

ADDITIONAL INFORMATION FOR PROPOSED LARGE SCALE FUTURE LAND USE MAP (FLUM) AMENDMENT



ORDINANCE: 2016-356

APPLICATION: 2016A-002-6-2

APPLICANT: PAUL HARDEN

PROPERTY LOCATION: 0 NEW BERLIN ROAD

EAST OF ALTA DR. AND WEST OF NEW BERLIN RD NORTH OF I-295

Acreage: 278.85

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by Duval County Public School (DCPS) staff. This information is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance.

There is a K-8 planned for these Concurrency Service Areas (CSA) in the current 5 year plan. Other elementary schools in this CSA are Oceanway Elementary currently at 85% capacity with 104 vacant seats, San Mateo Elementary currently at 96% capacity with 28 vacant seats, and Sheffield Elementary currently at 89% capacity with 102 vacant seats. Geographically, the closest middle school in the CSA is Highlands Middle which is currently at 66% capacity with 426 vacant seats. First Coast High School is the only high school within the CSA.

SCHOOL	CSA	STUDENTS GENERATED BY LAND USE	SCHOOL CAPACITY	CURRENT ENROLLMENT (2015/16)	% OCCUPIED	4 YEAR PROJECTION
New Berlin	7	233	1,252	1,162	93%	84%
Oceanway Middle	1	102	1,009	1,127	112%	136%
First Coast HS	7	130	2,212	2,102	95%	109%

TOTAL STUDENTS 465

**The percentage occupied may not appear correct due to ESE space requirements*

In addition to the information provided by DCPS, Superintendent Nikolai Vitti provided school capacity information for New Berlin Elementary, Oceanway Middle and First Coast High School. Below is a copy of the Superintendent’s response and how his information differs from the DCPS information provided above.

There are two different ways of computing school capacity. The Florida Inventory of School Houses (FISH) capacity numbers reflect the actual occupancy if every available space was used by general education students in a normal classroom environment. Using the FISH data, all of the schools you highlighted are running at or above 90% capacity.

We also calculate an adjusted building capacity that takes into account specialized programs that require additional space or lower class enrollments. These include programs such as self-contained exceptional education classes, Pre-K programs, and music and art electives. When using this adjusted calculation, all of the schools are operating above 100% capacity, even with the addition of two portables at New Berlin this summer.

School	School Capacity	% of FISH Capacity*	% of Adjusted Capacity*
New Berlin Elementary School	1,292	90%	101%
Oceanway Middle School	1,009	112%	122%
First Coast High School	2,212	95%	101%

*Based on the 2015-2016 school year 20-day count

TRANSPORTATION MEMORANDUM

MEMORANDUM

DATE: October 3, 2016

TO: Jody McDaniel
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment 2016A-002 **REVISED**

A trip generation analysis was conducted for Land Use Amendment 2016A-002, located between Alta Drive and New Berlin Road, north of Faye Road in the Suburban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Light Industrial (LI) land use category. The proposed land use amendment is to allow for Low Density Residential (LDR) on approximately 278.85 +/- acres.

Trip generation was calculated for the existing and proposed land uses based on *Trip Generation*, 9th Edition by the Institute of Transportation Engineers (ITE). Trip generation was conducted for maximum development potential based on the estimated average daily trips. In accordance with the development impact assessment standards established in the 2030 Comprehensive Plan, the LI land use category allows for 0.4 FAR per acre resulting in a development potential of 2,500,000 SF of industrial park space (ITE Land Use Code 130), generating 17,075 daily trips. The proposed LDR land use category development impact assessment standards allows for 5 single family dwelling units per acre, resulting in a development potential of 1,394 residential homes (ITE Land Use Code 210) which could generate 11,858 daily trips. There will be no net new vehicular trips if the land use is amended from LI to LDR, as shown in Table A.

Table A						
Trip Generation Estimation						
Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
LI	130	2,500,000	$T = 6.83 (X) / 1000$	17,075	0.00%	17,075
Total Section 1						17,075
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
LDR	210	1,394 DUs	$\ln (T) = 0.92 \ln(X) + 2.73$	11,858	0.00%	11,858
Total Section 2						11,858
Net New Trips						0

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

Additional Information:

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The project site is located in Mobility Zone 3, east of Alta Drive between Rushing Branch and Faye Road and west of New Berlin Road between Cedar Point Road and New Berlin Road East. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation.

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 or if V/C ratio greater than 1.0 then the demand exceeds the capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 3 is passing at **0.52**.

Alta Drive from Rushing Branch to Faye Road is a 2-lane undivided collector roadway and has a maximum daily capacity of 15,930 vpd. The traffic demand for this segment is expected to exceed capacity and will operate at a V/C ratio of **1.31** with the inclusion of the additional traffic from this land use amendment.

New Berlin Road from Cedar Point Road to New Berlin Road East is also a 2-lane undivided collector roadway and has a maximum daily capacity of 15,930 vpd. This segment will operate at an acceptable V/C ratio of **0.9** with the inclusion of the additional traffic from this land use amendment.

ROAD LINKS STATUS REPORT

Link Id	Facility Name	From To	REVISIED	Roadway Type	Lanes	Max Daily Capacity	Daily Traffic	PHT	Daily Pct Cap Used	Daily Capacity Available
775	ABESS BLVD	HICKORY CREEK BLVD TO GIRVIN RD		COLLECTOR	2	11232	0	0	0.00%	11232
604	AC SKINNER PKWY	BELFORT RD TO SOUTHSIDE BLVD		COLLECTOR	4	35820	6036	731	16.85%	29784
180	ACOSTA BRIDGE (SR 13)	I-95 TO RIVERSIDE AVE		MINOR ARTERIAL	6	50900	25250	2272	49.61%	25650
347	ACREE RD	NASSAU COUNTY LINE TO OLD KINGS RD		COLLECTOR	2	10944	697	73	6.37%	10247
227	ADAMS ST	I-95 TO MAIN ST		MINOR ARTERIAL 1-W	2	20280	6657	653	32.83%	13623
60	ADAMS ST (SR 228)	LIBERTY ST MAIN ST/US 17 (SR 5)		ARTERIAL II 1-W	2	6047	5690	416	92.44%	457
591	AIRPORT CENTER DR E	MAIN ST TO NEW BERLIN RD		MINOR ARTERIAL	4	35820	10802	895	30.16%	25018
590	AIRPORT CENTER DR W	MAX LEGGETT PKWY TO MAIN ST		MINOR ARTERIAL	4	35820	20240	1718	56.50%	15580
114	AIRPORT RD (SR 102)	CITY CENTER BLVD TO INTERNATIONAL AIRPORT BLVD		ARTERIAL I SIS	4	38900	14600	1314	37.53%	24300
601	AIRPORT RD (SR 102)	INTERNATIONAL AIRPORT BLVD (SR 243) TO EAST/WEST		MINOR ARTERIAL SIS	4	36700	14350	1392	39.10%	22350
453	ALADDIN RD	MARBON RD TO JULINGTON CREEK RD		COLLECTOR	2	11232	3256	331	28.99%	7976
751	ALADDIN RD	LORETTA RD TO MARBON RD		COLLECTOR	2	11232	0	0	0.00%	11232
386	ALTA DR	RUSHING BRANCH TO FAYE RD		COLLECTOR	2	15930	14973	1317	93.99%	957
559	ALTA DR	FAYE RD TO SR 9A		COLLECTOR	4	37611	20020	1645	53.23%	17591
567	ALTA DR	SR 9A TO NEW BERLIN RD S		COLLECTOR	2	17563	3184	257	18.13%	14379
421	ALTAMA RD	GLYNLEA RD TO GROVE PARK BLVD		COLLECTOR	2	11880	2570	255	21.63%	9310
268	ARGYLE FOREST BLVD	BLANDING BLVD TO RAMPART DR		MINOR ARTERIAL	5	35820	26731	2192	74.63%	9089
542	ARGYLE FOREST BLVD	RAMPART RD TO SHINDLER DR		MINOR ARTERIAL	4	37611	32004	2824	85.09%	5607
568	ARGYLE FOREST BLVD	SHINDLER DR TO OLD MIDDLEBURG RD		MINOR ARTERIAL	4	35820	29267	2367	81.71%	6553
607	ARGYLE FOREST BLVD	OLD MIDDLEBURG RD TO BRANAN FIELD RD (SR 23)		MINOR ARTERIAL	4	35820	26355	2216	73.58%	9465
139	ARLINGTON EXPY (SR 10A)	SOUTHSIDE BLVD TO REGENCY MALL ENTRANCE		ARTERIAL I	4	39800	27000	3735	67.84%	12800
141	ARLINGTON EXPY (SR 10A)	CESERY BLVD (SR 109) TO ARLINGTON RD N		HIGHWAY	4	65600	44750	4028	68.22%	20850
608	ARLINGTON EXPY (SR 10A)	CESERY BLVD (SR 109) TO UNIVERSITY BLVD		HIGHWAY	4	64300	52000	4888	80.87%	12300
140	ARLINGTON EXPY (SR 10A)	ARLINGTON RD TO SOUTHSIDE BLVD		HIGHWAY	4	65600	46667	4200	71.14%	18933
251	ARLINGTON RD	UNIVERSITY BLVD TO ROGERO RD		MINOR ARTERIAL	4	28899	5441	497	18.83%	23458

OLD

Link Id Number	Facility Name	From To	Roadway Type	Lanes	Max Daily Capacity	Daily Traffic	PHT	Daily Pct Cap Used	Daily Capacity Available
775	ABESS BLVD	HICKORY CREEK BLVD TO GIRVIN RD	COLLECTOR	2	11232	0	0	0.00%	11232
604	AC SKINNER PKWY	BELFORT RD TO SOUTHSIDE BLVD	COLLECTOR	4	35820	6036	731	16.85%	29784
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559	ALTA DR	FAYE RD TO SR 9A	COLLECTOR	2	16726	14973	1317	89.52%	1753
567	ALTA DR	SR 9A TO NEW BERLIN ROAD S	COLLECTOR	2	17563	20020	1645	113.99%	-2457
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