



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

**OVERVIEW**

**ORDINANCE: 2019-274**

**APPLICATION: L-5357-19A-2-2**

**APPLICANT: CURTIS HART**

**PROPERTY LOCATION: North of Merrill Road between Wompi Drive and Ft. Caroline Road**

**Acreage: 5.58**

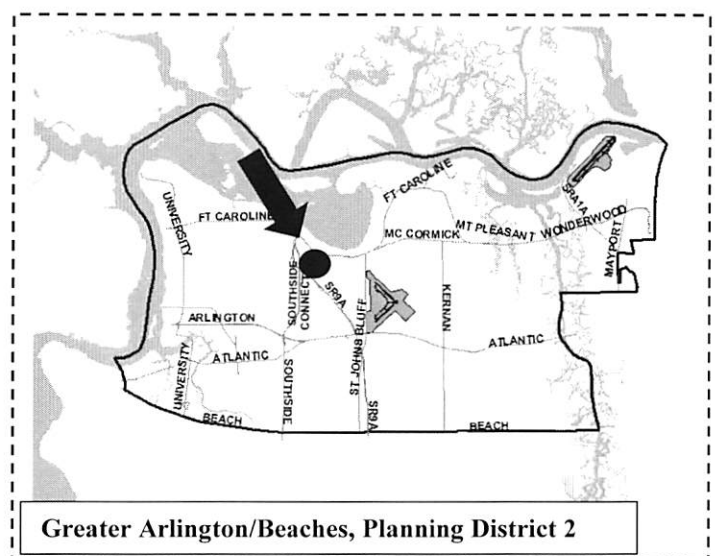
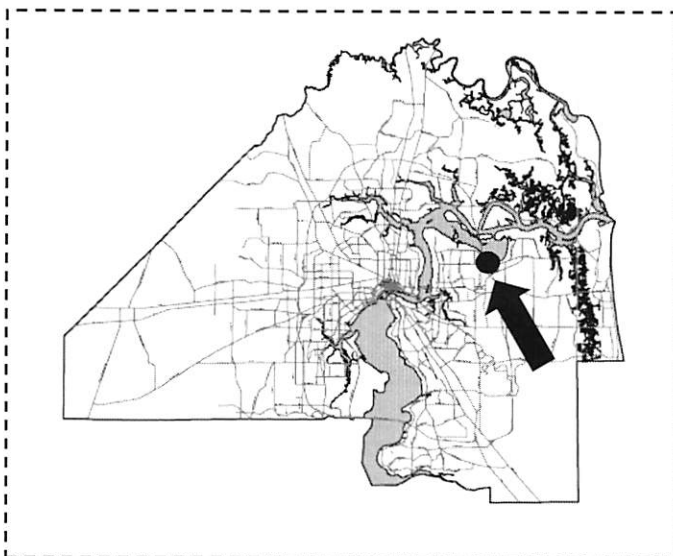
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>CGC</b>	<b>MDR</b>
<b>ZONING</b>	<b>CCG-1</b>	<b>RMD-D</b>

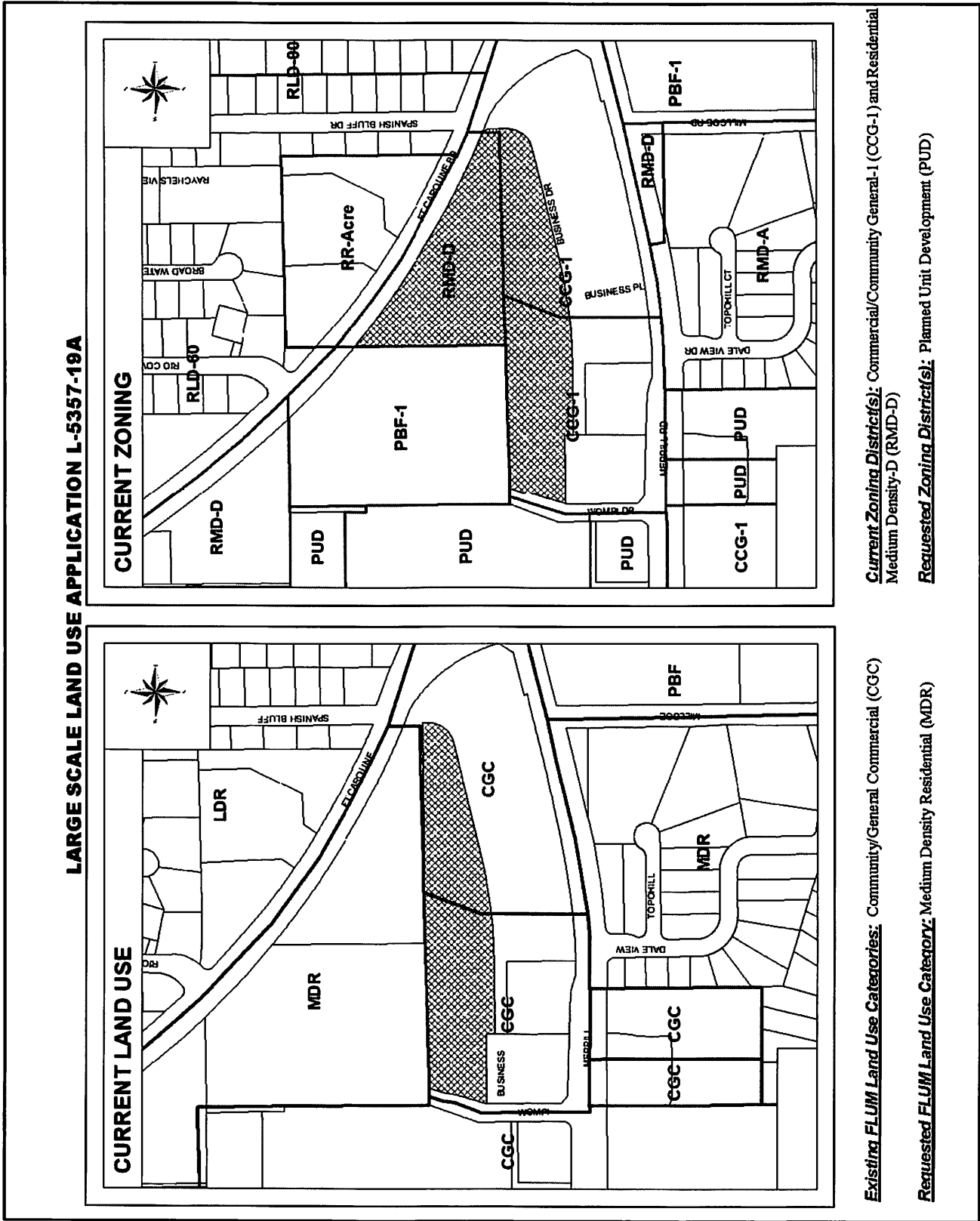
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
CGC	MDR	N/A	83 units (15 DU/Acre)	85,073 sq. ft. (0.35 FAR)	N/A	Increase of 83 units	Decrease of 85,073 sq. ft.

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

**LOCATION MAPS:**



# DUAL MAP PAGE



# ANALYSIS

## Background:

The subject site is 5.58 acres and consists of a portion of a property. The subject site is located off of Business Drive, a local roadway, and north of Merrill Road, which is classified as a minor arterial roadway, just west of the intersection with Ft. Caroline Road, a collector roadway. The subject site is in Council District 2, Planning District 2 and in the Urban Development Area as identified within the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the *2030 Comprehensive Plan* and is within the boundaries of the Greater Arlington/Beaches Vision Plan.

The subject site is currently undeveloped. The applicant proposes a large scale future land use map amendment from Community / General Commercial (CGC) to Medium Density Residential (MDR) in order to allow for the development of multi-family residential units. In 2001, the site was subject to an approved land use amendment (Ordinance 2001-1244-E), which changed the designation of the site from MDR to the current designation of CGC. The site is bounded to the north by the City of Jacksonville’s Sunny Acres Park and vacant land designated for MDR; to the west by mini-storage, shopping center and a bank designated as CGC; to the south of Business Drive by office use and mostly undeveloped land designated as CGC; further to the south, across Merrill Road, by commercial/ shopping centers designated as CGC and single family residential designated as MDR; and to the east by Ft. Caroline Road. The rezoning application is not required for the transmittal round of legislation and will be processed during the adoption round of this large-scale future land use map amendment.

The site is a mix of park land, commercial land and residential land. Single-family residential developments are located south of Merrill Road and east of Ft. Caroline Road with commercial centers along Merrill Road. The dual land use and zoning map on page 2 and the land utilization map (Attachment A) provide a detailed picture of the existing development pattern for the immediate area.

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

Adjacent Property(s)	Land Use	Zoning District	Current Use(s)
North	MDR	PBF-1 and RMD-D	Sunny Acres Park and undeveloped
South (directly south of Business Dr.)	CGC	CCG-1	Undeveloped
South (directly south of Merrill Road)	CGC and MDR	CCG-1, PUD and RMD-A	Publix Shopping Center, car wash/gas station, single-family residential
East (across Ft. Caroline Rd.)	LDR	RR-Acre, RLD-90	Undeveloped, single-family residential
West	CGC	PUD	Mini-storage/shopping center

### **Impact Assessment:**

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

### **Utility Capacity**

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

The applicant provided a JEA letter of availability, dated September 12, 2018, which shows water and sewer service are available to the subject site.

### **Infrastructure Element**

#### **Sanitary Sewer Sub-Element**

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

### **School Capacity**

Based on the Development Standards for impact assessment, the 5.58 acre proposed land use map amendment has a development potential of 83 multi-family dwelling units. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

**School Impact Analysis**  
**L-5357-19C**

**Development Potential: 83 Residential Units**

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	5	8,745	88%	14	94%	121
Middle	5	2,595	92%	6	88%	98
High	5	7,750	100%	8	98%	21
<b>Total New Students</b>				<b>28</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
Merrill Road ES #228 (K-2)	5	7	851	627	74%	74%
Don Brewer ES #217 (3-5)	5	7	673	494	73%	73%
Landmark MS #256	5	6	1,665	1,422	85%	86%
Terry Parker HS #86	5	8	1,866	1,610	86%	87%

- Does not include ESE & room exclusions
- Analysis based on maximum 80 dwelling units – L-5357-19A

**Transportation**

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

**Transportation Element**

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

**Policy 1.2.1** The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

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

**Capital Improvements Element**

**Policy 1.6.1** Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes

of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

#### Supplemental Transportation Information

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 2.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 2 is **0.70**.

Merrill Road (SR 116) and Fort Caroline Road are functional classified facilities that would be impacted by the proposed development. The proposed residential development could generate approximately 608 daily trips onto the network. These facilities are expected to operate at an acceptable V/C ratio 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 mostly high and low with some medium sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

#### Historic Preservation Element

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

### **Airport Environment Zone**

The site is located within the 150-foot Height and Hazard Zone for Craig Municipal Airport. Zoning will limit development to a maximum height of less than 500 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

### **Future Land Use Element**

**Objective 2.5** Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

### **Evacuation Zone**

The subject site is within Evacuation Zone C. 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 C.

### **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

DEVELOPMENT ANALYSIS		
Development Boundary	Urban Area	
Roadway Frontage Classification	Business Drive and Wompi Drive – Local Roadways; nearby Merrill Rd is a minor arterial roadway	
Plans/Studies	Greater Arlington/Beaches Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	Multi-family residential
Land Use/Zoning	CGC / CCG-1	MDR / PUD
Development Standards For Impact Assessment	0.35 FAR	15 DU/Acre
Development Potential	85,073 sq. ft.	83 units
Population Potential	N/A	195 people
SPECIAL DESIGNATIONS AREAS		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	150' Height Restriction Zone for Craig Municipal Airport	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Mostly High and Low with some Medium 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:	X
PUBLIC FACILITIES		
Potential Roadway Impact	No net new daily vehicular trips	
Potential Public School Impact	28 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 15,251.4 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 11,438.5 gallons per day	
Potential Solid Waste Impact	Increase of 79.68 tons per year	
Drainage Basin / Sub-Basin	Trout River / St. Johns River	
Recreation and Parks	Sunny Acres Park abutting property to the North; Jacksonville Arboretum Southeast of the site	
Mass Transit	Local Route 18	

**NATURAL FEATURES**

Elevations	20-30
Land Cover	1900 Open Land (Urban)
Soils	46 -Ortega fine sand, 0 to 5 percent slopes; 36 –Mandarin fine sand, 0 to 2 percent slopes ; 32 – Leon fine sand, 0 to 2 percent slopes; 22- Evergreen-Wesconnett complex, depressional, 0 to 2 percent 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 April 30, 2019, the required notices of public hearing signs were posted. Twenty-three (23) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.



The Citizen Information Meeting was held on April 29, 2019. The applicant and two members of the public attended and voiced concerns regarding traffic in the area.

## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan

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

### Future Land Use Element (FLUE)

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban

sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

- Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.
- Goal 3 To achieve a well balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.
- Policy 3.1.6 The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

**Recreation and Open Space Element (ROSE)**

- Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

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

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

The subject site is currently undeveloped and is located on the north side of Business Drive, north of Merrill Road and between Wompi Drive and Ft. Caroline Road. The applicant is proposing a land use amendment to the MDR category in order to allow for the development of multi-family residential units. Sidewalks are present along both sides of Business Drive and are also present along both sides of Wompi Drive, Merrill Road and Ft. Caroline Road in this area. Uses in the vicinity of the subject site include commercial shopping centers, office uses, a City owned Park and single-family residential uses. Due to the surrounding development, and the urban services that are provided to the site, the undeveloped subject site is considered underutilized and a good location for infill development. The proposed land use amendment is consistent with FLUE Policy 1.1.22, Goal 3, and Objective 6.3 because the subject site has access to full urban services and the proposed land use would allow for a development that contributes to a compatible land development pattern and a balanced mix of uses. Based on the JEA availability letter, dated September 12, 2018, the subject site has connections to city water and sewer and is therefore consistent with FLUE Policy 1.2.9.

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

### **Vision Plan Consistency**

The subject property is located within the boundaries of the Greater Arlington/Beaches Vision Plan. Objective 2.1.1 of Guiding Principal 2 of the vision plan states, that new housing should be located in redevelopment areas, on underutilized land, and at designated redevelopment nodes and corridors. The subject site is vacant, underutilized land that has access to existing infrastructure, and therefore is a preferred location for residential development. Additionally, the proposed development would create a wider mix of housing options in the area, which is also recommended by the vision plan. As such the proposed amendment is consistent with Objective 2.1.1 of the Greater Arlington/Beaches Vision Plan, which encourages a range of housing opportunities and choices that are compatible with affected neighborhoods.

### **Strategic Regional Policy Plan**

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

Objective: Housing options that provide choices to all of our residents and promote demographic and economic diversity as one way to ensure that our communities are viable and interesting places for the long term.

Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

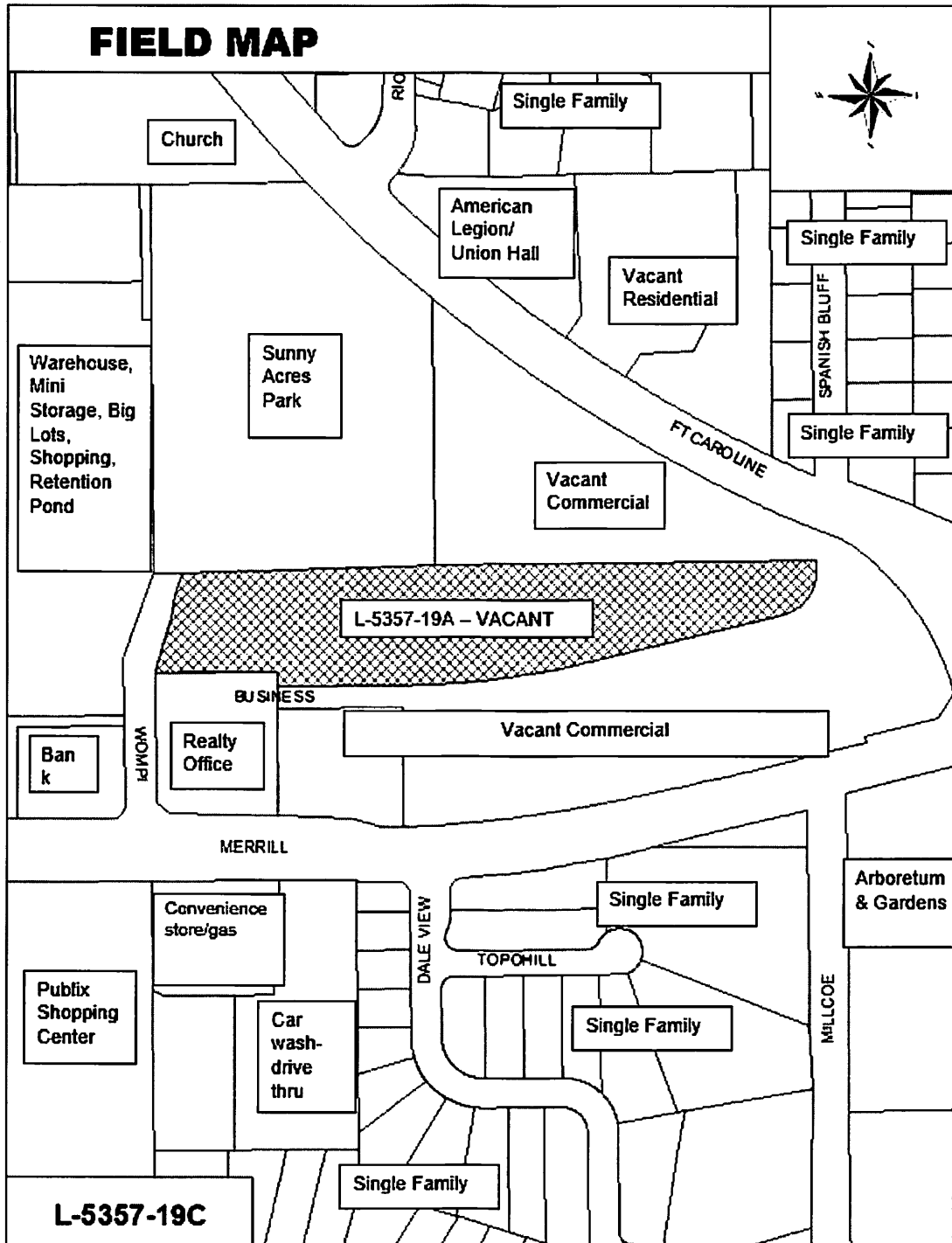
The proposed land use amendment seeks to develop new housing options, and is therefore consistent with Policy 21 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it will increase and diversify the existing housing stock.

## **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:** April 23, 2019

**TO:** Susan Kelly  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Planning Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5357-19A

A trip generation analysis was conducted for Land Use Amendment L-5357-19A, located on the north side of Merrill Road, between Fort Caroline Road and Wompi Drive in the Urban Development Area of Jacksonville, Florida. The subject site has an existing Community General Commercial (CGC) land use category. The proposed land use amendment is to allow for Medium Density Residential (MDR) use on approximately 5.58 +/- 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 CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 85,073 SF of commercial space (ITE Code 820) which could generate 2,120 daily vehicular trips. The proposed the MDR land use category allows for 15 multi-family dwelling units per acre, resulting in a development potential of 83 apartments (ITE Land Use Code 220), and generating 608 new daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from CGC to MDR, as shown in Table A.



# ATTACHMENT B

## Traffic Analysis, continued:

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

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	85,073 SF	$T = 37.75 (X) / 1000$	3,212	34.00%	2,120
<b>Total Section 1</b>						<b>2,120</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
MDR	220	83 MFDUs	$T = 7.32 (X)$	608	0.00%	608
<b>Total Section 2</b>						<b>608</b>
<b>Net New Daily Trips</b>						<b>0</b>

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

### Additional Information:

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 2.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 2 is **0.70**.

Merrill Road (SR 116) and Fort Caroline Road are functional classified facilities that would be impacted by the proposed development. The proposed residential development could generate approximately 608 daily trips onto the network. These facilities are expected to operate at an acceptable V/C ratio with the inclusion of the additional traffic from this land use amendment.



# ATTACHMENT C (continued)

## Emergency Preparedness Division Review:



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

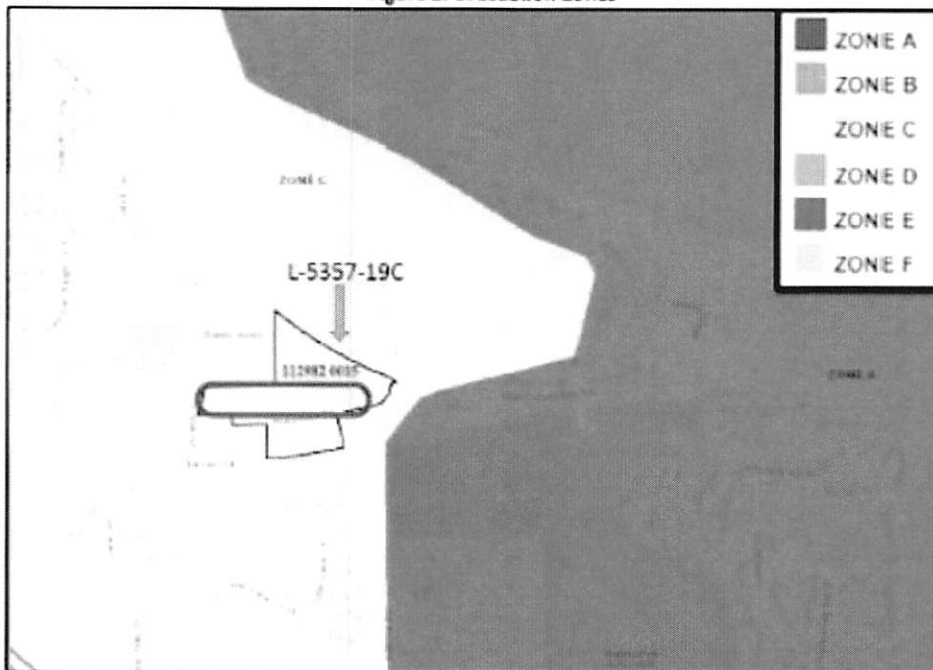


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### Evacuation Zones and Routes


A portion of the property described in the land use agreement located between Merrill Road and Ft Caroline Road is in Evacuation Zone C. Figure 2 illustrates the evacuation zone designations for Zones A (red), and C (canary yellow).

Figure 2: Evacuation Zones




## ATTACHMENT C (continued)

### Emergency Preparedness Division Review:

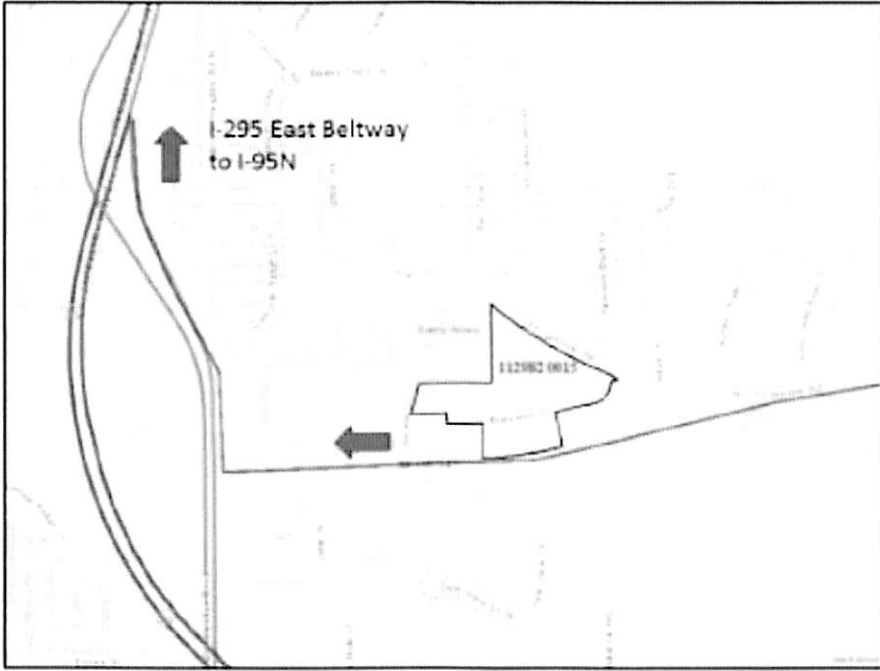


**EMERGENCY PREPAREDNESS DIVISION  
JACKSONVILLE FIRE & RESCUE  
515 NORTH JULIA STREET  
JACKSONVILLE, FL 32202**



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**Figure 3: Evacuation Routes**



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

In consideration of Objective 7.1 of the 2030 Comprehensive Plan, all lanes of Interstate 95 N may be designated to be routed northward during times of increased volume in order to reduce excessive evacuation times. Evacuees will utilize the predetermined evacuation routes until they have entered a public shelter, reached a safe area in the county, or departed the county.

**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](http://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](http://www.jaxready.com) or by calling (904) 630-CITY (630-2489).

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## ATTACHMENT C (continued)

### Emergency Preparedness Division Review:



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



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#### Impacts to Evacuation Timing & Shelter Populations

According to the proposal, the applicant intends to expand residential housing with a Planned Urban Development (PUD). As such, there is a potential for 83 multi-family dwelling units. Only a portion of this potential development would be located in Evacuation Zone C. With close proximity to main evacuation routes, the proposed plan should not have an adverse impact a timely evacuation.

#### Conclusion


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-5357-19C on county-wide evacuation timing would be negligible. Shelters would similarly remain unaffected by this land use amendment.

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# ATTACHMENT D

## Land Use Amendment Application:

	<b>APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>		
<b>Date Submitted:</b> <b>Land Use Transmittal Ordinance #:</b> <b>JPDD Application #:</b> <b>Assigned Planner</b>	1/18/19 2019-274 L-5357-19A Heiena Parrott	<b>Date Staff Report is Available to Public:</b> <b>Planning Commission's LPA Public Hearing:</b> <b>1st City Council Public Hearing:</b> <b>LUZ Committee's Public Hearing:</b> <b>2nd City Council Public Hearing:</b>	5/17/2019 5/23/2019 5/28/2019 6/4/2019 6/11/2019
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> CURTIS HART HART RESOURCES LLC 8051 TARA LANE JACKSONVILLE, FL 32216 Ph: 904-993-6008 Email: CURTISHART@HARTRESOURCES.NET		<b>Owner Information:</b> CATHERINE WHATLEY BUCK BUSINESS PARK LLC 9137 MERRILL ROAD JACKSONVILLE, FL 32225	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
<b>Acreage:</b> 5.58 <b>Real Estate #(s):</b> 161675 0005, a portion of		<b>General Location:</b> NORTH OF MERRILL ROAD	
<b>Planning District:</b> 2 <b>Council District:</b> 2 <b>Development Area:</b> URBAN AREA <b>Between Streets/Major Features:</b> WOMPI DRIVE and FT CAROLINE ROAD		<b>Address:</b> 0 MERRILL RD	
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
<b>Current Utilization of Property:</b> VACANT <b>Current Land Use Category/Categories and Acreage:</b> CGC 5.58			
<b>Requested Land Use Category:</b> MDR <b>Applicant's Justification for Land Use Amendment:</b> SURROUNDING AREA IS MDR AND MULTIFAMILY IS ALLOWED IN COMMERCIAL BY RIGHT AS A PERCENTAGE. THIS IS A COMPATIBLE USE FOR THE AREA		<b>Surrounding Land Use Categories:</b> MDR	
<b><u>UTILITIES</u></b>			
<b>Potable Water:</b> JEA		<b>Sanitary Sewer:</b> JEA	
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
<b>Current Zoning District(s) and Acreage:</b> CCG-1 5.58 RMD-D 4.52			
<b>Requested Zoning District:</b> PUD			
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coi.net/luazp/">http://maps.coi.net/luazp/</a>			

# ATTACHMENT E

Aerial Map:

