

City of Jacksonville, Florida

Lenny Curry, Mayor

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March 5, 2020

The Honorable Scott Wilson, President
The Honorable Danny Becton, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2020-092/Application No. L-5433-20C

Dear Honorable Council President Wilson, Honorable Council Member and LUZ Chairman Becton 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 **APPROVED** Ordinance 2020-092 on March 5, 2020.

P&DD Recommendation APPROVE

PC Issues: The Commission noted that the land swap provided a good mechanism to acquire and preserve environmentally sensitive land.

PC Vote: 6-0 APPROVE

Joshua Garrison, Chair	Aye
Dawn Motes, Vice-Chair	Aye
David Hacker, Secretary	Aye
Marshall Adkison	Aye
Daniel Blanchard	Absent
Ian Brown	Aye
Alexander Moldovan	Aye
Jason Porter	Absent

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

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
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City of Jacksonville - Planning and Development Department
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – February 28, 2020

Ordinance/Application No.: 2020-92 / L-5433-20C

Property Location: 0 San Jose Boulevard (SR 13), east side of San Jose Boulevard and south of Goodbys Creek

Real Estate Number(s): 148713 0100

Property Acreage: 2.37 Acres

Planning District: District 3, Southeast

City Council District: District 5

Applicant: City of Jacksonville

Current Land Use: Conservation (CSV)

Development Area: Suburban

Proposed Land Use: Neighborhood Commercial (NC)

Current Zoning: Conservation (CSV)

Proposed Zoning: Commercial Neighborhood (CN)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To facilitate a land swap between the City of Jacksonville and a private party.

BACKGROUND

The applicant proposes a future land use map amendment from Conservation (CSV) to Neighborhood Commercial (NC) and a rezoning from Conservation (CSV) to Commercial Neighborhood (CN) to facilitate a land swap with a private party. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2020-93.

The subject site is part of a Land Exchange Agreement pursuant to Ordinance 2020-148. As set forth in the Land Exchange Agreement, the subject 2.37 acre City of Jacksonville owned parcel will be conveyed to Chase Properties in exchange for the conveyance to the City of Jacksonville of approximately 52 acres of environmentally sensitive land

currently in the Low Density Residential (LDR) land use category. The 52 acres abut Goodby's Creek and are in close proximity to the John T. Lowe Boat Ramp at San Jose Boulevard and Goodby's Creek. Upon acquisition of the 52 acres, it is the intent of the City to amend the land use category on the site to Conservation (CSV).

Additionally, the subject parcel includes a conservation easement restriction that was placed as an offset for the construction of the John T. Lowe Boat Ramp. Chase Properties is working with appropriate agencies to amend the conservation easement restrictions.

The property is located on the east side of San Jose Boulevard, a major arterial roadway, and just south of Goodby's Creek. The 2.37 acre site abuts a larger 32 acre parcel that is in the Conservation land use category.

The adjacent land use categories, zoning districts and property uses are as follows:

North: Land Use: NC
Zoning: PUD
Property Use: Assisted Living Facility

South: Land Use: CSV
Zoning: CSV
Property Use: Goodby's Creek Preserve

East: Land Use: CSV and LDR
Zoning: CSV, PUD and RR-Acre
Property Use: Goodby's Creek Preserve and undeveloped residential land

West: Land Use: LDR
Zoning: RLD-90
Property Use: Single-family residential/ commercial shopping center / gas station

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.

Impact Assessment Baseline Review

Development Analysis		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	San Jose Boulevard- major arterial roadway / SR 13	
Plans and/or Studies	Southeast Vision Plan	
Site Utilization	Current: undeveloped	Proposed: Neighborhood Commercial Uses
Land Use / Zoning	Current: CSV / CSV	Proposed: NC / CN
Development Standards for Impact Assessment	Current: N/A	Proposed: 0.45 FAR
Development Potential	Current: N/A	Proposed: 46,457 sq. ft.
Net Increase or Decrease in Maximum Density	N/A	
Net Increase or Decrease in Potential Floor Area	Increase of 46,457 sq. ft.	
Population Potential	Current: N/A	Proposed: N/A
Special Designation Areas		
Aquatic Preserve	NO	
Septic Tank Failure Area	YES	
Airport Environment Zone	300-foot Height Restriction Zone for NAS Jax	
Industrial Preservation Area	NO	
Cultural Resources	NO	
Archaeological Sensitivity	Low Sensitivity	
Historic District	NO	
Coastal High Hazard/Adaptation Action Area	Yes, approximately 0.30 of an acre along the southeast corner of the site	
Groundwater Aquifer Recharge Area	NO -Discharge	
Wellhead Protection Zone	Yes, within the 750-buffer zone at the northeast corner of the site	
Boat Facility Siting Zone	NO	
Brownfield	NO	
Public Facilities		
Potential Roadway Impact	1,946 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Increase of 2,322.9 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 1,742.1 gallons per day	
Potential Solid Waste Impact	Increase of 74.33 tons per year	

Development Analysis	
Drainage Basin/Sub-basin	Upstream of Trout River / Goodby's Creek
Recreation and Parks	Goodby's Creek Preserve; John T. Lowe Boat Ramp at Goodby's
Mass Transit Access	Mandarin Express Route; St. Augustine/San Jose Local Route
Natural Features	
Elevations	0-9 feet
Land Cover	6170 Mixed Wetland Hardwoods
Soils	32, Leon Fine Sand 0-2 percent slopes and 40, Maurepas Muck, 0-1 percent slopes, frequently flooded
Flood Zones	AE and 0.2 Pct Annual Chance Flood Hazard along the eastern portion of the site
Wetlands	6170, Mixed Wetland Hardwoods and 6210, Cypress
Wildlife (applicable to sites greater than 50 acres)	N/A

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).

According to the land use amendment application, the site will be served by JEA for both water and sewer.

Future Land Use 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.

Transportation

The Planning and Development Department completed a transportation analysis and determined that the proposed amendment will result in 1,946 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. A copy of the transportation analysis is on file with the Planning and Development Department.

Transportation Element

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

Capital Improvements Element

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

Supplemental Transportation Information

Objective 2.4 of the 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 1.

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 1 is **0.74**.

The proposed land use amendment based on impact assessment standards has the development potential of 46,457 SF of commercial and generating approximately 1,946 daily vehicular trips onto the roadway network. Subject site is accessible via San Jose Boulevard (SR 13), a 6-lane divided state facility. SR 13 is subject to FDOT review and access management requirements.

Airport Environment Zone

The site is located within the 300 foot Height and Hazard Zone for the Naval Air Station Jacksonville. Zoning will limit development to a maximum height of less than 300', 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.

Wellhead Buffer Zone

The northeast corner of the land use amendment site is within the 750-foot buffer of a wellhead. The Environmental Quality Division reviewed the amendment for possible impacts and provided no comments.

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.3 The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridan Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into the Floridan aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water

supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.
2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridan Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.
3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements and a copy of the plugging and abandonment report shall be submitted to the EQD.

Septic Tank Failure Area

The property is located in an identified septic tank failure area. The City shall continue the effort to phase out septic tanks in defined failure areas in order to comply with Chapter 751, Jacksonville Ordinance Code. See policies of the Infrastructure Element below:

Infrastructure Element, Sanitary Sewer Sub-Element

- Policy 1.2.4 Existing septic tanks for estimated wastewater flows of 600 or less gallons per day (gpd) shall connect to the collection system of a regional utility company provided that gravity service is available via a facility within a right-of-way or easement, which abuts the property.
- Policy 1.2.5 Existing septic tanks for estimated wastewater flows exceeding 600 gallons per day (gpd) shall connect to the collection system of a regional utility company provided that a facility abuts or is within 50 feet of the property.
- Policy 1.2.8 The City shall continue the effort to phase out septic tanks in defined failure areas in conformance with Chapter 751, Ordinance Code (Septic Tank Superfund).

Flood Zones

Approximately 0.84 of an acre of the subject site is located within the 0.2 PCT Annual Chance Flood Hazard and AE flood zones. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The 0.2 PCT Annual Chance Flood Hazard flood zone is defined as areas within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. The AE flood zone is defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

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

Approximately 0.30 of an acre of the subject site is located within a Coastal High Hazard Area (CHHA) and Adaptation Action Area (AAA), as defined by Sections 163.3178(2)(h) and 163.3164(1), Florida Statutes. The portion of the property within the CHHA/AAA is along the southeast corner of the subject site. The amendment request for the subject site is to change the land use designation from CSV to NC. Site design should cluster development away and avoid development in the CHHA/AAA.

Conservation/Coastal Management Element

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

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

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

Policy 11.5.3 The City shall recognize existing regulations, programs and policies that

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

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: 0.37 of an acre

General Location(s): Category II wetlands are located along the southeastern corner of the site.

Quality/Functional Value:

The Category II wetland is an isolated cypress swamp and is considered to have a high functional value due to its water filtration attenuation and flood water storage capacity. The Category II wetlands overlap with the CHHA/AAA on the site.

Soil Types/
Characteristics:

Leon fine sand, 0-2 percent slopes – nearly level, poorly drained and very poorly drained, sandy soils. These soils formed in thick beds of marine sand. They are in flatwoods and tidal marshes. The soils are slowly permeable to rapidly permeable.

Maurepas Muck, 0-1 percent slopes, frequently flooded-nearly level, very poorly drained, organic soils. These soils formed in decomposed organic materials. They are on flood plains that are influenced by tidal action. The soils are rapidly permeable. Generally, the high water table is at or near the surface and areas are frequently flooded for brief periods.

Wetland Category: Category II, approximately 0.37 of an acre along the southeastern portion of the site

Consistency of Permitted Uses: Category II – very limited allowed uses as describe in and subject to limitations put forth in CCME Policy 4.1.5

Environmental Resource Permit (ERP): Not provided; the subject parcel includes a conservation easement restriction that was placed as an offset for the construction of the John T. Lowe Boat Ramp. Chase Properties is working with appropriate agencies to remove the conservation easement restrictions

Wetlands Impact: Insufficient information to determine impacts. Upon submittal at site plan review, the site plan will be evaluated for compliance with wetlands policies.

Associated Impacts: The wetlands are associated with the 0.2 PCT Annual Chance Flood Hazard and AE flood zones. The Category II wetlands overlap with the CHHA/AAA on the site.

Relevant Policies: See below

Conservation/Coastal Management Element

CCME Policy 4.1.3

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

(a) Encroachment

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

(b) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions 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;
- (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.

CCME Policy 4.1.5

The permitted uses within Category I and II wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs):

- (1) Conservation uses, provided the following standards are met:

(a) Dredge and fill
Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and

(b) Vegetation
For Category I wetlands:
All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:
No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(2) Residential uses, provided the following standards are met:

(a) Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

- i density shall not exceed one (1) dwelling unit per five (5) acres; and
- ii buildings shall be clustered together to the maximum extent practicable; and
- iii dredging or filling shall not exceed 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:
All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:
No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(3) Water-dependent and water-related uses, provided the following standards are met:

(a) Vegetation

For Category I wetlands:
All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(b) Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

- (4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- (5) Any use which can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- (6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

Future Land Use Element

FLUE 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 5, 2020, the required notices of public hearing signs were posted. Twenty (20) 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 February 18, 2020. No one from the public was in attendance.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

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 1.2.9 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.
- 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 3.2.6 The City shall encourage neighborhood commercial uses to be located within one quarter mile of the intersections of roads classified as collector or higher on the Functional Highway Classification Map, except when such uses are an integral component of a mixed-use development, Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), Rural Village or similar development. The City should prohibit the location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.
- 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 7.1.1 The Planning and Development Department shall consider the land use impact on the St. Johns River and its tributaries by reviewing the future land use designation and land development regulations of those

properties that are contiguous with and immediately adjacent to a water body. The following concerns will be considered for those properties:

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

Conservation Coastal Management Element (CCME)

Policy 3.3.3 The City shall encourage landowners and developers to protect or preserve Environmentally Sensitive Lands within developments, where feasible. Developers will be informed, through development review processes, and provided options for preservation of these areas.

Policy 3.3.8 The Planning and Development Department shall encourage innovative site planning techniques such as clustering of development to preserve unique natural site features.

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 wetlands 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. In order to achieve this objective and its associated policies, the City shall continue to work with the applicable regional, state and federal agencies charged with these regulatory responsibilities.

According to the Category Description of the Future Land Use Element (FLUE), the CSV Future Land Use category includes areas that are protected through public or private nonprofit ownership and management. Development potential in these areas is generally limited to open space, resource and recreational uses.

The Neighborhood Commercial (NC) Future Land Use Category is intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. NC designations are preferred in locations which are supplied

with full urban services, which abut a roadway classified as a collector or higher and which are compatible with adjacent residential neighborhoods.

The proposed land use amendment to NC is located off of San Jose Boulevard (SR 13), a commercial corridor classified as a major arterial roadway. According to the application, the site has access to full urban services, including water and sewer, and is thus consistent with FLUE Policy 1.2.9. An assisted living facility in the NC land use category abuts the subject site to the north. The proposed NC land use designation would extend the existing NC land use line to the south. Further north of the site are multi-family units in the Residential-Professional-Institutional (RPI) land use category; across San Jose Boulevard west of the site are single family homes, a commercial shopping center and a gas station in the LDR land use category. The proposed land use amendment to NC would allow commercial uses consistent with the character of this area that would support the surrounding residential areas. For these reasons, the proposed amendment is consistent with FLUE Goal 1, Objective 3.2, and Policies 3.2.1 and 3.2.7. Additionally, consistent with the locational criteria for neighborhood commercial uses as identified in FLUE Policy 3.2.6, the site is within a quarter mile of the intersection with Beauclerc Road, a collector roadway.

Approximately 0.37 of an acre of Category II wetlands are located at the southeast corner of the site. The Category II wetlands overlap with the CHHA/AAA boundary and the AE and 0.2 pct. chance flood hazard flood zones. In order to conserve the environmentally sensitive portion of the site, site design should cluster development away and avoid development in the Category II wetlands and the CHHA/AAA boundary. While a proposed site plan for the amendment is not required, upon submittal at site plan review, the site plan will be evaluated for compliance with wetland policies, providing consistency with FLUE Policy 7.1.1 and CCME Goal 4, Objective 4.1 and Policies 3.3.3 and 3.3.8.

Additionally, the subject site is part of a Land Exchange Agreement with a private party pursuant to Ordinance 2020-148. As set forth in the Land Exchange Agreement, the subject 2.37 acre City of Jacksonville owned parcel will be conveyed to Chase Properties in exchange for the conveyance to the City of Jacksonville of approximately 52 acres of environmentally sensitive land currently in the Low Density Residential (LDR) land use category. The 52 acres abut Goodby's Creek and are in close proximity to the John T. Lowe Boat Ramp at San Jose Boulevard and Goodby's Creek. Consistent with CCME Goal 4 and Objective 4.1, upon acquisition of the 52 acres, it is the intent of the City to amend the land use category on the site to Conservation (CSV).

Vision Plan

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. The Vision Plan identifies this area of San Jose Boulevard as part of a Commercial Corridor. Sub-principal 2.1 of the Southeast Vision plan recommends infill redevelopment in stable and declining areas. The site is currently undeveloped and would provide an area of infill development consistent with nearby uses, as the site has access to infrastructure, utilities, and public facilities. Additionally, the proposed changes are consistent with the Vision Plan's Guiding Principles Four and Five to "provide for

economic growth” and to “provide conservation lands”. While the land use amendment would encourage economic growth by integrating a mix of uses in the area, the Land Exchange Agreement would allow 52 acres of environmentally sensitive land in this same area to be protected in the CSV land use category. The proposed amendment is consistent with the recommendations of the Southeast Vision Plan.

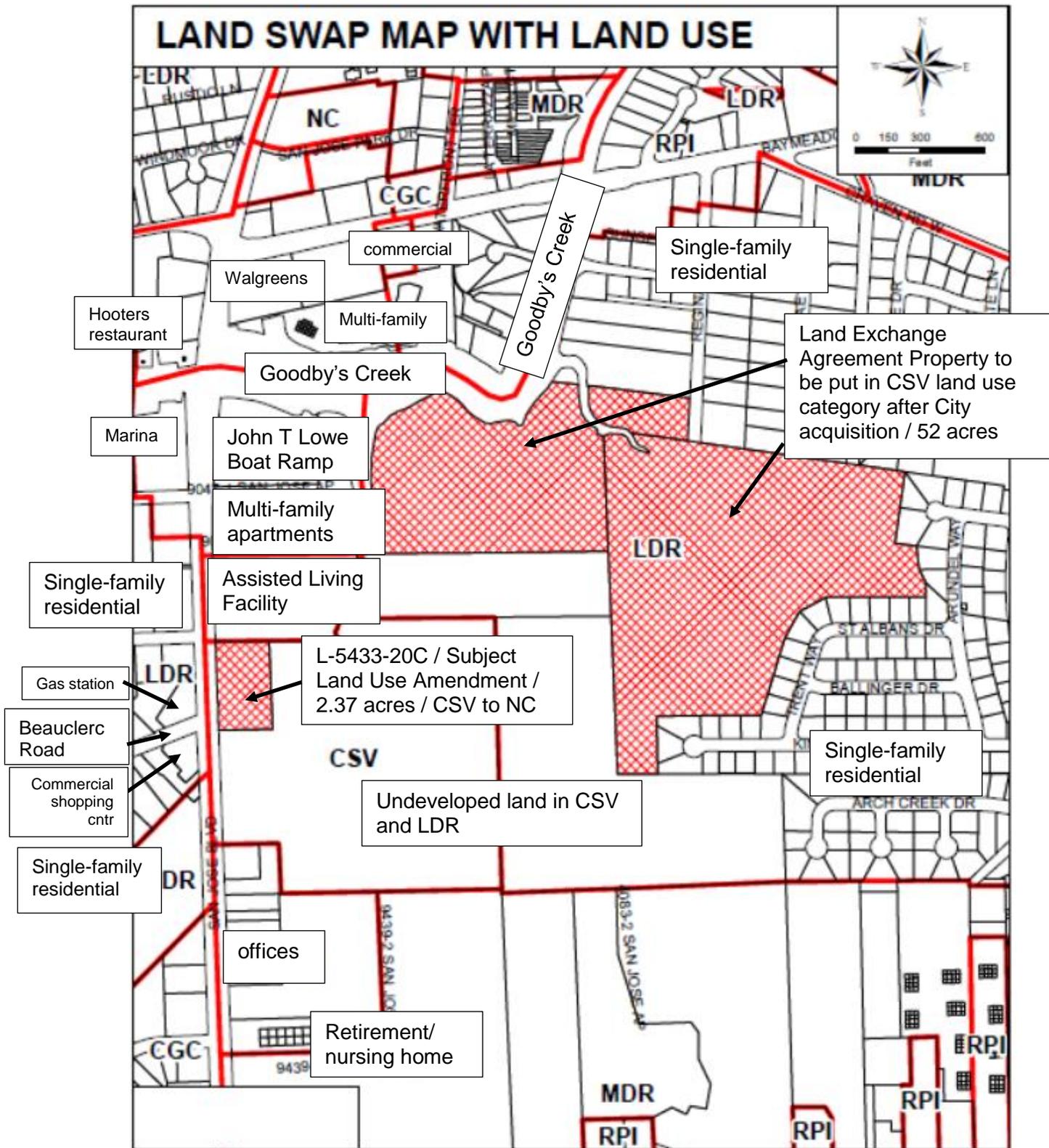
Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy 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.

LAND USE AMENDMENT
FIELD / LOCATION MAP



LAND USE AMENDMENT
LAND EXCHANGE AGREEMENT LAND USE MAP

