



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

## OVERVIEW

**ORDINANCE: 2019-543**

**APPLICATION: L-5385-19A-5-10**

**APPLICANT: ZACH MILLER, ESQ.**

**PROPERTY LOCATION: 7046 and 7059 Ramona Boulevard**

**Acreage: 53.44**

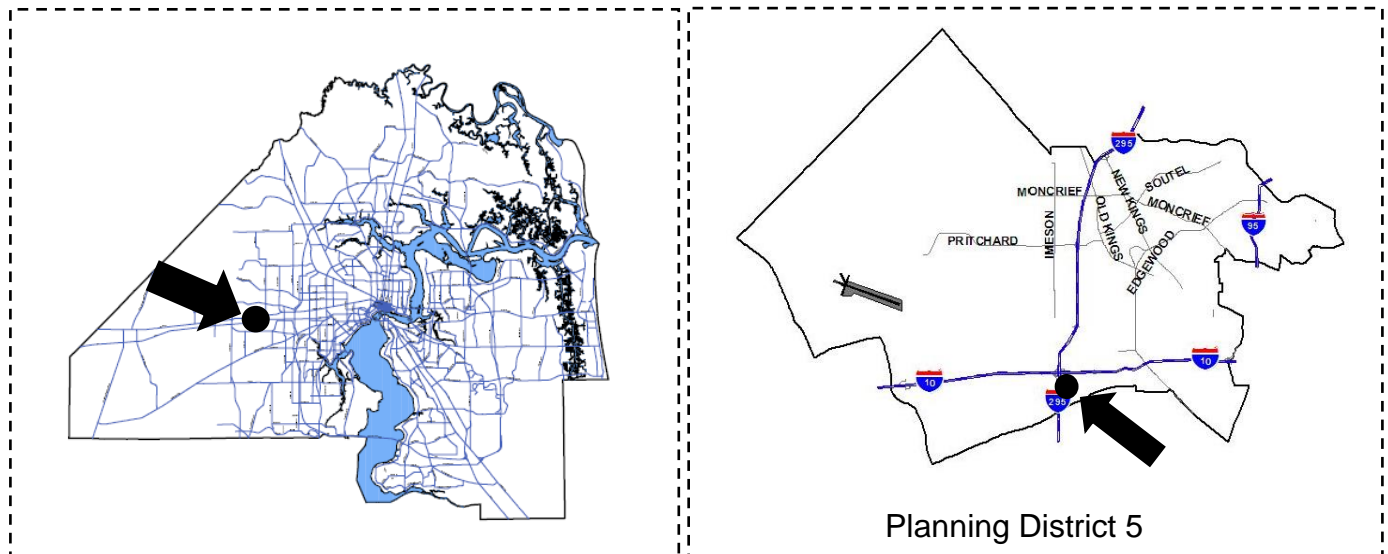
**Requested Action:**

	Current	Proposed
<b>LAND USE</b>	<b>CGC, LDR, CSV, ROS</b>	<b>MDR, CSV</b>
<b>ZONING</b>	<b>PUD, RLD-60</b>	<b>RMD-D, CSV</b>

Existing FLUM Categories	Proposed FLUM Categories	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, LDR, CSV, ROS	MDR, CSV	35 dwelling units (5 DU/Acre)	517 dwelling units (15 DU/Acre)	277,477 sq. ft. of CGC uses & 136,299 sq. ft. of ROS uses	N/A	Increase of 482 dwelling units	Decrease of 413,776 sq. ft. floor area of non-residential uses

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

### LOCATION MAPS:



# DUAL MAPS



**Current Zoning District(s):** Residential Low Density-60 (RLD-60) and Planned Unit Development (PUD)  
**Requested Zoning District(s):** Residential Medium Density- D (RMD-D) and Conservation (CSV)



**Existing FLUM Land Use Categories:** Low Density Residential (LDR), Community / General Commercial (CGC), Conservation (CSV), and Recreation and Open Space (ROS)  
**Requested FLUM Land Use Category:** Medium Density Residential (MDR) and Conservation (CSV)

## ANALYSIS

**Background:** The 53.44 acre land use amendment site consists of portions of two (2) parcels. The subject site is located in the southeast quadrant of the intersection of Interstate-10 (I-10) and Interstate-295 (I-295) but is accessed via Ramona Boulevard, which is classified as a local roadway. The property is located within the Urban Development Area, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan, Council District 10, and within boundaries of the Northwest Jacksonville Vision Plan.

Approximately half of the parcel (southern portion) is undeveloped likely due to the presence of wetlands. The northern portion, which fronts on Ramona Boulevard, is currently developed with an event pavilion and a single-family home. The site is designated as Recreation/Open Space (ROS – 20.84 acres), Conservation (CSV – 7.4 acres), Community/General Commercial (CGC – 18.2 acres), and Low Density Residential (LDR – 7.0 acres). The applicant is proposing a land use map amendment to designate 34.5 acres of the northern portion of the site as Medium Density Residential (MDR) and 18.94 acres of the southern portion as CSV in order to develop medium density residential uses and to place the remainder of the site in conservation. 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 bounded by the interstates to the west and northwest; a single-family neighborhood and church to the east; a flea market (designated as CGC) to the north; and single-family residential and conservation to the south. In general, the character of the area is a mix of residential uses with commercial and office uses occurring adjacent I-10.

Detailed information about the surrounding area can be found on the Dual Map on page 2, and on Attachment A, the Existing Land Utilization Map. The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC	PUD & CCG-2	Flea market
South	LDR & CSV	PUD & RLD-60	Conservation & single-family residential
East	LDR	PUD & RLD-60	Single-family residential & church
West	CSV	PUD	Conservation

### 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 the Department a JEA availability letter dated June 14, 2019 indicating that the site has access to centralized water and sewer infrastructure.

#### 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.

### **Transportation**

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

#### Transportation Element

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

#### Supplemental Transportation Information

**Objective 2.4** of the Transportation Element (TE) 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.

**Policy 2.4.2** of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy 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**.

The proposed land use amendment based on impact assessment standards has the development potential of 517 multi-family dwelling units and generating approximately 3,784 daily vehicular trips onto the roadway network. Subject site is accessible via Ramona Boulevard, a 2-lane local roadway and intersects with Lane Avenue (SR 103) to the east. SR 103 is the first functional classified roadway that could be significantly impacted by the proposed development. SR 103 is subject to FDOT review and access management requirements. The Transportation Planning Division recommends that a traffic operational analysis of the adjacent roadway network be conducted by a licensed professional traffic engineer, to determine the impact to the external trips as a result of the land use change. A methodology meeting with the Florida Department of Transportation and Transportation Planning Division should be held prior to commencement of the study.

### **School Capacity**

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 53.44 acre proposed land use map amendment has a development potential of 517 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-5385-19A**

**Development Potential: 517 Residential Units**

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats - CSA	Available Seats - Adjacent CSA 1 & 7/8
Elementary	2	6,397	78%	86	76%	1,921	7,467
Middle	2	2,605	69%	38	72%	442	394
High	2	3,193	79%	48	85%	756	3,666
<b>Total New Students</b>				<b>172</b>			

**8/9/19 Data**

*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
Ramona ES #79	8	86	509	384	75%	77%
Jefferson Davis MS #216	7	38	1,438	974	68%	69%
Ed White HS #248	8	48	2,071	1,457	70%	73%

- Does not include ESE & room exclusions
- Analysis based on maximum 517 dwelling units – L-5385-19A

**Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low and medium sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

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

**Airport Environment Zone**

The site is located within the 300-foot Height and Hazard Zone for Herlong Recreational Airport. 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.



# IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Urban Area	
Roadway Frontage Classification	Ramona / local road	
Plans/Studies	Northwest Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Event hall & undeveloped	Medium density residential
Land Use/Zoning	LDR (7 ac), CGC (18.2 ac), ROS (20.84 ac), & CSV (7.4 ac)	MDR (34.5 ac) & CSV (18.94 ac)
Development Standards For Impact Assessment	5 DU/Acre; 0.35 FAR; 0.15 FAR	15 DU/Acre
Development Potential	35 dwelling units; 277,477 sq. ft. (CGC); 136,299 sq. ft. (ROS)	517 dwelling units
Population Potential	93 people	1214 people
SPECIAL DESIGNATIONS AREAS		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	X-300	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X-Low/Medium	
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: 9A/1-295	
PUBLIC FACILITIES		
Potential Roadway Impact	No net new daily vehicular trips	
Potential Public School Impact	172 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 98,311 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 73,733 gpd	
Potential Solid Waste Impact	Increase of 591.16 tons per year	
Drainage Basin / Sub-Basin	Ortega River/Cedar River	
Recreation and Parks	John D. Liverman Park	
Mass Transit	Route 13	
NATURAL FEATURES		
Elevations	23-27ft	
Land Cover	4340 (upland mixed coniferous hardwood); 1180 (rural residential); 1400 (commercial and services, condominiums and motels combined); 5300 (reservoirs); 6300 (wetland forest mixed); 6210 (cypress)	
Soils	38 (Mascotte fine sand, 0-2% slopes); 55 (Pits); 66 (Surrency loamy fine sand, depressional, 0-2% slopes); and 86 (Yulee clay, depressional, 0-2% slopes)	
Floodzone	N/A	
Wetlands	6210 (cypress) and 6300 (wetland forest mixed)	
Wildlife (sites greater than 50 acres)	N/A	

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 1, 2019, the required notices of public hearing signs were posted. Seventy-two (72) 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 August 19, 2019. No members of the public attended.



## 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 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.
- Policy 1.2.9 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.

Policy 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

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 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.

Policy 2.2.5 All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development.

As previously mentioned, the applicant is proposing a land use map amendment to designate 34.5 acres of the northern portion of the site from ROS, CSV, CGC, and LDR to Medium Density Residential (MDR) and 18.94 acres of the southern portion as Conservation (CSV) in order to develop medium density residential uses and to place the remainder of the site in Conservation.

According to the Future Land Use Element (FLUE), LDR in the Urban Area is intended to provide for low density residential development, and CGC in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. The general intent of the ROS land use category in all development areas is to use those lands for activities that are associated with outdoor recreation. CSV are areas with valuable environmental resources, such as sensitive vegetation, high value habitat, wetlands, high aquifer recharge potential, carbon sinks and unique coastal areas.

MDR in the Urban Area is intended to provide compact medium density residential development. Plan amendment requests for new MDR 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. The maximum gross density in the Urban Area is 20 units/acre and the minimum gross density shall be greater than 7 units/acre.

The site has access to full urban services, including water and sewer, according to a JEA availability letter dated June 14, 2019 and is thus consistent with FLUE Policy 1.2.9. Consistent with FLUE Objective 6.3 and Policies 1.1.10 and 1.1.22, the proposed land use amendment to MDR provides for a compatible land development pattern on an underutilized infill site because the site has easy access to major transportation networks (I-295 and I-10) and public infrastructure. Further, the proposed land use category of MDR allows for a gradual transition of densities and intensities between a single-family residential neighborhood and the commercial uses abutting the interstate. While a proposed site plan for the amendment is not required, future development will be required to meet the provisions for active recreation and open space as required by ROSE Policies 2.2.2 and 2.2.5.

The proposed amendment would continue to maintain adequate land designated for residential use and allow for a wider mix of uses and housing types in the area, which currently includes apartments to the east along Ramona Boulevard and single family residential uses to the south (and also intermittently along Ramona Boulevard). For these reasons, the proposed amendment is consistent with FLUE Goal 3, Objective 3.1, and Policy 3.1.6.

Consistent with FLUE Policy 1.5.14, the applicant is proposing a change from ROS to CSV for approximately 18 acres of the subject site in order to conserve areas that may be environmentally sensitive and are identified as wetlands. This portion of land lies between I-295 to the west and the single-family residential neighborhood to the east.

## Vision Plan

The subject site is located within Normandy Character Area of the “Suburban Area” of the Northwest Jacksonville Vision Plan. While the specific location of the subject site is not a focal point of the Vision Plan, the proposed land use amendment to MDR and CSV are consistent with Themes 1 and 2 of the Plan. Theme 1 is to “strengthen existing neighborhoods and create new neighborhoods,” and Theme 2 is to “protect rural character and open spaces.” The proposed land use amendment would allow for the development of residences in the Normandy Character Area, and designating the southern portion of the subject site as conservation, the open space/wetlands would be protected from future development.

## 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.

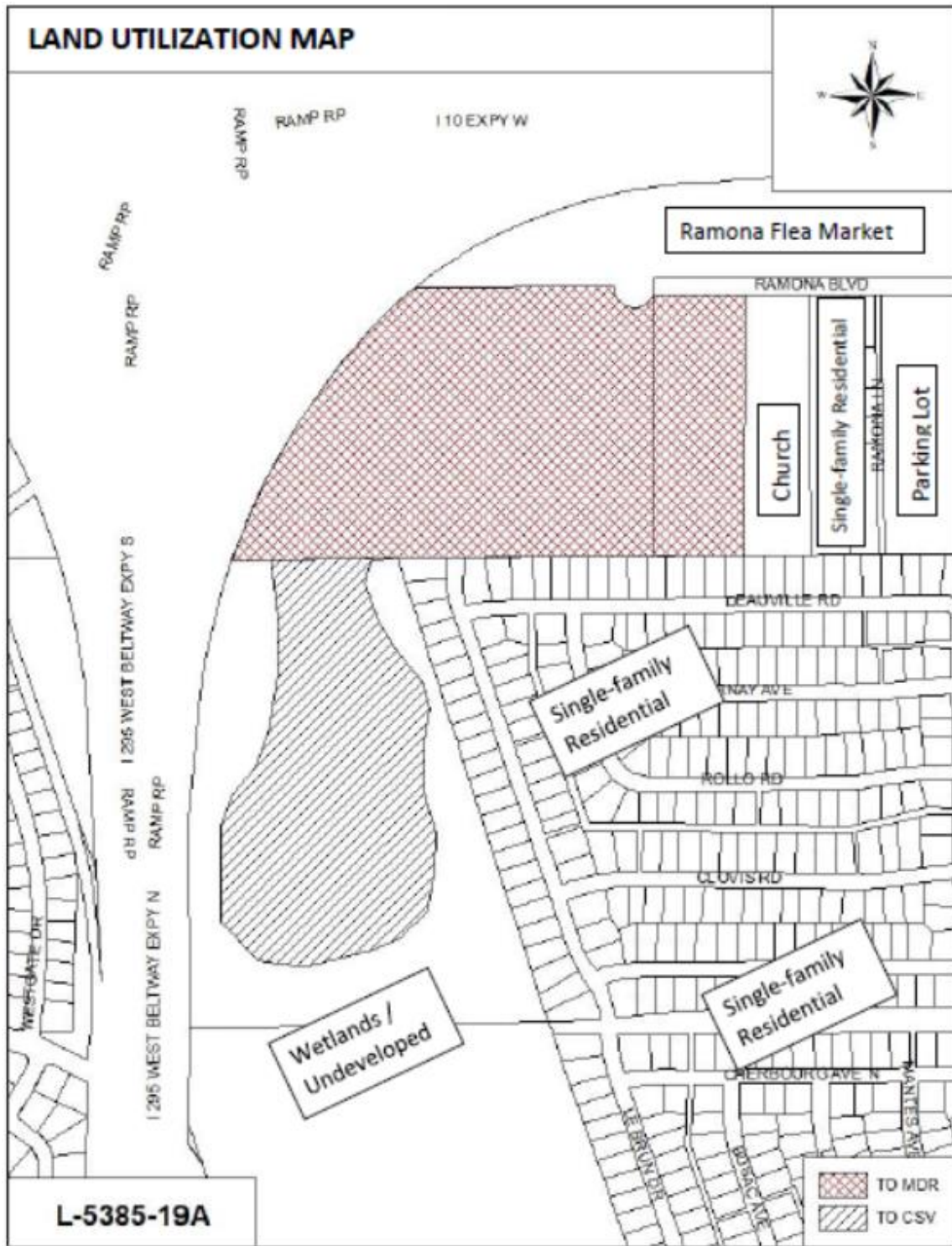
The proposed land use amendment seeks to develop new housing options, and is therefore consistent with Policy 21 of the Northeast Florida Regional Council’s Strategic Regional Policy Plan as it will increase and diversify the existing housing stock.

## 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



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:** August 16, 2019

**TO:** Susan Kelly  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Planning Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5385-19A

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A trip generation analysis was conducted for Land Use Amendment L-5385-18A, located in the southeast quadrant of I-10 and I-295 along Ramona Boulevard in Urban Development Area of Jacksonville, Florida. The subject site consists of multiple parcels with an existing mixture of Community General Commercial (CGC), Low Density Residential (LDR), Conservation (CSV) and Recreational Open Space (ROS) land use categories. The proposed land use amendment is to allow for Medium Density Residential (MDR) on approximately 53.44 +/- 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 result in a development potential of 277,477 SF of commercial space (ITE Land Use Code 820), generating 8,904 new daily vehicular trips. The existing LDR land use category development impact assessment standard is 5-single family dwelling units per acre, resulting in a development potential of 35 homes (ITE Land Use Code 210), generating 330 new daily vehicular trips. The ROS land use category development impact assessment standard is 0.5 FAR per acre, resulting in a development potential of 136,299 SF recreational space (ITE Land Use Code 411), generating 16 new daily vehicular trips. The proposed MDR land use category development impact assessment is 15 multi-family dwelling units per acre, resulting in a development potential of 517 apartments (ITE Land Use Code 220), which could generate 3,784 daily trips. This will result in zero net new daily vehicular trips if the land use is amended to allow for MDR development, as shown in Table A.

## ATTACHMENT B (cont)

<b>Table A</b>						
<b>Trip Generation Estimation</b>						
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	277,477 SF	$T = 50.74 (X) / 1000$	14,079	36.78%	8,904
LDR	210	35 SF DUs	$T = 9.44 (X)$	330	0.00%	330
ROS	411	136,299 SF	$T = 0.78 (X)$	16	0.00%	16
					<b>Total Section 1</b>	<b>9,250</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	517 MF DUs	$T = 7.32 (X)$	3,784	0.00%	3,784
					<b>Total Section 2</b>	<b>3,784</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 Transportation Element (TE) 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.

**Policy 2.4.2** of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy 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.




## **ATTACHMENT B (cont)**

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

The proposed land use amendment based on impact assessment standards has the development potential of 517 multi-family dwelling units and generating approximately 3,784 daily vehicular trips onto the roadway network. Subject site is accessible via Ramona Boulevard, a 2-lane local roadway and intersects with Lane Avenue (SR 103) to the east. SR 103 is the first functional classified roadway that could be significantly impacted by the proposed development. SR 103 is subject to FDOT review and access management requirements. The Transportation Planning Division recommends that a traffic operational analysis of the adjacent roadway network be conducted by a licensed professional traffic engineer, to determine the impact to the external trips as a result of the land use change. A methodology meeting with the Florida Department of Transportation and Transportation Planning Division should be held prior to commencement of the study. |

# ATTACHMENT C

## Land Use Amendment Application:

 <b>APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>			
Date Submitted:	6/12/2019	Date Staff Report is Available to Public:	8/30/2019
Land Use Transmittal Ordinance #:	2019-543	Planning Commission's LPA Public Hearing:	9/5/2019
JPDD Application #:	L-5385-19A	1st City Council Public Hearing:	9/10/2019
Assigned Planner:	Susan Kelly	LUZ Committee's Public Hearing:	9/17/2019
		2nd City Council Public Hearing:	9/24/2019
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> ZACH MILLER, ESQ.		<b>Owner Information:</b> RMFE RE, LLC	
501 RIVERSIDE AVE., SUITE 901 JACKSONVILLE, FL 32202 Ph: 9043965731 Fax: 9043995461 Email: ZACH_MILLER@BELLSOUTH.NET		Ph: Fax:	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
Acreage: 53.44 ac		General Location:	
Real Estate #(s): 007485 0000 (portion of) 007515 0000 (portion of)		SOUTHEAST INTERSECTION OF I-10 AND I-295	
Planning District: 5		Address:	
Council District: 10		7059 RAMONA BLVD	
Development Area: URBAN AREA		7046 RAMONA BLVD	
Between Streets/Major Features: I-10 and RAMONA			
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
Current Utilization of Property: VACANT/EVENT SPACE			
Current Land Use Category/Categories and Acreage:			
CGC	18.20 ac	ROS	20.84 ac
LDR	7.00 ac	CSV	7.40 ac
Requested Land Use Category: MDR (34.50 ac) & CSV (18.94 ac)		Surrounding Land Use Categories: CGC, CSV, LDR, MDR	
<b>Applicant's Justification for Land Use Amendment:</b> TO PROVIDE A MIX OF USES ON THE PROPERTY. SPECIFICALLY, TO PROVIDE A TRANSITION FROM CGC TO MDR TO LDR NEARBY WHILE ADDING CONSISTENCY TO THE AREAS DESIGNATED AS CONSERVATION.			
<b><u>UTILITIES</u></b>			
Potable Water: YES		Sanitary Sewer YES	
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
Current Zoning District(s) and Acreage:			
RLD-60	7.00 ac		
PUD	46.44 ac		
Requested Zoning District: RMD-D (34.50 ac) and CSV (18.94 ac)			
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/luzap/">http://maps.coj.net/luzap/</a>			

# ATTACHMENT D

Aerial:

