

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



OVERVIEW

ORDINANCE: ORD # 2015-062

APPLICATION: 2015A-001-5-10

APPLICANT: DAN C. BOSWELL

PROPERTY LOCATION: 6745 Beaver Street W and surrounding properties located on Carnegie Street, Australian Avenue, Suemac Road and Pasadena Street

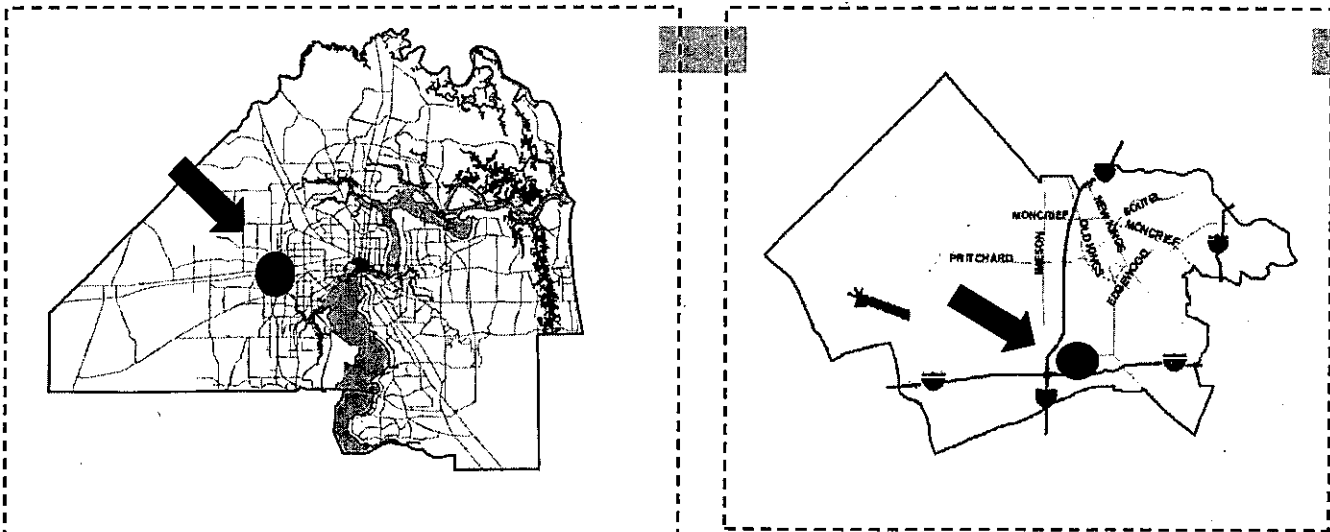
Acreage: 17.76

Requested Action:

				Current			Proposed
LAND USE				CGC and LDR			HI
ZONING				CCG-2, RLD-60, RR-Acres & IL			PUD
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
CGC & LDR	HI	65 SF DU (5 DU/Acre)	N/A	70,131 Sq. Ft. Commercial uses (0.35 FAR)	309,450 Sq. Ft. Industrial Uses (0.40 FAR)	Decrease of 65 SF DUs	Increase of 239,319 Sq. Ft. of Non-Residential Uses

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: DENY

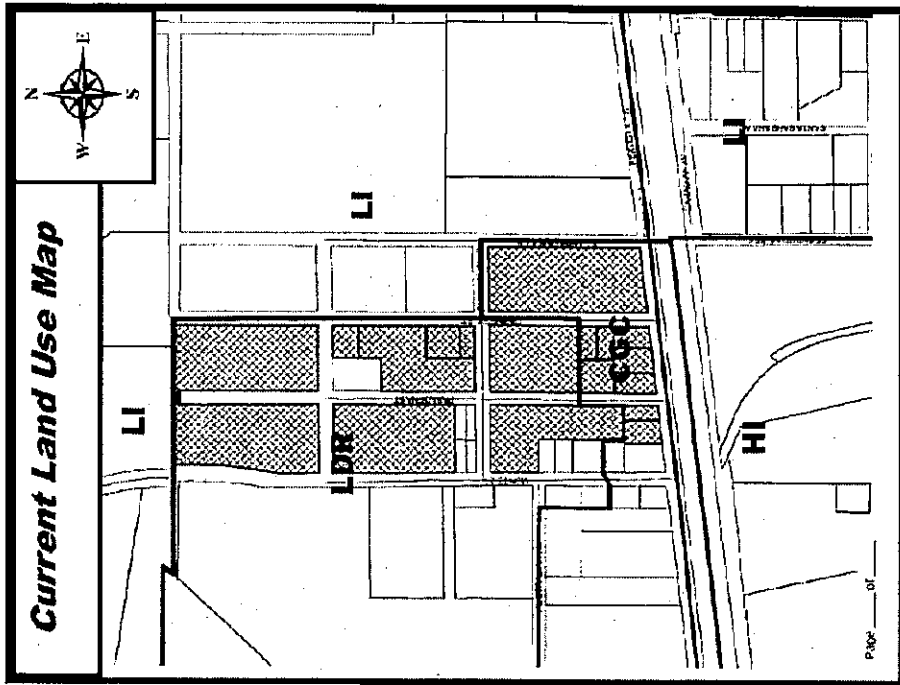
LOCATION MAPS:



DUAL MAP PAGE

LARGE SCALE LAND USE APPLICATION 2015A-001

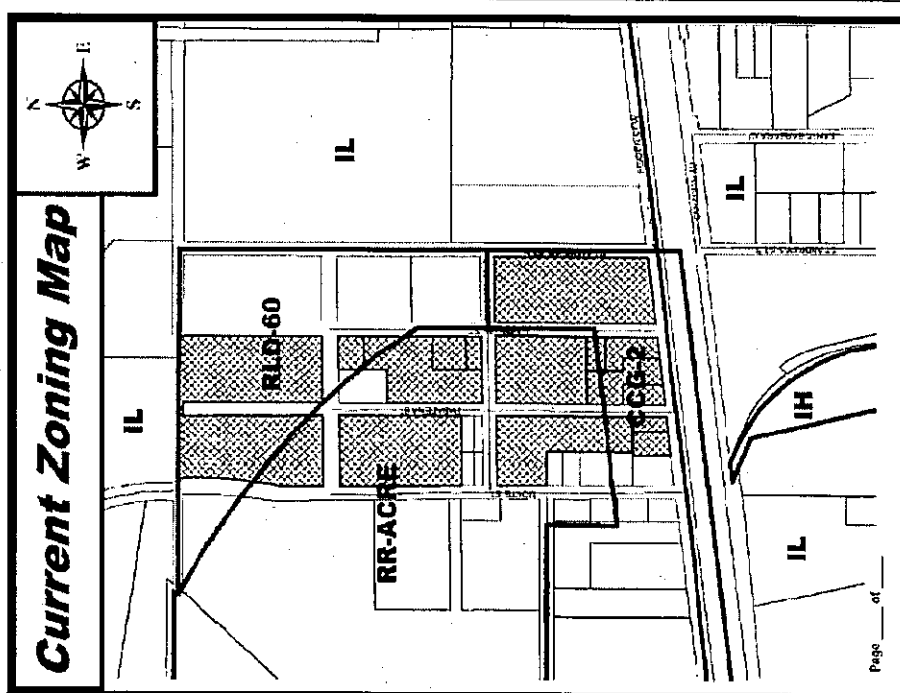
Current Land Use Map



Existing FLUM Land Use Categories: Community General/Commercial (CGC) and Low Density Residential (LDR)

Requested FLUM Land Use Category: Heavy Industrial (HI)

Current Zoning Map



Current Zoning District(s): Commercial Community/General-2 (CCG-2), Industrial Light (IL), Residential Low Density-60 (RLD-60) and Residential Rural-Acre (RR-Acre)

Requested Zoning District(s): Planned Unit Development (PUD)

ANALYSIS

Background:

The subject property is located in the Northwest Planning District along the north side of Beaver Street West and west of Lane Avenue North. The property is currently partially vacant and partially developed with an auto salvage yard. The land use amendment request is to apply the correct land use and zoning for the existing use as well as to allow for the expansion of the auto salvage yard with outdoor storage and an auto baler/crusher. Prior to adoption of the 2010 Comprehensive Plan in 1991, the property was split zoned Open Rural (OR) and Commercial Intensive (CI). A review of aerial photography of the area has revealed that an auto junk yard has existed on the subject property since at least 1968 and that the use has expanded significantly over the years. Aerial photography depicting the subject use and property as it existed in 1968, prior to consolidation of the City of Jacksonville and Duval County, and as it has expanded since that time is included in this report as Attachment G.

Review of the Building Inspection Division online permit search reveals that in 2012 two permits were applied for related to a portion of the subject property addressed as 6745 Beaver Street West. The first was a building permit for a 40 X 40 office/warehouse structure which has a status of suspended. The second was a landscape permit for tree removal and that application is still pending payment. Expansion of the auto salvage yard does not appear to have been submitted for review to the City. Furthermore, since the site is secluded by heavy vegetation and a lack of development surrounding the site, such expansion has like gone unnoticed by regulating agencies as well as by surrounding property owners.

The applicant is requesting a land use map amendment from Low Density Residential (LDR) and Community/General Commercial (CGC) to Heavy Industrial (HI) and a companion rezoning from Residential Rural-Acre (RR-Acre), Residential Low Density-60 (RLD-60), Commercial Community/General-2 (CCG-2) and Industrial Light (IL) to Planned Unit Development (PUD). The companion rezoning application includes an additional 30.82 acres of Light Industrial (LI) land that is located to the east of the land use amendment site for a total development of 48.58 acres. The LI land use category permits auto salvage yard uses, but does not allow for auto baling (crushing). The land use amendment application is currently being processed through the transmittal round of public hearings so the companion rezoning application is not required to be submitted at this time. Upon introduction of the land use amendment for the adoption round of public hearings the companion rezoning application will also be considered for adoption.

The area surrounding the subject site primarily consists of undeveloped land which is located to the northeast, northwest and southwest of the subject site. There are a few single-family dwellings to the west and to the south across Beaver Street West and the railroad tracks. Industrial uses exist to the north, west and south of the subject site. The site is located within an area that is identified on Future Land Use Element Map L-23, Industrial Preservation Map, as being within an area of Situational Compatibility. The surrounding land use categories include LDR, HI, Light Industrial (LI), and CGC. Attachment A contains a map detailing the location of each of these uses in relationship to the subject site and the Dual Map provided on page 2 of this report depicts the surrounding land use categories.

According to the Development Areas Map of the Capital Improvements Element, the site is located within the Urban Development Area. The site has access to full urban services, including mass transit and is located inside the Interstate 295 corridor. Beaver Street West, the road the subject property is oriented towards, is classified as a principal arterial road according to the Functional Highway Classification Map of the 2030 Comprehensive Plan. The subject site is located just west of the signalized intersection of Beaver Street West and Lane Avenue North. Lane Avenue North is classified as a collector road.

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).

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment results in no increase in net new daily external trips. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of mostly high and medium with some low sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process will be required to perform a Professional Archaeological Reconnaissance Survey to determine if a Phase 1 archaeological survey is needed. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Wetlands

A wetlands survey map has been prepared for the 17.76 acre application site with the use of the City's GIS system and photogrammetric analysis (Attachment D). According to the Florida Land Use Code Classification System (FLUCCS) the property contains approximately 8.86 acres of "Wetland Forested Mixed" type wetlands. The wetlands are located in the northern portion of the property and are part of a larger riverine wetlands system extending from adjacent lands located on the northwestern edge of the property to adjacent lands on

eastern boundary. The wetlands are classified as "Category II" type wetlands and are associated with the Cedar River floodplains. These wetlands have an extremely high functional value due to the large water pollution and stormwater attenuation capabilities.

The land use amendment site is also located in the headwaters of Cedar River. This area drains into Cedar River and flows south under Beaver Street West and continues until it empties in to the Ortega River which then drains into the St. Johns River.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetlands as "Surrency loamy fine sand, depressional". The Surrency series are level and very poorly drained soils that are formed in thick sandy and loamy marine sediments. They occur on flood plains and in depressions and have a water table generally at or near the ground surface. They are also subject to frequent flooding for brief periods of time.

The proposed land use amendment to HI is to allow for the expansion of an existing auto storage yard and the addition of crushing/baling activities. Although, wetlands are known for their water filtration capabilities, they are not equipped for removal of hazardous wastes that are associated with vehicle salvage yards such as toxic fluids containing gasoline, diesel fuels, and motor oil contain petroleum hydrocarbons. Petroleum hydrocarbons are toxic to aquatic life and some are suspected or known carcinogens. In addition auto salvage yards can produce heavy metals such as lead, cadmium, chromium, zinc, copper, nickel, aluminum, arsenic and mercury which are also toxic to aquatic life.

The applicant has not provided the Planning and Development Department with any information on proposed mitigation measures to offset potential impacts.

The proposed amendment is **inconsistent** with the following Goals, Objective and Policies of the 2030 Comprehensive Plan, Conservation Coastal Management Element (CCME):

GOAL 1: Protect, conserve and appropriately manage the natural resources of the City in order to maintain or enhance environmental quality for present and future generations.

GOAL 2: Preserve, conserve, appropriately use, protect and improve the quality and quantity of current and projected water resources, including waters that flow into estuarine waters or oceanic waters, estuarine waters, groundwater and other waters in the City. The City shall require that all water conservation options be fully explored and employed for new development.

Objective 2.7: The City shall protect the hydrological and ecological benefits of flood plain areas, such as water quality, fish and wildlife habitat, and prevention of downstream flooding.

- Policy 3.3.3: The City shall encourage landowners and developers to protect or preserve Environmentally Sensitive Lands within developments, where feasible. Developers will be informed, through development review processes, and provided options for preservation of these areas.
- Goal 4 To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term and improve the water quality and fish and wildlife values of wetlands.
- Objective 4.1 The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes.
- Policy 4.4.1: The City shall encourage the placement of all watercourses, water bodies, buffer areas, and wetlands having high functional values to be placed in a Conservation land use category, Conservation zoning district and/or conservation easement as part of an application for a land use amendment, rezoning and/or site plan approval process.
- Policy 4.1.3 The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:
(a) Encroachment: Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
(b) No net loss: Development is designed and located in such a manner that there is no net loss to the wetland functions...

Flood Zones

The northern two thirds of the subject property are located within a designated AE Floodway Zone associated with the Cedar River. The Cedar River then flows into the Ortega River which then drains into the St. Johns River. This floodway is associated with the Cedar River drainage system. According to The Federal Emergency Management Agency (FEMA) and the City of Jacksonville Municipal Code, a floodway is an area within the 100-year floodplain that should be left intact. It is the channel of a riverine watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. Allowing development to cause significant increases in flood heights can cause great flooding problems for others. Construction and filling within these areas is severely restricted. The flood zones were updated in June of 2013. Prior to 2013 the floodway ran across the subject property; however it was much narrower and followed Cedar River.

The Florida Audubon Society owns approximately 50 acres of land at the head of this floodway which is located north and west of the subject site. In conjunction with the Audubon Society properties, the land use amendment site plus additional lands located to the east that will be included in the rezoning application comprise the majority of the floodway north of Beaver Street West. The floodway narrows and becomes more channelized as it crosses

Beaver Street. Aerial photography reveals that much of the floodway draining to the south has been developed around rather than in and bridges have been constructed over the floodway at road crossings. As such, the subject site remains a valuable asset for the protection of the City of Jacksonville's water quality and storm water attenuation. Attachment F is a map depicting the flood zone boundaries.

Groundwater and surface water contamination is often an environmental hazard associated with auto salvage and baling/crushing yards if vehicular fluids are not managed carefully and correctly. Fluids such as gasoline, diesel fuel, oil, transmission fluid, power steering and brake fluids, and the like are associated with auto salvage yards and crushing/baling activities. In addition, such uses are known to produce heavy metals such as lead, cadmium, chromium, zinc, copper, nickel, aluminum, arsenic and mercury which are known to be toxic to aquatic life and can bio-accumulate in fish and shellfish. The fact that the amendment site is located in a floodway with direct connection to the Cedar River and eventually the St. Johns River raises environmental concerns with the industrial uses that are proposed. Both LI and HI land uses permit the storage of junk vehicles and the HI adds the ability to crush/bale vehicles. Therefore, neither land use is appropriate based on the particular environmental sensitivity and value of the site.

The proposed amendment is **inconsistent** with the following Objectives and Policies of the 2030 Comprehensive Plan, Future Land Use Element (FLUE) and Conservation/Coastal Management Element (CCME).

FLUE Objective 7.1 The City shall consider the impact on the St. John's River and its tributaries when reviewing development, land development regulations, public infrastructure and investment, and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.

FLUE Policy 7.1.1 The Planning and Development Department shall consider the land use impact on the St. Johns River and its tributaries by reviewing the future land use designation and land development regulations of those properties that are contiguous with and immediately adjacent to a water body. The following concerns will be considered for those properties:

- Wetlands
- Impervious surface potential
- Coastal High Hazard Area (CHHA)
- Septic Tank Failure Areas
- Environmentally Sensitive Areas
- Flood zones
- Aquifer recharge zones
- Wellhead protection areas

- FLUE Policy 7.1.3 The Planning and Development Department shall conduct development reviews consistent with the relevant policies of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan.
- CCME Objective 2.7 The City shall protect the hydrological and ecological benefits of flood plain areas, such as water quality, fish and wildlife habitat, and prevention of downstream flooding.
- CCME 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.
- CCME 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.

Wildlife

The applicant provided a Listed Species Survey dated November 6, 2014. The report covers the land use amendment site plus the additional lands that will be included in the companion PUD rezoning application for a total site area of 48.58 acres. The purpose of the survey was to determine the presence of any species of wildlife listed as threatened, endangered or species of special concern by either the Florida Fish and Wildlife Conservation Commission or the U.S. Fish and Wildlife Service. Fieldwork was performed on November 5, 2014 by a biologist. The Survey concluded that no protected species of wildlife were observed on the subject property or are known to occur on the subject property and that the proposed development should not have any adverse impact to listed species of wildlife.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	CURRENT	PROPOSED
Site Utilization	Auto Salvage Yard	Auto Salvage Yard
Land Use/Zoning	CGC 4.6 Acres & LDR 13.16 Acres / CCG-2, IL, RLD-60 & RR-Acre	HI / PUD
Development Standards For Impact Assessment	0.35 FAR / 5 DU/Ac	0.4 FAR
Development Potential	70,131 Sq. Ft. Commercial Uses / 65 SF Dwellings	309,450 Sq. Ft. Industrial Uses
Population Potential	172 People	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Airport Environ Zone	300' Height and Hazard Zone for Herlong	
Industrial Preservation Area	X – SITUATIONAL COMPATIBILITY AREA	
Cultural Resources	X – High Sensitivity	
Archaeological Sensitivity	X- High Sensitivity	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	No net new trips	
Water Provider	JEA	
Potential Water Impact	Potential Decrease of 9,594.5 Gallons Per Day	
Sewer Provider	JEA	
Potential Sewer Impact	Potential Decrease of 7,195.8 Gallons Per Day	
Potential Solid Waste Impact	Potential Increase of 678.09 Tons Per Year	
Drainage Basin / Sub-Basin	Cedar River	
Recreation and Parks	None	
Mass Transit	Bus Route 13 at Lane Avenue North	
NATURAL FEATURES		
Elevations	15 feet	
Soils	51- Pelham fine sand, 0 to 2 percent slopes , 63- Sapelo fine sand, 0 to 2 percent slopes , 66- Surrency loamy fine sand, depressionnal, 0 to 2 percent slopes	
Land Cover	Retail Sales and Services, Upland Mixed Coniferous Hardwood, Wetland Forest Mixed	
Flood Zone	AE, AE – Floodway, 0.2 Percent Annual Chance Flood Hazard	
Wet Lands	Yes	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 26, 2015, the required notices of public hearing signs were posted. Thirty-two notices were mailed out to adjoining property owners and the Northwest Citizens Planning Advisory Committee Chairman informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Planning and Development Department hosted the Citizen Information Meeting (CIM) on Monday, February 02, 2015. The only attendee from the public at the CIM was the agent for the application.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

The proposed amendment is **consistent** with the following Objective and Policies of the 2030 Comprehensive Plan, Future Land Use Element (FLUE):

- FLUE 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.
- FLUE Policy 3.2.24 Based on criteria in this element, the City shall review the need for new Industrial Land Use areas in the western area of the City (I-10/ US-90/ SR 301 area) by 2012 in lieu of expanding the urban residential development pattern in this area.
- FLUE Policy 3.2.30 The area shown on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility" are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.
- FLUE Policy 3.2.33 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the "Area of Situational Compatibility", as shown on the Industrial Preservation Map (Map L-23), lands designated Heavy Industrial or Light Industrial on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used

for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: Access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for construction of mixed use development consistent with the requirements for job creation as defined by Policy 3.2.34.

The LDR land use category in the Urban Development Area is intended to provide for low density residential development at up to seven (7) dwelling units per acre when full urban services are available to the site. Generally, single-family detached housing will be the predominant development typology in this category.

The CGC land use category in the Urban Development Area is 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.

The HI land use category in the Urban Development Area is intended to provide for industrial uses that are most likely to produce adverse physical and environmental impacts on adjacent residential areas such as noise, land, air and water pollution and transportation conflicts. Heavy industrial uses shall be located with convenient access to the transportation network that includes major highways, railroads, airports and port facilities. Site access to roads classified as arterial or higher on the Highway Functional Classification Map is preferred.

The proposed amendment to HI is for a site that is surrounded to the north, east and south by LI and HI land use categories and in an area identified as being within the Situational Compatibility Zone on the Industrial Preservation Map, Map L-23 of the Future Land Use Element. Additionally, the amendment site is in the Urban Development Area, has access to full urban services and fronts on Beaver Street West/US 90 which is classified as a principle arterial road. There is not an adopted neighborhood action plan for the area encompassing the subject site. Therefore, the proposed amendment is consistent with FLUE Objective 3.2 and Policies 3.2.24, 3.2.30 and 3.2.33.

The proposed amendment is **inconsistent** with the following Goals, Objectives and Policies of the 2030 Comprehensive Plan, Future Land Use Element (FLUE) and Conservation/Coastal Management Element (CCME):

FLUE Objective 7.1 The City shall consider the impact on the St. John's River and its tributaries when reviewing development, land development regulations, public infrastructure and investment, and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.

FLUE Policy 7.1.1

The Planning and Development Department shall consider the land use impact on the St. Johns River and its tributaries by reviewing the future land use designation and land development regulations of those properties that are contiguous with and immediately adjacent to a water body. The following concerns will be considered for those properties:

- Wetlands
- Impervious surface potential
- Coastal High Hazard Area (CHHA)
- Septic Tank Failure Areas
- Environmentally Sensitive Areas
- Flood zones
- Aquifer recharge zones
- Wellhead protection areas

FLUE Policy 7.1.3

The Planning and Development Department shall conduct development reviews consistent with the relevant policies of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan.

CCME GOAL 1:

Protect, conserve and appropriately manage the natural resources of the City in order to maintain or enhance environmental quality for present and future generations.

CCME GOAL 2:

Preserve, conserve, appropriately use, protect and improve the quality and quantity of current and projected water resources, including waters that flow into estuarine waters or oceanic waters, estuarine waters, groundwater and other waters in the City. The City shall require that all water conservation options be fully explored and employed for new development.

CCME Objective 2.7:

The City shall protect the hydrological and ecological benefits of flood plain areas, such as water quality, fish and wildlife habitat, and prevention of downstream flooding.

CCME 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.

- CCME 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.
- CCME Policy 3.3.3: The City shall encourage landowners and developers to protect or preserve Environmentally Sensitive Lands within developments, where feasible. Developers will be informed, through development review processes, and provided options for preservation of these areas.
- CCME Goal 4 To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term and improve the water quality and fish and wildlife values of wetlands.
- CCME Objective 4.1 The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes.
- CCME Policy 4.4.1: The City shall encourage the placement of all watercourses, water bodies, buffer areas, and wetlands having high functional values to be placed in a Conservation land use category, Conservation zoning district and/or conservation easement as part of an application for a land use amendment, rezoning and/or site plan approval process.
- CCME Policy 4.1.3 The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:
- (a) Encroachment: Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
 - (b) No net loss: Development is designed and located in such a manner that there is no net loss to the wetland functions...

The proposed amendment from LDR and CGC to HI is intended to permit the expansion of an existing non-conforming auto salvage yard and to add auto crushing/baling activities as permitted uses of the property. However, upon close examination of the subject property's environmental characteristics it was discovered that the property is located within a designated AE Floodway Zone. As noted in the Flood Zone section of this report, development of LI or HI uses in such an area presents significant environmental hazards to

the St. Johns River and its tributaries. Therefore, the proposed amendment is inconsistent with FLUE Objective 7.1 and Policies 7.1.1 and 7.1.3 as well as with CCME Objective 2.7 and Policies 2.7.1 and 2.7.3.

There is a considerable amount of high functional value wetlands on the land use amendment application site. Therefore, there is a large potential of significant impact to the wetlands themselves and the water quality of the St. Johns River and its tributaries. The applicant has not provided the Planning and Development Department with any mitigation or protection measures, such as placing the high functional value wetlands within a Conservation land use category. As such, the proposed amendment to HI is inconsistent with CCME Goals 1 and 2, Objective 2.7, and Policies 3.3.3 and 4.4.1.

The potential loss of wetlands and reduction in water quality resulting from the proposed expansion of industrial uses on the amendment site is inconsistent with the goal of no net loss of wetlands and their functions in the City. Therefore, the proposed land use amendment is inconsistent with Goal 4, Objective 4.1, and Policy 4.1.3.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan, Natural Resources of Regional Significance Element:

Objective: Resource Adaptation - Policy 8

The Region encourages preservation of ecosystem services for clean air, water, habitat for wildlife populations and flood control.

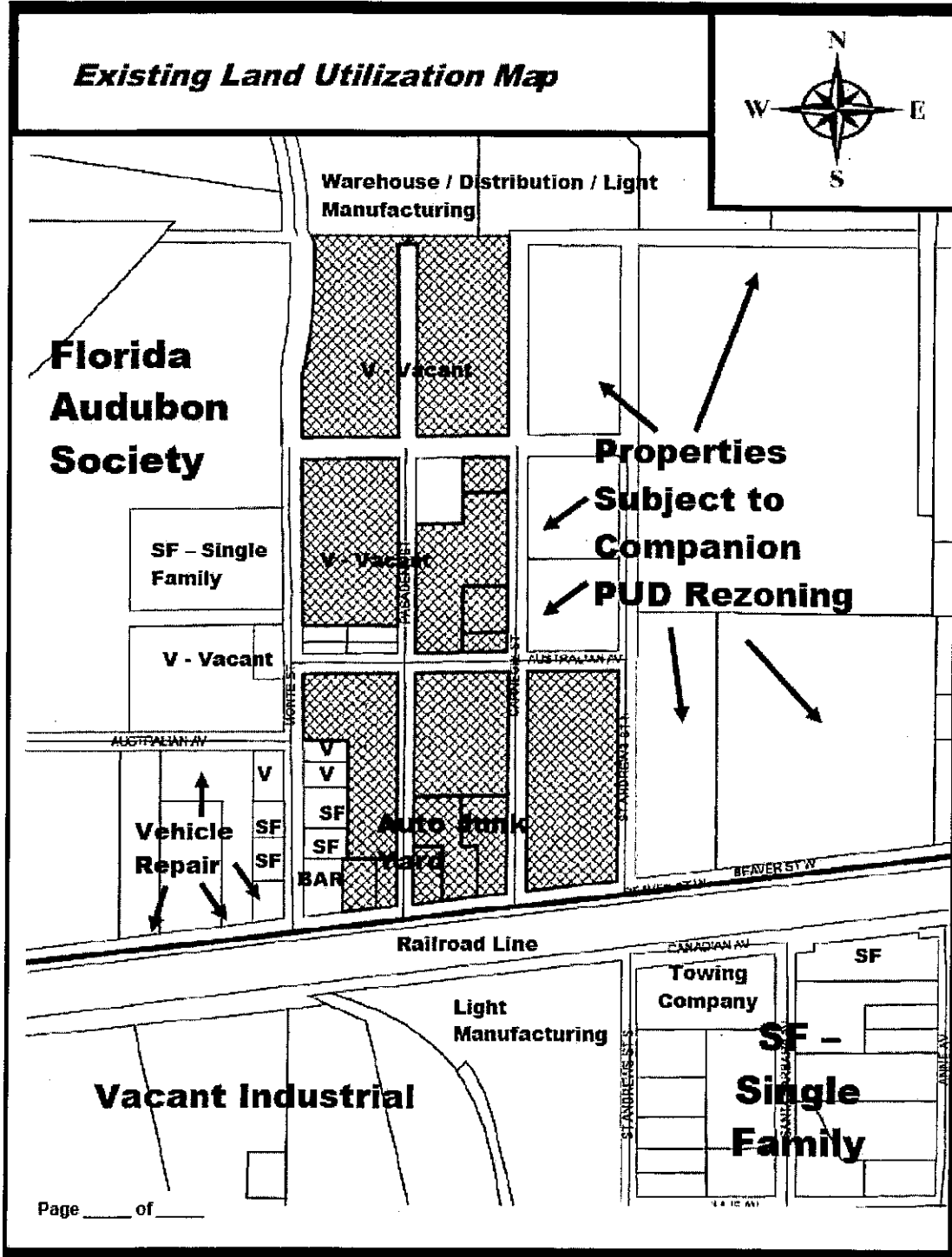
The proposed land use amendment is inconsistent with the above noted policy of the Northeast Florida Regional Council's Strategic Regional Policy Plan. The proposed amendment to HI would facilitate environmental impacts to an area designated as an AE Floodway Zone that drains into the Cedar River then flows into the Ortega River and then into the St. Johns River.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

Produced by: Planning and Development Department
 Application Number: 2015A-001 A & B

LB
 Date: 2/2/2015
 Mobility Zone / Development Area: 9 / URBAN
 Planning District: 5
 Council District: 10

Table A

Trip Generation Estimation
 Section 1

Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New PM Peak Trip Ends	Net New Daily Trip Ends
2015A-001 (A)	CGC / CCG-2	4.8	820							
2015A-001 (B)	LDR / CCG-2	13.18	210							
Total Section 1									0	0

Section 2

Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New PM Peak Trip Ends	Net New Daily Trip Ends
2015A-001 (A)	CGC / CCG-2	4.8	820	70,131	1000 KSF $T = 3.71(X) / 1000$ $+2.7 (X) / 1000$	280 2,995	0.00% 0.00%	34.00% 34.00%	172	1,977
2015A-001 (B)	LDR / CCG-2	13.18	210	85	DU $\ln(T) = 0.9 \ln(X) + 0.51$ $\ln(T) = 0.02 \ln(X) + 2.72$	71 707	0.00% 0.00%	0.00% 0.00%	71	707
Total Section 2									243	2,684


Section 3

Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New PM Peak Trip Ends	Net New Daily Trip Ends
2015A-001 (A)	HI / PUD	4.8	80,150	1000 SF GLA	$T = 0.19(X) / 1000$ $T = 1.5(X) / 1000$	15 120	0.00% 0.00%	0.00% 0.00%	15	120
2015A-001 (B)	HI / PUD	13.18	229,300	1000 SF GLA	$T = 0.19(X) / 1000$ $T = 1.5(X) / 1000$	44 344	0.00% 0.00%	0.00% 0.00%	44	344
Total Section 3									59	464
*Net New Trips = Section 3 - Section 2 - Section 1									0	0

Source: Trip Generation Manual, 9th Edition, Institute of Engineers

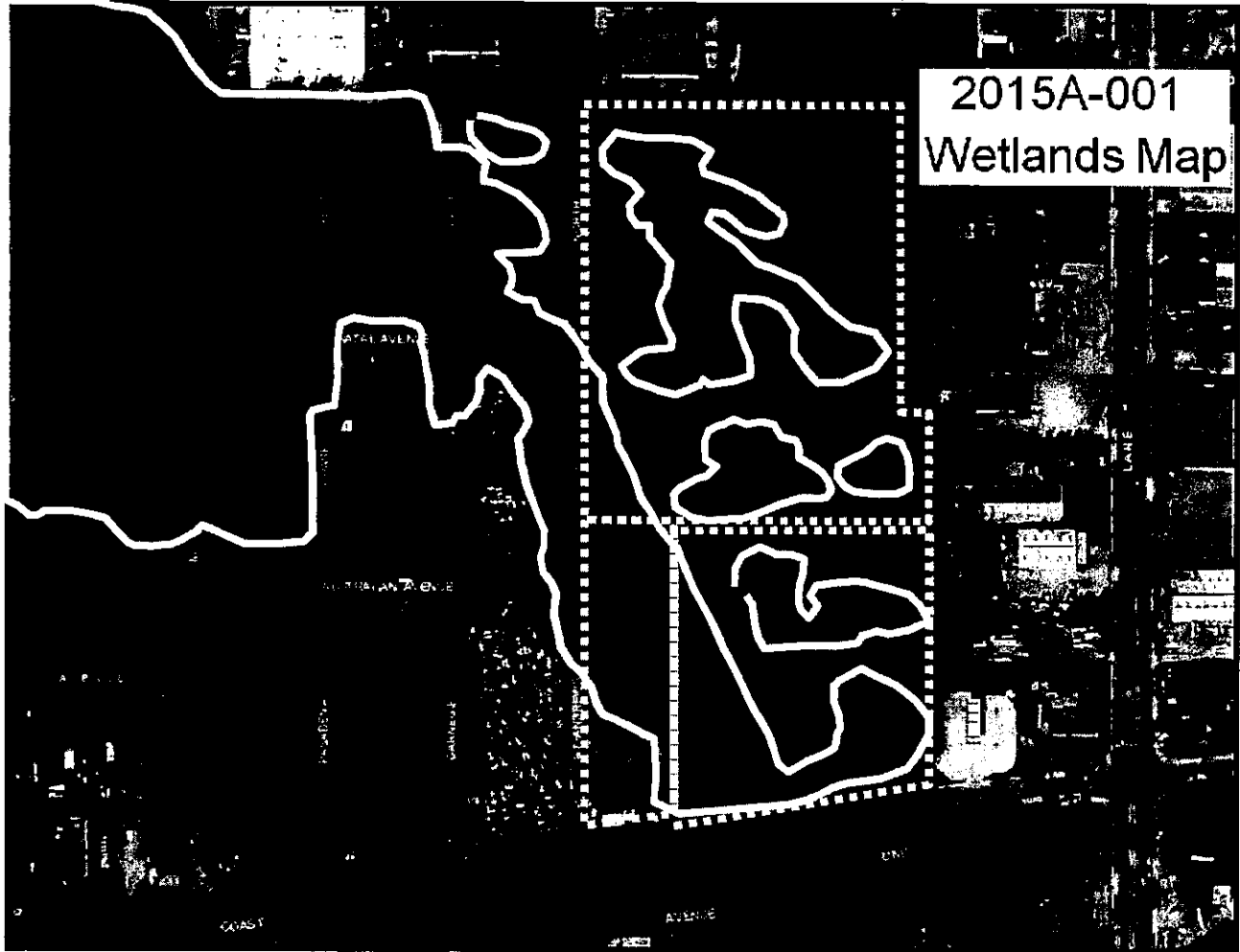
ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR LARGE SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN		
Date Submitted:	12/27/14	Date Staff Report is Available to Public:	02/13/2015	
Land Use Transmittal Ordinance #:	2015-062	Planning Commission's LPA Public Hearing:	02/19/2015	
JPDD Application #:	2015A-001	1st City Council Public Hearing:	02/24/2015	
Assigned Planner:	Kristen Reed	LUZ Committee's Public Hearing:	03/03/2015	
		2nd City Council Public Hearing:	03/10/2015	
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>				
Applicant Information: DAN BOSWELL 4014 RANIE ROAD JACKSONVILLE, FL 32218 Ph: 904-476-7993 Fax : 904-766-0477 Email: DANCOSWELL@YAHOO.COM		Owner Information: EFRAIM ESTRADA AND INDIANA ESTRADA 6741 W BEAVER ST JACKSONVILLE, FL 32254 Ph: 904-781-8192		
<u>DESCRIPTION OF PROPERTY</u>				
Acreage:	17.76	General Location:	NORTH SIDE OF BEAVER ST W, BETWEEN LANE AVE N AND MONTE ST	
Real Estate #(s):	005407 1000, 005408 0000, 005409 0000, 005410 0000, 005411 0010, 005411 0040, 005411 0100, 005415 0500, 005411 0100, 005413 0000, 005414 0000, 005415 0000,	Address:	6745 BEAVER ST W 306 CARNEGIE ST, 0 CARNEGIE ST, 0 BEAVER ST W, 0 AUSTRALIAN AVE, 0 SUEMAC RD, 0 PASEDNA ST	
Planning District:	5 005416 0000, 005417 0000, 005422 0000,			
Council District:	10 005423 0000, 005424 0000			
Development Area:	URBAN AREA			
Between Streets/Major Features:	LANE AVE N and MONTE ST			
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>				
Current Utilization of Property:	AUTO SALVAGE YARD			
Current Land Use Category/Categories and Acreage:				
CGC	4.60			
LDR	13.16			
Requested Land Use Category:	HI	Surrounding Land Use Categories:	LI	
Justification for Land Use Amendment:	TO BRING UNDER ONE LAND USE AND PROPERTIES OWNED TO ONE USE.			
<u>UTILITIES</u>				
Potable Water:	JEA	Sanitary Sewer	JEA	
<u>COMPANION REZONING REQUEST INFORMATION</u>				
Current Zoning District(s) and Acreage:				
CCG-2:	4.63 / IL:	25.77 / RLD-60:	11.06 / RR-ACRE:	7.12
Requested Zoning District:	PUD			
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/				

ATTACHMENT D

Wet Land Map:



ATTACHMENT E

Listed Species Survey:

EXHIBIT I LISTED SPECIES SURVEY

AA AUTO PARTS Protected Species Assessment

November 6, 2014

Prepared for
AA Auto Parts, Inc.
6641 West Beaver Street
Jacksonville, Florida 32254

Prepared by
Peacock Consulting Group, LLC
12058 San Jose Boulevard, Suite 604
Jacksonville, Florida 32223

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Peacock Consulting Group, LLC has completed a wildlife survey of approximately 48.58 acres of land owned by Efraim Estrada located on Beaver Street in Jacksonville, Florida. The purpose of this survey was to determine the presence of any species of wildlife listed as threatened, endangered or species of special concern by either the Florida Fish and Wildlife Conservation Commission (FWCC) or the U.S. Fish and Wildlife Service (FWS). The survey was performed in accordance with Objective 3.5.5 of the Conservation/Coastal Management Element of the 2030 Comprehensive Plan adopted by the City of Jacksonville. Field work was performed on November 5, 2014 by a biologist with Peacock Consulting Group. Taxonomy and protected species status is referenced to FWCC's publication *Florida's Endangered and Threatened Species* updated January 2013. The survey efforts focused on those species from this FWCC publication that potentially could occur on-site based on known geographic ranges and habitat requirements.

I. Project Location

The project site encompasses 22 separate real estate parcels owned by Mr. Efraim Estrada. The overall project site contains approximately 48.58 acres of land bordered to the south by Beaver Street, to the west by the improved and unimproved right-of-way of Monte Street, to the north by a set of active railroad tracks and light industrial development bordering Suemac Place, and to the east by light industrial development bordering Lane Avenue and a section of abandoned railroad tracks. A series of road rights-of-way extend through the project, including those for Carnegie Street, St. Andrews Street North, Australian Avenue, and an unnamed road. The project site contains 5 small outparcels that total approximately 0.81 acre.

The study area is located in Section 13, Township 2 South, and Range 25 East at 81°45'22" Longitude and 30°19'36" Latitude.

II. Soil Types

The *Soil Survey of City of Jacksonville, Duval County, Florida* (1998) indicates that the project site contains three soil types, as described below.

A. Pelham fine sand, 0 to 2 percent slopes

The eastern and south central portions of the project site are mapped as containing Pelham fine sand. This is a nearly level, poorly drained soil that typically occurs in the pine flatwoods. The seasonal high water table is typically at a depth of less than 12 inches. This soil type has a layer of fine sandy loam to sandy clay loam (known as an argillic horizon) starting between 20 and 40 inches below the ground surface. The soil is extremely acid to strongly acid throughout the profile.

B. Sapelo fine sand, 0 to 2 percent slopes

Sapelo fine sand occurs in a strip along Beaver Street and as an isolated pocket near the center of the property. This is a nearly level, poorly drained soil that typically occurs in pine flatwoods and is often somewhat higher topographically than adjacent areas of Pelham fine sand. The seasonal

high water table of Sapelo fine sand is at a depth between 6 to 18 inches below the ground surface. This soil type has a spodic horizon (often known as a hardpan layer) at a depth of 10 to 30 inches below the ground surface and an argillic horizon at a depth of 40 to 70 inches below the ground surface. The soil is extremely acid to slightly acid throughout the profile.

C. Surrency loamy fine sand, depressional. 0 to 2 percent slopes

The lowest portions of the property are mapped as containing Surrency loamy fine sand. This is a nearly level, very poorly drained soil that occurs in floodplains and depressional areas. The seasonal high water table is at or above the ground surface for extended periods of time. This soil has an argillic layer starting at a depth between 20 and 40 inches below the ground surface. The upper 10 to 21 inches of soil is typically black. The soil is extremely acid to strongly acid throughout the profile.

III. Existing Land Uses and Vegetative Communities

The existing vegetative community types and land uses have been categorized pursuant to the Florida Department of Transportation publication *Florida Land Use, Cover and Forms Classification System* (FLUCFCS). There are generally five upland land uses and vegetative community types as described below.

A. Pine Flatwoods (FLUCFCS 411) 2.15 acres

The southwest corner of the property contains an area of upland pine flatwoods. This area is bordered to the west by Monte Street, to the east by Pasadena Street, to the south by Beaver Street, and to the north by the right-of-way of Autralian Avenue. The canopy in this area is dominated by loblolly pine (*Pinus taeda*) along with scattered hardwoods such as laurel oak (*Quercus laurifolia*).

B. Temperate Hardwoods (FLUCFCS 425) 8.15 acres

The northeast section of the property and other scattered areas comprise upland hardwood forest. The understory and ground cover in most of these areas is very open, which indicates that the land historically may have been cleared and maintained as field or pasture and has since naturally reforested. The dominant trees in most of these areas include laurel oak, sweetgum (*Liquidambar styraciflua*), and water oak (*Quercus nigra*) along with scattered live oak (*Q. virginiana*) and loblolly pine. Some of the uplands bordering the section of Cedar River onsite do not appear to have been timbered for many years and have a canopy of large live oak, pignut hickory (*Carya glabra*), and southern magnolia (*Magnolia grandiflora*).

C. Used Auto Parts Yard (FLUCFCS 1423) 7.1 acres

The south central portion of the property is currently being used for an auto parts business and contains stockpile areas of old automobiles as well as a couple of small buildings off of Beaver Street.

D. Open Land/Field (FLUCFCS 190) 3.0 acres

The property contains an area between Pasadena Street and Carnegie Street that is a cleared, weedy field and also contains a large stockpile of dirt.

E. Railroad Tracks (FLUCFCS 812) 1.0 acre

The property contains two sections of railroad track: an active section along much of the northern boundary and an abandoned section along part of the eastern boundary.

The wetlands on the property may be classified as stream swamp and inland pond, as described below.

F. Stream Swamp/Inland Pond (FLUCFCS 615/616) 27.18 acres

Much of the property comprises forested wetlands. Cedar River extends through the project site from the northwest corner to near the southeast corner. The creek channel meanders across the site and drains to the south under Beaver Street. An upland-cut ditch extends to the south from the northern boundary and connects to Cedar River, paralleling the right-of-way of Carnegie Street. The onsite wetlands form part of the floodplain for Cedar River and also include contiguous areas that are typically not flooded by Cedar River. The canopy in the wetlands includes such species as blackgum (*Nyssa sylvatica* var. *biflora*), cypress (*Taxodium distichum*), ash (*Fraxinus caroliniana*), elm (*Ulmus americanus*), cabbage palm (*Sabal palmetto*), water hickory (*Caryu aquatica*), laurel oak, sweetgum, red maple, and swamp chestnut oak (*Quercus michauxii*).

IV. Protected Species

A biologist with Peacock Consulting Group inspected the subject property on November 5, 2014. All of the roads that extend through the property were driven. Pedestrian transects were walked through representative portions of the site, including both wetlands and uplands. Published records of the occurrence of protected species in the project vicinity were reviewed. The results of the survey are discussed below. A detailed discussion is provided for those species listed in Section 3.5.5.H of the Conservation/Coastal Management Element of the 2030 Comprehensive Plan. The wildlife survey also included all other listed species that potentially could occur on-site.

A. Bald Eagle (*Haliaeetus leucocephalus*)

The bald eagle has been delisted by FFWCC and FWS as an endangered or threatened species. However, nest sites are still protected by state and federal law. The closest bald eagle nest is located approximately 4.3 miles southeast of the property (nest DU022). Development of the subject property is not anticipated to have any adverse impact to the bald eagle.

B. Gopher Tortoise (*Gopherus polyphemus*)

The gopher tortoise is listed by FFWCC as threatened. Tortoises typically live in well drained uplands, such as sand hills, dunes, and scrubby flatwoods. The uplands on the subject property contain Pelham fine sand and Sapelo fine sand, which are both poorly drained soils that are not suitable for gopher tortoises. The subject property does not provide suitable habitat for gopher tortoises, and no tortoises or tortoise burrows were observed on-site.

C. Florida Pine Snake (*Pituophis melanoleucus mugitus*), Indigo Snake (*Drymarchon corais couperi*), Gopher Frog (*Lithobates capito*), and Florida Mouse (*Podomys floridanus*)

None of these animals were observed on the property. These animals often occur as commensals in gopher tortoise burrows and may also use the burrows of pocket gophers (*Geomys pinetes*), especially pine snakes. No pocket gopher burrows or gopher tortoise burrows were observed on the property. It is unlikely that the pine snake, indigo snake, gopher frog, or Florida mouse occur on the property due to lack of habitat.

D. Southeastern American Kestrel (*Falca sparverius paulus*)

FFWCC lists the resident population of southeastern American kestrels as threatened. The most commonly seen kestrels in Duval County are migratory and do not remain for the nesting season (mid-March to early June). Southeastern American kestrels are cavity nesters that utilize snags and feed in pastures, fields and open woodlands. No southeastern American kestrels were observed on the property, due to the scarcity of snags and the lack of pastures, fields and open woodlands.

E. Burrowing Owls (*Athene cunicularia*)

Burrowing owls occur in open, well-drained, treeless areas such as dry prairies, fields and pastures. Suitable habitat for burrowing owls does not occur on-site, and no burrowing owls were observed. The soils are too poorly drained, and the uplands generally comprise either dense woods or storage yards for automobiles. The only population of burrowing owls recorded in northeastern Florida occurred at the Imeson Business Park on the north side of Jacksonville, where the Imeson Airport used to exist.

F. Sherman's Fox Squirrel (*Sciurus niger shermani*)

No Sherman's fox squirrels were observed on-site due to the absence of suitable habitat. Sherman's fox squirrels typically occur in relatively large, open stands of mature pine that are fire-maintained, such as longleaf pine/turkey oak sandhill.

G. Red-Cockaded Woodpecker (*Picoides borealis*)

Red-cockaded woodpeckers nest in mature, living pine trees, typically in areas with relatively open understory and ground cover vegetation. No red-cockaded woodpeckers or cavity trees

were observed on the property. The property does not contain suitable habitat for red-cockaded woodpeckers.

II. Wood Stork (*Mycteria americana*) and Rookeries Containing Listed Species

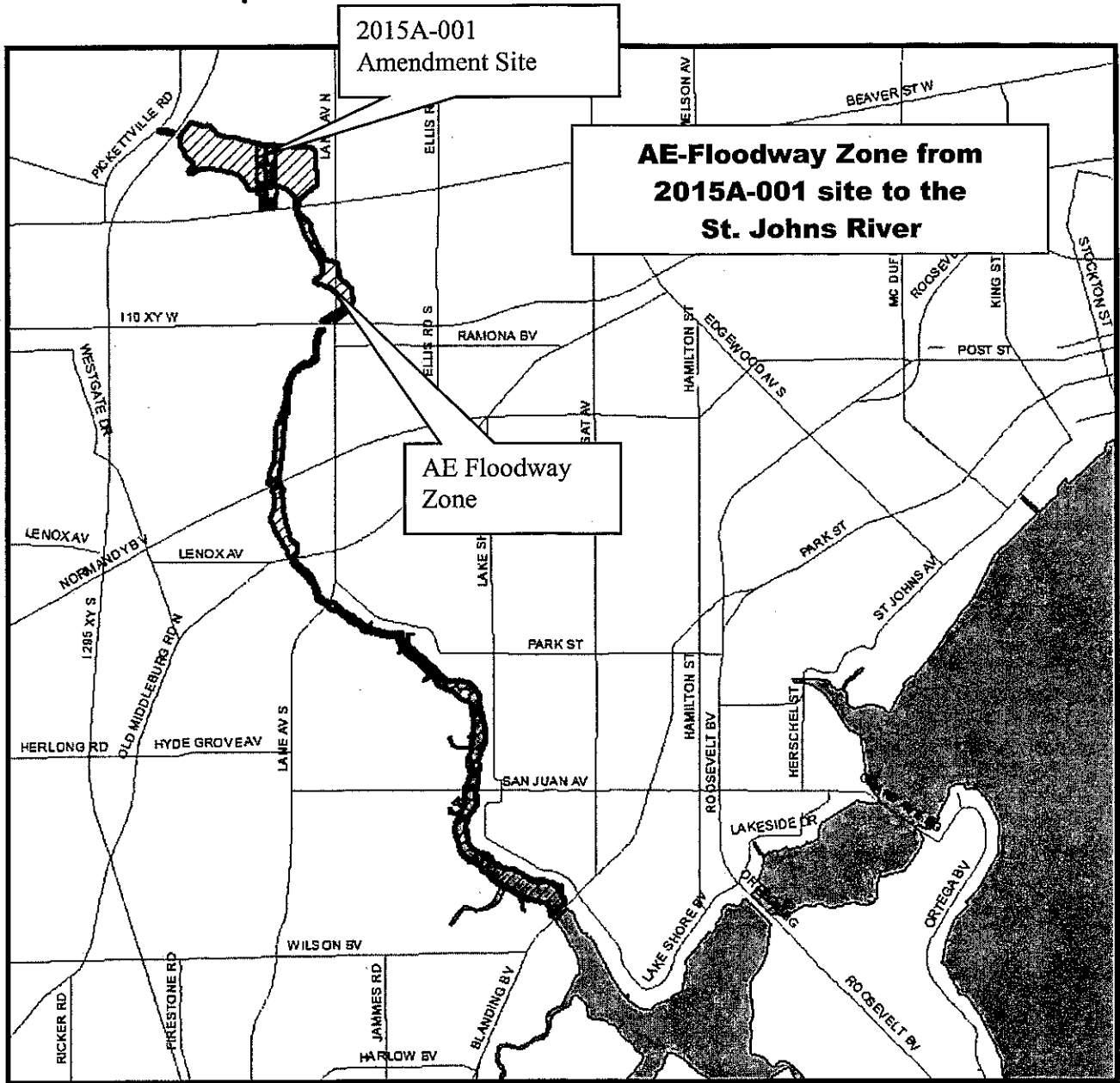
No wood storks or other listed wading birds were observed on the subject property, although they may periodically feed in some of the more open areas of forested wetlands that intermittently hold water. There are no wading bird rookeries within the property boundaries or in the immediate vicinity of the property.

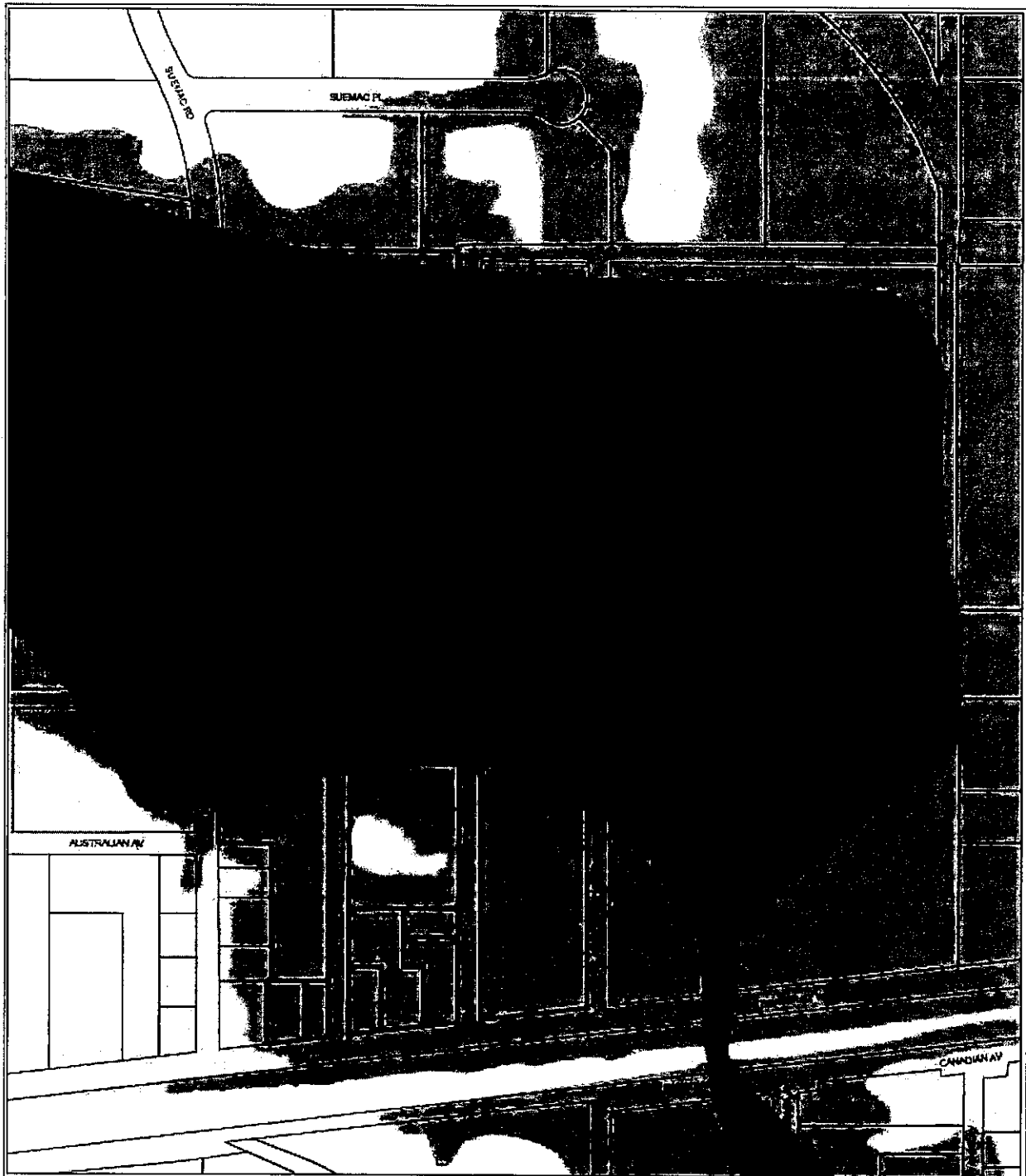
V. Conclusions

No protected species of wildlife were observed on the subject property or are known to occur on the subject property. There may be incidental foraging by listed wading birds in more open areas of the forested wetlands. However, this habitat type will likely remain after development of the site. Therefore, the proposed development should not have any adverse impact to listed species of wildlife.

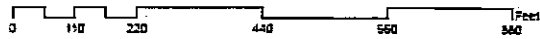
ATTACHMENT F

Flood Zones Map:





LU_2015A_001



Developed by James M. Reed, AICP - jreed@cj.net
 Content intended for illustrative purposes only.

- 2015A_001
- Parcels

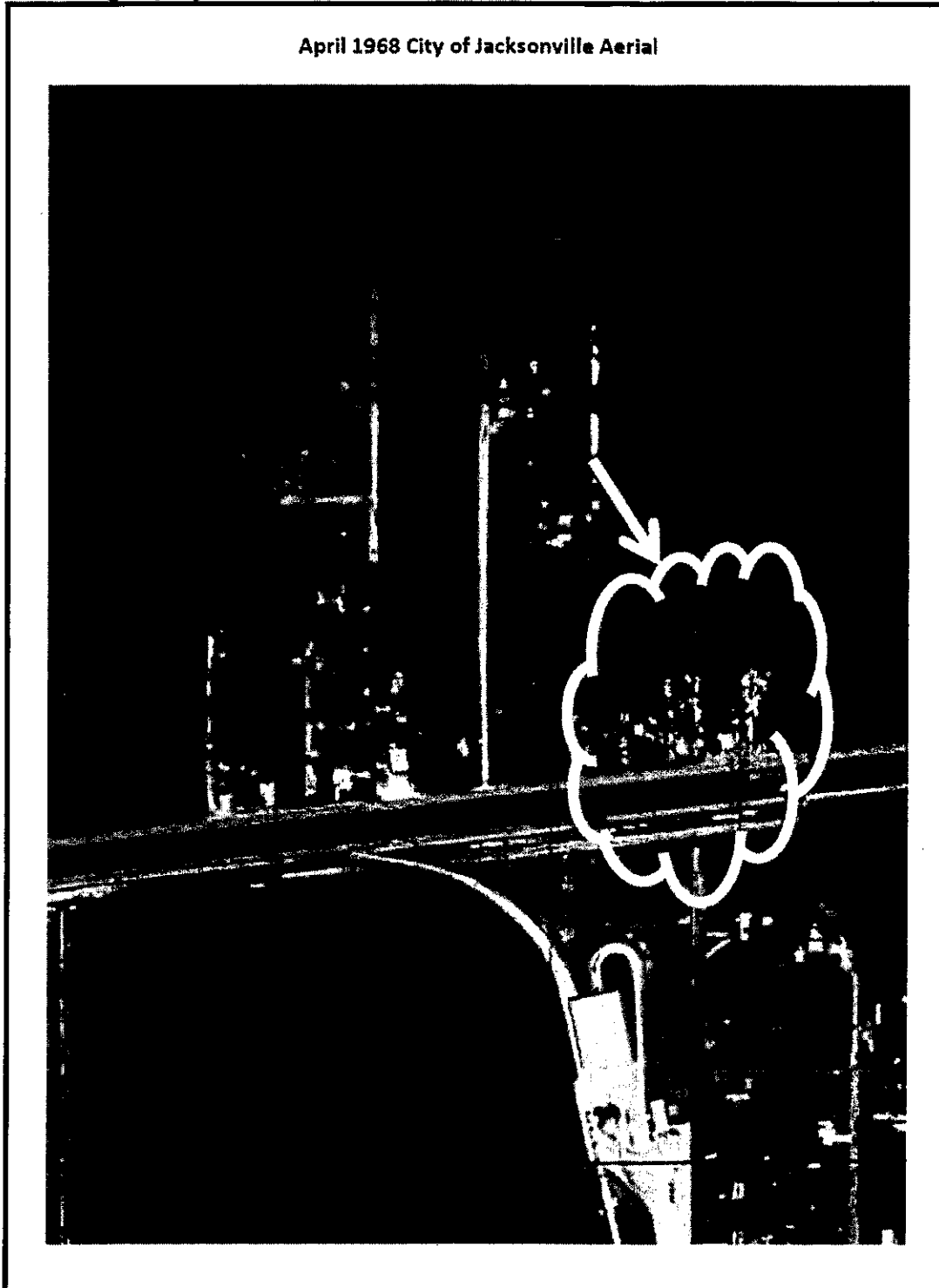
Flood Zones_2013

- 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- AE
- AE-FLOODWAY



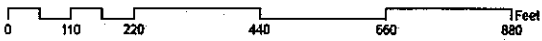
ATTACHMENT G

Aerial Photography 1968 to Present:





LU_2015A_001



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2015A_001
 Parcels
Flood Zones 2013
 AE-FLOODWAY

