



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

**OVERVIEW**

**ORDINANCE: ORD # 2017-488**

**APPLICATION: 2017C-013-6-7**

**APPLICANT: JOHN LATSHAW, ESQ**

**PROPERTY LOCATION: 735, 745, 763, 809 NEW BERLIN ROAD**

**Acreage: 1.52**

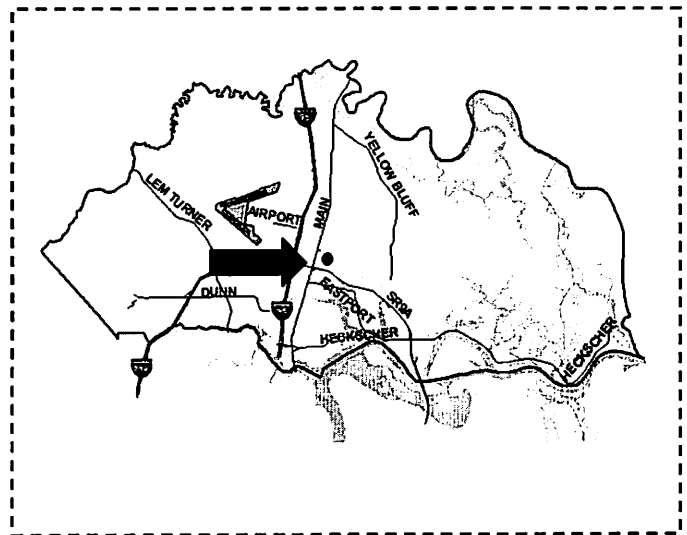
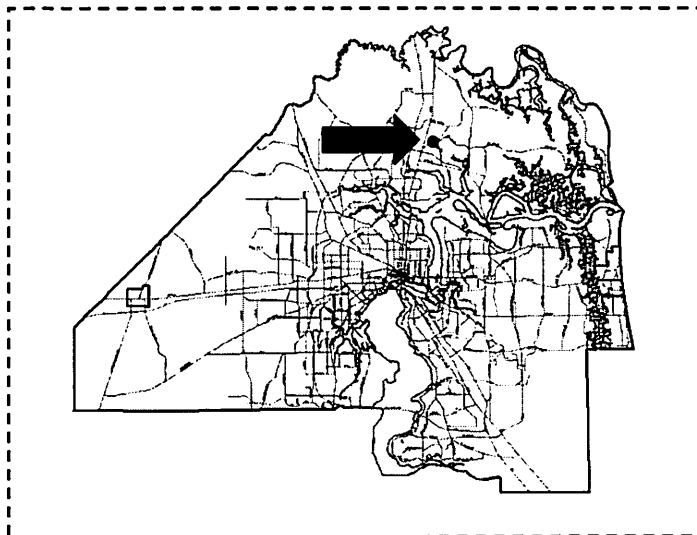
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>CGC</b>	<b>RPI</b>
<b>ZONING</b>	<b>PUD</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
CGC	RPI	N/A	22 DU (15 DU/ acre)	23,174 sq. ft. (0.35 FAR)	N/A	Increase 22 DU	Decrease 23,174 sq. ft.

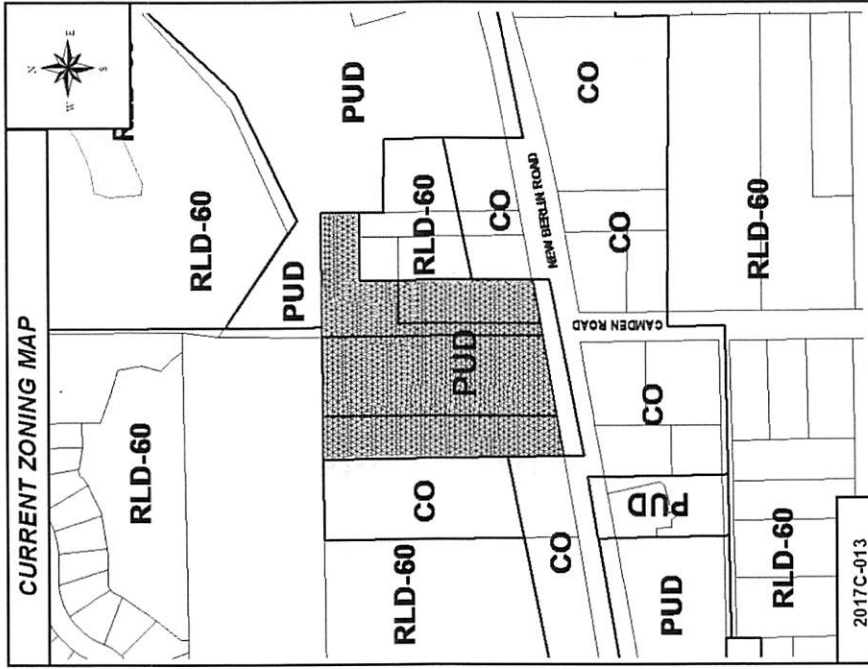
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**



# DUAL MAP PAGE

## SMALL SCALE LAND USE APPLICATION 2017C-013



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



Existing FLUM Land Use Categories: Community/ General Commercial (CGC)  
Requested FLUM Land Use Category: Residential-Professional-Institutional (RPI)

# ANALYSIS

## Background:

The 1.52 acre amendment site is composed of portions of four parcels, totaling 6.15 acres, located to the north of New Berlin Road. The property is located in Planning District 6, Council District 7 and within the North Jacksonville Vision Plan. The subject property is vacant and cleared. According to the Development Areas Map in the Future Land Use Element, the site is located within the Suburban Development Area.

The applicant proposes a small-scale future land use map amendment from Community/General Commercial (CGC) to Residential/Professional/Institutional (RPI) and a rezoning from Planned Unit Development (PUD) to Planned Unit Development (PUD). The companion PUD encompasses the land use amendment site and an additional 4.63 acres to the north. The owner plans on developing 35 multi-family residential housing units on the overall 6.15 acres project site. The additional 4.63 acres is already in the Low Density Residential (LDR) land use category. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-489.

The site has southern frontage on New Berlin Road, a collector roadway.

The area surrounding the subject site is a mix of vacant land, residential and commercial uses. Single family homes are located directly to the north, east and south of the site along New Berlin Road. A vacant lot in the CGC land use category and in Commercial Office (CO) zoning lies directly to the west. A carwash and strip mall development are in operation on the south side of New Berlin Road, approximately 200 feet to the southwest of the site.

The Dual Map on page 2 and Attachment A – Land Utilization Map on page 13 provide a detailed picture of the existing development pattern for the immediate area.

The adjacent uses and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	RLD-60	Single family homes
South	CGC	CO	Single family homes
East	LDR/CGC	RLD-60/CO	Single family homes
West	CGC	CO	Vacant

## 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). A JEA availability letter, dated January 17, 2017, states that electric service sewer and potable water connections are available at the site. The site owner is planning on connecting to centralized water and sewer services.

## Infrastructure Element

### Sanitary Sewer Sub-Element

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

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

## Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment results in an increase of 0 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. Potential traffic impacts will be addressed 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

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 3 on New Berlin Road between Main Street and Pulaski Road.

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 3 is **0.52**.

New Berlin Road between Main Street and Pulaski Road is a functional classified facility that would be impacted by the proposed development. This segment of New Berlin Road is a 4-lane divided collector and has a maximum daily capacity of 30,420 vpd. The proposed 22 multi-family dwelling units could generate approximately 119 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.31 with the inclusion of the additional traffic from this land use amendment.

### **School Capacity**

Based on the Development Standards for impact assessment, the 1.52 acre proposed land use map amendment has a development potential of 22 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 2017C-013**

**Development Potential: 22 Multi-Family Units**

School Type	CSA	2015-16 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats
Elementary	7	3,194	89%	4	84%	307
Middle	1	8,066	74%	2	95%	802
High	7	2,002	91%	2	89%	150
<b>Total New Students</b>				<b>8</b>		

*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	CONCURRENCY SERVICE AREA	STUDENTS GENERATED	SCHOOL CAPACITY	CURRENT ENROLLMENT	% OCCUPIED	5 YEAR PROJECTION
Oceanway Elementary #270	7	4	1,296	1,112	86%	75%
Oceanway Middle #62	1	2	1,009	952	94%	129%
First Coast High #265	7	2	2,212	2,002	91%	89%

*\*The percentage occupied may not appear correct due to ESE space requirements.*

**Archaeological Sensitivity**

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low sensitivity for the presence of archaeological resources. 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.

*[Faint, illegible text, likely bleed-through from the reverse side of the page]*

# IMPACT ASSESSMENT

2017C-013

1.52 Acres

<b>DEVELOPMENT ANALYSIS</b>		
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	Multifamily Housing
Land Use/Zoning	CGC/ PUD	RPI/ PUD
Development Standards For Impact Assessment	0.35 FAR	15 DU/ acre
Development Potential	23,174 sq.ft. building	22 Dwelling Units
Population Potential	0	58 People
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X-Low
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X-Discharge Area
Well Head Protection Zone		X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	0 new net daily external trips	
Water Provider	JEA	
Potential Water Impact	Increase of 3,543.8 gallons/ day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 2,657.9 gallons/ day	
Potential Solid Waste Impact	Increase of 20.123 tons/ year	
Drainage Basin / Sub-Basin	Dunn Creek	
Recreation and Parks	Oceanway Fire Station Park, Tom Marshall Park	
Mass Transit	JTA Bus Route 1 – North Main	
<b>NATURAL FEATURES</b>		
Elevations	20'	
Soils	14 – Boulougne	
Land Cover	1200 – Residential medium density	
Flood Zone	N/A	
Wet Lands	N/A	
Wild Life	N/A	



## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on July 28, 2017, the required notices of public hearing signs were posted. 25 notices were mailed out to adjoining property owners and other interested parties informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Preview Workshop was held on July 31, 2017 and no speakers were present.

## **CONSISTENCY EVALUATION**

### **2030 Comprehensive Plan**

According to the Category Description of the Future Land Use Element (FLUE), Community General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. Development within the category should be compact and connected and should support multi-modal transportation.

RPI in the Suburban Area is intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred. Plan amendment requests for new RPI designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Multi-family dwellings are a principal use with the category.

The maximum gross density within the Suburban Area shall be 20 units/acre and there shall be no minimum density; except that Transit-Oriented Development (TOD) shall provide a minimum gross density of 15 units/acre; and may increase the maximum gross density by an additional 10 units/acre. Single-use developments shall be limited to residential or office. Single use residential developments shall be pursuant to the requirements of the Medium Density Residential (MDR) category.

Developments on sites greater than 5 acres should incorporate urban development characteristics as defined in this element. To promote a more compact, pedestrian-friendly environment, off street parking shall be located behind or to the side of buildings to the greatest extent possible. Structured parking is encouraged, provided it is integrated into the design of the overall development and is compatible with surrounding neighborhoods. Uses shall be sited in a manner to promote internal pedestrian and vehicle circulation and ease of access between abutting uses and sites and to limit the number of driveway access points on roads classified as arterials on the Functional Highway Classification Map.

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

- Objective 1.1** Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages 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 1.1.12** Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
- Policy 1.1.20** Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.
- 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.
- 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 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.

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.

Consistent with the Suburban Development Area description, the project is located along New Berlin Road, a four-lane collector roadway. This location is highly supportive of transit, with sidewalks available for pedestrians, to the nearby Main Street North transit corridor. The subject property has access to full urban services in an area with a mix of residential and non-residential uses such as commercial retail, restaurants and offices. The proposed amendment is consistent with the intent of the RPI Future Land Use Category, Objective 1.1 and Goal 3 of the FLUE.

The companion rezoning application is a Planned Unit Development allowing for innovative site planning and will be serviced by centralized wastewater and potable water distribution systems. A JEA availability letter, dated January 17, 2017, states that electric service sewer and potable water connections are available at the site. The site owner is planning on connecting to centralized water and sewer services. Therefore, the amendment is consistent with Policies 1.1.10, 1.1.12, and 1.2.9 of the FLUE.

The proposed amendment is located in the North Planning District and the Suburban Development Area. The proposed use for a medium-density residential project at a vacant infill location in the Suburban Area builds upon the mixed residential and commercial character trend of the neighborhood. It would serve to expand land use dedicated to residential uses. The project would enhance the viability of the emerging New Berlin Road corridor and support the existing North Main Street commercial corridor. Therefore, the amendment is consistent with Policy 1.1.20, Objective 3.1, Policy 3.1.3, and Objective 6.3 of the FLUE.

## **Vision Plan Consistency**

The site is also within the boundary of the *North Jacksonville Vision Plan*. Best practices for corridor redevelopment, as stated in the plan, are a response to the desires of the residents of North Jacksonville for a better community image and to be served by higher quality retail and commercial services, without having to drive great distances. This amendment is consistent with the plan as it is creating new residential development within short driving or walking distance of local commercial services.

## **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 to make development easier in areas appropriate for infill and redevelopment.

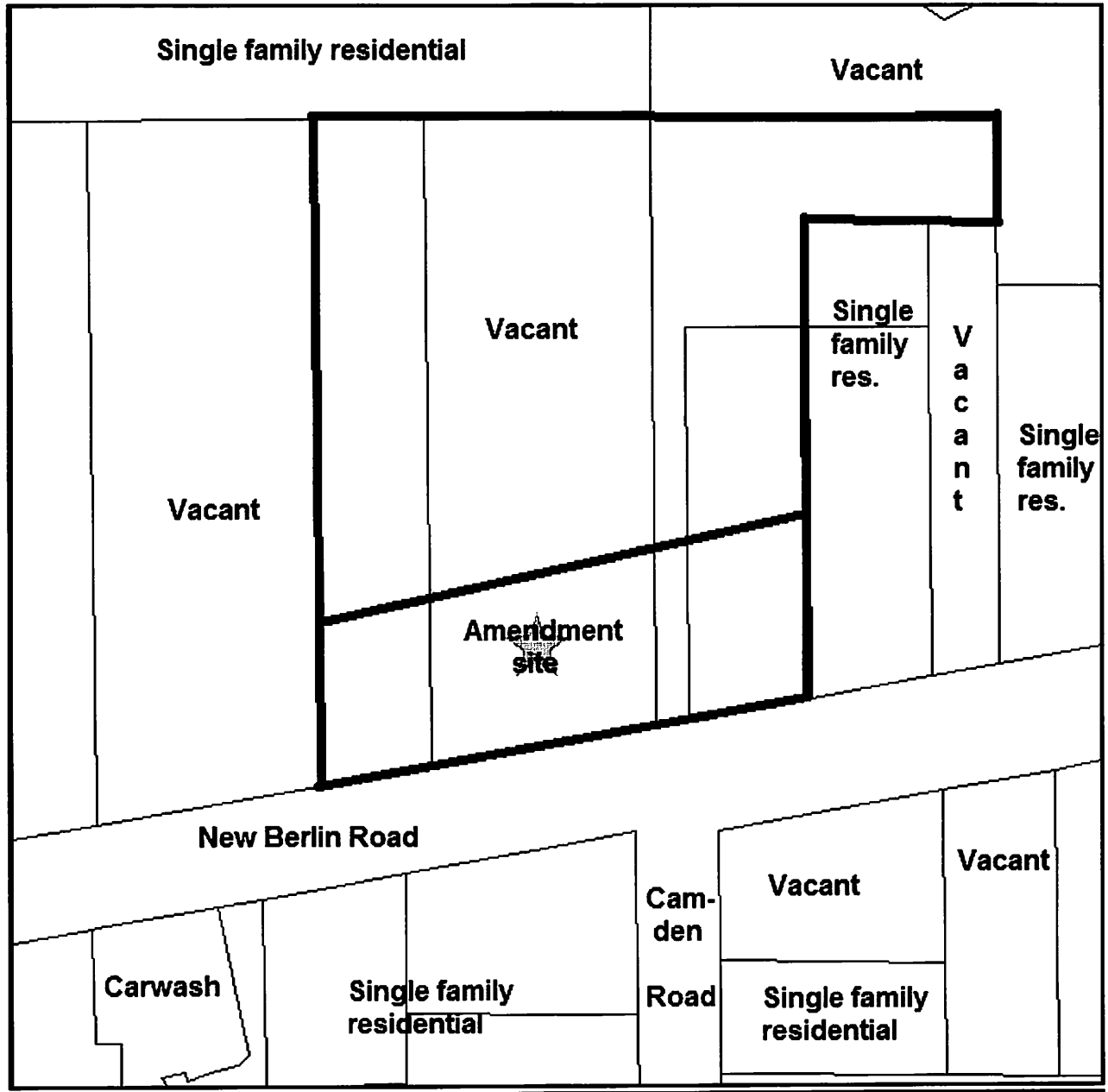
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would increase opportunities for infill with medium density residential development, providing a wider range of housing needs in the northeast Florida region.

## **RECOMMENDATION**

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the overall intent of 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 2017C-013, located along New Berlin Road north of Camden Road in the Suburban 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 Residential/Professional/Institutional (RPI) residential uses on approximately 1.52 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9<sup>th</sup> 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, CGC land use category development impact assessment standards allows for .35 FAR per acre, resulting in a development potential of 23,174 SF of commercial space (ITE Land Use Code 826) which could generate 528 net daily trips. The proposed the RPI residential land use category allows for 15 dwelling units per acre resulting in a development potential 22 apartments (ITE Land Use Code 223), generating 119 daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from CGC to RPI residential, 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	826	23,174 SF	T = 44.32 (X)/1000	1,027	48.62%	528
<b>Total Section 1</b>						<b>528</b>
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
RPI	223	22 DUS	T = 5.4(X)	119	0.00%	119
<b>Total Section 2</b>						<b>119</b>
<b>Net New Daily Trips</b>						<b>0</b>

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

### 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 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 3 on New Berlin Road between Main Street and Pulaski Road.


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 3 is **0.52**.

New Berlin Road between Main Street and Pulaski Road is a functional classified facility that would be impacted by the proposed development. This segment of New Berlin Road is a 4-lane divided collector and has a maximum daily capacity of 30,420 vpd. The proposed 22 multi-family dwelling units could generate approximately 119 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.31 with the inclusion of the additional traffic from this land use amendment.

# ATTACHMENT C

## Land Use Amendment Application:

	<b>APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>	
<b>Date Submitted:</b>	6/8/17	<b>Date Staff Report is Available to Public:</b> 8/11/17
<b>Land Use Adoption Ordinance #:</b>	2017-488	<b>Planning Commission's LPA Public Hearing:</b> 8/17/17
<b>Rezoning Ordinance #:</b>	2017-489	<b>1st City Council Public Hearing:</b> 8/22/17
<b>JPOD Application #:</b>	2017C-013	<b>LUZ Committee's Public Hearing:</b> 9/6/17
<b>Assigned Planner:</b>	MAURICE POSTAL	<b>2nd City Council Public Hearing:</b> 9/12/17
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>		
<b>Applicant Information:</b>	<b>Owner Information:</b>	
JOHN LATSHAW, JR., ESQ. 3448 SOUTHPOINT BOULEVARD, SUITE 210 JACKSONVILLE, FL 32216 Ph: (904) 854-4500 Email: J.LATSHAW@NEWLEAF.CI.COM	BRAD STILLWAGON HANCOCK BANK 5500 PRYTANIA ST., PMB 521 NEW ORLEANS, LA 70115 Ph: (904) 802-0993	
<b><u>DESCRIPTION OF PROPERTY</u></b>		
<b>Acres:</b> 1.52	<b>General Location:</b>	
<b>Real Estate #(s):</b> 106651 0010 (a portion of) 106698 0000 (a portion of) 107978 0010 (a portion of) 107978 0020 (a portion of)	ON NEW BERLIN ROAD JUST NORTH OF CAMDEN ROAD	
<b>Planning District:</b> 6	<b>Address:</b>	
<b>Council District:</b> 7	735, 745, 763, 809 NEW BERLIN RD	
<b>Development Area:</b> SUBURBAN AREA		
<b>Between Streets/Major Features:</b> CAMDEN and STARRATT ROAD		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>		
<b>Current Utilization of Property:</b> CLEARED AND NO USE		
<b>Current Land Use Category/Categories and Acreage:</b> CGC 1.52		
<b>Requested Land Use Category:</b> RPI	<b>Surrounding Land Use Categories:</b> CGC	
<b>Justification for Land Use Amendment:</b> THE APPLICANT DESIRES TO DEVELOP A RESIDENTIAL MULTIFAMILY PROJECT ON A SITE BURDENED BY TWO (2) DIFFERENT CURRENT LAND USE DESIGNATIONS, COMMERCIAL AND RESIDENTIAL. THE COMMERCIAL LAND USE DESIGNATION AFFECTS APPROXIMATELY 17% OF THE SITE AND THE RESIDENTIAL DESIGNATION AFFECTS 83%. THE COMBINED RESIDENTIAL AND COMMERCIAL DESIGNATIONS WOULD ALLOW FOR UP TO 90% RESIDENTIAL DEVELOPMENT.		
<b><u>UTILITIES</u></b>		
<b>Potable Water:</b> JEA	<b>Sanitary Sewer:</b> JEA	
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>		
<b>Current Zoning District(s) and Acreage:</b> PUD 6.15		
<b>Requested Zoning District:</b> PUD		
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.ci.net/luzan/">http://maps.ci.net/luzan/</a>		



# ATTACHMENT D

**Aerial:**

