



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

OVERVIEW

ORDINANCE: ORD # 2017-621

APPLICATION: APP # 2017C-019-3-11

APPLICANT: T.R. HAINLINE

PROPERTY LOCATION: 0 PHILIPS HIGHWAY (SR 5) (US 1)

Acreeage: 10.00

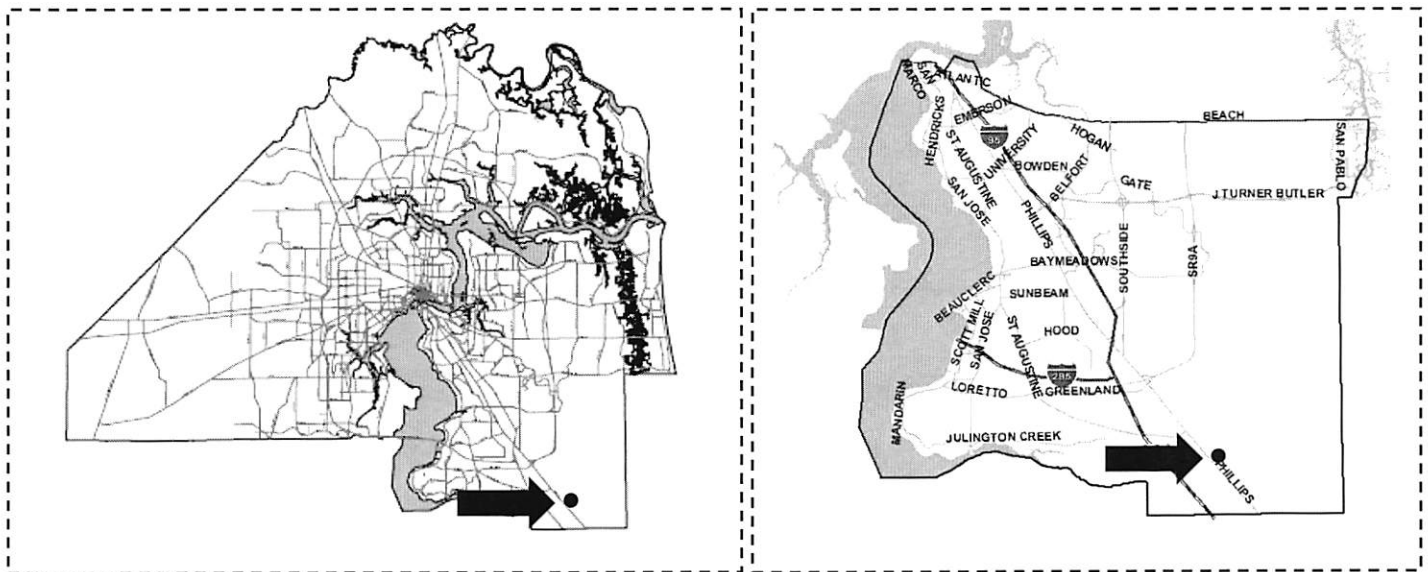
Requested Action:

	Current	Proposed
LAND USE	LDR	CGC
ZONING	PUD	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	CGC	50 DU (5 DU/Acre)	N/A	N/A	152,460 sq. ft. (0.35 FAR)	Decrease 50 DU	Increase 152,460 sq. ft.

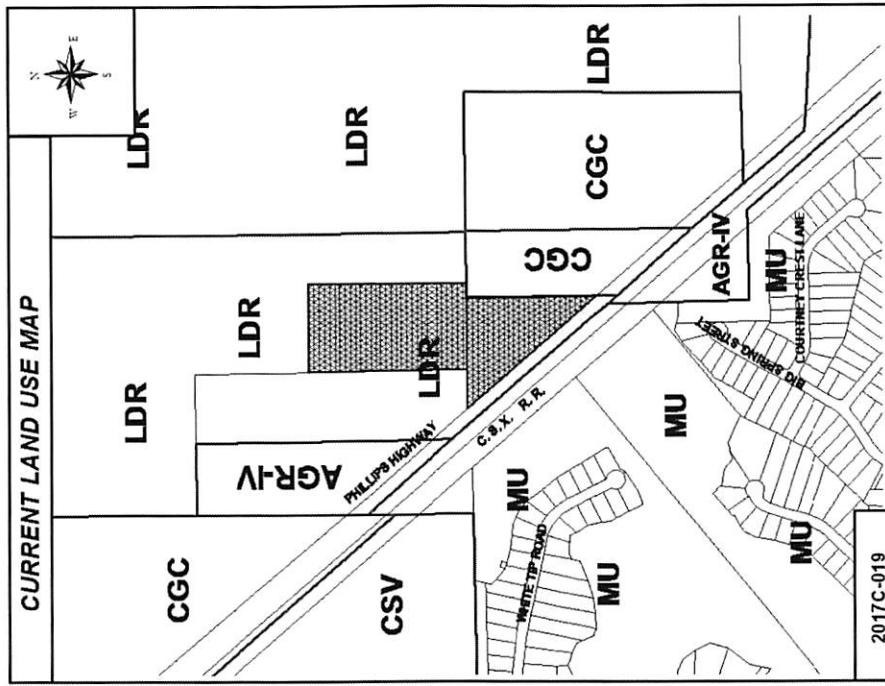
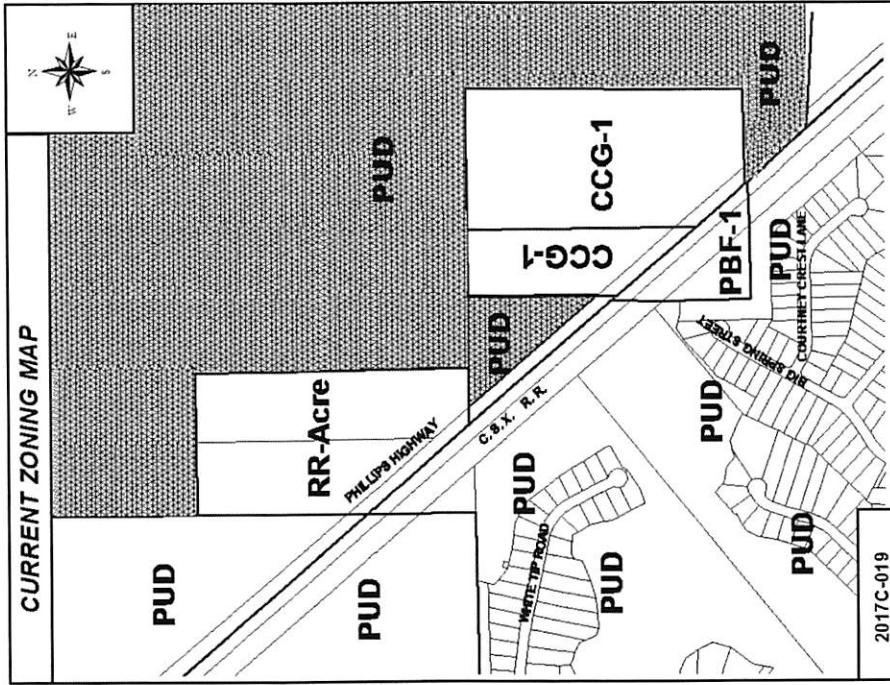
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



DUAL MAP

SMALL SCALE LAND USE APPLICATION 2017C-019



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

Existing FLUM Land Use Categories: Low Density Residential (LDR)
Requested FLUM Land Use Category: Community/ General Commercial (CGC)

ANALYSIS

Background

The 10.00 acre amendment site is located near the southern end of Philips Highway (SR 5) (US-1), approximately 4/5 of a mile southeast of SR-9B and 1.75 miles northwest of Nocatee Parkway. The site is located in Planning District 3 and Council District 11. The site is currently vacant and unimproved. According to the Development Areas Map in the Future Land Use Element, the property is located within the Suburban Area.

The applicant proposes a future land use amendment from Low Density Residential (LDR) to Community/General Commercial (CGC) and a rezoning from Planned Unit Development (PUD) to PUD. The companion rezoning for the 830.20 acre PUD is pending concurrently with this land use amendment application, pursuant to Ordinance 2017-622.

The general area of the amendment site has undergone a variety of large and small scale land use changes within the past several years. In 2015, Ordinance 2015-318-E changed 646.39 acres adjacent to the amendment site from AGR-II, AGR-III, and AGR-IV to Low Density Residential (LDR). A companion PUD (Ordinance 2015-319-E) included the amendment site. The site abuts a property that was amended from LDR to CGC in 2004 for the creation of a plant nursery (Ordinance 2004-1194-E). In 2014, Ordinance 2014-528-E adopted a land use change from AGR-IV to CGC to create a golf lesson facility at a parcel 300 feet to the southeast. In 2008, a 37.61 acre site, 680 feet to the northeast of the amendment site, underwent a large-scale land use change (Ordinance 2008-232-E) from LDR to CGC. The parcel is adjacent to SR-9B and is being developed by Gate Petroleum as a commercial complex.

A land use change (Ordinance 2017-481-E) for a 7.47 acre parcel at 14091 Philips Highway (SR5) (US 1) was approved on September 18, 2017. The amendment changed the parcel's land use from Agriculture-IV (AGR-IV) to Neighborhood Commercial (NC). A companion rezoning (Ordinance 2017-482) changed the site's zoning district from Agriculture (AGR) to Commercial Neighborhood (CN). The owner is planning on constructing a medical office building on the site.

The adjacent uses and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	PUD	Vacant
South	MU	PUD	Single-family residential
East	CGC	CCG-1	Plant nursery
West	MU	PUD	Single-family residential

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

Impact Assessment:

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this Section.

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition). The property owner has provided a JEA availability letter, dated January 31, 2017, detailing the nearest points of connection for potable water and sewer services. Both water and sewer connection points are accessible to this site from existing mains on the eastern side of Philips Highway (SR5) (US 1).

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
 - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
 - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - c. Each lot is a minimum of 1 acre unsubmerged property.
 - d. Alternative (mounded) systems are not required.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 4,335 net new daily trips. This analysis is based upon the comparison of what potentially could be built on that site (as defined in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Potential traffic impacts will be addressed through the Concurrency Management and Mobility Management System Office.

Transportation Element

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

Capital Improvements Element

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

Supplemental Transportation Information

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 1 on Philips Highway (SR5) (US 1) between SR 9B and the county line.

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 **0.67**.

Philips Highway (SR5) (US 1) between Old St. Augustine Road and the St. Johns County Line is a functional classified facility that would be impacted by the proposed development. This segment of Philips Highway (SR5) (US 1) is a 4-lane divided highway and has a maximum daily capacity of 59,900 vpd. The proposed 152,460 SF commercial development could generate approximately 4,335 net new daily external trips unto the network. This segment is expected to operate at a V/C ratio of 0.57 with the inclusion of the additional traffic from this land use amendment.

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low sensitivity for the presence of archaeological resources. 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.

Wetlands

A wetlands survey map for the application site (see Attachment E) was created with the use of the City's GIS system and photogrammetric analysis. According to the Florida Land Use Code Classification System (FLUCCS), the property's wetlands are classified as "Wetland Forested Mixed." Approximately 5.00 acres of the 10.00 acres subject site are "Category III wetlands" that are part of larger systems that drain to adjacent properties. However, they are categorized as Category III because they are not associated with any well-defined drainage channels or creeks. Alteration of this wetland from development will require mitigation from the St. Johns River Water Management District. Environmental Resource Permits were granted by the St. Johns River Water Management District (Well's Creek; Permit #140150-1 and 140150-2).

The Conservation Coastal Management Element recommends avoiding wetlands, if possible, unless no other on site alternative exists. The site plan should be carefully evaluated to ensure that no other building placement could be used in order to avoid the wetlands on site. A wetland Survey may be needed for further evaluation.

Any proposed development of the property could have an impact on the sites wetlands and their functional values. Mitigation may satisfy Goal 4 and Objective 4.1 of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan to achieve no net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term, improve the water quality, and improve fish and wildlife values of wetlands.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetlands as "Evergreen-Wesconnett Complex". The Evergreen and Wesconnett are both nearly level poorly drained soils formed in thick sandy marine sediments. The Evergreen soils were also formed in decomposed organic materials. The wetlands area has a water table close to the ground surface.

Requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in the following CCME policies:

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 wetland 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.

Policy 4.1.3 The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

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

(b) **No net loss**
Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:
i the habitat of fish, wildlife and threatened or endangered species,
ii the abundance and diversity of fish, wildlife and threatened or endangered species,
iii the food sources of fish and wildlife including those which are threatened or endangered,
iv the water quality of the wetland, and
v the flood storage and flood conveyance capabilities of the wetland; and

(c) **Floodplain protection**
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

(d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
- ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

(e) Septic tanks

Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

(f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Retail/office
Land Use/Zoning	LDR	CGC
Development Standards For Impact Assessment	5 DU/ acre	0.35 FAR
Development Potential	50 DU	152,460 sq. ft.
Population Potential	133	0
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		x
Airport Environ Zone		x
Industrial Preservation Area		x
Cultural Resources		x
Archaeological Sensitivity		x
Historic District		x
Coastal High Hazard Area		x
Ground Water Aquifer Recharge Area		x
Well Head Protection Zone		x
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 4,335 new vehicular trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 5,677 gallons/ day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 4,258 gallons/ day	
Potential Solid Waste Impact	Increase of 113.92 tons/ year	
Drainage Basin / Sub-Basin	Julington Creek Basin; Corklan Branch Slough & Powers Bay Slough Sub-basins	
Recreation and Parks	None	
Mass Transit	None	
NATURAL FEATURES		
Elevations	20 feet	
Soils	22 - Evergreen-Wesconnett, 32- Leon Fine Sand	
Land Cover	1100 – Residential, 4110 – Pine flatwoods, 5300 – Reservoir, 6300 – Wetland forested mixed	
Flood Zone	N/A	
Wet Lands	Yes, approximately 5.0 acres	
Wild Life	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 18, 2017, the required notices of public hearing signs were posted. Thirteen notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Preview Workshop was held on September 18, 2017 and no speakers were present.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

Future Land Use Element

According to the Category Description of the Future Land Use Element (FLUE), the current designation of Low Density Residential (LDR) in the Suburban Area is intended to provide for low density residential development. Principal uses include single family and multi-family dwellings; commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and other uses associated with and developed as an integral component of TND. LDR also permits housing densities of up to 7 dwelling units per acre when full urban services are available

The property owner is proposing to change the site's land use category to Community/General Commercial (CGC). The category is intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Future land use amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Commercial retail sales and service and business and professional offices are primary uses within CGC in the Suburban Area.

Proposed amendment analysis in relation to the Objectives and Policies of the 2030 Comprehensive Plan, Future Land Use Element:

- 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 the 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 1.2.9 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.
- Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.4 The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.
- 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 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

The proposed uses of commercial retail and business/professional offices on the amendment site will promote and sustain the viability of an area with an emerging trend of non-residential uses. The site is located at the southern end of Philips Highway (SR5) (US 1), a principal arterial roadway. The subject site is also located in an area with access to full urban services. The proposed amendment is consistent with the CGC FLUE description and preference for new CGC designations.

The applicant provided a JEA availability letter dated January 31, 2017 stating that electric service and potable water connections are available at the site. There are existing electrical and water mains on the eastern side of Philips Highway (SR5) (US 1). The owner plans on connecting to JEA provided water and sewer service and therefore the amendment complies with Policies 1.2.9 and 3.2.7.

Development of this vacant site would provide infill development along the eastern side of the southern portion of Philips Highway (SR5) (US 1), which is an emerging commercial corridor. As described on page three, this section of Philips Highway (SR5) (US 1) has been gradually changing to commercial uses. This is due to the coming completion of SR-9B and to the site's proximity to Nocatee and northern St. Johns County residential development. The amendment to CGC would result in compatible land use patterns for the area. This is consistent with FLUE Objective 3.2, Policy 3.2.1 and Objective 6.3.

The PUD rezoning must address the protection and continued viability of adjacent residential areas, while providing for a compact and compatible mix of uses. The companion PUD should address design elements, location of uses and access points. The amendment will not encourage through traffic into adjacent residential neighborhoods, as those neighborhoods are enclosed subdivisions with access points only on Philips Highway (SR5) (US 1). The proposed amendment supports the goals and intent of Objective 1.1 and Policies 1.1.10, 1.1.12 and 3.2.4.

Consistent with FLUE Policy 4.1.8B, the proposed amendment has been evaluated and found consistent with the 2010 *Southeast Vision Plan*.

Transportation Element

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

Policy 2.3.8 The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

Policy 2.3.9 The City shall encourage, through the development review process, the interconnections of land uses that reduce the need for external trip generation and encourage alternative methods of movement. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

The companion PUD site plan identifies two full-access entrances for the development on Philips Highway (SR5) (US 1): one for the amendment site and another for the residential portion of the PUD. Access should be controlled by the PUD rezoning in order to fulfill Policies 2.3.8 and 2.3.9.

Recreation and Open Space Element

Proposed amendment analysis in relation to the Objectives and Policies of the 2030 Comprehensive Plan, Recreation and Open Space Element:

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

The reservation of at least 10% of open space in the amendment site should be included in the PUD rezoning's requirements in order to comply with Policy 2.2.1.

Vision Plan

The subject property is located within the study area of the 2010 *Southeast Vision Plan*. This proposed development is consistent with the fourth guiding principle of the Vision Plan: to provide for economic growth and to develop a strong and viable economic base. It is also consistent with Sub-principle 4.1.1, which encourages new growth to be developed within close proximity to existing economic generators and to take advantage of existing infrastructure. The amendment site is near Nocatee and the residential developments of northern St. Johns County. The site is on Philips Highway (SR5) (US 1) and is in close proximity to two newly developed major thoroughfares: SR 9B and Nocatee Parkway.

Corridor Study

The subject property is located within the boundaries of the *US 1 Corridor Study* and is in the southern segment of the study area. The study suggests that redevelopment and infill in the northern segment should be given preference over expansion of the southern segment. However, the study was published in 2001, before the majority of the development in this part of the southern segment was anticipated. Although the study calls for infill instead of new development, the proposed development would be creating commercial uses for nearby residential neighborhoods that were not in existence at the time of the study.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

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.

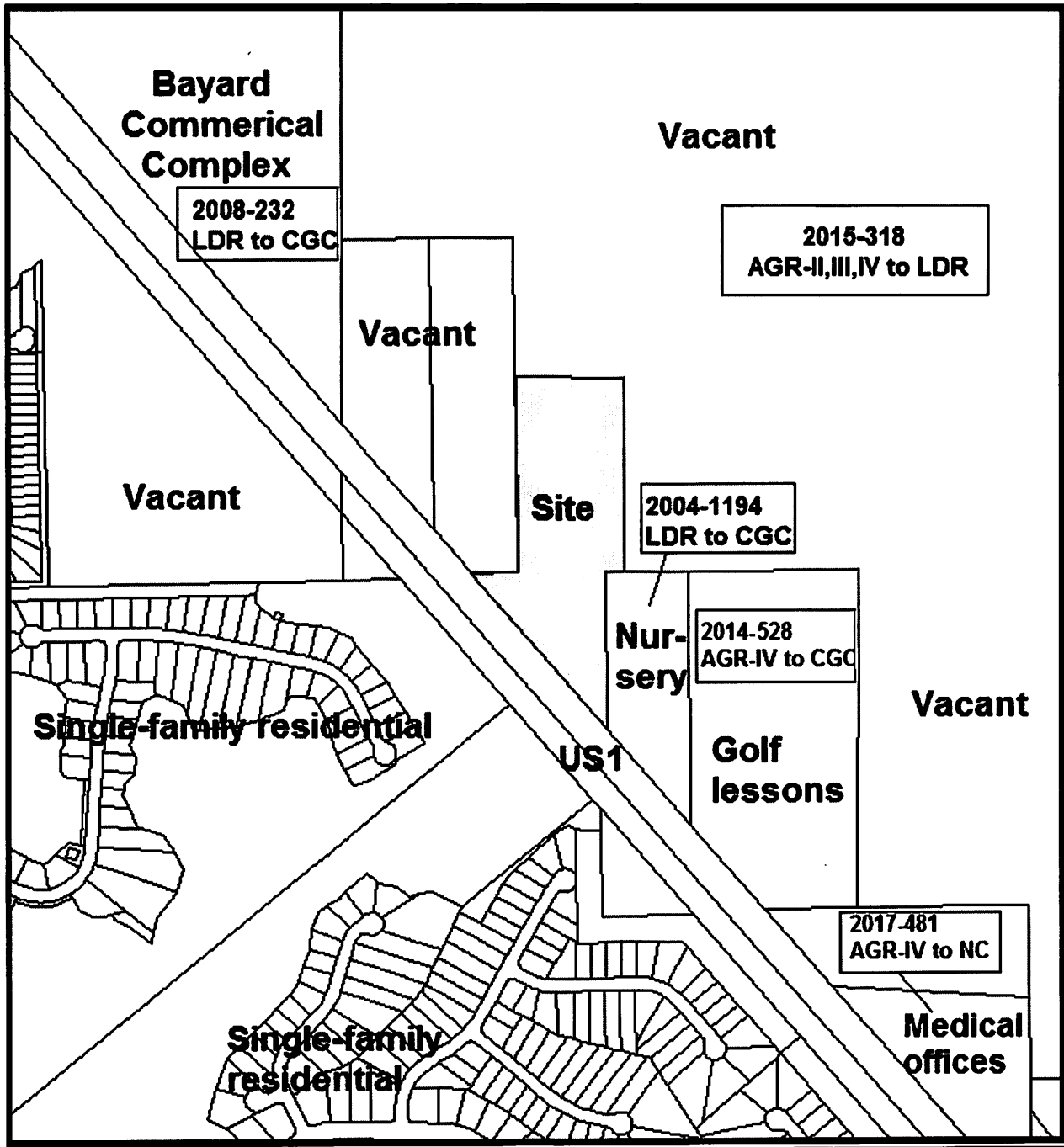
The proposed land use amendment is consistent with Goal 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan. The amendment would provide an additional location for the creation of new business and the expansion of a developing commercial corridor in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment 2017C-019, located on Philips Highway (SR5) (US 1) between SR. 9B and Duval/St. Johns County Line in the Suburban Development Area of Jacksonville, Florida. The subject site is undeveloped and has an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) land uses on approximately 10.0 acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9th 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, LDR land use category development impact assessment standards allows for 5 single-family dwelling units per acre, resulting in a development potential of 50 homes (ITE Land Use Code 210) which could generate 476 net daily trips. The proposed the CGC land use category allows for 0.35 FAR per acre resulting in a development potential 152,460 SF of general commercial space (ITE Land Use Code 820), generating 4,811 new daily vehicular trips, which includes a 37.76 percent pass-by trip reduction. This will result in 4,335 net new daily vehicular trips if the land use is amended from LDR to CGC, as shown in Table A.

Table A
Trip Generation Estimation

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
LDR	210	50 Dus	T = 9.52 (X)	476	0.00%	476
Total Section 1						476
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
CGC	820	152,460 SF	T = 49.90 (X)/1000	7,608	36.76%	4,811
Total Section 2						4,811
Net New Daily Trips						4,335

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 Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 1 on Philips Highway (SR5) (US 1) between SR 9B and the county line.


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 **0.67**.

Philips Highway (SR5) (US 1) between Old St. Augustine Road and the St. Johns County Line is a functional classified facility that would be impacted by the proposed development. This segment of Philips Highway (SR5) (US 1) is a 4-lane divided highway and has a maximum daily capacity of 59,900 vpd. The proposed 152,460 SF commercial development could generate approximately 4,335 net new daily vehicular trips unto the network. This segment is expected to operate at a V/C ratio of 0.57 with the inclusion of the additional traffic from this land use amendment.

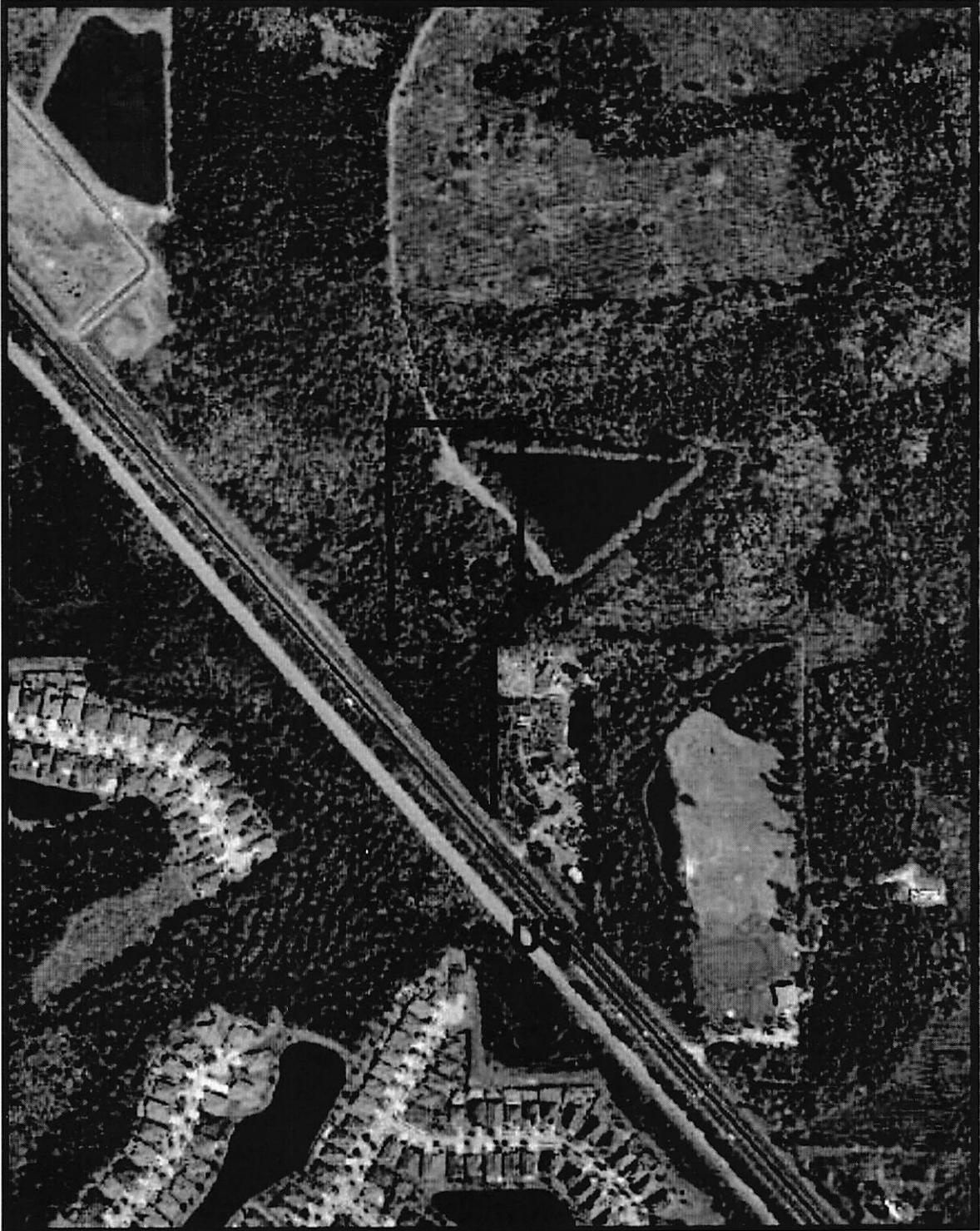
ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	7/25/17	Date Staff Report is Available to Public:	9/29/17
Land Use Adoption Ordinance #:	2017-621	Planning Commission's LPA Public Hearing:	10/5/17
Rezoning Ordinance #:	2017-622	1st City Council Public Hearing:	10/10/17
JPDD Application #:	2017C-019	LUZ Committee's Public Hearing:	10/17/17
Assigned Planner:	Maurice Postal	2nd City Council Public Hearing:	10/24/17
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: T.R. HAINLINE ROGERS TOWERS, P.A. 1301 FIVEPLACE BOULEVARD, SUITE 1500 JACKSONVILLE, FL 32207 Ph: 9043465531 Fax: 9043960663 Email: THAINLINE@RTLAW.COM		Owner Information: ROBERT WILLIAM RASMUS HOLDINGS, LLLP 12244 REEDPOND DR. E. JACKSONVILLE, FL 32223	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	10.00	General Location:	SOUTHEAST CORNER OF US1/PHILIPS HWY. & SR9B
Real Estate #(s):	168090 0000 (portion of) 168121 0000	Address:	0 PHILIPS HWY
Planning District:	3		
Council District:	11		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	SR.9B and PHILIPS HWY.		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT		
Current Land Use Category/Categories and Acreage:	LDR 10.00		
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	AGR-IV,CGC,LDR,MU
Justification for Land Use Amendment:	TO PERMIT NOT MORE THAN 10.0 ACRES OF RETAIL/OFFICE USE ALONG PHILIPS HWY.		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer:	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	PUD 830.20		
Requested Zoning District:	PUD		
Additional information is available at 904-255-7888 or on the web at http://maps.col.net/luzan/			

ATTACHMENT D

Aerial:



ATTACHMENT E

Wetlands Map:

