



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

OVERVIEW

ORDINANCE: 2017-310

APPLICATION: 2016A-005-2-1

APPLICANT: GREGORY MATOVINA

PROPERTY LOCATION: 0 Kendall Drive and 0 Regency Square Boulevard North, east of Mill Creek Road

Acreage: 11.38

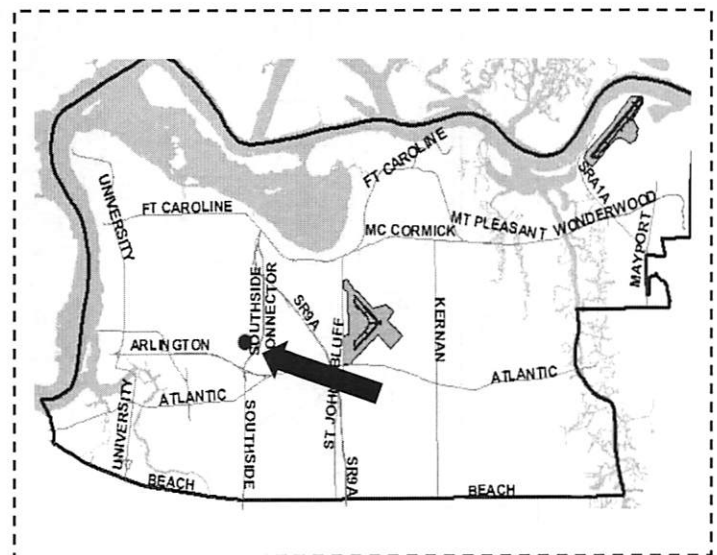
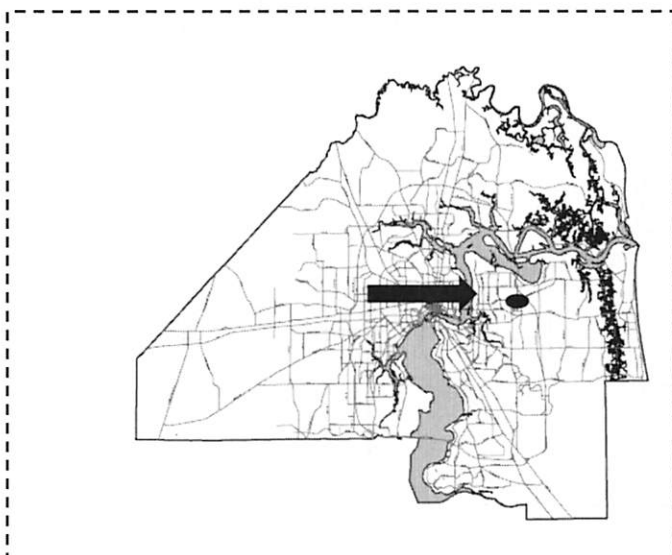
Requested Action:

	Current	Proposed
LAND USE	CGC & MU	MDR
ZONING	PUD	RLD-40

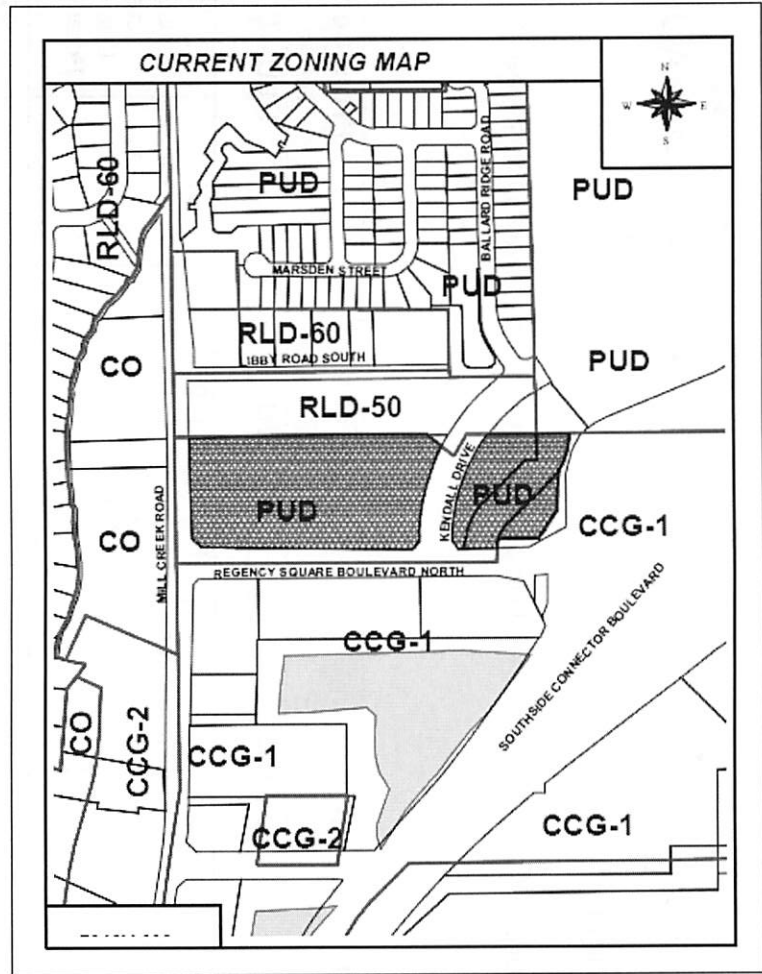
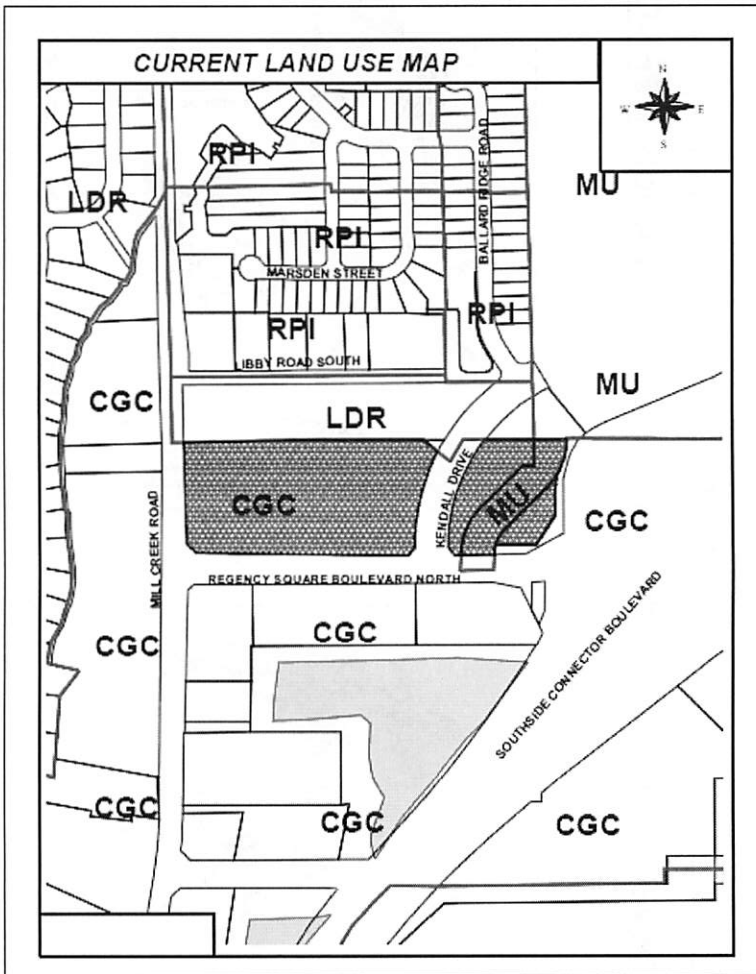
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
CGC & MU	MDR	N/A	15 DU/acre (170 DUs)	0.35 FAR (152,612 sq.ft. Commercial)	N/A	Increase 170 DUs	Decrease 152,612 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



LARGE SCALE LAND USE APPLICATION 2016A-005



Existing FLUM Land Use Categories: Community/General Commercial (CGC) & Multi-Use (MU)

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

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

Requested Zoning District(s): Residential Low Density-40 (RLD-40)

ANALYSIS

Background:

The 11.38 acre amendment site is located on the northwest corner of Southside Boulevard and Regency Square Boulevard North on Kendall Drive. The subject property is located in Council District 1, Planning District 2 and within the Greater Arlington/ Beaches Vision Plan. The amendment site is undeveloped and within the Urban Development Area.

The applicant proposes a Large-Scale Future Land Use Amendment from Community/ General Commercial (CGC) and Multi-Use (MU) to Medium Density Residential (MDR) and a rezoning from Planned Unit Development (PUD) to Residential Low Density-40 (RLD-40) to allow for the development of single-family homes. According to the applicant, there will be 75 single family homes in this subdivision. The Large Scale Future Land Use Amendment is being considered for adoption along with the companion rezoning which is pending concurrently pursuant to Ordinance 2017-311. (See Dual Land Use and Zoning Maps, page 2)

In 2015, the subject property was approved for a PUD pursuant to Ordinance 2015-064-E. The PUD, named Cassie Gardens, was planned for a mix of residential and commercial uses, with the residential portion being located west of Kendall Drive and the commercial uses on property located to the east across Kendall Drive. However, the site was never developed. The property immediately north of the subject site was recently approved for a land use amendment (Ordinance 2015-0846-E, application 2015C-025) changing the land use category from CGC to LDR to allow for single-family residential development.

The area surrounding the subject site is a mix of vacant land, residential and commercial uses. Further south on Regency Square Boulevard North are medical offices, a private school, vacant land and a stormwater retention pond. Access to the application site is from Kendall Drive which is classified as a local road according to the Functional Highway Classification Map. Sidewalks are available on both sides of Kendall Drive and one side of Regency Square Boulevard North.

At the end of Kendall Drive is the Kendall Town Center PUD (Ordinance 2003-1376-E) in the MU land use category which is a designated Regional Activity Center (RAC). The Kendall Town Center PUD is for a 292 acre site that permits 1,800 residential units, 120 assisted living units, 480,000 square feet of commercial space, and 360,000 square feet of office space. Specifically, the PUD calls for the dominant use to be multi-family along with limited neighborhood scale commercial retail space on the parcel closest to the subject site. See the quick table below for additional details of the surrounding area along with the Dual Land Use and Zoning Map on Page 2 and Attachment A for current site utilization.

The adjacent uses and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR & MU	RLD-50 & PUD	Single-family homes and vacant land
South	CGC	CCG-1	Vacant and medical offices
East	CGC	CCG-1	Storm water retention lake & the Southside Connector
West	CGC	CO	Vacant/undeveloped

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).

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.

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.

School Capacity

The 11.38 acre proposed land use map amendment has a maximum potential development of 170 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 2016A-005**

Development Potential: 170 Multi-Family Units

School Type	CSA	2016-17 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	3	8,933	83%	28	78%	1,832
Middle	3	2,130	73%	12	78%	779
High	3	4,742	94%	16	89%	328
Total New Students				57		

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	CSA	STUDENTS GENERATED	SCHOOL CAPACITY	CURRENT ENROLLMENT (2016/17)	% OCCUPIED	4 YEAR PROJECTION
Merrill Road ES #228 (K-2)	3	14	851	587	69%	75%
Don Brewer ES #217 (3-5)	3	14	673	526	78%	79%
Landmark MS #256	3	12	1665	1424	86%	87%
Terry Parker HS #89	3	16	1866	1753	94%	90%

TOTAL STUDENTS: 56

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 new net 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

Additional Information:

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 project site is located in Mobility Zone 8, between Mill Creek Road and Southside Connector Boulevard. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation.

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 or if V/C ratio greater than 1.0 then the demand exceeds the capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 8 is passing at 0.59.

Regency Square Boulevard is the first functionally classified roadway which provides direct access to the project site. The traffic demand for Regency Square Boulevard is expected to operate at an acceptable V/C ratio of 0.90 with the inclusion of the additional traffic from this land use amendment.

Archaeological Sensitivity

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

Historic Preservation Element

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

Airport Environ Zone

The site is located within the 150 foot Height and Hazard Zone for Craig Airfield. Zoning will limit development to a maximum height of less than 150 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 656.10051(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

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would

constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

IE-AR Policy 1.2.8

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

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Multi-family
Land Use Category	CGC & MU	MDR
Development Standards For Impact Assessment	0.35 FAR	15 DU/acre
Development Potential	152,612 sq.ft.	170 MF DU'S
Population Potential	0 people	399 people
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Airport Environ Zone	150 ft. Height Restriction Craig Airfield	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Medium and low probability	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area	0-4 inches recharge	
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	No new net daily trips	
Water Provider	JEA	
Potential Water Impact	Increase of 32,319 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 24, 240 gallons per day	
Potential Solid Waste Impact	Increase of 197.82 tons per year	
Drainage Basin / Sub-Basin	Strawberry Creek Stream Sub Drainage Basin and Arlington River Drainage Basin	
Recreation and Parks	½ south of Arlingwood Park	
Mass Transit	Bus Route 19 on Southside Boulevard	
NATURAL FEATURES		
Elevations	50 ft. and 60 ft.	
Soils	Ortega fine sand, Aquic Quartzipsaments, Kershaw fine sand	
Land Cover	Herbaceous, Urban Mixed Conifers/Hardwoods	
Flood Zone	None	
Wet Lands	None	
Wild Life	None	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on November 18, 2016, the required notices of public hearing signs were posted. Twenty-seven (27) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Workshop was held on November 14, 2016 and no speakers were present.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

The Community General Commercial (CGC) land use designation includes outlets and establishments that offer a wide range of goods and services including general merchandise, apparel, food and related items. General commercial uses include business and professional offices, financial institutions, highway commercial, mobile home/motor home rental and sales, off-street parking lots and garages, and boat storage and sales, among other similar types of commercial developments.

The Multi-Use (MU) land use category is intended to accommodate, in a more innovative fashion, development or redevelopment of areas in a larger size and scale. The MU category is also appropriate for areas where the City of Jacksonville sponsors and adopts a community plan and its resulting revised land development regulations in conjunction with adoption of the MU category. The major purposes of this designation are to facilitate mixed-use development with horizontal and vertical land use integration, encourage mass transit and other mobility options, reduce dependence on the automobile, provide incentives for quality development and give definition to urban form.

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 and semi-public use areas. Single-family dwellings are permitted when the predominant surrounding development is single-family. MDR is generally intended to provide transitional uses between commercial and single family residential uses. 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.

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

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and

welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

- 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 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.
- 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.
- 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.

Existing and proposed development on the contiguous properties to the north and east is residential and additional residential is planned for the surrounding area. The proposed amendment to MDR is compatible with the character of the adjacent uses fulfilling FLUE Goal 1 and Policy 1.1.10. The proposed amendment aids in maintaining a mix of uses compatible

with existing and planned land use patterns that will facilitate the stability and viability of existing residential development as called for in FLUE Objective 1.1. Furthermore, the proposed land use change will increase the opportunity for residential development satisfying FLUE Objective 3.1 and Policy 1.1.22.

The proposed land use amendment encourages development of an underutilized property within the Urban Area of the City that already has the infrastructure, utilities, and public facilities in place to support such development. As such, the proposed land use amendment is consistent with FLUE Objective 6.3 and the original intent of the MDR Urban Development Area which encourages development in locations supplied with full urban services and that serve as a transition between commercial and residential properties.

The applicant provided a JEA service availability letter dated August 24, 2016 to document access to electric, potable water, sanitary sewer and reclaimed water services consistent with FLUE Policy 1.2.9.

Greater Arlington/ Beaches Vision Plan

The application site lies within the Greater Arlington/Beaches Vision Plan Area. The plan identifies the area of the land use amendment site as adjacent to a designated mixed use area for development. Single-family development on the site will support the proposed nearby commercial development and therefore is suitable in meeting the needs of the Vision plan.

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.

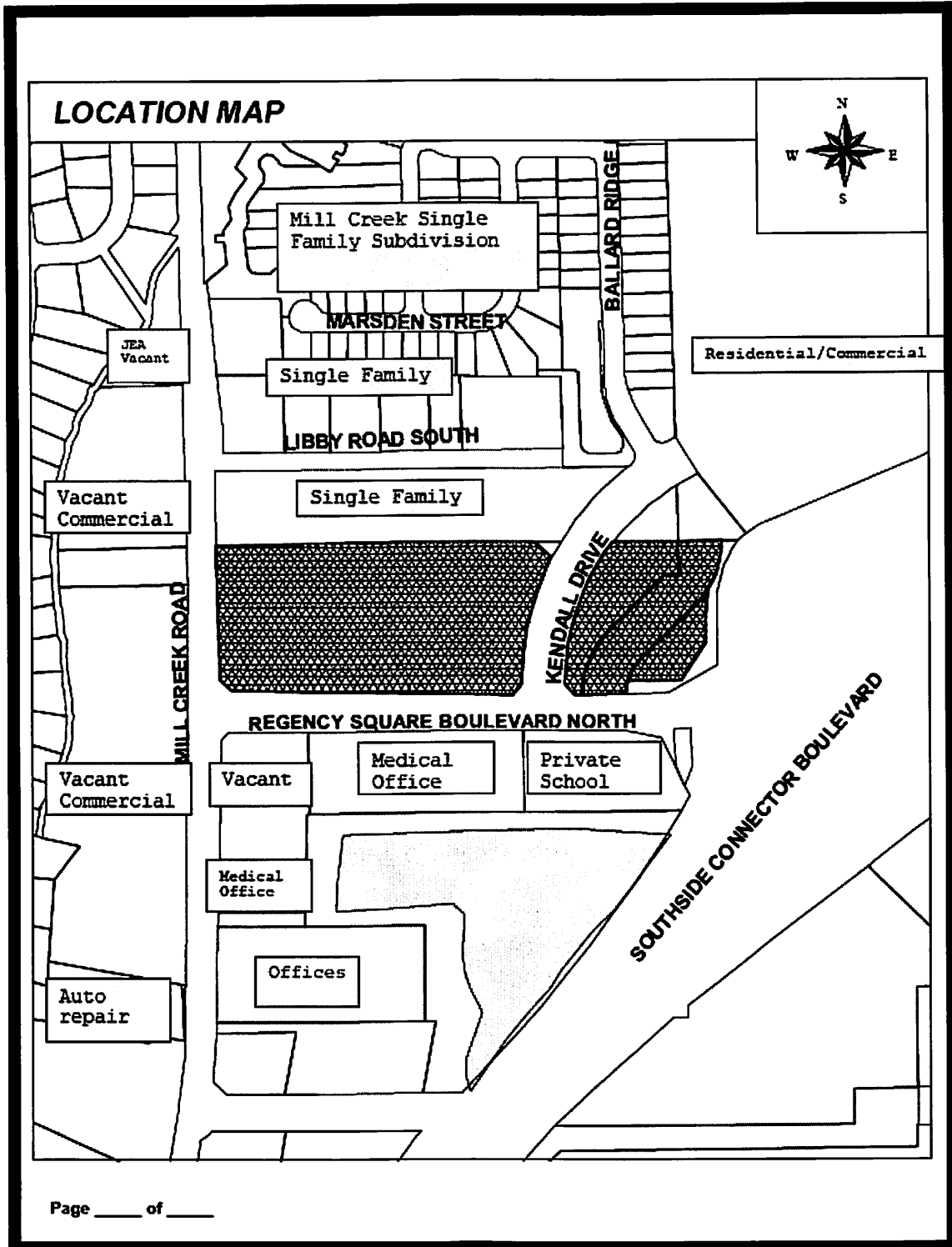
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of residential areas to support the proposed new business opportunities in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment 2016A-005, located north of Regency Square Boulevard between Mill Creek Road and Southside Connector Boulevard in the Urban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Community General Commercial (CGC) land use category. The proposed land use amendment is to allow for Medium Density Residential (MDR) on approximately 11.38 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9th 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 land use category allows for 0.35 FAR per acre resulting in a maximum development potential of 152,612 SF of commercial space (ITE Land Use Code 820), generating 5,653 daily vehicular trips. The proposed MDR land use category allows for 15 dwelling units per acre resulting in a maximum development potential of 170 multi-family residential units (ITE Land Use Code 220), generating 1,154 daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from CGC and MU to MDR, as shown in Table A.

Table A
Trip Generation Estimation

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	152,612 SF	$L_nT = 0.65(X) + 5.83$	8,939	36.76%	5,653
Total Section 1						5,653
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PW/Daily	Less Pass-By Trips	Net New Daily Trip Ends
MDR	220	170 DUS	$T = 6.06(X) + 123.56$	1,154	0.00%	1,154
Total Section 2						1,154
Net New Daily Trips						0

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

ATTACHMENT B (cont)

Traffic Analysis:

Additional Information:

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 project site is located in Mobility Zone 8, between Mill Creek Road and Southside Connector Boulevard. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation.


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 or if V/C ratio greater than 1.0 then the demand exceeds the capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 8 is passing at 0.59.

Regency Square Boulevard is the first functionally classified roadway which provides direct access to the project site. The traffic demand for Regency Square Boulevard is expected to operate at an acceptable V/C ratio of 0.90 with the inclusion of the additional traffic from this land use amendment.

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:	9/16/16	Date Staff Report is Available to Public:	05/12/17
Land Use Adoption Ordinance #:	2017-310	Planning Commission's LPA Public Hearing:	05/18/17
Rezoning Ordinance #:	2017-311	1st City Council Public Hearing:	05/23/17
JPDD Application #:	2016A-005	LUZ Committee's Public Hearing:	06/06/17
Assigned Planner:	Rosario Lacayo	2nd City Council Public Hearing:	06/13/17
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: GREGORY MATOVINA MATOVINA & COMPANY 2955 HARTLEY ROAD, SUITE 108 JACKSONVILLE, FL 32257 Ph: 9049932857 Fax: 9042929468 Email: GMATOVINA@MATOVINA.COM		Owner Information: ROBERT STEIN REGENCY PROPERTY VENTURE ONE INDEPENDENT DRIVE, SUITE 3120 JACKSONVILLE, FL 32202 Ph: 9043535993 Fax: 9042121255	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	11.38	General Location:	NORTHWEST CORNER OF SOUTHSIDE BOULEVARD & REGENCY SQUARE BOULEVARD IN ARLINGTON
Real Estate #(s):	120820 1510, 120830 0280 120820 1625, 120820 1755	Address:	0 KENDALL DR 0 REGENCY SQUARE BOULEVARD N, 32211
Planning District:	2	Between Streets/Major Features: EAST OF MILL CREEK ROAD and WEST OF SOUTHSIDE BOULEVARD	
Council District:	1		
Development Area:	URBAN AREA		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property: VACANT			
Current Land Use Category/Categories and Acreage: CGC 10.01			
MU 1.37			
Requested Land Use Category: MDR		Surrounding Land Use Categories: CGC,LDR	
Justification for Land Use Amendment: TO MAKE PROPERTY CONSISTENT WITH SURROUNDING PROPERTIES AND PROVIDE A TRANSITION FROM LDR USES TO THE NORTH.			
<u>UTILITIES</u>			
Potable Water: JEA		Sanitary Sewer: JEA	
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage: PUD 11.38			
Requested Zoning District: RLD-40			
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

ATTACHMENT D

Aerial:

