

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



OVERVIEW

ORDINANCE: 2014-592

APPLICATION: 20131-001-3-13

APPLICANT: PAUL HARDEN

PROPERTY LOCATION: On the South Side of R.G. Skinner Parkway, East of I-295

Acreeage: 12.38 acres

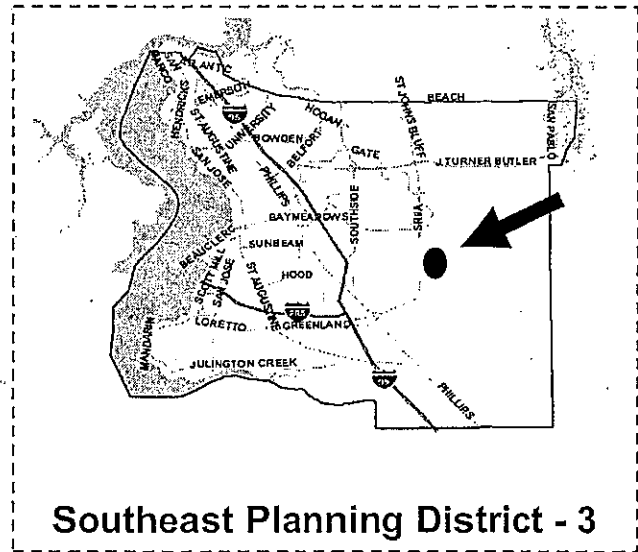
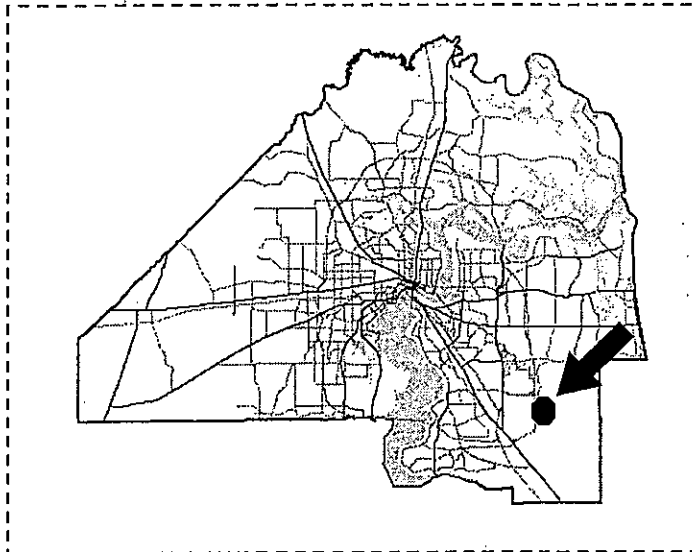
Requested Action:

	Current	Proposed
LAND USE	LDR	RPI
ZONING	RR-Acre	PUD

Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or (Decrease) in Maximum Density	Non-Residential Net Increase or (Decrease) in Potential Floor Area
LDR	RPI	5 Du/Ac (61 Units)	N/A	N/A	0.50 FAR / 269,636 sf Residential Professional Institutional Uses	Decrease of 61 Dwelling Units	Increase of 269,636 sf of Non-Residential Uses

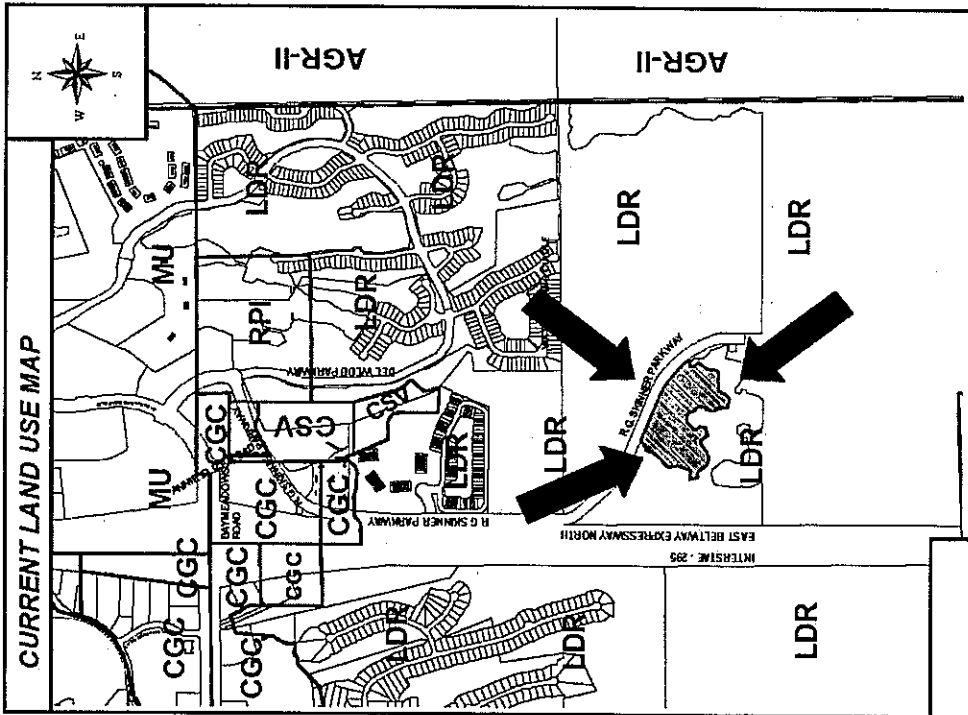
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS: Arrows point to location of proposed amendment.



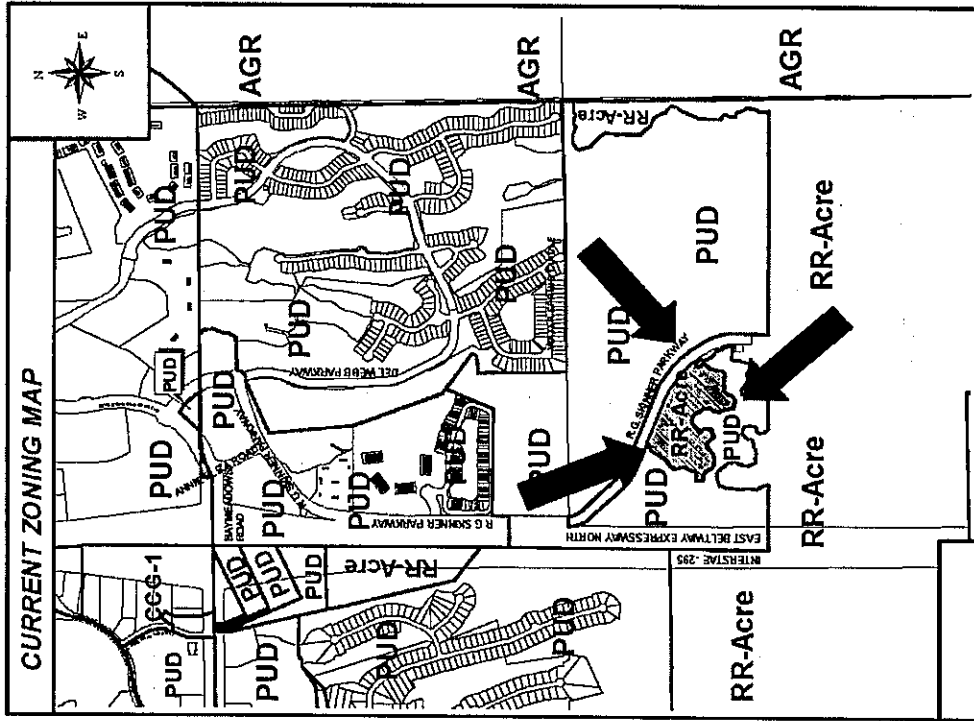
DUAL MAP PAGE

LARGE SCALE LAND USE APPLICATION 2013I-001



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

Requested FLUM Land Use Category:
Residential-Professional-Institutional (RPI)



Current Zoning District(s):
Rural Residential-Acre (RR-Acre)

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

ANALYSIS

Background

Land use amendments 2013I-001 through 2013I-008 are parts of a larger development plan for land located in southeast Jacksonville. Completion of State Road 9B and plans to construct a new interchange at 9B, and extend R.G. Skinner Parkway, have provided the catalyst for these land use amendments. (See Location Map for 2013I Series, Attachment A and Land Holdings Under Common Ownership, Attachment B). Application 2013I-001 was submitted concurrently with 2013I-002 through 2013I-008. However, 2013I-001 was postponed during the public hearing process to address issues and concerns raised by the Duval County School Board regarding the proposed CGC land use and its relationship to the adjacent high school. Upon addressing those issues the application was approved for transmittal (Ordinance 2014-49-E) resulting in a change for an RPI land use.

The 12.38 acre subject property is located on the south side of R.G. Skinner Parkway, east of I-295. The property is currently undeveloped and is within the boundaries of the Southeast Planning District and Council District 13.

The applicant proposes an amendment to the Future Land Use Map series (FLUMs) from Low Density Residential (LDR) to Residential-Professional-Institutional (RPI) and a rezoning from Residential Rural-Acre (RR-Acre) to Planned Unit Development (PUD) in order to develop the property with appropriate uses. The companion rezoning is pending under Ordinance 2014-593 proposing PUD for 12.38 acres.

The area surrounding the site is primarily vacant timber land in the LDR land use category. However, just northeast of this site along R.G. Skinner Parkway is the Atlantic Coast High School public school. R.G. Skinner Parkway runs north connecting with Baymeadows Road. (See Dual Map, page 2) (See Land Utilization Map, Attachment C)

According to the Capital Improvements Element of the 2030 Comprehensive Plan, the site is located within the "Suburban Area" of the City.

Impacts and Mitigation

Potential impacts of a proposed land use map amendment have been analyzed by comparing the appropriate residential density by residential land use category, or the Development Impact Standards (non-residential categories), for the subject site. Development Impact Standards are detailed in FLUE Policy 1.2.16 *Development Standards for Impact Assessment*. These standards produce development potentials shown on the attached *Impact Assessment*.

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).

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low probability for the presence of archaeological resources. Section 654.122 of the Code of Subdivision Regulations should be followed if resources are discovered during development of the site.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment D) and determined that the proposed amendment results in 2,113 net new daily trips. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

School Capacity

According to the applicant, the proposed land use amendment from LDR to RPI is to allow for commercial and office development and will not include a residential component. Therefore, school enrollment and capacity will not be impacted by this land use amendment.

Wetlands

A wetlands survey map has been submitted by the applicant for the 12.38 acre land use amendment site. According to the survey there is a small isolated "Category III" wetland on the application site of approximately 0.22 acres. The wetland is classified as a "Wetland Conifer Forest" by the Florida Land Use Classification System (FLUCCS). There are larger isolated wetlands to the west and south of the site but they are not hydraulically linked with the site's small wetland. The wetland is a low spot on the subject site's topography where the surface elevation is depressed and closer the high water table. The wetland is impacted by monoculture forestry practices and has a very low functional value providing little argument for its preservation. However, mitigation will be required by the St. Johns River Water Management District. (See Attachment E)

Wildlife

The applicant submitted a wildlife report (October 2013) prepared by an environmental firm for the Davis/9B Residential Parcel in the process of land use amendments and rezonings. The report was prepared from the Florida Fish and Wildlife Conservation Commission "Wildlife Methodology Guidelines". The required species considered in the inventory was based on habitat availability and determined by the USDA Soil Survey for the City of Jacksonville and the land cover as designated by the Florida Land Use Code Classification System (FLUCCS).

Several site visits were made for the preparation of the report. Although, potential habitat was present on the subject site none of the listed wildlife species were observed except for the Gopher Tortoise (*Gopherus polyphemus*). However, the potential habitat for the listed species will be reduced as development occurs. A Gopher Tortoise permit (#GTC-10-00024) had been issued for the capture, removal, and relocation of 157 tortoises.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	CURRENT	PROPOSED
Site Utilization	Vacant	Commercial/Office
Land Use Category	LDR	RPI
Development Standards For Impact Assessment	5 DU/acre	.50 FAR
Development Potential	61 DUs	269,636 sf of RPI uses
Population Potential	162 people	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X – Low Sensitivity
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area	0 – 4 inches	
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	Potential Increase of 2,113 net new daily trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 6,788.8 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 5,091.6 gallons per day	
Potential Solid Waste Impact	Increase of 143.3 tons per year	
Drainage Basin / Sub-Basin	Big Davis Creek (Stream)	
Recreation and Parks	None	
Mass Transit	None	
NATURAL FEATURES		
Elevations	45 feet	
Soils	Evergreen-Wesconnett complex(22); Leon fine sand(32); Dorovan muck, depressional(87)	
Land Cover	Pine flatwoods (4110); Wetland coniferous forest(6200)	
Flood Zone	No	
Wet Lands	Wetland coniferous forest (6300)	
Wild Life	Gopher Tortoise	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on December 6, 2013, the required notice of public hearing signs were posted. Nine (9) notices were mailed out to adjoining property owners and neighborhood associations, including the Southeast CPAC, informing them of the proposed land use change and pertinent public hearing and meeting dates.

There were a few people who attended the Preview Workshop to get more information on this amendment and the other 7 related amendments, however, no one spoke or had additional questions after the presentation made by the applicant.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

- 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.
- Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
- Policy 1.1.16 Require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:

1. Creation of like uses;
2. Creation of complementary uses;
3. Enhancement of transportation connections;
4. Use of noise, odor, vibration and visual/ aesthetic controls; and/or
5. Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses

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.

Policy 1.1.25 The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

According to the Category Descriptions for the Suburban Development Areas of the FLUE, the LDR future land use category primarily permits low density residential development in the form of single-family and multi-family dwellings at up to seven dwelling units per acre.

The proposed Residential-Professional-Institutional (RPI) land use category within the Suburban Land Development Area permits mostly low to medium density residential, with a maximum gross density of up to 20 units/acre, and professional office use. Generally, multi-family dwellings, office, institutional, commercial retail sales and service establishments are permitted in appropriate locations.

The proposed amendment to RPI is accompanied by a PUD rezoning that addresses the development of complementary land uses and site design elements in a manner that provides for a compact and compatible land use pattern. Therefore, the proposed amendment is consistent with FLUE Goal 1, Policies 1.1.10, 1.1.12 and 1.1.16. Additionally, the proposed amendment uses a PUD to promote smart growth practices to provide for a range of densities and a mix of uses in an emerging area of the City as called for in FLUE Objective 1.1 and Policies 1.1.22 and 1.1.25.

Vision Plan

The Land Use amendment could be consistent with the Southeast Vision Plan if the guiding principles are followed. These guidelines would create neighborhoods and commercial areas that were envisioned by the many participants in the visioning process. The Plan's main goal is the protection of existing neighborhoods while concurrently balancing "quality of life" assets that attracted residents to the area. The five guiding principles listed in the Plan are as follows:

Guiding Principle One -	Capitalize on the Southeast's Uniqueness
Guiding Principle Two -	Promote Mixed Use/Mixed Income Redevelopment and Infill
Guiding Principle Three -	Provide Greater Connectivity and a Variety of Transportation Choices to Enhance Mobility
Guiding Principle Four -	Provide for Economic Growth
Guiding Principle Five -	Provide for Conservation, Parks and Open Space

Guiding Principle Four "Provide for Economic Growth" states it is important to understand that economic growth is linked to all five Guiding Principles of the Plan. Transportation connectivity, compact development, quality open space and walkable neighborhoods are all inextricably linked to the concept of economic growth. The result is a more livable community that provides a mix of uses, walkable neighborhoods and a variety of choices for living and working – all with less impact on the natural environment and resources.

The Vision Plan calls for density and mixed uses around identified nodes and corridors. The Plan did not anticipate the extension of the R. G. Skinner Parkway which is proposed to be a four lane major roadway. The site is in close proximity to the intersection of the Skinner Parkway and State Road 295 (9B), thereby meeting the intent of the Vision Plan to locate commercial development along arterial corridors and major roadway intersections.

Strategic Regional Policy Plan

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

Policy 55C Make Northeast Florida conducive to small business success. Promote incubators and relationships with colleges and universities. Increase access to capital and the purchasing power of small businesses through join and cooperative efforts. Support efforts that give priority to small business and business in the Region in government contracting.

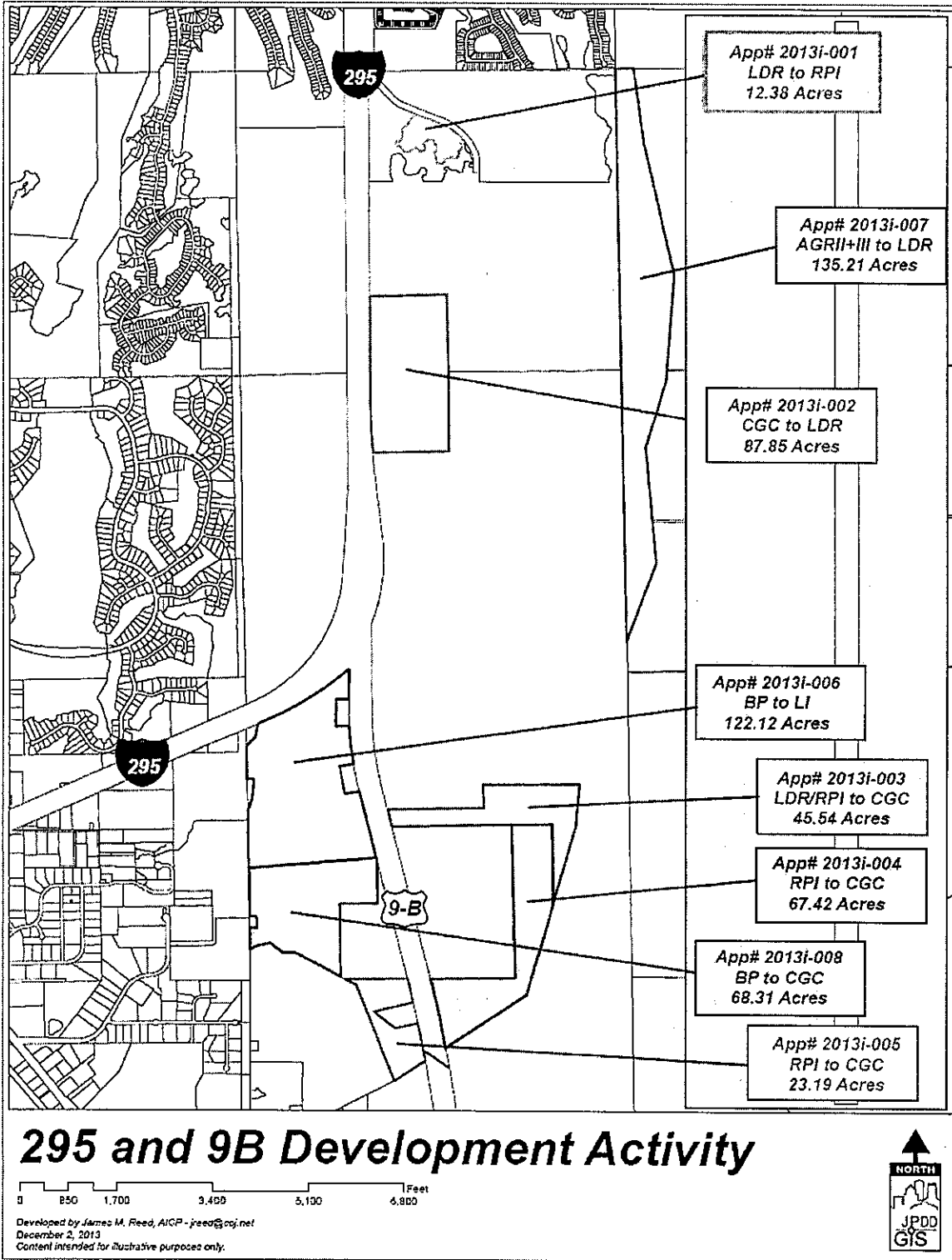
The proposed land use amendment is consistent with Policy 55C of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional opportunity for the creation of small business in Northeast Florida.

RECOMMENDATION

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

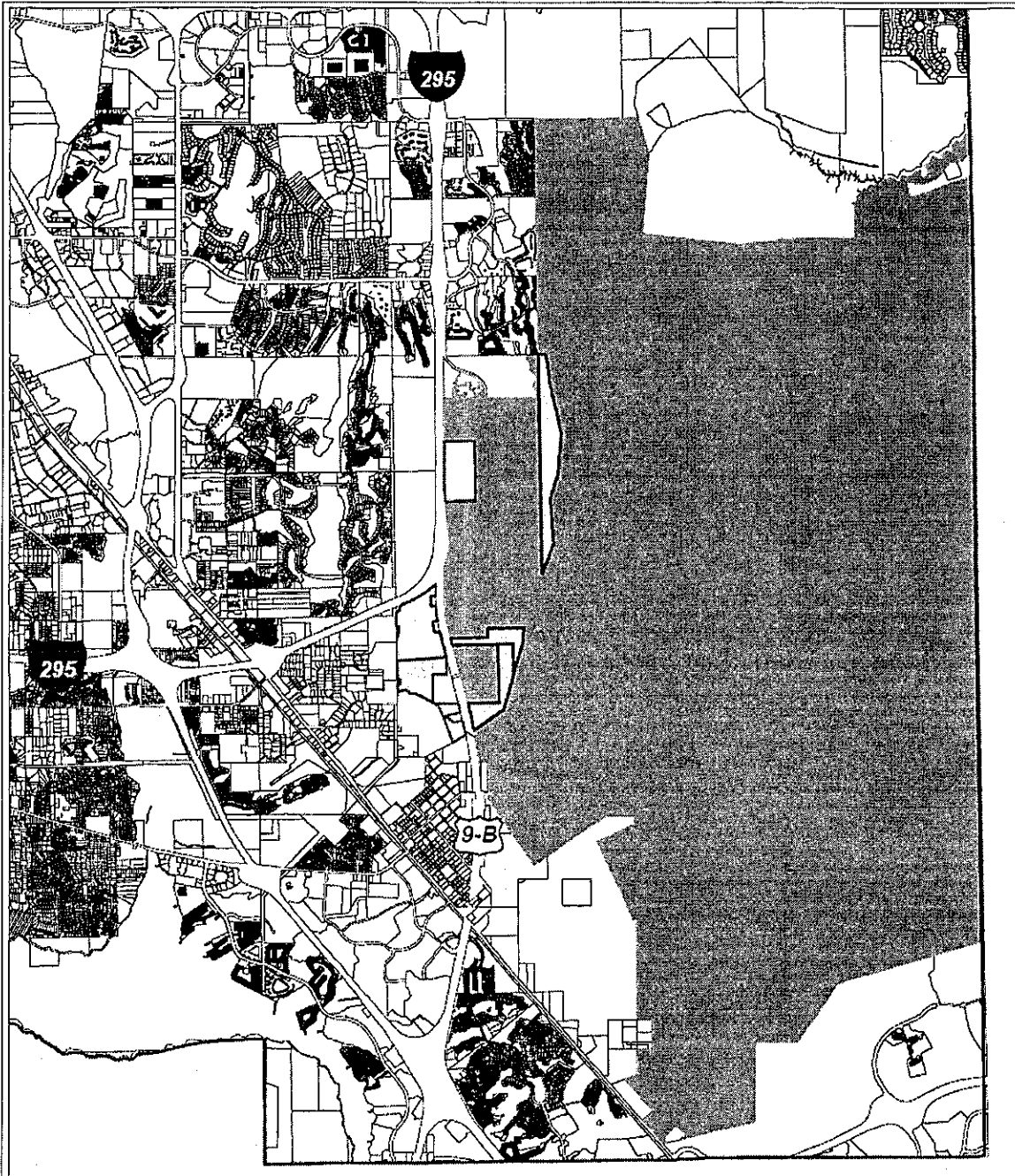
ATTACHMENT A

Location Map of 2013I Series



ATTACHMENT B

Land Holdings Under Common Ownership:



Estuary Corp. Holdings - 19,163 Acres

0 2,375 4,750 9,500 14,250 19,000 Feet

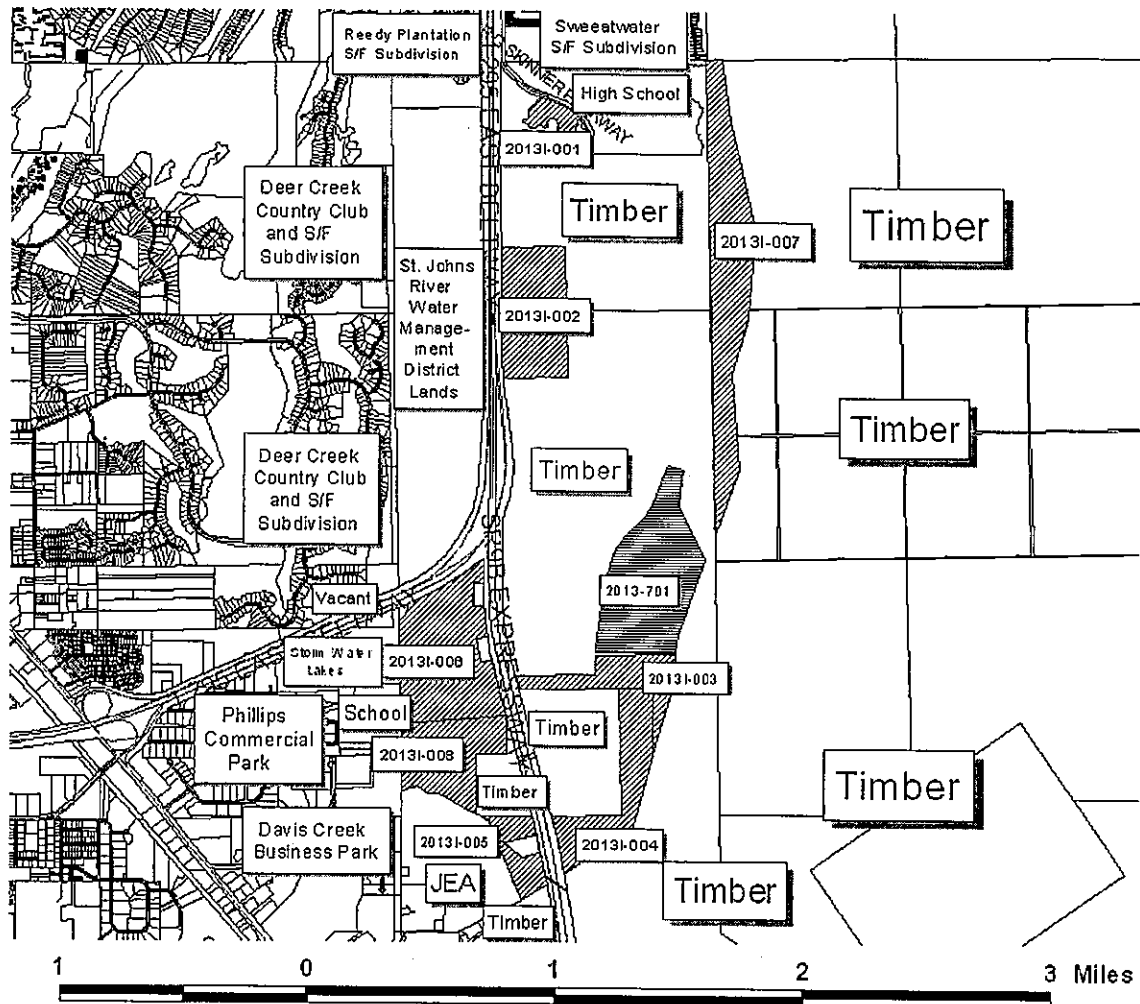
Developed by James M. Reed, AICP - jreed@coj.net
January 27, 2014

Shown with current development activity. Content intended for illustrative purposes only.



ATTACHMENT C

Existing Land Utilization:



ATTACHMENT D

Traffic Analysis:

PLANNING AND DEVELOPMENT DEPARTMENT



MEMORANDUM

DATE: July 18, 2014
TO: Gary Kresel
Chief, Community Planning Division
FROM: Lurise Bannister
City Planner II, Transportation Section
SUBJECT: TRANSPORTATION REVIEW: Large Scale 2013I-001

This traffic impact analysis was conducted for 12.38 +/- acres of vacant Low Density Residential (LDR) land located to the east of I-295 Beltway/SR 9A and south of Baymeadows Road East and the existing stub of R G Skinner Parkway in the suburban area Jacksonville, Florida. The real estate number for the parcel as identified by the City of Jacksonville Property Appraiser's office is 167761-0015. There are 7 additional land use amendments that encompass an additional 550 +/- acres within vicinity of this proposed development. This review will also take into consideration a cumulative traffic impact analysis for all the land use amendments planned for this area as shown in Figure 1.

Trip generation was conducted for existing and ultimate build-out conditions based on the estimated average daily trips published in the 9th Edition of the Institute of Transportation Engineers (ITE), *Trip Generation Manual*. The subject site has an existing LDR land use which allows for 5 single-family dwelling units per acre and has the potential to be developed with 62 single-family dwelling units (ITE Land Use Code 210) and is estimated to generate 677 average daily trips. The proposed land use is Residential/Professional/Institutional (RPI) allows 0.5 FAR per acre and the proposed development of 269, 636 square feet of office space (ITE Land Use Code 710) would generate 2,790 average daily trips. The difference in trips would result in a net increase of 2,113 daily trips if the land use is amended from LDR to RPI. A copy of the Trip Generation table is attached as Table A-1.

The 8 land use amendments submitted to the Planning and Development Department for review include over 3.31 million square feet of commercial space, 1,115 residential dwelling units, and 2.1 million square feet of industrial space. Table A-2 shows the combined existing land uses have the potential to generate 73,489 average daily trips and the planned amendments would increase to 97,406 daily trips, which results to a net increase of 23,917 trips. It should be noted that these 8 land use amendments do not include all the developable land in the area, as there are existing parcels that are not accounted for in this analysis because they do not require a land use amendment. Applications were submitted the Concurrency Management and Mobility Service Office for an additional 565 single family dwelling units in the vicinity of the propose land use amendments. The 565 single family dwelling units would generate an additional 5,166 daily trips, for a cumulative result of 102,572 daily trips.

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ATTACHMENT D (continued)

Traffic Analysis:

PLANNING AND DEVELOPMENT DEPARTMENT



The roadway network within proximity of the subject site was analyzed for traffic impacts. Currently, there is no roadway access to the subject site; A roadway construction between Baymeadows Road to the north and SR 9B to the south is a critical element for overall connectivity and access to and from the proposed development sites. The applicant has provided a conceptual site plan depicting future extension of R.G. Skinner Parkway to connect to the south onto to SR 9B interchange. The site plan does not depict the proposed roadway construction details but the Planning and Development Department recommends that the new road should be constructed as a four-lane facility to accommodate the anticipated traffic volumes to be generated by the proposed development.

State Road 9B was completed and opened to traffic in September 2013. This new, 4.6-mile road begins at Phillips Highway (SR5/U.S.1) and goes to the Interstate 295 East Beltway (SR 9A). The new road provides a vital link in the overall transportation system and will ultimately improve access to Interstate 95 and relieve the heavily congested U.S. 1 and Old St. Augustine Road corridors in southern Duval and northern St. Johns counties near Jacksonville, Florida. The Florida Department of Transportation (FDOT) currently does not have published counts on SR 9B from Phillips Highway to I-295 East Beltway, however the FDOT provided an estimation of 2-way traffic volumes that were modeled and adjusted to the 2012 traffic counts based on SR 9B connectivity to I-95. The Planning and Development Transportation Section has applied the service volumes into the most recent version of the North Florida Transportation Planning Organization's NERPM model, which shows approximately 17% of the daily trips (4,181) would be distributed on SR 9B if the entire road was constructed as a 4-laned facility (Table B).

Baymeadows Road (SR 152) from Southside Boulevard to Interstate 295 East Beltway/SR 9A is a 4-laned Arterial I functional classified roadway and operating at a 69% of the allowable maximum daily capacity of 39,800 trips (Table C). The traffic volume would increase to approximately 78% with the proposed land use amendments. I-295 from Baymeadows Road (SR 152) to Phillips Highway (SR 5) exceeds the allowable daily capacity and does not have sufficient capacity to accommodate the proposed traffic to be generated by the proposed development. The 2012 FDOT Level of Service Analysis shows this segment of I-295 as a 4-lane divided freeway with a minimum acceptable Level of Service (LOS) 'D', which has a maximum daily capacity of 77,900 trips. The FDOT report shows this segment is currently operating at approximately 97% of its capacity and accommodates 75,500 daily trips. This facility has a 7.3% growth rate factor and operating at LOS 'F' by 2017. This is a state facility and is subject to FDOT review and access management requirements.

The proposed future land use amendments submitted to the Planning and Development Department for review include over 3.31 million square feet of commercial space, 1,115 residential dwelling units, and 2.1 million square feet of industrial space. The proposed developments would generate 97,406 average daily trips if ultimately built out. The Department recommends the following:

- The entire area should be master planned as it would serve as a focal point for a new walkable, mixed used development, including residential, retail, office, industrial and public open spaces. The desired outcome advocated by this plan is to ensure the future growth will be sustainable and be of a quality that compliments the proposed development, and minimizes the impacts on surrounding community.

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ATTACHMENT D (continued)

Traffic Analysis:

PLANNING AND DEVELOPMENT DEPARTMENT



- The proposed planned development does not provide for the interconnectivity between the various land uses which is a key concern of the Department. The lack of interconnectivity between parcels causes residents to have to utilize R. G. Skinner Parkway in order to:
 - Visit a neighbor living in an adjacent subdivision,
 - Patronize or work in the local commercial centers, or
 - Travel to employment opportunities in the industrial employment center.

The proposed development parcels should be interconnected in order to reduce travel volumes on R. G. Skinner Parkway. Right-of-way for R. G. Skinner Parkway should be at minimum, 120 feet, to accommodate the traffic generated by the proposed development. The projected traffic generated by the development indicates R.G. Skinner Parkway should be a four-lane facility. The applicant is proposing that R. G. Skinner Parkway should be constructed as a four-lane road at the Baymeadows Road/I-295 and SR 9B/R.G. Skinner Parkway interchanges, and two-lane in between the two interchanges.

- Transportation improvements shall provide for the safe and efficient movement of people and goods of all transportation modes including sidewalks, bike lanes, transit, and multi-use trails. This will ensure that non-vehicular transportation alternatives are available for short trips to residential areas, commercial and industrial activity centers, schools and parks.
- Utilize context sensitive street design strategies when designing the development's major internal road network as a means of traffic calming and managing overall traffic flow throughout the development.
- The traffic analysis prepared by the applicant shall be submitted to the Planning and Development Department for review and approval prior to the 10-set plan approval.

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ATTACHMENT D (continued)

Traffic Analysis:

Produced by: Planning and Development Department
 Application Number: 2013I-001

LE
 Date: 7/18/2014
 Mobility Zone / Development Area: 1 / Suburban
 Planning District: 3
 Council District: 13

Table A-1

Trip Generation Estimation
Section 1

LUA	Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
2013I-001	LDR / RR-Acre	12.38								0
Total Section 1										0

Section 2

LUA	Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
2013I-001	LDR / RR-Acre	12.38	210	62	DUs	$\ln T = 0.92 \ln(X) + 2.72$	677	0.00%	0.00%	677
Total Section 2										677

Section 3

LUA	Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
2013I-001	RPI / PUD	12.38	710	289,636	1,000 SF OF GLA	$\ln(T) = 0.76 \ln(X) / 1000 + 3.68$	2,790	0.00%	0.00%	2,790
Total Section 3										2,790
*Net New Trips = Section 3 - Section 2 - Section 1										2,113

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

ATTACHMENT D (continued)

Traffic Analysis:

7/22/2014

Produced by: Planning and Development Department
 Application Number: 20131-001

LB
 Date: 7/16/2014
 Mobility Zone / Development Area: 1 / Suburban
 Planning District: 3
 Council District: 13

Table B

Net New Daily External Trip Distribution

Link ID Number	a 2,113	= Total Net New External Trips (Table A)	b	(a*b)
Link ID Number	Roadway Name	From / To	Percent of Total Net New Daily Amendment Trips	Net New Daily External Amendment Trips
545	BAYMEADOWS RD (SR 152)	SOUTHSIDE BLVD TO SR 9A	37.10%	784
643	I-295 (SR 9A)	GATE PKWY TO BAYMEADOWS RD (SR 152)	19.43%	411
556	I-295 (SR 9A)	BAYMEADOWS RD (SR 152) TO PHILLIPS HWY (US 1)	16.06%	339
739	SR 9B	I-295/SR 9A TO PHILLIPS HWY	17.48%	369
740	SR 9B	PHILLIPS HWY TO I-95	8.46%	179
717	BAYMEADOWS RD E	GATE PARKWAY TO SR 9A	56.42%	1,192

BOLD indicates Directly Accessed Segment(s)

Produced by: Planning and Development Department
 Application Number: 20131-001

LB
 Date: 7/16/2014
 Mobility Zone / Development Area: 1 / Suburban
 Planning District: 3
 Council District: 13

Table C

Roadway Link Analysis

Link ID (MUTCD)	Road Name	Traverse	Roadway Classification	State or City Road	Number of Lanes	Adopted Service Volume	Parkinson-As Test				Proposed Trips Daily (External)	Total Trips Daily (Internal)	Percent Capacity Used with Proposed Trips
							City Volume	City Growth*	Intersecting Volume	d			
						a	b	c	d	e	f	g	
545	BAYMEADOWS RD (SR 152)	SOUTHSIDE BLVD TO SR 9A	Arterial I	State	4/D	38,800	27,500	1.00%	28,903	784	29,687	74.59%	
643	I-295 (SR 9A)	GATE PKWY TO BAYMEADOWS RD (SR 152)	Freeway	State	6/D	116,800	83,000	1.00%	87,234	411	87,644	75.17%	
556	I-295 (SR 9A)	BAYMEADOWS RD (SR 152) TO PHILLIPS HWY (US 1)	Freeway	State	4/D	77,900	75,500	1.00%	79,351	339	79,690	102.30%	
739	SR 9B	I-295/SR 9A TO PHILLIPS HWY	Freeway	State	4/D	77,900	84,070	1.00%	86,828	369	87,197	73.42%	
740	SR 9B	PHILLIPS HWY TO I-95	Freeway	State	4/D	77,900	33,808	1.00%	35,533	179	35,711	45.84%	
717	BAYMEADOWS RD E	GATE PARKWAY TO SR 9A	Collector	City	4/D	27,611	8,631	5.37%	8,613	1,192	9,805	26.07%	

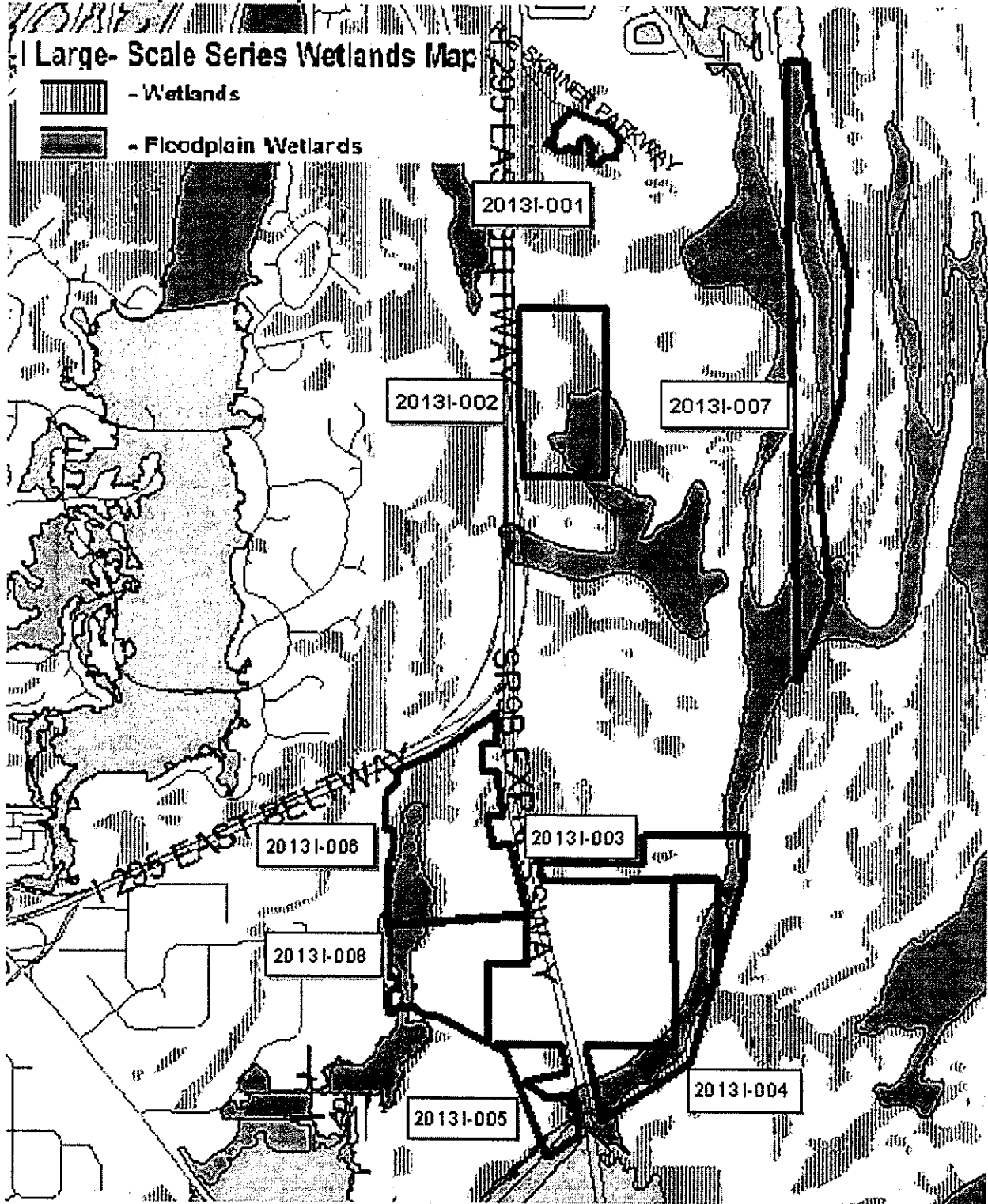
* As determined from Traffic Analysis of 2007 LPS Report dated 8/13/07.
 Data from 2011 of Jacksonville Road Map (www Jacksonville State Dept of Transportation)

Major Intersections List

SR 152/ SR 9A
SR 9A/ SR 9B
SR 9B/ SR 9A
SR 9B/ SR 9A
SR 9B/ SR 9A
SR 9B/ SR 9A
SR 9B/ SR 9A
SR 9B/ SR 9A
SR 9B/ SR 9A
SR 9B/ SR 9A


ATTACHMENT E

Wet Land Reports / Map:



ATTACHMENT F

Land Use Amendment Application:

		APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	10/3/13	Date Staff Report is Available to Public:	9/12/2014
Land Use Adoption Ordinance #:	2014-592	Planning Commission's LPA Public Hearing:	9/18/2014
Rezoning Ordinance #:	2014-593	1st City Council Public Hearing:	9/23/2014
JPDD Application #:	20131-001	LUZ Committee's Public Hearing:	10/7/2014
Assigned Planner:	Helena Parola	2nd City Council Public Hearing:	10/14/2014
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: PAUL HARDEN LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 904-396-5731 Fax: 904-399-5461 Email: PAUL_HARDEN@BELLSOUTH.NET		Owner Information: JED DAVIS ESTUARY CORPORATION 4310 PABLO OAKS COURT JACKSONVILLE, FL 32224	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	12.38	General Location:	ON THE SOUTH SIDE OF RG SKINNER PARKWAY, EAST OF I-295
Real Estate #(s):	167761 0015	Address:	0 R G SKINNER PKWY
Planning District:	3		
Council District:	13		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	BAYMEADOWS ROAD and PHILIPS HIGHWAY		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT		
Current Land Use Category/Categories and Acreage:	LDR 12.38		
Requested Land Use Category:	RPI	Surrounding Land Use Categories:	LDR
Justification for Land Use Amendment:	TO DEVELOP INTO COMMERCIAL USES		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	RR-Acre 12.38		
Requested Zoning District:	PUD		
Additional information is available at 904-255-7888 or on the web at http://maps.col.net/luzap/			