



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

**OVERVIEW**

**ORDINANCE: 2019-606**

**APPLICATION: L-5376-19C-5-10**

**APPLICANT: TRACIE TRIPP**

**PROPERTY LOCATION:** 0 Pritchard Road and 6590 Pritchard Road, at the intersection of I-295 and Pritchard Road

**Acreage:** 5.66

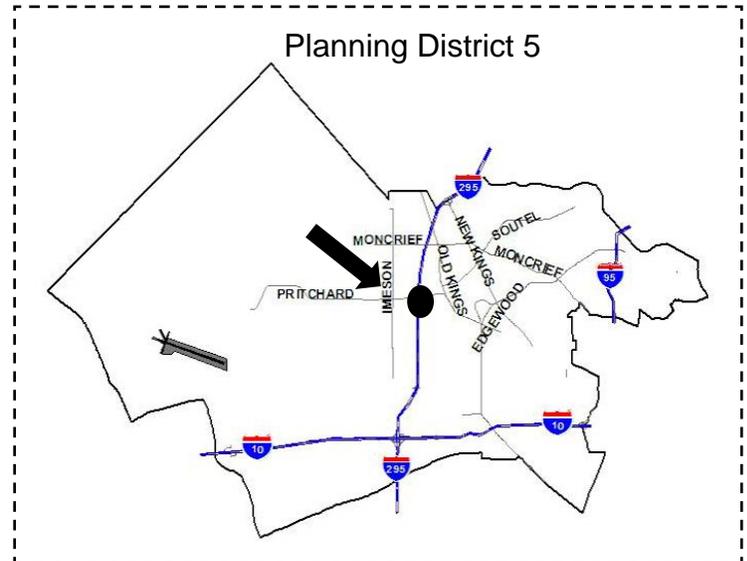
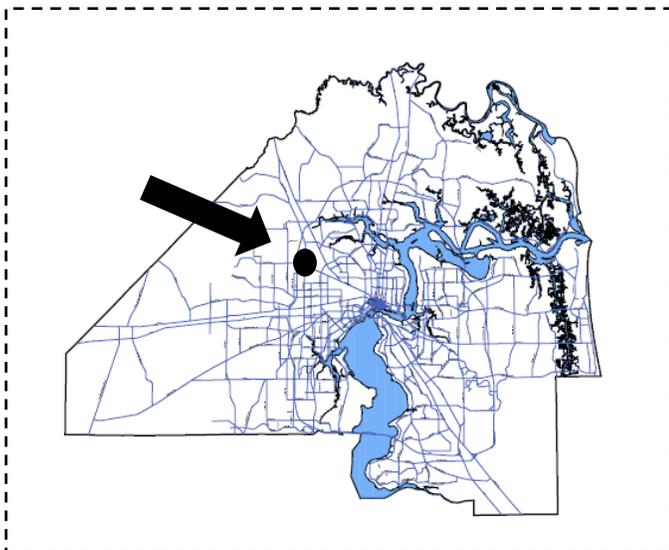
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>BP</b>	<b>LI</b>
<b>ZONING</b>	<b>IBP</b>	<b>IL</b>

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
BP	LI	N/A	N/A	86,292 Sq. Ft. (0.35 FAR)	98,620 Sq. Ft. (0.4 FAR)	N/A	Increase of 12,328 Sq. Ft.

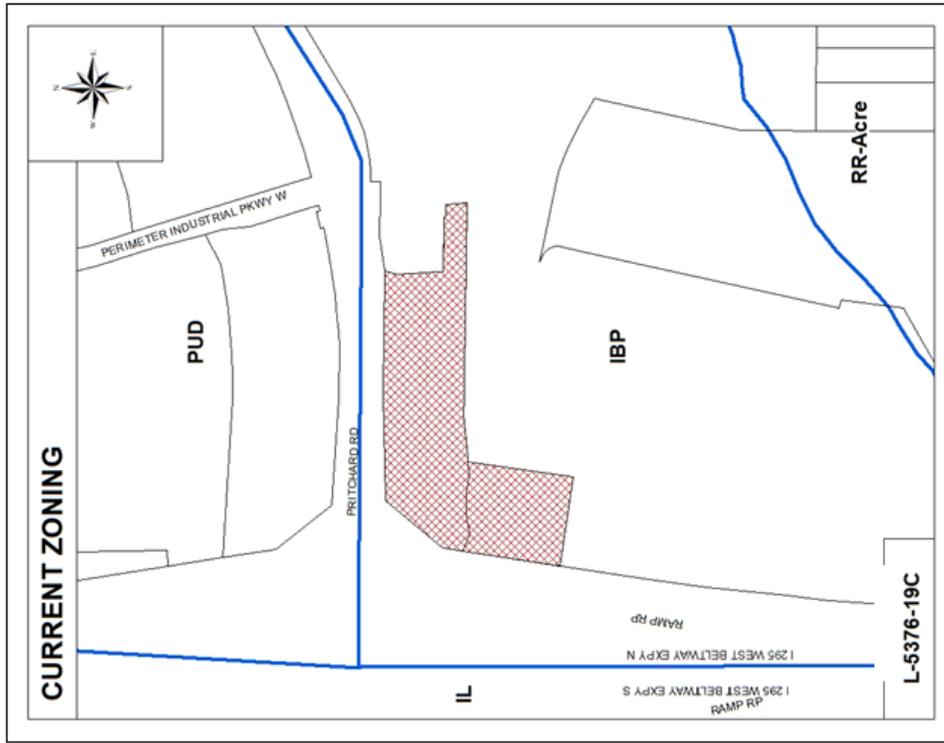
**PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**

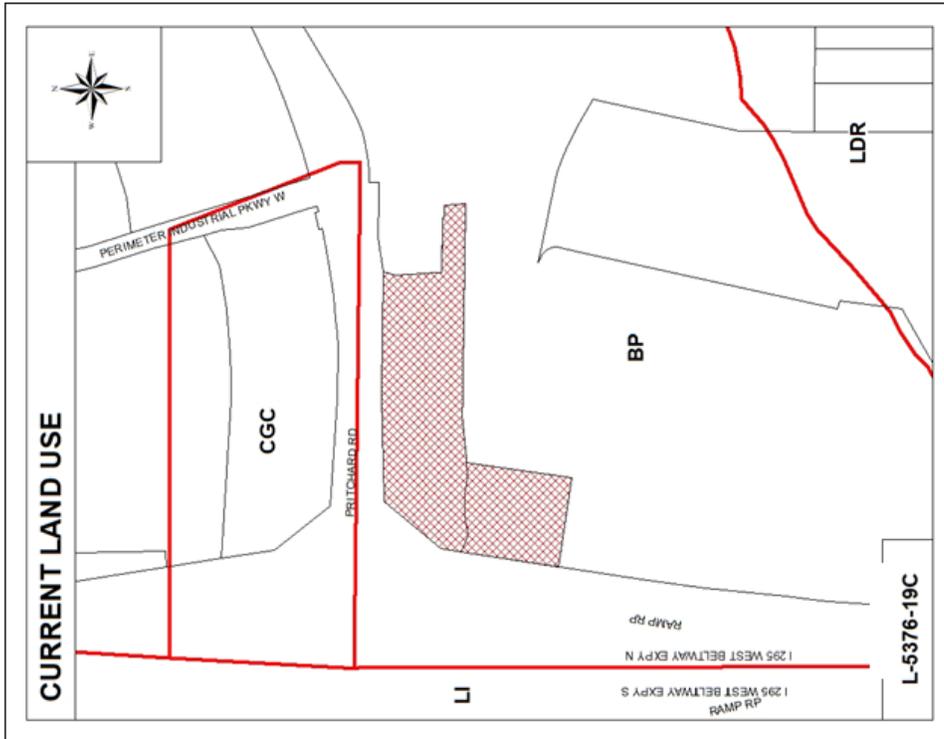


# DUAL MAPS

## SMALL SCALE LAND USE APPLICATION L-5376-19C



*Current Zoning District(s):* Industrial Business Park (IBP)  
*Requested Zoning District(s):* Industrial Light (IL)



*Existing FLUM Land Use Categories:* Business Park (BP)  
*Requested FLUM Land Use Category:* Light Industrial (LI)

# ANALYSIS

## Background:

The 5.66 acre land use amendment site is located at the southeast corner of the intersection of Pritchard Road and I-295. The property is located 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, Council District 10, and within the boundaries of the Northwest Jacksonville Vision Plan.

The applicant proposes a future land use map amendment from Business Park (BP) to Light Industrial (LI) and a rezoning from Industrial Business Park (IBP) to Industrial Light (IL) to construct a truck wash. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-607.

The site is located in an Industrial Situational Compatibility Zone. The site is surrounded by a mix of warehouses on the north and east, service garages and a convenience store to the west.

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

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC	PUD	Vacant commercial
South	BP	IBP	Vacant Industrial
East	BP	IBP	Vacant Industrial
West	LI	IL	Convenience store

## 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 dated April 12, 2019 indicating that the site has access to centralized water and sewer infrastructure, however in order to connect to the sewer an onsite pump station must be designed and constructed.

Infrastructure Element, Sanitary Sewer Sub-Element (IE-SS)

Policy 1.2.3 The City shall not permit septic tanks for the disposal or discharge of industrial wastes.

## **Transportation**

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment results in no increase of 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.

## Supplemental Transportation Information

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that the City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy 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 9.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the Maximum Service Volumes (MSV) from the current FDOT Quality/Level of Service Handbook (2012) for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 6 is 0.84.

The proposed land use amendment based on impact assessment standards has the development potential of 98,620 SF of light industrial space and generating approximately 489 daily vehicular trips onto the roadway network. Subject site is accessible via Pritchard Road (SIS Rail Connector), a 4-lane divided arterial roadway, and operating at 0.88 of its capacity. Pritchard Road is subject to FDOT review and access management requirements.

### **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

### **Historic Preservation Element**

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

### **Industrial Zones**

The subject property is located within the “Industrial Situational Compatibility” Zone. “Industrial Sanctuary” and Industrial Situational Compatibility” Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development.

### **Future Land Use Element**

Policy 3.2.29 The City shall continue to update its comprehensive inventory and mapping of Industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility”.

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.

# IMPACT ASSESSMENT

## IMPACT ASSESSMENT

L-5376-19C

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban	
Roadway Frontage Classification	700 ft. Collector Roadway	
Plans/Studies	Northwest Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Undeveloped	Truck Wash
Land Use/Zoning	BP/IBP	LI/IL
Development Standards For Impact Assessment	0.35 FAR	0.4 FAR
Development Potential	86,292 sq. ft.	98,620 sq. ft.
Population Potential		
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area	X Situational Compatibility	
Cultural Resources		X
Archaeological Sensitivity	X - Low	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X- Discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR) N/A	SR Name:	
PUBLIC FACILITIES		
Potential Roadway Impact	0 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Increase 618.86 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase 464.14 gallons per day	
Potential Solid Waste Impact	Increase of 3.21 tons per year	
Drainage Basin / Sub-Basin	Trout River/ Six Mile Creek Reach	
Recreation and Parks	Bulls Bay Preserve	
Mass Transit	Route 83	
NATURAL FEATURES		
Elevations	19 Ft.	
Land Cover	4110 Pine Flatwoods	
Soils	38 Mascotte fine sand	
Floodzone	No	
Wetlands	No	
Wildlife (sites greater than 50 acres)	N/A	

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 12, 2019, the required notices of public hearing signs were posted. Sixty- six (66) 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 Information Meeting was held on September 11, 2019. No members of the public attended.



## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan

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

#### Future Land Use Element (FLUE)

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

- 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. Plan and have an adverse impact on adjoining or nearby uses. Consider office and high density residential development as a viable alternative in land use reviews.
- 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 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.
- 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.

Infrastructure Element, Sanitary Sewer Sub-Element (IE-SS)

- Policy 1.2.3 The City shall not permit septic tanks for the disposal or discharge of industrial wastes.
- a. Each lot is a minimum of 1 acre unsubmerged property.
  - b. Alternative (mounded) systems are not required.

The BP Future Land Use category is intended to accommodate commercial office and light industrial uses. Commercial offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area.

The LI Future Land Use Category is intended to provide for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial on residential areas such as noise, odor, toxic chemical and wastes. Generally, light assembly, manufacturing, packing, processing, and storage/warehousing are principal uses in this category.

The subject site is located at the I-295 interchange and Pritchard Road. The proposed amendment of the subject site to the land use category of LI is compatible with the surrounding industrial area and is located within the "Industrial Situational Compatibility" zone. This achieves FLUE Objective 3.2, and Policies 3.2.1, 3.2.7 and 3.2.30.

The amendment will continue to promote the viability of an industrial use in the Industrial Situational Compatibility Zone of the City and therefore satisfy FLUE Objective 3.2 and Policies 3.2.7

In accordance to IE-SS Policy 1.2.3 and Chapter 381, F.S., the site cannot dispose of industrial wastes into private septic systems. The applicant has provided a JEA availability letter dated April 12, 2019 indicating that the site has access to centralized water and sewer infrastructure therefore it is consistent with IE-SS Policy 1.2.3.

### **Northwest Vision Plan**

The subject property is located within the boundaries of what is identified as the Suburban Area of the Northwest Vision Plan (September 2003). While the Vision Plan does not specifically address the industrial areas throughout the district, the Plan calls for connections between areas as a way to accommodate new growth. The subject site creates a cohesive Light Industrial area with the abutting and nearby parcels allowing for infill with a consistent use. The proposed amendment is consistent with the goal of improving the economic base of the Northwest Jacksonville Vision Plan.

### **King-Soutel Crossing CRA**

The subject site is located within the boundaries of the King-Soutel Crossing Community Reinvestment Area (CRA). The King-Soutel Crossing CRA was enacted in 2008, pursuant to Ordinance 2006-591-E. It was established to jumpstart housing, retail and commercial development in an underserved, but budding area in Northwest Jacksonville. The application was provided to the Office of Economic Development for comments. The proposed amendment is consistent with the goal of improving commercial development within the CRA.

### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan, Economic Development Element:

Goal 2.3            An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

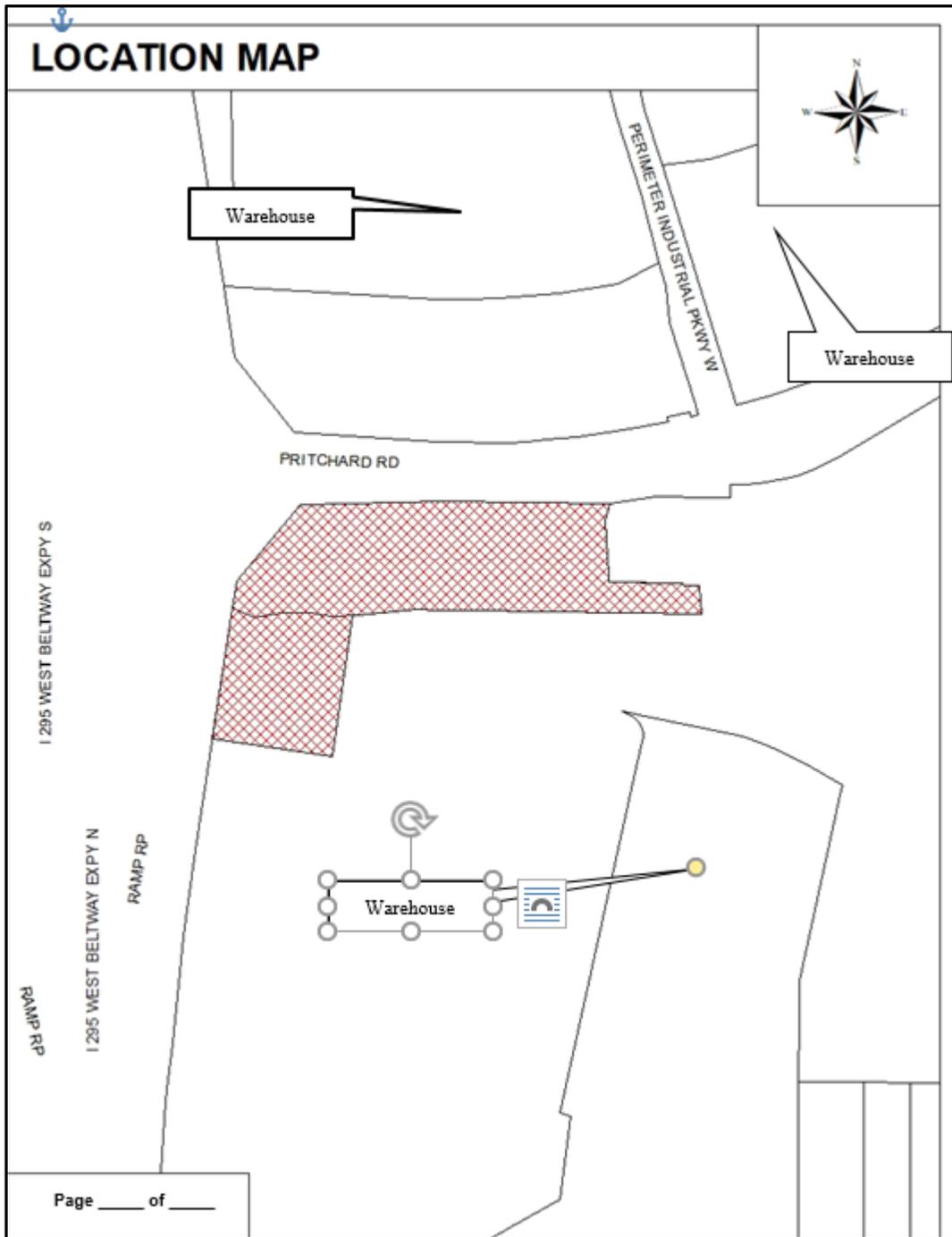
The proposed land use amendment promotes an environment that is conducive to the creation of new business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

## **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:

A trip generation analysis was conducted for Land Use Amendment L-5376-19C, located at the Southeast quadrant of I-295 West Beltway and Pritchard Road, in the Suburban Development Area of Jacksonville, Florida. The subject site has multiple parcels with an existing Business Park (BP) land use category. The proposed land use amendment is to allow for Light Industrial (LI) on approximately 5.66 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10<sup>th</sup> 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 existing BP land use category development impact assessment standard is 0.35 FAR per acre, resulting in a development potential of 86,292 SF of office/light industrial space (ITE Land Use Code 770), generating 1,073 new daily vehicular trips. The proposed the LI land use category development impact assessment standards is 0.4 FAR per acre, resulting in a development potential of 98,620 SF of light industrial/manufacturing space (ITE Land Use Code 110), generating 489 new daily vehicular trips. This will result in zero net new daily vehicular trips if the land use is amended to allow for LI development, as shown in Table A.

<b>Table A</b>						
<b>Trip Generation Estimation</b>						
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
BP	770	86,292 SG	$T = 12.44 (X) / 1000$	1,073	0.00%	1,073
					<b>Total Section 1</b>	<b>1,073</b>
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
LI	110	98,620 SF	$T = 4.96 (X) / 1000$	489	0.00%	489
					<b>Total Section 2</b>	<b>489</b>
					<b>Net New Daily Trips</b>	<b>0</b>
<i>Source: Trip Generation Manual, 10th Edition, Institute of Engineers</i>						

## ATTACHMENT B (cont)

### **Additional Information:**

**Objective 2.4** of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that the City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

**Policy 2.4.2** of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

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Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 6 is **0.84**.

The proposed land use amendment based on impact assessment standards has the development potential of 98,620 SF of light industrial space and generating approximately 489 daily vehicular trips onto the roadway network. Subject site is accessible via Pritchard Road (SIS Rail Connector), a 4-lane divided arterial roadway, and operating at 0.88 of its capacity. Pritchard Road is subject to FDOT review and access management requirements.

# 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:	3/14/19	Date Staff Report is Available to Public:	9-13-19
Land Use Adoption Ordinance #:	2019-606	Planning Commission's LPA Public Hearing:	9-19-19
Rezoning Ordinance #:	2019-607	1st City Council Public Hearing:	9-24-19
JPDD Application #:	L-5376-19C	LUZ Committee's Public Hearing:	10-1-19
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	10-8-19

**GENERAL INFORMATION ON APPLICANT & OWNER**

<b>Applicant Information:</b> TRACIE TRIPP BLUE BEACON INTERNATIONAL 500 GRAVES BLVD SALINA, KS 67401 Ph: (785) 825-2221 Email: TRACIET@BLUEBEACON.COM	<b>Owner Information:</b> SCOTT CALLAHAN PRITCHARD PARTNERS, LTD 1201 S. ORLANDO AVE SUITE 203 WINTER PARK, FL Ph: (404) 629-1800	ADAM AULTZ CROSSJAX DISTRIBUTION 750 N. SAINT PAUL ST DALLAS TX. 75201
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**DESCRIPTION OF PROPERTY**

<b>Acreage:</b> 5.66	<b>General Location:</b> SE QUAD OF I-295 AND PRITCHARD RD
<b>Real Estate #(s):</b> 003461 0050 003461 0105 A PORTION OF	
<b>Planning District:</b> 5	<b>Address:</b> 0 PRITCHARD RD
<b>Council District:</b> 10	
<b>Development Area:</b> SUBURBAN AREA	
<b>Between Streets/Major Features:</b> I- 295 and PREIMETER INDUSTRIAL PKWY W	

**LAND USE AMENDMENT REQUEST INFORMATION**

**Current Utilization of Property:** VACANT  
**Current Land Use Category/Categories and Acreage:**  
BP 5.66

**Requested Land Use Category:** LI      **Surrounding Land Use Categories:** BP

**Applicant's Justification for Land Use Amendment:**  
THE APPLICANT HAS REQUESTED REZONING TO IL AND INTENDS TO CONSTRUCT A TRUCK WASH ON THE SITE.

**UTILITIES**

**Potable Water:** JEA      **Sanitary Sewer:** JEA

**COMPANION REZONING REQUEST INFORMATION**

**Current Zoning District(s) and Acreage:**  
IBP 5.66

**Requested Zoning District:** IL

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

# ATTACHMENT D

Aerial:

