



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

OVERVIEW

ORDINANCE: ORD # 2018-147
APPLICANT: STEVE DIEBENOW

APPLICATION: 2016C-019-4-12

PROPERTY LOCATION: 0 West Meadow Drive North, the north side of newly constructed New World Avenue and north of Chaffee Trail Elementary School.

Acreage: 5.29

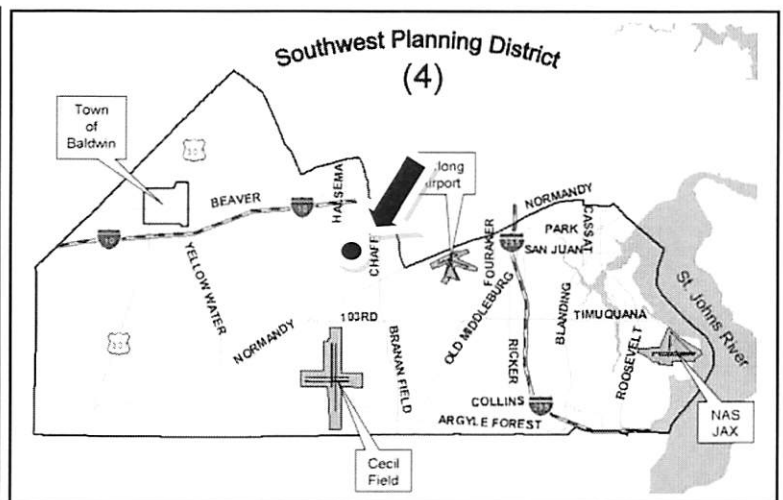
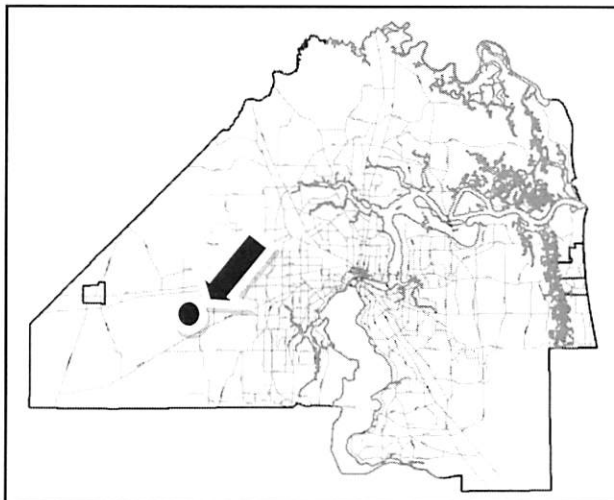
Requested Action:

| | Current | Proposed |
|-----------------|----------------|-----------------|
| LAND USE | LDR | NC |
| ZONING | PUD | CN |

| Existing FLUM Category | Proposed FLUM Category | Existing Maximum Density (DU/Acre) | Proposed Maximum Density (DU/Acre) | Existing Maximum Intensity (FAR) | Proposed Maximum Intensity (0.5 FAR) | Net Increase or Decrease in Maximum Density | Non-Residential Net Increase or Decrease in Potential Floor Area |
|------------------------|------------------------|--|------------------------------------|----------------------------------|---|---|--|
| LDR | NC | 26 Single-family Dwelling Units at 5 DU/Acre | N/A | N/A | 103,694 Sq. Ft. Commercial Space at 0.5 FAR | Decrease in 26 Single-family Dwelling Units | Increase in 103,694 Sq. Ft. Commercial Space |

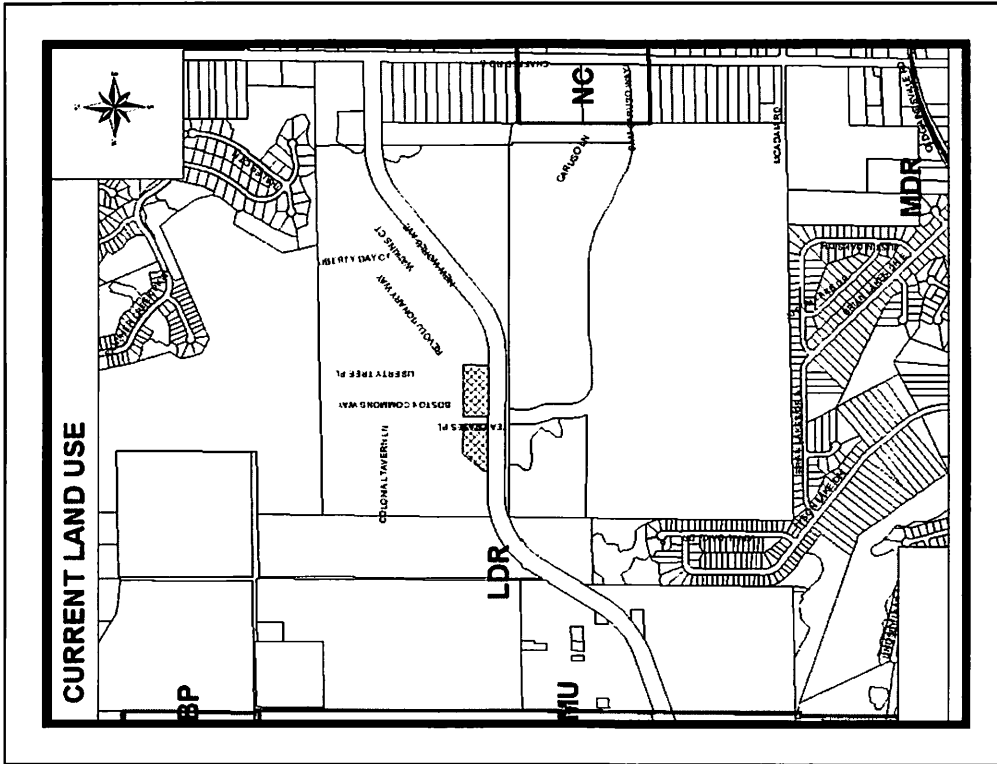
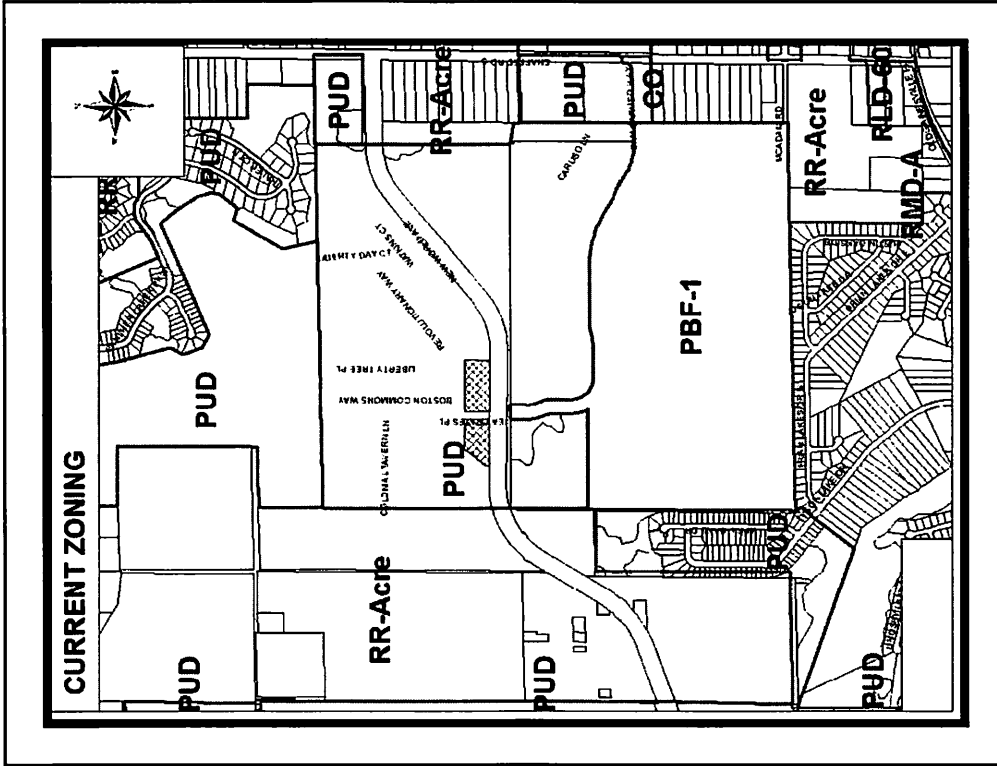
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



DUAL MAP PAGE

SMALL SCALE LAND USE APPLICATION 2016C-019



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

Requested Zoning District(s): Commercial Neighborhood (CN)

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

Requested FLUM Land Use Category: Neighborhood Commercial (NC)

ANALYSIS

Background:

The 5.29 acre land use amendment site consists of two parcels located on the north side of New World Avenue. The two parcels are separated by a proposed road for access to future residential areas to be developed. The application site is located in Council District 12 and Planning District 4. Presently, access to the site is through New World Avenue which is unclassified due to the roadway being newly constructed. However, New World Avenue was designed and constructed to act as “Minor Arterial” roadway. In addition, secondary access to the site may be from the local access road separating the two parcels of the land use amendment depending on future site design and development.

The applicant proposes a future land use amendment (Ordinance 2018-147) from Low Density Residential (LDR) to Neighborhood Commercial (NC) to allow for commercial development and a rezoning (Ordinance 2018-148) from Planned Unit Development (PUD) to Commercial Neighborhood (CN).

The area surrounding the amendment site is undeveloped residential land. This area was previously approved for the Great Meadows PUD (Ordinance 2006-140-E). In addition, there is a new proposed new residential development in the application process consisting of single-family and multi-family uses (Ordinance 2018-153). The NC land use is designed to serve the proposed nearby residential communities.

See “Attachment A” for the specific uses surrounding the site. The generalized adjacent land use categories and zoning districts are as follows:

| Adjacent Property(s) | Land Use | Zoning District | Current Use(s) |
|----------------------|----------|-----------------|----------------------------|
| North | LDR | PUD | Vacant land, Timber forest |
| South | LDR | PUD | Vacant land, Timber forest |
| East | LDR | PUD | Vacant land, Timber forest |
| West | LDR | PUD | Vacant land, Timber forest |

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). According to the JEA in a letter dated February 20, 2018, there presently is an existing 24 inch potable water main on the south side of New World Avenue at the southeast property corner. Also there is a 6 inch sanitary sewer force main on the north side of New World Avenue 0.33 miles east of the application site. See Policy 1.2.6 of the Sanitary Sewer Sub-Element of the Infrastructure Element below:

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 4,098 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.

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 6 along New World Avenue between Chaffee Road and Cecil Commerce Center Parkway (SR 23).

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

The result of the V/C ratio analysis for the overall Mobility Zone 6 is 0.55.

New World Avenue is currently not classified as of the latest update to the 2030 Comprehensive Plan. However, the Transportation Planning Division is in the process of updating the classification of all Functionally Classified roadways, using the Florida Department of Transportation's Urban Boundary and Functional Classification Handbook as a metric. New World Avenue satisfies Trip Purpose 5 in the Handbook: Access to airports, seaports, and major rail terminals or intermodal transfer facilities, which classifies the roadway as a Minor Arterial..

It is recommended that an operational analysis be submitted to the Planning and Development and City Traffic Engineer prior to the 10-set plan review.

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.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

IE-AR Policy 1.2.8

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

Airport Environment Zone

The site is located within the 300 foot Height and Hazard Zone for the Whitehouse Airfield, Cecil Field and Herlong Recreational Airport. 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

Wetlands

A wetlands survey map for this application site (see Attachment C) was extracted from the St. Johns River Water Management District's permit internet web site and merged with the City's GIS system. The Water Management's permit identification is #146357-1. According to the Florida Land Use Code Classification System (FLUCCS) the property is classified as "Wetland Forested Mixed" type wetlands. The 0.33 acres wetlands are located along the western boundary of the western most land parcel of the proposed land use amendment. This wetland is part of a larger wetlands system draining to the west on adjacent lands which then empties into a manmade ditch that eventually reaches the Ortega River draining to the south.

This wetland system is a "Category III" type wetlands having a medium to high functional value due to its water filtration and water retention attenuation. Alteration of this wetland from development will require mitigation from the St. Johns River Water Management District.

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.

Any proposed development of the property could have an impact on the site's wetlands and their functional values. Mitigation will satisfy Goal 4 and Objective 4.1 of the Conservation/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.

Other general requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in Policy 4.1.3 of the CCME, 2030 Comprehensive Plan. However, mitigation of the site's wetlands will satisfy that policy as well.

Conservation and Coastal Management Element

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.

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 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, 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.

Policy 4.1.6

The permitted uses within Category III 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) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

(a) Silvicultural uses, 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.

(b) Agricultural uses, provided the following standards are met: Best Management Practices: Agriculture Such activities are to be in compliance with Chapter 40C-44, F.A.C.

(2) Any use that 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.

IMPACT ASSESSMENT

2016C-019

5.29 Acres

| DEVELOPMENT ANALYSIS | | |
|---|--|----------------------------------|
| | <u>CURRENT</u> | <u>PROPOSED</u> |
| Site Utilization | Vacant | Neighborhood Commercial |
| Land Use /Zoning | LDR/PUD | NC/CN |
| Development Standards For Impact Assessment | 5 Single-family DU/Acres | 0.45 FAR |
| Development Potential | 26 Single-family DUs | 103,694 Sq. Ft. Commercial Space |
| Population Potential | 69 People | 0 People |
| SPECIAL DESIGNATIONS AREAS | | |
| | <u>YES</u> | <u>NO</u> |
| Plans/Studies | | X |
| Aquatic Preserve | | X |
| Airport Environ Zone | X – 300 foot height restriction zone for Whitehouse Airfield, Cecil Field and Herlong Recreational Airport | |
| Industrial Preservation Area | | X |
| Cultural Resources | | X |
| Archaeological Sensitivity | | X – Low |
| Historic District | | X |
| Coastal High Hazard Area | | X |
| Ground Water Aquifer Recharge Area | X – 0" to 4" recharge | |
| Well Head Protection Zone | | X |
| Boat Facility Siting Zone | | X |
| Brownfield | | X |
| PUBLIC FACILITIES | | |
| Potential Roadway Impact | Increase of 4,098 new daily external trips | |
| Potential School Impact | N/A | |
| Water Provider | JEA | |
| Potential Water Impact | Decrease of 1,731.3 gallons/day | |
| Sewer Provider | JEA | |
| Potential Sewer Impact | Decrease of 1,298.5 gallons/day | |
| Potential Solid Waste Impact | Increase in 98.31 tons/year | |
| Drainage Basin / Sub-Basin | Ortega River Drainage Basin and Unnamed Ditch Sub-basin | |
| Recreation and Parks | Normandy Boulevard Sports Complex | |
| Mass Transit | No bus service at this location | |
| NATURAL FEATURES | | |
| Elevations | Approximately 80 feet above mean sea level | |
| Soils | (60%) 32 Leon fine sand & (40%) 14 – Boulogne fine sand | |
| Land Cover | 4410 – Residential low density | |
| Flood Zone | N/A | |
| Wetlands | Yes – Wetland Forested Mixed | |
| Wildlife | N/A | |

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 16, 2018, the required notices of public hearing signs were posted. Seven (7) notices were mailed out to adjoining property owners and the Southwest Citizens Planning Advisory Committee informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on Monday, March 19, 2018. The applicant was the only one in attendance for this meeting.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

- 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 1.1.22 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 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements
- 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.
- 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.

According to the category description of the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Urban Development Area permits a maximum gross density of 7 units/acre when full urban services are available. Generally, single-family detached housing will be the predominant land use in this category, although mobile homes, patio homes, townhomes, and multi-family dwellings may also be permitted in appropriate locations.

The NC Future Land Use Category is intended to provide for commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of vehicle miles traveled.

The subject property is vacant land located in the midst of lands designated for residential development. The area is supplied with full urban services with frontage along a newly

constructed road which may act as a collector or higher roadway. The proposed amendment to NC allows for commercial development that is intended to serve nearby residential neighborhoods and is consistent with the scale and nature of future planned development of the immediate area. Therefore, the proposed amendment facilitates a compact and compatible land use pattern and an efficient urban service delivery system consistent with FLUE Objectives 1.1 and 6.3 and Policies 1.1.22 and 3.1.3.

The previously approved PUD (Ordinance 2006-140-E) north, east and west of the site, the proposed PUD (Ordinance 2018-148) south of the site, and the site design itself can be used as a tool to provide for appropriate buffering, setback, lighting and access management requirements to protect adjacent residential development. The NC designation is intended to provide for neighborhood scale commercial and office development for nearby residential areas which is of a lesser scale than a more intensive commercial land use. Therefore, the proposed amendment is consistent with FLUE Policies 1.1.10, 3.2.1, 3.2.7. Additionally, access to the site will be from New World Avenue acting as a collector or higher roadway and thus will not negatively impact the character of the future developing residential areas as called for in FLUE Policy 3.2.4.

The proposed amendment continues to promote the viability of commercial areas along a major corridor that supports nearby residential areas and encourages use of an underutilized property achieving FLUE Objectives 3.2 and 6.3 as well as Policies 3.2.1, 3.2.4 and 3.2.7.

Southwest Jacksonville Vision Plan

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan. The Plan does not specifically address the amendment site except that the site is located in the suburban area of the vision plan. However, under the plan's "Guiding Theme 1", it is suggested that strengthening existing neighborhoods and creating new neighborhoods should be considered. In addition, under "Theme 1" a policy suggests promoting convenient, compatible, neighborhood-scale retail and entertainment uses near existing residential areas. Also, "Option 2" of that same theme suggests that in the suburban area, new communities, not subdivisions should be planned..

Although the proposed residential areas do not exist at this present time the consistency evaluation section of this report clarifies how the proposed amendment along with the companion rezoning will serve and protect the future adjacent residential uses. Therefore, the proposed amendment does not conflict with the principles identified in the Vision Plan.

Strategic Regional Policy Plan

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

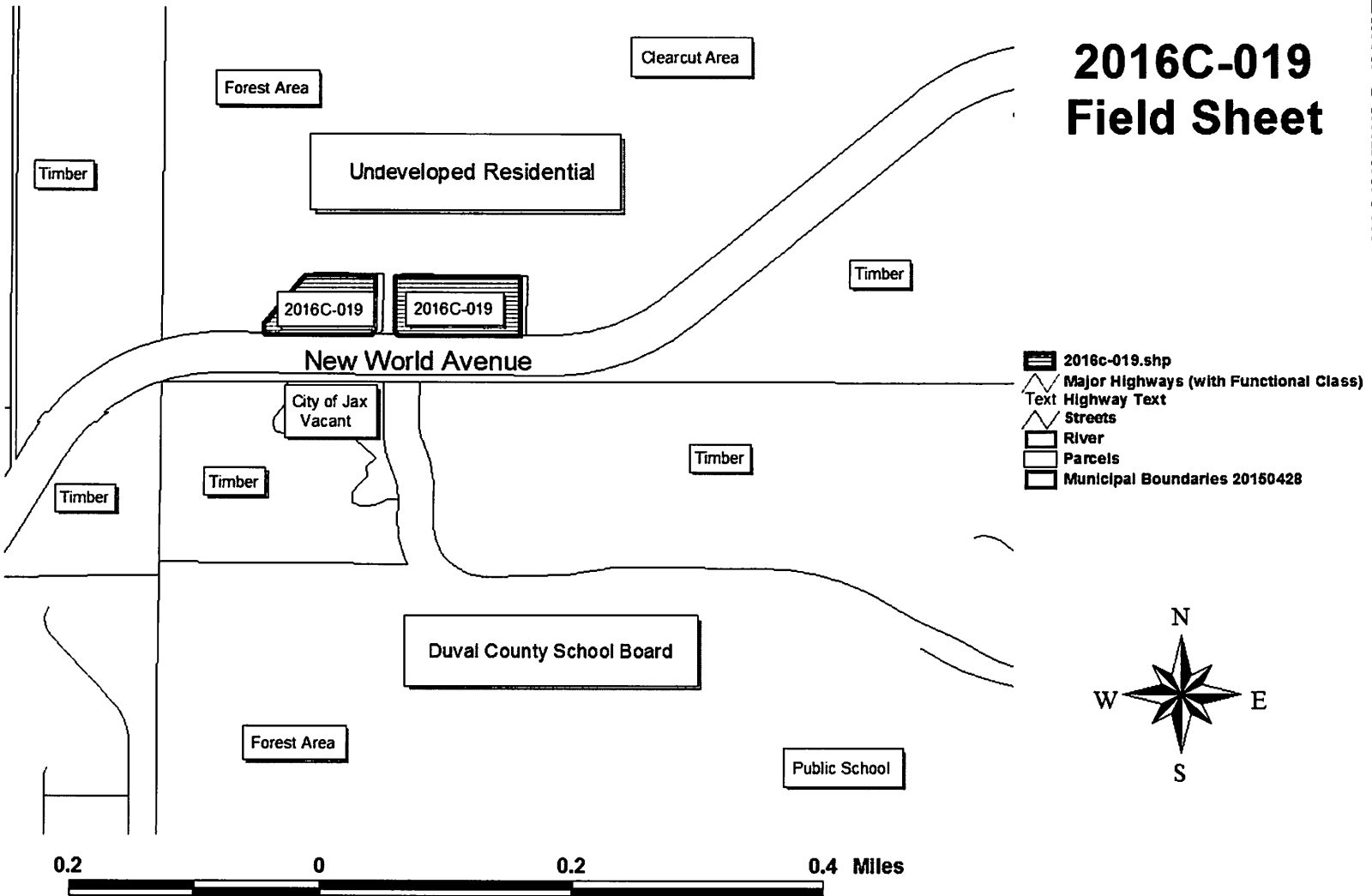
Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan, as it would provide an additional location for the creation of business opportunities 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.

2016C-019 Field Sheet



ATTACHMENT B

Traffic Analysis:



ONE CITY. ONE
JACKSONVILLE.

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY
www.coj.net

MEMORANDUM

DATE: March 21, 2018

TO: Edward Lukacovic
Community Planning Division

FROM: Devin P. Scott
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment 2016C-019

A trip generation analysis was conducted for Land Use Amendment 2016C-019 located on West Meadows Drive, north of New World Avenue in the Suburban Development Area of Jacksonville, Florida. The subject site is currently vacant with an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Neighborhood Commercial (NC) development on approximately 5.29 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the LDR land use category development impact assessment standards allows for 5 single-family dwelling units per acre, resulting in a development potential of 26 residential units (ITE Land Use Code 210) which could generate 245 daily vehicular trips. The proposed the NC land use category allows for 0.45 FAR per acre resulting in a development potential 103,695 SF commercial space (ITE Land Use Code 814), generating 4,344 net new daily vehicular trips. This will result in 4,098 net new daily vehicular trips if the land use is amended from LDR to NC, 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 | 26 DUs | T = 9.44 (X) | 245 | 0.00% | 245 |
| Total Section 1 | | | | | | 245 |
| 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 |
| NC | 814 | 103,695 SF | T=63.47(X) / 1000 | 6,582 | 34.00% | 4,344 |
| Total Section 2 | | | | | | 4,344 |
| Net New Daily Trips | | | | | | 4,098 |

Source: Trip Generation Manual, 10th 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 6 along New World Avenue between Chaffee Road and Cecil Commerce Center Parkway (SR 23).

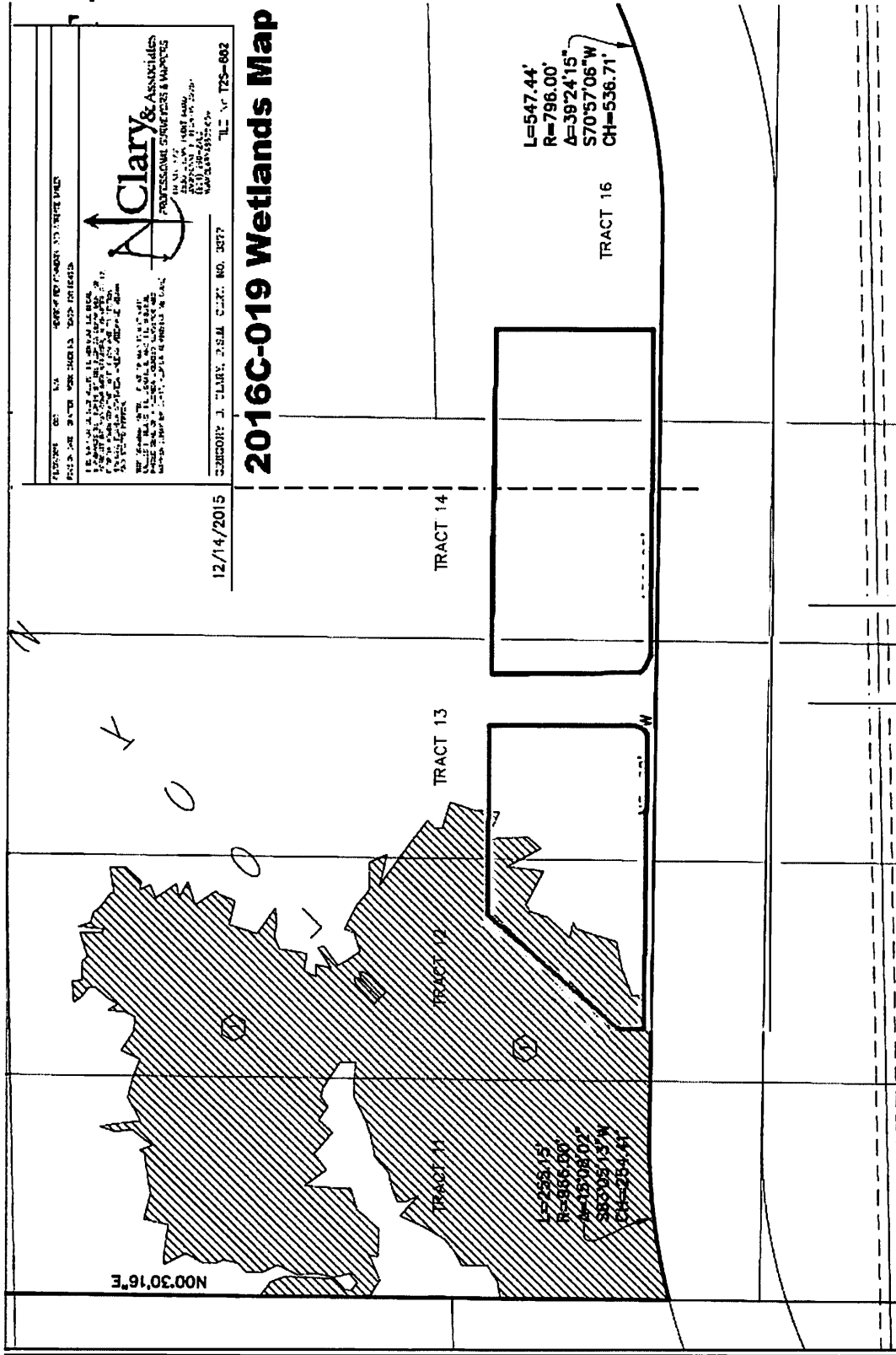
Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)*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

The result of the V/C ratio analysis for the overall Mobility Zone 6 is **0.55**.

New World Avenue is currently not classified as of the latest update to the 2030 Comprehensive Plan. However, the Transportation Planning Division is in the process of updating the classification of all Functionally Classified roadways, using the Florida Department of Transportation's Urban Boundary and Functional Classification Handbook as a metric. New World Avenue satisfies Trip Purpose 5 in the Handbook: Access to airports, seaports, and major rail terminals or intermodal transfer facilities, which classifies the roadway as a Minor Arterial.

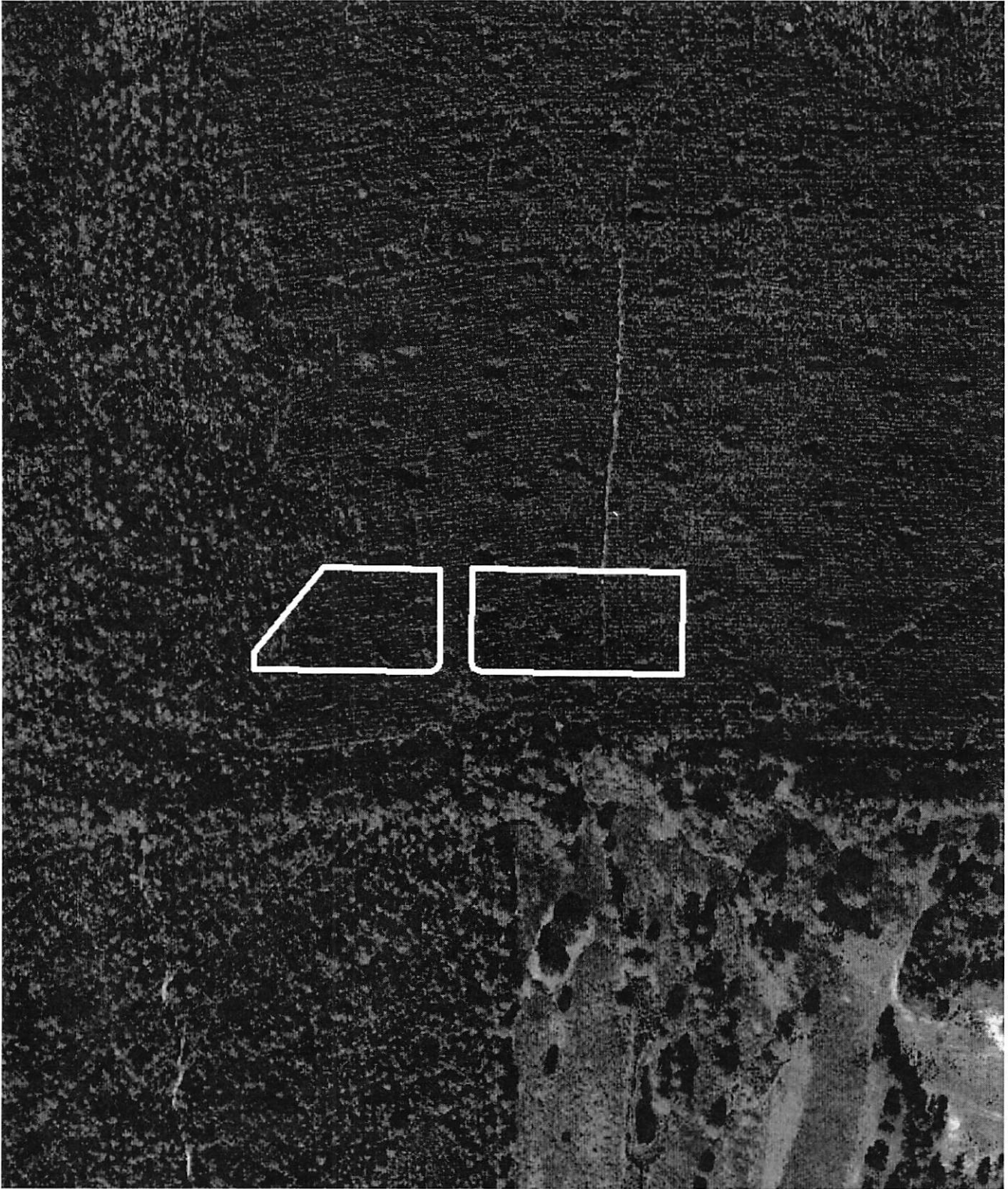
ATTACHMENT C

Wetlands Map



ATTACHMENT D

Aerial Photo



ATTACHMENT E

Land Use Amendment Application:



APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN

| | | | |
|--------------------------------|--------------|---|------------|
| Date Submitted: | 5/27/2016 | Date Staff Report is Available to Public: | 03-30-2018 |
| Land Use Adoption Ordinance #: | 2018-147 | Planning Commission's LPA Public Hearing: | 04-05-2018 |
| Rezoning Ordinance #: | 2018-148 | 1st City Council Public Hearing: | 04-10-2018 |
| JPDD Application #: | 2016C-019 | LUZ Committee's Public Hearing: | 04-17-2018 |
| Assigned Planner: | Ed Lukacovic | 2nd City Council Public Hearing: | 04-24-2018 |

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

STEVE DIEBENOW
ONE INDEPENDENT DRIVE, STE. 1200
JACKSONVILLE, FL 32202

Ph: (904) 301-1269
Fax: (904) 301-1279
Email: SDIEBENOW@DMPHLAW.COM

Owner Information:

GREAT MEADOWS I, LLC
ONE INDEPENDENT DRIVE SUITE 1200
JACKSONVILLE, FL 32202

DESCRIPTION OF PROPERTY

Acreage: 5.29
Real Estate #(s): 002048 0260
002048 0280

General Location:
WEST MEADOWS DRIVE NORTH

Planning District: 4
Council District: 12
Development Area: SUBURBAN AREA

Address:
0 WEST MEADOWS DR N

Between Streets/Major Features:
CHAFFEE ROAD S and CEGL COMMERCE PARKWAY

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT
Current Land Use Category/Categories and Acreage:
LDR 5.29

Requested Land Use Category: NC

Surrounding Land Use Categories: LDR

Justification for Land Use Amendment:

THE APPLICANT PLANS TO DEVELOP THE PROPERTY WITH USES THAT SERVE THE NEIGHBORING SINGLE-FAMILY RESIDENTIAL COMMUNITIES.

UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
PUD 5.29

Requested Zoning District: CN

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