



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

**OVERVIEW**

**ORDINANCE: # 2018-514**

**APPLICATION: L-5293-18C-3-11**

**APPLICANT: PAUL HARDEN, ESQ.**

**PROPERTY LOCATION: 0 A.C. Skinner Parkway**

**Acreeage: 9.84**

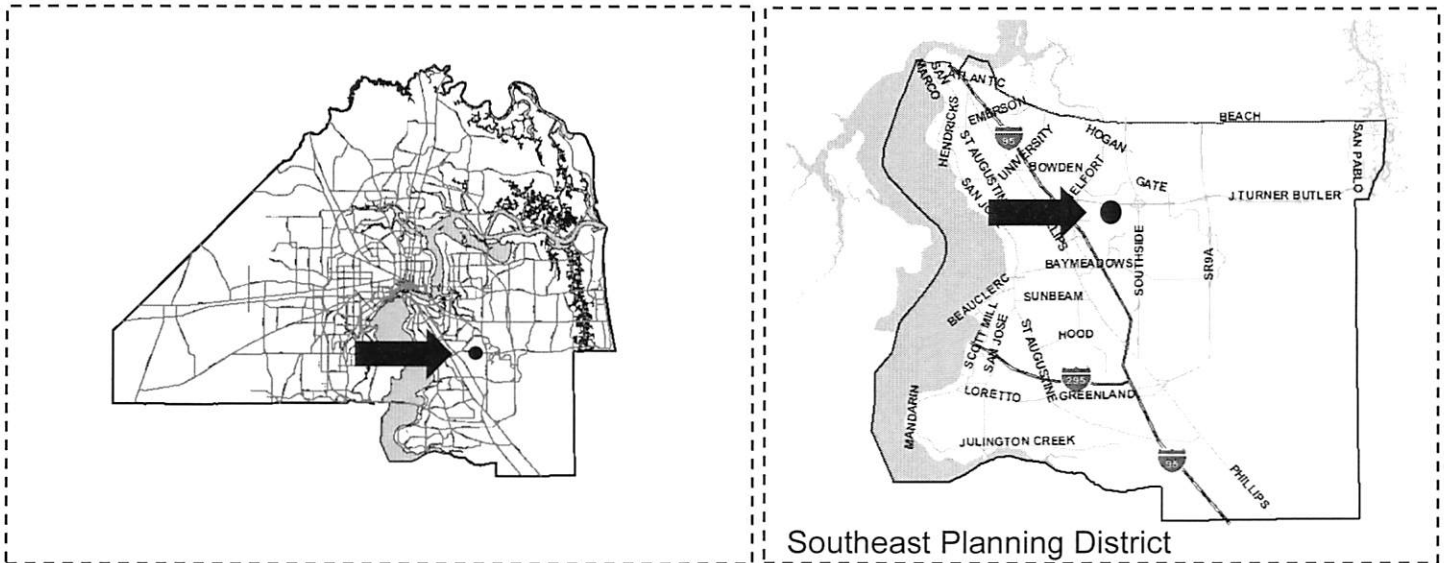
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>BP</b>	<b>CGC</b>
<b>ZONING</b>	<b>IBP &amp; CO</b>	<b>PUD</b>

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
BP	CGC	N/A	N/A	150,021 Sq. Ft. (0.35 FAR)	150,021 Sq. Ft. (0.35 FAR)	N/A	No Change

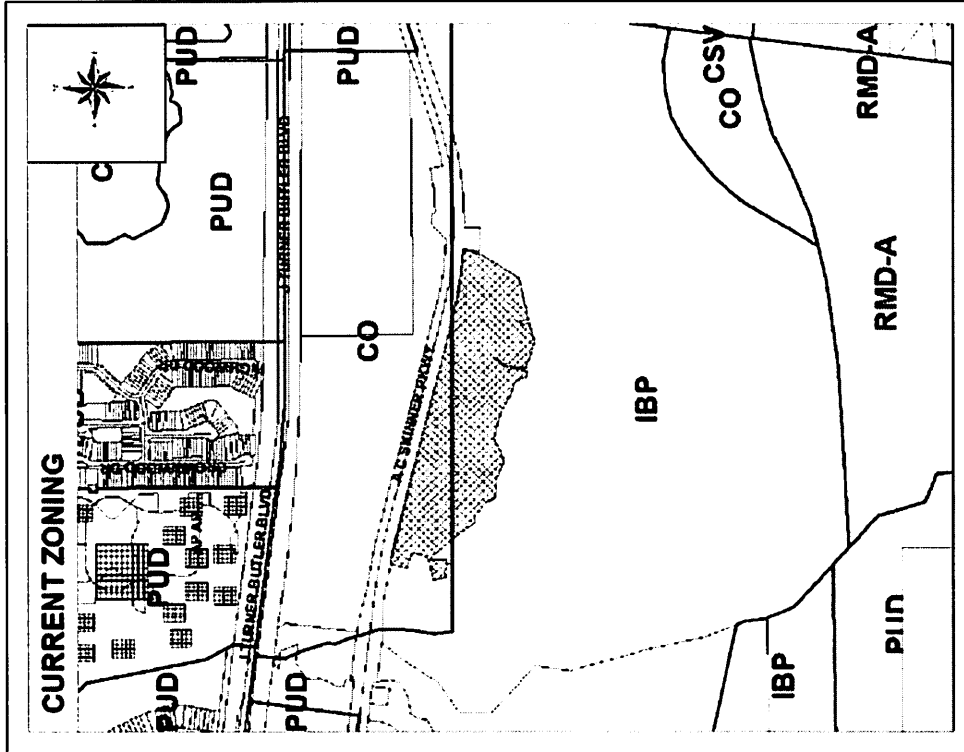
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**

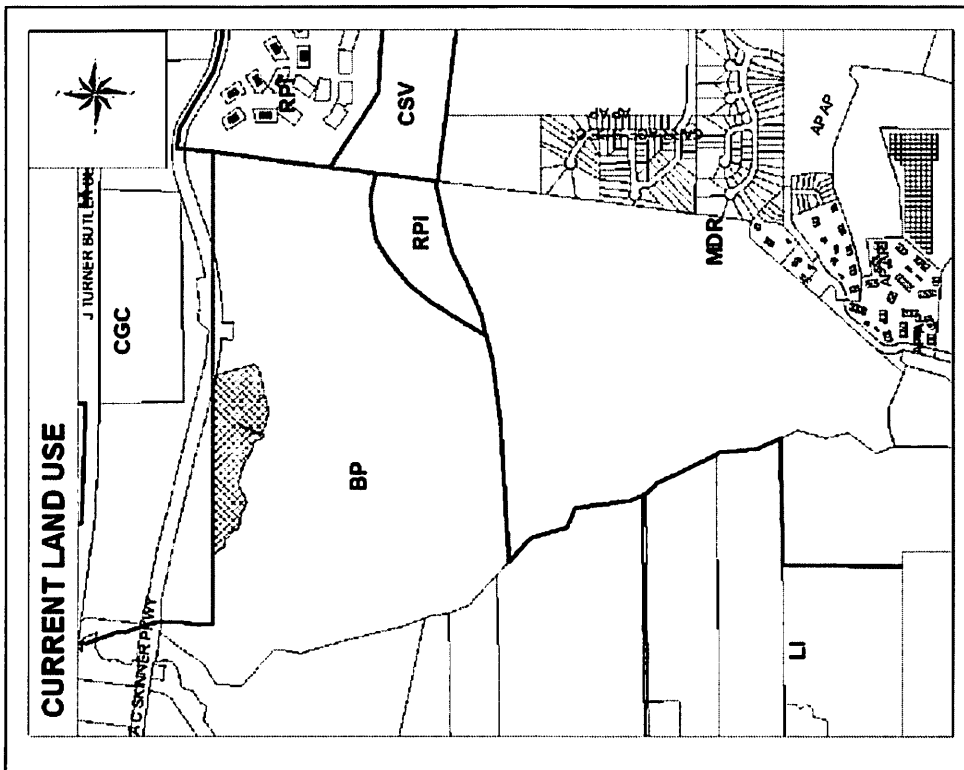


# DUAL MAP

## SMALL SCALE LAND USE APPLICATION L-5293-18C



**Current Zoning District(s):** Industrial Business Park (IBP) & Commercial Office (CO)  
**Requested Zoning District(s):** Planned Unit Development (PUD)



**Existing FLUM Land Use Categories:** Business Park (BP)  
**Requested FLUM Land Use Category:** Community/General Commercial (CGC)

# ANALYSIS

## Background:

The 9.84 acre subject property is located along A.C. Skinner Parkway, a 4 lane unclassified, divided roadway with sidewalks. The subject parcel is a portion of a larger parcel, which is approximately 348.14 acres. The property is located within the Urban Development Area, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

The subject site is currently vacant with a land use designation of Business Park (BP). The applicant proposes a future land use map amendment from BP to Community/General Commercial (CGC) and a rezoning from Industrial Business Park (IBP) and Commercial Office (CO) to Planned Unit Development (PUD). The rezoning contains a larger part of the bigger parcel and has a total acreage of 17.37 acres. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-515.

The subject property is located on the south side of A.C. Skinner Parkway, east of Belfort Road, and west of Key Lime Drive. Much of the area surrounding the subject site is vacant, however, there are townhomes to the east. Two properties directly abutting the larger part of this parcel to the east have had separate land use changes in 2000. The first was a change from BP and CGC to Residential-Professional-Institutional (RPI) pursuant to 2000-366-E. The second change was from BP, RPI, and Medium Density Residential (MDR) to Conservation (CSV) (2000-370-E).

Detailed information about the surrounding area can be found on the Dual Map on page 2, and on Attachment A – Existing Land Utilization Map on Page 14. The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC	CO	Vacant, Retention Pond
South	BP	IBP	Vacant
East	BP & RPI	CO, CRO, CSV & PUD	Vacant, Townhomes
West	BP	IBP	Vacant, Retention Pond

## 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 has provided a JEA Service Availability Letter dated March 20, 2017 with their application. According to the Availability Letter, the site has access to both centralized water and sewer.

## 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 1,872 net 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 1 on A. C. Skinner Parkway between Belfort Road and Southside Boulevard.

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 (2018)* 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 **0.68**.

A.C. Skinner Parkway is a 4-lane divided roadway with a maximum daily capacity of 35,721 vpd and a 2018 daily traffic volume of 6,288 trips. The proposed commercial development could generate approximately 1,872 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.23 with the inclusion of the additional traffic from this land use amendment.

The Transportation Planning Division requires that an operational analysis of the adjacent roadway network, performed by a licensed professional traffic engineer, be conducted to determine the impact to the external 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.

### **School Capacity**

While the amendment request is to a commercial land use category, the CGC permits mixed use developments that include multi-family residential development in the Urban Development Area at up to 40 units per acre. The companion rezoning includes a multi-family component and as such, the school capacity has been analyzed based on the maximum development potential of the category.

The 9.84 acre proposed land use map amendment has a maximum potential development of 314 dwelling units. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented

**School Impact Analysis  
L-5293-18C**

**Development Potential: 314 Residential Units**

School Type	CSA	2017-18 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	4	5,820	86%	52	100%	207
Middle	4	2,680	71%	23	82%	525
High	4	795	62%	29	86%	65
<b>Total New Students</b>				<b>105</b>		

*Total Student Generation Yield: 0.333*

*Elementary: 0.167*

*Middle: 0.073*

*High: 0.093*

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

**Public School Facilities Element**

**Policy 2.3.2** The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

**Policy 2.3.3** The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

**Objective 3.2** **Adopted Level of Service (LOS) Standards**  
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

**Supplemental School Information:**

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

SCHOOL	CSA	STUDENTS GENERATED BY LAND USE	SCHOOL CAPACITY	CURRENT ENROLLMENT (2015/16)	% OCCUPIED	4 YEAR PROJECTION
Beauclerc ES #230	4	52	1,041	799	77%	81%
Southside MS #211	3	23	977	842	86%	85%
Englewood HS #90	3	29	1,864	1,856	100%	96%

TOTAL STUDENTS 104

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

**Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of 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. 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.

**Flood Zones**

Approximately 3.0 acres of the subject site is located within either the 0.2 PCT Annual Chance Flood Hazard or AE flood zones (Attachment E). Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm of Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will

happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The 0.2 PCT Annual Chance Flood Hazard flood zone is defined as areas within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. The AE flood zone is defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

#### Conservation /Coastal Management Element (CCME)

- Policy 1.4.4 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.
- Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.
- Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:
- A. Land acquisition or conservation easement acquisition;
  - B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
  - C. Incentives, including tax benefits and transfer of development rights.

#### **Airport Environment Zone**

The site is located within the 500 foot Height and Hazard Zone for the Jacksonville Naval Air Station. Zoning will limit development to a maximum height of less than 500', 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.



# IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
Development Boundary	Urban	
Roadway Frontage Classification	Unclassified	
Plans/Studies	Southeast Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	Multi-family housing & Live/work units
Land Use/Zoning	BP	CGC
Development Standards For Impact Assessment	0.35 FAR	0.35 FAR
Development Potential	150,021 sq. ft.	150,021 sq. ft.
Population Potential	0	0
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area	X- 500'	
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X- high	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Net increase of 1,872 new trips per day	
Potential Public School Impact	Increase of 52 Elementary, 23 Middle, and 29 High school students	
Water Provider	JEA	
Potential Water Impact	Increase of 63,262 Gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 47447 Gallons per day	
Potential Solid Waste Impact	Increase of 576.37 tons per year	
Drainage Basin / Sub-Basin	Arlington River/ S. Tigerhole Swamp	
Recreation and Parks	Touchton Road Park	
Mass Transit	None	
<b>NATURAL FEATURES</b>		
Elevations	14'-20'	
Land Cover	4110- pine flatwoods	
Soils	35- Lynn haven fine Sand 0 to 2 percent slopes 66- Surrency loamy fine sand , depressional ,0 to 2 percent slopes	
Floodzone	0.2 percent chance (500-year flood) AE (100 year flood)	

Wetlands	No
Wildlife (sites greater than 50 acres)	N/A

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 16, 2018, the required notices of public hearing signs were posted. Five (5) 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's Information Meeting was held on August 20, 2018. No members of the public were present.



# CONSISTENCY EVALUATION

## 2030 Comprehensive Plan

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

### Future Land Use Element:

- Policy 1.1.2 As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.
- Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
- Policy 1.1.22 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 1.2.9 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.
- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent,

sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

- Policy 3.1.6 The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing 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 3.2.4 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.

Currently the site has a Business Park (BP) land use designation. According to the Future Land Use Element (FLUE), BP in the Urban Area is intended to provide compact medium to high density office development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial Sanctuary.

The applicant is proposing a land use change for the subject site from BP to CGC. According to the Future Land Use Element (FLUE), CGC in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which about a roadway classified as an arterial or higher on the Functional Highway Classification Map.

While the proposed change is to a primarily commercial category, the applicant has indicated an intention to develop a residential component, as part of their PUD. Residential uses are permitted in the CGC land use category, providing that they are not the sole use of the development and do not exceed 80% of the development. The inclusion of residential uses, in addition to commercial uses would allow for a mix of uses, and therefore be consistent with Goal 3, Objectives 3.1 and 3.2, and Policies 1.1.12, and 3.1.6 of the FLUE. Commercial uses in the proposed development would be required to meet design criteria in the Land Development regulations pursuant to FLUE Policy 3.2.4.

The proposed amendment would maintain a compact and compatible land use pattern and promote infill development in the Urban Development Area consistent with the Operative Provisions of the FLUE and with FLUE Policies 1.1.2 and 1.1.22.

The subject site currently has access to centralized water and sewer facilities consistent with Policy 1.2.9 of the FLUE.

### **Vision Plan**

The subject property is located within the boundaries of the Southeast Vision Plan. The vision plan identifies a lack of housing choices, and characterizes the majority of housing options within this area to be low-density, single-family developments. The proposed amendment would allow for the development of additional housing options, offering more choices to residents. Therefore, the proposed amendment would be consistent with Sub-Principle 2.1 of the Southeast Vision Plan.

### **Strategic Regional Policy Plan**

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

Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

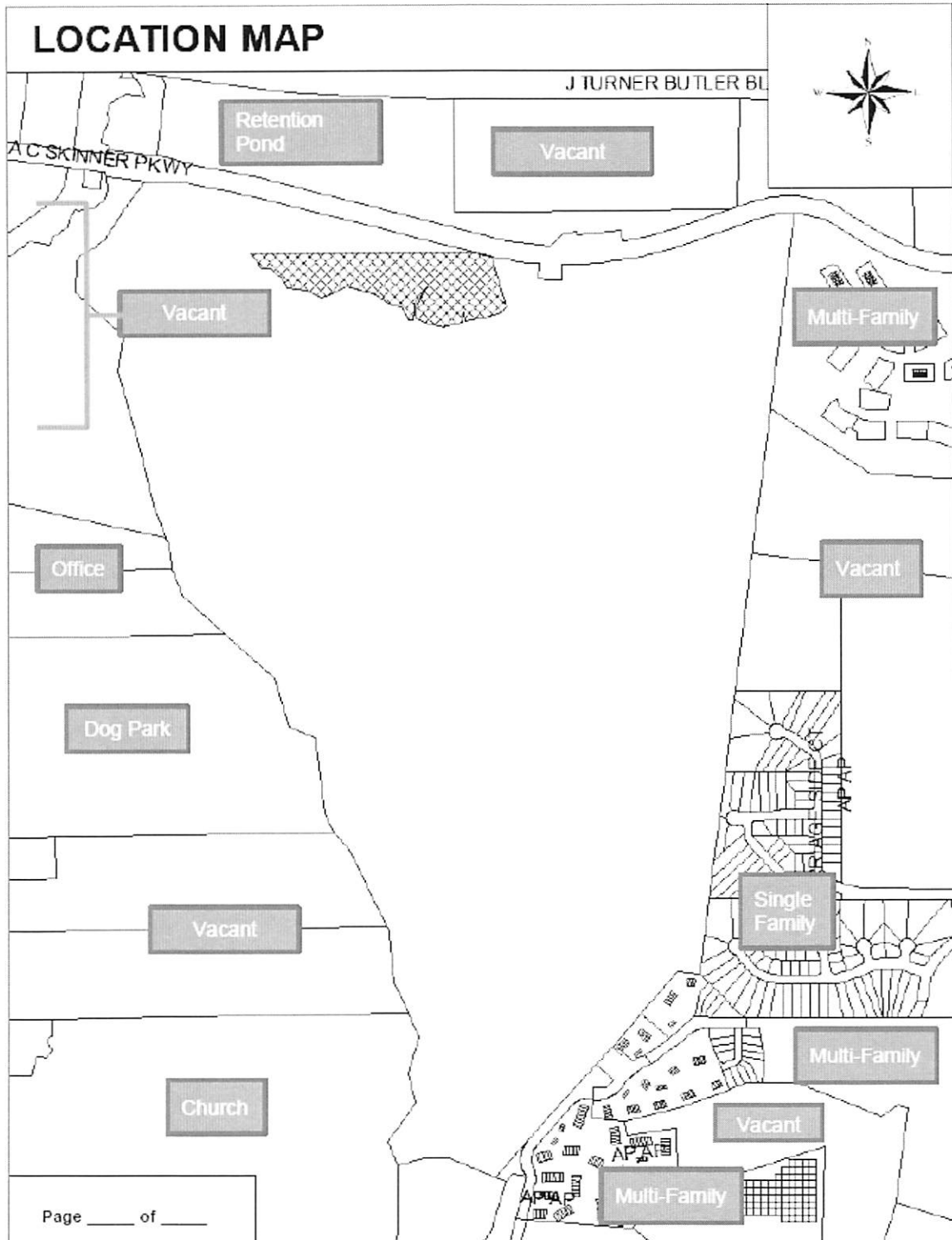
The proposed land use amendment seeks to develop new housing options, and is therefore consistent with Policy 21 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it will increase and diversify the existing housing stock.

### **RECOMMENDATION**

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

# ATTACHMENT A

## Existing Land Utilization:



# ATTACHMENT B

## Traffic Analysis:

The proposed project identified in Land Use Amendment L-5293-18C is located south of A.C. Skinner Parkway and west of Southside Boulevard in the Urban Development Area of Jacksonville, Florida. The subject site is undeveloped with an existing Business Park (BP) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) development on approximately 9.84 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10<sup>th</sup> 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 BP land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 150,021 SF of office/light industrial space (ITE Land Use Code 770) which could generate 1,866 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 150,021 SF of commercial space (ITE Land Use Code 820) which could generate 3,738 net new daily vehicular trips, which includes a 34% pass-by trip reduction rate. This will result in net increase of 1,872 daily vehicular trips if the land use is amended from BP 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 Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
BP	770	150,021 SF	T = 12.44 (X)	1,866	0.00%	0.00%	1,866
<b>Total Section 1</b>							<b>1,866</b>
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	150,021 SF	T = 37.75 (X)	5,683	0.00%	34.00%	3,738
<b>Total Section 2</b>							<b>3,738</b>
<b>Net New Daily Trips</b>							<b>1,872</b>

Source: Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Engineers

## **ATTACHMENT B (cont)**

### **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 A. C. Skinner Parkway between Belfort Road and Southside Boulevard.

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 (2018)* 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 0.68.


A.C. Skinner Parkway is a 4-lane divided roadway with a maximum daily capacity of 35,721 vpd and a 2018 daily traffic volume of 6,288 trips. The proposed commercial development could generate approximately 1,872 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.23 with the inclusion of the additional traffic from this land use amendment.

The Transportation Planning Division requires that an operational analysis of the adjacent roadway network, performed by a licensed professional traffic engineer, be conducted to determine the impact to the external 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:	4/6/18	Date Staff Report is Available to Public:	08-31-2018
Land Use Adoption Ordinance #:	2018-514	Planning Commission's LPA Public Hearing:	09-06-2018
Rezoning Ordinance #:	2018-515	1st City Council Public Hearing:	09-11-2018
JPDD Application #:	L-5293-18C	LUZ Committee's Public Hearing:	09-18-2018
Assigned Planner:	Krista Fogarty	2nd City Council Public Hearing:	09-25-2018
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> PAUL HARDEN LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 9043965731 Fax: 9043995461 Email: PAUL_HARDEN@BELLSOUTH.NET		<b>Owner Information:</b> NATHANIEL FORD, SR. JACKSONVILLE TRANSPORTATION AUTHORITY 100 N. MYRTLE AVE JACKSONVILLE, FL 32203	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
Acreage:	9.84	General Location:	ON THE SOUTH SIDE OF A.C. SKINNER PKWY, EAST OF I-95
Real Estate #(s):	154378 0000, a portion of	Address:	0 A C SKINNER PKWY
Planning District:	3		
Council District:	11		
Development Area:	URBAN AREA		
Between Streets/Major Features:	I-95 and SOUTHSIDE BLVD		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
Current Utilization of Property:	VACANT		
Current Land Use Category/Categories and Acreage:	BP 9.84		
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	BP,CGC
Applicant's Justification for Land Use Amendment:	TO DEVELOP MULTI-FAMILY RESIDENTIAL		
<b><u>UTILITIES</u></b>			
Potable Water:	JEA	Sanitary Sewer	JEA
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
Current Zoning District(s) and Acreage:			
IBP	9.84		
CO	7.53		
Requested Zoning District:	PUD		
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/luzap/">http://maps.coj.net/luzap/</a>			

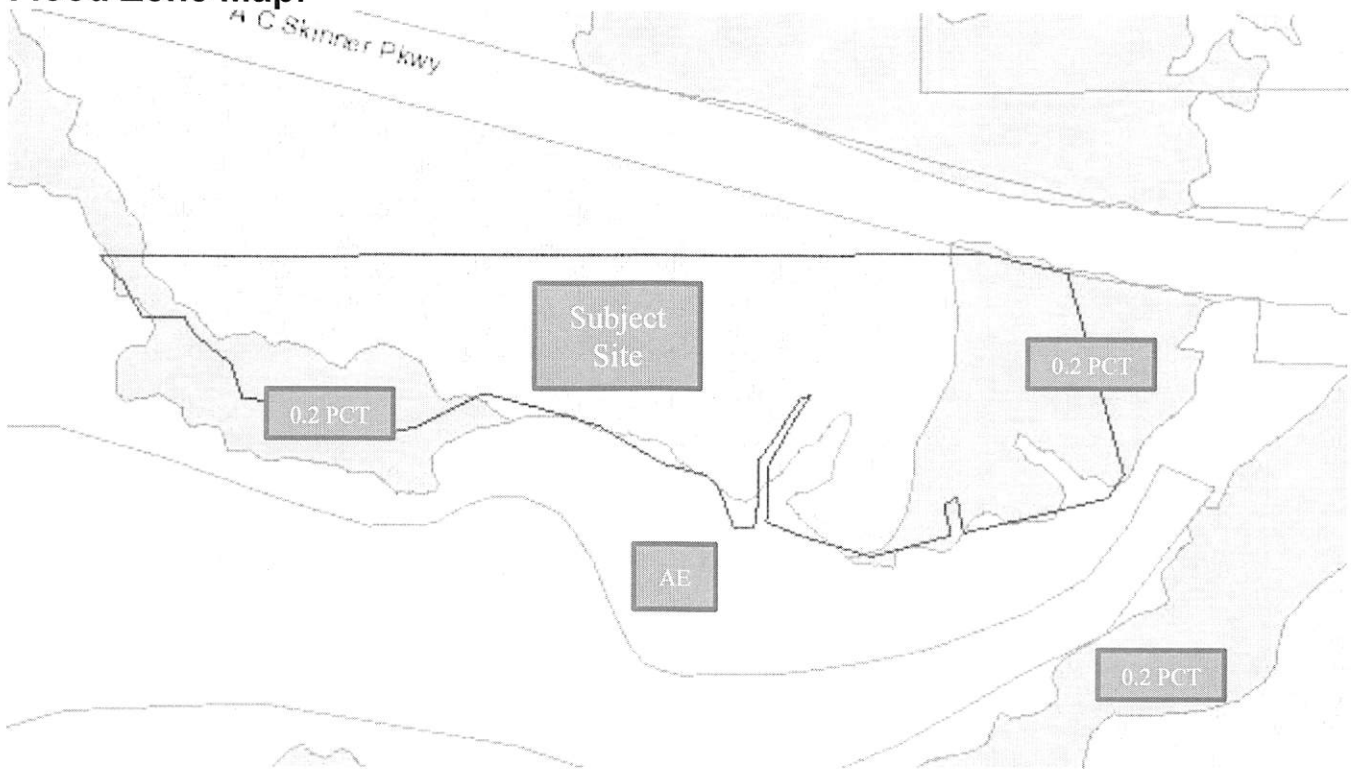
# ATTACHMENT D

Aerial:



# ATTACHMENT E

## Flood Zone Map:



- Flood Zones
- 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- A
- AE
- AE-FLOODWAY
- AH
- AO
- VE