



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

OVERVIEW

ORDINANCE: 2019-076

APPLICATION: L-5331-18C-3-3

APPLICANT: PAUL HARDEN, ESQ.

PROPERTY LOCATION: 0 San Pablo Parkway and 0 San Pablo Road, on the west side of San Pablo Parkway, north of Sam Yepez Road

Acreage: 5.31

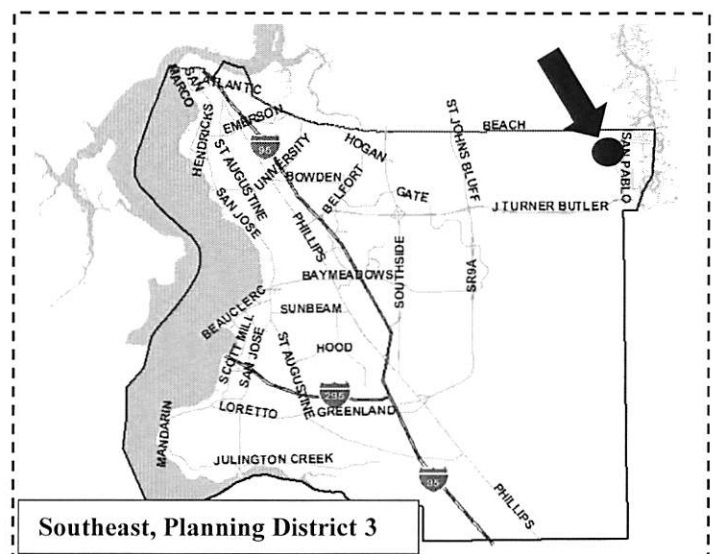
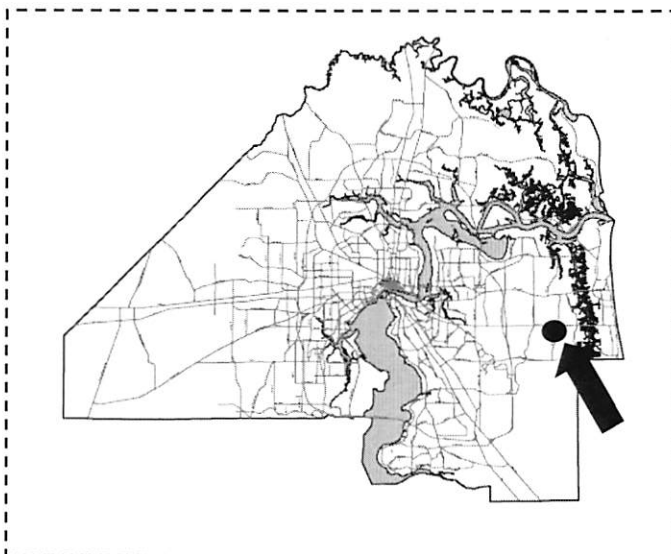
Requested Action:

	Current	Proposed
LAND USE	CGC	MDR
ZONING	PUD	RMD-C

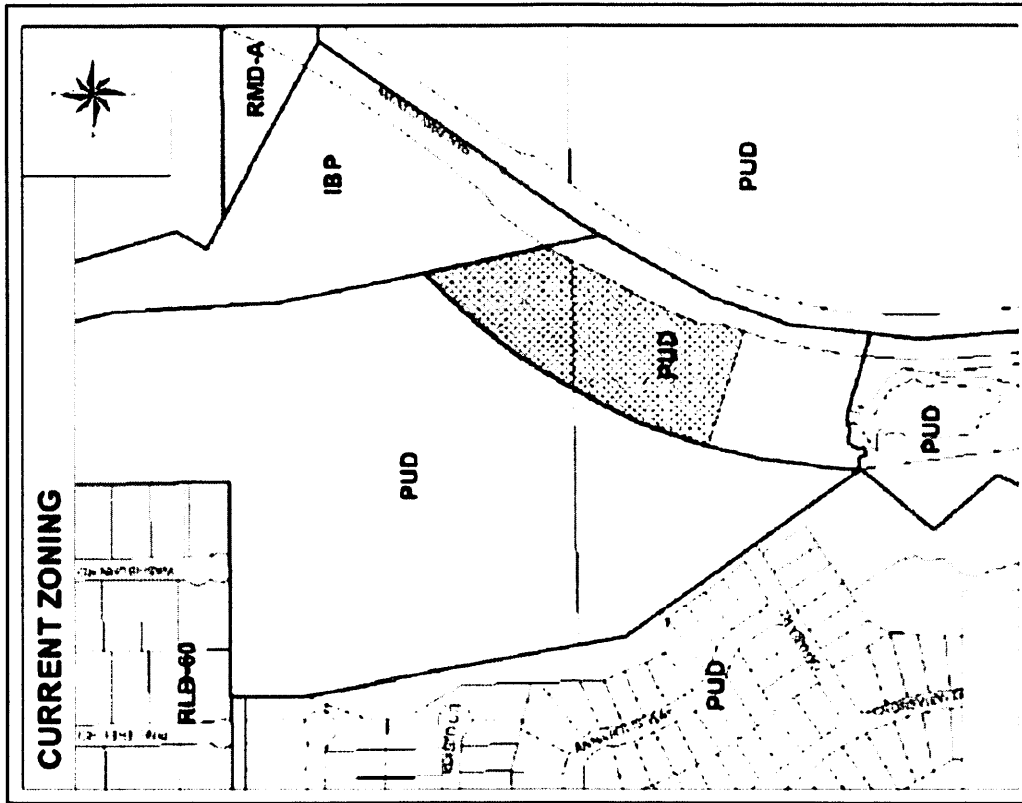
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
CGC	MDR	N/A	80 units (15 DU/Acre)	80,956 sq. ft.	N/A	Increase of 80 units	Decrease of 80,956 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVE

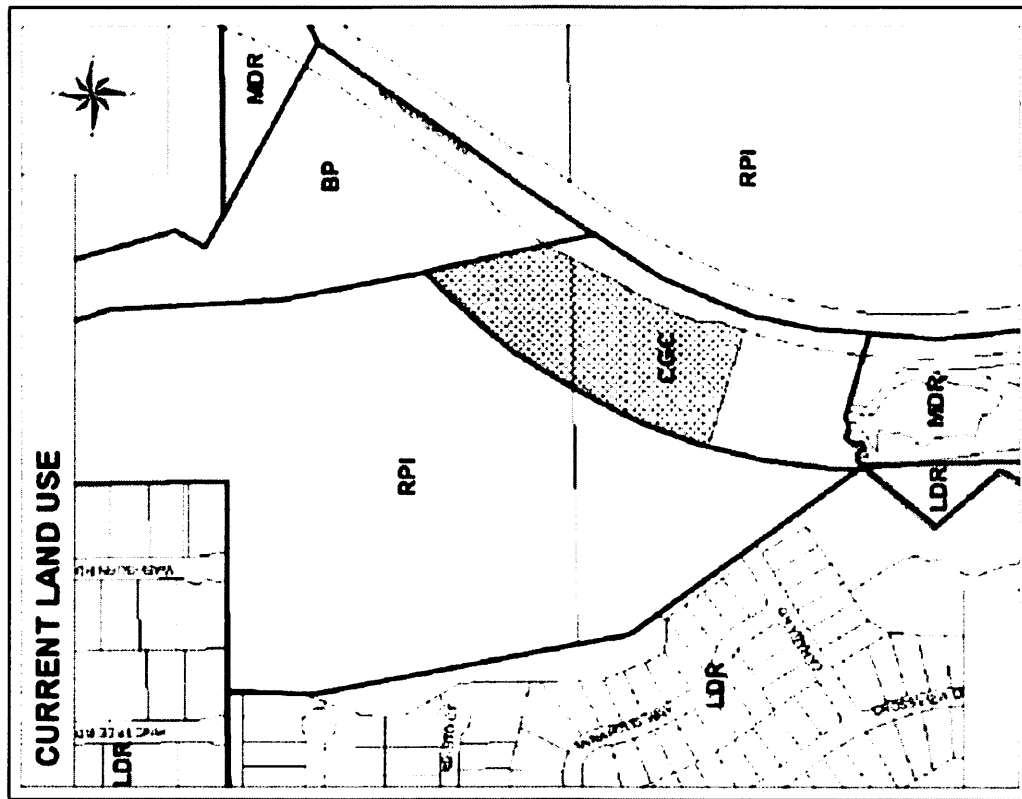
LOCATION MAPS:



DUAL MAP PAGE



Current Zoning District(s): Planned Unit Development (PUD)
Requested Zoning District(s): Residential Medium Density-C (RMD-C)



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

ANALYSIS

Background:

The subject site is 5.31 acres and consists of portions of two (2) properties. The subject site is located on the west side of San Pablo Parkway, which is classified as a minor arterial roadway, in Council District 3 and Planning District 3. The subject site is in the Suburban Development Area as identified within the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the *2030 Comprehensive Plan* and is within the boundaries of the Southeast Vision Plan.

The subject site is currently undeveloped. 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-C (RMD-C) in order to allow for the development of multi-family residential units. In 2012, the site was subject to an approved land use amendment (Ordinance 2012-327-E), which changed the designation of the site from Business Park (BP) to CGC. The site is bounded to the north by a retention pond designated as BP; to the west by undeveloped land designated as Residential-Professional-Institutional (RPI); to the south by undeveloped land designated as CGC; and to the east by San Pablo Parkway. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-077.

In addition to the previous land use amendment on the subject site, several land use amendments were approved in 2012 along San Pablo Road in close proximity to the site. Abutting the subject property to the west, Ordinance 2012-604-E amended the land use category from BP to RPI. South of the subject site on San Pablo Parkway at the intersection with Crosswater Boulevard, Ordinance 2012-325-E changed the land use from BP to CGC. West of the subject site, along Crosswater Boulevard, Ordinance 2012-602-E approved the amendment of 113 acres from BP to Low Density Residential (LDR) for a single-family subdivision. See Attachment F for the locations of these amendments.

Two (2) additional land use applications and companion rezoning applications have been filed concurrently with this application; see Attachment E. One is land use application L-5329-18C / Ordinance 2019-072, which lies to the southeast of the subject site across San Pablo Parkway in the northeast corner of the intersection of San Pablo Parkway and Sam Yopez Road. The other is land use application L-5330-18C / Ordinance 2019-074, which lies to the northeast of the subject site across San Pablo Parkway at the intersection with San Pablo Road. Both of these applications seek to amend the land use map at these locations from the existing RPI designation to a CGC designation.

The area surrounding the site is mostly undeveloped with commercial and institutional uses located at the major intersections to the north and south of the subject site. Single-family residential developments are located off the San Pablo Parkway corridor with a few scattered multi-family developments clustered closer to the roadway. The dual land use and zoning map on page 2 and the land utilization map (Attachment A) provide a detailed picture of the existing development pattern for the immediate area.

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

Adjacent Property(s)	Land Use	Zoning District	Current Use(s)
North	BP	IBP	Undeveloped
South	CGC	PUD	Undeveloped
East	RPI	PUD	Undeveloped, across San Pablo Parkway
West	RPI	PUD	Undeveloped

Impact Assessment:

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

Utility Capacity

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

The applicant provided a JEA letter of availability, dated October 30, 2018, which shows water and sewer service are available to the subject site. The JEA letter is included in the companion rezoning 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 5.31 acre proposed land use map amendment has a development potential of 80 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 5331-18C

Development Potential: 80 Residential Units

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	5	8,745	88%	13	94%	121
Middle	5	2,595	92%	6	88%	98
High	5	7,750	100%	7	98%	21
Total New Students				26		

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)	% OCCUP -IED	4 YEAR PROJECT -ION
Alimacani ES #257	5	13	942	900	96%	97%
Kernan MS #279	5	6	1,151	1,173	102%	105%
Atlantic Coast HS #268	5	7	2,443	2,288	94%	108%

- Does not include ESE & room exclusions
- Analysis based on maximum 80 dwelling units – L-5331-18C

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment will likely result in no net increase of daily vehicular trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

Objective 1.2 The City shall utilize uniform criteria to determine which of the City's roadway links are approaching a capacity-deficient condition, to evaluate the need for new or improved transportation facilities, and to assess the impact of any new or existing facility or land use upon the transportation network.

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.

Policy 1.2.3 The City, through its Mobility Fee System and other programs, shall determine the need, timing, and funding of transportation improvements to correct the capacity deficiency.

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 2.

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 2 is 0.70.

San Pablo Parkway between Beach Boulevard and WM Davis Parkway is a 4-lane urbanized divided arterial facility. This segment has a maximum daily capacity of 34,020 vpd. The proposed 80 multi-family residential units could generate approximately 586 trips unto the network. This segment is expected to operate at a V/C ratio of 1.07 with the inclusion of the additional traffic from this land use amendment.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low, medium, and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

Airport Environment Zone

The site is located within the 500-foot Height and Hazard Zone for Craig Municipal Airport. 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.

Wetlands

The City's GIS database indicates the presence of wetlands on the land use amendment site. However, the applicant submitted a high intensity wetland survey for the site and areas surrounding the site. According to the Formal Wetlands Determination Number 130612-2 (dated July 3, 2017), there are no wetlands on the land use amendment site as authorized by the St. Johns River Water Management District (SJRWMD).

Flood Zones

Approximately 0.8 of an acre of the subject site is located within the AE flood zone. 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 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

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Area	
Roadway Frontage Classification	San Pablo Parkway (minor arterial)	
Plans/Studies	SE Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Undeveloped	Multi-family
Land Use/Zoning	CGC / PUD	MDR / PUD
Development Standards For Impact Assessment	0.35 FAR	15 DU/Acre
Development Potential	80,956 sq. ft.	80 units
Population Potential	N/A	188 people
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	Craig Municipal Airport – 500'	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low, Medium, & High	
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:	X
PUBLIC FACILITIES		
Potential Roadway Impact	No net new daily vehicular trips	
Potential Public School Impact	26 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 14,752 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 11,064 gpd	
Potential Solid Waste Impact	Increase of 78.5 tons per year	
Drainage Basin / Sub-Basin	Intracoastal Waterway / Open Creek (stream)	
Recreation and Parks	Isle of Palms Park	
Mass Transit	Yes – routes 109 and 205	
NATURAL FEATURES		
Elevations	14-15 feet	
Land Cover	4110 (pine flatwoods); 6170 (mixed wetland hardwoods); 8140 (roads and highways)	
Soils	32 (Leon fine sand, 0-2% slopes) and 35 (Lynn Haven fine sand, 0-2% slopes)	
Floodzone	AE	
Wetlands	N/A	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 12, 2019, the required notices of public hearing signs were posted. Eleven (11) 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 February 19, 2019. The applicant attended; no members of the public were present.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element (FLUE)

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 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 (ROSE)

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.

According to the Category Descriptions identified within the FLUE, CGC in the Suburban Development Area is intended to provide development in a nodal development pattern. Typical uses in this category include, but are not limited to, commercial retail sales and service establishments; restaurants; hotels and motels; business and professional offices; and multi-family dwellings.

MDR in the Suburban Area is intended to provide compact low to medium density mixed use development. Multi-family dwellings are the principal use within this category; however, single-family dwellings are also a principal use when the predominant surrounding development typology within the MDR category is single-family. The maximum gross density for the MDR category in the Suburban Development Area shall be 20 units per acre, and the minimum gross density shall be greater than seven (7) units per acre.

The subject site is currently undeveloped and is located on the west side of San Pablo Parkway between Beach Boulevard and Sam Yopez Road. The applicant is proposing a land use amendment to the MDR category in order to allow for the development of multi-family

residential units. The subject site is located on San Pablo Parkway, which is classified as a minor arterial roadway. Sidewalks are also present along both sides of San Pablo Parkway in this area. Uses in the vicinity of the subject site include the following: commercial shopping centers (north of the subject site at the intersection of San Pablo Road and Beach Boulevard); single-family residential uses (west of the subject site, located off of San Pablo Parkway); and institutional uses such as the Mayo Clinic campus and a nursing home located to the south of the subject site. Due to the mix of uses in the area, particularly the Mayo Clinic campus, and the urban services that are provided to the site, the undeveloped subject site is considered underutilized. The proposed land use amendment is consistent with FLUE Policy 1.1.22, Goal 3, and Objective 6.3 because the subject site has access to full urban services and the proposed land use would allow for a development that contributes to a compatible land development pattern and a balanced mix of uses. Based on the JEA availability letter, dated October 30, 2018, the subject site has connections to city water and sewer and is therefore consistent with FLUE Policy 1.2.9.

The proposed land use amendment to the MDR category would allow for the development of residential units, which would accommodate new residents to the area and supply additional housing prospects, consistent with FLUE Objective 3.1 and Policy 3.1.6. The proposed development will be required to comply with ROS Policy 2.2.2 regarding the provision of recreation and open space.

Vision Plan Consistency

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. Sub-principle Two states, “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.” Consistent with this sub-principle of the Southeast Vision Plan, the proposed land use amendment to MDR promotes development of an infill parcel with additional housing opportunities.

Strategic Regional Policy Plan

The proposed land use 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 residential development on a vacant, undeveloped parcel with access to full urban services.

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 19, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5331-18C

A trip generation analysis was conducted for Land Use Amendment L-5331-18C, located west of San Pablo Parkway between San Pablo Road and Sam Yopez 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 5.31 +/- acre. The proposed land use amendment is to allow Medium Density Residential (MDR) for 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 (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 existing CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 80,956 SF of commercial development (ITE Land Use Code 820) generating approximately 2,017 net daily trips. The proposed MDR land use category development impact assessment standards allows for 15 multi-family dwelling units per acre resulting in a development potential of 80 MF dwelling units (ITE Land Use Code 220) which could generate 586 daily trips. This will result in a zero net new daily vehicular trips if the land use is amended from CGC to MDR, as shown in Table A.

ATTACHMENT B

Traffic Analysis, continued:

Table A
Trip Generation Estimation

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	80,958 SF	$T = 37.75 (X) / 1000$	3,058	34.00%	2,017
Total Section 1						2,017
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	80 MFDUs	$T = 7.32 (X)$	588	0.00%	588
Total Section 2						588
Net New Daily Trips (Section 2 - Section 1)						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 2.


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 2 is 0.70.

San Pablo Parkway between Beach Boulevard and WM Davis Parkway is a 4-lane urbanized divided arterial facility. This segment has a maximum daily capacity of 34,020 vpd. The proposed 80 multi-family residential units could generate approximately 586 trips unto the network. This segment is expected to operate at a V/C ratio of 1.07 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	11-20-2018	Date Staff Report is Available to Public:	3-1-2019
Land Use Adoption Ordinance #:	2019-076	Planning Commission's LPA Public Hearing:	3-7-2019
Rezoning Ordinance #:	2019-077	1st City Council Public Hearing:	3-12-2019
JPDD Application #:	L-5331-18C	LUZ Committee's Public Hearing:	3-20-2019
Assigned Planner:	Susan Keay	2nd City Council Public Hearing:	3-26-2019
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: PAUL HARDEN, ESQ. LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 9043965731 Fax: 9043995461 Email: PAUL_HARDEN@BELLSOUTH.NET		Owner Information: JED DAVIS ESTUARY, LLC P.O. BOX 19366 JACKSONVILLE, FL 32245	
<u>DESCRIPTION OF PROPERTY</u>			
Acres: 5.31		General Location:	
Real Estate #(s): 167069 0005 (portion of) 167452 0700 (portion of)		ON THE WEST SIDE OF SAN PABLO PKWY, NORTH OF SAM YEPEZ RD	
Planning District: 3		Address:	
Council District: 3		0 SAN PABLO PKWY	
Development Area: SUBURBAN AREA		0 SAN PABLO ROAD	
Between Streets/Major Features: BEACH BLVD and SAM YEPEZ RD			
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property: VACANT			
Current Land Use Category/Categories and Acreage: CGC 5.31			
Requested Land Use Category: MDR		Surrounding Land Use Categories: BP, CGC, RPI	
Applicant's Justification for Land Use Amendment: TO DEVELOP MULTI-FAMILY USE.			
<u>UTILITIES</u>			
Potable Water: JEA		Sanitary Sewer: JEA	
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage: PLD 5.31			
Requested Zoning District: RMD-C			
Additional information is available at 904-255-7888 or on the web at http://maps.coi.net/luzap/			

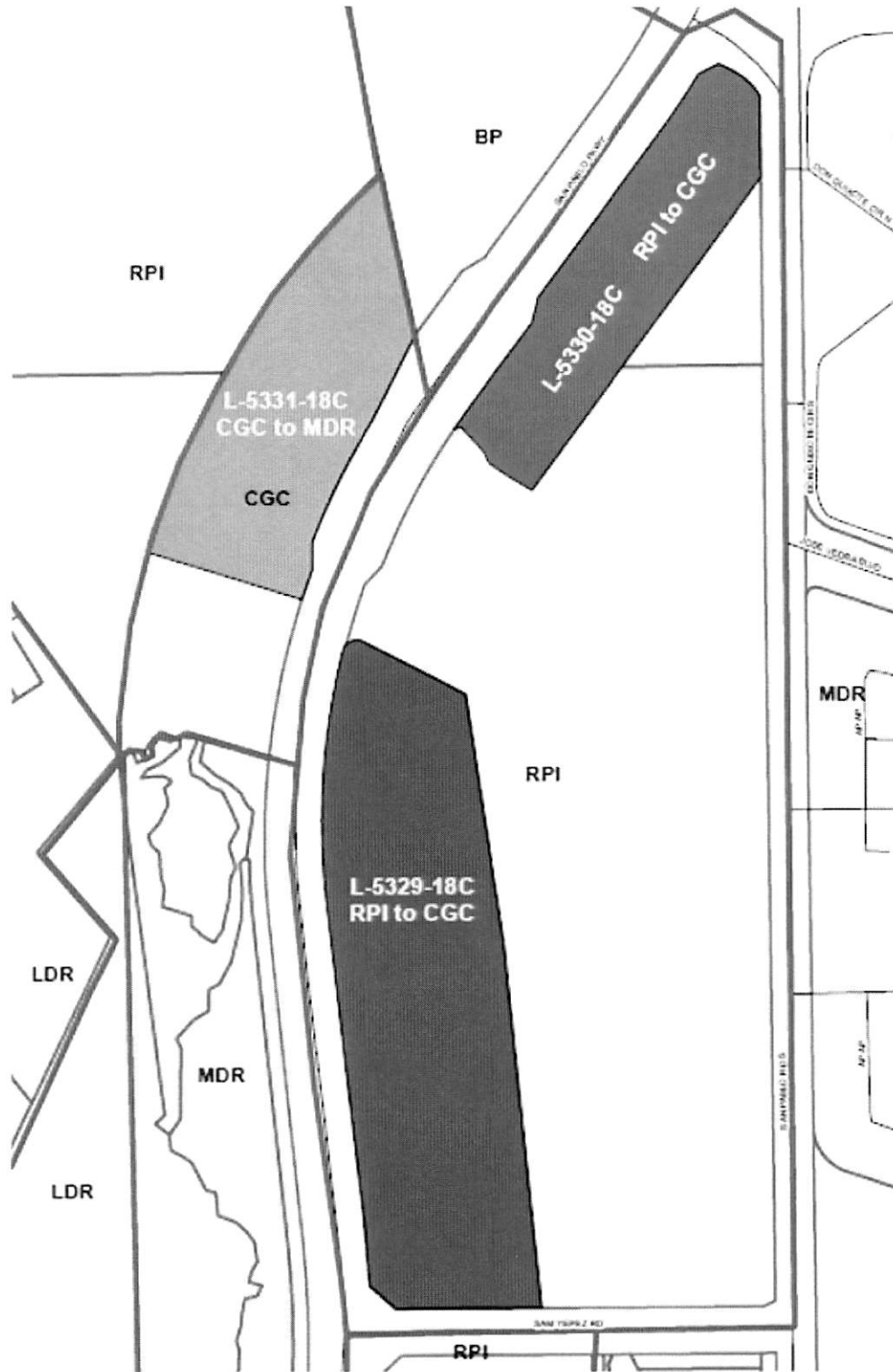
ATTACHMENT D

Aerial Map:



ATTACHMENT E

Map of Concurrent Land Use Applications:



ATTACHMENT F

Map of Previous and Recent Land Use Applications:

