

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



**OVERVIEW**

ORDINANCE: 2014-538

APPLICATION: 2013K-002-3-4

APPLICANT: PAUL HARDEN

PROPERTY LOCATION: 7981 Baymeadows Circle West

Acreage: 16.98 acres

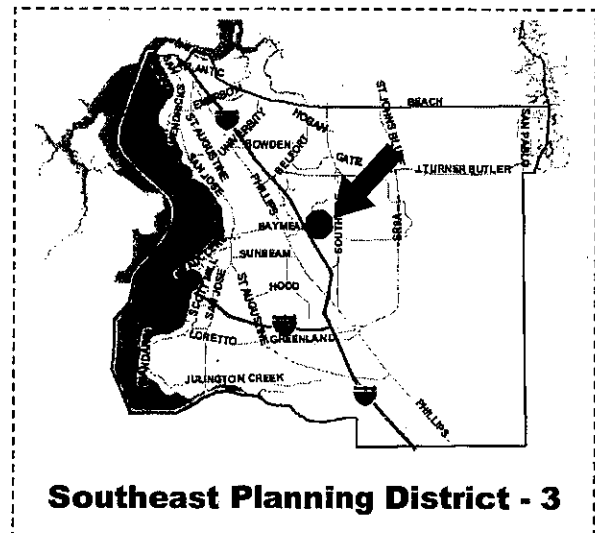
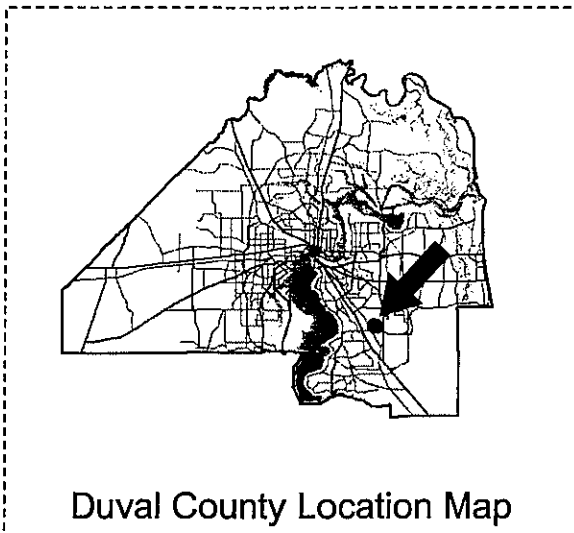
Requested Action:

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>MDR</b>	<b>NC</b>
<b>ZONING</b>	<b>RMD-A</b>	<b>PUD</b>

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
MDR	NC	15 Du/Ac (254 Units)	N/A	N/A	0.45 FAR / 332,841 Sq. Ft. Neighborhood Commercial Uses	Decrease of 254 Dwelling Units	Increase of 332,841 sq. ft. of Non-Residential Uses

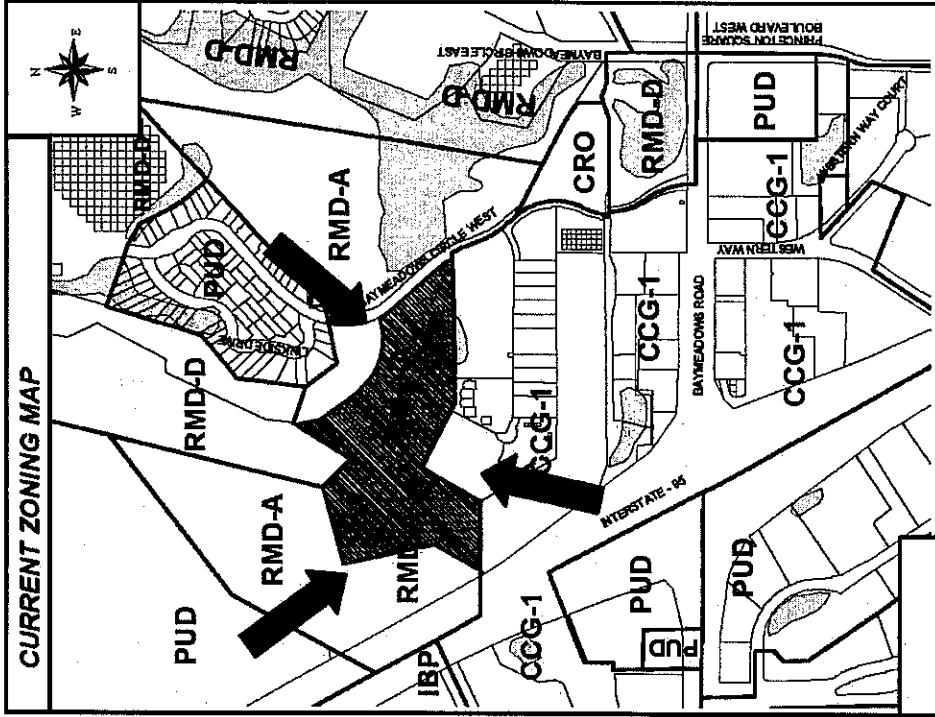
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**



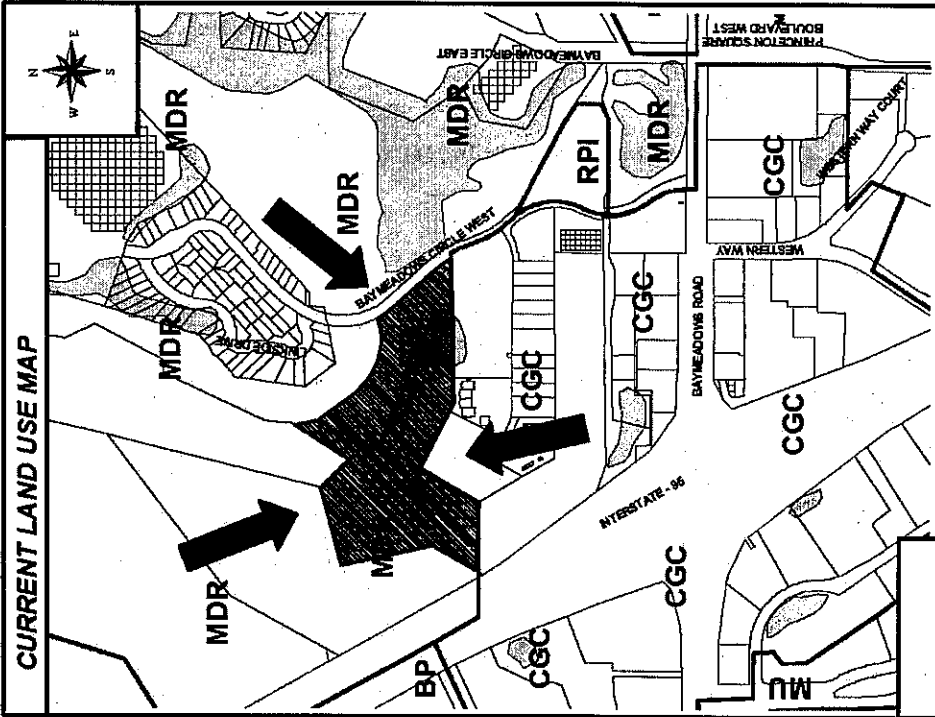
**DUAL MAP**

**LARGE SCALE LAND USE APPLICATION 2013K-002**



**Current Zoning District(s):** Residential Medium Density-A (RMD-A)

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



**Existing FLUM Land Use Categories:** Medium Density Residential (MDR)

**Requested FLUM Land Use Category:** Neighborhood Commercial (NC)

## ANALYSIS

### **Background:**

The 16.98 acre subject property is located on a portion of the former Baymeadows Golf Course in Planning District 3, Council District 4 and within the boundaries of the Southeast Vision Plan and the Baymeadows Community Plan. The property is currently vacant land.

The applicant proposes an amendment to the Future Land Use Map series (FLUMs) from Medium Density Residential (MDR) to Neighborhood Commercial (NC) and a companion rezoning from Residential Medium Density-A (RMD-A) to Planned Unit Development (PUD) in order to develop the site with a mix of office and light retail uses. The companion PUD contains use limitations and restrictions in accordance with terms agreed to with the Baymeadows neighborhood associations. This Large Scale Future Land Use Amendment is being considered for adoption along with its companion rezoning, Ordinance 2014-539.

The area surrounding the subject site contains a mix of single-family and multi-family residential, office and commercial uses as well as the former golf course. Commercial uses are located south of the site along Baymeadows Road. Baymeadows Road is classified as a minor arterial roadway and Baymeadows Circle West, which is the eastern boundary of the site, is a local road. Baymeadows Circle West is also a privately maintained road. The Baymeadows Road ramp to I-95 is located less than one half of a mile west of the subject site.

There is one additional land use amendment being processed concurrently with this land use amendment application. 2013K-001/Ordinance 2014-536 is a large scale land use amendment for a 12.43 acre site located directly east of this site and across Baymeadows Circle West. Ordinance 2014-536 is a request to change the land use from MDR to NC. A recent land use application proposal nearby this site is small scale amendment 2013C-031 that was recently approved with Ordinance 2014-138-E, for a 5.80 acre site going from MDR to Community/General Commercial (CGC). This site is located on Baymeadows Road and was accompanied by a companion rezoning from RMD-D to PUD (Ordinance 2014-139-E).

In addition to the nearby land use amendments, PUD Ordinance 2014-062-E was recently adopted for 112.88 acres of the remainder of the former golf course parcel. According to the details included in the PUD written description, the 112.88 acre site is intended for development with 150,000 square feet of non-residential uses, 552 multi-family dwelling units, 146 single-family dwelling units, 404,672 square feet of active recreation.

According to the Capital Improvements Element of the 2030 Comprehensive Plan, the site is located within the "Suburban Area" of the City.

## **Impacts and Mitigation**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the appropriate residential density by residential land use category, or the Development Impact Standards (non-residential categories), for the subject site. Development Impact Standards are detailed in FLUE Policy 1.2.16 *Development Standards for Impact Assessment*. These standards produce development potentials shown on the attached *Impact Assessment*.

## **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's 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).

## **Archaeological Sensitivity**

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of mostly High and Low sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process will be required to perform a Professional Archaeological Reconnaissance Survey and possibly a Phase 1 archaeological survey if in an area of high sensitivity. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

## **Airport Environs**

The subject property is located within the 500 foot Height and Hazard Military Airport Zone. Development in this area will be limited to a maximum height of less than 500 feet unless approved by the Jacksonville Aviation Authority (JAA) or the Federal Aviation Administration (FAA). Development 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 656.10051(d).

## **Transportation**

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed land use amendment results in an increase of 8,124 net new daily external trips. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

## **School Capacity**

The proposed land use amendment from MDR to NC does not include residential development potential. Therefore, school enrollment and capacity will not be impacted by this land use amendment.

## **Wetlands**

A wetlands survey map has been prepared for the application site with the use of the City's GIS system and photogrammetric analysis. According to the survey there are approximately 3.45 acres of "Category II and III" wetlands for the 16.98 acre land use amendment site. The "Category III" wetlands (approximately 0.72 acres) are located in two isolated pocket areas. One pocket is surrounded by a golf fairway in the western area of the subject site and another pocket located at the south/western end of the project site and at the end of Cypress Green Drive. Both of these areas were once part of the wetland system of Pottsburg Creek but became isolated when development of the golf course occurred. These areas are classified as "Wetland Forested Mixed" by the Florida Land Use Classification System (FLUCCS) and have low functional values due to their size and isolation. The larger "Category II" wetland (2.73 acres) is part of the larger wetlands system of Pottsburg Creek that drains northward and empties into the Arlington River which then enters the St. Johns River. These wetlands are classified as "Wetland Forested Mixed" and "River Bottomland" by the FLUCCS. This wetland is subject to flooding and has an extremely high functional value due to its flood storage capacity and water filtration capabilities, thereby providing an argument for its preservation. However, any alteration of the wetlands on the subject site will require mitigation by the St. Johns River Water Management District.

The United States Department of Agriculture, Natural Resource Conservation Service "Soil Survey" classifies the wetlands as "Stockade fine sandy loam" and "Pamlico muck". The Stockade series consists of nearly level, poorly drained soils formed in thick sandy and loamy marine sediments. The Pamlico series consists of nearly level, very poorly drained organic soils formed in decomposed organic material underlain by thick loamy and sandy marine and fluvial sediments. Both soils are in natural depressions and have high water tables at or near the ground surface. The "Category II" wetlands are subject to flooding during periods of time.

The requested land use change from MDR to NC is considered a more intense use and development of the site could impact this wetland system. Therefore, any alteration would affect Goal 4 and Objective 4.1 of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan if mitigation measures are not taken. The Goal and Objective is to achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term, improve the water quality, and improve fish and wildlife values of wetlands.

Other general requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in Policy 4.1.3 of the CCME, 2030 Comprehensive Plan. However, elimination of these wetlands will impact that policy as well unless mitigation measures are taken. Mitigation is best done on site where the quality of water filtration and flood storage attenuation can be assured. In addition, according to Policy 4.1.5 only residential dwelling units at one unit per five acres are allowed in "Category II" wetlands. Therefore, any other use of these wetlands would be inconsistent with this policy.

Furthermore, the Waterways Commission and the Land Use and Zoning (LUZ) Committee of City Council expressed an interest in the wetlands on this property. The Planning and Development Department requested clarification on behalf of the Waterways Commission; the applicant has yet to provide additional information in response to the Commission.

# IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	Commercial
Land Use Category	MDR	NC
Development Standards For Impact Assessment	15 DU/acre	.45 FAR
Development Potential	254 DUs	332,841 sf of NC uses
Population Potential	596 people	N/A
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Airport Environ Zone	500' military height zone	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Mostly High and Low, Some Medium Sensitivity to Archaeological Resources	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Increase of 8,124 net new daily external trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 43,048 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 32,286 gallons per day	
Potential Solid Waste Impact	Decrease of 127.8 tons per year	
Drainage Basin / Sub-Basin	Pottsburg Creek (Stream)	
Recreation and Parks	None	
Mass Transit	Old Baymeadows Road served by B7 Bus Line	
<b>NATURAL FEATURES</b>		
Elevations	15-20 feet	
Soils	Evergreen-Wesconnett complex(22); Leon fine sand(32); Pamlico muck, depressional(49); Stockade fine sandy loam, depressional (81)	
Land Cover	Golf course(1820); Reservoirs(5340); River, lake swamp(6150); Wetland Forest Mixed(6300);	
Flood Zone	.2% annual chance flood hazard; AE, inundated by 100-year flood	
Wet Lands	Wetland coniferous forest (6300)	
Wild Life	None	

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on December 6, 2013, the required public hearing signs were posted. Forty-one (41) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Planning and Development Department held a Preview Workshop on December 16, 2013. There were several speakers who voiced concerns for increased traffic in the area at the Preview Workshop for the proposed land use amendment.

## **CONSISTENCY EVALUATION**

### **2030 Comprehensive Plan**

The proposed amendment is **consistent** with the following Goal, Objective 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 1.1.25      The City will encourage the use of such smart growth practices as:

1.      Interconnectivity of transportation modes and recreation and open space areas;
2.      A range of densities and types of residential developments;
3.      A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4.      Use of the Development Areas;
5.      Revitalization of older areas and the downtown, and
6.      Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

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.



- Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.
- Policy 3.2.6 The City shall encourage neighborhood commercial uses to be located within one quarter mile of the intersections of roads classified as collector or higher on the Functional Highway Classification Map, except when such uses are an integral component of a mixed-use development, Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), Rural Village or similar development. The City should prohibit the location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.
- Objective 3.4 Where feasible, the City shall encourage all new developments to conform to a compact and connected growth pattern with land use diversity and improved interrelationships among living, working, shopping, education and recreational activities.

According to the Category Descriptions for the Urban Development Areas of the FLUE, the MDR future land use category is intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public uses. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category.

The NC Future Land Use Category is intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. NC uses shall generally be located in locations that are supplied with full urban services and which abut a roadway which is classified as a collector or higher on the Functional Highway Classification map. NC is a category primarily intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. Preferred development patterns include those described in Policy 3.2.6 of the FLUE.

The subject property is located in the Urban Development Area (UA), which is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses since prior to consolidation. The intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also, the UA is intended to support multi-modal transportation and the reduction of vehicle miles traveled. The proposed amendment to a non-residential category

provides employment and light commercial opportunities located in close proximity to existing and proposed medium density residential uses. Additionally, the amendment site is located in an area with access to full urban services, including mass transit and provides for infill development on the site of a former golf course. Therefore, the proposed amendment is consistent with the intent of the Urban Development Area and with FLUE Policies 1.1.22 and 1.2.25 and FLUE Objective 3.4.

The proposed land use amendment to NC is located on a local road and is not within one quarter mile of the intersections of roads classified as collector or higher. However, the Neighborhood Commercial uses could serve the daily needs of proposed residential neighborhoods to the north and could be an integral component of the overall mixed use Baymeadows Plan Area development furthering the intent of FLUE Goal 3 and Policies 3.1.3 and 3.2.6 and the NC land use category description and therefore, would be consistent with the 2030 Comprehensive Plan.

### **2030 Comprehensive Plan**

The proposed amendment is **consistent** with the following Policies of the 2030 Comprehensive Plan, Transportation Element (TE):

Policy 2.3.8            The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

Policy 2.3.9            The City shall encourage, though the development review process, the interconnections of land uses that reduce the need for external trip generation and encourage alternative methods of movement. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

The proposed amendment promotes infill development that will result in a compact mix of residential and non-residential land uses that will assist in minimizing external trip generation and support the use and alternative methods of movement. Therefore, the proposed amendment is consistent with TE Policies 2.3.8 and 2.3.9.

### **Baymeadows Community Plan/Vision Plan**

The application site lies within the boundaries of the Southeast Vision Plan and the Baymeadows Community Vision Plan. The Baymeadows Community Vision Plan is a continuation and fine tuning of the community efforts that created the Southeast Vision Plan. Specific recommendations from the Baymeadows Community Vision Plan call for a revitalization of business and commercial development with a "community scale." Other aspects of the plan include improved roadways, "soft" entrance features, improved signage,

traffic calming, and preservation of existing vegetation and the creation of parkland. The plan also identifies the redevelopment of the golf course as a major component of the plan. Also included is a multi-functional "club house" facility which features classrooms, teaching facilities, sales, golf course retail, outdoor cafes, outdoor putting greens and a driving range. The proposed land use category accommodates such uses.

### **Strategic Regional Policy Plan**

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

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

Policy 55C    Make Northeast Florida conducive to small business success. Promote incubators and relationships with colleges and universities. Increase access to capital and the purchasing power of small businesses through joint and cooperative efforts. Support efforts that give priority to small business and business in the Region in government contracting.

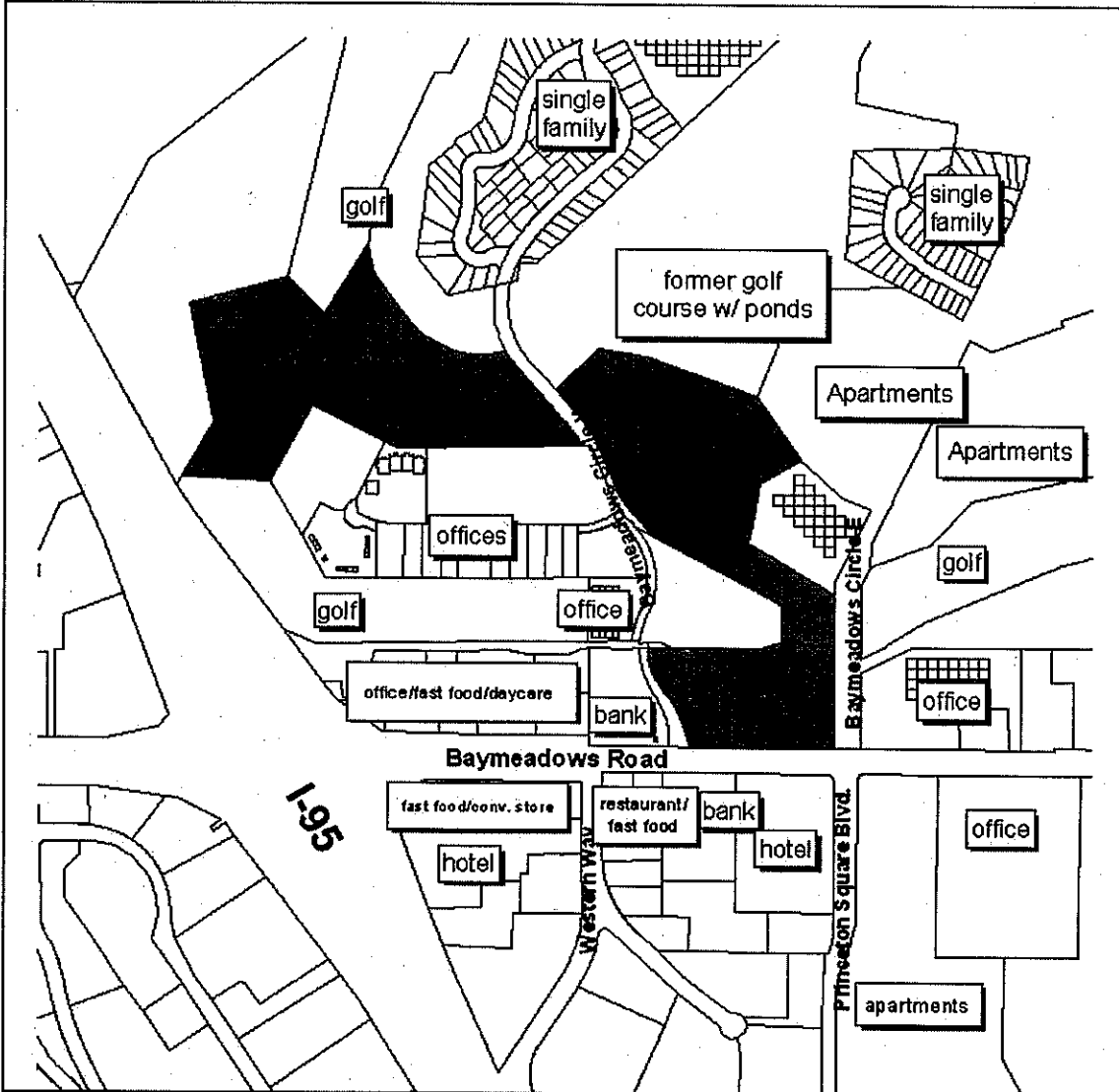
The proposed land use amendment is consistent with Policy 55C of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional opportunity for the creation of small business in Northeast Florida.

### **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:



### City of Jacksonville Field Map Land Use Amendments

2013K-001  
2013K-002  
2013C-031

300 0 300 600 Feet



# ATTACHMENT B

## TRAFFIC ANALYSIS:

Produced by: Planning and Development Department  
 Application Number: 2013K-002

LB  
 Date: 1/18/2014  
 Mobility Zone / Development Area: 1 / Urban  
 Planning District: 3  
 Council District: 13

**Table A**

**Trip Generation Estimation**  
 Section 1

Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
Undeveloped	16.98								
<b>Total Section 1</b>									<b>0</b>

Section 2

Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
MOR / RMD-A	16.98	220	255	DUs	$T = 6.06(X) + 123.56$	1,669	0.00%	0.00%	1,669
<b>Total Section 2</b>									<b>1,669</b>

Section 3

Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
NC / PUD	16.98	820	332,842	1,000 SF OF GLA	$\ln(T) = 0.65 \ln(X)/1000 + 5.83$	14,839	0.00%	34.00%	9,793
<b>Total Section 3</b>									<b>9,793</b>
<b>*Net New Trips = Section 3 - Section 2 - Section 1</b>									<b>8,124</b>

Source: Trip Generation Manual, 9th Edition, Institute of Engineers

# ATTACHMENT B

## TRAFFIC ANALYSIS (CONTINUED):

Produced by: Planning and Development Department  
2013K-002 2013K-002

LB  
Date: 1/18/2014  
Mobility Zone / Development Area: 1 / Urban  
Planning District: 3  
Council District: 13

**Table B**

**Net New Daily External Trip Distribution**

Link ID	a 8,124	= Total Net New External Trips (Table A)	b	(a*b)
Link ID	Roadway Name	From / To	Percent of Total Net New Daily Amendment Trips	Net New Daily External Amendment Trips
21	I-95	BAYMEADOWS RD (SR 152) TO J TURNER BUTLER BLVD (SR 202)	28.17%	2128
100	BAYMEADOWS RD (SR 152)	PHILIPS HWY (US 1) TO I-95	38.48%	2962
536	BAYMEADOWS RD (SR 152)	I-95 TO OLD BAYMEADOWS RD	82.91%	5111
811	BAYMEADOWS RD (SR 152)	OLD BAYMEADOWS RD TO SOUTHSIDE BLVD (SR 115)	18.69%	1518
831	I-95	SOUTHSIDE BLVD EXIT (SR 115) TO BAYMEADOWS RD (SR 152)	21.82%	1773

**BOLD** Indicates Directly Accessed Segment(s)

2013K Application Number: 2013K-002

LB  
1/18/2014  
Mobility Zone / Development Area: 1 / Urban  
Planning District: 3  
Council District: 13

**Table C**

**Roadway Link Analysis**

Link ID Number	Road Name	Segments	Roadway Classification	State or City Road	Numbers of Lanes	Adjusted Service Volume		Background Traffic		Amended Trips Daily	Total Trips Daily	Percent Capacity Used with Amended Trips
						a	b	c	d			
17	I-95	BAYMEADOWS RD (SR 152) TO J TURNER BUTLER BLVD (SR 202)	Freeway SIS	State	6D	116,500	86,300	1.00%	90,912	2,128	93,038	79.73%
100	BAYMEADOWS RD (SR 152)	PHILIPS HWY (US 1) TO I-95	Arterial I	State	4D	39,800	36,750	1.00%	38,625	2,962	41,587	104.49%
536	BAYMEADOWS RD (SR 152)	I-95 TO OLD BAYMEADOWS RD	Arterial I	State	4D	39,800	35,000	1.00%	36,788	5,111	41,899	106.37%
811	BAYMEADOWS RD (SR 152)	OLD BAYMEADOWS RD TO SOUTHSIDE BLVD (SR 115)	Arterial I	State	4D	39,800	24,500	1.00%	23,750	1,518	25,268	66.51%
831	I-95	SOUTHSIDE BLVD EXIT (SR 115) TO BAYMEADOWS RD (SR 152)	Freeway SIS	State	6D	116,500	79,000	1.00%	83,036	1,773	84,809	72.73%


\* All determined from Trend Analysis or FDOT LOS Report, dated 9/13/2013  
Data from City of Jacksonville Road and Signal Timing Study Report dated 1/17/2013  
**BOLD** Indicates Directly Accessed Segment(s)

**Major Intersections List**

Intersection
I-95 Interchange
SIS Intersections
with Intersecting
1527 Baymeadows Road (SR 152)

## ATTACHMENT C

### Land Use Amendment Application:

	<b>APPLICATION FOR LARGE SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>		
<b>Date Submitted:</b> 10/29/13 <b>Land Use Adoption Ordinance #:</b> 2014-538 <b>Rezoning Ordinance #:</b> 2014-539 <b>JPDD Application #:</b> 2013K-002 <b>Assigned Planner:</b> Helena Parola	<b>Date Staff Report is Available to Public:</b> 8/29/2014 <b>Planning Commission's LPA Public Hearing:</b> 9/4/2014 <b>1st City Council Public Hearing:</b> 9/9/2014 <b>LUZ Committee's Public Hearing:</b> 9/16/2014 <b>2nd City Council Public Hearing:</b> 9/23/2014		
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> PAUL HARDEN LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 904-396-5731 Fax: 904-399-5461 Email: PAUL_HARDEN@BELLSOUTH.NET		<b>Owner Information:</b> BOB PORTER DR. HORTON, INC. 9458 PHILIPS HIGHWAY, SUITE 1 JACKSONVILLE, FL 32256	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
<b>Acreage:</b> 16.98 <b>Real Estate #(s):</b> 148521 0015, a portion of  <b>Planning District:</b> 3 <b>Council District:</b> 4 <b>Development Area:</b> URBAN AREA <b>Between Streets/Major Features:</b> BAYMEADOWS CIRCLE WEST and BAYMEADOWS CIRCLE EAST	<b>General Location:</b> A PORTION OF 7981 BAYMEADOWS CIR W, NORTH SIDE OF BAYMEADOWS ROAD, EAST OF INTERSTATE 95  <b>Address:</b> 7981 BAYMEADOWS CIR W		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
<b>Current Utilization of Property:</b> VACANT <b>Current Land Use Category/Categories and Acreage:</b> MDR 16.98			
<b>Requested Land Use Category:</b> NC <b>Justification for Land Use Amendment:</b> TO DEVELOP CONSISTENT WITH SURROUNDING PROPERTY		<b>Surrounding Land Use Categories:</b> CGC, MDR, RPI	
<b><u>UTILITIES</u></b>			
<b>Potable Water:</b> COJ		<b>Sanitary Sewer:</b> COJ	
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
<b>Current Zoning District(s) and Acreage:</b> RMD-A  <b>Requested Zoning District:</b> PUD			
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/luzap/">http://maps.coj.net/luzap/</a>			

**ATTACHMENT D**

**WETLAND MAP:**

