



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

OVERVIEW

ORDINANCE #: 2019-193

APPLICATION: L-5363-19C-4-14

APPLICANT: STEVE DIEBENOW; ESQ.

PROPERTY LOCATION: 4915 Collins Road; North of Collins Road; Between Roosevelt Boulevard (SR 15) and Retreat Boulevard

Acreeage: 2.63

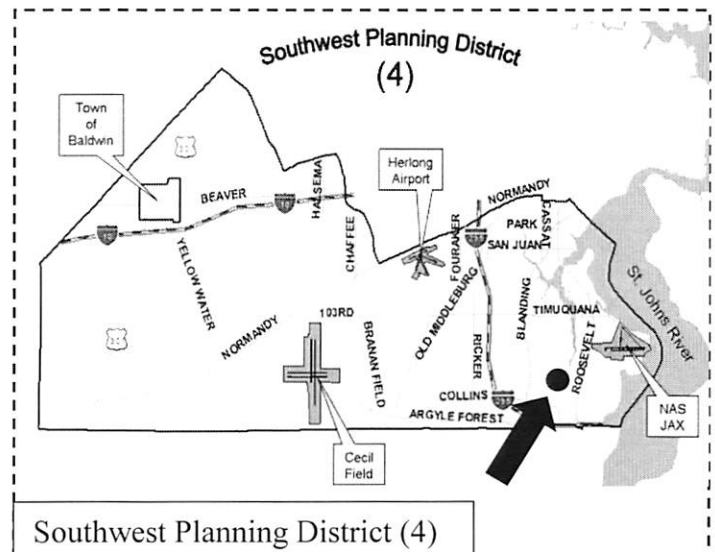
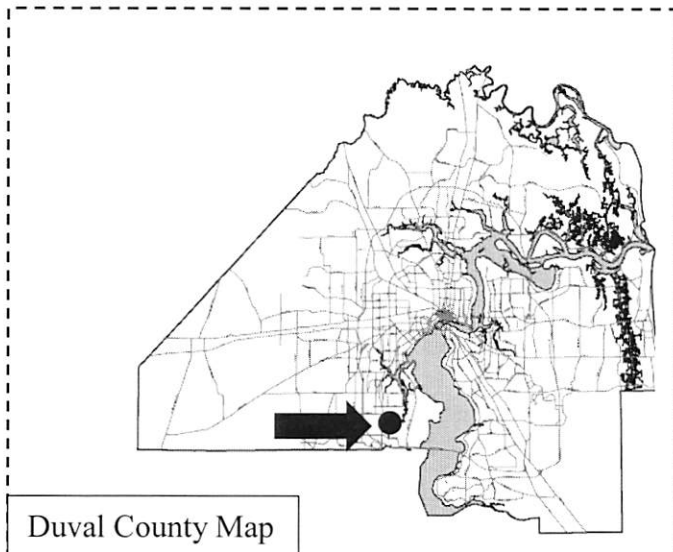
Requested Action:

	Current	Proposed
LAND USE	LI	RPI
ZONING	IBP; RMD-A; PUD	PUD

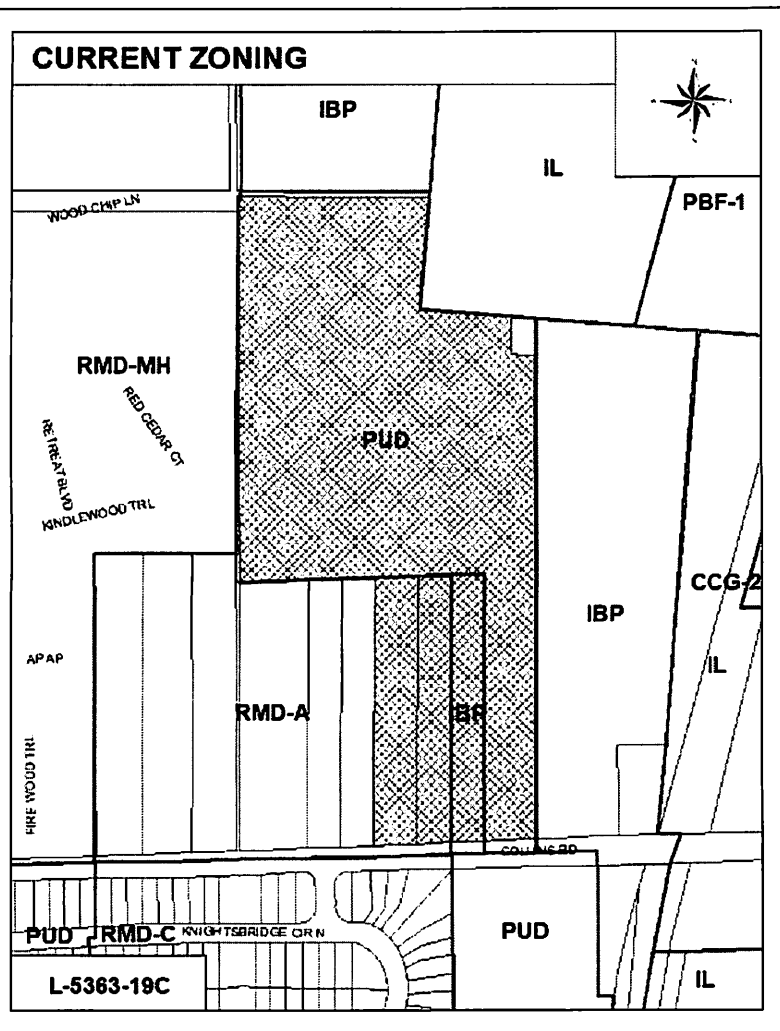
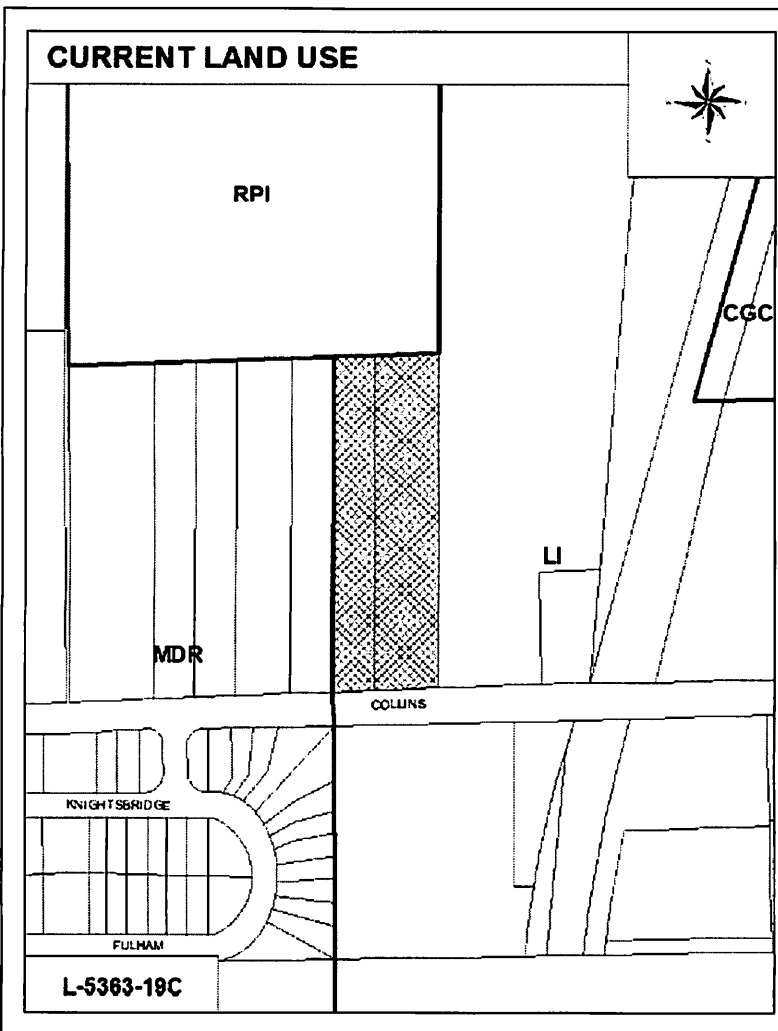
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
LI	RPI	N/A	40 DU (15 DU/Acre)	45,825 Sq. Ft. (0.4 FAR)	57,281 Sq. Ft. (Non-Residential)	Increase 40 DU (Residential)	Increase 11,456 Sq. Ft. (Non-Residential)

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



SMALL SCALE LAND USE APPLICATION L-5363-19C



Existing FLUM Land Use Categories: Light Industrial (LI)

Current Zoning District(s): Industrial Business Park; Residential Medium Density-A; Planned Unit Development (IBP; RMD-A; PUD)

Requested FLUM Land Use Category: Residential-Professional-Institutional (RPI)

Requested Zoning District(s): Planned Unit Development (PUD)

ANALYSIS

Background:

The 2.63 acre subject site is currently vacant and is located in the Suburban Development area of Council District 14, Planning District 4. The site is within the boundaries of the Southwest Vision Plan. The site is accessed from Collins Road, classified as a collector road and is between Roosevelt Boulevard (SR 15) and Retreat Boulevard.

The applicant proposes a future land use map amendment from Light Industrial (LI) to Residential-Professional-Institutional (RPI) and a rezoning from Industrial Business Park (IBP), Residential Medium Density-A (RMD-A) and Planned Unit Development (PUD) to Planned Unit Development. This change is requested to add additional land to the existing PUD and to rewrite the original written description associated with PUD Ordinance 2008-361-E. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-194. The subject site is larger and contains parcels to the north of the land use amendment site. The applicant is proposing the development of a multi-family project.

Much of the area around the amendment site is in the MDR, LI or RPI land use categories with a dominant use of single-family residential. Detailed information about the surrounding area can be found on Page 2, Dual Map, and Attachment A – Existing Land Utilization Map.

The adjacent uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	RPI	PUD	Vacant
South	LI and MDR	PUD and RMD-C	Residential and Industrial
East	LI	IBP	Residential and Industrial
West	MDR	RMD-A	Residential

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 the purpose of 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). According to information filed in the zoning application, the site will be served by JEA.

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 will result in an increase of 239 new net 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. Since the applicant's justification indicates residential, staff has provided a supplemental analysis of the transportation impacts for residential development. See Attachment C - Residential Traffic Analysis.

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 the City to 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 7.

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 7 is **0.66**.

Collins Road is a functional classified facility that would be impacted by the proposed development. Philips Highway between Roosevelt Boulevard and Pine Verde Lane is a 2-lane undivided collector facility and has a maximum daily capacity of 16,920 vpd. The proposed residential development could generate approximately 558 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.54 with the inclusion of the additional traffic from this land use amendment.

Airport Environment Zone

The site is located within the 300 foot Height and Hazard Zone for Naval Air Station Jacksonville. Zoning will limit development to a maximum height of less than 300 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

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.

School Capacity

The 2.63 acre proposed land use map amendment has a maximum potential development of 74 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-5363-19C

Development Potential: 40 Multi-Family Units

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	2	6,397	78%	7	68%	1,956
Middle	2	3,795	72%	3	76%	471
High	2	2,795	92%	4	75%	611
Total New Students				14		

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
Ortega ES #16	2	7	346	319	92%	92%
JEB Stuart MS #207	2	3	1,029	672	65%	64%
Lee HS #33	2	4	1,844	1,736	94%	94%

- Does not include ESE & room exclusions
- Analysis based on maximum 40 dwelling units – L-5363-19C

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	190 Feet of Frontage; Collector Road	
Plans/Studies	Southwest Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	Multi-Family
Land Use/Zoning	LI/IBP, RMD-A, PUD	RPI/PUD
Development Standards For Impact Assessment	0.4 FAR	0.5 FAR (Non-Residential) or 15 DU per acre (Residential)
Development Potential	45,825 Sq. Ft.	57,281 Sq. Ft. or 40 DU
Population Potential	0 People	94 People
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	X- 300' NAS JAX	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X- Low
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X- Discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: N/A	X
PUBLIC FACILITIES		
Potential Roadway Impact	239 net new daily trips	
Potential Public School Impact	14 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 9072.8 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 6804.6 gallons/day	
Potential Solid Waste Impact	Decrease of 38.06 tons/year	
Drainage Basin / Sub-Basin	Ortega River / Unnamed Branch	
Recreation and Parks	Ringhaver Park	
Mass Transit	None	
NATURAL FEATURES		
Elevations	20 to 25 feet above mean sea level	
Land Cover	1100- Residential, low density- less than 2 dwelling	

	units/acre; 4110- Pine flatwoods
Soils	32- Leon fine sand; 38- Mascotte fine sand; 63- Sapelo fine sand
Flood zone	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 26, 2019, the required notice of public hearing signs were posted. Thirty (30) 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 April 1, 2019. One member of the public expressed concerns regarding an access easement for a nearby cell tower.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element (FLUE):

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 1.1.10 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 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

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.

Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relied from the scale transition requirements.

Policy 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing

neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Recreation and Open Space Element (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.

Comprehensive Plan Analysis:

According to the category description for the Suburban Development Area of the Future Land Use Element (FLUE), Light Industrial (LI) is a category which provides for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes.

According to the category descriptions for the Suburban Development Area of the FLUE, Residential-Professional-Institutional (RPI) in the Suburban Area is intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred. Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. RPI is generally intended to provide transitional uses between commercial and residential uses, although it may also provide a transition between industrial and residential uses when industrial uses pose no health or safety risks to residents.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter provided in the zoning application, dated January 24, 2019, there is a 12-inch water main within the Collins Road right-of-way along the property frontage. In addition, there is an existing 8-inch gravity sewer main within the Collins Road right-of-way along the property frontage.

The subject property has access to full urban services and is located in a developed area of the City. The proposed land use amendment aids in maintaining a compact and compatible land use pattern by offering a divergent housing option to the area while providing an expansion of residential uses in the area and is consistent with FLUE Objectives 1.1 and 3.1. RPI is a transitional land use category which provides a gradual transition of densities and intensities between the adjacent land uses and is consistent with Policies 1.1.10 and 3.1.3.

The proposed amendment promotes a compact and compatible residential use by providing greater density when compared to the nearby housing options, facilitates infill redevelopment on an underutilized parcel that is located within the Suburban Development Area and has access to urban services. Therefore, the proposed amendment discourages sprawl and encourages development in areas with existing access to public utilities and infrastructure and is consistent with FLUE Objective 6.3, and Policies 1.1.22 and 1.2.9.

The proposed amendment has a companion rezoning application for a PUD, which allows for innovative site design, consistent with FLUE Policy 1.1.12. Development of the site will be required to comply with Recreation and Open Space Element (ROSE) Policy 2.2.1 concerning the adequate provision of open space.

Development of the site will be required to comply with ROSE Policy 2.2.2 concerning the adequate provision of open space for multi-family developments.

The proposed amendment has been reviewed and found to comply with the Southwest Jacksonville Vision Plan pursuant to FLUE Policy 4.1.8B; see below.

Southwest Vision Plan

The subject property is located within the boundaries of what is identified as the Suburban Area of the Southwest Vision Plan (September 2003). According to the plan, the proposed land use amendment is consistent with the following:

- Theme 1- Strengthen existing neighborhoods and create new neighborhoods.

The property is currently vacant on a collector road. The plan calls for a mix of housing types and higher density housing. The amendment will provide infill on underutilized property, and offer multi-family housing in an area that is predominantly single-family.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following policy of the Communities and Affordable Housing section of the Strategic Regional Policy Plan:

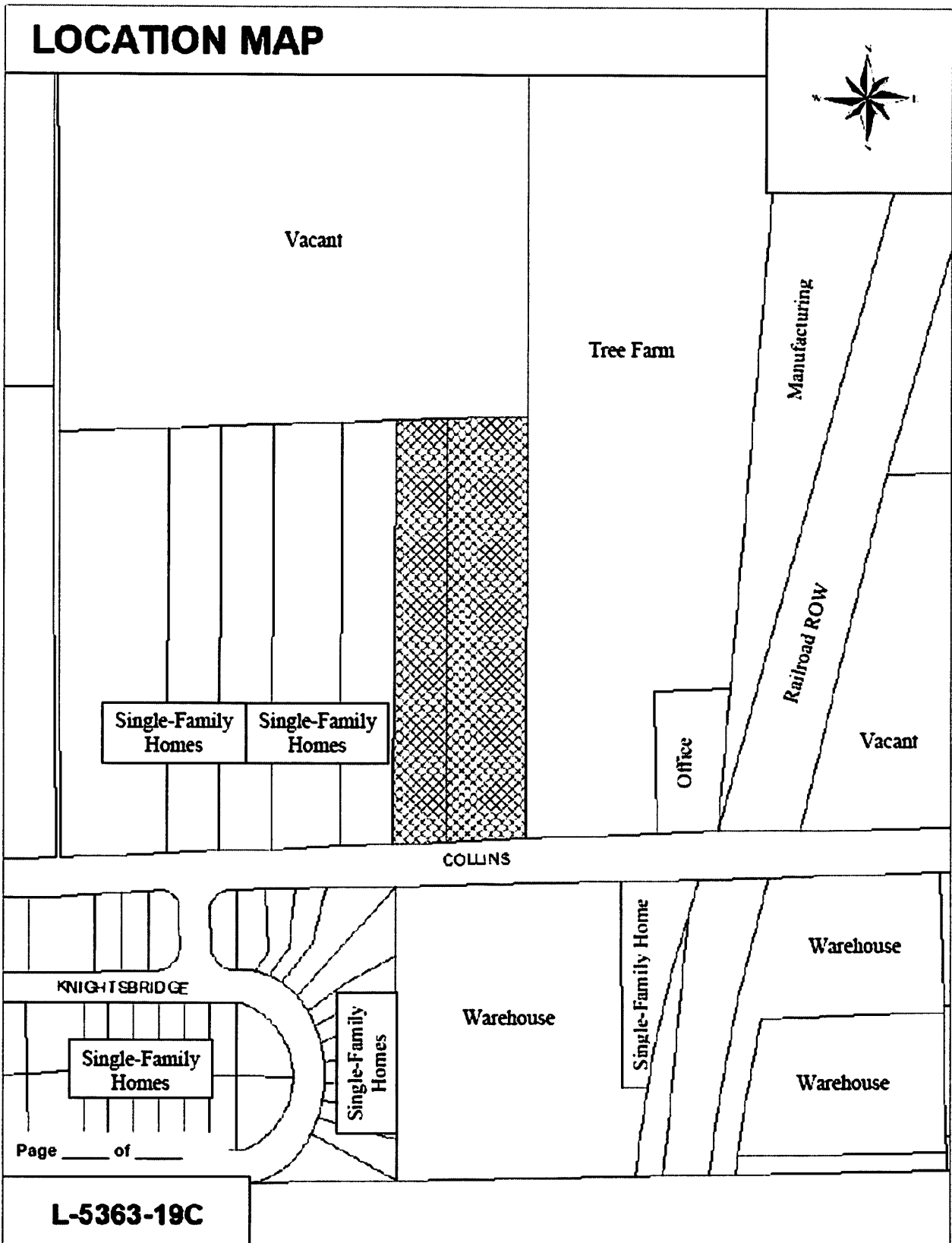
Policy 6 The Region encourages the creation of housing and supportive infrastructure for all of our citizens, including our aging population, veterans, and those with special needs. When such development is designed, it recognizes the linkage between the locations of these facilities, access to mobility options and community building that ensures that these facilities are part of the community and not isolated from it.

The proposed land use amendment is consistent with Policy 6 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional housing choice in the area and would provide infill in an already developed area of 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):



Page ____ of ____

L-5363-19C

ATTACHMENT B (Non-Residential 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 4, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5363-19C
RPI Non-Residential Use

A trip generation analysis was conducted for Land Use Amendment L-5363-19C located at 4851 and 4915 Collins Road, between Roosevelt Boulevard and Retreat Boulevard in the Suburban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing light Industrial (LI) land use category on approximately 2.63 +/- acres. The proposed land use amendment is to allow for Residential/Professional/Institutional nonresidential development on the entire site.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9th 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 LI land use category development impact assessment standards allows for 0.40 FAR per acre, resulting in a development potential of 45, 825 SF of industrial/manufacturing space (ITE Land Use Code 110) which could generate approximately 319 daily trips. The proposed RPI residential land use category development impact assessment standards allows for 0.5 FAR per acre, resulting in a development potential of 57, 281 SF of office/institutional space (ITE Land Use Code 710) which could generate 558 daily trips. This will result in 239 net new daily vehicular trips if the land use is amended from LI to RPI nonresidential, as shown in Table A.

ATTACHMENT B (Non-Residential 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
LI	110	45,825 SF	$T = 6.97 (X) / 1000$	319	0.00%	319
Total Section 1						319
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
RPI	710	57,281 SF	$T = 9.74 (X) / 1000$	558	0.00%	558
Total Section 2						558
Net New Daily Trips (Section 2 - Section 1)						239

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

Additional Information:

Objective 2.4 of the 2030 Comprehensive Plan requires the City to 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 7.

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 7 is **0.66**.

Collins Road is a functional classified facility that would be impacted by the proposed development. Philips Highway between Roosevelt Boulevard and Pine Verde Lane is a 2-lane undivided collector facility and has a maximum daily capacity of 16,920 vpd. The proposed residential development could generate approximately 558 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.54 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C (Residential Traffic Analysis):



ONE CITY. ONE
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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 4, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5363-19C
RPI Residential Use

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ATTACHMENT C (Residential 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
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Total Section 1						319
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
RPI	220	40 MFDUs	$T = 7.32 (X)$	293	0.00%	293
Total Section 2						293
Net New Daily Trips (Section 2 - Section 1)						0

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

Additional Information:

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The result of the V/C ratio analysis for the overall Mobility Zone 7 is **0.66**.

Collins Road is a functional classified facility that would be impacted by the proposed development. Philips Highway between Roosevelt Boulevard and Pine Verde Lane is a 2-lane undivided collector facility and has a maximum daily capacity of 16,920 vpd. The proposed residential development could generate approximately 293 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.54 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT D (Land Use Amendment Application):



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

Date Submitted:	1/24/19	Date Staff Report is Available to Public:	4-12-2019
Land Use Adoption Ordinance #:	2019-193	Planning Commission's LPA Public Hearing:	4-18-2019
Rezoning Ordinance #:	2019-194	1st City Council Public Hearing:	4-23-2019
JPDD Application #:	L-5363-19C	LUZ Committee's Public Hearing:	5-7-2019
Assigned Planner:	Chris Schoenig	2nd City Council Public Hearing:	5-15-2019

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:
STEVE DIEBENOW

ONE INDEPENDENT DRIVE, STE. 1200
JACKSONVILLE, FL 32202
Ph: 9043011269
Fax: 9043011279
Email: SDIEBENOW@DMPHLAW.COM

Owner Information:

MARGARET WARD
822 SW VALLEY WAY
LAKE CITY, FL 32025

ORR BRUCE
4851 COLLINS ROAD, LLC
945 PONTE VEDRA BLVD
PONTE VEDRA BEACH, FL 32082

KWOK HUNG
THE HUNG FAMILY TRUST DATED
NOVEMBER 28, 1997
945 PONTE VEDRA BLVD
PONTE VEDRA BEACH, FL 32082

DESCRIPTION OF PROPERTY

Acreage: 2.63
Real Estate #(s): 099142 0000
099143 0100 (a portion of)

General Location:
NORTH OF COLLINS ROAD BETWEEN ROOSEVELT BLVD AND
RETREAT BLVD

Planning District: 4
Council District: 14
Development Area: SUBURBAN AREA
Between Streets/Major Features:
RETREAT BLVD and ROOSEVELT BLVD

Address:
4915 COLLINS RD
4851 COLLINS ROAD 32244

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: UNDEVELOPED AND SINGLE FAMILY
Current Land Use Category/Categories and Acreage:
LI 2.63

Requested Land Use Category: RPI

Surrounding Land Use Categories: LI, MDR, RPI

Applicant's Justification for Land Use Amendment:
TO PERMIT REDEVELOPMENT OF THE PARCELS AS A MULTIFAMILY PROJECT AS AUTHORIZED BY PUD ORDINANCE
2008-361 FOR THE REMAINDER OF RE# 099143-0100.

UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:

IBP 1.05
PUD 1.58
RMD-A 14.32

Requested Zoning District: PUD

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

ATTACHMENT E (Aerial Map):

