

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



**OVERVIEW**

**ORDINANCE: # 2019-006**

**APPLICATION: L-5336-18C-5-12**

**APPLICANT:** WYMAN R. DUGGAN, ESQ.

**PROPERTY LOCATION:** 0 Normandy Boulevard (SR 228), between Blair Road and Hammond Boulevard.

**Acreage:** 3.08

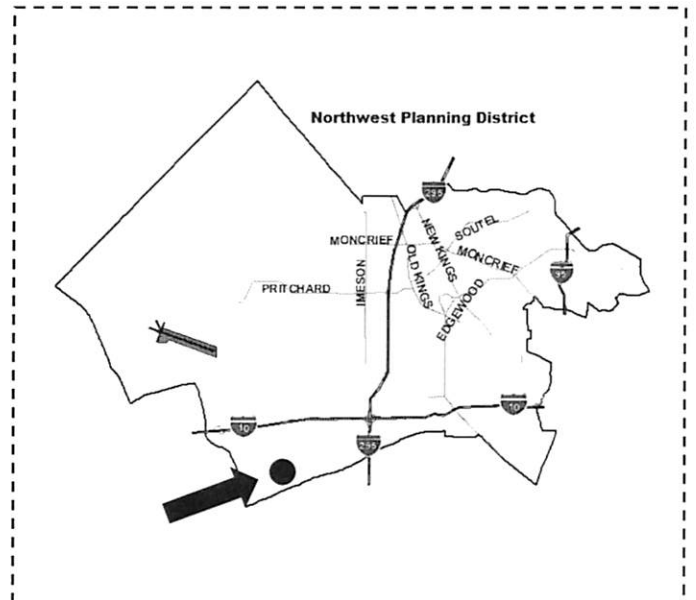
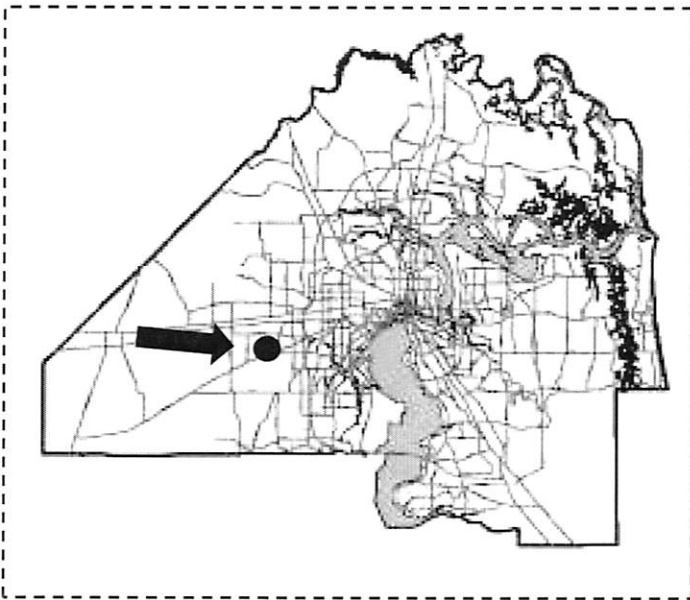
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>CGC</b>	<b>MDR</b>
<b>ZONING</b>	<b>CCG-2 &amp; 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	MDR	N/A	46 Multi-family DUs (15 DUs/Acre)	46,958 Sq. ft. (0.35 FAR)	N/A	Increase of 46 Multi-family DUs	Decrease 46,958 Sq. Ft.

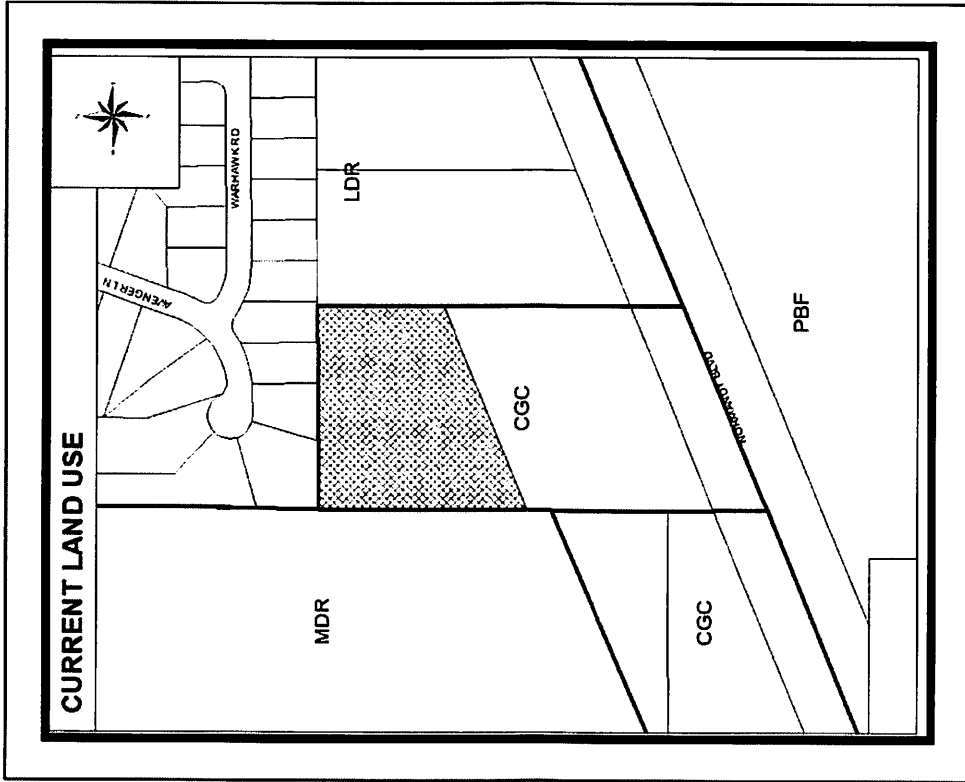
**PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**

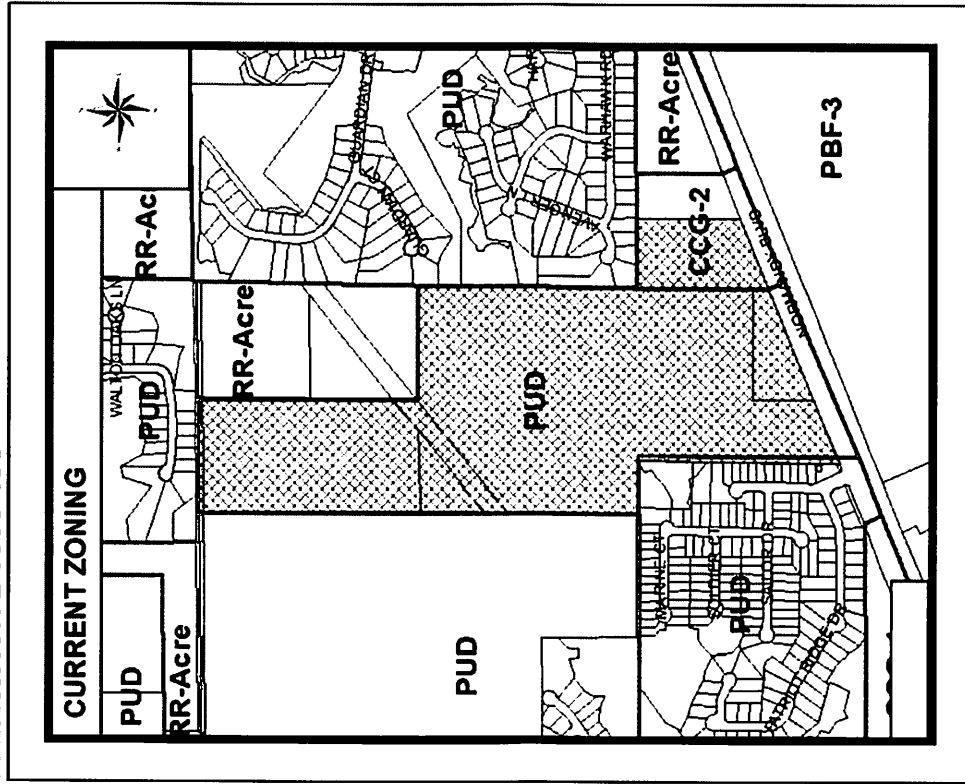


# DUAL MAP

## SMALL SCALE LAND USE APPLICATION L-5336-18C



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



Current Zoning District(s): Commercial Community/General-2 (CCG-2) and  
 Planned Unit Development (PUD)  
Requested Zoning District(s): Planned Unit Development (PUD)

# ANALYSIS

## Background:

The 3.08 acre subject site is located on the north side of Normandy Boulevard (SR 228) between Blair Road and Hammond Boulevard. The land use amendment site is also located within the boundary of the Suburban Development Area, Planning District 5 and Council District 12. Currently, the site consists of vacant land with no street frontage. Access will be provided through the companion zoning application site that has access from Normandy Boulevard (SR 228), which is classified as a major arterial road according to the Functional Highway Classification Map.

The applicant proposes a future land use map amendment from Community/General Commercial (CGC) to Medium Density Residential (MDR) and a rezoning from Planned Unit Development (PUD) and Commercial Community/General-2 (CCG-2) to PUD to allow the development of single-family dwelling units. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-007. The companion PUD rezoning includes an additional 87.92 acres for a total site development of 91 acres and allows for development of 168 single-family dwelling units along with the 3.06 acres of retail commercial uses.

Much of the area around the amendment site is in the Low Density Residential (LDR), MDR, CGC, or Public Buildings and Facilities (PBF) land use categories and developed primarily with of single-family developments. Detailed information about the surrounding area can be found on Page 2, Dual Map, and Page 14, Attachment A – Existing Land Utilization Map.

The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	PUD	Single-family dwellings
South	CGC, PBF	CCG-2, PBF-3	Vacant land, Herlong Recreational Airport
West	MDR, CGC	PUD, CCG-2	Vacant Land
East	LDR	CCG-2, RR-Acre	Office, Vacant land

## 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 application indicates that the site will be served by JEA for both water and sewer. The applicant also submitted a letter from JEA indicating the availability of sewer and water along with the companion PUD zoning application.

## Infrastructure Element, Sanitary Sewer Sub-Element

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

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

## School Capacity

Based on the Development Standards for impact assessment, the 3.08 acre proposed land use map amendment has a maximum development potential of 46 multi-family 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 L-5336-18C**

**Development Potential: 46 Multi-family Units**

School Type	CSA	2017-18 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats
Elementary	8	5,529	83%	8	87%	642
Middle	7	1,203	77%	3	92%	103
High	8	2,795	92%	4	75%	611
<b>Total New Students</b>				<b>15</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
Crystal Springs ES #226	8	8	1,225	1,040	85%	87%
Jefferson Davis MS #216	7	3	1,438	974	68%	69%
Ed White HS #248	8	4	2,071	1,457	70%	73%

- Does not include ESE & room exclusions
- Analysis based on maximum 46 dwelling units – L-5336-18C

**Transportation**

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment is not anticipated to result in an increase of 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 6.

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

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

Normandy Boulevard (SR 228) is a functional classified facility that would be impacted by the proposed development. SR 228 between Branan Field Road and Herlong Road is a 4-lane divided highway and has a maximum daily capacity of 65,600 vpd (2017). The proposed residential development could generate approximately 434 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.17 with the inclusion of the additional traffic from this land use amendment.

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

### **Airport Environment Zone**

The site is located within the 50 foot Height and Hazard Zone for the Herlong Recreational Airport. Zoning will limit development to a maximum height of less than 50 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.

Additionally, the site is located within a Civilian School Regulatory Zone. No new educational facility of a public or private school, with the exception of aviation school facilities, shall be

permitted within an area extending along the centerline of any runway and within the Civilian School Regulatory Zone as prohibited by Section 656.1009.

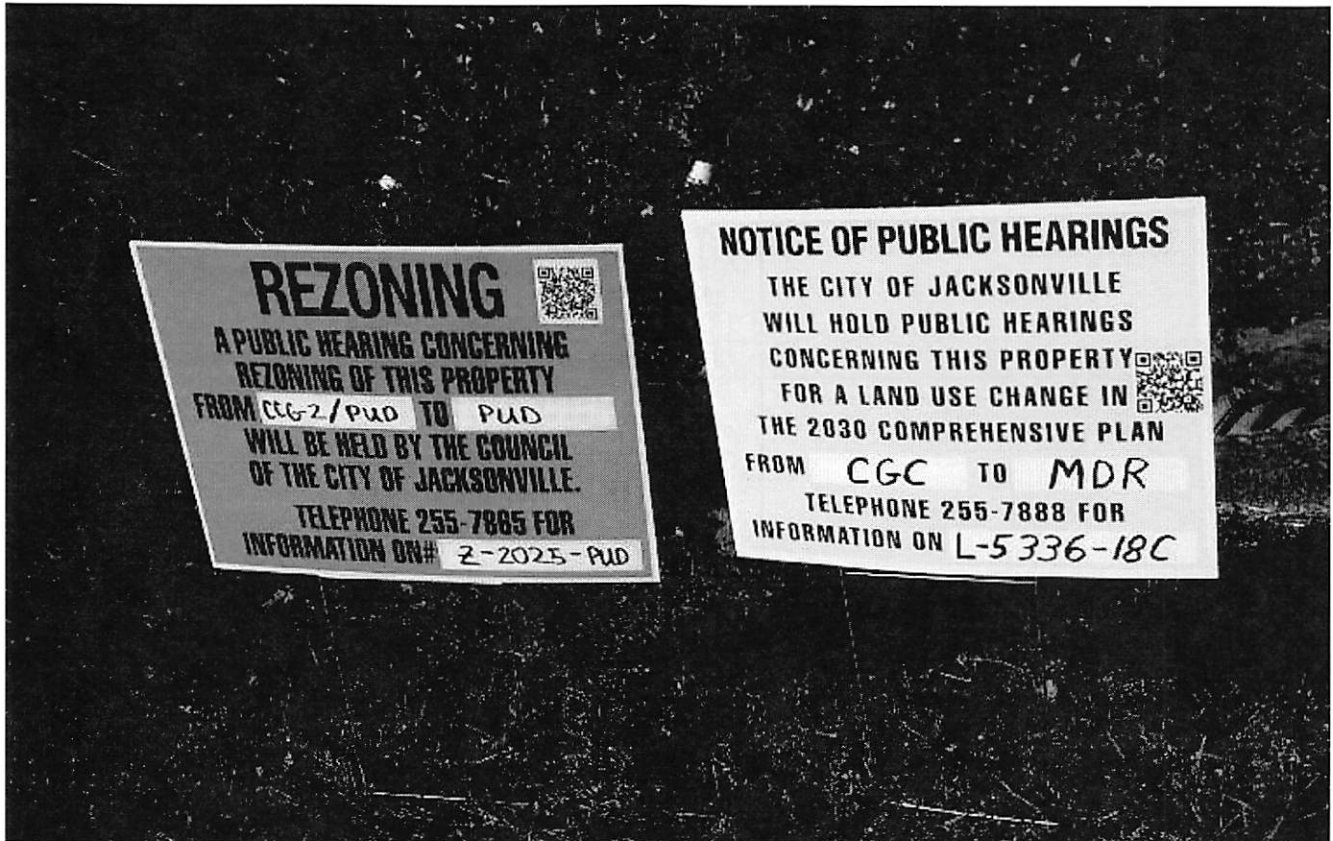


<b>DEVELOPMENT ANALYSIS</b>		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	Normandy Boulevard – Major Arterial	
Plans/Studies	Northwest Jacksonville Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	M/F Dwelling Units
Land Use/Zoning	CGC / CCG-2 & PUD	MDR / PUD
Develop Standards/Impact Assessment	0.35 FAR	15 DUs / Acre
Development Potential	46,958 Sq. Ft.	46 DUs
Population Potential	0 People	108 People
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	50' Height restriction for Herlong Recreational Airport Southwest portion of site within the Civilian School Regulation Zone	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X – Low
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X - Discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: SR228	
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	No net increase of new daily external trips	
Potential Public School Impact	Increase of 15 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 8,462.1 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 6,346.6 gallons/day	
Potential Solid Waste Impact	Increase of 44.467 tons/year	
Drainage Basin / Sub-Basin	St. Johns River upstream Trout River Basin/Sub-Basin	
Recreation and Parks	Caleb Field	
Mass Transit	Route 15 on Normandy Boulevard and Herlong Road	
<b>NATURAL FEATURES</b>		
Elevations	68 to 74 feet above mean sea level	
Land Cover	8200 – Communications	
Soils	20% -14 Boulogne fine sand & 80% -32 Leon fine sand	
Floodzone	N/A	
Wetlands	N/A	
Wildlife (sites greater than 50 acres)	N/A	

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 11, 2019, the required notice of public hearing sign was posted. Twenty-seven (27) 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 January 14, 2019. No members of the public were present at the meeting for this application.



## 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:

Objective 1.1 Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

- Policy 1.1.22** 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 may be 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 3.1.3** 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 4.1.8B** The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.
- Objective 6.3** The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

## Recreation and Open Space Element

### Policy 2.2.2

The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

### Policy 2.2.4

A residential subdivision development of 25 lots to 99 lots shall pay a recreation and open space fee of two-hundred-fifty (\$250) dollars per lot, or provide at least four hundred thirty-five (435) square feet of useable uplands for each lot (and any fraction thereof), to be dedicated as common area and set aside for active recreation. The City shall use recreation and open space fees collected pursuant to this subsection to improve, enhance, expand, or acquire recreation areas within the same Planning District in which the fees are paid.

Currently the site has a Community/General Commercial (CGC) land use designation. According to the FLUE, CGC in the Suburban Development Area is intended to provide for all types of commercial retail sales and service establishments and development which includes offices and multi-family uses. 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 arterial or higher on the Functional Highway Classification Map.

The Medium Density Residential (MDR) future land use category in the Suburban Development Area is intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. MDR is generally intended to provide transitional uses between commercial and single family residential uses.

The proposed amendment is located within the Northwest Planning District and Suburban Development Area with access to existing full urban service and delivery systems. This discourages urban sprawl and therefore satisfies FLUE Objective 1.1. The proposed land use change will increase the opportunity for additional residences with medium density residential lots, maintaining the character of the planned area satisfying FLUE Goal 3 and Policy 1.1.22. The proposed amendment would result in the provision of land designated for safe, decent, and sanitary development in accordance with FLUE Objective 3.1. The subject site is vacant and has the potential to encourage additional infill development promoting the intent of FLUE Objective 6.3.

The application site is currently CGC and is adjacent to LDR (single-family homes). Changing the land use category to the transitional land use category of MDR with proposed single-family lots would greatly buffer the impacts of the higher intensity CGC. Therefore, the proposed amendment is consistent with FLUE Policy 3.1.3. In addition creating new neighborhoods in the suburban area of Northwest Jacksonville will serve Policy 4.1.8B.

The land use and companion rezoning applications propose a maximum development of 168 single-family dwelling units. The applicant will be required to comply with Recreation and Open Space Policies 2.2.2 and 2.2.4.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter, dated September 17, 2018, there is an 8-inch water line and an 8-inch sewer force main on the north side of Normandy Boulevard (SR 228) adjacent to the property frontage of the companion rezoning site. In addition there is a 16-inch water main line on the south side of the State highway right-of-way.

### **Northwest Vision Plan**

The subject property is located within the boundaries of the Northwest Jacksonville Vision Plan. The Plan does not specifically address this area but did mention that a major concern of the community was creating new neighborhoods in the suburban area that resemble the old. According to the plan it is recommended that development incorporate historic patterns based on compact, walkable neighborhood characteristics. Therefore, single-family lot development resembling older architecture and walkable neighborhoods may be consistent with the recommendations of the Northwest Jacksonville Vision Plan.

### **Strategic Regional Policy Plan**

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.

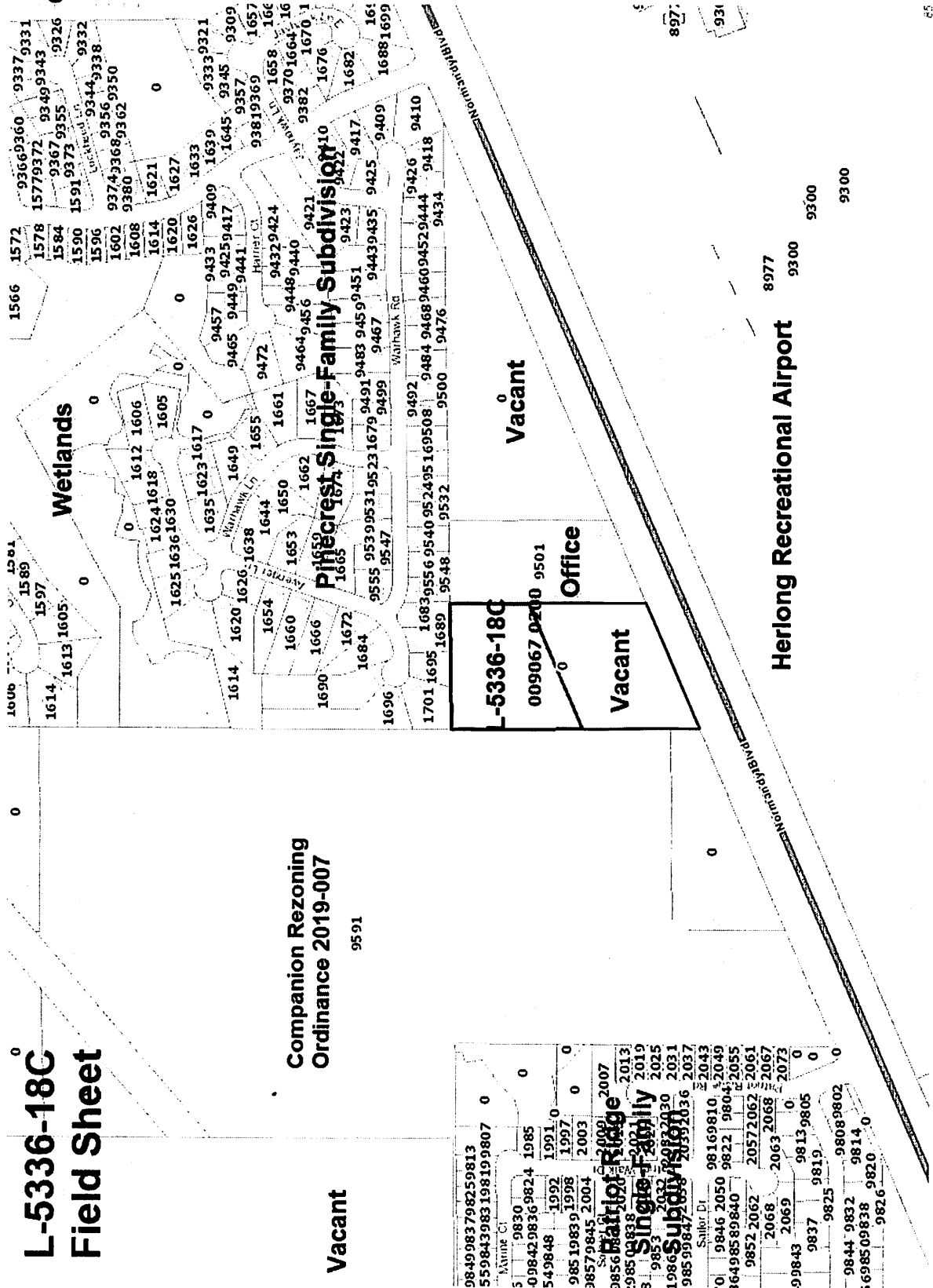
The proposed land use amendment seeks to develop new housing options, and is therefore consistent with Policy 21 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it will increase and diversify the existing housing stock.

### **RECOMMENDATION**

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the 2030 Comprehensive Plan and the Strategic Regional Policy 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:** December 21, 2018

**TO:** Edward Lukacovic  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5336-18C

A trip generation analysis was conducted for Land Use Amendment L-5336-18C, located on Normandy Boulevard north of Herlong Airport, between Guardian Drive and Patriot Ridge Road in the Suburban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Community General Commercial (CGC) land use category on approximately 3.08 +/- acres. The proposed land use amendment is to allow for Low Density Residential (LDR) on the site.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9<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 existing CGC land use category development impact assessment standards allows for 0.35 FAR per acre resulting in a development potential of 46,958 SF of commercial space (ITE Land Use Code 820), generating approximately 1,170 daily trips. The proposed LDR land use category development impact assessment standards allows for 5 single-family dwelling units per acre resulting in a development potential of 46 homes (ITE Land Use Code 210) which could generate 434 daily trips. This will result in zero net new daily vehicular trips if the land use is amended from LDR to ROS, as shown in Table A.

## ATTACHMENT B (cont)

**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	46,958 SF	$T = 37.75 (X) / 1000$	1,773	34.00%	1,170
<b>Total Section 1</b>						<b>1,170</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
LDR	210	46 SF DU	$T = 9.44 (X)$	434	0.00%	434
<b>Total Section 2</b>						<b>434</b>
<b>Net New Daily Trips ( Section 2 - Section 1 )</b>						<b>0</b>

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

**Additional Information:**

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 6.

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

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

Normandy Boulevard (SR 228) is a functional classified facility that would be impacted by the proposed development. SR 228 between Branam Field Road and Herlong Road is a 4-lane divided highway and has a maximum daily capacity of 65,600 vpd (2017). The proposed residential development could generate approximately 434 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.17 with the inclusion of the additional traffic from this land use amendment.



# ATTACHMENT C

Aerial Photo:



# ATTACHMENT D

## Land Use Amendment Application:



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

<b>Date Submitted:</b>	12-08-2018	<b>Date Staff Report is Available to Public:</b>	02-01-2019
<b>Land Use Adoption Ordinance #:</b>	2019-006	<b>Planning Commission's LPA Public Hearing:</b>	02-07-2019
<b>Rezoning Ordinance #:</b>	2019-007	<b>1st City Council Public Hearing:</b>	02-12-2019
<b>JPDD Application #:</b>	L-5336-18C	<b>LUZ Committee's Public Hearing:</b>	02-20-2019
<b>Assigned Planner:</b>	Ed Lukacovic	<b>2nd City Council Public Hearing:</b>	02-26-2019

#### GENERAL INFORMATION ON APPLICANT & OWNER

##### **Applicant Information:**

WYMAN DUGGAN  
ROGERS TOWERS, P.A.  
1301 RIVERPLACE BOULEVARD, SUITE 1500  
JACKSONVILLE, FL 32207  
Ph: (904) 398-3911  
Fax: (904) 398-0663  
Email: WDUGGAN@RTLAW.COM

##### **Owner Information:**

BELOW SEE  
R. TIMOTHY CARTER TRUST  
2624 RED FOX RD  
ORANGE PARK, FL 32073

#### DESCRIPTION OF PROPERTY

**Acreeage:** 3.08  
**Real Estate #(s):** 009067 0200; portion of

**General Location:**  
NORTH OF HERLONG AIRPORT

**Planning District:** 5  
**Council District:** 12  
**Development Area:** SUBURBAN AREA  
**Between Streets/Major Features:**  
BLAIR ROAD and HAMMOND BOULEVARD

**Address:**  
0 NORMANDY BLVD

#### LAND USE AMENDMENT REQUEST INFORMATION

**Current Utilization of Property:** VACANT AND UNDEVELOPED  
**Current Land Use Category/Categories and Acreeage:**  
CGC 3.08

**Requested Land Use Category:** MDR  
**Surrounding Land Use Categories:** MDR  
**Applicant's Justification for Land Use Amendment:**  
TO PERMIT SINGLE FAMILY RESIDENTIAL DEVELOPMENT AS PART OF A MIXED USE PUD.

#### UTILITIES

**Potable Water:** JEA  
**Sanitary Sewer:** JEA

#### COMPANION REZONING REQUEST INFORMATION

**Current Zoning District(s) and Acreeage:**  
CCG-2 6.47  
PUD 83.98  
**Requested Zoning District:** PUD

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