



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

OVERVIEW

ORDINANCE: 2018-441

APPLICATION: L-5299-18C-3-11

APPLICANT: PAUL M. HARDEN, ESQ.

PROPERTY LOCATION: On Gate Parkway, in the northwest section of the intersection of Gate Parkway and Point Meadows Drive

Acreage: 9.94

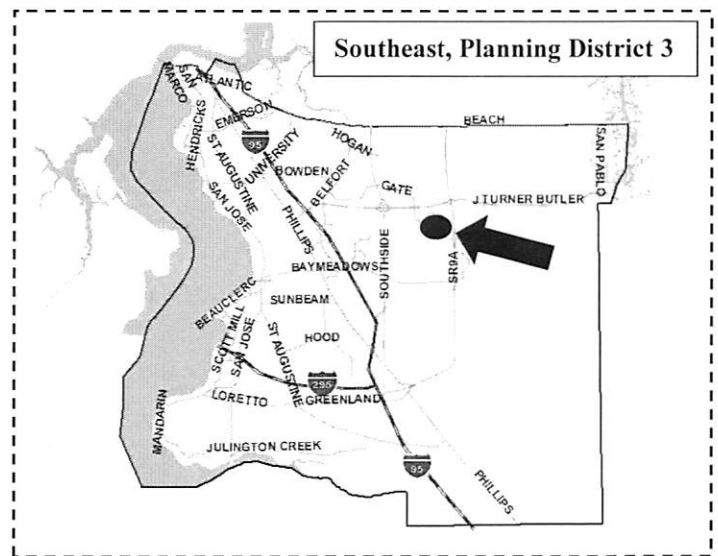
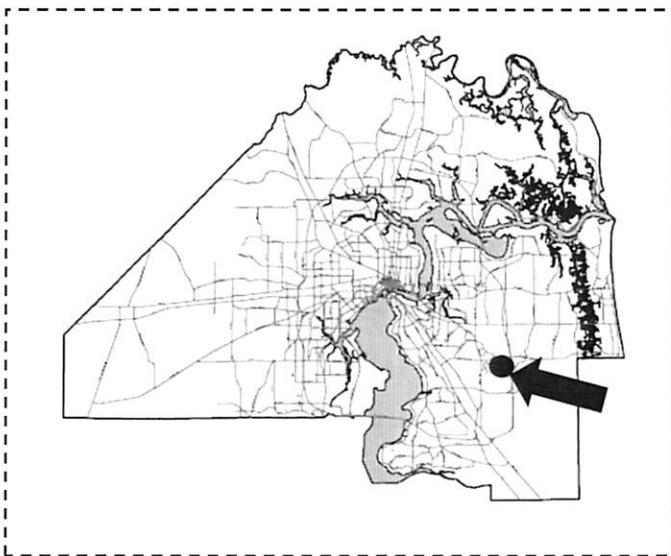
Requested Action:

	Current	Proposed
LAND USE	RPI	CGC
ZONING	PUD	PUD

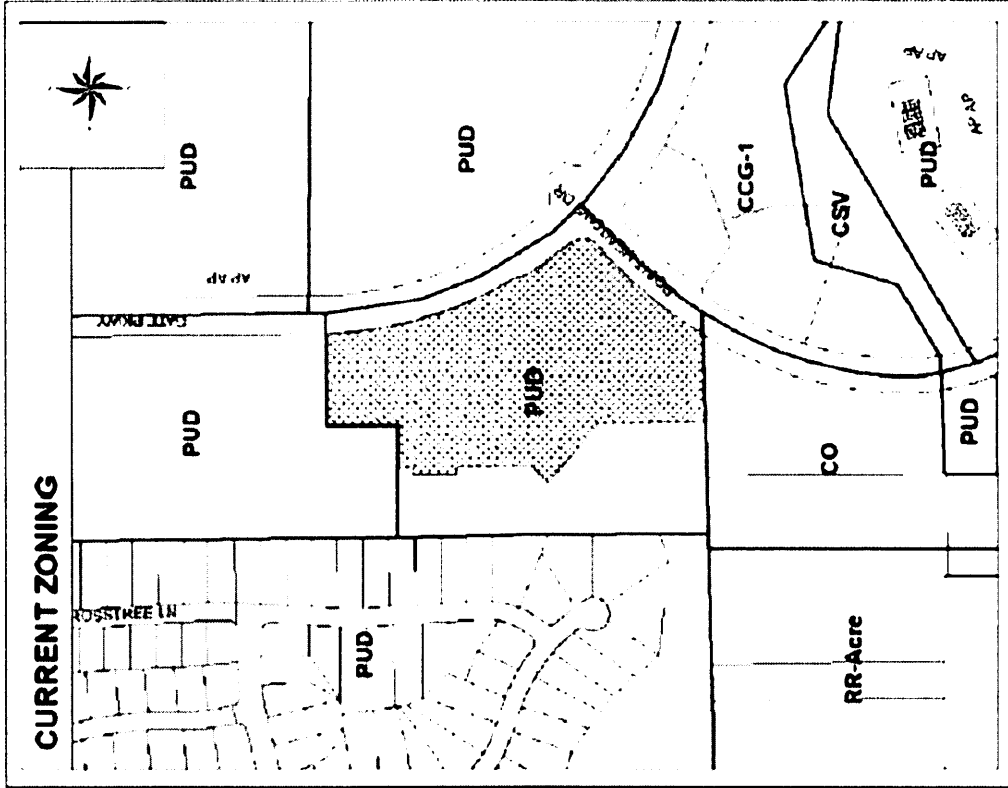
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
RPI	CGC	N/A	N/A	216,493.2 sq. ft. (0.5 FAR)	151,545.2 sq. ft. (0.35 FAR)	N/A	Decrease of 64,948 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL

LOCATION MAPS:

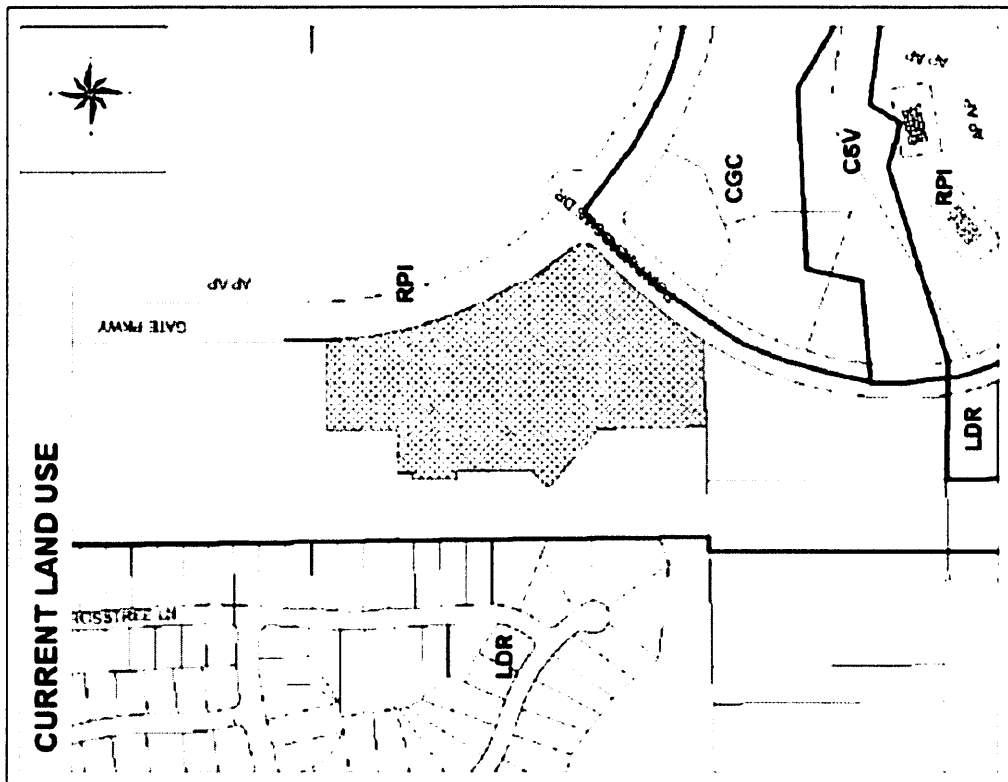


DUAL MAP PAGE



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

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



Existing FLUM Land Use Category: Residential Professional Institutional (RPI)

Requested FLUM Land Use Category: Community General Commercial (CGC)

ANALYSIS

Background:

The site subject to the proposed land use amendment is 9.94 acres and is part of a larger 14.04 acre (total) parcel. The subject site is located at the western corner of the intersection of Point Meadows Drive and Gate Parkway, in Council District 11 and Planning District 3. The subject site is in the Urban Development Area as identified within the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the *2030 Comprehensive Plan*. Further, the subject site is within the boundaries of the Southeast Vision Plan.

The applicant proposes a future land use map amendment from Residential-Professional-Institutional (RPI) to Community/General Commercial (CGC) and a rezoning from Planned Unit Development (PUD 2006-1204-E) to PUD in order to allow for the development of a gas station with convenience store as well as retail and office uses, consistent with adjacent parcels. The land use and zoning designations of the approximately 4.1 acres of land not included within the proposed land use and zoning applications is a JEA easement and would remain RPI and PUD. This area lies between the subject site (to the east) and a single-family subdivision (to the west) and would provide a transitional buffer between the residential subdivision and the proposed commercial uses. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-442.

The amendment site is vacant and lies to the west of the intersection of Gate Parkway and Point Meadows Drive. As previously mentioned, approximately 4.1 acres abutting the western property line of the parcel would remain designated as RPI, and the eastern property line is bounded by roadways. Abutting the subject site to the north is vacant land designated as RPI, and the parcel abutting the subject site to the south is designated as RPI and consists of a medical office. Ikea is located to the east of the subject property, across Gate Parkway.

The area surrounding the site is characterized by a mix of uses – single-family to the west; multi-family to the northeast; commercial retail sales and service to the east and southeast; and institutional/office to the south. Southeast of the application site, across Point Meadows Drive, is a small commercial shopping center consisting of retail uses, restaurants, and a medical office. The dual land use and zoning map on page 2 and the land utilization map (Attachment A) provide a detailed picture of the existing development pattern for the immediate area.

Less than $\frac{1}{4}$ of a mile to the north of the subject site is another proposed land use amendment site. Ordinances 2018-336 and 2018-337 are pending and seek to change the designations of this site from RPI to CGC and Commercial Office (CO) and Residential Medium Density-A (RMD-A) to PUD, respectively. Further, the land use designation of a parcel to the northeast of the subject site, across Gate Parkway, was amended in 2016 from RPI to CGC via Ordinance 2016-0282-E (land use application 2016C-006) in order to allow for the development of commercial and office uses.

Access to the site is via Gate Parkway and Point Meadows Drive, which are classified as minor arterial roadways according to the Functional Highway Classification Map. Additionally, the site is located approximately 0.30 of a mile west of Interstate 295 (I-295). Sidewalks are located along Point Meadows Drive at this location but not Gate Parkway. The proposed development does not include a residential component so school capacity will not be impacted by the change from RPI to CGC.

The generalized adjacent land use categories and zoning districts are as follows:

Adjacent Property(s)	Land Use	Zoning District	Current Use(s)
North	RPI	PUD	Undeveloped
South	RPI	CO	Medical office
East	RPI and CGC	PUD and CCG-1	Ikea
West	LDR	PUD	Single-family

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 applicant provided a JEA letter of availability, dated May 9, 2018, which shows water and sewer service are available to the subject site.

Infrastructure Element

Sanitary Sewer Sub-Element

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

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 a net increase of 1,667 daily vehicular 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.

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 transportation analysis also determined that the subject site is located in the Transportation Management Area (TMA). Trips associated with land uses in the TMA were calculated using trip rates and equations from a previous version of the ITE Trip Generation Manual, along with internal capture and pass-by traffic rates established in the original transportation analysis for the TMA. Consistent with TE Policy 1.3.4, the Transportation Planning Division requires that a trip generation and operational analysis of the adjacent roadway network, performed by a licensed professional traffic engineer, be conducted to determine the impact to the external TMA trips because of the land use change. A methodology meeting with the Transportation Planning Division must be held prior to commencement of the study. The traffic analysis is subject to approval of Planning and Development Department and the City of Jacksonville Traffic Engineer.

It is evident that the proposed CGC land use will likely generate new daily trips and therefore, will have external impacts on the roadway network. These impacts will need to be mitigated.

Transportation Element

Policy 1.3.4 Map T-1 identifies sectors within the existing TMA. As part of the data and analysis supporting the establishment of the TMA, the City has identified for each sector within the TMA, potential land uses and corresponding projected external vehicle trips, which are consistent with currently applicable functional land use categories. Any Future Land Use Map (FLUM) series amendments within the TMA to non-residential functional land use categories shall be consistent with the mix of use and total external vehicle trips in the supporting data and analysis or shall be supported by revised data and analysis and any necessary amendments to the TMA and policies herein.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional

Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. 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.

Ground Water Aquifer Recharge

The middle portion of the subject 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.

Infrastructure Element – Aquifer Recharge Sub-Element

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.

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such, based upon the city’s geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed rezoning should be evaluated with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 0.13 of an acre

General Location(s): Center of the northern property line of the subject site, see Attachment E

Quality/Functional Value: The wetland has a low functional value for water filtration attenuation and flood water storage capacity due to its isolation,

size and/or the lowering of the hydro-period due to nearby site grading or drainage/retention improvements. In addition the wetland has no clear or significant impact on the City's waterways.

**Soil Types/
Characteristics:**

Leon fine sand (0-2% slopes) – consists of nearly level, poorly drained and very poorly drained, sandy soils. These soils formed in thick beds of marine sand. They are in flatwoods and tidal marshes. These soils are slowly permeable to moderately rapidly permeable. In areas in flatwoods, the high water table generally is at a depth of 6 to 18 inches. Slopes are linear and range from 0 to 2 percent.

Wetland Category: Category III

Consistency of Permitted Uses: All uses; Silvicultural and agricultural uses may have limited development potential per CCME Policy 4.1.6.

Environmental Resource Permit (ERP): Not provided by applicant.

Wetlands Impact: Insufficient information to determine impacts.

Associated Impacts: N/A

Relevant Policies:

Conservation/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

DEVELOPMENT ANALYSIS		
Development Boundary	Urban Area	
Roadway Frontage Classification	Minor arterial	
Plans/Studies	SE Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	Commercial
Land Use/Zoning	RPI/PUD	CGC/PUD
Development Standards For Impact Assessment	0.5 FAR	0.35 FAR
Development Potential	216,493.2 sq. ft.	151,545.2 sq. ft.
Population Potential	N/A	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	High & Low	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area	0-4 & discharge	
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	X
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 1,667 daily vehicular trips	
Potential Public School Impact	N/A - commercial	
Water Provider	JEA	
Potential Water Impact	Decrease of 7,615.2 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 5,711.4 gpd	
Potential Solid Waste Impact	Decrease of 103.9 tons per year	
Drainage Basin / Sub-Basin	Intracoastal Waterway / Punccheon Gum Swamp (slough)	
Recreation and Parks	Deerwood Rotary Childrens Park & 9A/Baymeadows Regional	
Mass Transit	Not served	
NATURAL FEATURES		
Elevations	24 feet +/-	
Land Cover	4430 (forest regeneration) & 1900 (open land – urban)	
Soils	46 (Ortega fine sand, 0-5% slopes) & 32 (Leon fine sand, 0-2% slopes) & 22 (Evergreen-Wesconnett complex, depressional, 0-2% slopes)	
Floodzone	N/A	
Wetlands	6460 (mixed scrub-shrub wetland)	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on July 23, 2018, the required notices of public hearing signs were posted. Thirty (30) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on July 30, 2018 and there were no speakers present.



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:

- Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
- Policy 1.1.10 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 1.3.6 The City shall require that access to newly developed and redeveloped parcels, other than parcels zoned for or used for single-family dwellings, with frontage along two or more roadways be limited in order to protect

performance of the City's transportation network. Access shall be limited to one per roadway with access from the higher functional class roadway or roadway with the higher average daily traffic being limited to right turn-in/right turn-out only. However, exemptions from this Policy may be granted by the Traffic Engineering Division and the JPDD where factors justify the exemptions. Factors to be taken into consideration for exemptions may include, but are not limited to: parcel size and road frontage; projected trip generation of a development; safety and congestion hazards; potential for delay on adjacent road facilities; environmental degradation; adequate traffic circulation; and/or elimination of existing access points.

- Policy 1.3.7 Access for corner lots or parcels shall be located the greatest distance from the corner commensurate with property dimensions. For roadways having a functional classification of collector or higher, access shall not be less than 150 feet from the geometric centerline of intersecting roadways, 100 feet from the outside through lane, or commensurate with property dimensions, where the lot frontage is insufficient to meet these requirements, subject to the approval of the Traffic Engineering Division and JPDD.
- 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 3.1.3 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.
- 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.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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 Descriptions for the Urban Development Area identified within the FLUE, the RPI future land use category primarily permits medium to high density residential, professional office and institutional uses. Limited commercial retail and service establishments, which serve a diverse set of neighborhoods, may also be permitted as part of mixed use developments. RPI is generally intended to provide transitional uses between commercial and residential uses.

The CGC land use designation includes outlets and establishments that offer a wide range of goods and services including general merchandise, apparel, food and related items. General

commercial uses include business and professional offices, financial institutions, highway commercial, mobile home/motor home rental and sales, off-street parking lots and garages, and boat storage and sales, among other similar types of commercial developments.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map. The subject site is located in the Urban Development Area of the Southeast Planning District, in an area with access to full urban services with sidewalks along one of the primary road frontages, Point Meadows Drive, a minor arterial roadway. Therefore, the proposed amendment is consistent with the CGC Future Land Use Category preference for new designations. Additionally, the amendment aids in maintaining a compact and compatible land use pattern, consistent with FLUE Policy 1.1.22.

Uses along the Gate Parkway corridor are primarily commercial, office, and institutional in nature, and more of these uses are currently under construction near the subject site. As such, the proposed amendment to CGC is compatible with the character of the adjacent uses fulfilling FLUE Objective 3.2 and Policy 3.2.1. Land belonging to the subject parcel at the western property line is designated as RPI land use and acts as a buffer and transition between the amendment site and the adjacent residential development, consistent with FLUE Policies 1.1.10 and 3.1.3.

The proposed land use amendment encourages development of an underutilized property within the Urban Area of the City that already has the infrastructure, utilities, and public facilities in place to support such development. As such, the proposed land use amendment is consistent with FLUE Objective 6.3 and the original intent of Urban Development Area, which encourages revitalization and use of existing infrastructure through redevelopment and infill. The proposed amendment protects the character of the nearby residential area and optimizes the combined potentials for economic benefit as required by FLUE Goal 1 and Objective 3.2. Through the companion PUD rezoning and site plan review, development of the subject site will be required to comply with FLUE Policies 1.3.6 and 1.3.7 concerning site access.

Vision Plan Consistency

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. Principle Two encourages commercial development in locations that maximize adjacencies to existing land uses, have the greatest opportunity for connectivity, and reuse vacant or underutilized land in developed areas. Therefore, the proposed amendment is consistent with the Southeast Jacksonville Vision Plan as it encourages a walkable commercial environment in close proximity to existing residential neighborhoods.

Strategic Regional Policy Plan

The proposed land use amendment is consistent with the following Goal 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.

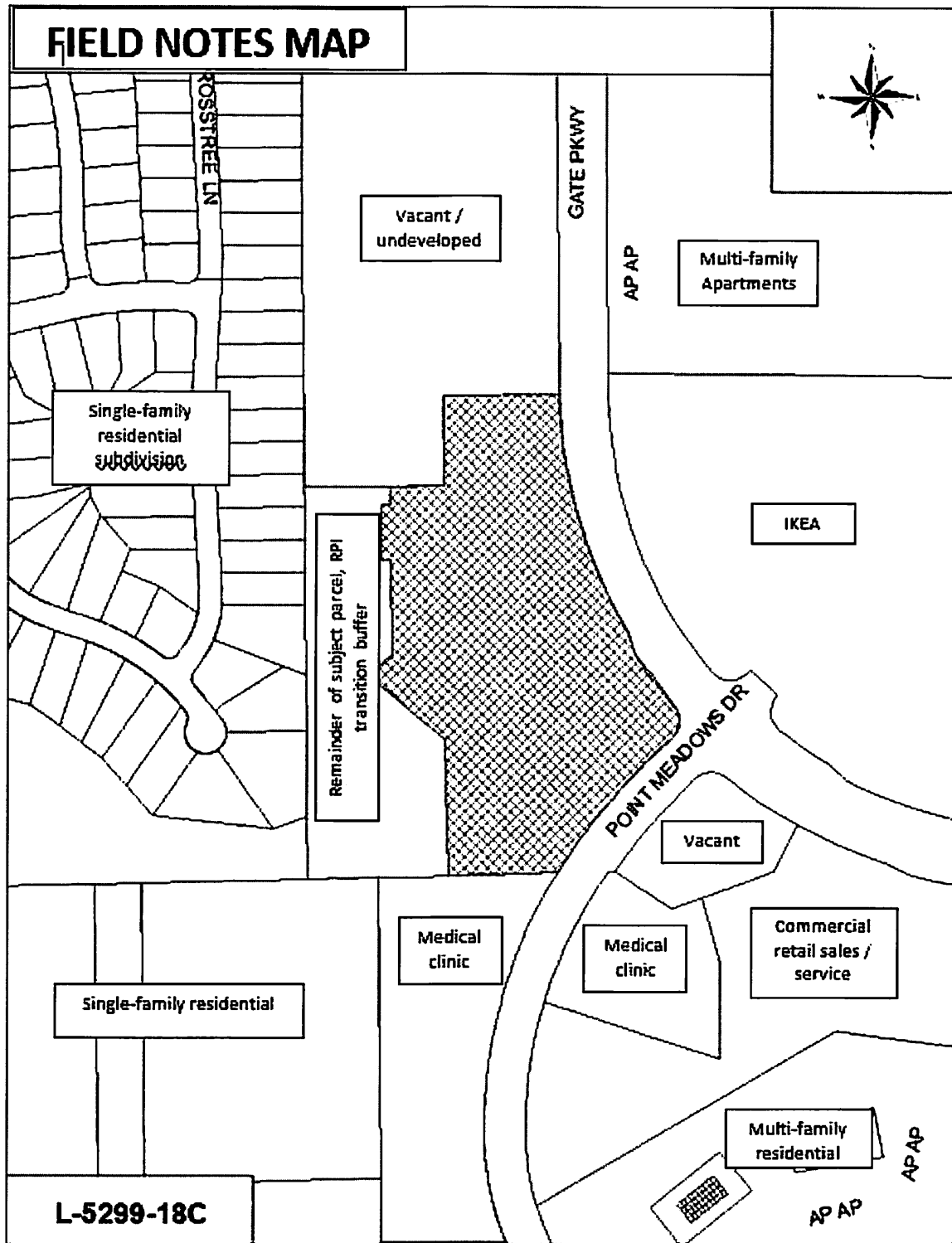
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



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: August 2, 2018

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5299-18C

The proposed project identified in Land Use Amendment L-5299-18C is located at the northwest quadrant of Gate Parkway and Point Meadows Drive, which is in the Transportation Management Area (TMA) of Jacksonville, Florida. The subject site is undeveloped with an existing Residential/Professional/Institutional (RPI) nonresidential land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) development on approximately 9.94 +/- 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 RPI non-residential land use category development impact assessment standards allows for 0.5 FAR per acre, resulting in a development potential of 216,493 SF of office/institutional space (ITE Land Use Code 710) which could generate 2,109 daily vehicular trips. The proposed CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 151,545 SF of commercial space (ITE Land Use Code 820) which could generate 3,776 daily vehicular trips, which includes a 34% pass-by trip reduction rate. This will result in net increase of 1,667 daily vehicular trips if the land use is amended from RPI to CGC, as shown in Table A.

ATTACHMENT B

Traffic Analysis, continued:

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 Internal Trips	Less Pass By Trips	Net New Daily Trip Ends
RPI	710	216,593 SF	T = 9.74 (X)	2,109	0.00%	0.00%	2,109
Total Section 1							2,109
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass By Trips	Net New Daily Trip Ends
CGC	820	151,545 SF	T = 37.75 (X)	5,721	0.00%	34.00%	3,776
Total Section 2							3,776
Net New Daily Trips							1,667


Source: Trip Generation Manual 10th Edition, Institute of Engineers

Transportation Element Policy 1.3.4 states that ... any Future Land Use Map (FLUM) series amendments within the TMA to non-residential functional land use categories shall be consistent with the mix of use and total external vehicle trips in the supporting data and analysis or shall be supported by revised data and analysis and any necessary amendments to the TMA. Trips associated with land uses in the TMA were calculated using trip rates and equations from the fifth edition of the ITE Trip Generation Manual, along with internal capture and pass-by traffic rates established in the original transportation analysis for the TMA. It is evident that the proposed CGC land use will generate new daily trips and therefore, will have external impacts on the roadway network.

The Transportation Planning Division requires that a trip generation and operational analysis of the adjacent roadway network, performed by a licensed professional traffic engineer, be conducted to determine the impact to the external TMA trips as a result of the land use change. A methodology meeting with the Transportation Planning Division must be held prior to commencement of the study. The traffic analysis is subject to approval of Planning and Development Department and the City of Jacksonville Traffic Engineer.

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:	5/3/2018	Date Staff Report is Available to Public:	8/17/2018
Land Use Adoption Ordinance #:	2018-441	Planning Commission's LPA Public Hearing:	8/23/2018
Rezoning Ordinance #:	2018-442	1st City Council Public Hearing:	8/29/2018
JPDD Application #:	L-5299-18C	LUZ Committee's Public Hearing:	9/5/2018
Assigned Planner:	Susan Kelly	2nd City Council Public Hearing:	9/11/2018

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information: PAUL HARDEN, ESQ. LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 9043965731 Fax: 9043995461 Email: PAUL_HARDEN@BELLSOUTH.NET	Owner Information: ARTHUR SKINNER ARTHUR CHESTER SKINNER, III, TRUST, ET AL 2963 DUPONT AVE JACKSONVILLE, FL 32217
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DESCRIPTION OF PROPERTY

Acreage: 9.94 Real Estate #(s): 167741 0700, a portion of	General Location: NWC OF GATE PKWY & POINT MEADOWS DR
Planning District: 3 Council District: 11 Development Area: URBAN AREA Between Streets/Major Features: I-295 and SOUTHSIDE BLVD	Address: 0 GATE PKWY

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT Current Land Use Category/Categories and Acreage: RPI 9.94	Requested Land Use Category: CGC Surrounding Land Use Categories: CGC, LDR, RPI
Applicant's Justification for Land Use Amendment: TO DEVELOP CONSISTENT WITH SURROUNDING COMMERCIAL USES.	

UTILITIES

Potable Water: JEA	Sanitary Sewer: JEA
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COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage: PUD 9.94	Requested Zoning District: PUD
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Additional information is available at 904-255-7888 or on the web at <http://maps.coj.net/luzap/>

ATTACHMENT D

Aerial Map:



ATTACHMENT E

Wetlands Map:

