



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

**OVERVIEW**

**ORDINANCE: 2019-185**

**APPLICATION: L-5366-19C-4-12**

**APPLICANT: JUSTIN WILLIAMS**

**PROPERTY LOCATION: 1367 Chaffee Road**

**Acreeage: 5.43**

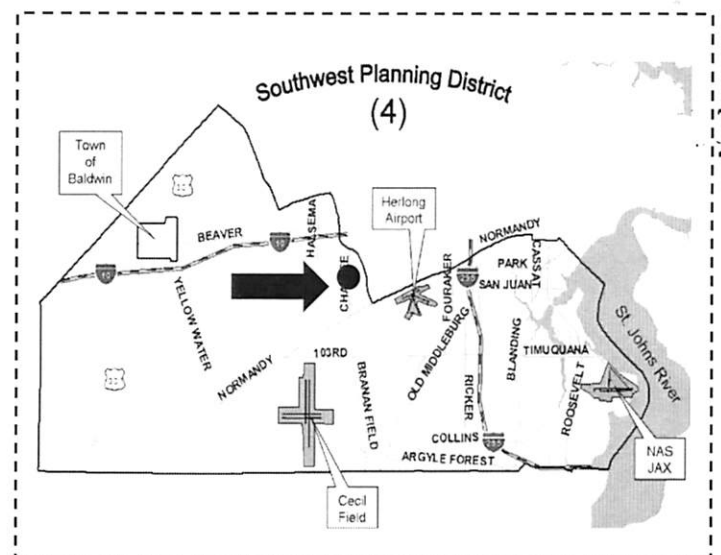
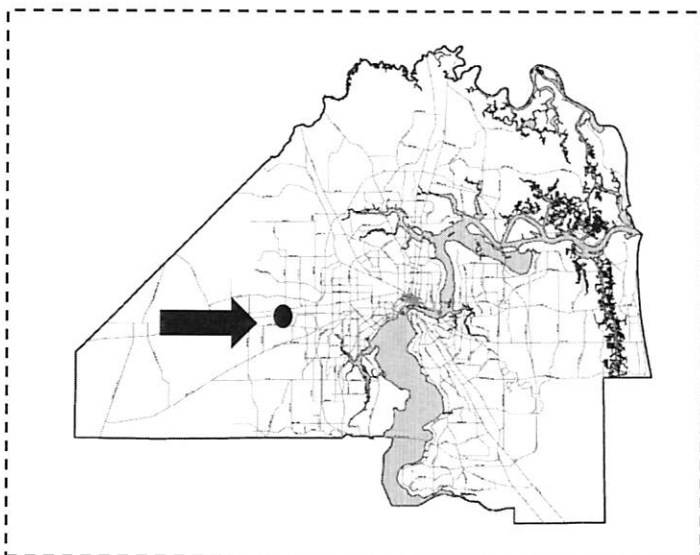
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>NC and BP</b>	<b>LDR</b>
<b>ZONING</b>	<b>PUD</b>	<b>RLD-80</b>

Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
BP/NC	LDR	N/A	27 DU (5 DU per acre)	64,186 sq. ft (0.35 FAR BP) 23,914 sq. ft.(0.45 FAR NC)	N/A	Increase 27 DU	Decrease 64,186 sq. ft. BP 23,914 sq. ft. NC

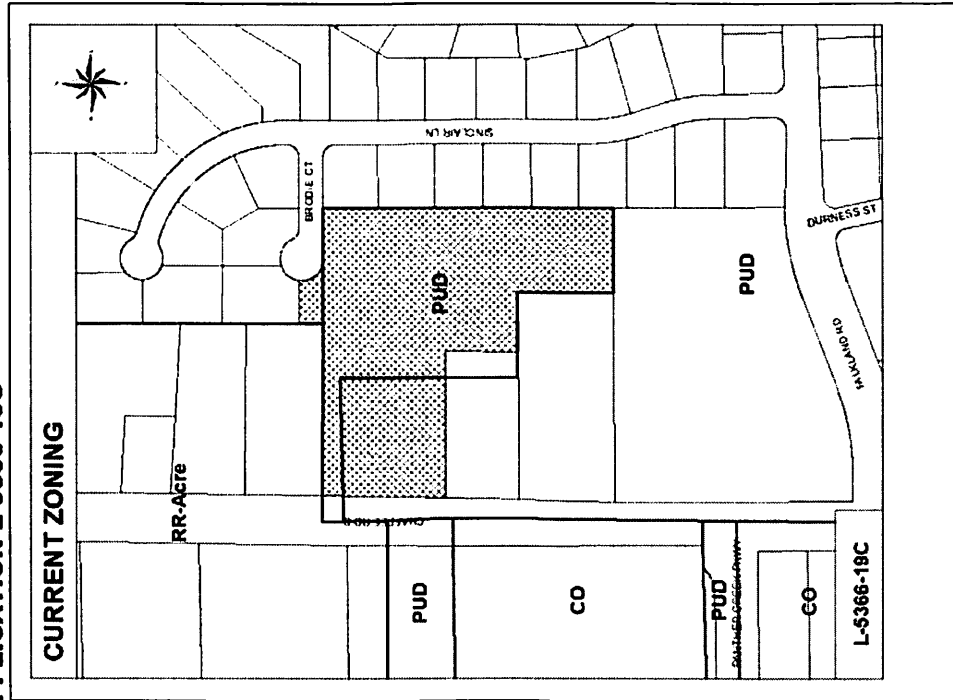
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**

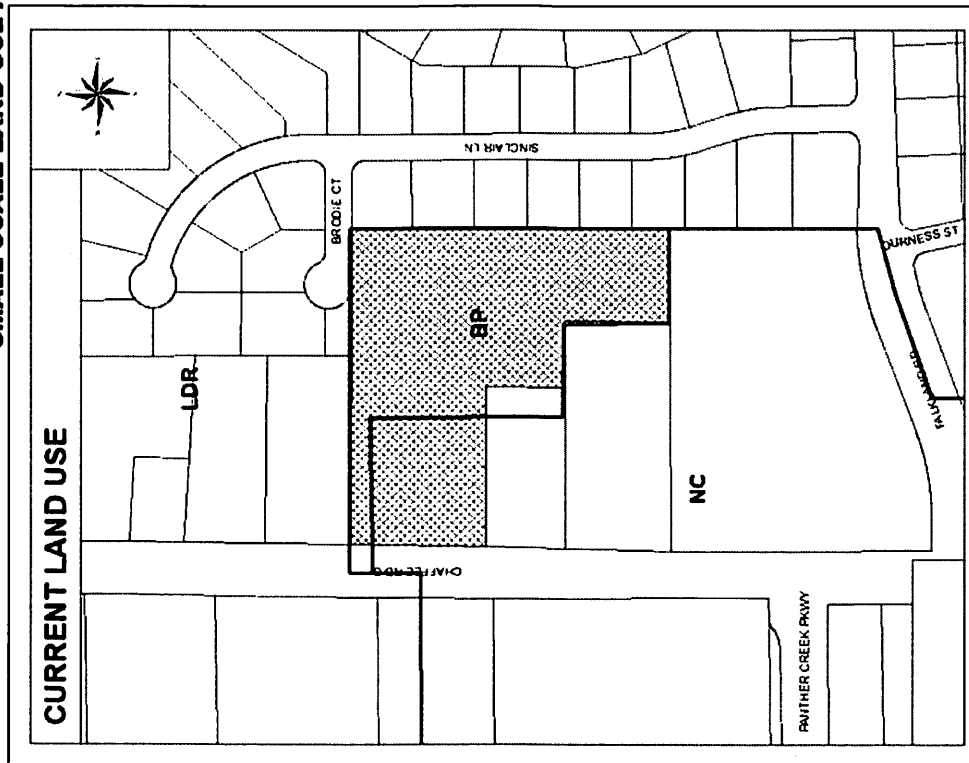


# DUAL MAP PAGE

## SMALL SCALE LAND USE APPLICATION L-5366-19C



**Current Zoning District(s):** Planned Unit development (PUD)  
**Requested Zoning District(s):** Residential Low Density - 80 (RLD-80)



**Existing FLUM Land Use Categories:** Business Park (BP) and Neighborhood Commercial (NC)  
**Requested FLUM Land Use Category:** Low Density Residential (LDR)

# ANALYSIS

## Background:

The subject property is a 5.43 acre site located on the east side of Chaffee Road, a two-lane minor arterial roadway, just north of Falkland Road. The subject property is also located in the Southwest Planning District and within the boundaries of the Southwest Jacksonville Vision Plan. According to the Development Areas Map of the Future Land Use Element (FLUE), the site is located within the Suburban Development Area.

The applicant is requesting a land use amendment from Business Park (BP) and Neighborhood Commercial (NC) to Low Density Residential (LDR) and a companion rezoning from Planned Unit Development (PUD) to Residential Low Density-80 (RLD-80) in order to develop the site with single-family residential lots. The companion rezoning application is pending concurrently with this land use amendment pursuant to Ordinance 2019-186.

In 2012, the land use category was changed over a portion (4.38 acres) of the land use amendment site from NC to BP (Ordinance 2012-56-E) with a companion rezoning to PUD (Ordinance 2012-57-E). The change in land use and zoning was sought to permit the development of professional offices, storage and temperature controlled storage facilities. According to the applicant, the demand for commercial and business park uses on this property has decreased while the demand for single family residential uses has increased.

The area surrounding the subject site is characterized by a mix of residential, institutional and commercial uses. The nearby surrounding uses include several church buildings, very large lot single-family homes (80 ft. to 100 ft. lots), small neighborhood commercial type centers and vacant land. Directly south of the site there is a realty office, a public library and a small commercial shopping center. Low density single-family development is the predominant land use to the north and east of the subject site. Detailed information about the surrounding area can be found on the Dual Map on page 2, and on the Existing Land Utilization Map (See Attachment A). The adjacent land use categories and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	RR-Acre & PUD	Single Family homes
South	NC	PUD	Vacant Commercial and Office
East	LDR	PUD	Single Family homes
West	NC & LDR	RR-Acre & PUD	Vacant Commercial and Church

## 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 have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for preparing this report. 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).

### **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.

The applicant provided a JEA letter of availability, dated February 25, 2019, which shows water and sewer service are available to the subject site. The JEA letter is included in the companion rezoning application.

### **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 no 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**

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Planning and Development Department  
Land Use Amendment Report – April 12, 2019

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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.

Chaffee Road is the first functional classified facility that would be impacted by the proposed development. This segment of Chaffee Road between Crystal Springs Road and Normandy Boulevard is a 2-lane undivided arterial roadway and has a maximum daily capacity of 16,920 vpd. The proposed residential development could generate approximately 255 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.77 with the inclusion of the additional traffic from this land use amendment.

#### **Airport Environ Zone**

The site is located within the 150 foot Height and Hazard Zone for Herlong Recreational Airport. Zoning will limit development to a maximum height of less than 150', unless approved by the Jacksonville Aviation Authority (JAA) or the Federal Aviation Administration (FAA). 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.

#### Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, 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.

#### Ground Water Aquifer Recharge Area

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 Policy 1.2.8

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.

#### School Capacity

The 5.43 acre proposed land use map amendment has a maximum potential development of 27 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-5366-19C**

**Development Potential: 27 Multi-Family Units**

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	8	6,625	83%	5	87%	642
Middle	7	1,553	77%	2	92%	103
High	8	3,025	92%	3	75%	611
<b>Total New Students</b>				<b>9</b>		

*Total Student Generation Yield: 0.333*

*Elementary: 0.167*

*Middle: 0.073*

*High: 0.093*

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

**Public School Facilities Element**

**Policy 2.3.2** The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

**Policy 2.3.3** The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

**Objective 3.2** Adopted Level of Service (LOS) Standards

Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

**Policy 3.1.1** The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

**Supplemental School Information:**

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance.

SCHOOL	CONCURRENCY SERVICE AREA	STUDENTS GENERATED	SCHOOL CAPACITY (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2018/19)	% OCCUPIED	4 YEAR PROJECTION
Chaffee Trail ES #142	8	5	808	732	91%	93%
Jefferson Davis MS #216	7	2	1,438	974	68%	73%
Ed White HS #248	8	3	2,071	1,457	70%	72%

- Does not include ESE & room exclusions
- Analysis based on maximum 27 dwelling units – L-5366-19C



# IMPACT ASSESSMENT

IMPACT ASSESSMENT		APPLICATION # L-5366-19C
DEVELOPMENT ANALYSIS		
Development Boundary	Suburban	
Roadway Frontage Classification	Minor Arterial	
Plans/Studies	Southwest Vision Plan	
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Single-family homes
Land Use/Zoning	BP and NC /PUD	LDR/RLD-80
Development Standards For Impact Assessment	.35 FAR and 0.45 FAR	5 DU per acre
Development Potential	64,186 sq. ft./ 23,914 sq. ft.	27 DU
Population Potential	N/A	71 people
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	150' Herlong	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area	X 0-4 inches	
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	
PUBLIC FACILITIES		
Potential Roadway Impact	No New Daily Trips	
Potential Public School Impact	Increase of 9 students	
Water Provider	JEA	
Potential Water Impact	Increase of 1,682 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 1,262 gallons per day	
Potential Solid Waste Impact	Decrease of 172 tons per year	
Drainage Basin / Sub-Basin	Ortega River	
Recreation and Parks	Crystal Springs Road Park	
Mass Transit	N/A	
NATURAL FEATURES		
Elevations	66 ft.	
Land Cover	1900 Open land	
Soils	14 – Boulogne 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 March 28, 2019 the required notices of public hearing signs were posted. Fifty-four (54) 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 April 1, 2019 and there were no speakers present.



## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan

The proposed amendment is consistent with the following Goals, Objective and Policies of the 2030 Comprehensive Plan, Future Land Use Element:

- Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
- 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 proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

- Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- 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 1.1.24 The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.
- 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.

The BP Future Land Use Category is intended to accommodate commercial office and light industrial uses. Commercial offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area.

The NC Future Land Use Category is intended to provide for commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of vehicle miles traveled.

The LDR future land use category primarily permits low density residential development at up to seven dwelling units per acre. Generally, single-family detached housing will be the

predominant land use in this category, although mobile homes, patio homes, townhomes and multi-family dwellings may also be permitted in appropriate locations. Additionally, certain secondary and supporting uses are permitted in all residential categories including supporting commercial and service establishments and home occupations.

Low density single-family development is the predominant land use on properties located north and east of the subject site. Residential development would complement the property in the NC land use category just south and west of the subject site. The proposed amendment promotes a pattern of compatible land uses with a well-organized combination of residential and neighborhood commercial uses that will facilitate the stability and viability of existing residential development as called for in FLUE Goals 1 and 3, Objective 1.1 and Policy 1.1.22.

The amendment site would maintain the residential character and development trend of the area satisfying FLUE Objective 3.1 and create a transition between surrounding uses as recommended under FLUE Policy 1.1.10.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter, dated February 25, 2019, there is a 20-inch water main within the Chaffee Road right-of-way adjacent to the property. In addition, there is an 8-inch gravity sewer main within the Chaffee Road right-of-way and a second 8-inch gravity sewer main connection point within the Brodie Court right-of-way.

The proposed land use amendment also satisfies FLUE Policy 1.1.24, as the proposed development is located within the Southwest Planning District.

#### Recreation and Open Space Element

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

The reservation of open space in the amendment site or the provision of a monetary contribution should be included in the rezoning's requirements to fulfill Policies 2.2.2 and 2.2.4.

## **Vision Plan Consistency**

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan in an area the Plan identifies as the Suburban Area. The proposed amendment for low density residential is consistent with one of the Plan's Guiding Themes to "strengthen existing neighborhoods and create new neighborhoods." The Plan contains recommendations regarding the preferred development of planned communities in the Suburban Area that encompass a complete range of land uses in planned communities rather than construction of subdivisions. The subject site is a 5.43 acre infill site that is not conducive to the creation of a complete community. However, the site is located in an area of residential development that is served by commercial retail and service uses to the south and to the west across Chaffee Road. Therefore, the proposed amendment is generally consistent with the intent of the Plan.

## **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Communities and Affordable Housing Subject Area:

Objective: Improve Quality of Life and Provide Quality Places in Northeast Florida

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

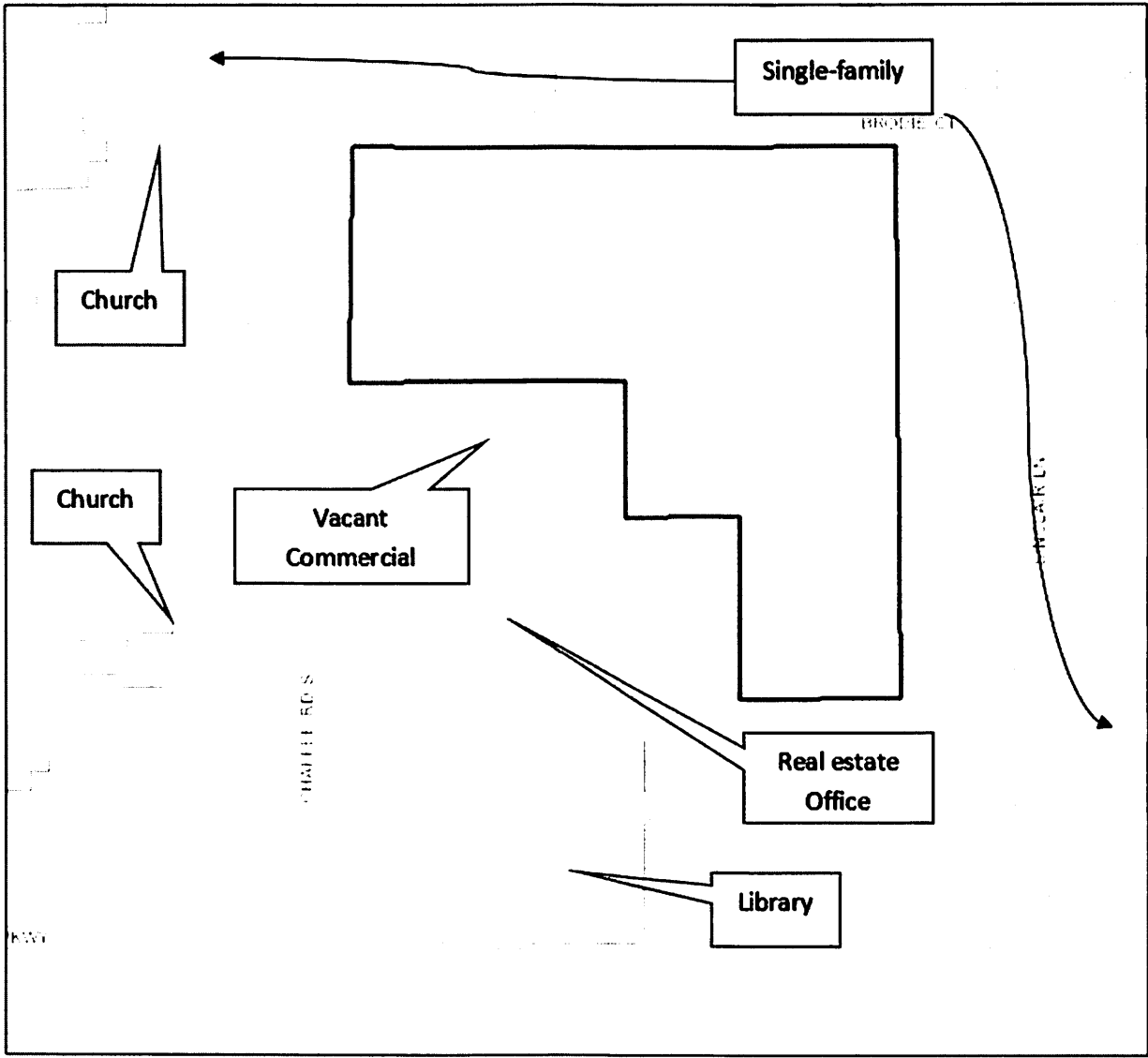
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the infilling of residential development in an established residential area.

## **RECOMMENDATION**

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

# ATTACHMENT A

## Existing Land Utilization:



## ATTACHMENT B

### Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment L-5366-19C, located east of Chaffee Road S, between Crystal Springs Road and Falkland Road in the Suburban Development Area of Jacksonville, Florida. The subject site has an existing mixture of Business Park (BP) and Neighborhood Commercial (NC) land use categories. The proposed land use amendment is to allow for Low Density Residential (LDR) on approximately 5.43 acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10<sup>th</sup> Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the BP land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 64,186 SF of office/light industrial uses (ITE Code 770) which could generate 798 daily vehicular trips. The NC land use category development impact assessment standards allows for 0.45 FAR per acre, resulting in a development potential of 23,914 SF of neighborhood commercial space (ITE Code 814) which could generate 1,002 daily vehicular trips. The proposed the LDR land use category allows for five single-family dwelling units per acre, resulting in a development potential of 27 homes (ITE Land Use Code 210), generating 255 new daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from BP and NC to LDR, as shown in Table A.

**Table A**  
**Trip Generation Estimation**

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
BP	770	64,186 SF	T = 12.44 (X) / 1000	798	0.00%	798
NC	814	23,914 SF	T = 63.47 (X) / 1000	1,518	34.00%	1,002
<b>Total Section 1</b>						<b>1,800</b>
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
LDR	210	27 SFDUs	T = 9.44 (X)	255	0.00%	255
<b>Total Section 2</b>						<b>255</b>
<b>Net New Daily Trips</b>						<b>0</b>

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

## ATTACHMENT B (cont)

### Traffic Analysis:

#### 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.

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**.

Chaffee Road is the first functional classified facility that would be impacted by the proposed development. This segment of Chaffee Road between Crystal Springs Road and Normandy Boulevard is a 2-lane undivided arterial roadway and has a maximum daily capacity of 16,920 vpd. The proposed residential development could generate approximately 255 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.77 with the inclusion of the additional traffic from this land use amendment.



# ATTACHMENT C

## Land Use Amendment Application:

	<b>APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>		
Date Submitted:	1/30/19	Date Staff Report is Available to Public:	4-12-2019
Land Use Adoption Ordinance #:	2019-185	Planning Commission's LPA Public Hearing:	4-18-2019
Rezoning Ordinance #:	2019-186	1st City Council Public Hearing:	4-23-2019
JPDD Application #:	L-5366-19C	LUZ Committee's Public Hearing:	5-7-2019
Assigned Planner:	Jody McDaniel	2nd City Council Public Hearing:	5-15-2019 (Wed)
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> JUSTIN WILLIAMS CONNELLY AND WICKER, INC. 10060 SKINNER LAKE DRIVE SUITE 500 JACKSONVILLE, FL 32246 Ph: (904) 265-3030 Fax: (904) 265-3031 Email: JWILLIAMS@CWIENG.COM		<b>Owner Information:</b> KENNETH LAPOINTE WILLIAM HOWELL K.J. LAPOINTE & COMPANY W.R. HOWELL COMPANY 9170 MARSH ISLAND DRIVE 2955 HARTLEY RD STE 108 VERO BEACH, FL 32963 Ph: (904) 292-0778 JACKSONVILLE, FL 32257 Fax: (904) 292-9468	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
Acreage:	5.43	General Location:	EAST SIDE OF CHAFFEE ROAD S 0.9-MILE SOUTH OF I-10
Real Estate #(s):	008951 3310	Address:	0 CHAFFEE RD S
Planning District:	4		
Council District:	12		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	CHAFFEE RD and BRODIE CT		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
Current Utilization of Property:	TIMBER		
Current Land Use Category/Categories and Acreage:	BP 4.21		
	NC 1.22		
Requested Land Use Category:	LDR	Surrounding Land Use Categories:	LDR
Applicant's Justification for Land Use Amendment:	MARKET CONDITIONS FAVOR A LOW DENSITY RESIDENTIAL LAND USE SIMILAR WITH THE SURROUNDING DEVELOPMENT		
<b><u>UTILITIES</u></b>			
Potable Water:	JEA	Sanitary Sewer	JEA
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
Current Zoning District(s) and Acreage:	PUD 5.50		
Requested Zoning District:	RLD-80		
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/luzap/">http://maps.coj.net/luzap/</a>			

# ATTACHMENT D

Aerial Map:

