

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



OVERVIEW

APPLICATION: 2013I-004-3-13

ORDINANCE: 2014-052

APPLICANT: PAUL M. HARDEN

PROPERTY LOCATION: On the east side of SR 9B Expressway South and north of Phillips Highway.

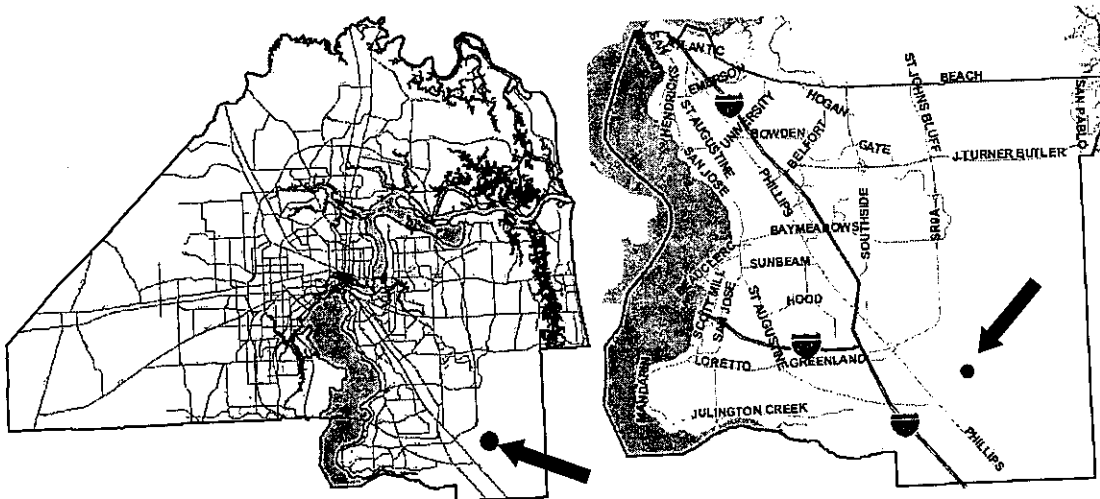
Acreage: 67.42 Acres

Requested Action:

	Current	Proposed
LAND USE	RPI	CGC
ZONING	CO	CCG-1

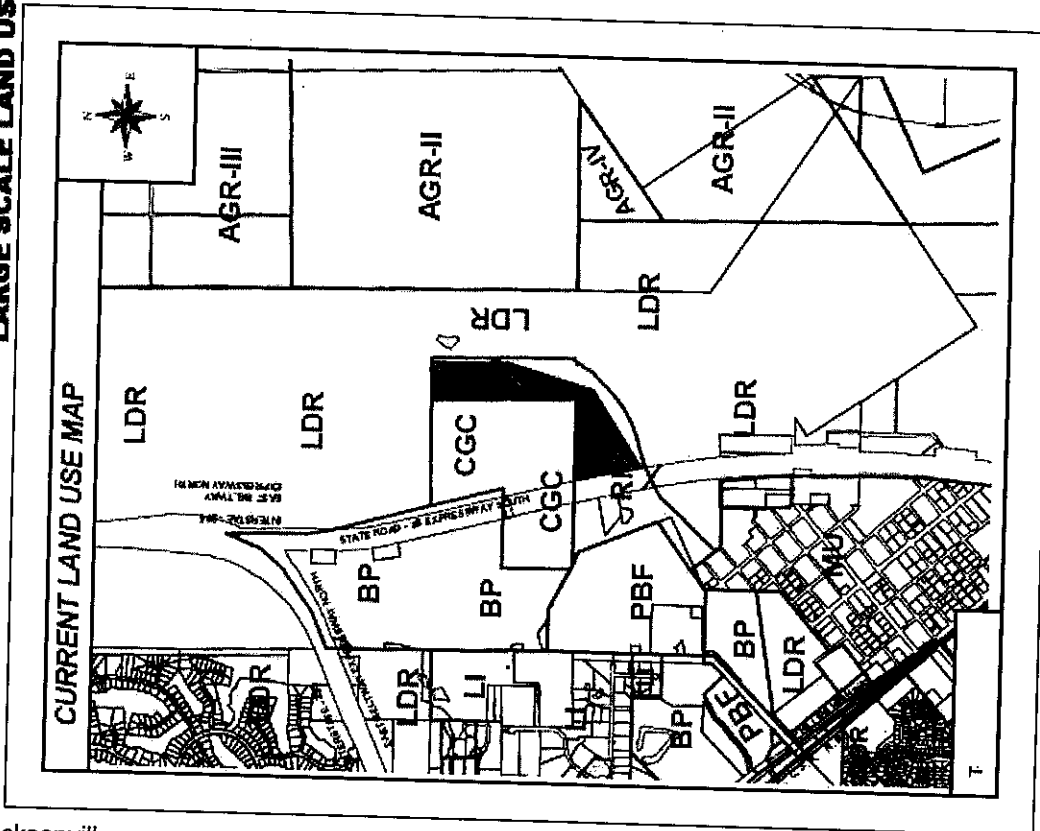
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (0.50 FAR)	Proposed Maximum Intensity (0.35 FAR)	Net Increase or (Decrease) in Maximum Density	Non-Residential Net Increase or (Increase) in Potential Floor Area
RPI	CGC	0 Dwelling Units	0 Dwelling Units	1,468,407 SF of Office Space	1,027,885 SF of Commercial Space	No Change of Dwelling Units at 5 DU/Ac	Decrease of 440,522 SF

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: DENY
LOCATION MAPS:

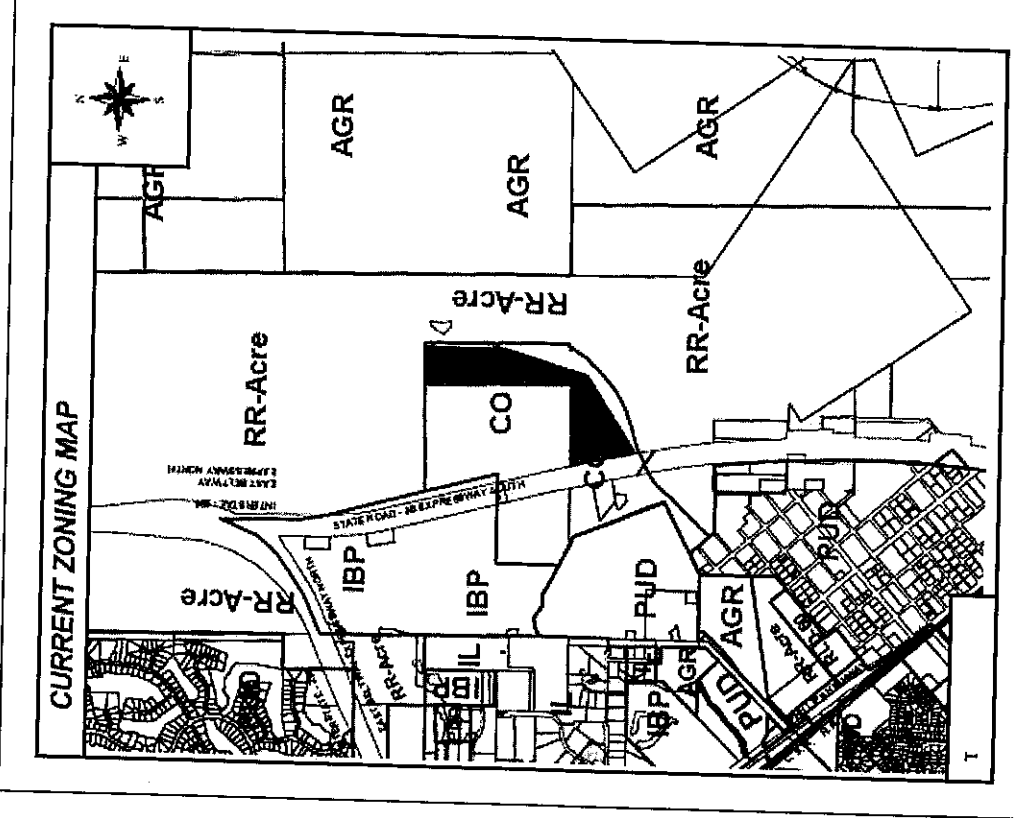


DUAL MAP PAGE

LARGE SCALE LAND USE APPLICATION 2013I-004



Existing FLUM Land Use Categories: Residential-Professional-Institutional (RPI)
Requested FLUM Land Use Category: Community-General Commercial (CGC)



Current Zoning District(s): Commercial Office (CO)
Requested Zoning District(s): Commercial Community-General-1 (CCG-1)

ANALYSIS

Background on 2013 I Series Land use Amendments:

Proposed land use amendments 2013I-001 through 2013I-008 are parts of a larger development plan for land located in southeast Jacksonville. Completion of State Road 9B and plans to construct a new interchange at 9B, and extend R.G. Skinner Parkway, have provided the catalyst for this proposed regional scale development. While the pending land use amendments only comprise 562 acres of land, according to the applicant, the total acreage for development including the companion rezonings will comprise approximately 1000 acres. (See Location Map for 2013I Series, Attachment A and Land Holdings Under Common Ownership, Attachment B).

In light of the scale of development proposals currently pending and the potential for additional contiguous development, the Planning and Development Department feels it is prudent to review the projects as one master development plan in order to ensure the creation of a well planned community that improves upon the health, safety and welfare of its citizens. The piecemeal approach sets a precedent for the disjointed development of the adjoining undeveloped land. Specifically, provisions for recreation space, public services and connectivity will not be provided or, if provided for after development, they will result in an increased cost to the citizens.

Prior to 2011, a development plan of this scale would have undergone a review of statewide guidelines and standards to determine if a Development of Regional Impact (DRI) review was required due to the potential regional impacts; a DRI review would require an in depth analysis of potential impacts to the environment, the transportation network and public services such as police and fire protection and recreation and open space. However, due to legislative changes in 2011 that eliminated the DRI review requirements for large scale developments in Jacksonville, the proposed development is exempt from a DRI review. As such, the land use and rezoning applications are being submitted and reviewed as individual projects without perspective on their overall community impacts.

The *2030 Comprehensive Plan* provides a process to review large scale projects under the Multi-Use (MU) Future Land Use Category. The MU category was created specifically for the purpose of addressing the various issues related to developments exceeding 250 acres and under the ownership of a single entity. MU would facilitate mixed use, an interconnected system of streets, emphasize enhancing environmental protection, and promote more efficient growth. Therefore, the Planning and Development Department recommends denial of land use amendment applications 2013I-001 through 2013I-008 unless they are consolidated under one comprehensive land use amendment application taking the land use category to MU

Background on 2013I-004 Amendment:

The 67.42 acre subject property is located on the east side of SR 9B Expressway South and approximately 1.5 miles south of the I-295 Expressway and 9B Expressway intersection. Access to the application site is either from 9B Expressway or a proposed extension of

Skinner Parkway from the north to a proposed intersection with 9B Expressway south just north of the application site. Presently, the property is a portion of the in a Residential-Professional-Institutional (RPI) land use category and Commercial Office zoning district. The land is vacant and is proposed to go to Community/General Commercial (CGC) with a Commercial Community/General-1 (CCG-1) zoning district to allow for commercial development.

The area on the west side of SR 9B Expressway is vacant land and a portion of the same "9-A Timber Management Area". It is also proposed for a land use amendment 2013I-005, a 23.19 acre application site with the same land use category, zoning district change. Also on the west side of SR 9B Expressway and part of the "9-A Timber Management Area" are proposed land use amendments 2013I-006 and 2013I-008. Those proposed land use amendments have a land use category of Business Park (BP) and zoning district of Industrial Business Park (IBP). Vacant CGC land use category and CO zoning district is also located on the west side of the SR 9B Expressway. Surrounding the application site on the east side of SR 9B Expressway is all vacant timberland of the "9-A Timber Management Area". North of the subject site are lands in CGC and Low Density Residential (LDR) land use category and CO and Residential Rural-Acre (RR-Acre) zoning districts. Within these areas are the proposed land use amendments 2013I-001, 2013I-002, 2013I-003, 3013I-007 and recently rezoning (Ordinance 2013-701) approved for Residential Low Density-50 (RLD-50). East and south of the land use application property is vacant land in a LDR land use category and RR-Acre zoning district.

According to the Capital Improvements Element of the 2030 Comprehensive Plan, the site is located within the "Suburban Area" of the City. The proposed land use amendment to CGC for commercial uses precludes plans for residential development. Therefore there is no school capacity issues related to the proposed land use amendment.

Impacts and Mitigation:

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.

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of high probability for the presence of archaeological resources. The Historic Preservation Section advises that Section 654.122 of the Code of Subdivision regulations be followed if archaeological resources are discovered during development. An Archaeological Reconnaissance Survey should be performed due to this area's high sensitivity. Section 654.122 of the Code of Subdivision Regulations should be followed if resources are discovered during development of the site.

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).

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment E) and determined that the proposed amendment results in 10,266 net new daily trips. This analysis is based upon the comparison of what potentially could be built on that site given the proposed land use category (as detailed in FLUE Policy 1.2.16 *Development Standards for Impact Assessment*) versus the maximum development potential. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office but only in a piecemeal manner. In addition to the impacts of this land use amendment the Department has addressed cumulative impacts which are shown on Attachment C, Cumulative Impact Table for 2013I Series.

Wetlands (Impact of Amendments 2013I-001 through 2013I-008)

Eight land use amendment applications were submitted to the Planning and Development Department for processing and review. The land area involved for the various proposed land use subject sites totals 562 acres of which 247.38 acres or 44%+ are wetlands (See Attachment E, Wetlands Reports/Map). Of the total wetland acreage of the eight land use amendment sites, over 71% or 176.85 acres is valuable "Category II" riverine wetlands. However, these acreages of the land use amendments do not paint a total picture of the potential impacts of the proposed amendments. Recently, two large subdivision site plans adjacent to these land use amendments and within this proposed development area have also been submitted for review. These two large areas with the eight proposed land use amendment areas as well as future developments planned for the area has the potential to significantly impact wetlands that serve as headwaters for Julington Creek

This area lies within the Big Davis Creek drainage sub-basin. The creeks of this basin then drain into the much larger Julington Creek drainage basin which empties into the St. Johns River. The City of Jacksonville is under a mandated timetable to lower its "Total Maximum Daily Load" (TMDL) into the St. Johns River as directed by the "Basin Management Action Plan" allocation (BMAP allocation) for nutrient loading into the River. Allowed mitigation outside the immediate watershed drainage area could be counterproductive for the City trying to meet its BMAP allocation thereby providing an argument for preservation of the most valuable wetlands. Placement of these wetlands into the Conservation land use category and/or zoning district should strongly be considered.

Currently, the development does not have wetland permits from either the Army Corp of Engineers or the St. Johns River Water Management District. However, the applicant has

submitted applications to those agencies. (See Attachment F, I Series Wetlands Map) (See Attachment C, Cumulative Impact Table for 2013I Series)

Wetlands (Site Specific Impacts of Amendment 2013I-004)

A wetlands survey map has been submitted by the applicant for the 67.42 acre land use amendment site. According to the survey there are approximately 16.44 acres of "Category II" wetlands on the application site. The wetlands are located in the entire length of the subject site draining from north to a southwesterly direction. The wetland is bisected by the adjacent property located to the north and west of the land use amendment site. However, the wetland runs uninterrupted by draining through the southeast corner of the adjacent property. The wetlands are classified as "Bay Swamps" by the Florida Land Use Classification System (FLUCCS) and are a portion of a much larger riverine system draining from north to south and tied to the City's natural waterways system. This wetland is subject to flooding and has an extremely high functional value due to its water filtration and flood storage capacity providing an argument for its preservation. However, any alteration of the wetland will require mitigation by the St. Johns River Water Management District.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetlands as "Evergreen-Wesconnett soil complex". The Evergreen and Wesconnett are both nearly level poorly drained soils formed in thick sandy marine sediments. The Evergreen soils were also formed in decomposed organic materials. The wetlands area has a water table close to the ground surface.

Although, the requested land use change from RPI to CGC has a smaller "Floor Area Ratio" (0.50 to 0.35 FAR), CGC is considered a more intense use and development of the site could impact this wetland system. Therefore, any alteration would impact Goal 4 and Objective 4.1 of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan if mitigation measures are not taken. The Goal and Objective is to achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term, improve the water quality, and improve fish and wildlife values of wetlands.

Other general requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in Policy 4.1.3 of the CCME, 2030 Comprehensive Plan. However, elimination of these wetlands will not impact that policy as well unless mitigation measures are not taken.

Wildlife

The applicant submitted a wildlife report (October 2013) prepared by an environmental firm for the Davis/9B Residential Parcel in the process of land use amendments and rezonings. The report was prepared from the Florida Fish and Wildlife Conservation Commission "Wildlife Methodology Guidelines". The required species considered in the inventory was based on habitat availability and determined by the USDA Soil Survey for the City of Jacksonville and the land cover as designated by the Florida Land Use Code Classification System (FLUCCS).

Several site visits were made for the preparation of the report. Although, potential habitat was present on the subject site none of the listed wildlife species were observed except for the Gopher Tortoise (*Gopherus polyphemus*). However, the potential habitat for the listed species will be reduced as development occurs. A Gopher Tortoise permit (#GTC-10-00024) had been issued for the capture, removal, and relocation of 157 tortoises

IMPACT ASSESSMENT 2013I-004 67.42 Acres

DEVELOPMENT ANALYSIS

	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Commercial Uses
Land Use Category	RPI	CGC
Development Standards For Impact Assessment	15 DU/Acre or 0.35 FAR	0.35 FAR
Development Potential	1,011 MF Dwelling Units	1,027,855 Sq. Ft.
Population Potential	2,375 People	0 People

SPECIAL DESIGNATIONS AREAS

	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X- High Probability	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X - Discharge Area
Well Head Protection Zone		X

PUBLIC FACILITIES

Potential Roadway Impact	Increase of 10,288 daily trips
Water Provider	JEA
Potential Water Impact	Decrease of 186,192 gallons/day
Sewer Provider	JEA
Potential Sewer Impact	Decrease of 139,644 gallons/day
Potential Solid Waste Impact	Decrease of 984 tons/year
Drainage Basin / Sub-Basin	Julington Creek Drainage and Big Davis Creek Sub-drainage basins
Recreation and Parks	Greenland Park
Mass Transit	Immediate area not served by JTA bus line

NATURAL FEATURES

Elevations	25 to 50 Feet
Soils	22 – Evergreen-Wesconnett complex (60%), 24 – Hurricane and Ridgewood soils (13%), 25 – Kershaw fine sand (12%), 32 – Leon fine sand (8%), 35 – Mandarin fine sand (3%), and 46 – Ortega fine sand (4%)
Land Cover	6110 – Bay Swamps (45%), 4410 – Pine Flatwoods (35%), 6300 – Wetland Forested Mixed (10%), 6440 – Emergent Aquatic Vegetation (5%), and 4120 – Longleaf Pine, Xeric Oak (5%)
Flood Zone	Yes; Flood Zone AO
Wet Lands	Yes
Wild Life	Gopher Tortoise

PROCEDURAL COMPLIANCE

Signs, Notices and Preview Workshop

Upon site inspection by the Planning and Development Department on December 6, 2013, the required notices of public hearing signs were not posted correctly. Some signs were posted, but the total number of signs required by ordinance and the signs for all of the amendments were not posted. The applicant was notified of the sign posting deficiencies. However, in this unique situation the signs need to be posted on limited access interstates as there is no alternative road access to the site. Due to the inherent dangers of parking and walking along limited access facilities, the Department feels that sufficient notice has been provided in the form of newspaper advertisements and the mailing of notices to the SE CPAC, registered neighborhoods and all property owners within 350 feet of the subject property. Four (4) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Planning and Development Department held a Preview Workshop on December 16, 2013. There were no speakers in opposition to this application.

CONSISTENCY EVALUATION

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

Objective 1.2 *Manage the use of land in the City by approving new development and redevelopment only if necessary public facilities are provided concurrent with the impacts of development. Ensure the availability of adequate land suitable for utility facilities necessary to support proposed development. Verify prior to development order issuance that all new development and redevelopment will be served with potable water, wastewater, solid waste disposal, stormwater management facilities, and parks that meet or exceed the adopted Levels of Service established in the Capital Improvements Element.*

Policy 1.2.3 *Identify areas with excess and deficient capacities for public facilities, and update this information through appropriate City departments no less than once a year. Permit development in areas with excess capacities for public facilities, and deny it in areas with deficient capacities, unless needed facilities can be provided concurrently with development by the public or private sectors in conformance with the 2030 Comprehensive Plan.*

Policy 1.2.6 *The City shall ensure through the implementation of Chapter 654, Ordinance Code (Code of Subdivision Regulations) that suitable lands and/or easements are available for the provision of utility and transportation facilities necessary to support proposed development, and*

implement improvements with minimum land use, social and environmental disruption. Consider the location and timing of new public facility construction in requests for Future Land Use Map series amendments.

Objective 2.10 *Apply urban development characteristics as defined in this element to suburban mixed-use development projects as a means of promoting the development of complementary uses that include cultural, recreational, and integrated commercial and residential components, in order to reduce the negative impacts of urban sprawl.*

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.*

Policy 3.1.11 *The City shall require new residential areas to be designed to include an efficient system of internal circulation and connection to adjacent developments and neighborhoods. The Land Development Regulations shall detail the requirements for public access and interconnectivity within and between developments based on standards such as but not limited to a connectivity score, maximum separations between connections to adjacent developments, and rules relative to hours, operations, and public safety considerations for any restriction of access through the use of gates.*

In order to ensure adequate public facilities (such as police services, fire and rescue, parks and recreation) are provided concurrently with development, proposed land use amendments 2013I-001 through 2013I-008 should be applied for under one application as a master planned community. The development of the necessary public facilities for the larger development plan cannot be confirmed making these amendments inconsistent with FLUE Objective 1.2 and Policies 1.2.3 and 1.2.6.

Goal 3 and Policy 3.1.11 further support the need to review the applications as one multi-use master planned development. The amendments should be reviewed under the Multi-Use land use category in order to ensure a "well balanced and organized combination of residential, non-residential, recreational and public uses". A companion PUD rezoning would further the master planned development concept and provide confirmation that the details recommended with Policy 2.10 and Policy 3.1.11 are implemented.

Further, the Multi-Use land use category as described in the FLUE is intended to accommodate the development "of areas in a larger size and scale." The category description continues to explain that "areas which are appropriate for the Multi-Use designation include...those developments that comprise of at least 250 acres and provide for master planned communities...". The larger development plan of the eight proposed land use amendments qualifies for the Multi-Use land use category. In order to ensure adequate public

facilities are provided concurrent with development and to facilitate the integration of land uses with an efficient system of internal circulation and connection, as described in the FLUE Goals, Objectives and Policies, the larger development plan for land use applications 2013I-001 through 2013I-008 should be reviewed in its entirety under one land use application.

The proposed amendment is **inconsistent** with the following Goals, Objective and Policies of the 2030 Comprehensive Plan, Conservation Coastal Management Element (CCME):

- GOAL 1** *Protect, conserve and appropriately manage the natural resources of the City in order to maintain or enhance environmental quality for present and future generations.*
- Objective 2.7** *The City shall protect the hydrological and ecological benefits of flood plain areas, such as water quality, fish and wildlife habitat, and prevention of downstream flooding.*
- Policy 3.3.3** *The City shall encourage landowners and developers to protect or preserve Environmentally Sensitive Lands within developments, where feasible. Developers will be informed, through development review processes, and provided options for preservation of these areas.*
- Goal 4** *To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term and improve the water quality and fish and wildlife values of wetlands.*
- Objective 4.1** *The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes.*
- Policy 4.4.1** *The City shall encourage the placement of all watercourses, water bodies, buffer areas, and wetlands having high functional values to be placed in a Conservation land use category, Conservation zoning district and/or conservation easement as part of an application for a land use amendment, rezoning and/or site plan approval process.*
- Policy 4.1.3** *The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:*
(a) Encroachment: Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
(b) No net loss: Development is designed and located in such a manner that there is no net loss to the wetland functions...
- Policy 4.1.5** *The permitted uses within Category II wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs):*

(2) *Residential uses, provided the following standards are met: (a) Density/Dredge and fill: Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:*

- i density shall not exceed one (1) dwelling unit per five (5) acres; and*
- ii buildings shall be clustered together to the maximum extent practicable; and*
- iii dredging or filling shall not exceed 5% of the wetlands on-site;....*

There is a considerable amount of high functional value wetlands on seven of the eight land use amendment application sites. Therefore, there is a great potential for significant impact to the wetlands themselves and water quality of the St. Johns River and its tributaries. Presently there are no provisions to place these high valued wetlands in protection such as "Conservation" thereby rendering inconsistency with CCME Goal 1, Objective 2.7, Policy 3.3.3, and Policy 4.4.1.

There is no way of knowing what the proposed potential loss of wetlands will be or what the mitigation plan will be to address the "no net loss of wetlands" and their functions in the City. Therefore, the proposed land use developments are inconsistent with Goal 4, Objective 4.1, and Policy 4.1.3 at this time.

Six of the eight subject sites have "Category II" wetlands. Therefore, according to Policy 4.1.5 only residential dwelling units at one unit per five acres are allowed. Any other use of these wetlands would be inconsistent with this policy.

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

Objective 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

The proposed land use amendment to CGC would allow for additional employment and commerce opportunities for the future neighborhood residential communities planned for development. Therefore, the proposed amendment is consistent with FLUE Objective 3.2. In addition, the proposed amendment will provide for commercial development along a major highway, SR 9B Expressway and its proposed interchange with Skinner Parkway thereby meeting consistency with Policy 3.2.1.

The RPI land use category is a mixed use category primarily intended to accommodate office, limited commercial retail and service establishments, institutional and medium density residential uses. New single-use developments in RPI may include only residential, office or

ancillary transitional uses. Retail uses are not permitted as a single use in RPI. New mixed use developments may not include more than 50% of any single use.

The Community General Commercial (CGC) land use designation includes outlets and establishments that offer a wide range of goods and services including general merchandise, apparel, food and related items. General commercial uses include business and professional offices, financial institutions, highway commercial, mobile home/motor home rental and sales, off-street parking lots and garages, and boat storage and sales, among other similar types of commercial developments.

Vision Plan

The Land Use amendment could be consistent with the Southeast Vision Plan if the guiding principles are followed. These guidelines would create neighborhoods and commercial areas that were envisioned by the many participants in the visioning process. The Plan's main goal is the protection of existing neighborhoods while concurrently balancing "quality of life" assets that attracted residents to the area. The five guiding principles listed in the Plan are as follows:

- Guiding Principle One - Capitalize on the Southeast's Uniqueness
- Guiding Principle Two - Promote Mixed Use/Mixed Income
Redevelopment and Infill
- Guiding Principle Three - Provide Greater Connectivity and a Variety of
Transportation Choices to Enhance Mobility
- Guiding Principle Four - Provide for Economic Growth
- Guiding Principle Five - Provide for Conservation, Parks and Open Space

Guiding Principle Four "Provide for Economic Growth" states it is important to understand that economic growth is linked to all five Guiding Principles of the Plan. Transportation connectivity, compact development, quality open space and walkable neighborhoods are all inextricably linked to the concept of economic growth. The result is a more livable community that provides a mix of uses, walkable neighborhoods and a variety of choices for living and working – all with less impact on the natural environment and resources.

While the Plan does not master plan the future development of these lands bordering the 9B expansion or the land of the neighboring Dee Dot Ranch, the proposed land use amendment could be consistent with the intent of the Plan. However, in accordance with sub-principle 5.4, as stated below, it would be prudent to place high functional valued wetlands in Conservation.

Sub-principle 5.4 -Protect the rivers and streams by providing for better management practices for storm water before it reaches them, by retaining floodplains, wetlands and use of detention ponds and requiring wetlands and streamside buffers.

Strategic Regional Policy Plan Consistency

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan, Economic Development Element:

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

The proposed land use amendment is consistent with Goal 2.3 as it promotes the conversion of vacant land to commercial and as noted above, the proposed amendment to CGC is located on a "Freeway" and a proposed "Major Arterial" with nearby planned residential developments. The proposed amendment is consistent with the character of the surrounding residential neighborhood area is therefore inconsistent with Goal 2.3 of the Strategic Regional Policy Plan.

State Comprehensive Plan Consistency

The proposed amendment is consistent with the following Policy of the State Comprehensive Plan, Land Use Element:

187.201(15)(b)(1) F.S. Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.

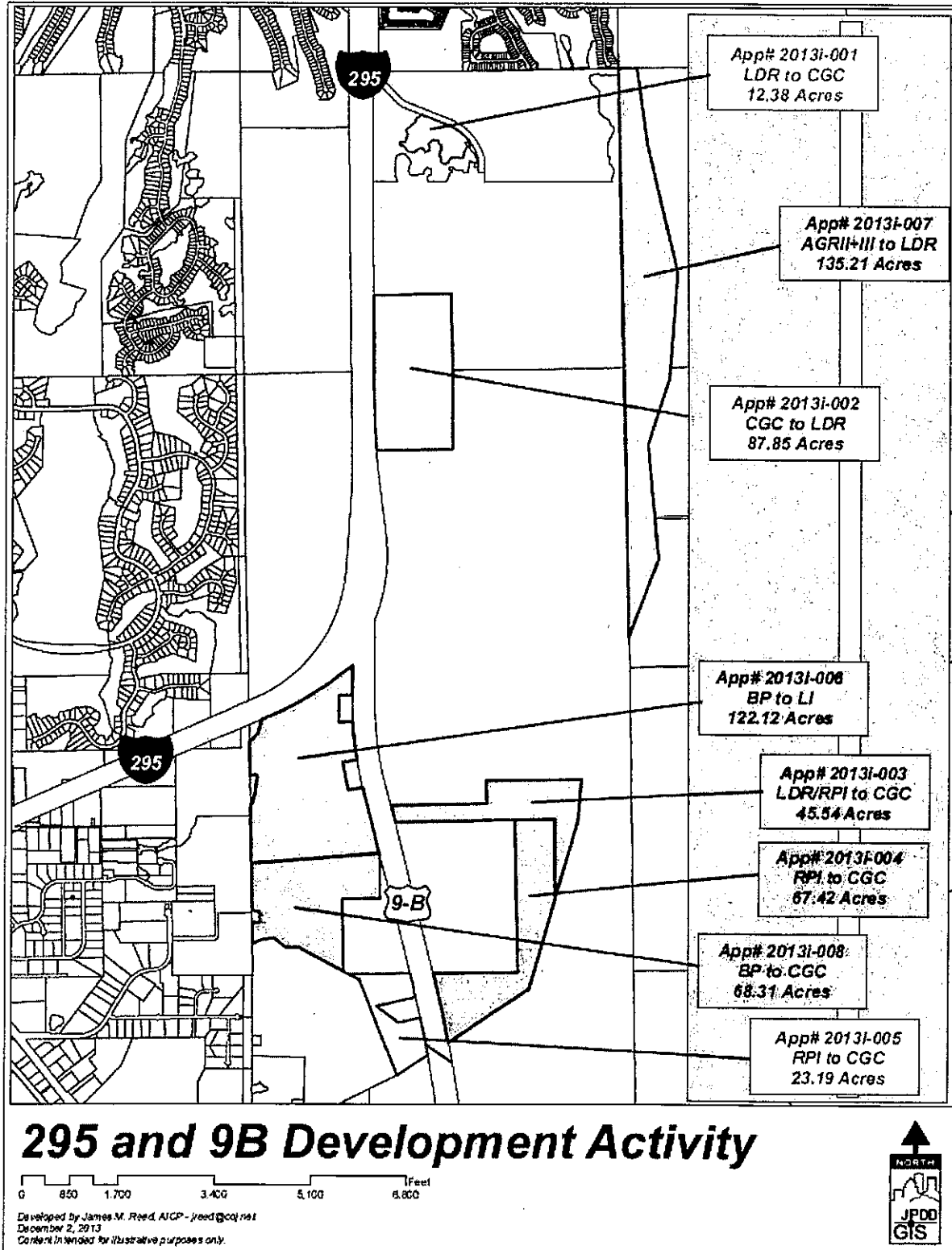
The proposed land use amendment is located along a major highways SR 9B Expressway and proposed Skinner Parkway which will encourage efficient development in an area that has the capacity to service new population and commerce. Therefore, the proposed amendment is consistent with Florida Statute 187.201(15)(b)(1).

RECOMMENDATION

The Planning and Development Department recommends **DENIAL** of this application based on its inconsistency with the 2030 Comprehensive Plan. The 2030 Comprehensive Plan makes a provision for reviewing and addressing large scale developments by using the MU land use category. The Planning and Development Department recommends that the eight 2013I Series land use amendments and associated rezonings for the areas surrounding and including the amendment sites be processed under one cohesive land use amendment to the Multi-Use (MU) category; the MU Future Land Use category it is intended to accommodate, in a more innovative fashion, development of areas of a larger size and scale.

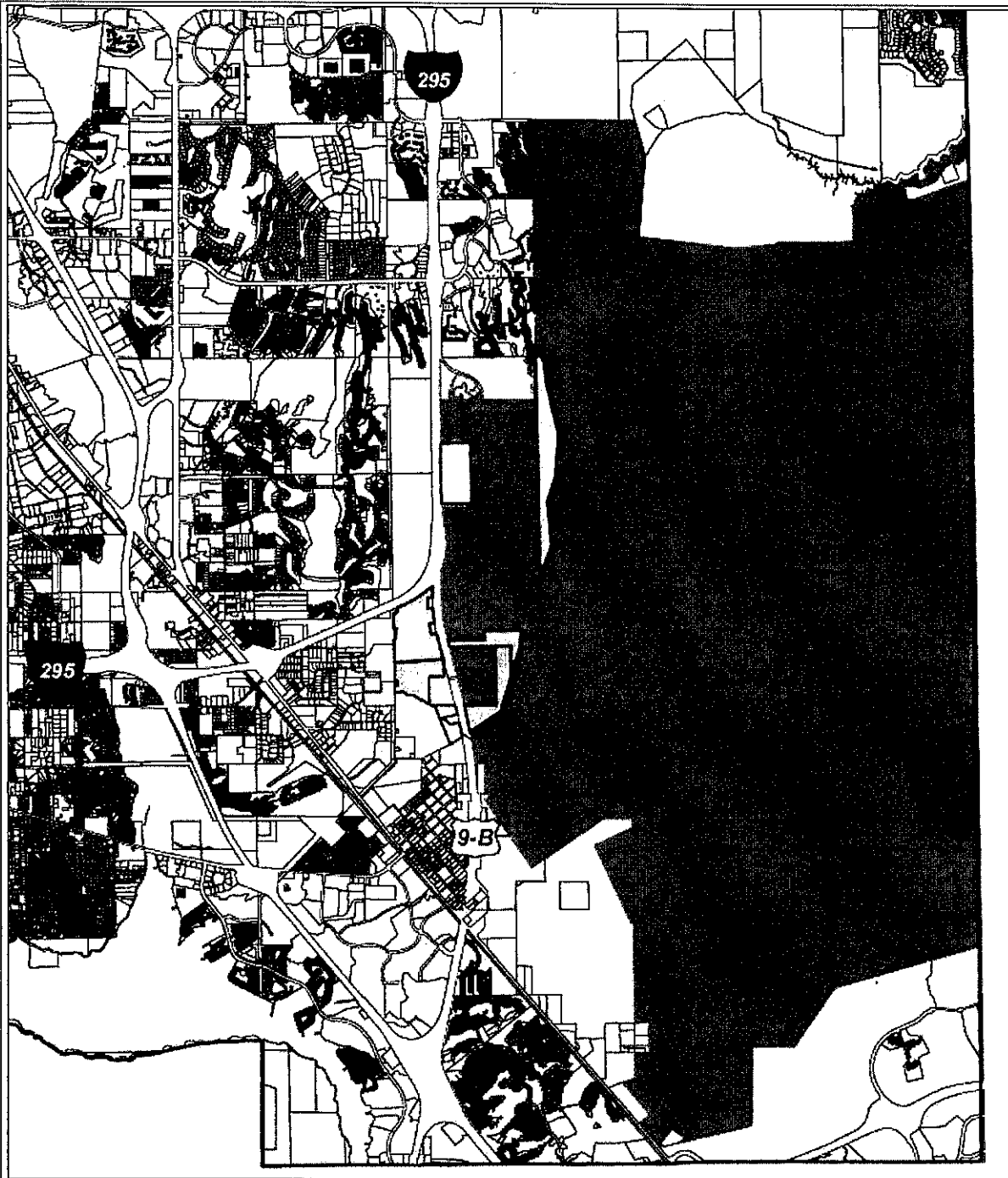
ATTACHMENT A

Location Map of 2013I Series



ATTACHMENT B

Land Holdings Under Common Ownership:



Estuary Corp. Holdings - 19,163 Acres

0 2,375 4,750 9,500 14,250 19,000 Feet

Developed by James M. Reed, AICP - jmreed@coj.net
January 27, 2014

Shown with current development activity. Content intended for illustrative purposes only.



ATTACHMENT C

Traffic Impact: C-1

PLANNING AND DEVELOPMENT DEPARTMENT



MEMORANDUM

DATE: February 6, 2014

TO: Gary Kresel
Chief, Community Planning Division

FROM: Lurise Bannister
City Planner II, Transportation Section

SUBJECT: TRANSPORTATION REVIEW: Large Scale 2013I-004

This traffic impact analysis was conducted for 67.42 +/- acres of vacant land located to the east SR 9B in the suburban area Jacksonville, Florida. The real estate number for the parcel as identified by the City of Jacksonville Property Appraiser's office is 167779-000. The current site has an undeveloped area with an existing land use of Residential/Professional/ Institute (RPI). The proposed land use amendment is to allow Community/General Commercial (CGC) on the entire site. There are 7 additional land use amendments that encompass an additional 500 +/- acres within vicinity of this proposed development. This review will also take into consideration a cumulative traffic impact analysis for all the land use amendments planned for this area as shown in Figure 1.

Trip generation was conducted for existing and ultimate build-out conditions based on the estimated average daily trips published in the 9th Edition of the Institute of Transportation Engineers (ITE), *Trip Generation Manual*. The RPI nonresidential land use allows for 0.5 FAR per acre. There is no existing development currently generating traffic on the site. However the existing site has the potential to be developed with 1,468,408 SF of office/institutional space (ITE Land Use Code 710). The number of trips that could be generated by the existing potential use is 10,116 average daily trips. The subject site is planned for 1,027,885 square feet of commercial space and could generate 20,382 average daily trips which include an average pass-by trip rate of 34%. The difference in trips would result in a net increase of 10,266 average daily trips if the land use is amended from RPI to CGC. A copy of the Trip Generation table is attached as Table A-1.

There are 8 land use amendments submitted to the Planning and Development Department for review which include over 3.31 million square feet of commercial space, 1,115 residential dwelling units, and 2.1 million square feet of industrial space. Table A-2 shows the combined existing land uses have the potential to generate 73,489 average daily trips and the planned amendments would increase to 97,406 daily trips, which results to a net increase of 23,917 trips. It should be noted that these 8 land use amendments do not include all the developable land in the area, as there are existing parcels that are not accounted for in this analysis because they do not require a land use amendment. Applications were submitted the Concurrency Management and Mobility Service Office for an additional 565 single family dwelling units in the vicinity of the propose land use amendments. The 565 single family dwelling units would generate an additional 5,166 daily trips, for a cumulative result of 102,572 daily trips.

214 N Hogan Street
Office: 904-255-7800

Ed Ball Building, Ste. 300
www.coj.net

Jacksonville, FL 32202
Fax: 904-255-7885

ATTACHMENT C

Traffic Impact: C-2

PLANNING AND DEVELOPMENT DEPARTMENT



The roadway network within proximity of the subject site was analyzed for traffic impacts. Currently, there is no roadway access to the subject site; A roadway construction between Baymeadows Road to the north and SR 9B to the south is a critical element for overall connectivity and access to and from the proposed development sites. The applicant has provided a conceptual site plan depicting future extension of RG Skinner Parkway to connect to the south onto to SR 9B interchange. The site plan does not depict the proposed roadway construction details but the Planning and Development Department recommends that the new road should be constructed as a 4-laned collector or higher facility to accommodate the anticipated traffic volumes to be generated by the proposed mix of developments.

State Road 9B was completed and opened to traffic in September 2013. This new, 4.6-mile road begins at Phillips Highway (SR5/U.S.1) and goes to the Interstate 295 East Beltway (SR 9A). The new road provides a vital link in the overall transportation system and will ultimately improve access to Interstate 95 and relieve the heavily congested U.S. 1 and Old St. Augustine Road corridors in southern Duval and northern St. Johns counties near Jacksonville, Florida. The Florida Department of Transportation (FDOT) currently does not have published counts on SR 9B from Phillips Highway to I-295 East Beltway, however the FDOT provided an estimation of 2-way traffic volumes that were modeled and adjusted to the 2012 traffic counts based on SR 9B connectivity to I-95. The Planning and Development Transportation Section has applied the service volumes into the most recent version of the North Florida Transportation Planning Organization's NERPM model, which shows approximately 17% of the daily trips (4,181) would be distributed on SR 9B if the entire road was constructed as a 4-laned facility (Table B).

Baymeadows Road (SR 152) from Southside Boulevard to Interstate 295 East Beltway/SR 9A is a 4-laned Arterial I functional classified roadway and operating at a 69% of the allowable maximum daily capacity of 39,800 trips (Table C). The traffic volume would increase to approximately 78% with the proposed land use amendments. I-295 from Baymeadows Road (SR 152) to Phillips Highway (SR 5) exceeds the allowable daily capacity does not have sufficient capacity to accommodate the proposed traffic to be generated by the proposed development. The 2012 FDOT Level of Service Analysis shows this segment of I-295 as a 4-lane divided freeway with a minimum acceptable Level of Service (LOS) 'D', which has a maximum daily capacity of 77,900 trips. The FDOT report shows this segment is currently operating at approximately 97% of its capacity and accommodates 75,500 daily trips. This facility has a 7.3% growth rate factor and operating at LOS 'F' by 2017. This is a state facility and is subject to FDOT review and access management requirements.

The proposed future land use amendments submitted to the Planning and Development Department for review include over 3.31 million square feet of commercial space, 1,115 residential dwelling units, and 2.1 million square feet of industrial space. The proposed developments would generate 97,406 average daily trips if ultimately built out. The Department recommends the following:

- The entire area should be master planned as it would serve as a focal point for a new walkable, mixed used development, including residential, retail, office, industrial and public open spaces. The desired outcome advocated by this plan is to ensure the future

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Fax: 904-255-7885

ATTACHMENT C

Traffic Impact: C-3

PLANNING AND DEVELOPMENT DEPARTMENT



growth will be sustainable and be of a quality that compliments the proposed development, and minimizes the impacts on surrounding community.

- The proposed planned development does not provide for the interconnectivity between the various land uses which is a key concern of the Department. The lack of interconnectivity between parcels causes residents to have to utilize R. G. Skinner Parkway in order to:
 - Visit a neighbor living in an adjacent subdivision,
 - Patronize or work in the local commercial centers, or
 - Travel to employment opportunities in the industrial employment center.

The proposed development parcels should be interconnected in order to reduce travel volumes on R. G. Skinner Parkway. Right-of-way for R. G. Skinner Parkway should be at minimum, 120 feet, to accommodate the traffic generated by the proposed development. The projected traffic generated by development indicates R.G. Skinner Parkway should be a four-lane facility. The applicant is proposing that R. G. Skinner Parkway should be constructed as a four-lane road at the Baymeadows Road/I-295 and SR 9B/R.G. Skinner Parkway interchanges, and two-lane in between the two interchanges.

- Transportation improvements shall provide for the safe and efficient movement of people and goods of all transportation modes including sidewalks, bike lanes, transit, and multi-use trails. This will ensure that non-vehicular transportation alternatives are available for short trips to residential areas, commercial and industrial activity centers, schools and parks.
- Utilize context sensitive street design strategies when designing the development's major internal road network as a means of traffic calming and managing overall traffic flow throughout the development.
- The traffic analysis prepared by the applicant shall be submitted to the Planning and Development Department for review and approval prior to the 10-set plan approval.

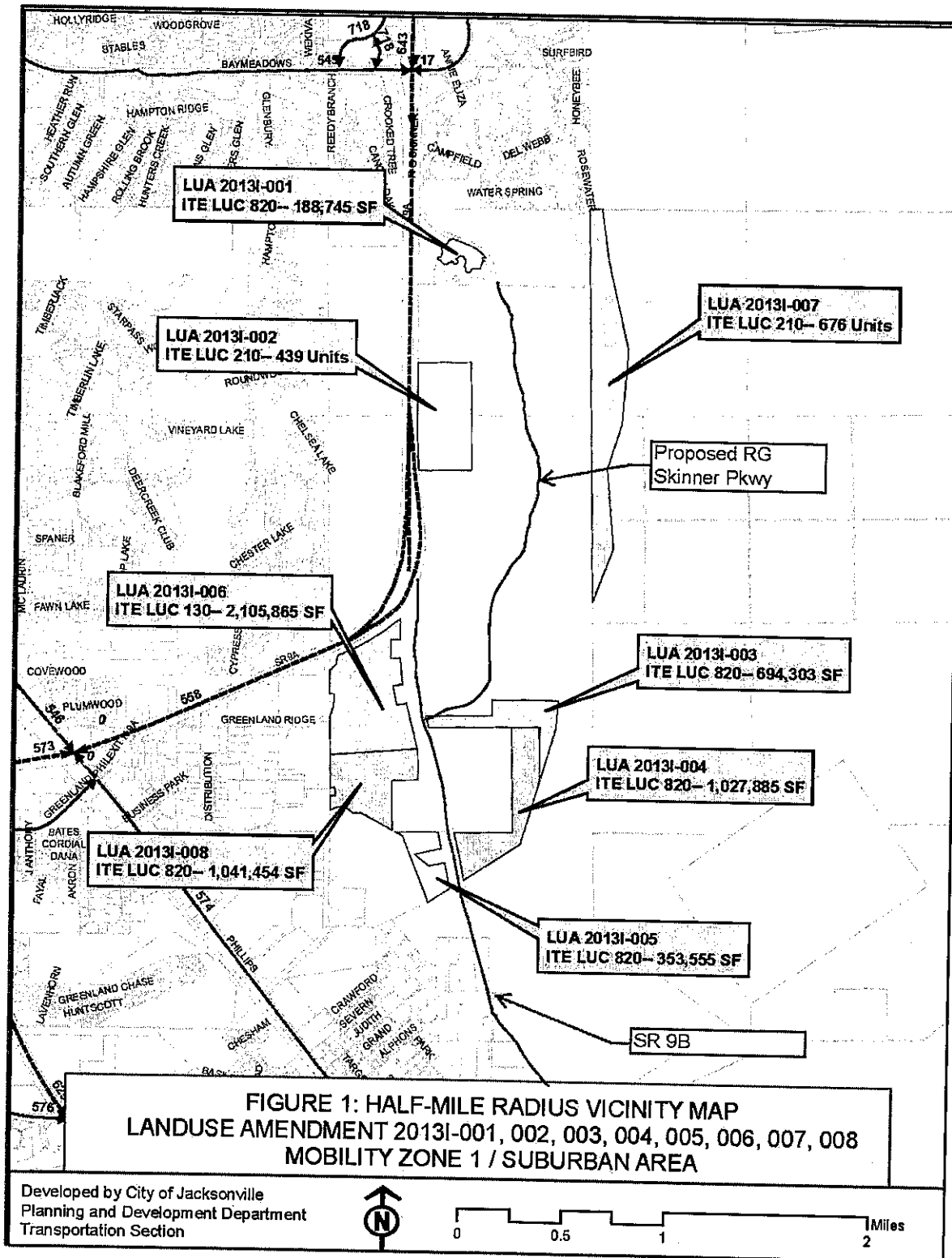
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ATTACHMENT C

Traffic Impact: C-4



Traffic Impact: C-5

Produced by: Planning and Development Department
Application Number: 20131-004

Date:	1/22/2014
Mobility Zone / Development Area:	1 / Suburban
Planning District:	3
Council District:	13

Table A-1

Trip Generation Estimation

Section 1

LUA	Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-004	RPI / CO	67.42								
									Total Section 1	0
Section 2										
LUA	Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-004	RPI / CO	67.42	710	1,488,408	1,000 SF OF GLA	$\ln(T) = 0.76 \ln(X) / 1000 + 3.68$	10,118	0.00%	0.00%	10,118
									Total Section 2	10,118
Section 3										
LUA	Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-004	CGC / CCG-1	67.42	820	1,027,889	1,000 SF OF GLA	$\ln(T) = 0.65 \ln(X) / 1000 + 5.63$	30,882	0.00%	34.00%	20,382
									Total Section 3	20,382
									*Net New Trips = Section 3 - Section 2 - Section 1	10,268

Source: Trip Generation Manual, 6th Edition, Institute of Engineers

ATTACHMENT C

Traffic Impact: C-6

Produced by: Planning and Development Department
Application Number: 2013-Series Cumulative

LB
Date: 1/25/2014
Mobility Zone / Development Area: 17 Suburban
Planning District: 3
Council District: 13

Table A-2

Trip Generation Estimation
Section 1

LUA	Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-001	LDR / RR-Acre	12.38								
20131-002	CCG / CO	87.85								
20131-003A	LDR / RR-Acre	42.54								
20131-003B	RPI / CO	3								
20131-004	RPI / CO	87.42								
20131-005	RPI / CO	23.19								
20131-006	BP / BP	120.85								
20131-007A	AGR-II / AGR	88.62								
20131-007B	AGR-III / AGR	48.59								
20131-008	BP / BP	68.31								
										Total Section 1
										0

Section 2

LUA	Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-001	LDR / RR-Acre	12.38	210	92	DUs	$LnT = 0.92 Ln(X) + 2.72$	977	0.00%	0.00%	977
20131-002	CCG / CO	87.85	820	1,339,361	1,000 SF OF GLA	$Ln(T) = 0.65 Ln(X) / 1000 + 5.83$	36,679	0.00%	34.00%	24,268
20131-003A	LDR / RR-Acre	42.54	210	213	DUs	$LnT = 0.92 Ln(X) + 2.72$	2,106	0.00%	0.00%	2,106
20131-003B	RPI / CO	3	710	65,340	1,000 SF OF GLA	$Ln(T) = 0.76 Ln(X) / 1000 + 3.68$	950	0.00%	0.00%	950
20131-004	RPI / CO	87.42	710	1,468,408	1,000 SF OF GLA	$Ln(T) = 0.76 Ln(X) / 1000 + 3.68$	10,116	0.00%	0.00%	10,116
20131-005	RPI / CO	23.19	710	505,078	1,000 SF OF GLA	$Ln(T) = 0.76 Ln(X) / 1000 + 3.68$	4,406	0.00%	0.00%	4,406
20131-006	BP / BP	120.85	750	1,842,632	1,000 SF OF GLA	$T = 10.42 (X) / 1000 + 409.04$	19,809	0.00%	0.00%	19,809
20131-007A	AGR-II / AGR	88.62	210	2	DUs	$T = 9.52 (X)$	18	0.00%	0.00%	18
20131-007B	AGR-III / AGR	48.59	210	5	DUs	$T = 9.52 (X)$	48	0.00%	0.00%	48
20131-008	BP / BP	68.31	750	1,041,454	1,000 SF OF GLA	$T = 10.42 (X) / 1000 + 409.04$	11,281	0.00%	0.00%	11,281
										Total Section 2
										73,889

Section 3

LUA	Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-001	CCG / CCG-1	12.38	820	188,745	1,000 SF OF GLA	$Ln(T) = 0.65 Ln(X) / 1000 + 5.83$	10,283	0.00%	34.00%	6,773
20131-002	LDR / RLD-50	87.85	210	439	DUs	$LnT = 0.92 Ln(X) + 2.72$	4,058	0.00%	0.00%	4,058
20131-003A	CCG / CCG-1	42.54	820	648,565	1,000 SF OF GLA	$Ln(T) = 0.65 Ln(X) / 1000 + 5.83$	27,893	0.00%	34.00%	18,110
20131-003B	CCG / CCG-1	3	820	46,738	1,000 SF OF GLA	$Ln(T) = 0.65 Ln(X) / 1000 + 5.83$	4,084	0.00%	34.00%	2,696
20131-004	CCG / CCG-1	87.42	820	1,027,885	1,000 SF OF GLA	$Ln(T) = 0.65 Ln(X) / 1000 + 5.83$	30,882	0.00%	34.00%	20,382
20131-005	CCG / CCG-1	23.19	820	353,555	1,000 SF OF GLA	$Ln(T) = 0.65 Ln(X) / 1000 + 5.83$	15,432	0.00%	34.00%	10,185
20131-006	LI / IL	120.85	130	2,105,866	1,000 SF OF GLA	$T = 4.99 (X) / 1000 + 578.25$	11,187	0.00%	0.00%	11,187
20131-007A	LDR / RLD-50	88.62	210	433	DUs	$LnT = 0.92 Ln(X) + 2.72$	4,044	0.00%	0.00%	4,044
20131-007B	LDR / RLD-50	48.59	210	243	DUs	$LnT = 0.92 Ln(X) + 2.72$	2,377	0.00%	0.00%	2,377
20131-008	CCG / CCG-1	68.31	820	1,041,454	1,000 SF OF GLA	$Ln(T) = 0.65 Ln(X) / 1000 + 5.83$	31,146	0.00%	34.00%	20,458
										Total Section 3
										97,308
										*Net New Trips = Section 3 - Section 2 - Section 1
										23,917

Source: Trip Generation Manual, 9th Edition, Institute of Engineers

ATTACHMENT C

Traffic Impact: C-7

2/6/2014

Produced by: Planning and Development Department
Application Number: 2013I-Series Cumulative

LB
Date: 1/22/2014
Mobility Zone / Development Area: 1 / Suburban
Planning District: 3
Council District: 13

Table B

Net New Daily External Trip Distribution

	a	= Total Net New External Trips (Table A)	b	(a*b)
	23,917			
Link ID Number	Roadway Name	From / To	Percent of Total Net New Daily Amendment Trips	Net New Daily External Amendment Trips
545	BAYMEADOWS RD (SR 152)	SOUTHSIDE BLVD TO SR 9A	37.10%	8,873
643	I-295 (SR 9A)	GATE PKWY TO BAYMEADOWS RD (SR 152)	19.43%	4,647
558	I-295 (SR 9A)	BAYMEADOWS RD (SR 152) TO PHILLIPS HWY (US 1)	16.06%	3,841
739	SR 9B	I-295/SR 9A TO PHILLIPS HWY	17.48%	4,181
740	SR 9B	PHILLIPS HWY TO I-95	8.46%	2,023
717	BAYMEADOWS RD E	GATE PARKWAY TO SR 9A	58.42%	13,494

BOLD

Indicates Directly Accessed Segment(s)

ATTACHMENT C

Traffic Impact: C-8

Produced by: Planning and Development Department
2013-Series Cumulative

LB
Date: 1/22/2014
Mobility Zone / Development Area: 1 / Suburban
Planning District: 3
Council District: 13

Table C

Roadway Link Analysis

Link ID Number	Road Name	Termini	Roadway Classification	State or City Road	Numbers of Lanes	Adopted Service Volume	Background Traffic			Amended Trips	Total Trips Daily External	Percent Capacity Used with Amended Trips
						Daily Volume a	1 Year Growth %* b	Volumes at 5 yr Growth c	Daily External d			
545	BAYMEADOWS RD (SR 152)	SOUTHSIDE BLVD TO SR 9A	Arterial I	State	4D	39,800	27,500	1.00%	28,903	3,873	37,776	94.91%
643	I-295 (SR 9A)	GATE PKWY TO BAYMEADOWS RD (SR 152)	Freeway	State	6D	118,600	83,000	1.00%	87,234	4,647	91,881	78.60%
558	I-295 (SR 9A)	BAYMEADOWS RD (SR 152) TO PHILLIPS HWY (US 1)	Freeway	State	4D	77,900	75,500	1.00%	79,351	3,841	83,192	106.70%
739	SR 9B	I-295/SR 9A TO PHILLIPS HWY	Freeway	State	4D	77,900	54,078	1.00%	59,828	4,181	61,009	78.32%
740	SR 6B	PHILLIPS HWY TO I-95	Freeway	State	4D	77,900	33,608	1.00%	35,533	2,023	37,556	48.21%
717	BAYMEADOWS RD E	GATE PARKWAY TO SR 9A	Arterial I	City	4D	37,811	8,631	5.37%	8,613	13,494	22,107	58.78%

* As determined from Trend Analysis or PDOT LOS Report, dated 6/13/2013
Data from City of Jacksonville Road Most Recent Link Status Report dated 11/1/2013
BOLD indicates Directly Accessed Segment (U)

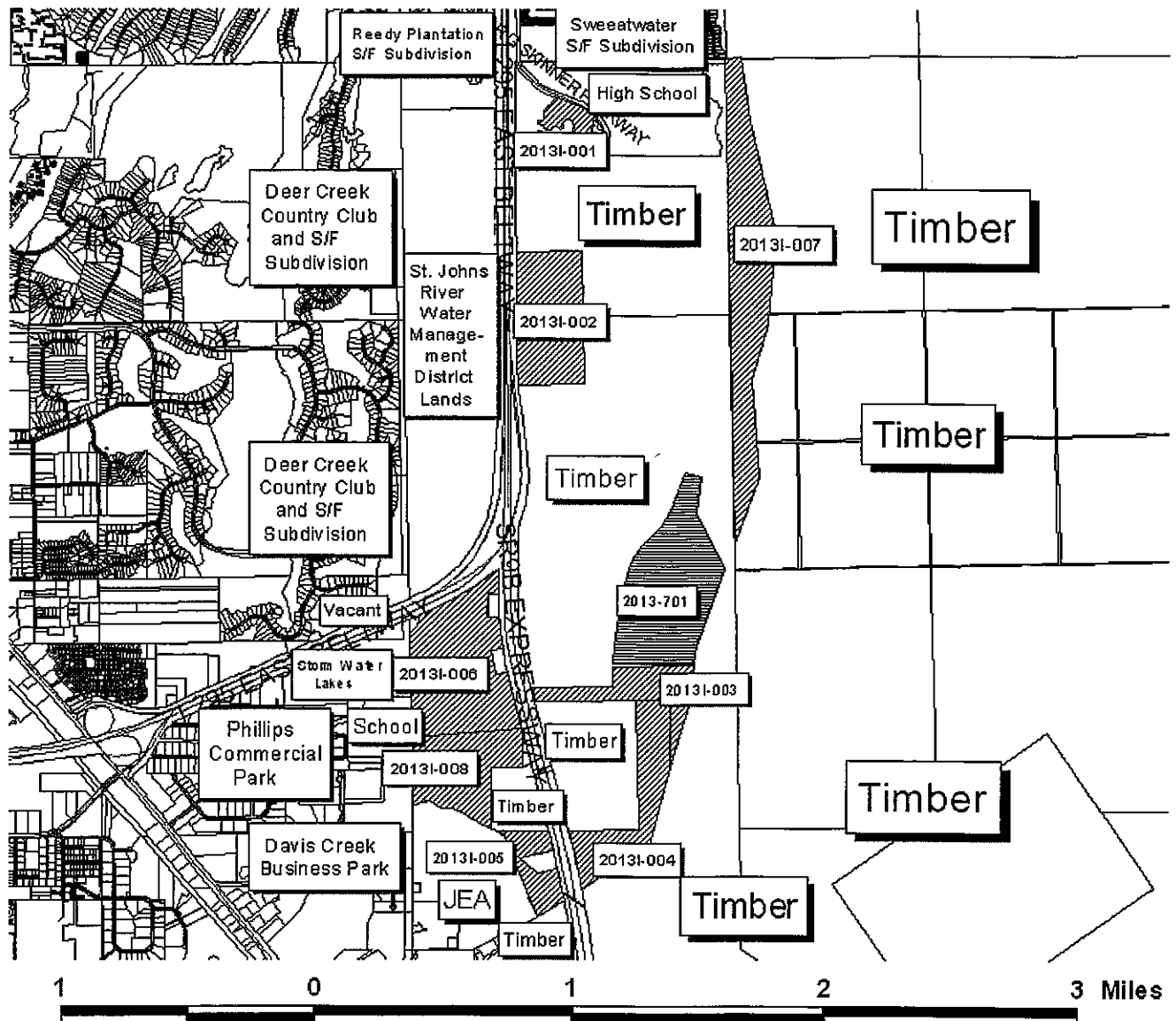
Major Intersections List

545 Interchanges/ SR 6 Intersections within Impact Area
Baymeadows Rd/SR 152/I-295 (SR 9A)

LUA 2013-CUM tables.xls

ATTACHMENT D

Existing Land Utilization:



ATTACHMENT E

Traffic Analysis:

Produced by: Planning and Development Department
Application Number: 20131 SERIES CUMULATIVE

LB
Date: 1/22/2014
Mobility Zone / Development Area: 1 / Suburban
Planning District: 3
Council District: 13

Table A

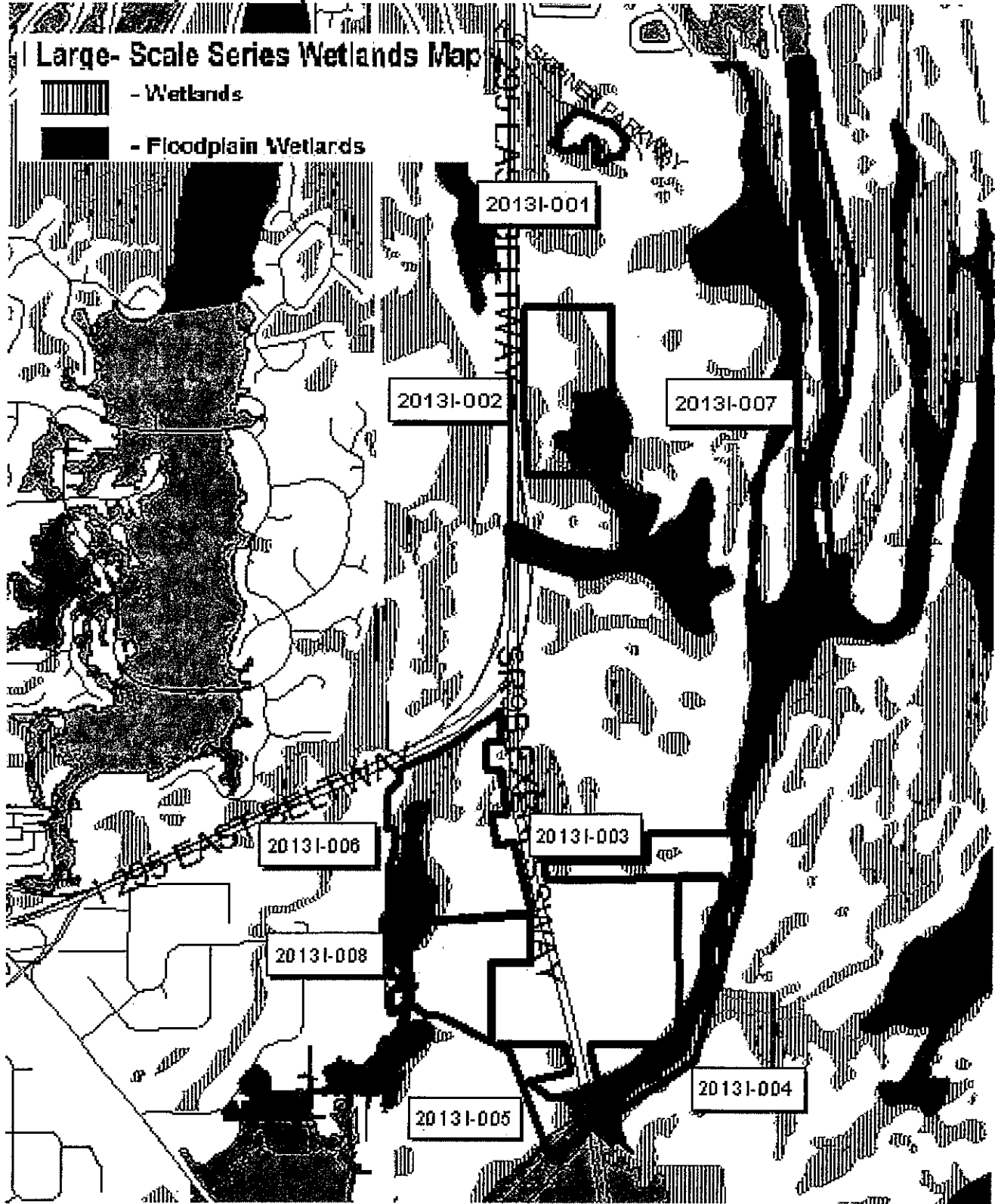
Trip Generation Estimation

Section 1										
LUA	Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-001	LDR / RR-Acre	12.38								0
20131-002	CGC / CO	87.85								
20131-003A	LDR / RR-Acre	42.54								
20131-003B	RPI / CO	3								
20131-004	RPI / CO	67.42								
20131-005	RPI / CO	23.19								
20131-006	BP / IBP	120.88								
20131-007A	AGR-II / AGR	86.62								
20131-007B	AGR-III / AGR	48.59								
20131-008	BP / IBP	68.31								
Total Section 1										0
Section 2										
LUA	Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-001	LDR / RR-Acre	12.38	210	82	DUs	$LnT = 0.92 Ln(X) + 2.72$	677	0.00%	0.00%	677
20131-002	CGC / CO	87.85	820	1,339,381	1,000 SF CF GLA	$LnT = 0.55 Ln(X) / 1000 + 5.83$	36,679	0.00%	34.00%	24,208
20131-003A	LDR / RR-Acre	42.54	210	213	DUs	$LnT = 0.92 Ln(X) + 2.72$	2,108	0.00%	0.00%	2,108
20131-003B	RPI / CO	3	820	45,738	1,000 SF CF GLA	$LnT = 0.75 Ln(X) / 1000 + 3.68$	950	0.00%	0.00%	950
20131-004	RPI / CO	67.42	710	1,468,406	1,000 SF CF GLA	$LnT = 0.75 Ln(X) / 1000 + 3.68$	10,116	0.00%	0.00%	10,116
20131-005	RPI / CO	23.19	710	505,078	1,000 SF CF GLA	$LnT = 0.75 Ln(X) / 1000 + 3.68$	4,495	0.00%	0.00%	4,495
20131-006	BP / IBP	120.88	750	1,842,632	1,000 SF CF GLA	$T = 10.42 (X) / 1000 + 409.04$	19,009	0.00%	0.00%	19,009
20131-007A	AGR-II / AGR	86.62	210	2	DUs	$T = 9.52 (X)$	19	0.00%	0.00%	19
20131-007B	AGR-III / AGR	48.59	210	5	DUs	$T = 9.52 (X)$	48	0.00%	0.00%	48
20131-008	BP / IBP	68.31	750	1,041,454	1,000 SF CF GLA	$T = 10.42 (X) / 1000 + 409.04$	11,261	0.00%	0.00%	11,261
Total Section 2										73,489
Section 3										
LUA	Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
20131-001	CGC / CGC-1	12.38	820	188,745	1,000 SF CF GLA	$LnT = 0.55 Ln(X) / 1000 + 5.83$	10,263	0.00%	34.00%	6,773
20131-002	LDR / RLD-50	87.85	210	439	DUs	$LnT = 0.92 Ln(X) + 2.72$	4,096	0.00%	0.00%	4,096
20131-003A	CGC / CGC-1	42.54	820	648,565	1,000 SF CF GLA	$LnT = 0.55 Ln(X) / 1000 + 5.83$	22,693	0.00%	34.00%	15,110
20131-003B	CGC / CGC-1	3	820	45,738	1,000 SF CF GLA	$LnT = 0.55 Ln(X) / 1000 + 5.83$	4,084	0.00%	34.00%	2,696
20131-004	CGC / CGC-1	67.42	820	1,027,865	1,000 SF CF GLA	$LnT = 0.55 Ln(X) / 1000 + 5.83$	30,882	0.00%	34.00%	20,382
20131-005	CGC / CGC-1	23.19	820	353,555	1,000 SF CF GLA	$LnT = 0.55 Ln(X) / 1000 + 5.83$	15,432	0.00%	34.00%	10,185
20131-006	LI / IL	120.88	130	2,105,865	1,000 SF CF GLA	$T = 4.99 (X) / 1000 + 678.25$	11,187	0.00%	0.00%	11,187
20131-007A	LDR / RLD-50	86.62	210	433	DUs	$LnT = 0.92 Ln(X) + 2.72$	4,044	0.00%	0.00%	4,044
20131-007B	LDR / RLD-50	48.59	210	243	DUs	$LnT = 0.92 Ln(X) + 2.72$	2,377	0.00%	0.00%	2,377
20131-008	CGC / CGC-1	68.31	820	1,041,454	1,000 SF CF GLA	$LnT = 0.55 Ln(X) / 1000 + 5.83$	31,146	0.00%	34.00%	20,556
Total Section 3										97,406
*Net New Trips = Section 3 - Section 2 - Section 1										23,917

Source: Trip Generation Manual, 9th Edition, Institute of Engineers

ATTACHMENT F

Wetlands Reports / Map:





ATTACHMENT G

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

Date Submitted:	10/3/2013	Date Staff Report is Available to Public:	2/07/2014
Land Use Transmittal Ordinance #:	2014-052	1st City Council Public Hearing:	2/11/2014
JPDD Application #:	2013I-004	Planning Commission's LPA Public Hearing:	2/13/2014
Assigned Planner:	Ed Lukacovic	LUZ Committee's Public Hearing:	2/19/2014
		2nd City Council Public Hearing:	2/25/2014

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:
PAUL HARDEN
LAW OFFICE OF PAUL M. HARDEN
501 RIVERSIDE AVENUE, SUITE 901
JACKSONVILLE, FL 32202
Ph: (904) 396-5731
Fax: (904) 399-5461
Email: PAUL_HARDEN@BELL.SOUTH.NET

Owner Information:
JED DAVIS
ESTUARY CORPORATION
4310 PABLO OAKS COURT
JACKSONVILLE, FL 32224
Ph:
Fax:

DESCRIPTION OF PROPERTY

Acreage: 67.42
Real Estate #(s): 167779 0000, portion of

General Location:
ON THE EAST SIDE OF I-295, NORTH OF PHILLIPS HIGHWAY

Planning District: 3
Council District: 13
Development Area: SUBURBAN AREA
Between Streets/Major Features:
BAYMEADOWS ROAD and PHILLIPS HIGHWAY

Address:
0 PHILLIPS HWY

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT
Current Land Use Category/Categories and Acreage:
RPI 67.42

Requested Land Use Category: CGC
Justification for Land Use Amendment:
TO DEVELOP INTO COMMERCIAL USES.

Surrounding Land Use Categories: CGC, LDR, RPI

UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
CO 67.42

Requested Zoning District: CCG-1

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