

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



**OVERVIEW**

**ORDINANCE: 2018-696**

**APPLICATION: L-5309-18A-3-11**

**APPLICANT: PAUL HARDEN, ESQ.**

**PROPERTY LOCATION: 0 A.C. Skinner Parkway, between Southside Boulevard (SR 115) and Belfort Road**

**Acreage: 17.37**

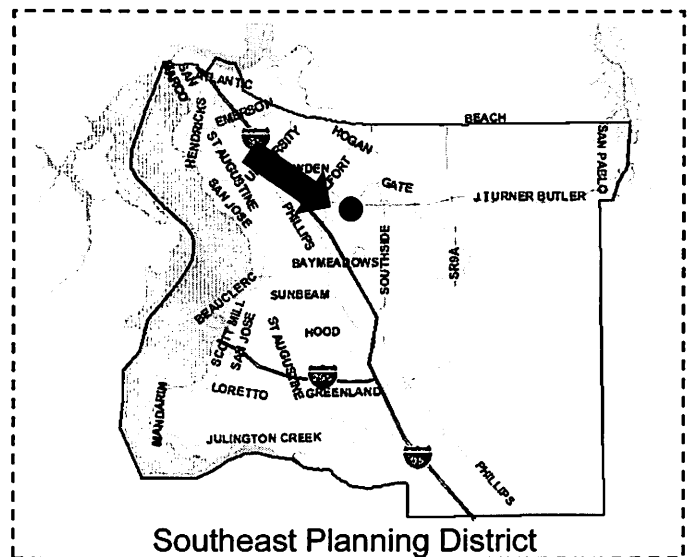
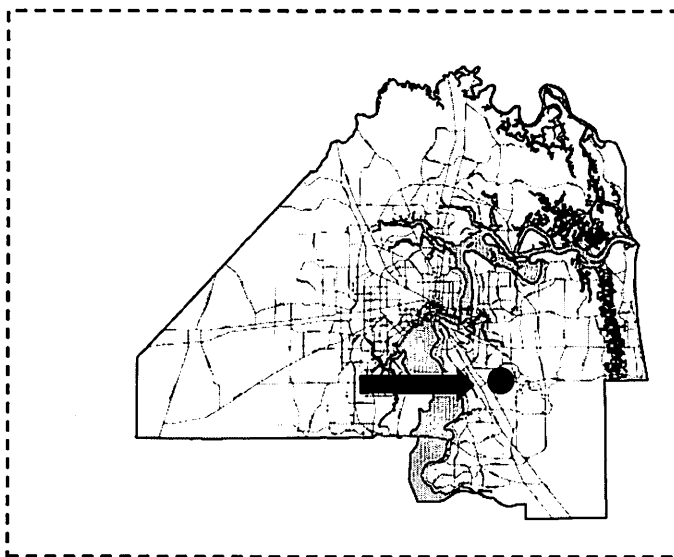
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>CGC</b>	<b>HDR</b>
<b>ZONING</b>	<b>PUD</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
CGC	HDR	N/A	782 DU/ (45 DU/ Acre)	264,823 Sq. Ft. (0.35 FAR)	N/A	Increase of 782 DU	Decrease of 264,823 Sq. Ft.

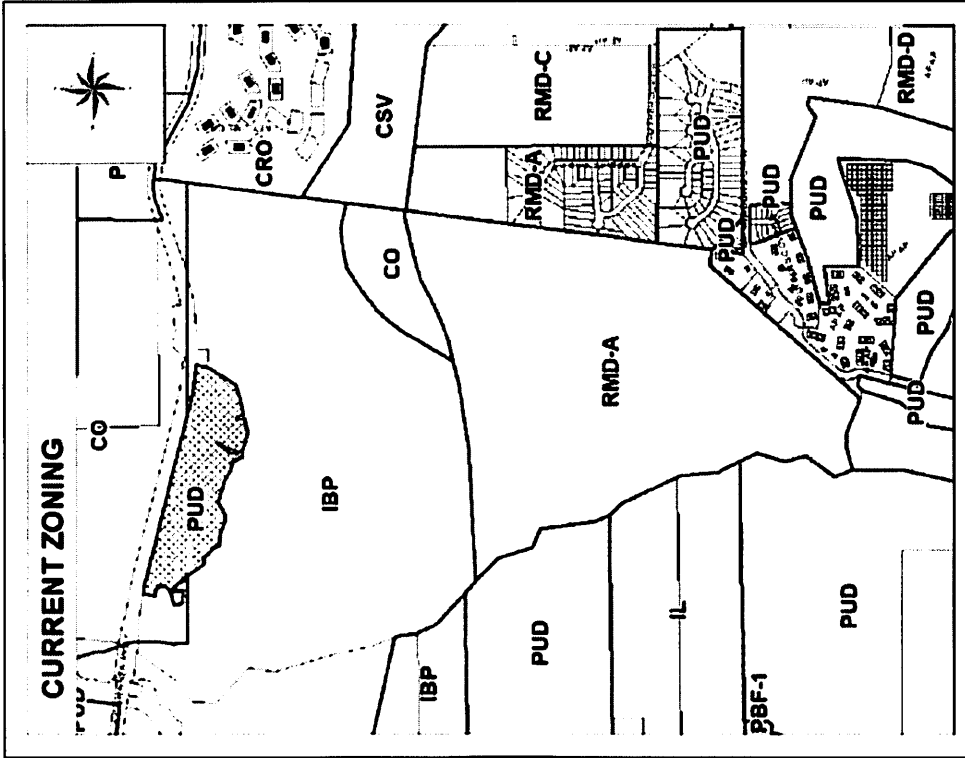
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**

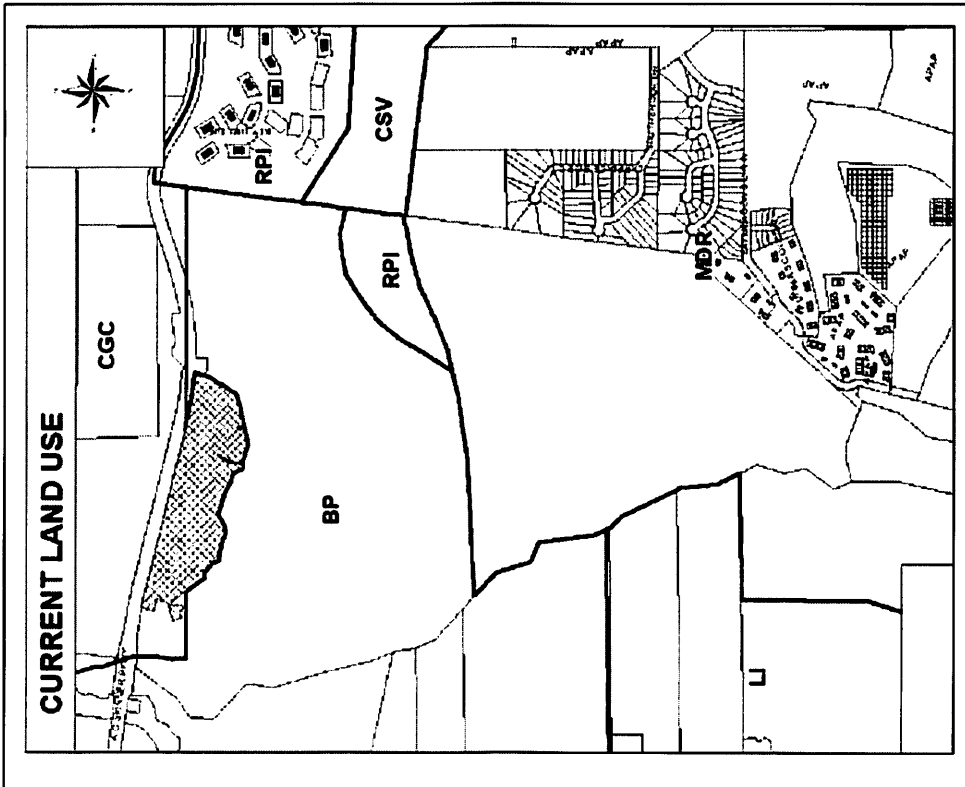


# DUAL MAPS

## LARGE SCALE LAND USE APPLICATION L-5309-18A



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



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

# ANALYSIS

## Background:

The 17.37 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 currently vacant subject property is located on the south side of A.C. Skinner Parkway, east of Belfort Road, and west of Southside Boulevard (SR 115). The subject site has a land use designation of Community/General Commercial (CGC). The applicant proposes a future land use map amendment from CGC to High Density Residential (HDR) to develop multi-family dwelling units. A 9.84 acre portion of the subject site recently underwent a land use amendment (2018-514-E) to change the land use designation from Business Park (BP) to CGC.

Much of the area surrounding the subject site is vacant, however, there are townhomes approximately 0.3 of a mile to the east. Two properties directly abutting the larger part of this parcel (not including the subject site) 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). The rezoning application is not required for the transmittal round of legislation and will be processed during the adoption round of this large scale future land use amendment.

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 provided a JEA availability letter dated March 6, 2017 indicating that the site has access to centralized water and sewer infrastructure.

### **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 does not result in an increase of 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.

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 0.70.

A.C. Skinner Parkway is a local roadway that will be impacted by the proposed development. A.C. Skinner Parkway between Belfort Road and Southside Boulevard is a 4-lane urbanized divided facility, which is not currently functionally classified but operates as a collector. The proposed 782 dwelling units could generate approximately 1,619 net daily trips unto the network, which is less than the trips that would be generated under the current CGC designation. This segment is expected to operate at a V/C ratio of 0.29 with the inclusion of the additional traffic from this land use amendment.

### **School Capacity**

The 17.37 acre proposed land use map amendment has a maximum potential development of 782 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  
LUA 5309-18A**

**Development Potential:782 Multi-Family Units**

School Type	CSA	2015-16 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	4	5,820	86%	131	100%	65
Middle	4	5,125	88%	57	85%	301
High	4	1,345	62%	73	86%	5
<b>Total New Students</b>				<b>261</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	CONCURRENCY SERVICE AREA	STUDENTS GENERATED	SCHOOL CAPACITY (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2018/19)	% OCCUPIED	4 YEAR PROJECTION
Beaulearc ES #230	4	131	1,041	765	73%	85%
Southside MS #211	3	57	977	868	89%	92%
Englewood HS #90	3	73	1,864	1,851	99%	104%

- Does not include ESE & room exclusions
- Analysis based on 782 maximum dwelling units – L-5309-18A

**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.

**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 feet, 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.

## **Flood Zones**

Approximately 6.3 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 an area 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 an area 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.



# 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
Land Use/Zoning	CGC/PUD	HDR/PUD
Development Standards For Impact Assessment	0.35 FAR	45 Multi-Family DUs/Acre
Development Potential	264,823 sq. ft.	782 Multi-Family DUs
Population Potential	0	1,837 People
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	X- 500'	
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	No net new trips per day	
Potential Public School Impact	Increase of 131 Elementary, 57 Middle, and 73 High school students	
Water Provider	JEA	
Potential Water Impact	Increase of 170,529 Gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 127,897 Gallons per day	
Potential Solid Waste Impact	Increase of 1609 tons per year	
Drainage Basin / Sub-Basin	Arlington River/ S. Tigerhole Swamp	
Recreation and Parks	Touchton Road Park	
Mass Transit	Route 25	
<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 November 2, 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 Information Meeting was held on November 5, 2018. No members of the public attended.



## 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 (FLUE)

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 1.1.22 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 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 Future Land Use Element (FLUE), Community/General Commercial (CGC) in the Urban Development Area is in 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. Development that includes residential uses is preferred to provide support for commercial and other uses.

High Density Residential (HDR) in the Urban Area is intended to provide compact medium to high density mixed use development. Medium to high density residential development which includes limited commercial uses which serve the residential component of HDR

developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicle Miles Traveled. HDR designations shall be in locations which are supplied with full urban services; which are located in close proximity to a roadway classified as arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting LDR or RR are discouraged. Multi-family housing is a principal use in the HDR land use category. Within the Urban Area, the minimum density in the HDR land use category is 20 unit/acre and the maximum density is 60 units/ acre.

The site has access to full urban services, including water and sewer, according to a JEA Availability letter dated March 6, 2017, consistent with Policy 1.2.9 of the FLUE. The subject site is also located within close proximity of JTA stops for route 25, and the arterial roads J. Turner Butler Boulevard (SR-202) and Southside Boulevard (SR-115), and is therefore consistent with the land use category description for HDR in the Urban Development Area. By providing infill development on a site with existing access to infrastructure in the Urban Development Area, the proposed amendment would maintain a compact and compatible land use pattern and as such is consistent with, Objective 6.3 and Policy 1.1.22 of the FLUE.

The applicant is proposing a change from CGC to HDR to allow for the development of a single-use multi-family development. This site currently has a PUD rezoning which allows for multi-family as part of a mixed-use development that incorporates live/work units. According to the applicant the density of new development will be greater than the minimum allowable density of 20 units/acre, but less than 25 units/acre and therefore, the proposed development would not need to provide a mix of uses. As such, the proposed amendment would be providing an appropriate density for the Urban Development Area and is consistent with policy 1.1.2 of the FLUE

The proposed amendment supports development of multi-family dwelling units and as such, the amendment would continue to maintain adequate land designated for residential use and allow for a wider mix of uses and housing types in the area, which presently has land designated as CGC across A.C. Skinner Parkway to the north, and BP uses to the west. Additionally, the proposed amendment supports development of additional housing to serve nearby employment and retail centers such as St. Vincent's Medical Center to the east and Deerwood office parks and the St. Johns Town Center to the west. Therefore, the proposed amendment is consistent with FLUE Goal 3, Objective 3.1, Policy 3.1.6 and Policy 1.1.22.

## **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 which is provide for and promote compatible mixed-use

development, infill and redevelopment in stable and declining areas and create a range of housing opportunities and choices, where appropriate.

### **Strategic Regional Policy Plan**

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

Objective: Housing options that provide choices to all of our residents and promote demographic and economic diversity as one way to ensure that our communities are viable and interesting places for the long term.

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

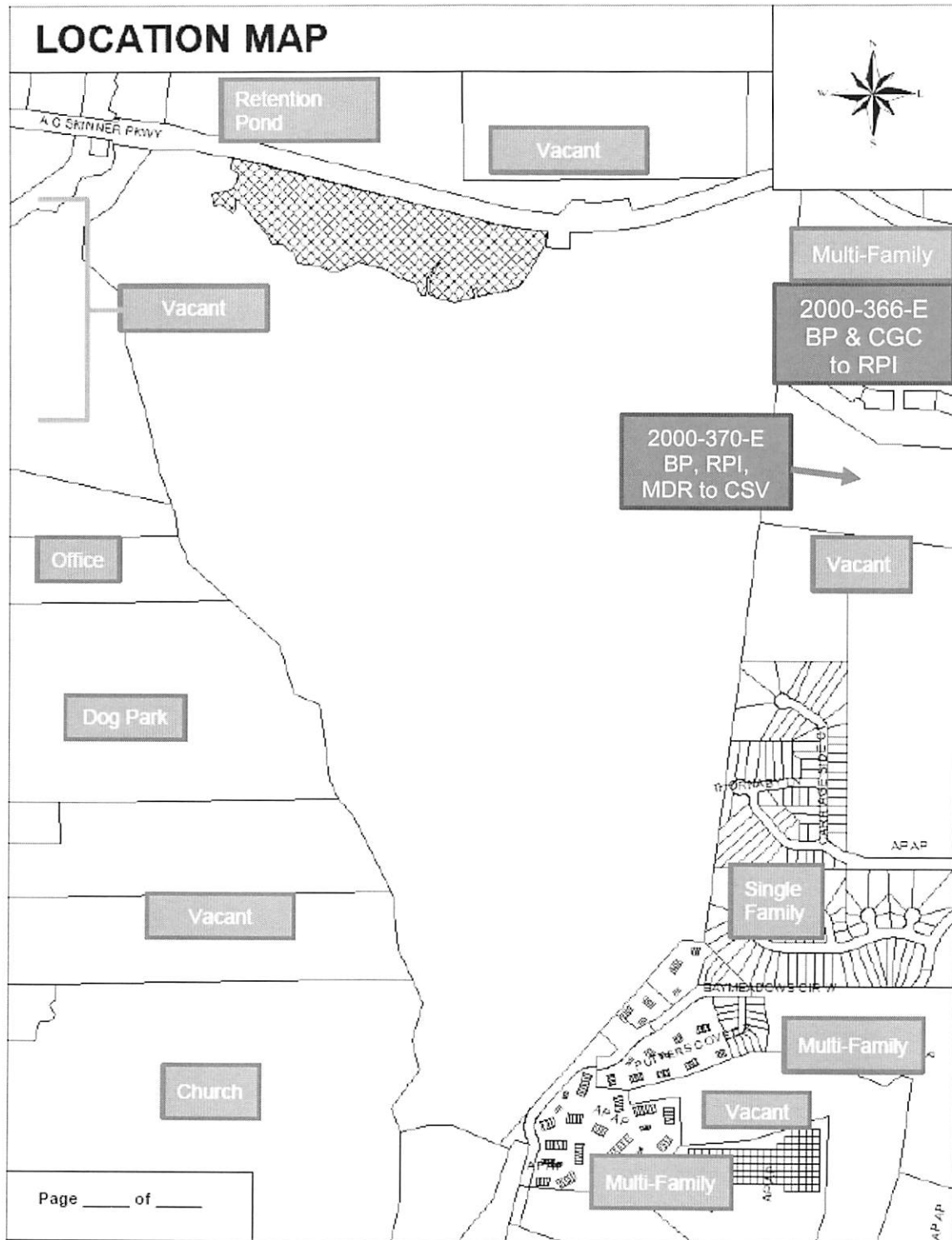
The proposed land use amendment seeks to develop new housing options, and is therefore consistent with Policy 21 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it will increase and diversify the existing housing stock.

### **RECOMMENDATION**

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

# ATTACHMENT A

## Existing Land Utilization:



## ATTACHMENT B

### Traffic Analysis:

The proposed project identified in Land Use Amendment L-5309-18A is located on the south side of A. C. Skinner Parkway, between Southside Boulevard and Interstate 95 in the Suburban Development Area of Jacksonville, Florida. The subject site is undeveloped with an existing Community General Commercial (CGC) land use category. The proposed land use amendment is to allow for High Density Residential (HDR) on approximately 17.37 +/- 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 CGC land use category development impact assessment standards allow for 0.35 FAR per acre, resulting in a development potential of 264,823 SF of general commercial space (ITE Land Use Code 820), which could generate approximately 6,598 net trips. The proposed HDR land use category development impact assessment standards allows for 45 multi-family dwelling units per acre, resulting in a development potential of 782 residential homes (ITE Land Use Code 222) which could generate 1,619 daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from CGC to HDR, 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
CGC	820	264,823 SF	$T = 37.75(X) / 1000$	9,997	34.00%	6,598
<b>Total Section 1</b>						<b>6,598</b>
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
HDR	222	782 Dus	$T = 2.07 (X)$	1,619	0.00%	1,619
<b>Total Section 2</b>						<b>1,619</b>
<b>Net New Daily Trips</b>						<b>0</b>

Source: Trip Generation Manual, 10th 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.

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 0.70.

A.C. Skinner Parkway is a local roadway that will be impacted by the proposed development. A.C. Skinner Parkway between Belfort Road and Southside Boulevard is a 4-lane urbanized divided facility, which is not currently functionally classified but operates as a collector. The proposed 782 dwelling units could generate approximately 1,619 net daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.29 with the inclusion of the additional traffic from this land use amendment.



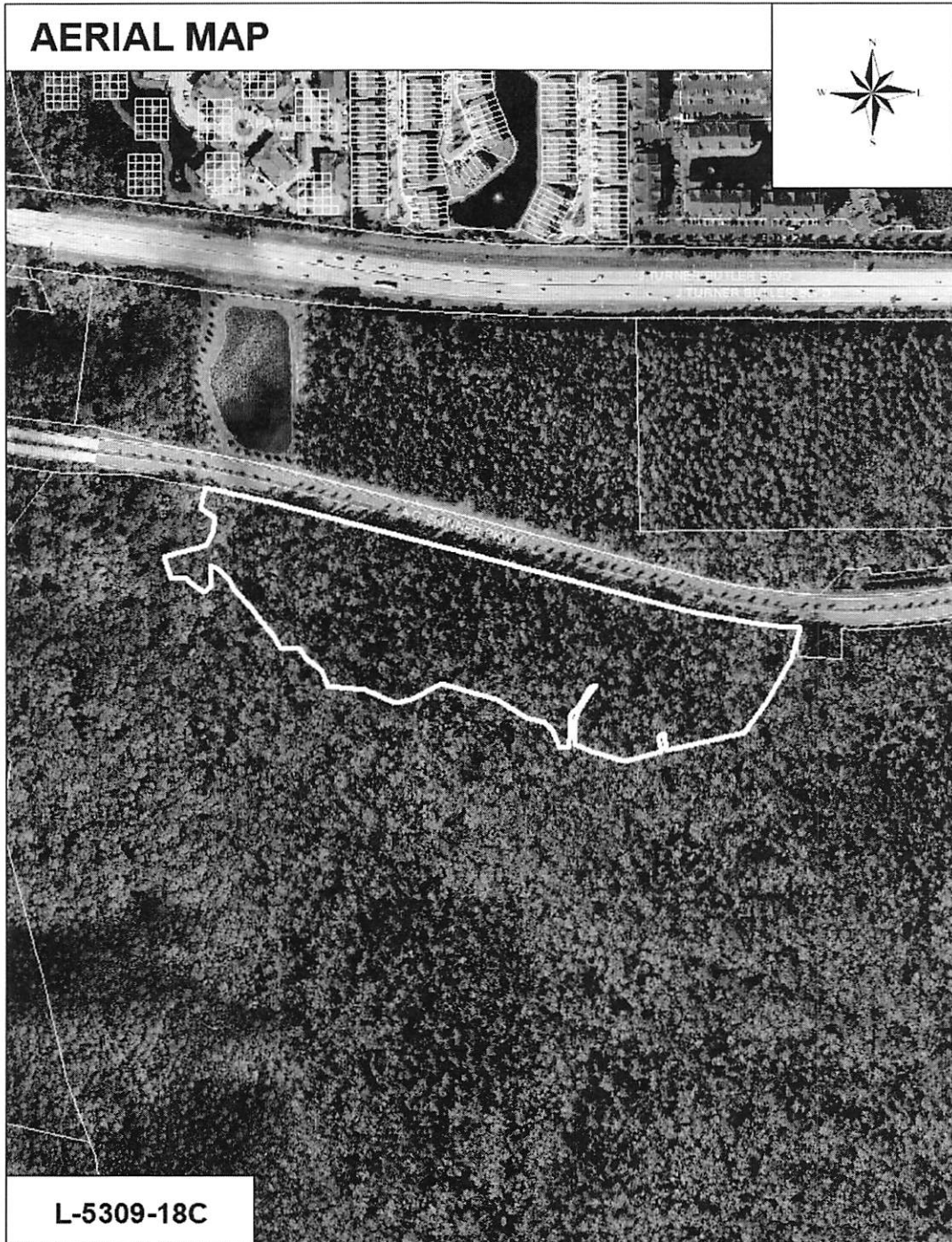
# ATTACHMENT C

## Land Use Amendment Application:

		<b>APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>	
Date Submitted:	7-24-2018	Date Staff Report is Available to Public:	11-30-2018
Land Use Transmittal Ordinance #:	2018-696	Planning Commission's LPA Public Hearing:	12-06-2018
JPDD Application #:	L-5309-18A	1st City Council Public Hearing:	12-11-2018
Assigned Planner:	Krista Fogarty	LUZ Committee's Public Hearing:	01-03-2019 (Thursday)
		2nd City Council Public Hearing:	01-08-2019
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> 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		<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:	17.37	<b>General Location:</b>	ON THE SOUTH SIDE OF A.C. SKINNER PKWY, EAST OF I-95
Real Estate #(s):	154378 0000, a portion of	<b>Address:</b>	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:	CGC 17.37		
Requested Land Use Category:	HDR	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:	PUD 17.37		
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>			

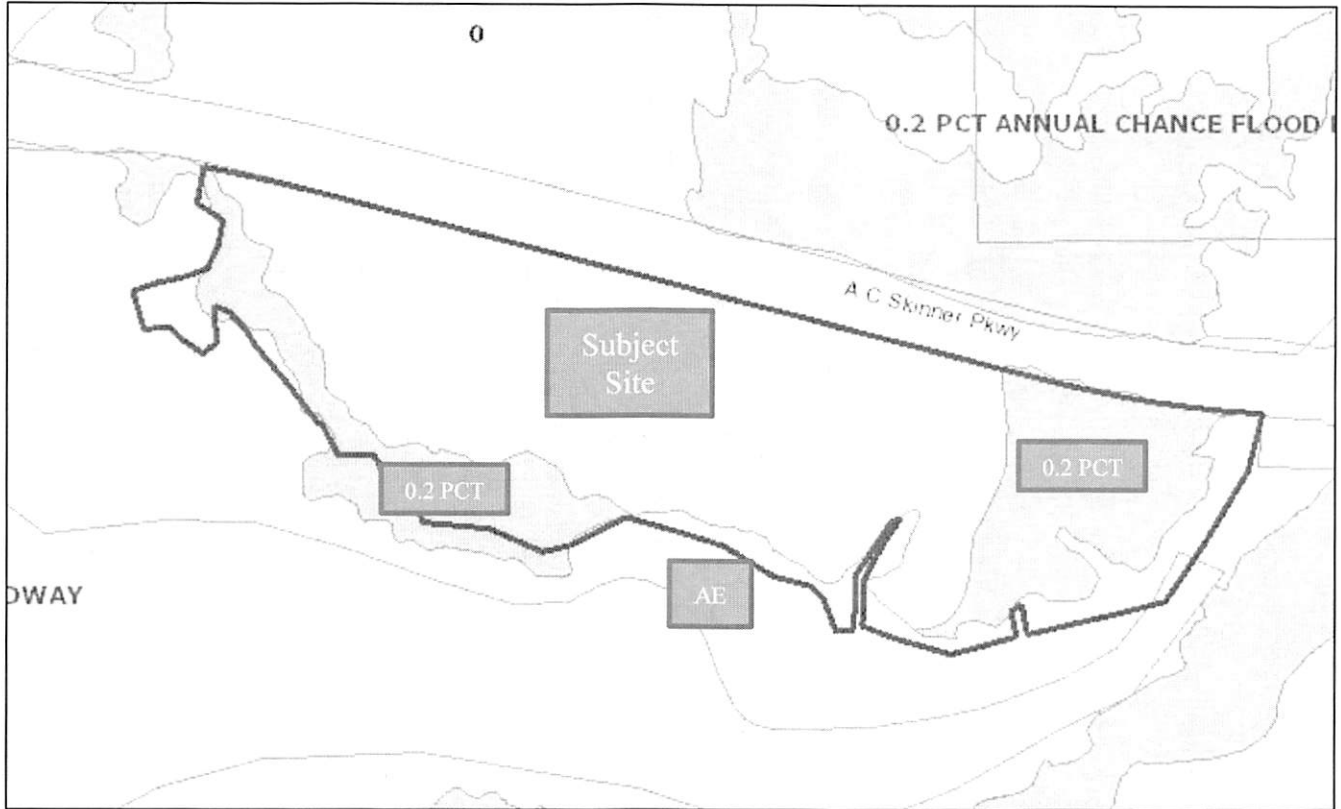
# ATTACHMENT D

Aerial:



# ATTACHMENT E

## Flood Zone Map:



- Flood Zones

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