



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

OVERVIEW

ORDINANCE: 2019-715

APPLICATION: L-5393-19A-6-7

APPLICANT: ZACH MILLER, ESQ.

PROPERTY LOCATION: 14241 Duval Road, Northwest of the I-95 and I-295 Interchange

Acreage: 13.79

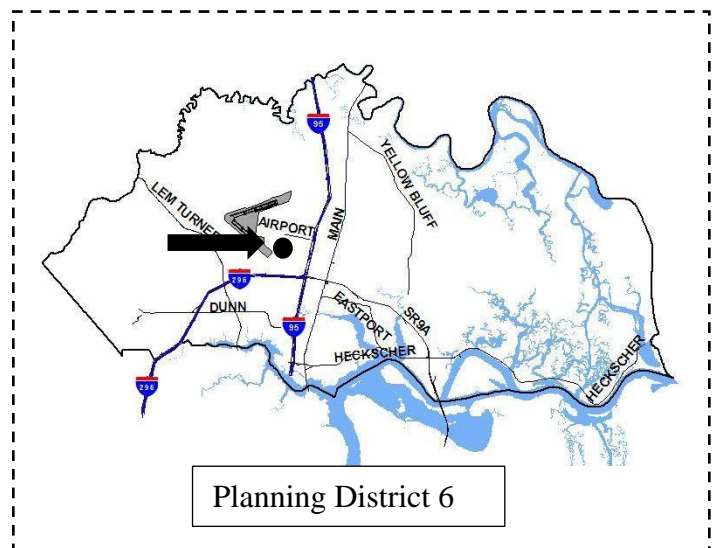
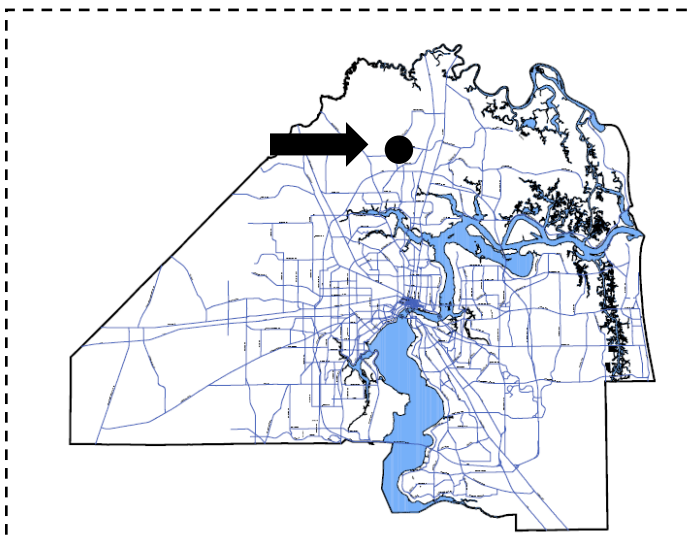
Requested Action:

	Current	Proposed
LAND USE	LDR	RPI
ZONING	RLD-60	CRO

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
LDR	RPI	69 DUs LDR (5 DU/Acre)	N/A	N/A	300,346.2 sq. ft. RPI uses (0.5 FAR)	Decrease of 69 DUs	Increase of 300,346.2 sq. ft.

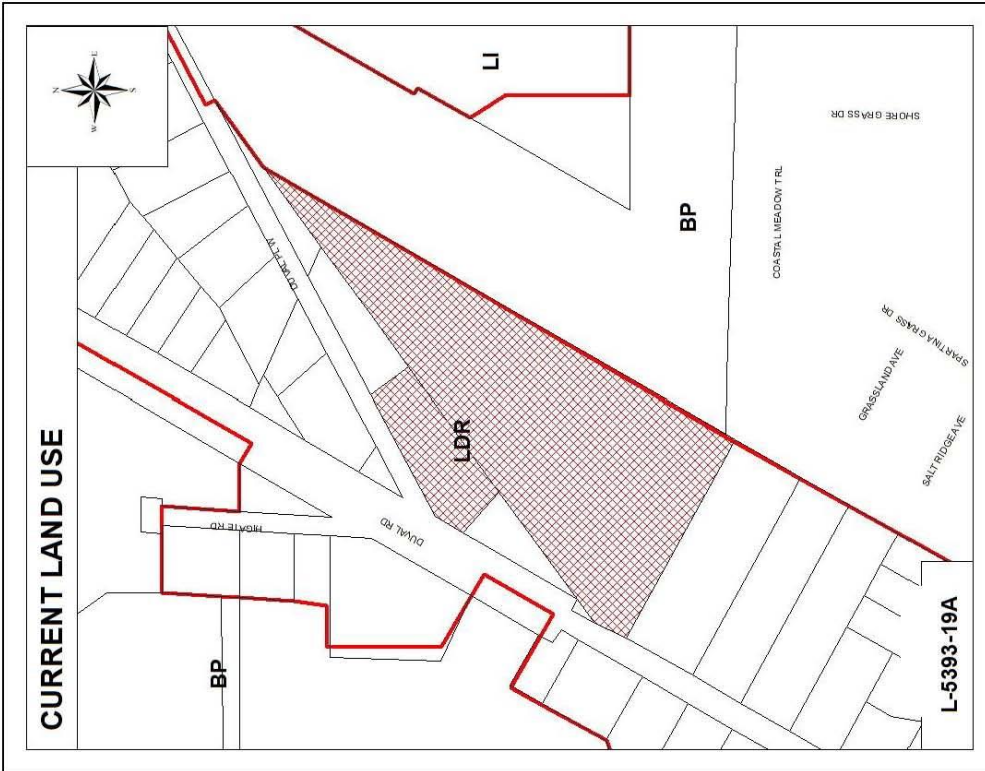
PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL

LOCATION MAPS:



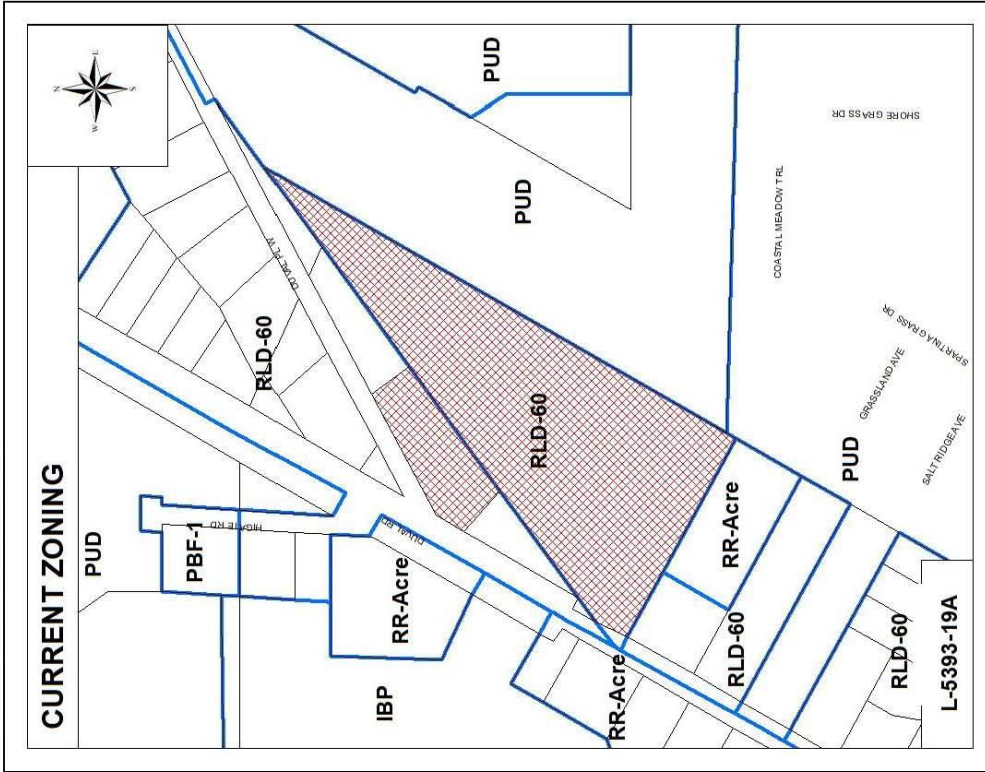
DUAL MAP PAGE

LARGE SCALE LAND USE APPLICATION L-5393-19A



Existing FLUM Land Use Categories: Low Density Residential (LDR)

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



Current Zoning District(s): Residential Low Density-60 (RLD-60)

Requested Zoning District(s): Commercial, Residential and Office (CRO)

ANALYSIS

Background:

The subject property is located on Duval Road at the southeast quadrant of the intersection of Duval Place West with frontage on both roadways. The site is northwest of the Interstate 95 and Interstate 295 interchange. Duval Road is classified as a collector roadway and Duval Place West is a local roadway according to the Functional Highway Classification Map. The 13.79 acre site is undeveloped. The property is located in Planning District 6, Council District 7 and within the boundaries of the North Jacksonville Vision Plan. The property is located within the Suburban Development Area, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

The applicant proposes an amendment to the FLUMs from Low Density Residential (LDR) to Residential-Professional-Institutional (RPI). Immediately surrounding the site to the north, across Duval Place West, and directly to the south are residential uses. A warehousing development is directly east of the site with undeveloped BP land use southeast of the site. Across Duval Road to the west is a manufacturing site in the BP land use. Just beyond the immediate adjacent uses, several large Development or Regional Impact (DRI) scale developments are in close proximity to the subject site. The International Tradeport DRI which includes approximately 615 acres of mostly Business Park (BP) and Light Industrial (LI) uses is located across Duval Road, northwest and west of the site. The Jacksonville International Airport (JIA) DRI which includes approximately 2,700 acres of airport uses is located southwest of the site. The River City Marketplace DRI which includes approximately 464 acres of commercial and retail uses is located across Interstate 95 east of the site. 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.

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

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR and BP	RLD-60 and BP	Residential, Jacksonville International Tradeport DRI
South	LDR and BP	RLD-60, RR-Acre and PUD	Residential, Undeveloped BP Uses
East	BP	PUD	Warehousing
West	LDR and BP	RR-Acre and IBP	Residential, Manufacturing, International Tradeport DRI

The proposed amendment does not include a residential component. Therefore, school capacity will not be impacted.

Impact Assessment:

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use

categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this Section.

Utility Capacity

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

The applicant provided a JEA letter of availability, dated August 19, 2019, which shows water and sewer service are available to the subject site. However, the JEA letter identifies a sewer connection point approximately ½ mile north on Duval Road north of the intersection with Ranch Road. Connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station and a JEA dedicated force main. The applicant indicates in the land use application that the site will be served by JEA for both water and sewer.

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
 - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
 - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - c. Each lot is a minimum of 1 acre unsubmerged property.
 - d. Alternative (mounded) systems are not required.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 2,274 new daily 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

- Objective 1.2 The City shall utilize uniform criteria to determine which of the City's roadway links are approaching a capacity-deficient condition, to evaluate the need for new or improved transportation facilities, and to assess the impact of any new or existing facility or land use upon the transportation network.
- Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.
- Policy 1.2.3 The City, through its Mobility Fee System and other programs, shall determine the need, timing, and funding of transportation improvements to correct the capacity deficiency.

Capital Improvements Element

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

Supplemental Transportation Information

Objective 2.4 of the 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 4.

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 4 is **0.51**.

The proposed land use amendment based on impact assessment standards has the development potential of 300,346 SF of office/institutional space, and generating approximately 2,275 daily vehicular trips onto the roadway network. Subject site is accessible via Duval Road (CR 110), a 2-lane undivided collector facility. 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.

Archaeological Sensitivity

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

Historic Preservation Element

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

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of less than 150', 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.

Industrial Zones

The subject property is located within the “Industrial Situational Compatibility” Zone. ‘Industrial Sanctuary” and Industrial Situational Compatibility” Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development. The site is not currently designated for industrial uses. The land use amendment is to a supporting commercial category.

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 may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: Approximately 0.77 of an acre

General Location(s): An isolated wetland at the southern boundary of the site.

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:

51-Pelham Fine Sand, 0 to 2 percent slopes- nearly level poorly drained soils formed in thick deposits of sandy and loamy marine sediments. They are on flats. The soils are moderately permeable and moderately slowly permeable.

63- Sapelo Fine Sand, 0 to 2 percent slopes – nearly level poorly drained soils formed in thick loamy and sandy sediments. They are in flatwoods. The soils are moderately slowly permeable.

Wetland Category: Category III

Consistency of Permitted Uses:	All uses if consistent with CCME Policies 4.1.3 and 4.1.6
Environmental Resource Permit (ERP):	ERP not provided by the applicant
Wetlands Impact:	Insufficient information to determine impacts
Associated Impacts:	N/A
Relevant Policies:	CCME Policies 4.1.3 and 4.1.6

CCME 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.

CCME 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.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	Duval Rd-Collector Roadway; Duval Place W – Local Roadway	
Plans/Studies	N/A	
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	undeveloped	To develop land with RPI uses
Land Use/Zoning	LDR / RLD-60	RPI / CRO
Development Standards For Impact Assessment	5 Dwelling Units/Acre	0.50 FAR
Development Potential	69 Dwelling Units	300,346.2 Sq. Ft
Population Potential	183 people	N/A
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	150' Height Restriction Zone	
Industrial Preservation Area	Industrial Situational Compatibility Zone	
Cultural Resources		X
Archaeological Sensitivity	Low; Very Small Amount of High Sensitivity	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X- Discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	X
PUBLIC FACILITIES		
Potential Roadway Impact	2,274 net new daily vehicular trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Increase of 2,722.9 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 2,042.2 gpd	
Potential Solid Waste Impact	Increase of 751.67 tons per year	
Drainage Basin / Sub-Basin	Broward River/ Little Cedar Creek	
Recreation and Parks	NO	
Mass Transit	Highlands/Busch Drive Special Shuttle nearby	

NATURAL FEATURES	
Elevations	23-27
Land Cover	4340: Upland mixed coniferous/hardwood
Soils	63 -Sapelo fine sand, 0 to 2 percent slopes; 51 - Pelham fine sand, 0 to 2 percent slopes
Floodzone	N/A
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 October 15, 2019, the required notices of public hearing signs were posted. Thirty-six (36) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizens Information Meeting was held October 14, 2019, and no speakers were present.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

The proposed amendment is consistent with the following Objectives and Policies of the 2030 Comprehensive Plan:

Future Land Use Element

- Objective 1.1 Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.2.9 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 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relied from the scale transition requirements.
- 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 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.
- 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 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

Infrastructure Element, Sanitary Sewer Sub-Element (IE-SS)

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
 - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
 - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - c. Each lot is a minimum of 1 acre unsubmerged property.
 - d. Alternative (mounded) systems are not required.

According to the Category Description of the Future Land Use Element (FLUE), the existing LDR land use category provides for low density residential development for up to 7 units/acre when full urban services are available to the site.

The RPI land use category within the Suburban Development Area permits mostly low to medium density residential, with a maximum gross density of 20 units/acre, and professional office use. Generally, multi-family dwellings, office, institutional, commercial retail sales and service establishments are permitted in appropriate locations. Plan amendment requests for RPI 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. In the RPI land use category, single use developments are limited to residential or office uses.

The applicant provided a JEA letter of availability, dated August 19, 2019, which shows water and sewer service are available to the subject site. However, the JEA letter identifies a sewer connection point approximately ½ mile north on Duval Road north of the intersection with Ranch Road. Connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station and a JEA dedicated force main. The development must be consistent with IE-SS Policy 1.2.6 and FLUE Policy 1.2.9 before moving through the land development site plan review process.

The proposed amendment to RPI is for land located within the Suburban Development Area that is situated along a 2-lane collector road abutting LDR and Business Park (BP) land uses. While residential uses are in the immediate vicinity of the site, the larger area is in transition of use due to the large scale Light Industrial (LI) and warehousing developments. The proposed RPI land use further integrates the area with a mix of office, light industrial and residential uses and would act as a transition between the remaining residential land uses and the industrial land uses and developments. Therefore, the proposed amendment results in a compact and compatible land use pattern that promotes opportunities for interconnected land uses to reduce the need for trip generation and supports mobility options as called for in FLUE Objectives 1.1 and 3.2 as well as Policies 1.1.10 and 3.1.3.

The proposed amendment to RPI promotes a compact and compatible land development pattern, while creating an organized and balanced combination of uses and allows for infill development on vacant, underutilized land. The proposed amendment to RPI would promote development that is consistent with the character and trend of the area and, thereby meeting the requirements set forth in FLUE Objective 3.2, Objective 6.3 and Policy 3.2.7.

The proposed land use amendment will be required to comply with ROSE Policy 2.2.1 concerning the adequate provision of open space.

North Jacksonville Vision Plan

The site is also within the boundary of the *North Jacksonville Vision Plan*. Best practices for corridor redevelopment, as stated in the plan, are a response to the desires of the residents of North Jacksonville for a better community image and to be served by higher quality retail and commercial services, without having to drive great distances. The site is located as part of the area identified as the Tradeport Center District and Distribution Center. According to the Plan, the Tradeport Center should be established as the premier location for office development. This amendment is consistent with the plan as it will create new office and commercial services within short driving or walking distance of local residents.

Strategic Regional Policy Plan

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.

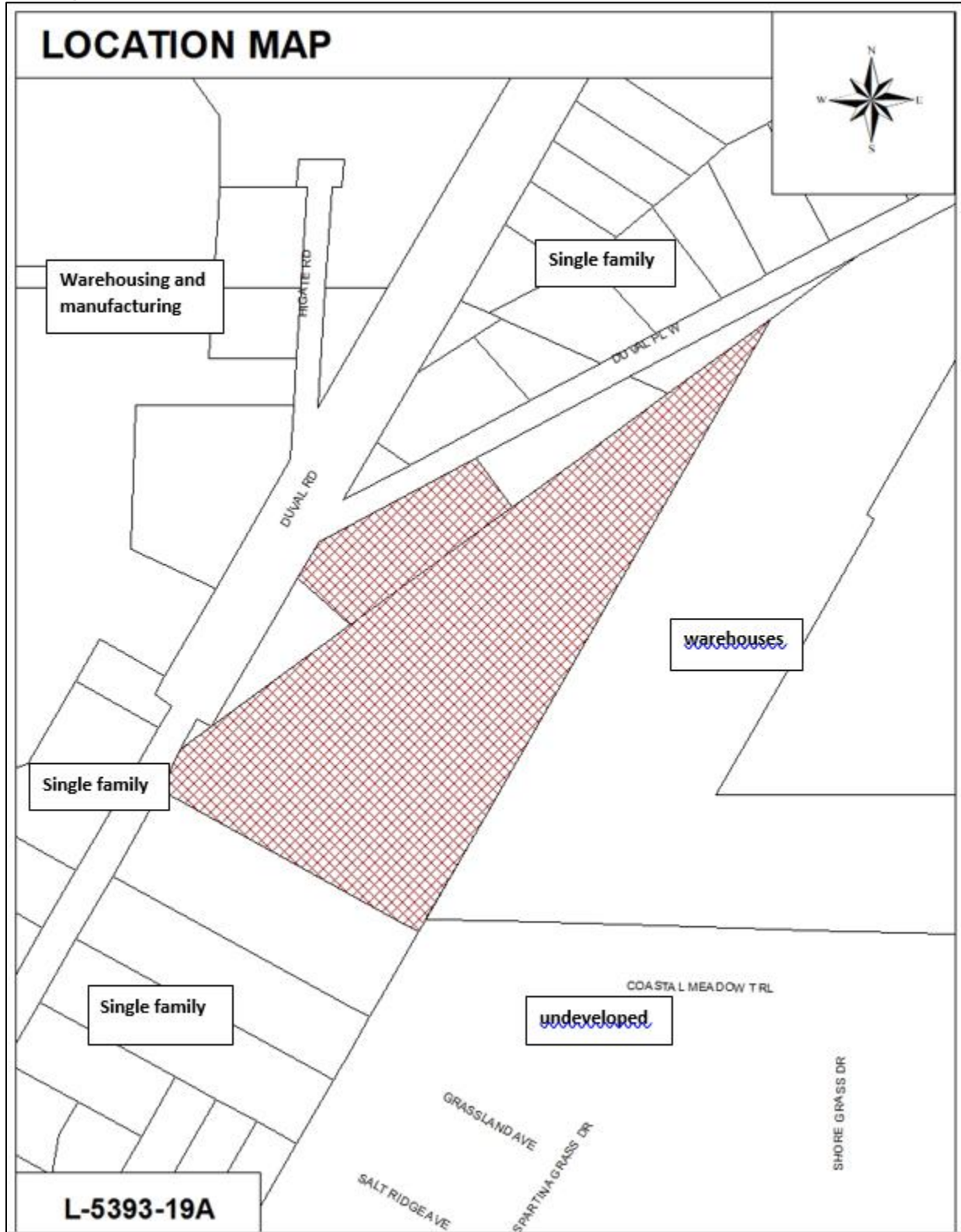
The proposed land use amendment promotes an environment that is conducive to the creation of new business; thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

RECOMMENDATION

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the 2030 Comprehensive Plan and the Strategic Regional Plan.

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:



ONE CITY. ONE
JACKSONVILLE.

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY
www.coj.net

MEMORANDUM

DATE: September 26, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5393-19A

A trip generation analysis was conducted for Land Use Amendment L-5393-19A, located on Duval Road, west of Interstate 95, between Ranch Road and Cole Road in Suburban Development Area of Jacksonville, Florida. The subject site has an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Residential/Professional/Institutional (RPI) non-residential development on approximately 13.79 +/- 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 LDR land use category development impact assessment standard is 5 single-family residential units per acre, resulting in a development potential of 69 homes (ITE Land Use Code 210), generating 651 new daily vehicular trips. The proposed RPI non-residential land use category development impact assessment is 0.5 FAR per acre, resulting in a development potential of 300,346 SF of office/institutional space (ITE Land Use Code 710), which could generate 2,925 daily trips. This will result in 2,274 net new daily vehicular trips if the land use is amended to allow for RPI non-residential development, as shown in Table A.

ATTACHMENT B (cont)

Traffic Analysis:

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
LDR	210	69 SFDUs	T = 9.44 (X)	651	0.00%	651
					Total Section 1	651
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
RPI	710	300,346 SF	T = 9.74 (X) / 1000	2,925	0.00%	2,925
					Total Section 2	2,925
					Net New Daily Trips	2,274

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.

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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 4.

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 4 is **0.51**.


ATTACHMENT B (cont)

Traffic Analysis:

The proposed land use amendment based on impact assessment standards has the development potential of 300,346 SF of office/institutional space, and generating approximately 2,275 daily vehicular trips onto the roadway network. Subject site is accessible via Duval Road (CR 110), a 2-lane undivided collector facility. 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.

ATTACHMENT D

Land Use Amendment Application:

 APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN			
Date Submitted:	8/22/19	Date Staff Report is Available to Public:	11/1/2019
Land Use Transmittal Ordinance #:	2019-715	Planning Commission's LPA Public Hearing:	11/7/2019
JPDD Application #:	L-5393-19A	1st City Council Public Hearing:	11/12/2019
Assigned Planner:	Helena Parola	LUZ Committee's Public Hearing:	11/19/2019
		2nd City Council Public Hearing:	11/26/2019
GENERAL INFORMATION ON APPLICANT & OWNER			
Applicant Information: ZACH MILLER, ESQ. 501 RIVERSIDE AVE., SUITE 901 JACKSONVILLE, FL 32202 Ph: 904-396-6731 Fax : 904-399-5461 Email: ZACH_MILLER@BELLSOUTH.NET		Owner Information: GARY PALMER BROWARD DUVAL, LLC 56 MARSH CREEK ROAD AMELIA ISLAND, FL 32034 M HIGGINBOTHAM HIGGINBOTHAM LAND TRUST 46098 GRUMPY WAY CALLAHAN, FL 32011 REBECCA SHEETS P O BOX 1985 CALLAHAN, FL 32011	
DESCRIPTION OF PROPERTY			
Acreage:	13.79	General Location:	NORTHWEST OF THE I-95 & I-295 INTERCHANGE
Real Estate #(s):	019659 0000 019373 0020	Address:	0 DUVAL RD 14241 DUVAL RD
Planning District:	6		
Council District:	7		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	DUVAL RD and I-95		
LAND USE AMENDMENT REQUEST INFORMATION			
Current Utilization of Property:	VACANT LAND		
Current Land Use Category/Categories and Acreage:	LDR 13.79		
Requested Land Use Category:	RPI	Surrounding Land Use Categories:	BP, LDR, LI
Applicant's Justification for Land Use Amendment:	TO DEVELOP LAND CONSISTENT WITH RPI USES.		
UTILITIES			
Potable Water:	JEA	Sanitary Sewer	JEA
COMPANION REZONING REQUEST INFORMATION			
Current Zoning District(s) and Acreage:	RLD-60 13.79		
Requested Zoning District:	CRO		
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			