



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

OVERVIEW

ORDINANCE: 2019-680

APPLICATION: L-5367-19A-4-12

APPLICANT: CURTIS HART

PROPERTY LOCATION: ON THE NORTH SIDE OF BEAVER STREET WEST (US-90), BETWEEN ZEPHYR DAIRY DRIVE AND OTIS ROAD

Acreage: 16.11

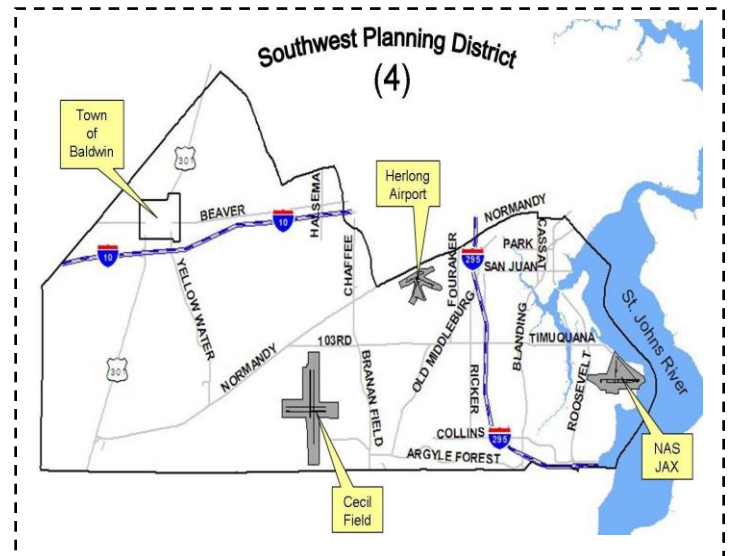
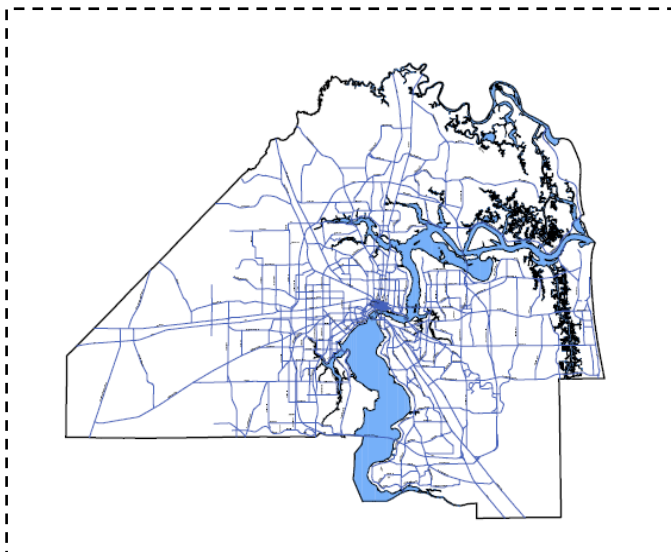
Requested Action:

| | Current | Proposed |
|-----------------|------------|------------|
| LAND USE | LI | ROS |
| ZONING | PUD | ROS |

| Existing FLUM Category | Proposed FLUM Category | Existing Maximum Density (DU/Acre) | Proposed Maximum Density (DU/Acre) | Existing Maximum Intensity (FAR) | Proposed Maximum Intensity (FAR) | Net Increase or Decrease in Maximum Density | Non-Residential Net Increase or Decrease in Potential Floor Area |
|------------------------|------------------------|------------------------------------|------------------------------------|----------------------------------|----------------------------------|---|--|
| LI | ROS | N/A | N/A | 282,269 Sq. Ft. (0.4 FAR) | 105,851 Sq. Ft. (0.15 FAR) | N/A | Decrease of 176,418 Sq. Ft. |

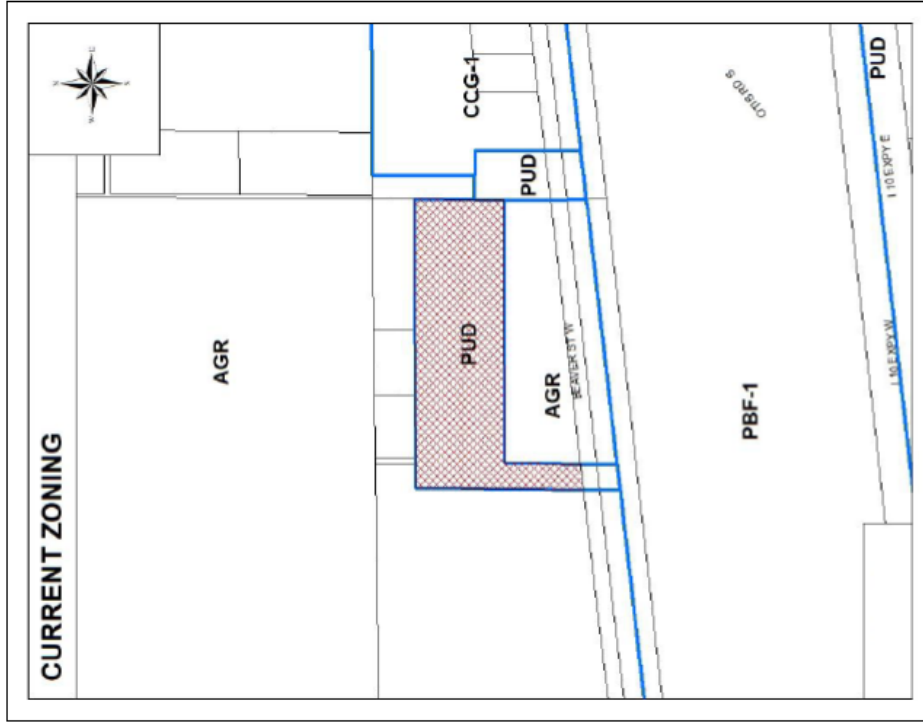
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



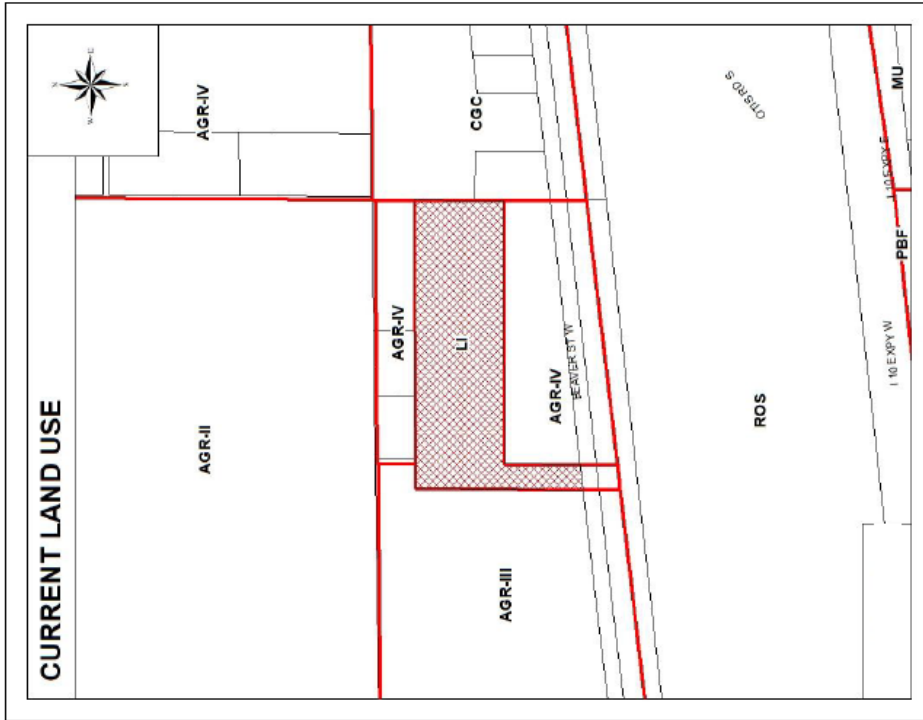
DUAL MAPS

LARGE SCALE LAND USE APPLICATION L-5367-19A



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

Requested Zoning District(s): Recreation and Open Space (ROS)



Existing FLUM Land Use Categories: Light Industrial (LI)

Requested FLUM Land Use Category: Recreation and Open Space (ROS)

ANALYSIS

Background:

The 16.11 acre subject property is located along the north side of Beaver Street West (US-90), a principal road, between Otis Road, a collector road, and Zephyr Dairy Drive, a local road. The property is located within the Rural 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 12, and the Southwest Planning District.

The presently vacant subject site has a land use designation of Light Industrial (LI). The applicant proposes a future land use map amendment from LI to Recreation and Open Space (ROS). 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 amendment.

In 2007, the land use of the subject site was changed from AGR-IV to LI, in order to permit industrial and commercial uses, pursuant to Ordinance 2007-1056-E.

The subject site is located near two parks. Pope Duval Park is located to the south of the subject site across Beaver Street West (US-90). The Brandy Branch Trailhead Preserve is located approximately half of a mile to the west of the subject site. Undeveloped Governmental land is also located to the west and to the north of the subject site. Directly abutting the subject site to the south is undeveloped residential land. On the east side of the subject site undeveloped commercial and two single family residential properties.

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

| Adjacent Property | Land Use | Zoning District | Current Use(s) |
|-------------------|-----------------|-----------------|--|
| North | AGR-II & AGR-IV | AGR | Undeveloped Governmental |
| South | AGR-IV & ROS | AGR | Undeveloped Residential & Pope Duval Park |
| East | CGC | PUD & CCG-1 | Undeveloped commercial & Single Family |
| West | AGR-III & ROS | AGR & PBF-1 | Vacant Governmental & Brandy Branch Trailhead Preserve |

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 indicates in the application that the site will be served by JEA water and sewer.

Infrastructure Element

Sanitary Sewer Sub-Element

Policy 1.2.9 Septic tanks shall be permitted in Rural Areas, provided they meet the requirements of Chapter 64E-6, F.A.C., and that all lots created after shall have a minimum of 1 acre of un-submerged property.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment does not result in an increase of external trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

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

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

Objective 2.4 of the 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 5.

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 5 is **0.47**.

The proposed land use amendment based on impact assessment standards has the development potential of 105,851 SF/16.2 acres regional park and generating approximately 13 daily vehicular trips onto the roadway network. Subject site is accessible via Beaver Street (US 90), a 2-lane undivided highway. US 90 is subject to FDOT review and access management requirements.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within areas of low, medium, and high 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.

Aquifer Recharge Area

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

IE-AR Policy 1.2.8

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

Airport Environment Zone

The site is located within the 300 foot Height and Hazard Zone for OLF- Whitehouse. Zoning will limit development to a maximum height of less than 300', 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.

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such, based upon the city's geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information

noted below, the proposed amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies. (See Wetland Map, Attachment E)

Wetlands Characteristics:

Approximate Size: 3.25 Acres

General Location(s): Along the southern property boundary

Quality/Functional Value: The wetland has a low functional value for water filtration attenuation and flood water storage capacity due to its isolation, size and/or the lowering of the hydro-period due to nearby site grading or drainage/retention improvements. In addition the wetland has no clear or significant impact on the City's waterways.

Soil Types/
Characteristics: 66- Surrency Loamy Fine Sand

The Surrency series consists of nearly level, very poorly drained soils. In areas in depressions, the high water table generally is at or above the soil surface for very long periods.

Wetland Category: Category III

Consistency of Permitted Uses: Any use meeting the requirements of Policy 4.1.3 of the CCME

Environmental Resource Permit (ERP): Not provided by the applicant

Wetlands Impact: Unable to determine

Associated Impacts: None

Relevant Policies:

Conservation/Coastal Management Element

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 including but not limited to:

- i the habitat of fish, wildlife and threatened or endangered species,
 - ii the abundance and diversity of fish, wildlife and threatened or endangered species,
 - iii the food sources of fish and wildlife including those which are threatened or endangered,
 - iv the water quality of the wetland, and
 - v the flood storage and flood conveyance capabilities of the wetland; and
- (c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

- (d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
 - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) Septic tanks

Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

(f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

Policy 4.1.6

The permitted uses within Category III 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)

(1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

(a) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

(b) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

(2) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

Future Land Use Element

Policy 4.1.10

The City hereby incorporates Map L-5 that depicts Salt Water Marshes, Riverine/Estuarine Wetlands and All Other Wetlands. Notwithstanding the permitted land uses according to the Future Land Use Map series (FLUMs), the permitted land uses within such areas shall be limited to the permitted land uses and associated standards of Objectives 4.1, 4.2, 4.3 and 5.1 and related policies of the Conservation/Coastal Management Element.

IMPACT ASSESSMENT

| DEVELOPMENT ANALYSIS | | |
|---|--|-----------------------|
| Development Boundary | Rural Area | |
| Roadway Frontage Classification | Beaver Street (US-90)/ Principal (Major Arterial) | |
| Plans/Studies | Southwest Vision Plan | |
| | CURRENT | PROPOSED |
| Site Utilization | Vacant | Recreation |
| Land Use/Zoning | LI/PUD | ROS/ROS |
| Development Standards For Impact Assessment | 0.4 FAR | 0.15 FAR |
| Development Potential | 282,269 Sq. Ft. | 105,851 Sq. Ft |
| Population Potential | n/a | n/a |
| SPECIAL DESIGNATIONS AREAS | | |
| | YES | NO |
| Aquatic Preserve | | X |
| Septic Tank Failure Area | | X |
| Airport Environ Zone | 300' - OLF Whitehouse | |
| Industrial Preservation Area | | X |
| Cultural Resources | | X |
| Archaeological Sensitivity | X- low, medium and high | |
| Historic District | | X |
| Coastal High Hazard/Adaptation Action Areas | | X |
| Ground Water Aquifer Recharge Area | 0-4 inches | |
| Well Head Protection Zone | | X |
| Boat Facility Siting Zone | | X |
| Brownfield | | X |
| State Road (SR) | SR Name: | Beaver Street (US-90) |
| PUBLIC FACILITIES | | |
| Potential Roadway Impact | No net new daily trips | |
| Potential Public School Impact | N/a | |
| Water Provider | JEA | |
| Potential Water Impact | N/a | |
| Sewer Provider | JEA | |
| Potential Sewer Impact | N/a | |
| Potential Solid Waste Impact | Decrease of 705.7 tons per year | |
| Drainage Basin / Sub-Basin | Brady/Yellow Branch / Brady Branch | |
| Recreation and Parks | Pope Duval Park | |
| Mass Transit | none | |
| NATURAL FEATURES | | |
| Elevations | 81'-85' | |
| Land Cover | 2150- Field Crops ; 6300- Wetland Forest Mixed ;4410- Pine Plantation | |
| Soils | 66- Surrency Loamy Fine Sand;51-Pelham Fine Sand;32-Leon Fine Sand; 35-LynnHaven Fine Sand | |
| Floodzone | None | |
| Wetlands | 6300- Wetland Forest Mixed | |
| Wildlife (sites greater than 50 acres) | N/A | |

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 26, 2019, the required notices of public hearing signs were posted. Twelve (12) 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 September 30, 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)

Development Area

Rural Area (RA): The RA consists of all lands outside of the Suburban Area and corresponds with predominantly undeveloped portions of the City with land uses such as Agriculture, Recreation, Conservation, or Public Buildings Facilities. Development should occur at very low densities which create little demand for new infrastructure and community serving supporting uses, unless development occurs under the Multi-Use Category, as a Rural Village or as a Master Planned Community as defined in this element. Development may occur within the Rural Area provided that it is consistent with the Operational Provisions and the Land Use category descriptions. Otherwise, development beyond such boundaries is considered urban sprawl and is to be discouraged.

- Policy 1.1.2 As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.
- 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.
- 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 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.

According to the Future Land Use Element (FLUE), Light Industrial (LI) is intended to provide for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as, noise, odor, toxic chemicals and wastes.

Recreation and Open Space (ROS) is intended to provide lands for activities associated with outdoor recreation. Principal uses permitted within the ROS land use category include parks, playgrounds, golf courses, and marinas. Secondary uses could include uses such as, travel trailer parks, country clubs, camp grounds, and archery ranges.

The subject site is located within the boundaries of the Rural Area. The proposed amendment to ROS is consistent with the description of the Rural Development Area, as identified by the Locational Criteria within the Operative Provisions of the FLUE, and therefore is also consistent with FLUE Policy 1.1.20. Additionally, across Beaver Street (US-90) from the subject site is Pope Duval Park and approximately, half of a mile to the west of the subject site is the Brandy Branch Trailhead Preserve. The properties that directly abut the subject site to the north, west, and south are all agriculturally designated. The proposed amendment to ROS would allow for a more logical transition of densities and intensities between the neighboring agricultural uses and the commercially designated land to the east, while still providing for a well-balanced and organized combination of uses that preserves the character of the area, consistent with FLUE Goal 3 and Policy 1.1.10.

The subject site is presently undeveloped. Although a JEA letter is not required at the time of transmittal, the applicant has indicated that the site has access to centralized water and sewer. Therefore, development on the site would be considered infill development, consistent with Objective 6.3 of the FLUE.

Vision Plan

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan, within what the plan refers to as the Rural Area and within the Rural/Conservation Character Area. Theme 2 of the Vision Plan recommends organizing growth and economic activity, while maintaining the rural character of the area. The proposed amendment to ROS would allow for growth while maintaining the existing rural character of the area. Therefore, the proposed amendment is consistent with Theme 2 of the Southwest Vision Plan.

Strategic Regional Policy Plan

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

Objective: The Region Supports Building and Retrofitting Communities for Safety and Energy Efficiency.

Policy 37: Support efforts to make Northeast Florida a safe Region from neighborhoods to downtown. This perception of safety translates into vibrant communities with residents who interact with each other and spend time outdoors engaged in a variety of recreational pursuits.

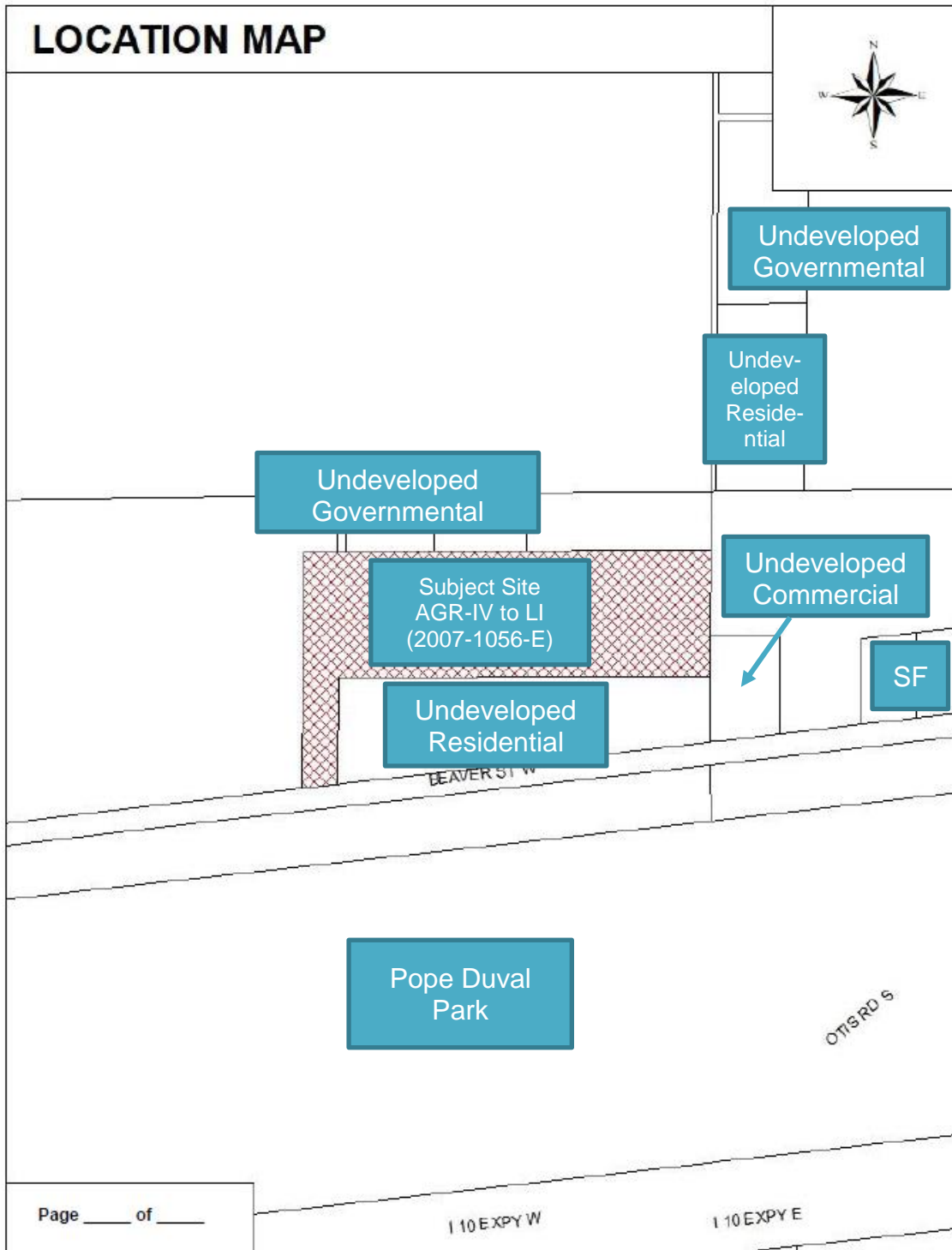
The proposed land use amendment seeks to change the category of the subject site to ROS, and is therefore consistent with Policy 37 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it will provide a new location for residents to engage in recreational pursuits.

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:

A trip generation analysis was conducted for Land Use Amendment L-5367-19A, located on Beaver Street, west of Otis Road in Rural Development Area of Jacksonville, Florida. The subject site consists has an existing Light Industrial (LI) land use categories. The proposed land use amendment is to allow for Recreational Open Space (ROS) on approximately 16.2 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the existing LI land use category development impact assessment standard is 0.4 FAR per acre, resulting in a development potential of 282,269 SF of industrial/manufacturing space (ITE Land Use Code 110), generating 1,400 new daily vehicular trips. The proposed ROS land use category development impact assessment is 0.15 FAR per acre, resulting in a development potential of 105,851 SF/16.2 acres of community/regional park use (ITE Land Use Code 411), which could generate 13 daily trips. This will result in zero net new daily vehicular trips if the land use is amended to allow for ROS development, as shown in Table A.

| Table A | | | | | | |
|---|-------------------|-------------------------------|--------------------------------------|----------------------|----------------------------|-------------------------|
| Trip Generation Estimation | | | | | | |
| Current Land Use | ITE Land Use Code | Potential Number of Units (X) | Estimation Method (Rate or Equation) | Gross Trips | Less Pass-By Trips | Net New Daily Trip Ends |
| LI | 110 | 282,269 SF | $T = 4.96 (X) / 1000$ | 1,400 | 0.00% | 1,400 |
| | | | | | Total Section 1 | 1,400 |
| 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 |
| ROS | 411 | 16.20 ACRES | $T = 0.78 (X)$ | 13 | 0.00% | 13 |
| | | | | | Total Section 2 | 13 |
| | | | | | Net New Daily Trips | 0 |
| <i>Source: Trip Generation Manual, 10th Edition, Institute of Engineers</i> | | | | | | |

ATTACHMENT B (cont)

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 5.


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 5 is **0.47**.

The proposed land use amendment based on impact assessment standards has the development potential of 105,851 SF/16.2 acres regional park and generating approximately 13 daily vehicular trips onto the roadway network. Subject site is accessible via Beaver Street (US 90), a 2-lane undivided highway. US 90 is subject to FDOT review and access management requirements.

ATTACHMENT C

Land Use Amendment Application:

|  | | APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN | |
|---|----------------|---|------------|
| Date Submitted: | 02-05-2019 | Date Staff Report is Available to Public: | 10-11-2019 |
| Land Use Transmittal Ordinance #: | 2019-680 | Planning Commission's LPA Public Hearing: | 10-17-2019 |
| JPDD Application #: | L-5367-19A | 1st City Council Public Hearing: | 10-22-2019 |
| Assigned Planner: | Krista Fogarty | LUZ Committee's Public Hearing: | 11-05-2019 |
| | | 2nd City Council Public Hearing: | 11-12-2019 |

GENERAL INFORMATION ON APPLICANT & OWNER

| | |
|---|---|
| Applicant Information: CURTIS HART HART RESOURCES LLC 8051 TARA LANE JACKSONVILLE, FL 32216 Ph: 9049935008 Email: CURTISHART@HARTRESOURCES.NET | Owner Information: ROBERT NEWCOMER R AND J OF DUVAL LLC. 257 JONES ROAD JACKSONVILLE, FL 32220 Ph: 9049942289 |
|---|---|

DESCRIPTION OF PROPERTY

| | |
|--|---|
| Acreage: 16.11 | General Location: NORTHSIDE OF BEAVER STREET, BETWEEN OTIS ROAD AND ZEPHYR DAIRY DRIVE |
| Real Estate #(s): 001675 0500 | |
| Planning District: 4 | Address: 0 BEAVER ST W |
| Council District: 12 | |
| Development Area: RURAL AREA | |
| Between Streets/Major Features: ZEPHYR DAIRY DR and OTIS ROAD | |

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT
Current Land Use Category/Categories and Acreage:
LI 16.11

Requested Land Use Category: ROS Surrounding Land Use Categories: ROS, AGR-III, AGR-IV, and CGC

Applicant's Justification for Land Use Amendment:
PROPERTY IS NEAR THE BRANNON FIELD INTERCHANGE AT BEAVER STREET AND ACROSS THE STREET FROM POPE
DUVAL PARK.

UTILITIES

Potable Water: JEA Sanitary Sewer JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
PUD 16.11

Requested Zoning District: ROS

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