



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

OVERVIEW

ORDINANCE: # 2019-002

APPLICATION: L-5321-18C-6-2

APPLICANT: COURTNEY GAVER, ESQ.

PROPERTY LOCATION: 0 Dunn Creek Road, northwest corner of New Berlin Road and Dunn Creek Road

Acreage: 6.16

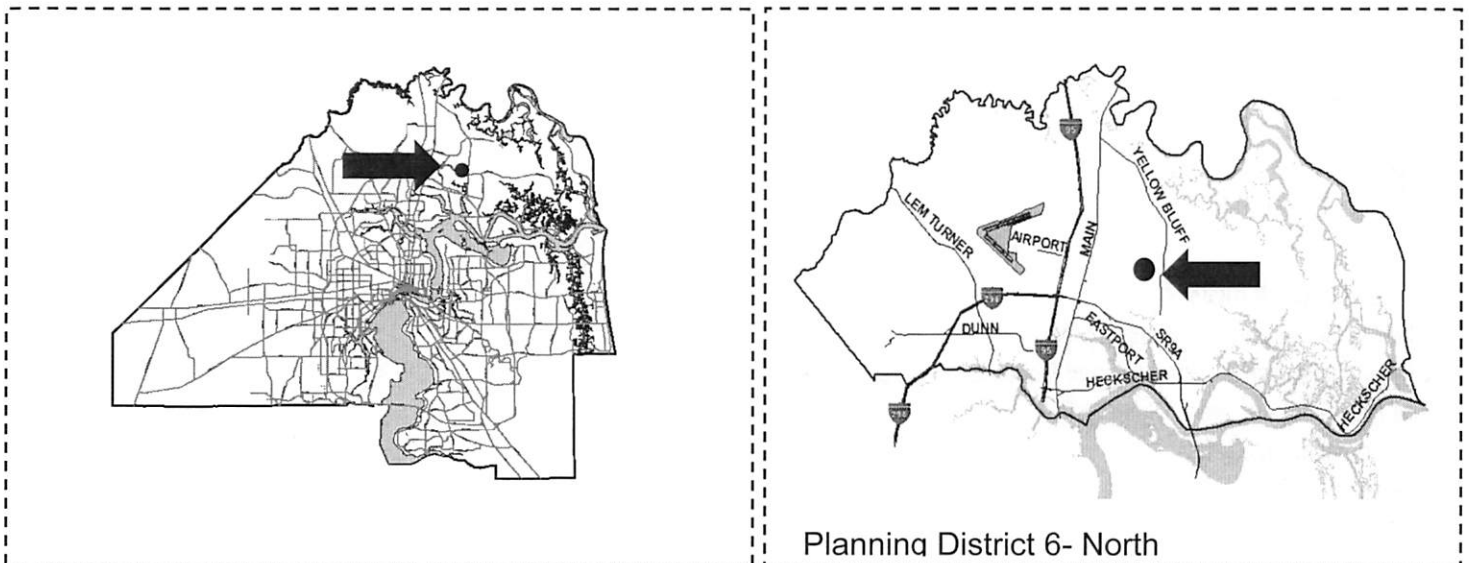
Requested Action:

	Current	Proposed
LAND USE	LDR	NC
ZONING	RLD-100A	CN

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
LDR	NC	31 DU (5 DU/Acre)	N/A	N/A	120,748 Sq. Ft. (0.45 FAR)	Decrease of 31 DU	Increase of 120,748 Sq. Ft.

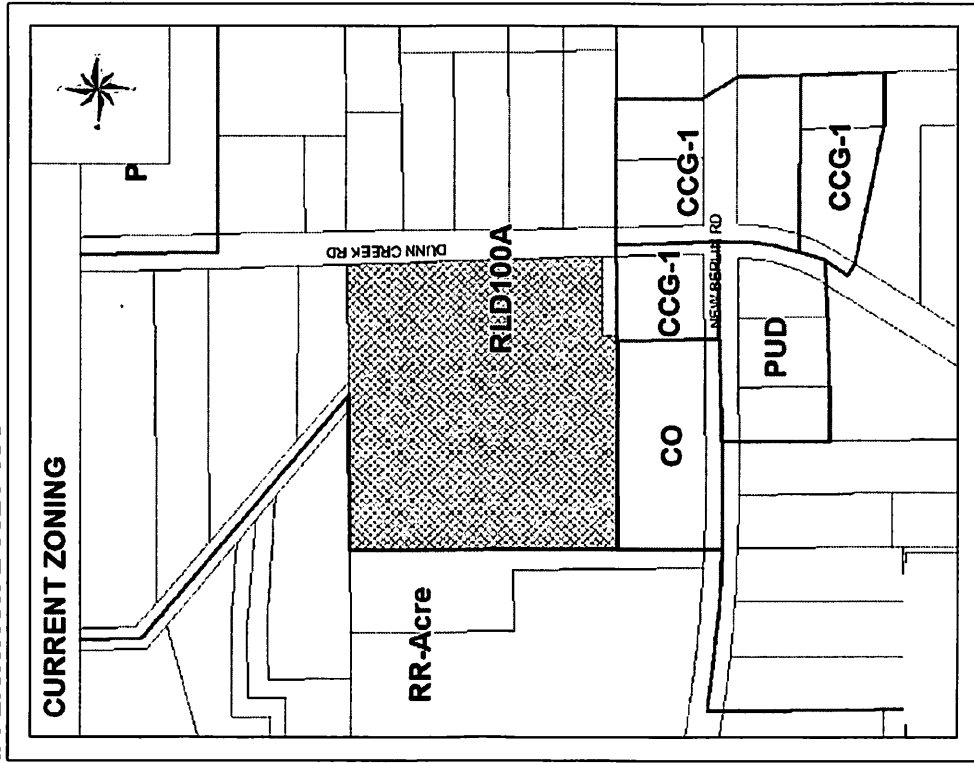
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



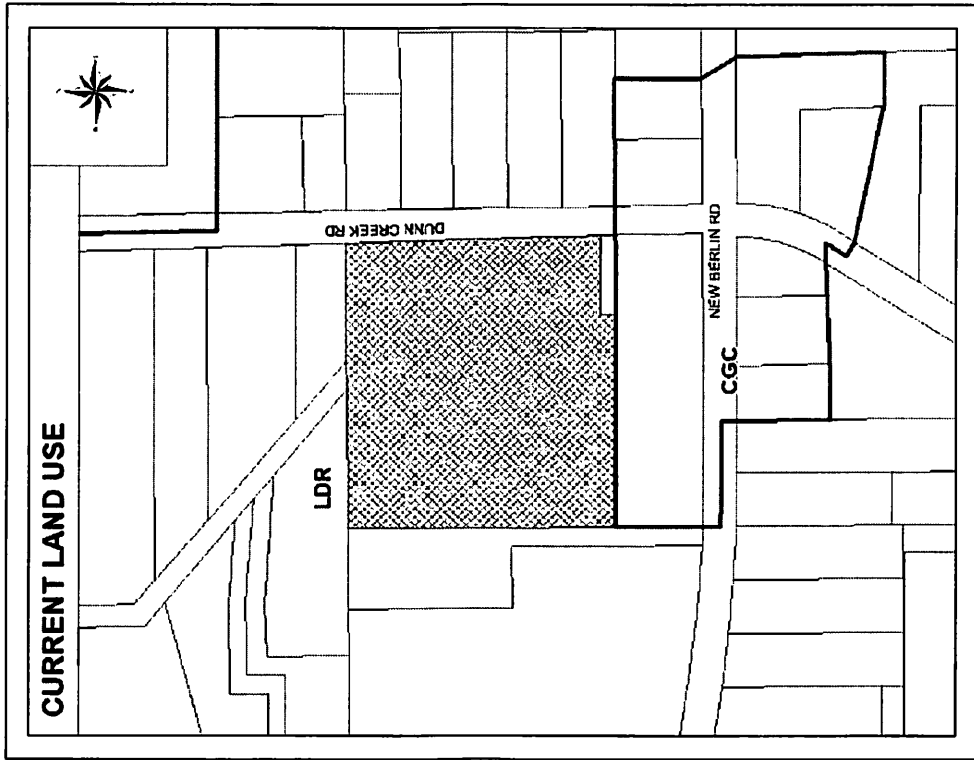
DUAL MAP

SMALL SCALE LAND USE APPLICATION L-5321-18C



Current Zoning District(s): Residential Low Density- 100A (RLD-100A)

Requested Zoning District(s): Commercial Neighborhood (CN)



Existing FLUM Land Use Categories: Low Density Residential (LDR)

Requested FLUM Land Use Category: Neighborhood Commercial (NC)

ANALYSIS

Background:

The 6.16 acre subject property is located along the west side of Dunn Creek Road, an unclassified roadway, between New Berlin Road, a collector road, and Arends Road, a local road. The property is located in Planning District 6, Council District 2 and within the Suburban Development Area, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

The subject site is presently vacant, with a land use designation of Low Density Residential (LDR). The applicant has proposed a future land use map amendment from LDR to Neighborhood Commercial (NC) and a rezoning from Residential Low Density-100A (RLD-100A) to Commercial Neighborhood (CN) to allow for the development of retail and office uses. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-003.

The area surrounding the subject site has a mix of residential and commercial uses. The commercial uses, including a gas station and automotive repair, are clustered to the south and southeast of the subject site at the intersection of New Berlin Road, a collector road, and Dunn Creek Road, an unclassified roadway.

Detailed information about the surrounding area can be found on the Dual Map on page 2, and on the Existing Land Utilization Map (See Attachment A). The adjacent land use categories and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	RR-Acre & RLD-100A	Single Family Homes
South	CGC & LDR	CO, CCG-1, PUD & RLD-110A	Vacant Commercial, Single Family Residential, Auto Repair & Internet Cafe
East	PBF, CGC, & LDR	PBF-2, CCG-1 & RLD 100A	Gas station & Single Family Homes
West	LDR	RR-Acre	Single Family, Church & Utilities

The proposed amendment does not include a residential component; therefore, school capacity will not be impacted.

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 has provided a JEA Availability letter, as part of the companion rezoning application, dated November 13, 2018 stating that the subject site does not directly abut a sewer or water main; however connection points are located 300 and 200 feet south of the property, within the Dunn Creek Road right of way.

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 4,766 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 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 (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 3 is 0.51.

The subject site will be accessible via Dunn Creek Road which is local roadway not functionally classified. New Berlin Road is the first functional classified facility that could be impacted by the proposed development. New Berlin road between Pulaski Road and Yellow Bluff Road is a 2-lane undivided collector facility, which has a maximum daily capacity of 16,074 vpd. The proposed commercial development could have significant impact on the existing roadway network with the additional traffic from this land use amendment.

The Transportation Planning Division will request that an operational analysis of the adjacent roadway network, performed by a licensed professional traffic engineer, be conducted to determine the impact to the external trips as a result of the land use change. A methodology meeting with the Transportation Planning Division must be held prior to commencement of

the study. The traffic analysis is subject to approval of Planning and Development Department and the City of Jacksonville Traffic Engineer.

Wetlands

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

Wetlands Characteristics:

Approximate Size: 1.13 Acres

General Location(s): The Southwestern corner of the subject site (See Wetlands Map in Attachment E)

Quality/Functional Value: The wetland is an isolated cypress swamp and is considered to have a high functional value for water filtration attenuation and flood water capacity. However, the wetland is small, isolated, and has an indirect impact on the City's waterways.

Soil Types/ Characteristics: (22) Evergreen-Wesconnett Complex

The Evergreens Series consists of nearly level poorly drained soils. Generally, the high water table is at or above the surface for very long periods.

The Wesconnett Series consists of nearly level, very poorly drained, sandy soils. Generally, the high water table is at or above the surface for very long periods.

Wetland Category: Category III

Consistency of Permitted Uses: Generally all uses are permitted with limitations, see CCME Policy 4.1.6 below.

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

Wetlands Impact: Unable to determine based on the information provided

Associated Impacts: None

Relevant Policies:

Conservation/Coastal Management Element

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 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**
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.

Future Land Use Element

Policy 4.1.10

The City hereby incorporates Map L-5 that depicts Salt Water Marshes, Riverine/Estuarine Wetlands and All Other Wetlands. Notwithstanding the permitted land uses according to the Future Land Use Map series (FLUMs), the permitted land uses within such areas shall be limited to the permitted land uses and associated standards of Objectives 4.1, 4.2, 4.3 and 5.1 and related policies of the Conservation/Coastal Management Element.

Evacuation Zone

The subject site is located within a City designated evacuation zone. As such, this application has been reviewed by the Emergency Preparedness Division (Attachment F). The review finds that the proposed amendment would have a negligible impact on county-wide evacuation timing and no impact to shelter space.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Area	
Roadway Frontage Classification	Unclassified	
Plans/Studies	North Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	Commercial
Land Use/Zoning	LDR/RLD-100A	NC/CN
Development Standards For Impact Assessment	5 DU/Acre	0.45 FAR
Development Potential	31 DU	120,748 Sq. Ft.
Population Potential	82 people	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		Low
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: N/A	
PUBLIC FACILITIES		
Potential Roadway Impact	4,766 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 2,209 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 1,656 gallons per day	
Potential Solid Waste Impact	Increase of 113 tons per year	
Drainage Basin / Sub-Basin	Dunn Creek/Dunn Creek	
Recreation and Parks	0.51 miles from Tom Marshall Park	
Mass Transit	none	
NATURAL FEATURES		
Elevations	12'-19'	
Land Cover	4340- Upland mixed coniferous hardwood, 1100- Residential, low density, 6210-Cypress	
Soils	32- Leon fine sand, 22- Evergreen Wesconnet Complex, 14- Boulogne fine sand	
Floodzone	None	
Wetlands	6210- Cypress	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 11, 2019, the required notice of public hearing sign was posted. Thirty-eight (38) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen's Information Meeting was held on January 14, 2019. There were no members of the public present to speak on the proposed amendment.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element (FLUE):

Policy 1.1.2 As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each

land use plan category as provided in the Operative Provisions of this element.

- Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-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.
- 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 3.2 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.
- Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- 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.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Recreation and Open Space Element (ROSE):

- Policy 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

The site currently has a Low Density Residential (LDR) land use designation. According to the Future Land Use Element (FLUE), LDR in the Suburban Area is intended to provide for low density residential development.

The applicant is proposing a land use change for the subject site from LDR to Neighborhood Commercial (NC). According to the FLUE, NC is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of Vehicle Miles Traveled. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein. The NC land use category permits a variety of low-intensity commercial uses including business and professional offices, commercial retail and service establishments and filling stations.

In the Suburban Area, plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. While the subject site does not directly abut a collector roadway, it is located approximately 200 feet from New Berlin Road, which is classified as a collector roadway and connects to a CGC parcel on the south. The subject site only has access from Dunn Creek Road, and therefore, would not encourage through traffic into adjacent neighborhoods and would not impede on the character of the adjacent residential uses, furthering consistency with FLUE Policies 1.1.2 and 3.2.4.

The properties to the south and southeast of the subject site, at the intersection of Dunn Creek Road and New Berlin Road, are designated as Community/General Commercial. The proposed amendment would allow for infill development of an underutilized parcel that has existing access to utilities and existing infrastructure. The proposed development of this parcel would strengthen the commercial viability of the corridor by allowing the development of new non-residential uses consistent with Goal 3, Objectives 3.2 and 6.3, and Policy 3.2.1 of the FLUE. Additionally, the proposed change to NC would result in a logical transition of intensities from the CGC to the south and the LDR to north consistent with FLUE Policy 1.1.10.

The applicant has provided a JEA Availability letter dated November 13, 2018 stating that the subject site does not directly abut a sewer or water main; however connection points are located 300 and 200 feet south of the property, within the Dunn Creek Road right of way. The application indicates that proposed development will connect to both centralized sewer and water and as such will be consistent with FLUE Policy 1.2.9. Additionally, any new development on the subject site must meet open space requirements consistent with ROSE Policy 2.2.1.

Vision Plan

The subject property is located within the boundaries of the North Jacksonville Vision Plan. The Plan contains a list of best practices and design guidelines for the redevelopment of commercial corridors, as a response to the residents' concerns regarding commercial development. Residents of North Jacksonville desire a better community image and to be served by higher quality retail and commercial services, without having to drive great distances. The proposed amendment would allow for the development of neighborhood commercial uses, located within close proximity to residential uses and is therefore consistent with the North Jacksonville 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 provide an additional location for the creation of commercial business opportunities on an infill site in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

The proposed project identified in Land Use Amendment L-5321-18C is located on the northwest corner of Dunn Creek Road and New Berlin Road in the Suburban Development Area of Jacksonville, Florida. The subject site is undeveloped with an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Neighborhood Commercial (NC) on approximately 6.16 +/- 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 LDR land use category development impact assessment standards allow for 5 single-family dwelling units per acre, resulting in a development potential of 31 homes (ITE Land Use Code 210) which could generate 293 daily vehicular trips. The proposed NC land use category development impact assessment standards allows for 0.45 FAR per acre, resulting in a development potential of 120,748 SF of light commercial use (ITE Land Use Code 814) which could generate 5,028 daily vehicular trips. This will result in a net increase of 4,766 daily vehicular trips if the land use is amended from LDR to NC, 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
LDR	210	31 SFDUs	T = 9.44 (X)	293	0.00%	293
Total Section 1						293
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
NC	814	120,748 SF	T = 63.47 (X) / 1000	7,664	34.00%	5,058
Total Section 2						5,058
Net New Daily Trips						4,766

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

ATTACHMENT B (cont)

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 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 (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 3 is 0.51.

The subject site will be accessible via Dunn Creek Road which is local roadway not functionally classified. New Berlin Road is the first functional classified facility that could be impacted by the proposed development. New Berlin road between Pulaski Road and Yellow Bluff Road is a 2-lane undivided collector facility, which has a maximum daily capacity of 16,074 vpd. The proposed commercial development could have significant impact on the existing roadway network with the additional traffic from this land use amendment.

The Transportation Planning Division will request that an operational analysis of the adjacent roadway network, performed by a licensed professional traffic engineer, be conducted to determine the impact to the external trips as a result of the land use change. A methodology meeting with the Transportation Planning Division must be held prior to commencement of the study. The traffic analysis is subject to approval of Planning and Development Department and the City of Jacksonville Traffic Engineer.

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:	10/25/2018	Date Staff Report is Available to Public:	2/1/2019
Land Use Adoption Ordinance #:	2019-002	Planning Commission's LPA Public Hearing:	2/7/2019
Rezoning Ordinance #:	2019-003	1st City Council Public Hearing:	2/12/2019
JPDD Application #:	L-5321-18C	LUZ Committee's Public Hearing:	2/20/2019
Assigned Planner:	Krista Fogarty	2nd City Council Public Hearing:	2/26/2019
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: COURTNEY GAVER, ESQ. ROGERS TOWERS, P.A. 100 WHETSTONE PLACE, SUITE 200 SAINT AUGUSTINE, FL 32086 Ph: 9044731388 Fax: 9043960663 Email: CGAVER@RTLAW.COM		Owner Information: MARK NUGENT OCEANWAY PROPERTY DEVELOPMENT LLC 1148 FRUIT COVE ROAD ST. JOHNS, FL 32259	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	6.16	General Location:	NORTHWEST CORNER OF NEW BERLIN ROAD AND DUNN CREEK ROAD
Real Estate #(s):	106509 0010	Address:	000 DUNN CREEK RD
Planning District:	6		
Council District:	2		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	NEW BERLIN ROAD and ARENDS ROAD		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT		
Current Land Use Category/Categories and Acreage:	LDR 6.16		
Requested Land Use Category:	NC	Surrounding Land Use Categories:	CGC, LDR
Applicant's Justification for Land Use Amendment:	TO FACILITATE REZONING TO CN		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	RLD-100A 6.16		
Requested Zoning District:	CN		
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

ATTACHMENT D

Aerial:



ATTACHMENT E

Wetlands Map:



ATTACHMENT F (cont)



EMERGENCY PREPAREDNESS DIVISION
JACKSONVILLE FIRE & RESCUE
515 NORTH JULIA STREET
JACKSONVILLE, FL 32202

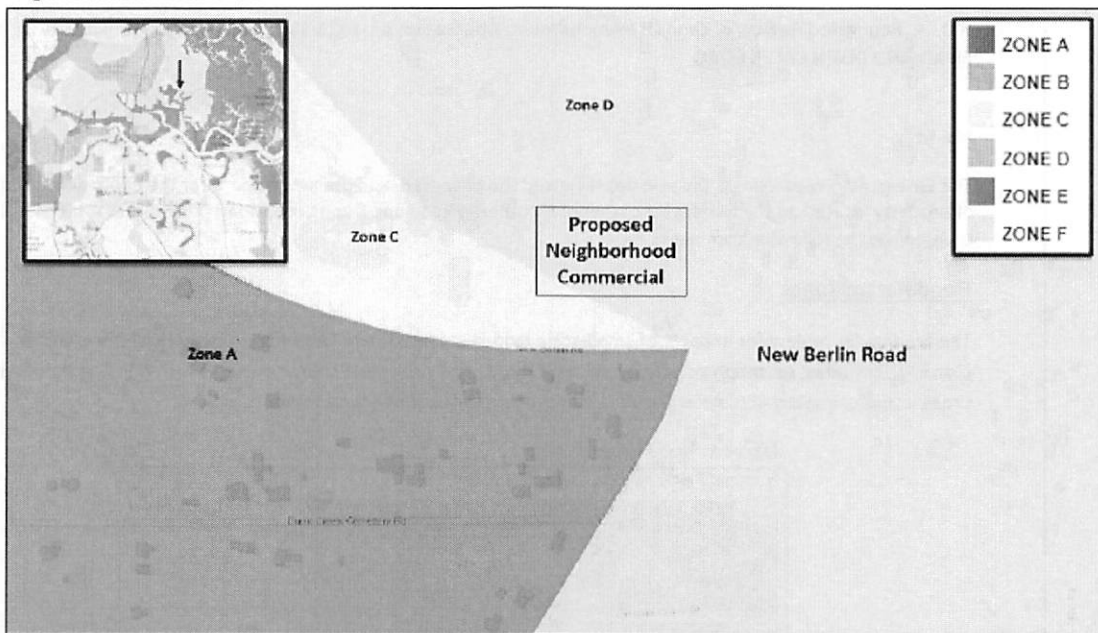


WWW.JAXREADY.COM

Evacuation Zones and Routes

The property described in the land use agreement, located at the northwest corner of New Berlin Road and Dunn Creek Road, lies in both evacuation zones C and D, bisected at a 45 degree angle. For evacuation purposes, the Emergency Preparedness Division would recommend that future commercial development on this plot be effectively considered as residing in Evacuation Zone D. Figure 2 illustrates the evacuation zone designations at the northwest corner of New Berlin Road and Dunn Creek Road.

Figure 2: Evacuation Zones



Source: <http://maps.coj.net/DuvalProperty/#; JAXGIS Duval County - Evacuation Zone Layer>

The primary evacuation routes for Duval County are the major highways Interstate 95N and Interstate 10E, which allow for evacuation to the North and West respectively. New Berlin Road is a designated evacuation route, leading directly to I-95N (via Airport Center Dr. E). New Berlin Road also directly connects with Main St N, a secondary evacuation route leading northbound out of the county. New Berlin Road is a key artery for residents in NE Duval County who are north of the St. Johns River to connect to the primary interstate evacuation routes.

ATTACHMENT F (cont)

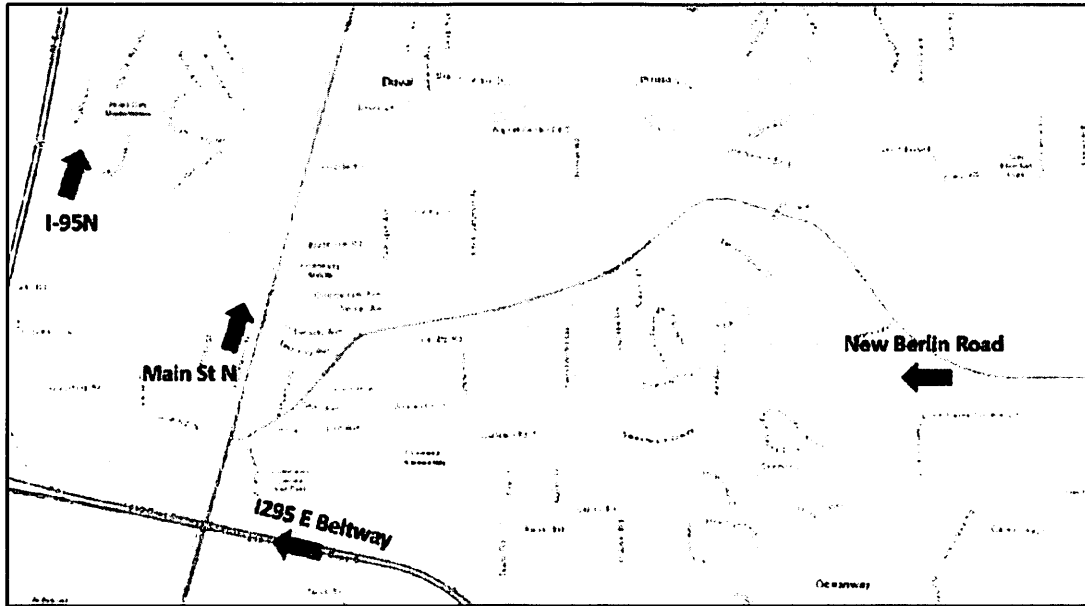


EMERGENCY PREPAREDNESS DIVISION
JACKSONVILLE FIRE & RESCUE
515 NORTH JULIA STREET
JACKSONVILLE, FL 32202



WWW.JAXREADY.COM

Figure 3: Evacuation Routes



Source: <http://map.floridadisaster.org/gator/map.html>; Florida GATOR Situational Awareness Tool – Evacuation Route Layer

In consideration of Objective 7.1 of the 2030 Comprehensive Plan, all lanes of Interstate 10 may be designated to be routed westward during times of increased volume in order to reduce excessive evacuation times. Evacuees will utilize the predetermined evacuation routes until they have entered a public shelter, reached a safe area in the county, or departed the county.

Evacuation Shelters

In relation to Objective 7.2, Duval County has 27 designated evacuation shelters. Most are located in schools. Duval County Health Department is responsible for operating Special Needs Shelters. Individuals going to special needs shelters must pre-register with the Duval County Emergency Management. If needed, transportation will be provided for those who pre-register. Information on special needs registration including transportation is found on the Duval County Emergency Management website, JaxReady.com. Clients must register for access to the special needs shelters each year. Current information regarding shelter openings can be found at www.jaxready.com or by calling 630-CITY (630-2489).

ATTACHMENT F (cont)



EMERGENCY PREPAREDNESS DIVISION
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Impacts to Evacuation Timing & Shelter Populations

According to the *City of Jacksonville 2030 Comprehensive Plan: Future Land Use Element* (June 2018), the Neighborhood Commercial (NC) category primarily intends to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. As such, there would be few or no permanent residents at this location under the proposed plan scenario. When contrasted with the maximum potential development for the existing plan scenario, the land use amendment would effectively create a reduction in evacuees from this location. The existing plan scenario allows for 31 single-family dwelling units.

It should be noted that the City of Jacksonville has no authority to direct the operations of private companies. However, the City of Jacksonville encourages all citizens to heed all warnings and evacuation orders. During an imminent natural disaster, particularly a tropical cyclone event, commercial retail and service establishments are encouraged to prepare for the impacts of the event and allow their employees to make personal preparations at home.

In consideration of the factors mentioned above, the existing evacuation zones, and nearby evacuation routes, the Emergency Preparedness Division determines that the impact of small-scale land use amendment detailed in Application #L-5321-18C on countywide evacuation timing would be negligible. Shelter populations would similarly remain unaffected by this land use amendment. Site design techniques which minimize the impact to local traffic flow are encouraged.