

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



OVERVIEW

ORDINANCE: # 2019-154

APPLICATION: L-5368-19C-6-2

APPLICANT: LARA DIETRICH

PROPERTY LOCATION: 15153 North Main Street (US 17)(SR 5)

Acreage: 0.69

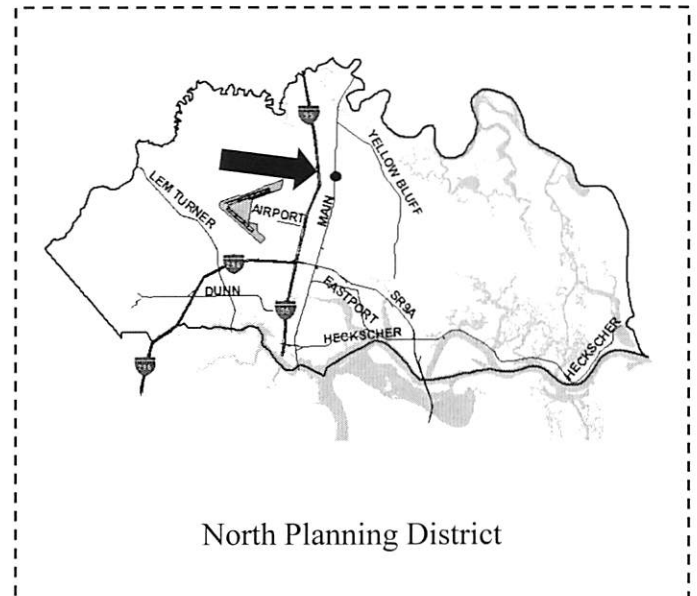
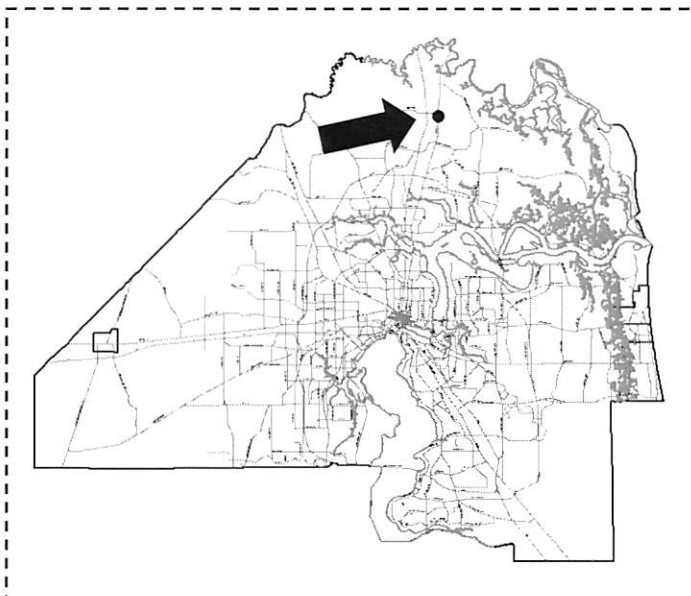
Requested Action:

	Current	Proposed
LAND USE	LDR	CGC
ZONING	RLD-120	CCG-2

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
LDR	CGC	3 DU (5 DU/Acre)	N/A	N/A	10,520 Sq. Ft. (0.35 FAR)	Decrease 3 DU	Increase 10,520 Sq. Ft.

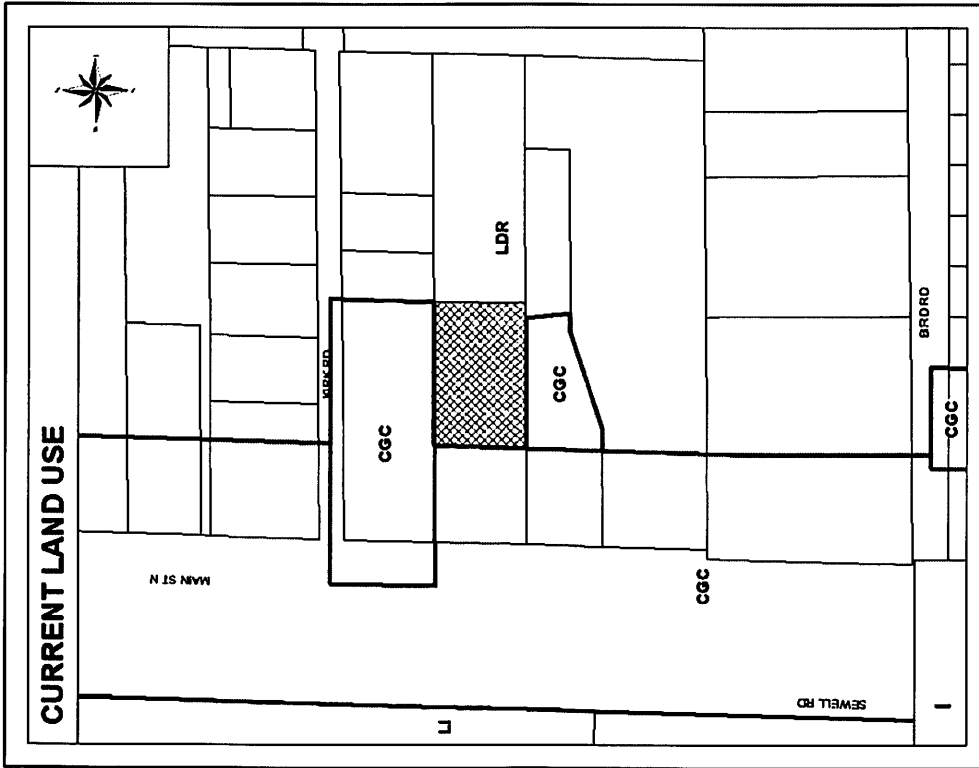
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



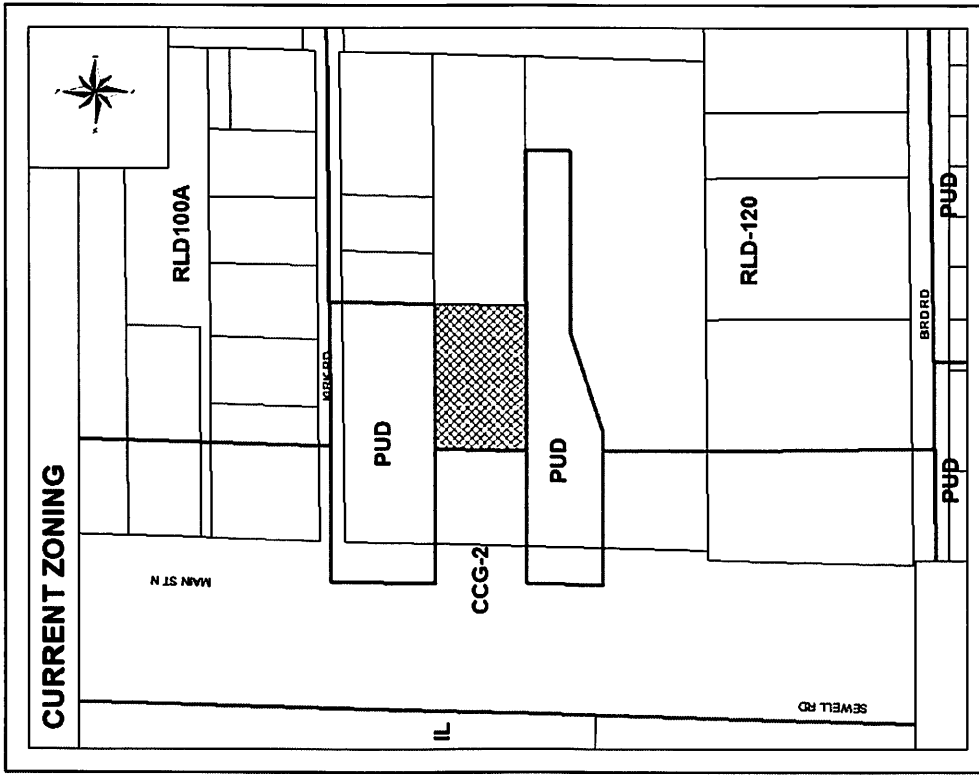
DUAL MAP

SMALL SCALE LAND USE APPLICATION L-5368-19C



Existing FLUM Land Use Categories: Low Density Residential (LDR)

Requested FLUM Land Use Category: Community/General Commercial (CGC)



Current Zoning District(s): Residential Low Density -120 (RLD-120)

Requested Zoning District(s): Commercial/Community General-2 (CCG-2)

ANALYSIS

Background:

The 0.69 of an acre amendment site is a portion of a 2.31 acre parcel located on North Main Street (SR 5) (US 17), a principal arterial roadway, just south of the intersection with Kirk Road. The property is located in Planning District 6 and Council District 2. The subject property includes a vacant non-residential structure. According to the Development Area Map in the Future Land Use Element, the site is located within the Suburban Development Area.

The applicant proposes a small-scale future land use map amendment from Low Density Residential (LDR) to Community/ General Commercial (CGC) and a rezoning from Residential Low Density-120 (RLD-120) to Commercial Community/ General-2 (CCG-2) to allow the owner to redevelop the site with commercial uses. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-155. The western portion of the parcel that fronts North Main Street is in the CGC land use category and CCG-2 zoning district. This amendment is to allow for consistency of use with the front portion of the site. The remaining eastern portion of the site is not proposed to be changed and would remain in the LDR land use category.

Abutting the property to the north and south are commercial uses. Single family homes and mobile homes are located further north, south and east of the site. An electrical contractor's commercial office and a custom motorcycle service shop are located to the south of the property. North Main Street (SR 5) (US 17) and a railroad line lie to the west. Large vacant light industrial parcels are located to the west of the railroad tracks.

There have been similar proximate land use and zoning changes in the area. A 5.79 acre amendment site at 15249/15311 North Main Street (SR 5) (US 17) underwent a land use amendment from LDR to CGC in 2009 (Ordinance 2009-140-E). Its companion rezoning application changed 7.08 acres from RLD-100A and CCG-2 to PUD (Ordinance 2009-141-E). In 2015, directly abutting the subject property to the south and similar to the subject amendment, 0.8 of an acre at 15137 North Main Street (SR 5) (US 17) was amended from LDR to CGC (Ordinance 2015-437-E). The companion rezoning changed 1.2 acres from RLD-120 and CCG-2 to PUD (Ordinance 2015-438-E). In 2017, directly abutting the subject property to the north and also similar to the subject amendment, a 0.58 of an acre amendment site at 15199 North Main Street was amended from LDR to CGC (Ordinance 2017-490-E). The companion rezoning changed a larger portion of the property (1.03 acres) to include the frontage along North Main Street from CCG-2 and RLD-120 to PUD (2017-491-E). The proposed CGC boundary line for the subject amendment will align with the CGC line of the abutting properties to the south and north that were amended as described with Ordinances 2015-437-E and 2017-490-E.

The Dual Map on page 2 and Attachment A – Land Utilization Map on page 14 provide a detailed picture of the existing development pattern for the immediate area.

The adjacent land use categories and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC, LDR	RLD-120	Commercial uses, Single family home
South	CGC, LDR	RLD-120	Vacant commercial office, Multi-family and single family houses
East	LDR	RLD-120	Single family homes
West	CGC, LI	CCG-2	Vacant office building, vacant light industrial land

The proposed amendment does not include a residential component. Therefore, school capacity issues will not be negatively impacted.

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).

A JEA availability letter has been provided for the subject site as part of the companion rezoning application, dated August 3, 2018. According to a JEA letter, there is a 12-inch water main within the Main Street right-of-way adjacent to the proposed amendment site. In addition there is a 6-inch sewer force main within the Main Street right-of-way, near the southerly property line. The owner plans on connecting the proposed facilities to JEA provided water and sewer service, consistent with FLUE Policy 1.2.9.

Infrastructure Element

Sanitary Sewer Sub-Element

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.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 234 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 3.

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 3 is **0.52**.

Main Street (SR 5) is the first functional classified facility that would be impacted by the proposed development. This segment of Main Street between Pecan Park Road and SR 9A is a 2-lane undivided highway and has a maximum daily capacity of 25,410 vpd. The proposed commercial development could generate approximately 234 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.51 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 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.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for Jacksonville International Airport. Zoning will limit development to a maximum height of less than 150', 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).

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.

Requirements for areas within Height and Hazard Zones are specified in the following FLUE policy:

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.

Evacuation Zone

The subject site is within Evacuation Zone E. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD's attached memo, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their complete analysis is included within this report as Attachment D.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

IMPACT ASSESSMENT

Application #: L-5368-19C

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Boundary	
Roadway Frontage Classification	Main Street N – Major Arterial	
Plans/Studies	Dunn and Main Corridor Study / North Jacksonville Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant structure	Commercial use
Land Use/Zoning	LDR / RLD-120	CGC / CCG-2
Development Standards For Impact Assessment	5 DU/Acre	0.35 FAR
Development Potential	3 units	10,520 sf
Population Potential	8 people	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	150' Height Restriction Zone for JIA and Civilian School Regulation Zone	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low Sensitivity	
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: Main Street/ SR 5	
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 234 net new daily vehicular trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 272 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 204 gpd	
Potential Solid Waste Impact	Increase of 9.03 tons per year	
Drainage Basin / Sub-Basin	Dunn Creek / Deese Creek	
Recreation and Parks	None	
Mass Transit	No	
Evacuation Zone	Evacuation Zone E	

NATURAL FEATURES	
Elevations	35-37 feet
Land Cover	1100 – Residential Low density-less than 2 DU/Acre
Soils	32 – Leon Fine Sand- 0 – 2% slopes
Floodzone	none
Wetlands	none
Wildlife (sites greater than 50 acres)	N/A

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 18, 2019, the required notice of public hearing sign was posted. Twenty-one (21) 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 March 18, 2019. Two property owners in the nearby area of the amendment site were in attendance to understand the proposal. No objections or concerns were raised by the public.



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 1.1.11 Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.
- 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 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
- Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.4 The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

Policy 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.

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 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

Currently the site has a Low Density Residential (LDR) land use designation. According to the Future Land Use Element (FLUE), LDR in the Suburban Development Area is intended to provide for low density residential development. Principal uses include single family and multi-family dwellings; commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and other uses associated with and developed as an integral component of TND. LDR also permits housing densities of up to 7 dwelling units per acre when full urban services are available.

Future land use amendment requests for new Community/ General Commercial (CGC) designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses. Commercial retail sales and service, filling stations, and business and professional offices are primary uses within CGC.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter, dated August 3, 2018, there is a 12-inch water main within the Main Street right-of-way adjacent to the proposed amendment site. In addition there is a 6-inch sewer force main within the Main Street right-of-way, near the southerly property line. The owner plans on connecting the proposed facilities to JEA provided water and sewer service.

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 an arterial or higher on the Functional Highway Classification Map. The overall project extends the current CGC line from the western portion of the parcel fronting Main Street already in CGC. The eastern portion of the property that abuts LDR to the east will remain in the LDR land use category providing a buffer and no commercial encroachment for these residential properties. Primary access to the site will be through Main Street North, a principal arterial roadway. The subject site is located in an area with access to full urban services. There are a large number of residential properties within walking distance of the proposed amendment. Therefore, the proposed amendment is consistent with the CGC Future Land Use Category preference for new designations and with FLUE Goal 3 and Policy 3.2.4.

The parcel that the amendment site is a portion of has a land use category of LDR in its eastern portion, while the western quarter of the parcel is in CGC. Many parcels along the eastern side of North Main Street (SR 5) (US 17) in this area are similarly divided. In 2016, the parcel directly abutting the site to the south, and in 2017, the parcel directly abutting the site to the north, both underwent a similar proposed land use change to unify portions of the parcel under the CGC land use category. The proposed CGC land use designation is a logical extension of the currently existing CGC demarcation line through parcels along the eastern side of the North Main Street (SR 5) (US 17) corridor. This achieves FLUE Policies 1.1.11, 3.2.1 and 3.2.7.

The site includes a vacant office structure that is located mostly in the LDR portion of the property. The site would provide infill re-development along the eastern side of North Main Street, which is an emerging area for commercial development. The amendment to CGC would result in compatible land use patterns for the area. This is consistent with FLUE Objectives 1.1 and 3.2.

The proposed land use amendment promotes and sustains the emerging viability of Main Street North as a commercial corridor and encourages use of an underutilized property achieving Objective 6.3.

The proposed amendment is consistent with the *North Jacksonville – Dunn Ave. & Main St. Corridor Revitalization Plan* and the *North Jacksonville Vision Plan*. These consistency reviews are provided in the section below in accordance with FLUE Policy 4.1.8B.

Consistent with Recreation and Open Space Element Policy 2.2.1, the plan design of the application site shall be required to provide a minimum of ten percent of the site in open space.

Corridor Plan Consistency

The amendment site is within the study area of the *North Jacksonville – Dunn Ave. & Main St. Corridor Revitalization Plan*. The site is located within District # 8 (Pecan Park District) of the Main Street segment of the plan. The plan states that this district serves as a transition between urbanizing districts to the south and more rural areas to the north. The plan calls for the intersection of Pecan Park Road and North Main Street (SR 5) (US 17) to become a node for place-making development. The site is one-fifth of a mile to the south of the intersection. The land use amendment is consistent with the intent of the corridor plan.

Vision Plan Consistency

The site is also within the boundary of the *North Jacksonville Vision Plan*. Best practices for corridor redevelopment, as stated in the plan, are a response to the desires of the residents of North Jacksonville for a better community image and to be served by higher quality retail and commercial services, without having to drive great distances. This amendment is consistent with the plan as it is creating new commercial services within short driving or walking distance of local residents.

Strategic Regional Policy Plan

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

Goal 2.3: An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

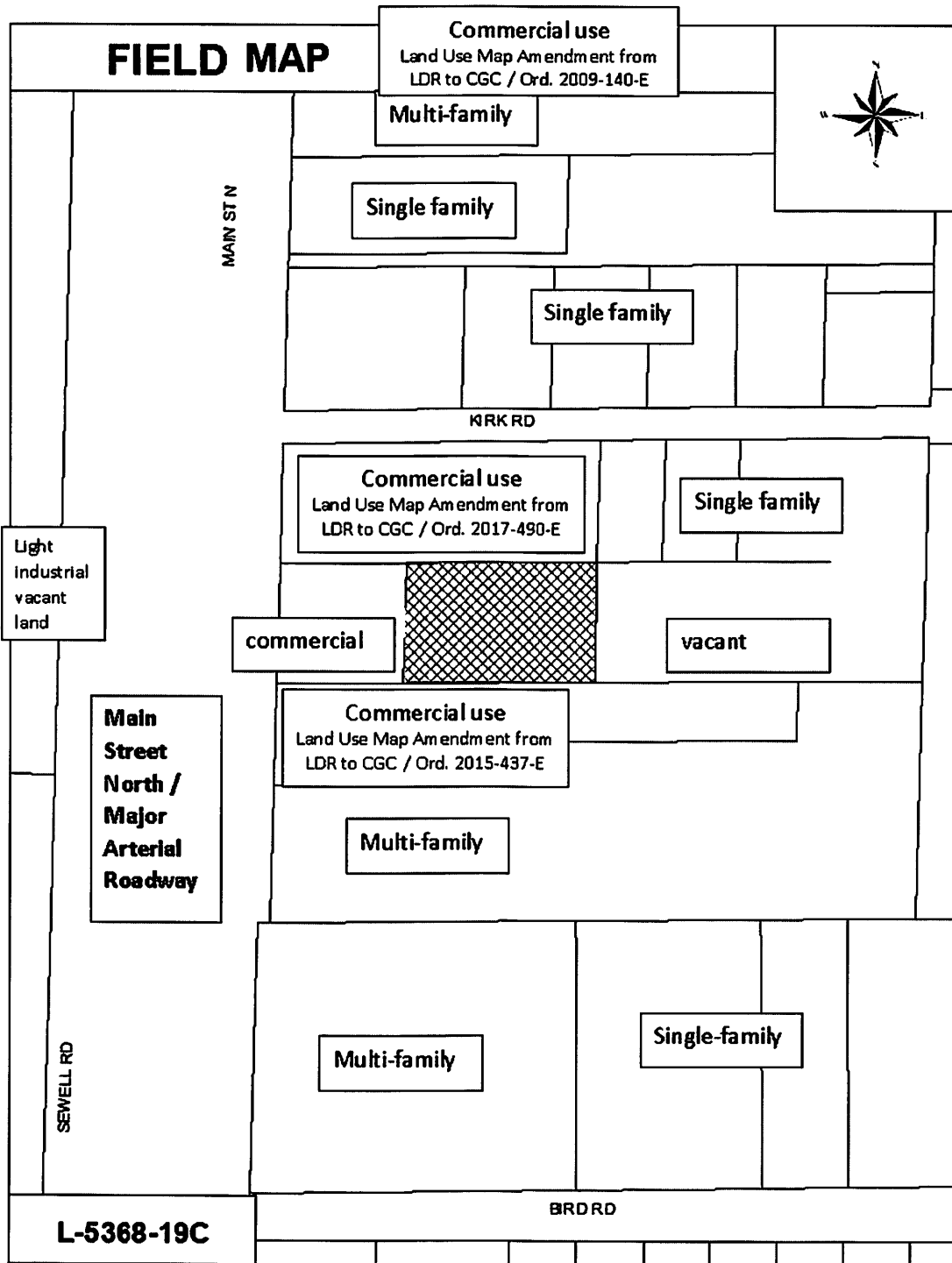
The proposed land use amendment is consistent with Policy 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

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 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: March 18, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5368-19C

A trip generation analysis was conducted for Land Use Amendment L-5368-19C, located at 15153 Main Street N between Kirk Road and Bird Road in the Suburban Development Area of Jacksonville, Florida. The subject site has an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) use on approximately 0.69+/- 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 LDR land use category development impact assessment standards allows for five dwelling unit per acre, resulting in a development potential of three single family home (ITE Code 210) which could generate 28 daily vehicular trips. The proposed the CGC land use category allows for 0.35 FAR per acre, resulting in a development potential of 10,520 SF of commercial space (ITE Land Use Code 820), generating 262 new daily vehicular trips. This will result in 234 net new daily vehicular trips if the land use is amended from LDR to CGC, 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
LDR	210	3 SFDUs	T = 9.44 (X)	28	0.00%	28
Total Section 1						28
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
CGC	820	10,520 SF	T = 37.75 (X) / 1000	397	34.00%	262
Total Section 2						262
Net New Daily Trips						234

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 3.

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 3 is **0.52**.

Main Street (SR 5) is the first functional classified facility that would be impacted by the proposed development. This segment of Main Street between Pecan Park Road and SR 9A is a 2-lane undivided highway and has a maximum daily capacity of 25,410 vpd. The proposed commercial development could generate approximately 234 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.51 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C

Aerial Photo:



ATTACHMENT D

Memo from Emergency Preparedness Division:



EMERGENCY PREPAREDNESS DIVISION
JACKSONVILLE FIRE & RESCUE
515 NORTH JULIA STREET
JACKSONVILLE, FL 32202



WWW.JAXREADY.COM

Date: March 18, 2019
To: Susan Kelly, City Planner II
From: Noah Ray, Emergency Preparedness Supervisor
RE: Requested Land Use Amendment Review of Application # L-5368-19C on Main Street N near Pecan Park Road

Ms. Kelly,

The Emergency Preparedness Division has reviewed the proposed land use amendment for the approximately 2.31 acres of property located on the Main Street North between Kirk Road and Bird Road (Real Estate # 108281 0000). The Division has the following comments:

Flood Hazard Zones

The area under review for impacts of small-scale land use amendment is located in an area of minimal flood hazard (Zone X). Excluding retention ponds, Dunn Creek is the most proximate source of water with flooding potential. Dunn Creek is approximately 1,330 meters southeast of the property under consideration.

Figure 1: Flood Hazard Layer



Source: [http://fema.maps.arcgis.com/;](http://fema.maps.arcgis.com/)

ATTACHMENT D (cont.)

Memo from Emergency Preparedness Division:



EMERGENCY PREPAREDNESS DIVISION
JACKSONVILLE FIRE & RESCUE
515 NORTH JULIA STREET
JACKSONVILLE, FL 32202

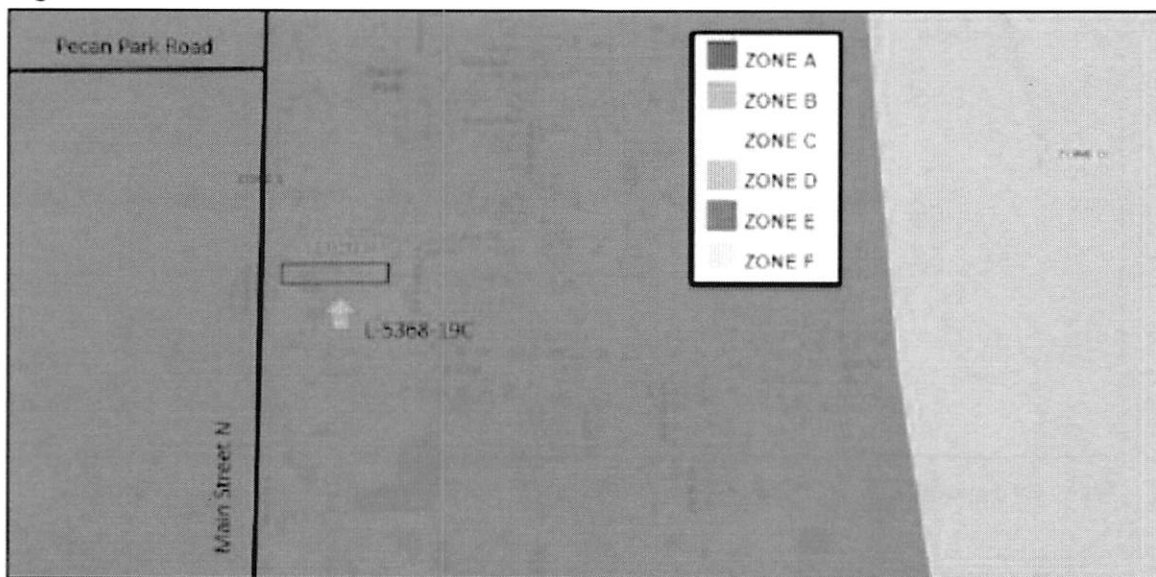


WWW.JAXREADY.COM

Evacuation Zones and Routes

The property described in the land use agreement, located on the Main Street North between Kirk Road and Bird Road lies in Evacuation Zone E. Figure 2 illustrates the evacuation zone designations for Zones D (green), and E (purple), and the location of L-5368-19C in relation to them both.

Figure 2: Evacuation Zones



Source: <http://maps.coj.net/DuvalProperty/#>; JAXGIS Duval County – Evacuation Zone Layer

The primary evacuation routes for Duval County are the major highways Interstate 95N and Interstate 10E, which allow for evacuation to the North and West respectively. Main St N itself is a secondary evacuation route leading northbound out of the county. However, just to the north of Kirk Road is Pecan Park Road, which allows access to the primary evacuation route of Interstate 95N. See Figure 3 for a diagram of these routes.

ATTACHMENT D (cont.)

Memo from Emergency Preparedness Division:



EMERGENCY PREPAREDNESS DIVISION
JACKSONVILLE FIRE & RESCUE
515 NORTH JULIA STREET
JACKSONVILLE, FL 32202



WWW.JAXREADY.COM

Figure 3: Evacuation Routes



Source: <http://map.floridadisaster.org/gator/map.html>; Florida GATOR Situational Awareness Tool – Evacuation Route Layer

Evacuation Shelters

In relation to Objective 7.2, Duval County has 27 designated evacuation shelters. Most are located in schools. Duval County Health Department is responsible for operating Special Needs Shelters. Individuals going to special needs shelters must pre-register with the Duval County Emergency Management. If needed, transportation will be provided for those who pre-register. Information on special needs registration including transportation is found on the Duval County Emergency Management website, JaxReady.com. Clients must register for access to the special needs shelters each year. Current information regarding shelter openings can be found at www.jaxready.com or by calling (904) 630-CITY (630-2489).

ATTACHMENT D (cont.)

Memo from Emergency Preparedness Division:



EMERGENCY PREPAREDNESS DIVISION
JACKSONVILLE FIRE & RESCUE
515 NORTH JULIA STREET
JACKSONVILLE, FL 32202



WWW.JAXREADY.COM

Impacts to Evacuation Timing & Shelter Populations


According to the *City of Jacksonville 2030 Comprehensive Plan: Future Land Use Element* (June 2018), the General Commercial (CGC / CCG-2) category primarily intends to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. As such, there would be no permanent residents at this location under the proposed plan scenario. When contrasted with the maximum potential development for the existing plan scenario, the land use amendment would effectively create a reduction in evacuees from this location. The existing plan scenario allows for 5 single-family dwelling units per acre.

It should be noted that the City of Jacksonville has no authority to direct the operations of private companies. However, the City of Jacksonville encourages all citizens to heed all warnings and evacuation orders. During an imminent natural disaster, particularly a tropical cyclone event, commercial retail and service establishments are encouraged to prepare for the impacts of the event and allow their employees to make personal preparations at home.

In consideration of the factors mentioned above, the existing evacuation zones, and nearby evacuation routes, the Emergency Preparedness Division determines that the impact of a small-scale land use amendment detailed in Application # L-5368-19C on countywide evacuation timing would be negligible. Shelter populations would similarly remain unaffected by this land use amendment. Site design techniques which minimize the impact to local traffic flow are encouraged.

ATTACHMENT E

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	2/5/19	Date Staff Report is Available to Public:	3/29/2019
Land Use Adoption Ordinance #:	2019-154	Planning Commission's LPA Public Hearing:	4/4/2019
Rezoning Ordinance #:	2019-155	1st City Council Public Hearing:	4/9/2019
JPDD Application #:	L-5368-19C	LUZ Committee's Public Hearing:	4/16/2019
Assigned Planner:	Helena Parola	2nd City Council Public Hearing:	4/23/2019
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: LARA DIETRICH DIETRICH PLANNING, LLC 1332 AVONDALE AVENUE JACKSONVILLE, FL 32205 Ph: 9045516969 Email: LARADIETRICH@GMAIL.COM		Owner Information: DOUGLAS SMITH BOUNTFUL OCTOBER 2016 LAND TRUST 15153 MAIN STREET NORTH JACKSONVILLE, FL 32218	
<u>DESCRIPTION OF PROPERTY</u>			
Acres:	0.69	General Location:	MAIN STREET NORTH, JUST SOUTH OF PECAN PARK ROAD
Real Estate #(s):	108281 0000, a portion of	Address:	15153 MAIN ST N
Planning District:	6		
Council District:	2		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	KIRK ROAD and BIRD ROAD		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT STRUCTURE		
Current Land Use Category/Categories and Acreage:	LDR 0.69		
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	CGC, LDR, LI
Applicant's Justification for Land Use Amendment: THE APPLICANT WOULD LIKE TO BRING THE FRONT HALF, OR WESTERN PORTION, OF THE PARCEL INTO CONSISTENCY WITH ITSELF FOR COMMERCIAL PURPOSES. THE FRONTAGE OF THE PARCEL HAS CGC/CCG-2. THE EASTERN BALANCE OF THE PARCEL WOULD REMAIN LDR/RLD-120. THE ADJACENT PARCEL TO THE NORTH JUST GOT AN APPROVAL FOR SAME REQUEST. WE ARE ALIGNING THE REQUEST TO MATCH UP WITH HIS PARCEL "DIVIDE".			
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	RLD-120 0.69		
Requested Zoning District:	CCG-2		
Additional information is available at 904-255-7888 or on the web at http://maps.coi.net/luzap/			