



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

OVERVIEW

ORDINANCE #: 2019-630

APPLICATION: L-5380-19A-3-3

APPLICANT: PAUL HARDEN, ESQ.

PROPERTY LOCATION: 0 W.M. Davis Parkway; between Hodges Boulevard and San Pablo Parkway

Acreeage: 189.05

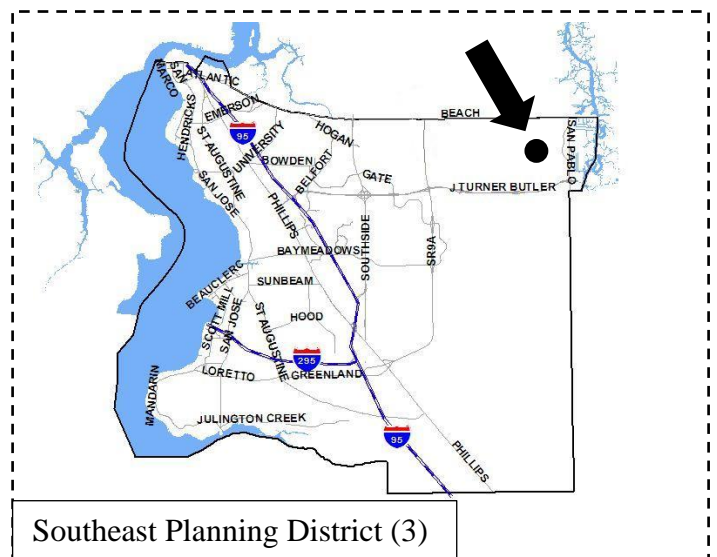
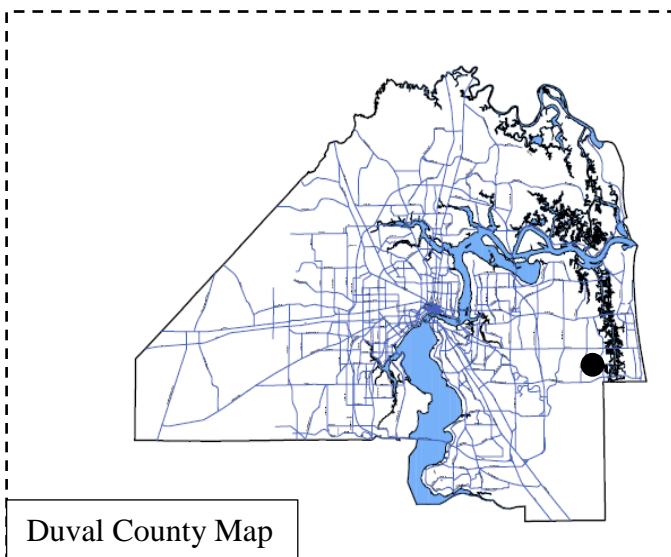
Requested Action:

	Current	Proposed
LAND USE	LDR, MDR	RPI
ZONING	RR-Acre; RMD-A	CO

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 and MDR	RPI	655 SF (5 DU/Acre) 872 MF (15 DU/Acre)	N/A	N/A	4,117,509 Sq. Ft. (0.5 FAR)	Decrease 655 SF and 872 MF	Increase 4,117,509 Sq. Ft.

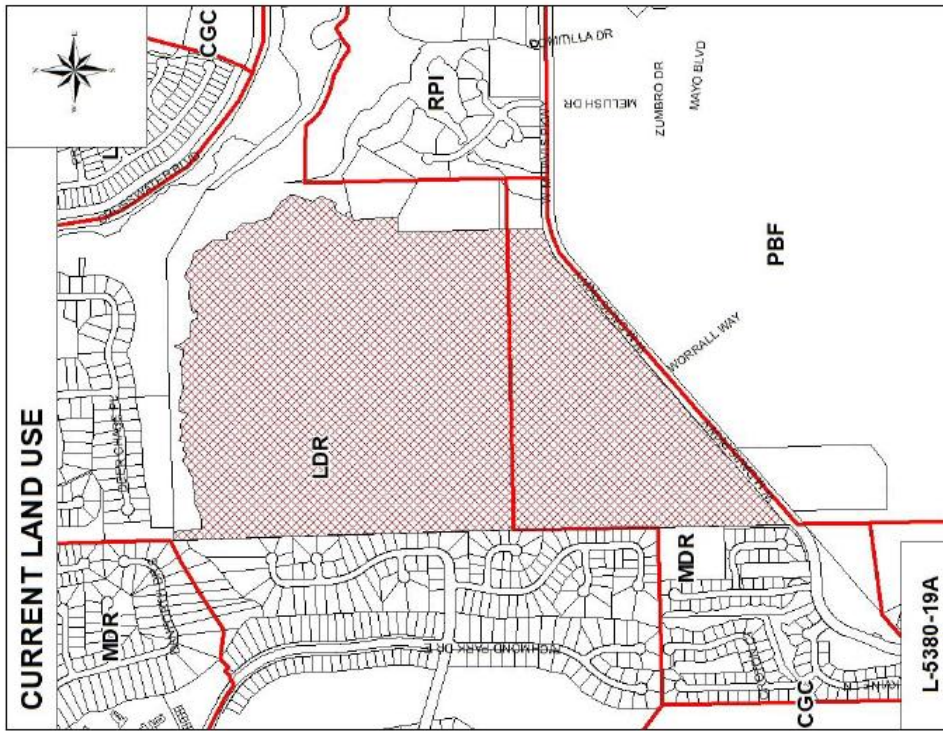
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



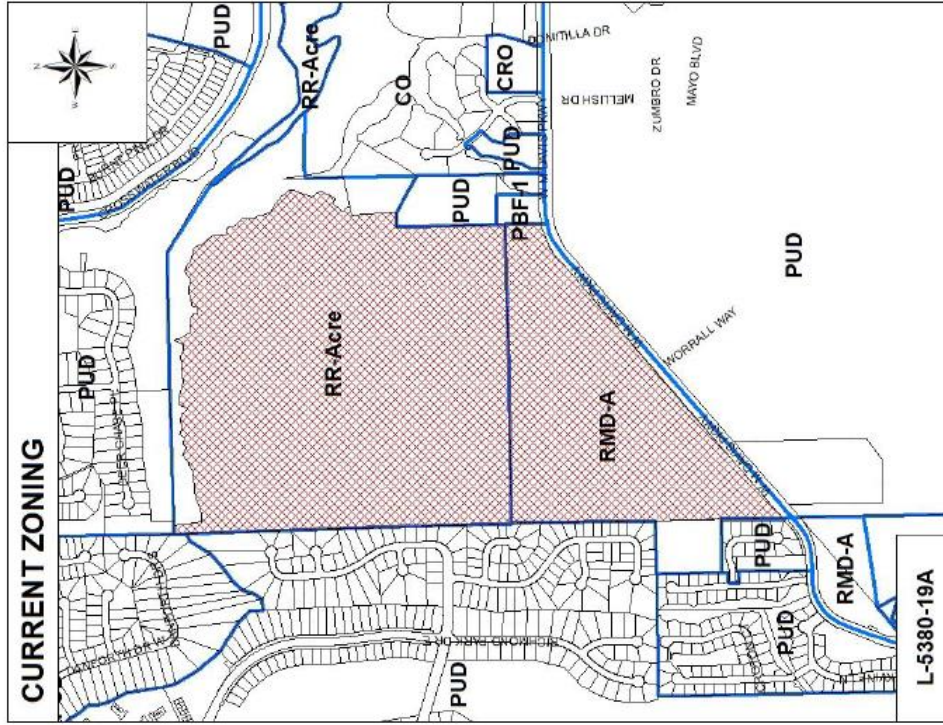
DUAL MAPS

LARGE SCALE LAND USE APPLICATION L-5380-19A



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

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



Current Zoning District(s): Residential Rural-Acre (RR-Acre); Residential Medium Density-A (RMD-A)

Requested Zoning District(s): Commercial Office (CO)

ANALYSIS

Background:

The 189.05 acre subject property is located on the north side of WM Davis Parkway; between Hodges Boulevard and San Pablo Road South. The property is located in Council District 3, Planning District 3, the suburban development area and the Southeast Jacksonville Vision Plan. The 189.05 acre subject property has a current land use designation of Low Density Residential (LDR) and Medium Density Residential (MDR). Currently the site is vacant and can be accessed from W.M. Davis Parkway, a local road.

The applicant proposes a future land use amendment from Low Density Residential (LDR) and Medium Density Residential (MDR) to Residential-Professional-Institutional (RPI) and a rezoning from Rural Residential-Acre (RR-Acre) and Residential Medium Density-A (RMD-A) to Commercial Office (CO). However, at the Planning Department's Citizen Information meeting on August 16, 2019, the applicant indicated that a Planned Unit Development (PUD) may be submitted and may include the possibility of residential uses. The rezoning of the site will take place during the adoption round.

Much of the area around the amendment site is in the LDR land use category with a dominant use of single-family residential to the north, west and east and with Public Buildings and Facilities (PBF) located to the south of the subject property. A recent land use change has occurred to the east of the subject property resulting in a land use change from MDR, LDR and RPI to CGC pertaining to application L-5346-18C (2019-187-E). Detailed information about the surrounding area can be found on Page 2, Dual Map, and Page 13, Attachment A – Existing Land Utilization Map.

The adjacent uses and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	PUD	Single-Family Homes
South	PBF	PUD	Hospital
East	LDR; CGC	PUD	Single-Family Homes
West	LDR; MDR	PUD	Single-Family Homes

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 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. 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). According to information filed in the land use application, the site will be served by JEA.

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 27,538 new net daily vehicular trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

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.

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 2.

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

The result of the V/C ratio analysis for the overall Mobility Zone 2 is **0.71**.

The proposed land use amendment based on impact assessment standards has the development potential of 4,117,509 SF of office/institutional space and generating approximately 40,105 daily vehicular trips onto the roadway network. Subject site is accessible via San Pablo Parkway, a 6-lane arterial roadway and intersects with WM Davis Parkway and J. Turner Butler Boulevard (SR 202) to the south. These roadways could be significantly impacted by the proposed development. SR 202 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.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area 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.

Airport Environment Zone

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

Future Land Use Element

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

Wellhead Buffer Zone

The southern portion of the land use amendment site is within the 50, 500 and 750-foot buffers of a wellhead. The Environmental Quality Division received the application for review of possible impacts.

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.3 The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridian Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into

the Floridian aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridian aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.
2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridian Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.
3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements and a copy of the plugging and abandonment report shall be submitted to the EQD.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	WM Davis Parkway- local road	
Plans/Studies	Southeast Jacksonville Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	Unknown
Land Use/Zoning	LDR; MDR/ RR-Acre	RPI / PUD
Development Standards For Impact Assessment	5 DU/Acre (LDR) and 15 DU/Acre (MDR)	0.5 FAR
Development Potential	655 SF Homes (LDR) and 872 Multi-Family Homes (MDR)	4,117,509 Sq. Ft.
Population Potential	502 people (LDR) 444 people (MDR)	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	500' Height Restriction Zone Craig Airport	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low, Medium and High Sensitivity	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		Discharge
Well Head Protection Zone	50', 500' and 750' Wellheads	
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: N/A	
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 27,538 net new daily vehicular trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Increase of 114,718 tons per year (Single-Family) Increase of 84,028 tons per year (Multi-Family)	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 86,039 tons per year (Single-Family) Increase of 63,021 tons per year (Multi-Family)	
Potential Solid Waste Impact	Increase of 4,320.8 tons per year	
Drainage Basin / Sub-Basin	Intracoastal Waterway / Open Creek	
Recreation and Parks	Chets Creek Elementary Park	
Mass Transit	No	
Evacuation Zone	Evacuation Zones C and E	
NATURAL FEATURES		
Elevations	1-26 feet above mean sea level	
Land Cover	4110- Pine Flatwoods 4430- Forest Regeneration	
Soils	24- Hurricane and Ridgewood soils, 0 to 5 percent slopes 32- Leon Fine Sand- 0 to 2 percent slopes 35- Lynn Haven fine sand, 0 to 2 percent slopes	
Floodzone	None	

Wetlands	None
Wildlife (sites greater than 50 acres)	Wildlife Survey Provided

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 13, 2019, the required notice of public hearing signs were posted. One hundred fifty-three (153) 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’s Information Meeting was held on September 16, 2019. Three (3) members of the public were at the meeting to express concerns. Concerns addressed include the nearby utility right-of-way and drainage issues. The applicant indicated the zoning may be submitted as a Planned Unit Development (PUD) rather than a conventional CO rezoning.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element (FLUE):

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 1.1.22 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 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, relief from the scale transition requirements.

- Policy 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area’s vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

- 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.

According to the category description for the Suburban Development Area of the Future Land Use Element (FLUE), Low Density Residential (LDR) is primarily intended to provide for low density residential development at up to seven units per acre. Medium Density Residential (MDR) is primarily intended to provide for low to medium density mixed use development at up to 20 units/acre.

According to the category descriptions for the Suburban Development Area of the FLUE, Residential-Professional-Institutional (RPI) in the Suburban Area is intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred. Plan amendment requests for new RPI 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.

According to the application, the site will have access to JEA potable water and sanitary sewer. Consistent with FLUE Policy 1.2.9, a JEA letter of availability will be provided with the zoning application during the adoption round of the land use application.

The subject property has access to full urban services and is located in a developed area of the City. The proposed land use amendment aids in maintaining a compact and compatible land use pattern and is consistent with FLUE Objective 1.1. and Policy 1.1.22. RPI is a transitional land use category which provides a gradual transition of densities and intensities between the Mayo Clinic to the south and residential to the north, east and west. Therefore, it is consistent with FLUE Policies 1.1.10 and 3.1.3.

The proposed amendment to the RPI land use category results in a compatible combination of uses, facilitates infill redevelopment on an underutilized parcel that is located within the Suburban Development Area and has access to urban services. Therefore, the proposed amendment discourages sprawl and encourages development in areas with existing access to public utilities and infrastructure and is consistent with FLUE Objective 6.3, and Policies 1.1.22, 1.2.9 and 3.1.3.

During development, the proposed land use amendment will be required to comply with Recreation and Open Space Element (ROSE) Policy 2.2.1 concerning the adequate provision of open space.

The proposed amendment has been reviewed and found to comply with the Southeast Jacksonville Vision Plan pursuant to FLUE Policy 4.1.8B; see below.

Vision Plan

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. The proposed land use amendment is consistent with the Southeast Jacksonville Vision Plan due to the transitional nature of the proposed land use category and the potential for mixed-use development to promote increased density and deter sprawl.

Strategic Regional Policy Plan

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

Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A (Existing Land Utilization):



ATTACHMENT B (Traffic Analysis):



ONE CITY. ONE
JACKSONVILLE.

City of Jacksonville, Florida

Lenny Curry, Mayor

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

MEMORANDUM

DATE: September 5, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5380-19A

A trip generation analysis was conducted for Land Use Amendment L-5380-18A, located west of San Pablo Parkway and on the north side of WM Davis Parkway in Suburban Development Area of Jacksonville, Florida. The subject site consists of multiple parcels with an existing mixture of Low Density Residential (LDR) and Medium Density Residential (MDR) land use categories. The proposed land use amendment is to allow for Residential/Professional/Institutional (RPI) non-residential development on approximately 189.05 +/- 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 dwelling units per acre, resulting in a development potential of 655 homes (ITE Land Use Code 210), generating 6,183 new daily vehicular trips. The MDR land use category development impact assessment is 15 multi-family dwelling units per acre, resulting in a development potential of 872 apartments (ITE Land Use Code 220), which could generate 6,383 daily trips. The proposed RPI non-residential land use category development impact assessment is 0.5 FAR per acre, resulting in a development potential of 4,117,509 sf of office/institutional space (ITE Land Use Code 710), which could generate 40,105 daily trips. This will result in 27,538 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 (Continued):

Table A						
Trip Generation Estimation						
	ITE	Potential			Less	Net New
Current	Land	Number	Estimation Method	Gross Trips	Pass-By	Daily
Land Use	Use	of Units	(Rate or Equation)		Trips	Trip Ends
	Code	(X)				
LDR	210	655 SF DUs	T = 9.44 (X)	6,183	0.00%	6,183
MDR	220	872 MF DUs	T = 7.32 (X)	6,383	0.00%	6,383
					Total Section 1	12,566
	ITE	Potential			Less	Net New
Proposed	Land	Number	Estimation Method	Gross Trips	Pass-By	Daily
Land Use	Use	of Units	(Rate or Equation)	PM/Daily	Trips	Trip Ends
	Code	(X)				
RPI	710	4,117,509 SF	T = 9.74 (X)	40,105	0.00%	40,105
					Total Section 2	40,105
					Net New Daily Trips	27,538

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 2.

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

ATTACHMENT B (Continued):

The result of the V/C ratio analysis for the overall Mobility Zone 7 is **0.71**.

The proposed land use amendment based on impact assessment standards has the development potential of 4,117,509 SF of office/institutional space and generating approximately 40,105 daily vehicular trips onto the roadway network. Subject site is accessible via San Pablo Parkway, a 6-lane arterial roadway and intersects with WM Davis Parkway and J. Turner Butler Boulevard (SR 202) to the south. These roadways could be significantly impacted by the proposed development. SR 202 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):



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

Date Submitted:	4/19/19	Date Staff Report is Available to Public:	09-27-2019
Land Use Transmittal Ordinance #:	2019-630	Planning Commission's LPA Public Hearing:	10-03-2019
JPDD Application #:	L-5380-19A	1st City Council Public Hearing:	10-08-2019
Assigned Planner:	Chris Schoenig	LUZ Committee's Public Hearing:	10-15-2019
		2nd City Council Public Hearing:	10-22-2019

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

PAUL HARDEN, ESQ.
LAW OFFICE OF PAUL M. HARDEN
501 RIVERSIDE AVENUE, SUITE 901
JACKSONVILLE, FL 32202
Ph: 9043965731
Fax : 9043995461
Email: PAUL_HARDEN@BELLSOUTH.NET

Owner Information:

HARRY FRANCIS
ESTUARY, LLC
4310 PABLO OAKS COURT
JACKSONVILLE, FL 32224

DESCRIPTION OF PROPERTY

Acreage: 189.05
Real Estate #(s): 167452 6000
167736 0000

General Location:
NORTH SIDE OF W M DAVIS PKWY, WEST OF SAN PABLO
PKWY

Planning District: 3
Council District: 3
Development Area: SUBURBAN AREA
Between Streets/Major Features:
BEACH BLVD and BUTLER BLVD

Address:
0 W M DAVIS PKWY
0 SAN PABLO RD

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT LAND
Current Land Use Category/Categories and Acreage:
MDR 58.12
LDR 130.93

Requested Land Use Category: RPI
Surrounding Land Use Categories: LDR,MDR,PBF,RPI
Applicant's Justification for Land Use Amendment:
TO DEVELOP THE LAND UNDER RPI LAND USE CATEGORY USES.

UTILITIES

Potable Water: JEA
Sanitary Sewer JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
RR-Acre 130.93
RMD-A 58.12
Requested Zoning District: CO

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