

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



OVERVIEW

ORDINANCE: # 2019-454

APPLICATION: L-5351-19A-2-1

APPLICANT: CURTIS L. HART

PROPERTY LOCATION: 8159 Arlington Expressway (SR 10A); between Arlingwood Avenue and State Commerce Road

Acreage: 14.12

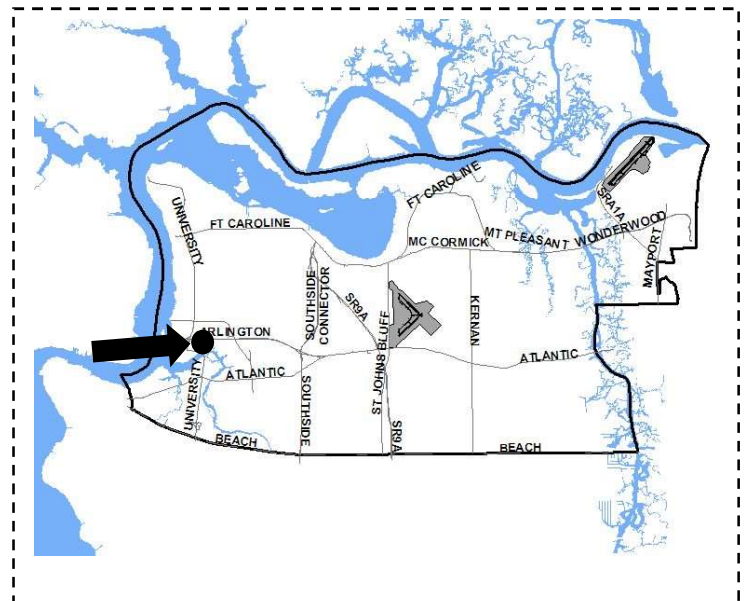
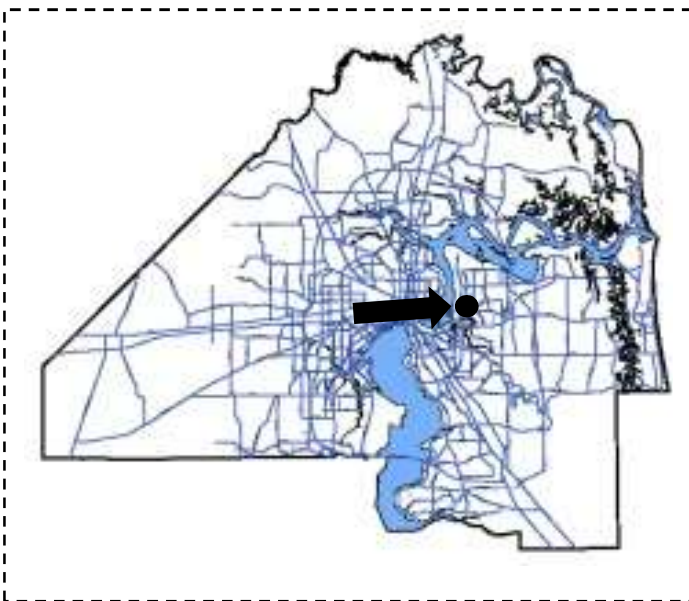
Requested Action:

	Current	Proposed
LAND USE	CGC & LDR	MDR
ZONING	CCG-1, RLD-60 & PUD	PUD

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
CGC & LDR	MDR	12 SF DUs at 5 SF DUs/acre	174 Multi-family DUs (15 DUs/Acre)	176,396 Sq. ft. (0.35 FAR)	N/A	Increase of 174 Multi-family DUs	Decrease 176,396 Sq. Ft. and 12 SF DUs

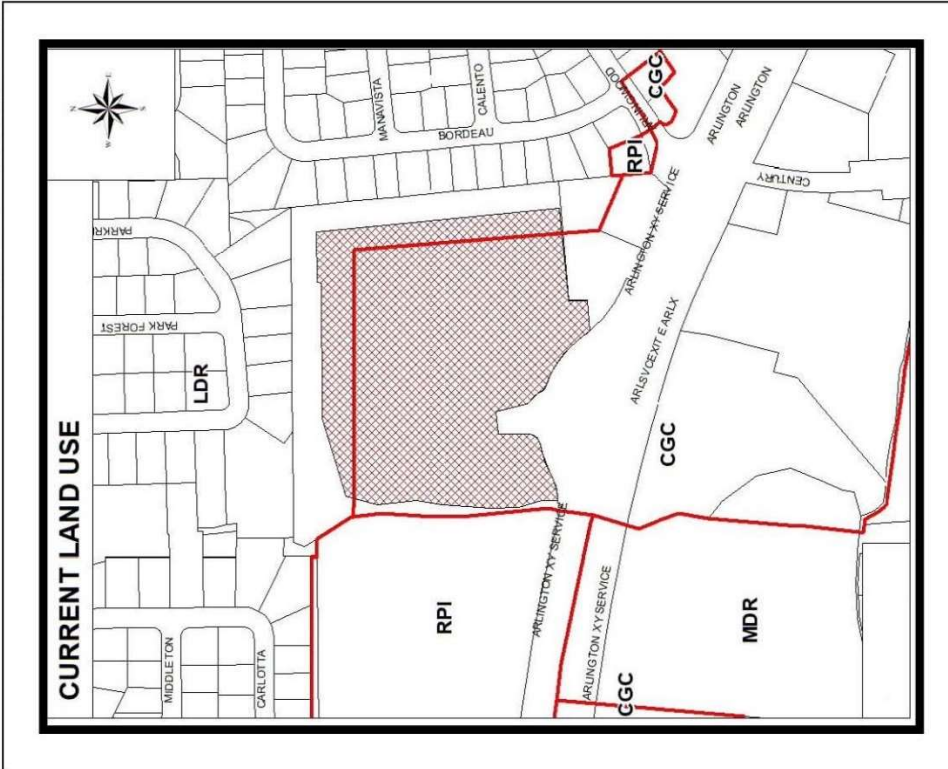
PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL

LOCATION MAPS:



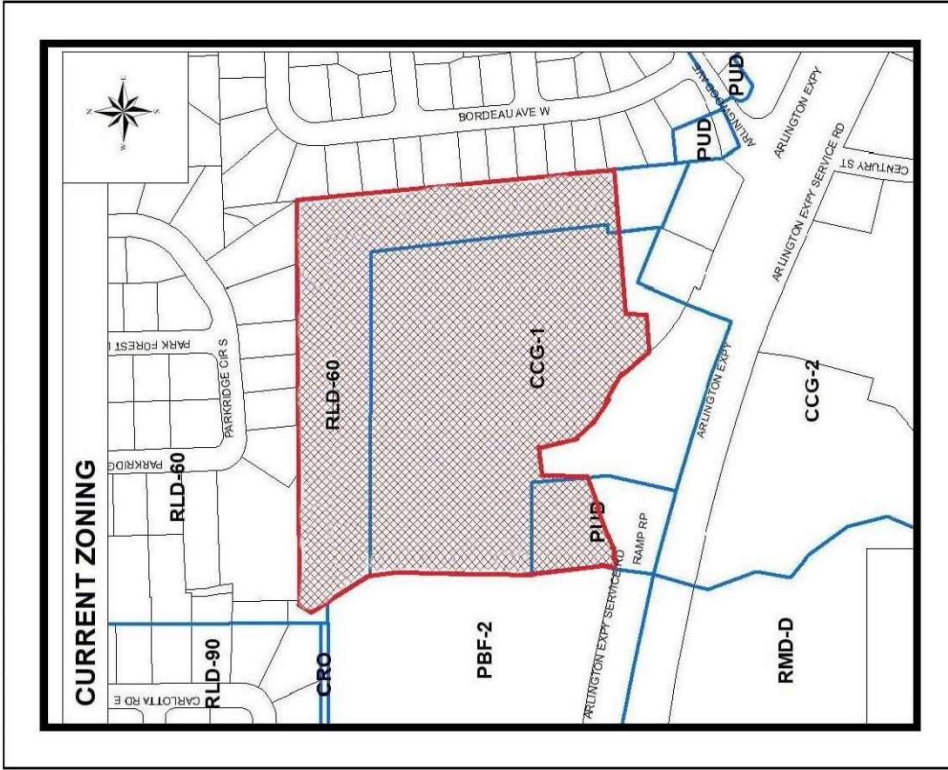
DUAL MAP

LARGE SCALE LAND USE APPLICATION L-5351-19A



Existing FLUM Land Use Categories: Community/General Commercial (CGC) and Low Density Residential (LDR)

Requested FLUM Land Use Category: Medium Density Residential (MDR)



Current Zoning District(s): Commercial Community/General-1 (CCG-1), Residential Low Density-60 (RLD-60) and Planned Unit Development (PUD)

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

ANALYSIS

Background:

The 14.12 acre subject property is located on the north side of Arlington Expressway (SR 10A) and between Arlingwood Avenue and State Commerce Road. The land use amendment site is also located within the boundary of the Urban Priority Area as well in Planning District 2 and Council District 1. Currently, the site consists of vacant land and access to the site is from the service road and the Arlington Expressway's (SR 10A) western bound travel lane. The Expressway is classified as a limited access highway according to the Functional Highway Classification Map. Prior to the property being vacant, the site was utilized as a Publix shopping center up until the mid-1990s. However, Publix then closed to relocate to another location. The vacant buildings were demolished in 1999 and the property remained vacant to this present time.

The applicant proposes a future land use map amendment from Community/General Commercial (CGC) and Low Density Residential (LDR) to Medium Density Residential (MDR) and a rezoning from Commercial Community/General-1 (CCG-1), Residential Low Density-60 (RLD-60), and Planned Unit Development (PUD) to PUD to allow the development for multi-family dwelling units. The applicant has indicated the intent to provide a minimum 80 foot buffer between the proposed multi-family development of the amendment site adjacent to the single family subdivisions located to the north and east and not to impact the wetlands along the property line to the west. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-455.

Much of the area around the amendment site on the north side of Arlington Expressway (SR 10A) is in the LDR and Residential-Professional-Institutional (RPI) land use categories with a dominant use of single family residential dwellings. 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 land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	RLD-60	Single family homes
South	MDR, CGC	CCG-2, RMD-D	Service Garage, Arlington Expressway, Multi-family dwellings, Retail, Warehouse, Vacant, Restaurant
East	LDR	RLD-60	Single family homes
West	RPI, LDR	RLD-90, PBF-2	Church, 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 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). See JEA letter dated August 22, 2018 (Attachment D, page 18).

Infrastructure Element

Sanitary Sewer Sub-Element

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

School Capacity

Based on the Development Standards for impact assessment, the 14.12 acre proposed land use map amendment has a development potential of 174 multi-family dwelling units. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

School Impact Analysis

LUA L-5351-19A

Development Potential: 174 Multi-family Units

School Type	CSA	2017-18 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats
Elementary	3	8,206	77%	29	79%	1,064
Middle	3	2,364	83%	13	85%	37
High	3	4,658	92%	16	89%	106
Total New Students				58		

Total Student Generation Yield: 0.333

Elementary: 0.167

Middle: 0.073

High: 0.093

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

Public School Facilities Element

Policy 2.3.2 The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

Objective 3.2 **Adopted Level of Service (LOS) Standards**
 Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development

application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance.

SCHOOL	CONCURRENC Y SERVICE AREA	STUDENTS GENERATED	SCHOOL CAPACITY (Permanent/ Portables)	CURRENT ENROLLMENT 20 Day Count (2018/19)	% OCCUP -IED	4 YEAR PROJECT -ION
Parkwood Heights ES #222	3	29	473	351	74%	75%
Arlington MS #211	3	13	979	740	76%	73%
Terry Parker HS #90	3	16	1,866	1,610	86%	88%

- Does not include ESE & room exclusions
- Analysis based on 174 maximum dwelling units – L-5351-19A

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 no increase of net 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

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 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. The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility 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 8.

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 8 is 0.59.

Arlington Expressway service road provide access to the subject site. Arlington Expressway (SR 10A) between Southside Boulevard and Arlington Road is a 4-lane urbanized divided highway. This segment has a maximum daily capacity of 65,600 vpd. The proposed 174 multi-family dwelling units could generate approximately 1,643 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.89 with the inclusion of the additional traffic from this land use amendment.

The Transportation Planning Division will request an operational analysis be submitted to the Planning and Development and City Traffic Engineer prior to the 10-set plan review.

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.

IMPACT ASSESSMENT

[L-5351-19A]

14.12 Acres

DEVELOPMENT ANALYSIS		
Development Boundary	Urban Priority Area	
Roadway Frontage Classification	Arlington Expressway (SR 10A) – Limited Access Highway	
Plans/Studies	Greater Arlington/Beaches Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	M/F Dwelling Units
Land Use/Zoning	CGC & LDR /CCG-1, RLD-60 & PUD	MDR / PUD
Develop Standards/Impact Assessment	0.35 FAR & 5 DUs/Acre	15 DUs / Acre
Development Potential	176,396 Sq. Ft. & 12 SF DUs	174 DUs
Population Potential	32 People	357 People
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	High, Medium, Low Sensitivity	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X- Discharge Area
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: (SR 10A)	
PUBLIC FACILITIES		
Potential Roadway Impact	No net increase of new daily external trips	
Potential Public School Impact	Increase of 58 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 28,878 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 21,659 gallons/day	
Potential Solid Waste Impact	Increase of 138.97 tons/year	
Drainage Basin / Sub-Basin	Arlington River Basin / Strawberry Creek Sub-Basin	
Recreation and Parks	Tree Hill Nature Center	
Mass Transit	Route 63, Bus Stop 627 on Arlington Expressway at Townsend Boulevard	
NATURAL FEATURES		
Elevations	23 to 36 feet above mean sea level	
Land Cover	1490 – Commercial and Services	
Soils	100% - 69 – Urban Land	
Flood zone	N/A	
Wetlands	N/A	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 13, 2019, the required notice of public hearing sign was posted. Fifty-eight (58) 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 February 19, 2019. A neighbor expressed concern regarding drainage and the nearby wetlands. The applicant stated the amendment cut out the nearby wetlands so the wetlands will not be impacted. In addition, according to the applicant, the future rezoning to PUD will keep the wetlands and buffer to adjacent subdivisions in open space.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element:

- Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.
- Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.
- Policy 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.
- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.
- Policy 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.

Currently the site has a Community/General Commercial (CGC) and Low Density Residential (LDR) land use designations. According to the FLUE, CGC in the Urban Priority Area is intended to provide compact development in nodal and corridor development patterns while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as arterial or higher on the Functional Highway Classification Map.

LDR in the Urban Priority Area is intended to provide for low density residential development. Further, it is intended to promote neighborhoods in need of redevelopment and to provide a compact single-family development typology that is supportive of transit, neighborhood commercial uses and services.

MDR in the Urban Priority Area is intended to provide compact medium to high density mixed use development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter, dated August 22, 2018 (Attachment D, page 18), there is a 16-inch water main at the Arlingwood Avenue and Arlington Expressway Service Road intersection and an 8-inch main on the development site. In addition there is a 4-inch sewer force main easement between the 8126 and 8138 Parkridge Circle South properties and an existing sewer manhole at the Townsend Boulevard and Carlotta Road North intersection.

The proposed amendment to MDR promotes a compact and compatible land development pattern, while preserving natural forested buffer areas adjacent to single family subdivisions to the north and east. The amendment also does not include environmentally sensitive wetlands that buffer a small drainage area that empties into Strawberry Creek. Based upon the companion rezoning application to PUD (Ordinance 2019-455) the buffer areas will be protected within the PUD, thereby satisfying FLUE Policies 1.1.22, 1.5.14, and FLUE Goal 3.

The proposed amendment to MDR would permit the infill development of an underutilized commercial property left vacant since the mid-1990s. The site is located in the Urban Priority Development Area where infill and redevelopment is strongly encouraged, promotes a compact and compatible land use pattern, and has access to full urban services as called for in FLUE Policies 1.1.22, 1.2.9, and Objective 6.3. It also provides increased housing opportunities consistent with FLUE Objective 3.1.

The proposed amendment is consistent with Guiding Principle Two, Sub-Principle 2.2 of the Greater Arlington/Beaches Vision Plan. The consistency review is provided in the section below in accordance with FLUE Policy 4.1.8B.

Vision Plan

The subject property is located within the boundaries of the Alderman Park Neighborhood Area of the Greater Arlington/Beaches Vision Plan. According to the plan, the proposed land use amendment is consistent with:

- Guiding Principle Two – Land Use Growth and Development
 - Sub-Principle 2.2 – Promote redevelopment and revitalize underutilize areas in appropriate places while safeguarding the neighborhood character.

The property is vacant, underutilized commercial property. Several years ago Publix relocated due to access could only be served by west bound traffic on the Arlington Expressway (SR 10A). Therefore, the amendment to MDR will utilize the vacant land by providing medium density residential development with buffers to protect adjacent single family neighborhoods in an area with full infrastructure and services thereby meeting the plan's "Guiding Principle Two", "Sub-Principle 2.2".

Strategic Regional Policy Plan

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

Objective: Improve Quality of Life and Provide Quality Places in Northeast Florida

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

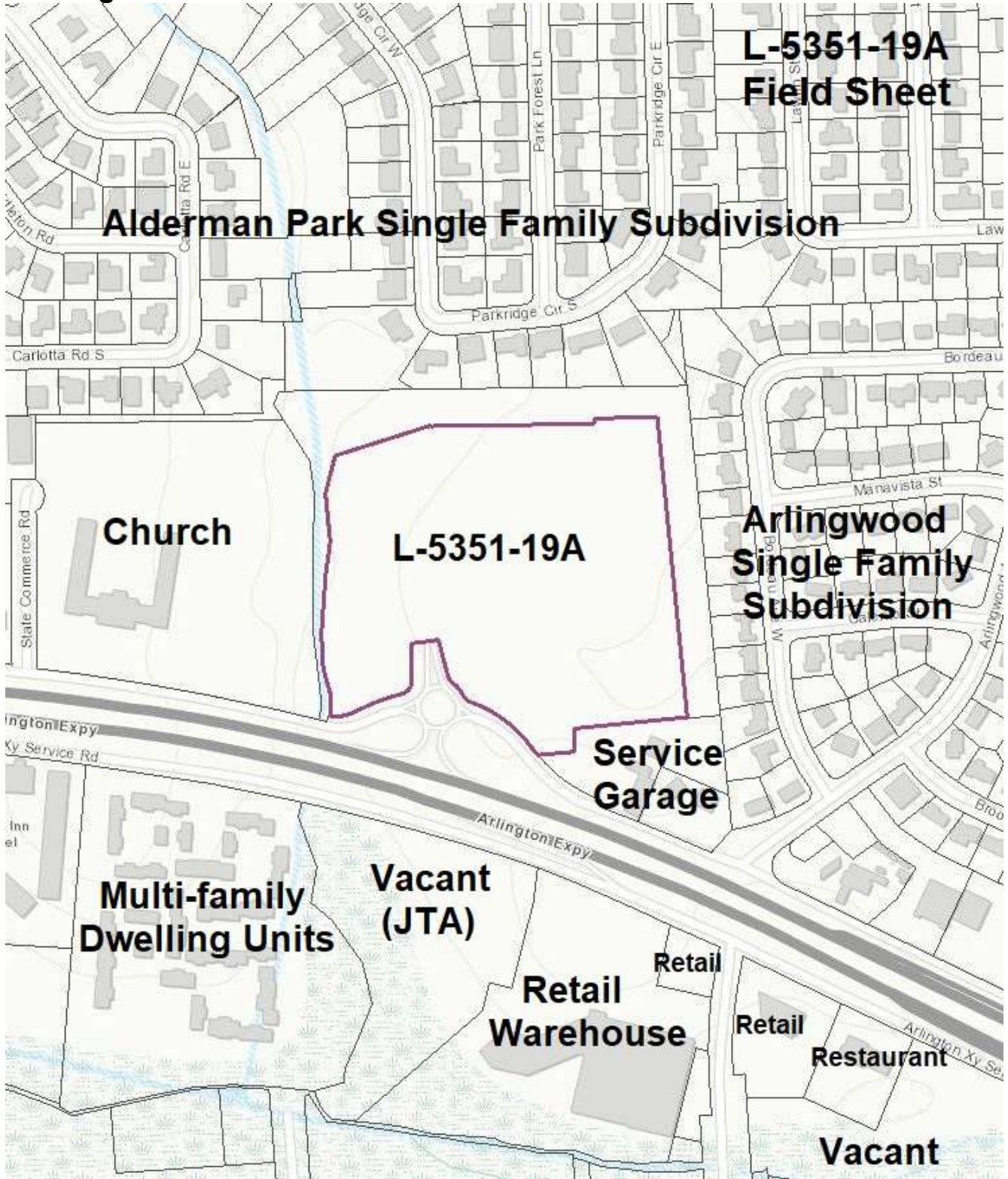
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan, as it would make development easier in a location provided with full urban services.

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: February 11, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5351-19A

A trip generation analysis was conducted for Land Use Amendment L-5351-19A, located 1051 Arlington Road, north of Arlington Expressway, between Townsend Boulevard and Arlingwood Avenue in the Urban Priority Development Area of Jacksonville, Florida. The subject site has an existing Community General Commercial (CGC) and Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Medium Density Residential (MDR) development on approximately 14.12 +/- 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 CGC and LDR land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 12 residential units of LDR (ITE Code 210) and 176,396 SF of commercial space (ITE Land Use Code 820) which could generate 4,508 daily vehicular trips. The proposed the MDR land use category allows for 15 multi-family dwelling units per acre resulting in a development potential 174 residential units (ITE Land Use Code 220), generating 1,643 new daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from CGC and LDR to MDR, as shown in Table A.

ATTACHMENT B (cont)

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	12 Units	$T = 9.44 (X) / 1000$	113	0.00%	113
CGC	820	176,396 SF	$T = 37.75 (X) / 1000$	6,659	34.00%	4,395
Total Section 1						4,508
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
MDR	220	174 MFDUs	$T = 9.44 (X)$	1,643	0.00%	1,643
Total Section 2						1,643
Net New Daily Trips						0

Source: Trip Generation Manual, 10th Edition, Institute of Engineers

Additional Information:

Objective 2.4 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. The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility 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 8.

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 8 is **0.59**.

Arlington Expressway service road provide access to the subject site. Arlington Expressway (SR 10A) between Southside Boulevard and Arlington Road is a 4-lane urbanized divided highway. This segment has a maximum daily capacity of 65,600 vpd. The proposed 174 multi-family dwelling units could generate approximately 1,643 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.89 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C

Aerial Photo:



ATTACHMENT D

JEA Availability Letter:



ELECTRIC

WATER

SEWER

RECLAIMED

21 West Church Street
Jacksonville, Florida 32202-3139

John Gislason
DR Horton
4220 Race Track Road
St. Johns, Florida, 32259

August 22, 2018

Project Name: Arlington Expressway
Availability#: 2018-2127

Attn: John Gislason,

Thank you for your inquiry regarding the availability of electric, potable water, sanitary sewer and reclaimed water (WS&R) service. The eight digit availability number referenced in this letter will be the number JEA uses to track your project. Please reference this number when making inquiries and submitting related documents. This availability letter will expire one year from the date above.

Point of Connection:

A summary of connection points for WS&R services are identified on the following page. JEA recognizes Connection Point #1 as the primary point of connection (POC); however, a secondary, conditional POC will be listed if available. JEA assumes no responsibility for the inaccuracy of any service connection portrayed on a JEA utility system record drawing. JEA strongly recommends field verification of all POCs prior to any construction to ensure connection availability. If this availability request is for a sewer lateral, prior to relying on the described POC and/or any reference drawings, the applicant shall request and pay for a JEA field locate, for a cost of \$491.00, to determine the actual location and suitability of this potential POC. Please note the Special Conditions stated in each section contain pertinent information and additional requirements as well as further instructions.

Offsite Improvements:

For all utilities located in the public Right of Way or JEA easement, the new WS&R utilities shall be dedicated to JEA upon completion and final inspection, unless otherwise noted. It shall be the applicant's responsibility to engage the services of a professional engineer, licensed in the State of Florida. All WS&R construction shall conform to current JEA Water, Sewer & Reuse Design Guidelines which may be found on jea.com.

Reservation of Capacity:

This availability response does not represent JEA's commitment for or reservation of WS&R capacity. In accordance with JEA's policies and procedures, commitment to serve is made only upon JEA's approval of your application for service and receipt of your payment of all applicable fees.

A detailed overview of the process can be found at JEA.com. This document along with other important forms and submittal processes can be found at the subsequent link, JEA Stages of a Project or by following the steps below:

- ⇒ Visit www.jea.com
- ⇒ Select Working with JEA
- ⇒ Select Stages of a Project

Sincerely,

JEA Water, Sewer Reclaim
Availability Request Team

ATTACHMENT D (cont)



21 West Church Street
Jacksonville, Florida 32202-3139

ELECTRIC

WATER

SEWER

RECLAIMED

Availability#: 2018-2127
Request Received On: 8/13/2018
Availability Response: 8/22/2018
Prepared by: Susan West

Project Information

Name: Arlington Expressway
Type: Multi-Family
Requested Flow: 30,000 gpd
Location: North Side of Arlington Expressway Service Road, 8159 Arlington Expressway
Jacksonville, FL 32221
Parcel ID No.: 136563 0010
Description: Town Home project

Potable Water Connection

Water Treatment Grid: SOUTH GRID
Connection Point #1: Existing 16 inch water main within Arlingwood Ave at the Arlington Expressway
Service Rd intersection
Connection Point #2: Existing 8 inch water main onsite - See Special Conditions
Special Conditions: Fire protection needs to be addressed. POC 2 - Connection point limited. Existing
onsite 8 inch main is not a contiguous 8 inch water main. Offsite segments of 6 inch
water main will need to be upsized for site to have a contiguous 8 inch connection.

Sewer Connection

Sewer Treatment Plant: ARLINGTON EAST
Connection Point #1: Existing manhole at the intersection of Parkridge Cir W and Parkridge Cir S - See
Special Conditions
Connection Point #2: Existing manhole along Townsend Blvd at the Carlotta Rd N intersection
Special Conditions: POC 1 - Connection point will require the use of the existing utility easement
between 8126 and 8138 Parkridge Cir S properties. Existing 4 in force main in
easement to be abandoned. JEA cost participation available on portion of new
force main. POC 2 - JEA cost participation available on portion of new force main.
Connection to the JEA-owned sewer system for your project will require the design
and construction of an onsite, JEA owned and maintained pump station, and a JEA
dedicated force main (min. 4" dia.). Send force main connection condition requests,
with availability number, to fmconnections@jea.com.

Reclaimed Water Connection

Sewer Region/Plant: N/A
Connection Point #1: Reclaim water is not available.
Connection Point #2: NA
Special Conditions:

General Comments:

ATTACHMENT D (cont)

Electric Availability: The subject property lies within the geographic area legally served by JEA. JEA will provide electric service as per JEA's most current Rules and Regulations. Point of connection location(s) to be field verified by developer during project design. Pre-application meeting required. Send pre-application meeting requests, with availability number, to wsedevprojrequests@jea.com. Copies of reference drawings may be requested from the JEA Record online at https://www.jea.com/engineering_and_construction/request_an_as-built_drawing/.

ATTACHMENT E

Land Use Amendment Application:



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

Date Submitted:	12-26-2018	Date Staff Report is Available to Public:	08-02-2019
Land Use Adoption Ordinance #:	2019-454	Planning Commission's LPA Public Hearing:	08-08-2019
Rezoning Ordinance #:	2019-455	1st City Council Public Hearing:	08-13-2019
JPDD Application #:	L-5351-19A	LUZ Committee's Public Hearing:	08-20-2019
Assigned Planner:	Ed Lukacovic	2nd City Council Public Hearing:	08-27-2019

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

CURTIS HART
HART RESOURCES LLC
8051 TARA LANE
JACKSONVILLE, FL 32216
Ph: 9049935008
Fax:
Email: CURTISHART@HARTRESOURCES.NET

Owner Information:

BRYAN SAMMS
HARVEST BAPTIST CHURCH INC.
1051 ARLINGTON ROAD
JACKSONVILLE, FL 32211
Ph:
Fax:

DESCRIPTION OF PROPERTY

Acreage: 14.12
Real Estate #(s): 136663 0010

General Location:
NORTHSIDE OF ARLINGTON EXPRESSWAY

Planning District: 2
Council District: 1
Development Area: URBAN PRIORITY AREA
Between Streets/Major Features:
ARLINGWOOD AVENUE and STATE COMMERCE ROAD

Address:
8159 ARLINGTON EXPY

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT COMMERCIAL
Current Land Use Category/Categories and Acreage: Total 14.12
CGC 11.57
LDR 2.55

Requested Land Use Category: MDR **Surrounding Land Use Categories:** RPI

Applicant's Justification for Land Use Amendment:

CURRENTLY ZONED COMMERCIAL AND CHANGING TO RESIDENTIAL. THIS PROPERTY IS THE FORMER PUBLIX SITE. PROPERTY CONTAINS 18 ACRES OF WHICH 4 PLUS ACRES HAS A LANDUSE OF LDR. WE ARE ONLY CHANGING THE COMMERCIAL PORTION FROM CGC TO MDR AND LEAVING THE LDR PORTION AS A BUFFER.

UTILITIES

Potable Water: JEA **Sanitary Sewer:** JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage: Total 18.42 Acres
CCG-1 10.73
RLD-60 6.75
PUD 0.94
Requested Zoning District: PUD

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