



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

OVERVIEW

ORDINANCE: ORD # 2017-835

APPLICATION: L-5265-17C-2-2

APPLICANT: DUNCAN ROSS

PROPERTY LOCATION: 11211 ATLANTIC BOULEVARD

Acreage: 5.85

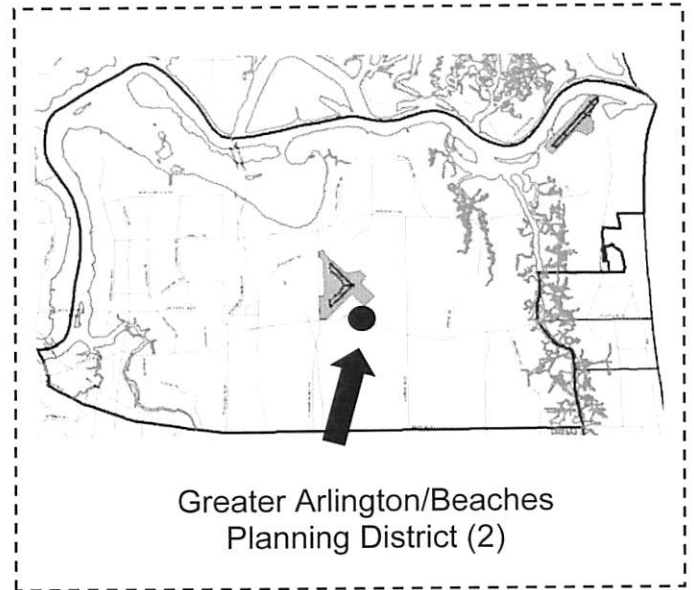
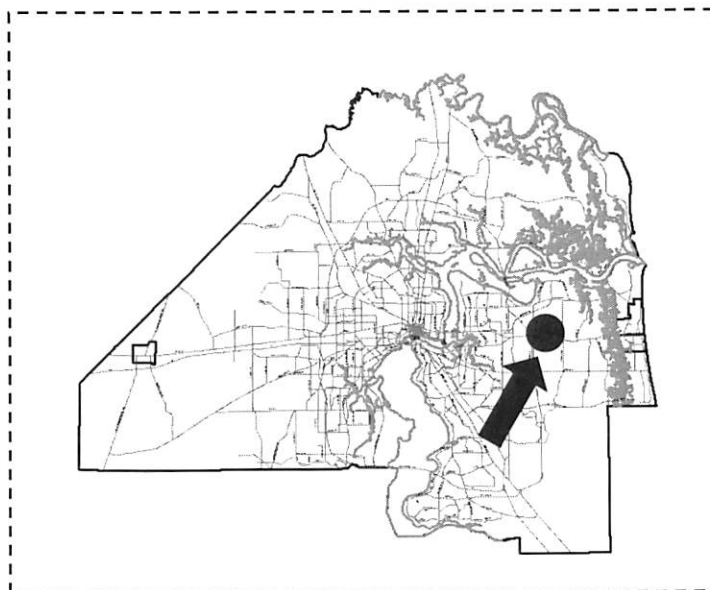
Requested Action:

	Current	Proposed
LAND USE	BP	CGC
ZONING	IBP and PUD	PUD

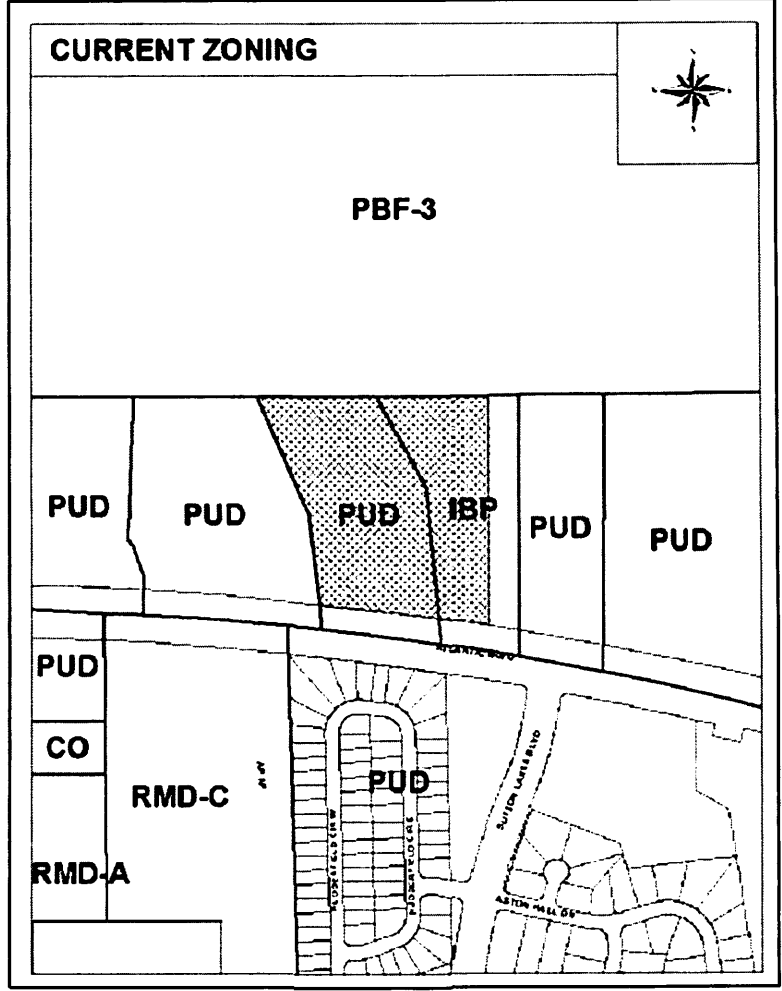
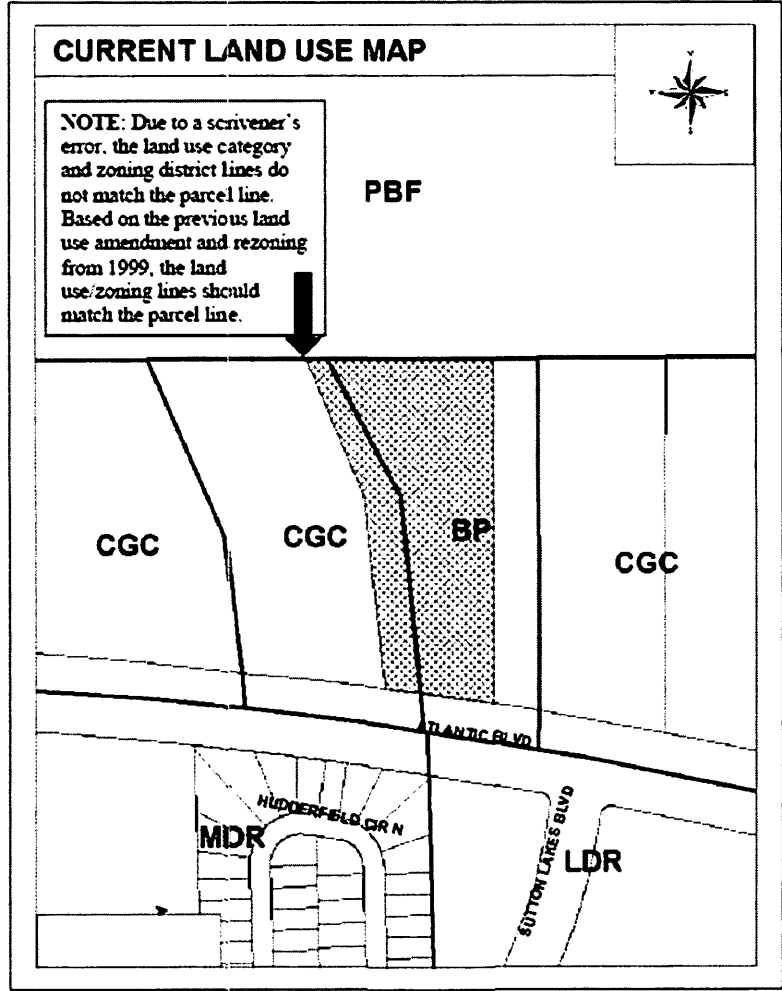
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
BP	CGC	N/A	N/A	89,189 sq. ft. (0.35 FAR)	89,189 sq. ft. (0.35 FAR)	N/A	0

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVE

LOCATION MAPS:



SMALL-SCALE LAND USE APPLICATION L-5265-17C



Existing FLUM Land Use Categories: Business Park (BP)
Requested FLUM Land Use Category: Community General Commercial (CGC)

Current Zoning District(s): Industrial Business Park (IBP) and Planned Unit Development (PUD)
Requested Zoning District(s): Planned Unit Development (PUD)

ANALYSIS

Background:

The land use amendment subject site is approximately 5.85 acres of land located on the north side of Atlantic Boulevard (SR 10) between General Doolittle Drive and Sutton Lakes Boulevard, approximately $\frac{3}{4}$ of a mile east of St. Johns Bluff Road and just over a mile west of Kernan Boulevard. The property is located in Planning District 2 and Council District 2 and within the boundaries of the Greater Arlington/Beaches Vision Plan area. According to the Development Areas Map in the Future Land Use Element, the site is located within the Urban Development Area. The parcel is located on, and accessed from, Atlantic Boulevard, a principle arterial roadway, between General Doolittle Drive and Sutton Lakes Boulevard, both local roadways.

The applicant proposes a small-scale future land use map amendment from Business Park (BP) to Community/General Commercial (CGC) and a rezoning from Industrial Business Park (IBP) and Planned Unit Development (PUD) to PUD to allow the owner to expand an existing automobile dealership onto the vacant land subject to the proposed land use amendment. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-0836.

The site subject to the land use amendment is currently vacant but is a portion of a larger parcel; the western portion of which is an automobile dealership already designated as Community/General Commercial (CGC), per Ordinance 1999-0060-E. The entire parcel, 12.1 acres of land, is subject to the companion rezoning application, 2017-0836. According to the applicant, the site will be utilized to accommodate the expansion of the auto dealership and to ensure that the entire parcel has the same land use classification and zoning district. The proposed amendment does not include a residential component. Therefore, school capacity issues will not be negatively impacted.

This stretch of Atlantic Boulevard contains various land uses from Low Density Residential (LDR) and Medium Density Residential (MDR) just south of the subject site across Atlantic Boulevard to CGC categories to the west and east and land designated as Public Buildings and Facilities (PBF) on the property to the north, which is Craig Airfield. Immediately adjacent to the east of the subject site is a narrow, undeveloped parcel owned by the Jacksonville Aviation Authority (JAA); this parcel is designated as BP and IBP.

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

The general adjacent land use categories and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	PBF	PBF-3	Craig Airport
South	MDR	PUD	Single-family Residential, across Atlantic Boulevard from subject site
East	BP	IBP	JEA easement
West	CGC	PUD	Automobile dealership

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 versus 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). The applicant provided the JEA service availability letter dated September 28, 2017 with their application.

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.

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Element, 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 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is greater than ¼ mile from the proposed subdivision.
 - c. Each lot is a minimum of 1-acre unsubmerged property.
 - d. Alternative (mounded) systems are not required.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 1,143 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 2 on Atlantic Boulevard (SR 10/US 90A) between St. Johns Bluff Road and Girvin 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 2 is **0.70**.

Atlantic Boulevard (SR 10/US 90A) between St. Johns Bluff Road and Girvin Road is a functional classified arterial roadway that would be impacted by the proposed development. This segment of Atlantic Boulevard is a 6-lane divided facility and has a maximum daily capacity of 59,900 vpd. The proposed 89,189 sq. ft. commercial development could generate approximately 1,143 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 1.14 with the inclusion of the additional traffic from this land use amendment.

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.

Infrastructure Element, Aquifer Recharge Sub-element

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.

Archaeological Sensitivity

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

Historic Preservation Element

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

Airport Environment Zone

The site is located within the 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 656.1005.1(d).

Future Land Use Element

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

Wellhead Protection Zone

The northern half of the land use amendment site are within the 500 and 750 foot buffers of a wellhead protection zone. A review of the application for possible impacts is pending by the Environmental Quality Division. Information will be provided for the applicant's use if a well is intended on this property; however, the applicant does not intend to drill a well on site.

Infrastructure Element, Potable Water Sub-element

Policy 1.2.3 The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridan Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into the Floridan aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of

Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.

2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridan Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.

3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements and a copy of the plugging and abandonment report shall be submitted to the EQD.

IMPACT ASSESSMENT

L-5265-17C

5.85 Acres

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant/undev.	Expansion of auto dealership
Land Use/Zoning	BP/IBP	CGC/PUD
Development Standards For Impact Assessment	0.35 FAR	0.35 FAR
Development Potential	89,189 sq ft	89,189 sq ft
Population Potential	0	0
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Plans/Studies	GAB Vision Plan	
Aquatic Preserve		X
Airport Environ Zone	150 ft height restriction (Craig)	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low and High	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area	0-4"	
Well Head Protection Zone	500' and 750' buffer	
Boat Facility Siting Zone		X
Brownfield		X
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 1,143 net new daily vehicular trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease 1799 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease 1350 gpd	
Potential Solid Waste Impact	No change (0 tons per year)	
Drainage Basin / Sub-Basin	Tiger Pond Creek - stream	
Recreation and Parks	Brookview Elementary Park – 6300 feet	
Mass Transit	Yes, Route 10	
NATURAL FEATURES		
Elevations	40 feet	
Soils	32 – Leon fine sand, 0 to 2 percent slopes	
Land Cover	3300 – Mixed Rangeland	
Flood Zone	No	
Wet Lands	No	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on December 14, 2017, the required notices of public hearing signs were not posted. The applicant was informed and posted the signs later the same day, providing proof of posting. Nineteen (19) notices were mailed out to adjoining property owners and the Greater Arlington/Beaches Citizens Planning Advisory Committee informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Planning and Development Department hosted the Citizen Information Meeting (CIM) on Monday, December 18, 2017. The applicant was the only attendee at the meeting.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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 the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- 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.
- Objective 3.2** Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
- Policy 3.2.1** The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.2** The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

Policy 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.

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.

According to the Category Descriptions for the Urban Development Areas of the Future Land Use Element (FLUE), Business Park (BP) category is intended to primarily permit commercial office and light industrial uses but does allow limited commercial retail and service establishments.

The Community/General Commercial (CGC) land use category 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 subject site is located in the Urban Development Area of the Greater Arlington/Beaches Planning District, in an area with access to full urban services including transit and sidewalks and within walking distance to other commercial services. The property is located in a developed area of the City that is contiguous to an established pattern of commercial properties along the Atlantic Boulevard corridor which provides increased commercial opportunities as prescribed by FLUE Policies 1.1.22, 3.2.1 and 3.2.2.

From 1995 to 2016, the City approved several land use amendments that changed the land use designation of several properties from various other categories to CGC along the Atlantic Boulevard corridor that surround this site, thereby providing a trend toward commercialization of the immediate area. The approved amendments frequently resulted in auto dealerships as is the proposal for the subject site. Given this trend, the proposed land use amendment is consistent with FLUE Objectives 3.2 and 6.3.

The subject site is one of the few remaining vacant portions of land in this immediate area of the Atlantic Boulevard corridor. Utilization of this property is considered urban infill with the property being proposed for commercial use, thereby consistent with FLUE Objective 1.1. and Policy 3.2.7.

Greater Arlington/Beaches Vision Plan

The subject site is located within the boundaries of the Greater Arlington/Beaches Vision Plan (2010-847-E). According to the vision plan, the commercial strip in this particular area was

targeted for a mixed use development area with commercial as the dominate use. However, the proposed use will be a single use car dealership. Therefore, the proposed use would be inconsistent with the mixed-use suggestion of the vision plan. However, it is consistent to uses east and west on the north side of Atlantic Boulevard in the immediate area of the corridor. It is also consistent with the following objectives of the vision plan:

- Objective 2.1.2 Encourage non-residential neighborhood development which compliments neighborhood character.
- Objective 2.1.4 New development must be compatible with existing neighborhoods and may be mixed use.
- Objective 2.1.6 Land use patterns shall be consistent with the intensity and density of the affected area while respecting the hierarchy of traffic patterns and roadways.

Non-residential uses include commercial, office, and industrial uses. The proposed use as an expansion of an existing car dealership, a commercial non-residential use, will not encroach on residential areas. In addition, the vision plan encourages non-residential uses be placed in vacant land or underutilized sites in areas absent from residential areas. Development of this land use amendment site for a car dealership is consistent with those objectives listed above.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following policy 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.

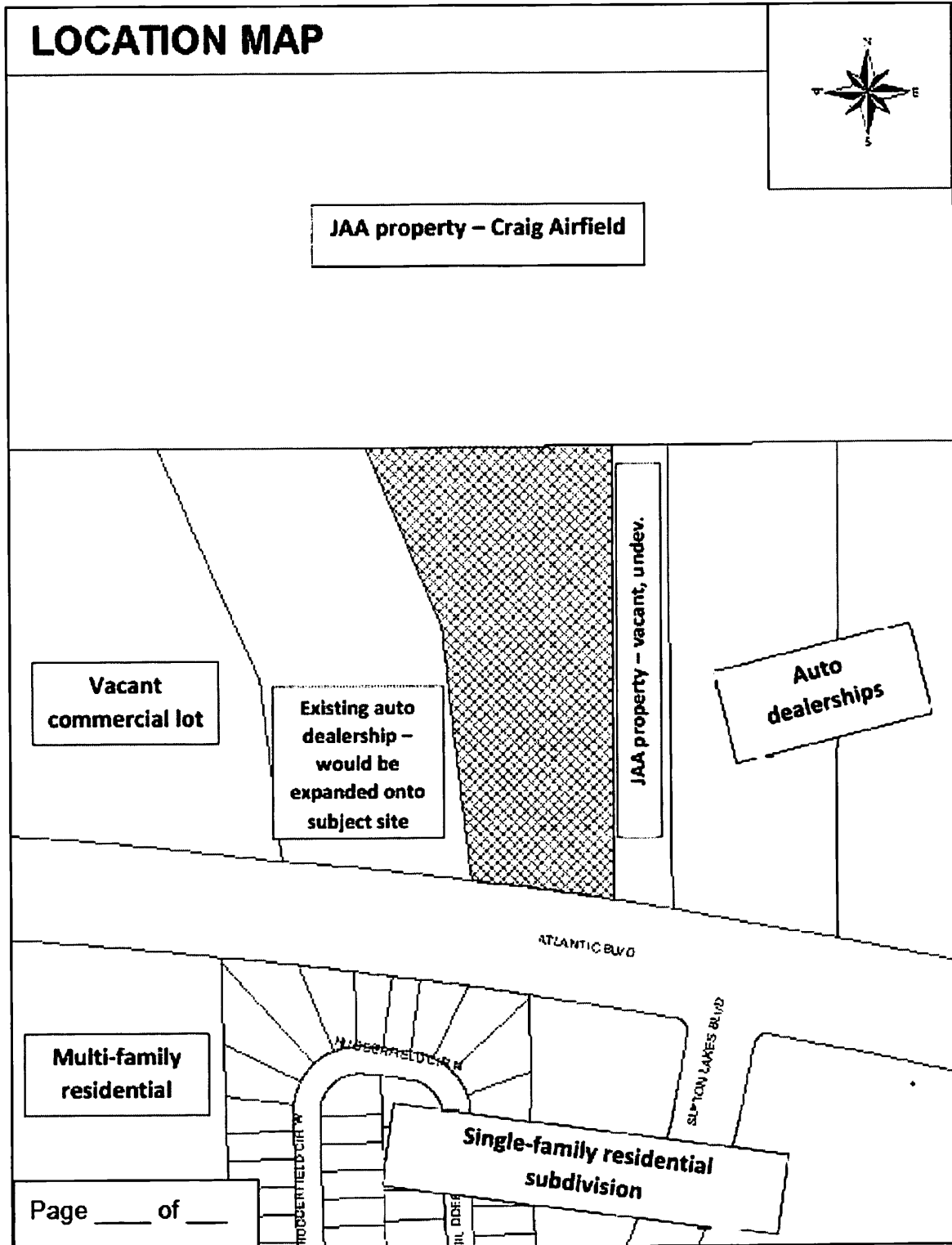
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of commercial business opportunities on an infill site in the northeast Florida region.

RECOMMENDATION

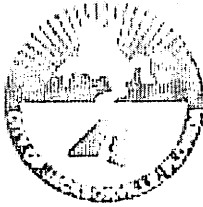
The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the overall intent of the 2030 Comprehensive Plan and the Strategic Regional Plan.

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B



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: December 13, 2017

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5265-17C

A trip generation analysis was conducted for Land Use Amendment L-5265-17C, located at 11211 Atlantic Boulevard, east of I-295 in the Urban Development Area of Jacksonville, Florida. The subject site is currently occupied with a 16,748 SF building used for vehicle sales and showroom and has an existing Business Park (BP) and Community General Commercial (CGC) land use categories. The proposed land use amendment is to change to the BP portion of site to CGC land use to allow for the expansion of the car dealership.

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, BP land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 89,189 SF of office/light industrial space (ITE Land Use Code 760) which could generate 987 net daily trips. The proposed the CGC land use category allows for 0.35 FAR per acre resulting in a development potential 89,189 SF of commercial space (ITE Land Use Code 820), generating 2,130 new daily vehicular trips. This will result in 1,143 net new daily vehicular trips if the land use is amended from BP to CGC, 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
BP	750	89,189 SF	T = 11.07 (X)	987	0.00%	987
Total Section 1						987
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
CGC	820	89,189 SF	T = 37.75 (X)	3,367	36.75%	2,130
Total Section 2						2,130
Net New Daily Trips						1,143

Source: *Trip Generation Manual, 10th 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 2 on Atlantic Boulevard (SR 10/US 90A) between St. Johns Bluff Road and Girvin 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 2 is 0.70.

Atlantic Boulevard (SR 10/US 90A) between St. Johns Bluff Road and Girvin Road is a functional classified arterial roadway that would be impacted by the proposed development. This segment of Atlantic Boulevard is a 6-lane divided facility and has a maximum daily capacity of 59,900 vpd. The proposed 89,189 SF commercial development could generate approximately 1,143 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 1.14 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	10/16/17	Date Staff Report is Available to Public:	1/12/2018
Land Use Adoption Ordinance #:	2017-835	Planning Commission's LPA Public Hearing:	1/18/2018
Rezoning Ordinance #:	2017-836	1st City Council Public Hearing:	1/23/2018
JPDD Application #:	L-5265-17C	LUZ Committee's Public Hearing:	2/6/2018
Assigned Planner:	Susan Kelly	2nd City Council Public Hearing:	2/13/2018
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: DUNCAN ROSS PROSSER, INC. 13901 SUTTON PARK DRIVE, SUITE 200 JACKSONVILLE, FL 32224 Ph: 9047393655 Fax: 9047303413 Email: DROSS@PROSSERINC.COM		Owner Information: SHERMIN PELINSKI FIELDS PAG, INC. 2100 FRONTAGE ROAD GLENCOE, IL 60022	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	5.85	General Location:	NW OF ATLANTIC BLVD AND SUTTON LAKES BLVD AND SOUTH OF CRAIG AIRPORT
Real Estate #(s):	167446 0000	Address:	11211 ATLANTIC BLVD
Planning District:	2	Between Streets/Major Features: SUTTON LAKES BLVD and GENERAL DOOLITTLE DRIVE	
Council District:	2		
Development Area:	URBAN AREA		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property: VACANT/UNDEVELOPED			
Current Land Use Category/Categories and Acreage: BP 5.85			
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	CGC
Justification for Land Use Amendment: CURRENT PROPERTY (12.1 ACRES) HAS SPLIT FLUM CATEGORIES AND ZONING DISTRICTS. THIS AMENDMENT IS NEEDED TO CHANGE THE BP FLUM CATEGORY FOR THE VACANT/UNDEVELOPED PORTION OF THE PROPERTY TO CGC TO ACCOMMODATE THE EXPANSION OF THE AUTO DEALERSHIP USE WITHIN THE PROPERTY AS AN ALLOWED USE AS WELL AS OTHER USES ALLOWED BY THE CGC FLUM CATEGORY.			
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage: IBP 5.85 PUD 6.25			
Requested Zoning District:	PUD		
<p style="text-align: center;">Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/</p>			

ATTACHMENT D

