

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



OVERVIEW

ORDINANCE: # 2019-068

APPLICATION: L-5332-18C-4-10

APPLICANT: WYMAN R. DUGGAN, ESQ.

PROPERTY LOCATION: 4040 Ricker Road, between Gregory Drive and Old Middleburg Road.

Acreage: 4.30

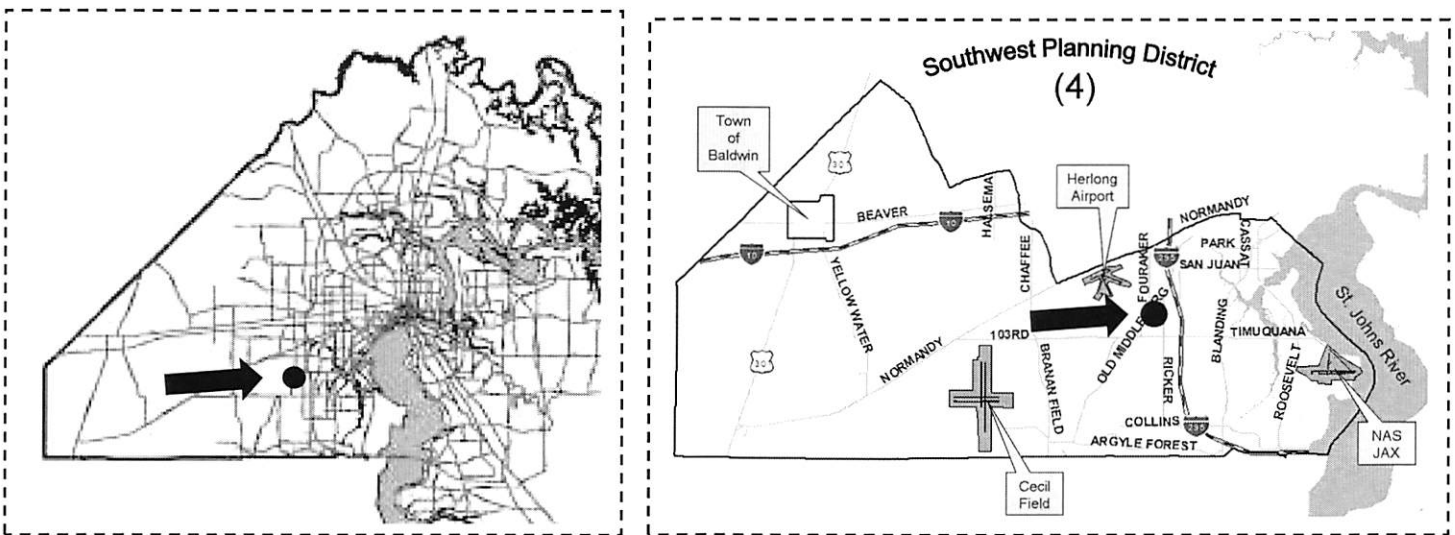
Requested Action:

	Current	Proposed
LAND USE	CGC	MDR
ZONING	PUD	RMD-D

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	65 Multi-family DUs (15 DUs/Acre)	65,558 Sq. ft. (0.35 FAR)	N/A	Increase of 65 Multi-family DUs	Decrease 65,558 Sq. Ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



ANALYSIS

Background:

The 4.30 acre subject property is located on the west side of Ricker Road, and between Gregory Drive and Old Middleburg Road. The land use amendment site is also located within the boundary of the Suburban Development Area, Planning District 4 and Council District 10. Currently, the site consists of vacant land with access from Ricker Road, a collector 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) to Residential Medium Density-D (RMD-D) to allow for medium density residential development. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-069.

In 1999, a rezoning was approved for this site to go from CCG-2 to PUD to allow for retail, offices and warehousing uses (Ordinance 1999-1008-E). The proposed 1999 project consisted of eight buildings with two retail buildings along Ricker Road, office buildings located behind the retail buildings and four warehouse buildings located on the western half of the property. However, the project had not been developed.

The area around the amendment site is in the Low Density Residential (LDR) and Public Buildings and Facilities (PBF) land use categories with nearby areas of CGC and MDR land use categories. Single family homes and schools are the dominant use in the area. 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, CGC	RR-Acre, PUD	Single-family, Vacant land, Mobile Home
South	LDR, MDR, PBF	RLD-60, PUD, PBF-1	Single-family, School
East	PBF, CGC	PBF-1, PUD	School, Vacant Land
West	LDR	RLD-60	Single-family

Impact Assessment:

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16,

Development Standards for Impact Assessment. These standards produce development potentials as shown in this Section.

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

The application indicates that the site will be served by JEA for both water and sewer.

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.

Aquifer Recharge

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

IE-AR Sub-Element

Policy 1.2.8

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

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.6

The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

School Capacity

Based on the Development Standards for impact assessment, the 4.30 acre proposed land use map amendment has a development potential of 65 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-5332-18C**

Development Potential: 65 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%	11	87%	642
Middle	7	1,203	77%	5	92%	103
High	8	2,795	92%	6	75%	611
Total New Students				22		

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)	% OCCU -PIED	4 YEAR PROJECT -ION
Gregory Drive ES #222	8	11	852	563	66%	68%
Jefferson Davis MS #211	7	5	1,438	974	68%	69%
Westside HS #90	8	6	1,786	1,567	88%	88%

- Does not include ESE & room exclusions
- Analysis based on 65 maximum dwelling units – L-5332-18C

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 no 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

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. 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**.

Ricker Road between Old Middleburg Road and 103rd Street is a functional classified road that would be impacted by the proposed development. Ricker Road is a 2-lane undivided collector facility and has a maximum daily capacity of 13,536 vpd. This segment is expected to operate at a V/C ratio of 0.5 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 150-foot Height and Hazard Zone for the Herlong Recreational Airport. Zoning will limit development to a maximum height of less than 150 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.

IMPACT ASSESSMENT

[L-5332-18C]

4.30 Acres

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	Ricker Road – Collector Road	
Plans/Studies	Southwest Jacksonville Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	M/F Dwelling Units
Land Use/Zoning	CGC / PUD	MDR / RMD-D
Develop Standards/Impact Assessment	0.35 FAR	15 DUs / Acre
Development Potential	65,558 Sq. Ft.	65 DUs
Population Potential	0 People	152 People
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	150' Height restriction for Herlong Recreational Airport	
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	0-4 inch recharge area	
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	X
PUBLIC FACILITIES		
Potential Roadway Impact	No net increase of new daily external trips	
Potential Public School Impact	Increase of 22 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 11,997 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 8,997.8 gallons/day	
Potential Solid Waste Impact	Increase of 64.107 tons/year	
Drainage Basin / Sub-Basin	Ortega River Basin / Wills Branch Sub-Basin	
Recreation and Parks	Melvin Park	
Mass Transit	Route 53; Bus stop 2606 on Wheat Road	
NATURAL FEATURES		
Elevations	70 to 77 feet above mean sea level	
Land Cover	2110 – Improved Pastures	
Soils	100% - 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 February 8, 2019, the required notice of public hearing sign was posted. Fifty-three (53) 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 February 19, 2019. No members of the public were present at the meeting.



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.

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 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 office and multi-family uses. CGC designations are preferred in locations which are supplied with full urban services and which are located at major roadway intersections and corridor development and should provide continuity between nodes and serve adjacent neighborhoods in order to reduce the number of vehicle miles traveled.

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 Southwest Planning District and Suburban Development Area with access to full urban services. The proposed land use change will increase the opportunity for increased residential development on underutilized land thereby satisfying FLUE Policy 1.1.22. The proposed amendment would result in a less intensified land use category adjacent to established residential areas in accordance with FLUE Objective 3.1. The subject site is also vacant and has the potential to encourage additional infill development promoting the intent of FLUE Objective 6.3 and discouraging urban sprawl, therefore satisfying FLUE Objective 1.1.

The application site is within Southwest Vision Plan Area and the proposed MDR land use category provides a more appropriate transition in land use than the more intense CGC category currently adjacent to LDR; thereby, meeting FLUE Policy 4.1.8B which has been review for consistency with the Southwest Jacksonville Vision Plan below.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter, dated November 02, 2018 provided in the companion rezoning application, there is an 8-inch water line and an existing sewer manhole on the west side of Ricker Road located at the southeast corner of the application property.

The land use and companion rezoning applications propose a medium density development. The applicant will be required to comply with Recreation and Open Space Element Policies 2.2.2 and/or 2.2.4 depending on the proposed development within the land use category and zoning district.

Southwest Jacksonville Vision Plan

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan. The Plan does not specifically address this area but did mention that the proposed land use amendment site is located within Herlong Field Character Area. The Plan states that there is a need for quality growth and improved housing. One of the main theme of the Plan suggests strengthening existing neighborhoods and creating new neighborhoods.

The Plan also states that; new development sometimes detracts from the existing character of neighborhoods. The policy for this issue is to encourage protection of special neighborhoods with particular design and architectural quality. The proposed multi-family development will be an improved transition to the surrounding low density development than the existing commercial land use category. Thereby, the proposed amendment is consistent with the Southwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

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

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

The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would promote development in an area appropriate for infill in the northeast Florida region.

RECOMMENDATION

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

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: February 6, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5332-18C

A trip generation analysis was conducted for Land Use Amendment L-5332-18C, located 4040 Ricker Road north of Gregory Drive in the Suburban Development Area of Jacksonville, Florida. The subject site is undeveloped and has an existing Community General Commercial (CGC) land use category. The proposed land use amendment is to allow for Medium Density Residential development on approximately 4.3 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 65,558 SF of commercial space (ITE Land Use Code 820) which could generate 1,633 daily vehicular trips. The proposed the MDR land use category allows for 15 multi-family dwelling units per acre resulting in a development potential 65 dwelling units (ITE Land Use Code 220), generating 476 new daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from CGC to MDR, 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	65,558 SF	$T = 37.75 (X) / 1000$	2,475	34.00%	1,633
Total Section 1						1,633
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
MDR	220	65 SFDUs	$T = 7.32 (X)$	476	0.00%	476
Total Section 2						476
Net New Daily Trips						0

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

Additional Information:

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. 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.

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

Ricker Road between Old Middleburg Road and 103rd Street is a functional classified road that would be impacted by the proposed development. Ricker Road is a 2-lane undivided collector facility and has a maximum daily capacity of 13,536 vpd. This segment is expected to operate at a V/C ratio of 0.5 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	
Date Submitted:	11-21-2018	Date Staff Report is Available to Public:	03-01-2019
Land Use Adoption Ordinance #:	2019-068	Planning Commission's LPA Public Hearing:	03-07-2019
Rezoning Ordinance #:	2019-069	1st City Council Public Hearing:	03-12-2019
JPDD Application #:	L-5332-18C	LUZ Committee's Public Hearing:	03-20-2019
Assigned Planner:	Ed Lukacovic	2nd City Council Public Hearing:	03-26-2019
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: WYMAN DUGGAN ROGERS TOWERS, P.A. 1301 RIVERPLACE BOULEVARD, SUITE 1500 JACKSONVILLE, FL 32207 Ph: (904) 398-3911 Fax: (904) 396-0663 Email: WDUGGAN@RTLAW.COM		Owner Information: BELOW SEE JOPA COMMERCIAL, INC. 5215 HIGHWAY AVENUE JACKSONVILLE, FL 32254	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	4.30	General Location:	WEST OF I-295 AND NORTH OF 103RD
Real Estate #(s):	012437 0010	Address:	4040 RICKER RD
Planning District:	4	Development Area:	SUBURBAN AREA
Council District:	10	Between Streets/Major Features:	GREGORY DRIVE and OLD MIDDLEBURG ROAD
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT AND UNDEVELOPED		
Current Land Use Category/Categories and Acreage:	CGC 4.30		
Requested Land Use Category:	MDR	Surrounding Land Use Categories:	LDR
Applicant's Justification for Land Use Amendment: TO PERMIT RESIDENTIAL DEVELOPMENT.			
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	PUD 4.30		
Requested Zoning District:	RMD-D		
Additional information is available at 904-255-7888 or on the web at http://maps.coi.net/luzap/			