



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

ONE CITY. ONE
JACKSONVILLE.

October 18, 2018

The Honorable Aaron Bowman, President
The Honorable Matt Schellenberg, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report
Ordinance No. 2018-607**

Application No. L-5303-18C

Dear Honorable Council President Bowman, Honorable Council Member and LUZ Chairman Schellenberg and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **Deferred** Ordinance 2018-607 on October 18, 2018.

- P&DD Recommendation Deny

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
KReed@coj.net



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

OVERVIEW

ORDINANCE: 2018-607

APPLICATION: L-5303-18C- 4-12

APPLICANT: LARA HIPPS

PROPERTY LOCATION: 10062 103rd Street

Acreage: 2.12

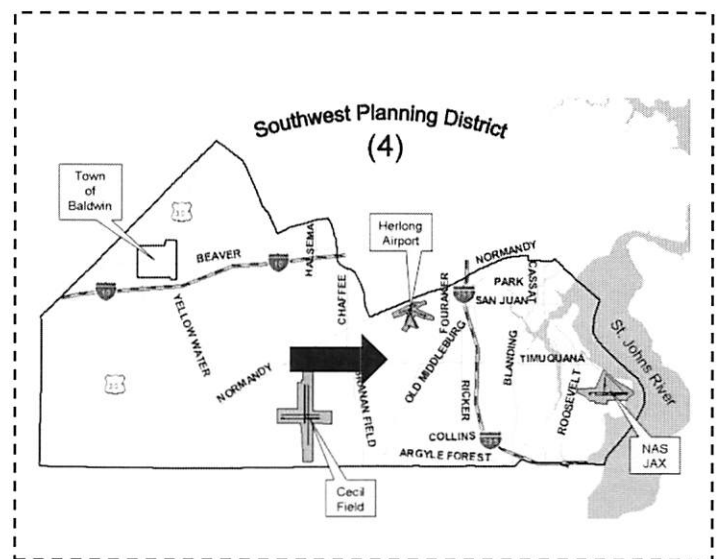
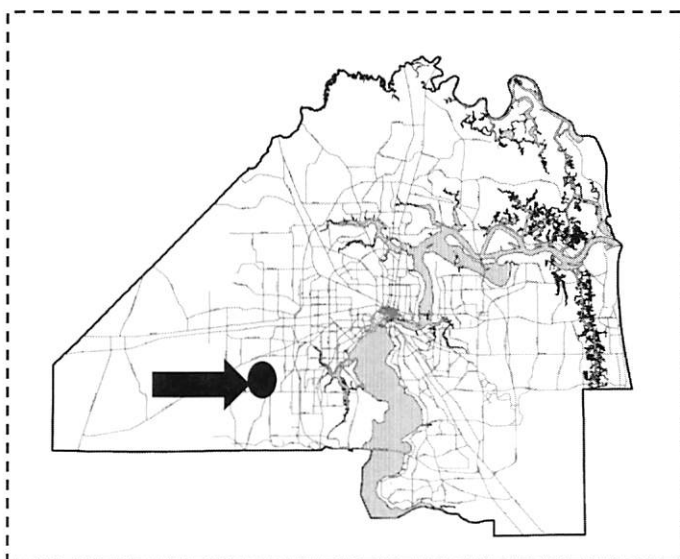
Requested Action:

	Current	Proposed
LAND USE	MDR	CGC
ZONING	PUD	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
MDR	CGC	31 (15 DU per acre)	N/A	N/A	32,321.5	Decrease 31 DU	Increase 32,321.5 FAR

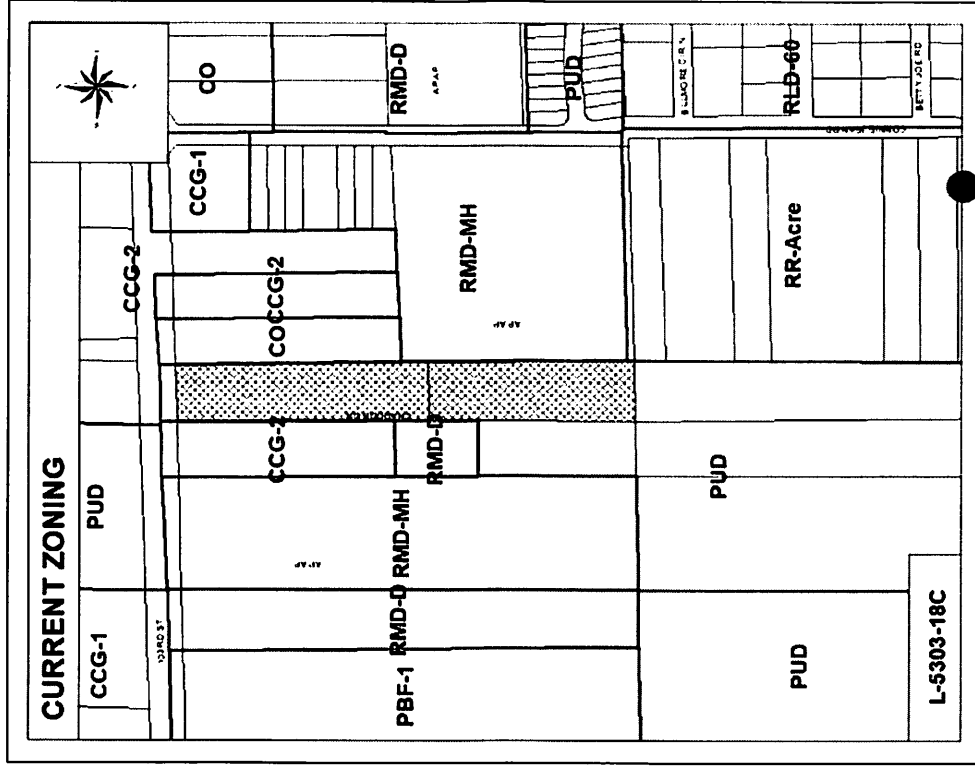
PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: DENIAL

LOCATION MAPS:

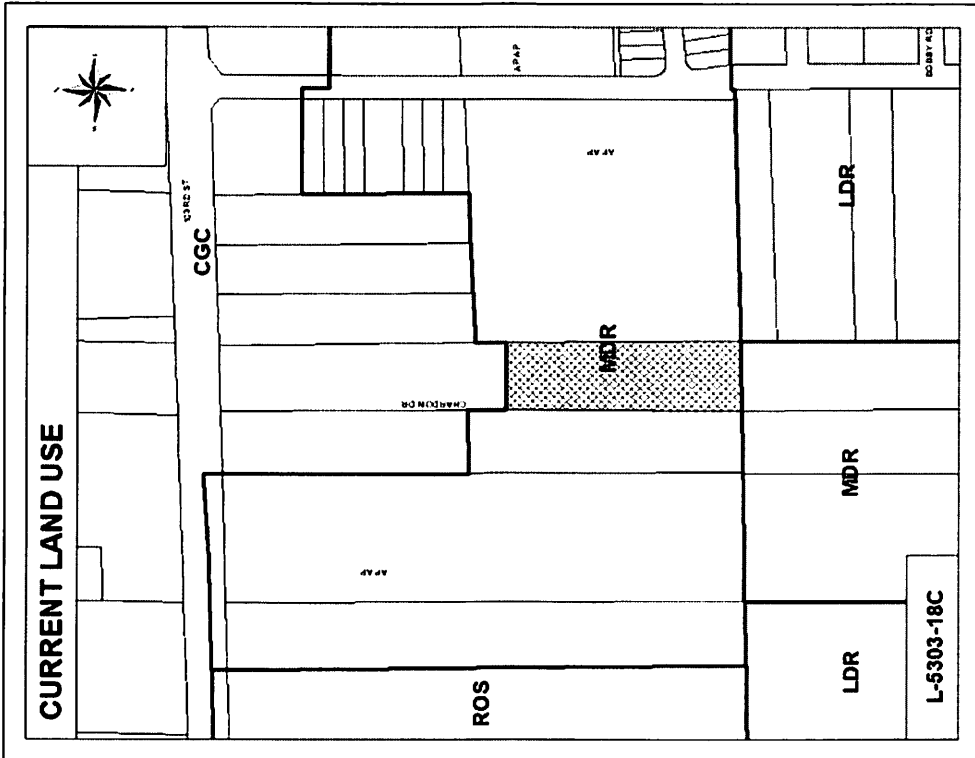


DUAL MAP PAGE

SMALL SCALE LAND USE APPLICATION L-5303-18C



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



Existing FLUM Land Use Categories: Medium Density Residential (MDR)
Requested FLUM Land Use Category: Community/General Commercial (CGC)

ANALYSIS

Background:

The proposed amendment site is set back approximately 700 feet south of 103rd Street (S.R.134). Access to 103rd Street is through the adjoining commercial property to the north. The 2.12 acre land use application site is a smaller portion of the 4.97 acre PUD rezoning site, which has frontage along 103rd Street. 103rd Street is classified as a minor arterial roadway according to the Functional Highway Classification Map. The site is located in Council District 12, Planning District 4 and within the boundaries of the Southwest Vision Plan. The property is located within the Suburban Development Area.

The applicant proposes a future land use map amendment from Medium Density Residential (MDR) to Community/General Commercial (CGC) and a rezoning from Planned Unit Development (PUD) to PUD in order to allow for the storage of school buses. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-608.

In 2006, this parcel was a part of a larger 36.87 acre PUD (2006-0475-E) with commercial uses planned along 103rd Street and residential uses in the southern portion of the PUD. The proposed use for this parcel was residential. Also in 2006, the land use on three parcels directly south of the subject site was changed from Low Density residential (LDR) to MDR (2006-0474-E). In 2008 a portion of the original 36.87 acre PUD was developed as a mobile home park (PUD 2008-1074) which is to the west of this parcel and abuts 103rd Street.

The property is currently being utilized as open storage. Along this stretch of 103rd Street, there are pockets of commercial property along the south side of the street with intervening areas designated MDR. On the north side of 103rd Street, commercial uses are the predominant land use fronting the roadway. Single family homes and mobile homes are the dominant use along the south side of 103rd Street. To the west is a City owned Go-Kart track and the Bent Creek Golf Course. Directly across 103rd Street from the subject site are several vehicle repair and storage businesses. A wetlands area surrounds the property to the south and west, with a small 0.03 of an acre of the wetlands intruding along the west and south of the amendment property line.

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

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC	PUD	Bus storage (not permitted in PUD)
South	MDR	PUD	Single-family
East	MDR	RMD-MH	Mobile home subdivision
West	MDR	RMD-MH	Vacant and Mobile home subdivision

The dual land use and zoning map on page 2 and the land utilization map (Attachment A) provide a detailed picture of the existing development pattern for the immediate area.

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). The applicant indicates that JEA sewer and water is available at 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 571 net new daily external trips. This analysis is based upon the comparison of

what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

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 on 103rd Street/SR 134.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2018)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

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

SR 134/103rd Street between Shindler Drive and Branan Field –Chaffee Road is the functional classified road that would be impacted by the proposed development. SR 134 is a 4-lane divided arterial facility with a maximum daily capacity of 36,200 vpd. The proposed commercial development could generate approximately 571 net daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.66 with the inclusion of the additional traffic from this land use amendment.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Herlong Recreational Airport and Cecil Airport. Zoning will limit development to a maximum height of less than 150', 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.

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 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.

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. Based on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies

Wetlands Characteristics:

Approximate Size: 0.03 of an acre

General Location(s): The wetlands are located along the western and southern edge of the property. (See Wetlands Map in Attachment D)

Quality/Functional

Value: The wetland has a medium functional value for water filtration attenuation and flood water capacity due to its isolation, size and having an indirect impact on the City's waterways.

Soil Types/
Characteristics: Boulogne fine sand, 0 to 2% slope
The Boulogne series consists of nearly level, poorly drained, sandy soils. These soils formed in thick sandy marine sediments. They are in flatwoods. The soils are slowly permeable. Generally, the high water table is at a depth of 6 to 18 inches. The Boulogne soils are sandy, siliceous, thermic Typic Alaquods.

Evergreen-Westconnett complex, depressional, 0 to 2% slope.
The Evergreen series consists of nearly level, very poorly drained soils. These soils formed in decomposed organic materials underlain by thick sandy marine sediments. They are in depressions. The Wesconnett series consists of nearly level, very poorly drained, sandy soils. These soils are formed in thick sandy marine sediments. They are in depressions.

Wetland Category: Category III

Environmental Resource
Permit (ERP): Not provided by the applicant

Wetlands Impact: Insufficient information to determine impacts.

Relevant Policies:

Conservation/Coastal Management Element

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 4.1.3 The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

(a) Encroachment

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 including but not limited to:

- i. The habitat of fish, wildlife and threatened or endangered species,
- ii. The abundance and diversity of fish, wildlife and threatened or endangered species,
- iii. The food sources of fish and wildlife including those which are threatened or endangered,
- iv. The water quality of the wetland, and
- v. The flood storage and flood conveyance capabilities of the wetland; and

(c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

(d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i. Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
- ii. Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

(e) Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

(f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

Policy 4.1.6

The permitted uses within Category III 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) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

- (a) Silvicultural uses, 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.

(b) Agricultural uses, provided the following standards are met: Best Management Practices: Agriculture Such activities are to be in compliance with Chapter 40C-44, F.A.C.

- (2) Any use that 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.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Bus Storage	Bus Storage
Land Use/Zoning	MDR/PUD	CGC/PUD
Development Standards For Impact Assessment	15 DU per Acre	0.35 FAR
Development Potential	31 DU	32,321.5 sq. ft.
Population Potential	72 people	N/A
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Plans/Studies		X
Aquatic Preserve		X
Airport Environ Zone	150' Height -Herlong and Cecil Field	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area	0-4 inches	
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
PUBLIC FACILITIES		
Potential Roadway Impact	571 new net trips	
Potential Public School Impact	No	
Water Provider	JEA	
Potential Water Impact	Decrease of 6630 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease 4972 gallons per day	
Potential Solid Waste Impact	Decrease of 28.89 tons per year	
Drainage Basin / Sub-Basin	Ortega river Unnamed branch	
Recreation and Parks	103 rd St Sports Complex	
Mass Transit	Bus Route #30	
NATURAL FEATURES		
Elevations	80 feet	
Soils	14 Boulogne fine sand 22 Evergreen-Wesconnett complex depressional	
Land Cover	3300 Mixed upland nonforested	
Flood Zone	No	
Wet Lands	Yes 0.03 acres	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 11, 2018, the required notices of public hearing signs were posted. Seventeen (17) 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 September 17, 2018 and no speakers were present.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element:

- 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 2.2.4 Maintain existing stable neighborhoods through coordinated rehabilitation and conservation action by the Building Inspection Division and Planning and Development Department. Protect residential areas from encroachment by incompatible land uses through proper zoning, and from through or heavy traffic by use of buffers and other mitigating measures.
- 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 3.2.2 The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

Policy 3.2.4 The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

According to the Category Description for the Suburban Development Area of the Future Land Use Element (FLUE), the current MDR category is intended to provide compact low to medium density mixed use development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

According to the Category Descriptions for the Suburban Development Area in the FLUE, the CGC land use designation is intended to provide development in a nodal and corridor development pattern. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses. Principal uses in this category include commercial retail sales and service establishments including auto sales; restaurants; hotels and motels; offices; financial institutions; multi-family dwellings; and commercial recreational and entertainment facilities, among similar uses. Compatibility with adjacent abutting residential neighborhoods shall be achieved through the implementation of site design techniques including but not limited to: transition in uses, buffering, setbacks, the orientation of open spaces and vehicular traffic circulation.

The subject site is located in the Suburban Development Area of the Southwest Planning District, in an area with access to full urban services including transit. According to the land use category description of CGC, new CGC designations are preferred in areas with an existing mix of non-residential uses. Although there are commercial uses north of the property along 103rd Street, the subject parcel is not abutting 103rd Street and is surrounded on three sides by residential uses. The property is in the middle of a large area of MDR designated property. The proposed CGC land use would not protect the neighborhood from potential negative impacts. The proposed land use amendment does not allow for a gradual transition of intensity. Therefore, the application is inconsistent with FLUE Policy 1.1.10 and Policy 3.1.3.

Southwest Vision Plan

The subject site is located within the Suburban Area boundary of the Southwest Vision Plan (2003-1049-E). According to the Vision Plan, the proposed land use amendment is inconsistent with Guiding Theme 1, which states, "Strengthen existing neighborhoods and create new neighborhoods." The proposed land use amendment to CGC is the type of growth that the plan identifies as "growth that can often be isolated or poorly fit into its surroundings"

and “detracts from the existing character of neighborhoods”. Therefore, the amendment is inconsistent with the Southwest 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 or make development easier in areas appropriate for infill and redevelopment.

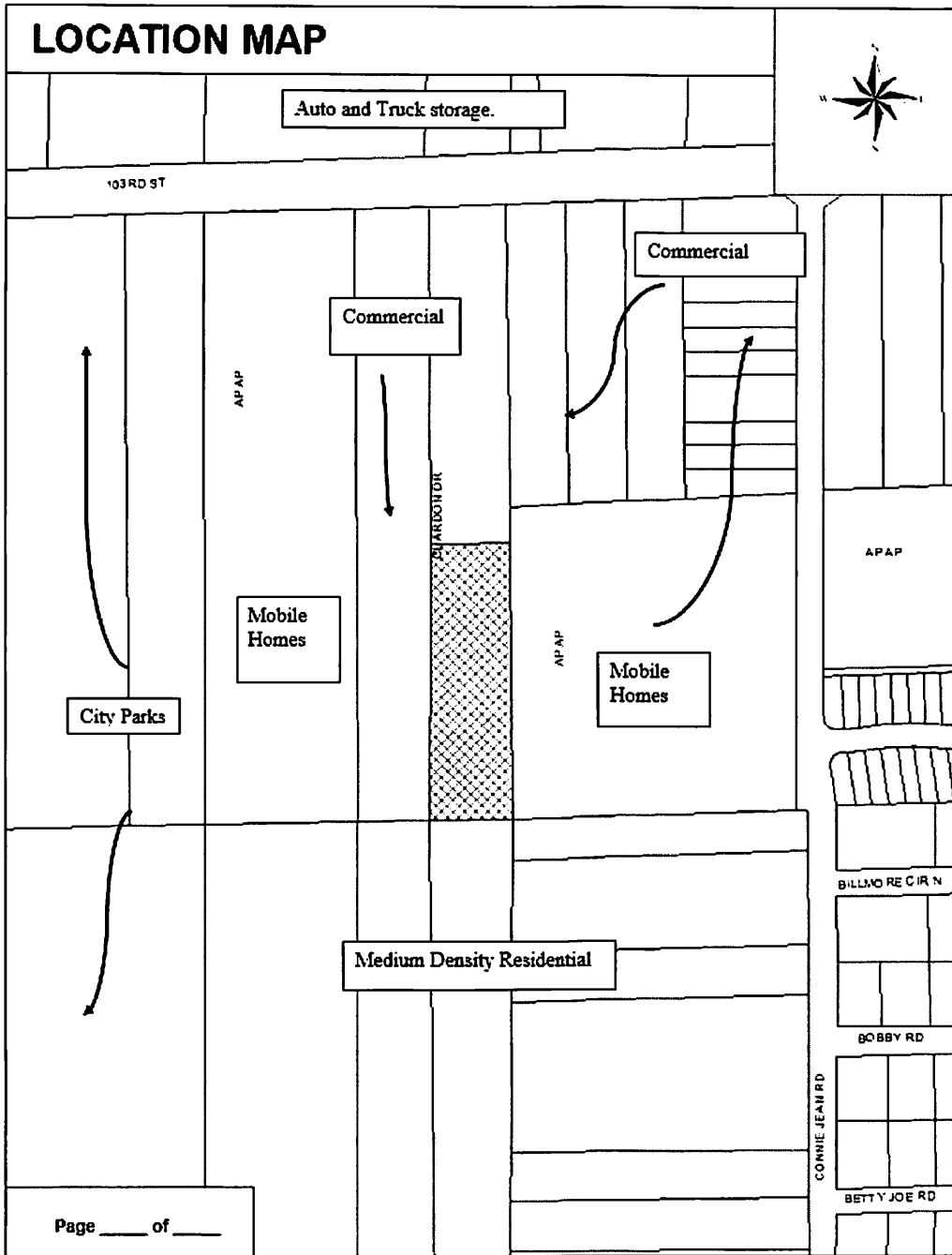
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council’s Strategic Regional Policy Plan as it would increase opportunities for infill development

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment L-5303-18C, located at 10062 103rd west of Connie Jean Road and south end of Chardon Drive in the Suburban Development Area of Jacksonville, Florida. The subject site is currently occupied with a single-family home with an existing Medium Density Residential (MDR) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) development on approximately 2.12 +/- 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 MDR land use category development impact assessment standards allows for 15 multi-family unit per acre, resulting in a development potential of 32 dwelling units (ITE Land Use Code 220) which could generate 234 daily vehicular trips. The proposed CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 32,322 SF of commercial space (ITE Land Use Code 820) which could generate 805 daily vehicular trips. This will result in net increase of 571 daily vehicular trips if the land use is amended from MDR to CGC, 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 Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
MDR	220	32 MFDUs	T = 7.32 (X)	234	0.00%	0.00%	234
Total Section 1							234
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	32,322 SF	T = 37.75 (X)	1,220	0.00%	34.00%	805
Total Section 2							805
Net New Daily Trips							571

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

ATTACHMENT B (con't)

Traffic Analysis:

Additional Information:

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 6 on 103rd Street/SR 134.


Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2018)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

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

SR 134/103rd Street between Shindler Drive and Branan Field –Chaffee Road is the functional classified road that would be impacted by the proposed development. SR 134 is a 4-lane divided arterial facility with a maximum daily capacity of 36,200 vpd. The proposed commercial development could generate approximately 571 net daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.66 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:	6/1/10	Date Staff Report is Available to Public:	9-28-18
Land Use Adoption Ordinance #:	2018-607	Planning Commission's LPA Public Hearing:	10-4-18
Rezoning Ordinance #:	2018-608	1st City Council Public Hearing:	10-9-18
JPDD Application #:	L-5303-18C	LUZ Committee's Public Hearing:	10-16-18
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	10-23-18
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: LARA HIPPS HIPPS GROUP INC. 1650 MARGARET STREET #323 JACKSONVILLE, FL 32204 Ph: (904) 781-2654 Fax: (904) 781-2655 Email: LARA@HIPPSGROUPINC.COM		Owner Information: VINCE SERRANO 10053 103RD ST JACKSONVILLE, FL 32210 Ph: (904) 707-9484	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	2.12	General Location:	103RD STREET
Real Estate #(s):	015347 0010	Address:	10062 103RD ST
Planning District:	4		
Council District:	12		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	CONNIE JEAN ROAD and CHARDON RD		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	STUDENT TRANSPORTATION COMPANY		
Current Land Use Category/Categories and Acreage:	MDR 2.12		
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	CGC
Applicant's Justification for Land Use Amendment: THIS LAND USE AMENDMENT IS REQUESTED WITH A COMPANION PUD TO PUD APPLICATION THAT REMOVES THE RESIDENTIAL USES THAT MAKES THE PARCEL MORE COMPATIBLE WITH THE COMMERCIAL CORRIDOR ALONG THIS AREA OF 103RD STREET.			
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	PUD 4.97		
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:



