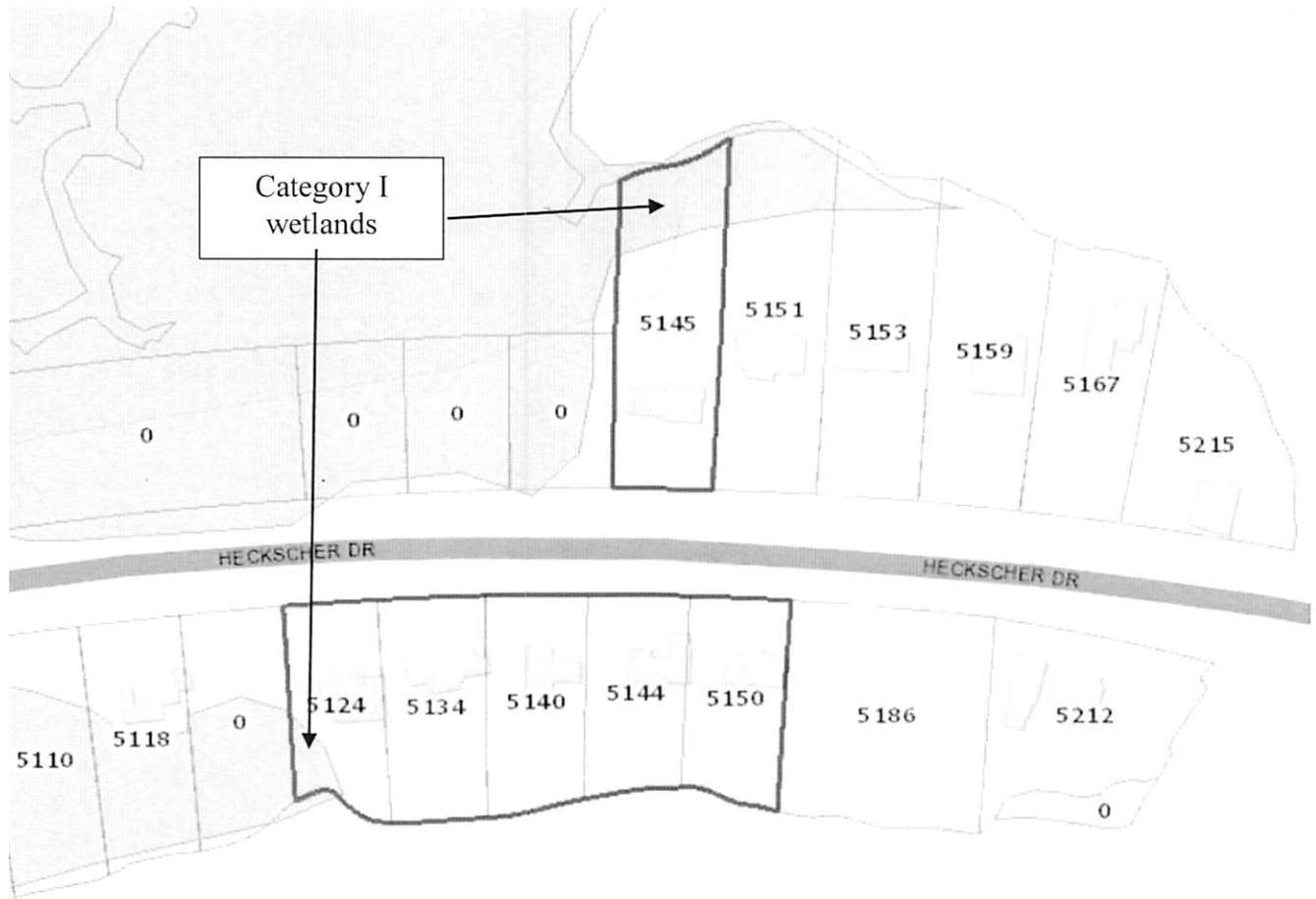
ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	2/28/19	Date Staff Report is Available to Public:	3-29-2019
Land Use Adoption Ordinance #:	2019-160	Planning Commission's LPA Public Hearing:	4-4-2019
Rezoning Ordinance #:	2019-161	1st City Council Public Hearing:	4-9-2019
JPDD Application #:	L-5373-19C	LUZ Committee's Public Hearing:	4-16-2019
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	4-23-2019
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: CITY OF JACKSONVILLE 117 W. Duval Street JACKSONVILLE, FL 32202 Fax : (904) 255-7882 Email: COMMUNITYPLANNING@COJ.NET		Owner Information: ATTACHMENT D SEE	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage: 3.03		General Location: HECKSCHER DRIVE west of Browns Creek	
Real Estate #(s): 159984 0000 159975 0000 159977 0000 159975 0010 159974 0100 159976 0000		Address: 5124 HECKSCHER DR 5134, 5140, 5144, 5145, AND 5150 HECKSCHER DR.	
Planning District: 6			
Development Area: SUBURBAN AREA			
Council District: 2			
Between Streets/Major Features: BLOUNT ISLAND BOULEVARD and BROWNS CREEK			
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property: RESIDENTIAL			
Current Land Use Category/Categories and Acreage: WD/WR 3.03			
Requested Land Use Category: LDR		Surrounding Land Use Categories: LDR, WD/WR	
Applicant's Justification for Land Use Amendment: TO BRING EXISTING RESIDENTIAL USES INTO COMPLIANCE.			
<u>UTILITIES</u>			
Potable Water: WELL		Sanitary Sewer: SEPTIC	
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage: IW 0.76 IW 2.27			
Requested Zoning District: RLD-100A and RLD-90			
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

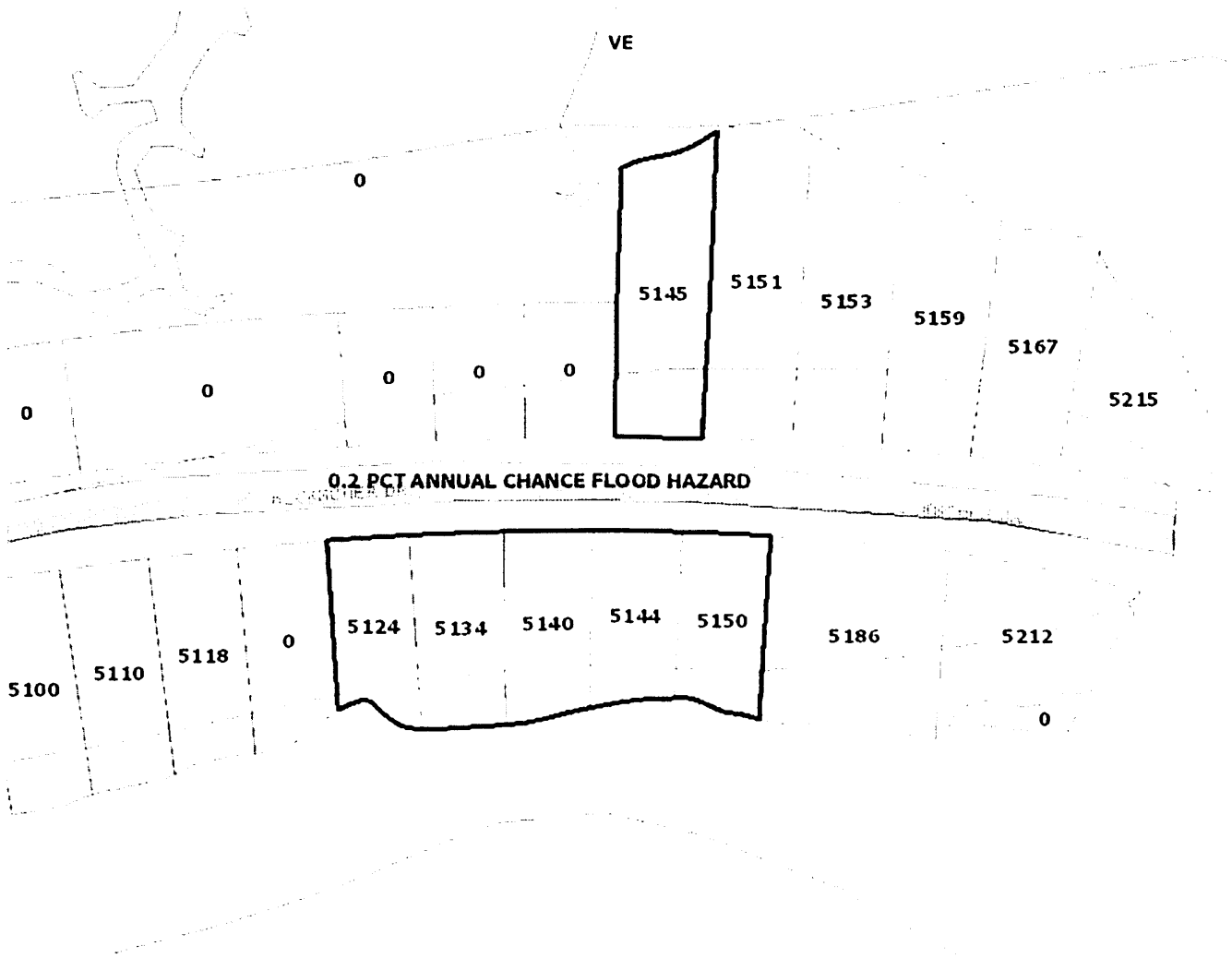
ATTACHMENT D

Wetlands Map:



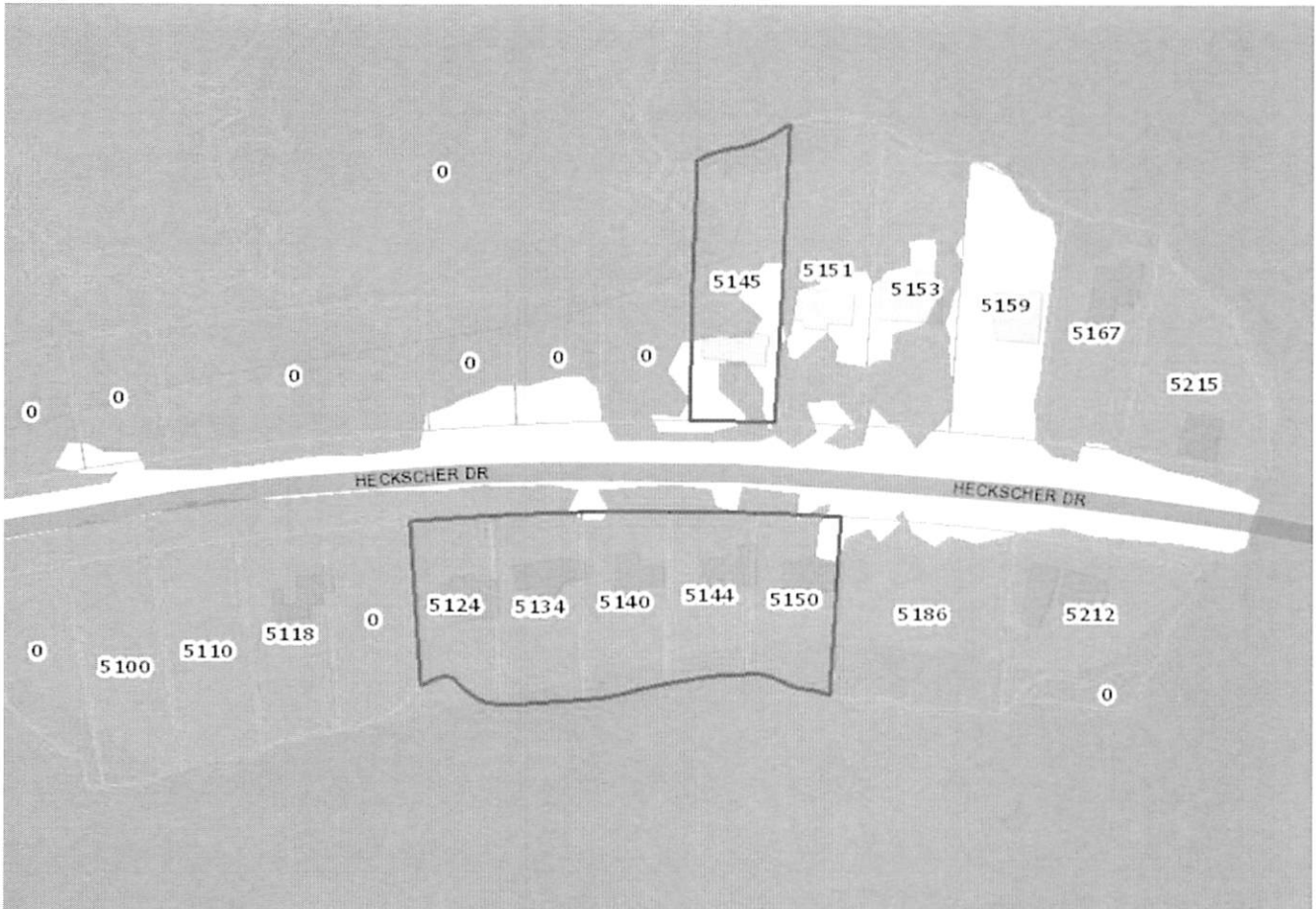
ATTACHMENT E

Flood Zone Map:



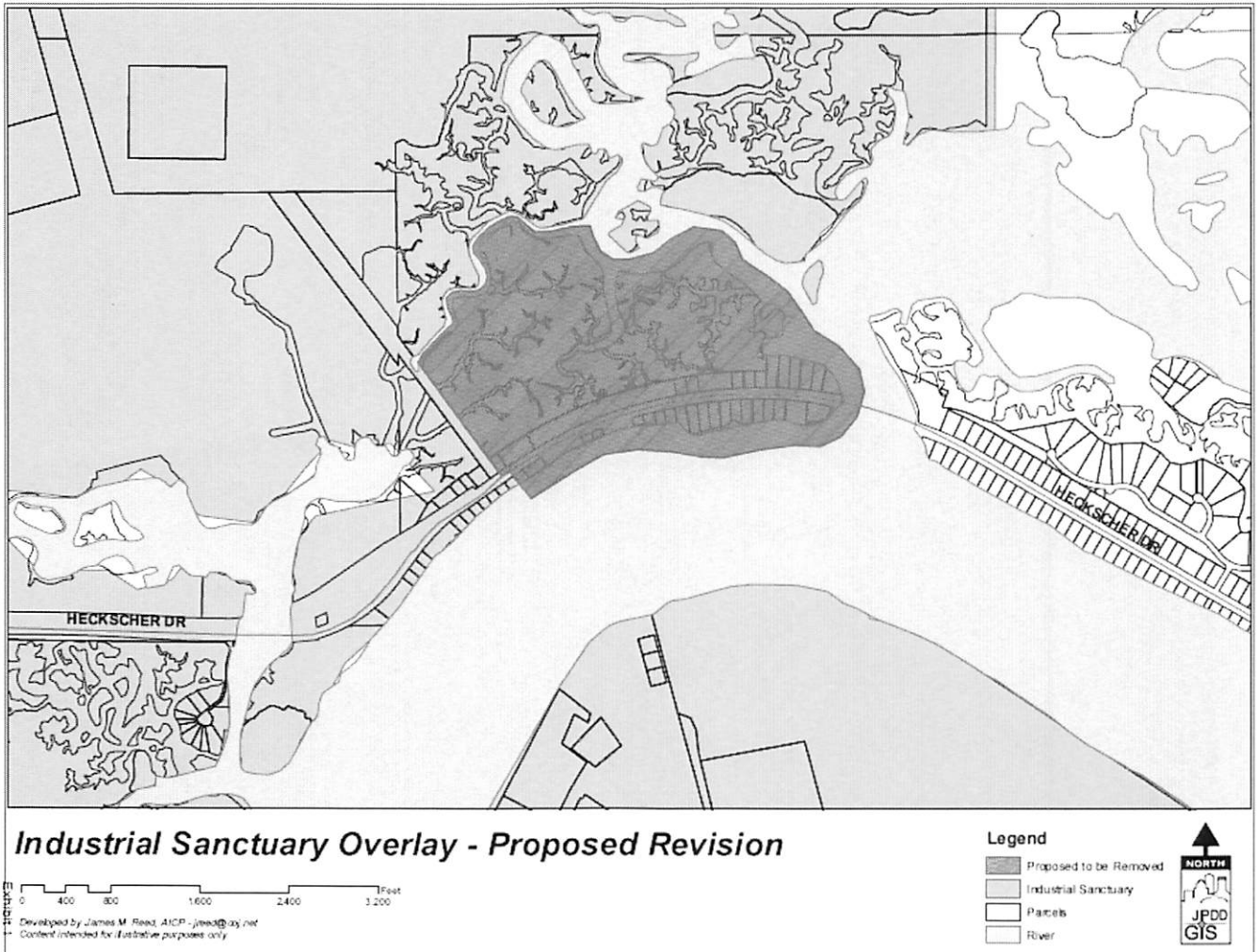
ATTACHMENT F

Coastal High Hazard Area/ Adaption Action Area:



ATTACHMENT G

Revised Industrial Sanctuary Map:



ATTACHMENT H

Aerial Map:

