



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

OVERVIEW

ORDINANCE: 2018-749

APPLICATION: L-5316-18C-3-11

APPLICANT: WYMAN DUGGAN, ESQ.

PROPERTY LOCATION: 0 Western Way, between I-95 and Southside Boulevard, north of the ramp from Southside Boulevard to I-95

Acreage: 9.7

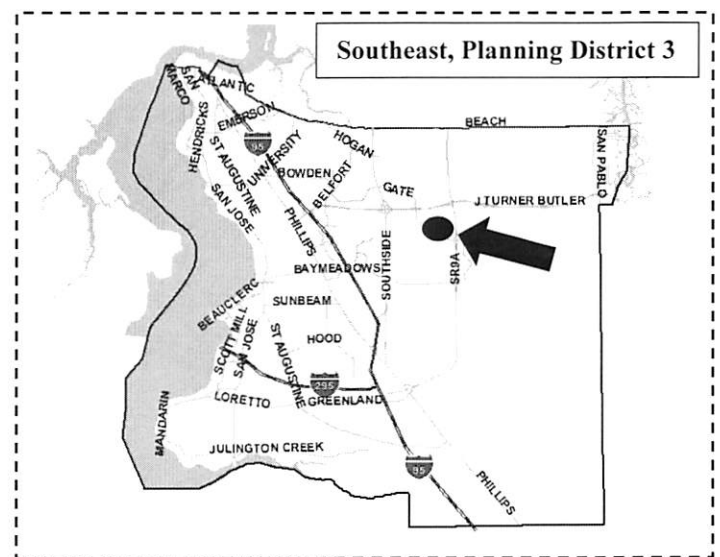
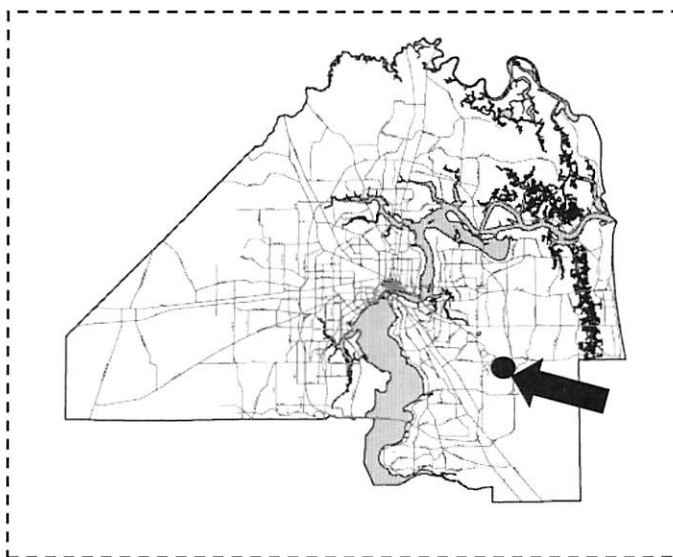
Requested Action:

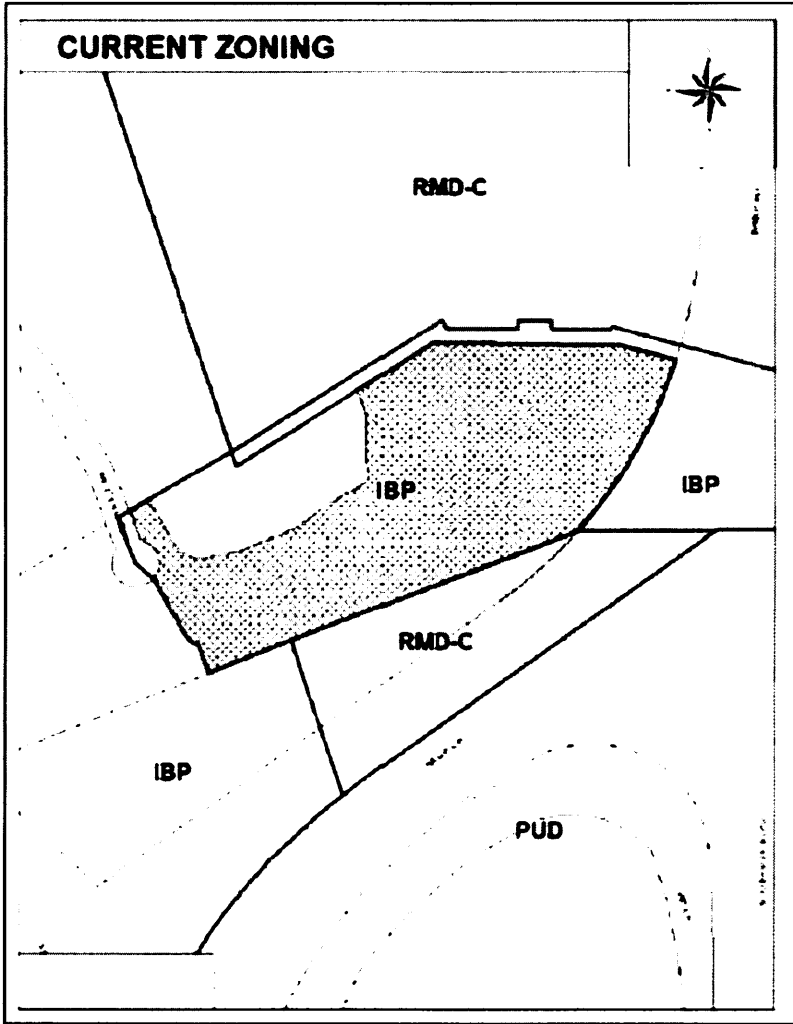
	Current	Proposed
LAND USE	BP	MDR
ZONING	IBP	PUD

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	MDR	N/A	146 units (15 DU/Acre)	147,886 sq. ft. (0.35 FAR)	N/A	Increase of 146 units	Decrease of 147,886 sq. ft.

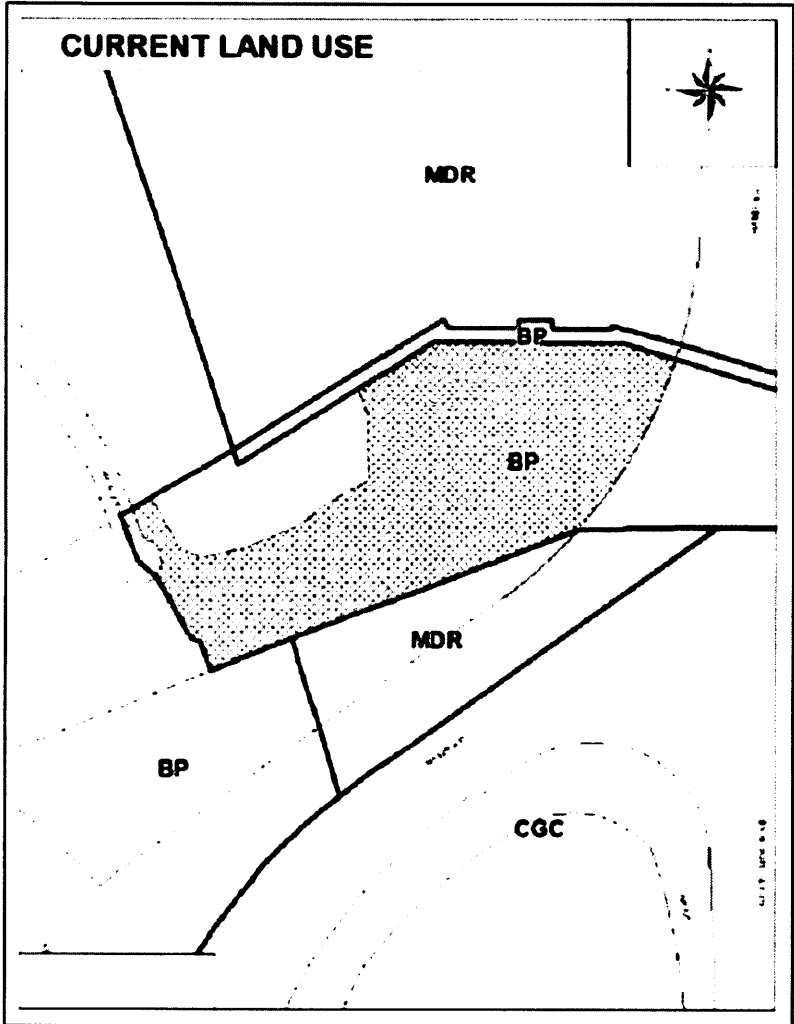
PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL

LOCATION MAPS:





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



Existing FLUM Land Use Category: Business Park (BP)
Requested FLUM Land Use Category: Medium Density Residential (MDR)

ANALYSIS

Background:

The subject site is 9.7 acres and is part of a larger 11.47 acre parcel. A pond makes up the remaining 1.77 acres; as such, this area will not be developed and is not subject to the proposed land use map amendment. The property is located at the southern terminus of Western Way, a local road, and to the north of the Southside Boulevard ramp to Interstate-95 (I-95), in Council District 11 and Planning District 3. The subject site is in the Suburban Development Area as identified within the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the *2030 Comprehensive Plan* and is within the boundaries of the Southeast Vision Plan.

The applicant proposes a future land use map amendment from Business Park (BP) to Medium Density Residential (MDR) and a rezoning from Industrial Business Park (IBP) to Planned Unit Development (PUD) in order to allow for the development of multi-family residential units. The subject site is bounded to the north by apartments, designated as MDR; Southside Boulevard to the east; the I-95 ramp to the south; and business park uses to the west. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-750.

The subject site was previously designated as MDR, but the FLUMs for this location was amended to BP via Ordinance 2010-0259-E in response to market demands at the time. The amendment site has been cleared for development, but no development has occurred.

The area surrounding the site is characterized by multi-family residential uses and office and/or business park uses. The dual land use and zoning map on page 2 and the land utilization map (Attachment A) provide a detailed picture of the existing development pattern for the immediate area.

While the site is located at the ramp from Southside Boulevard to I-95, the site is accessed via Western Way. There are no sidewalks serving the subject site, and due to its location, the development is intended to be more auto-oriented.

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

Adjacent Property(s)	Land Use	Zoning District	Current Use(s)
North	BP	IBP	Pond, easement, apartments
South	BP and MDR	IBP and RMD-C	Interstate ramp/ ramp buffer
East	BP	IBP	Interstate ramp
West	BP	IBP	Office/warehouse/distribution

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). The applicant provided a JEA letter of availability, dated October 2, 2018, which shows water and sewer service are available to the subject site.

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

Based on the Development Standards for impact assessment, the 9.7 acre proposed land use map amendment has a development potential of 146 multi-family dwelling units. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

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

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

**School Impact Analysis
LUA L-5316-18C**

Development Potential: 146 Residential Units

School Type	CSA	2017-18 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	4	5,820	86%	24	100%	65
Middle	4	4,273	88%	11	85%	238
High	4	795	62%	14	86%	5
Total New Students				49		

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 (Permanent/ Portables)	CURRENT ENROLLMENT 20 Day Count (2017/18)	% OCCUP -IED	4 YEAR PROJECT -ION
Beauclerc ES #230	4	24	1,041	765	73%	79%
Twin Lakes MS # 253	4	11	1,462	1,152	79%	87%
Atlantic Coast HS #268	4	14	2,443	2,288	94%	108%

- Does not include ESE & room exclusions
- Analysis based on 146 dwelling units – L-5316-18C

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment will likely result in no new net daily vehicular 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

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 1.

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 (2018) 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 1 is 0.68.

Southside Boulevard (SR 115) between Philips Highway and Belle Rive Boulevard is the first functional classified road that would be impacted by the proposed development. SR 115 is a 4-lane divided arterial facility with a maximum daily capacity of 39,800 vpd (2017). The proposed 146 dwelling units could generate approximately 1,069 net daily trips unto the network but would result in no new net trips when compared with the trip generation calculated for the existing BP designation. This segment is expected to operate at a 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 Archaeological Predictive Model, the subject property is located within an area of low, medium and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

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

Ground Water Aquifer Recharge

The subject 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.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Area	
Roadway Frontage Classification	Western Way (local); Southside Blvd ramp	
Plans/Studies	SE Vision Plan	
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Townhomes
Land Use/Zoning	BP/IBP	MDR/PUD
Development Standards For Impact Assessment	0.35 FAR	15 du/ac
Development Potential	147,886 sq ft	146 units
Population Potential	0 ppl	343 ppl
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low, medium, & high	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area	0-4 inches	
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: Ramp to I-95, no access though	
PUBLIC FACILITIES		
Potential Roadway Impact	No new net daily vehicular trips	
Potential Public School Impact	49 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 23,932 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 17,949 gpd	
Potential Solid Waste Impact	Decrease of 78.85 tons per year	
Drainage Basin / Sub-Basin	Julington Creek / Julington Creek Stream	
Recreation and Parks	Losco Regional Park	
Mass Transit	Not served	
NATURAL FEATURES		
Elevations	45-50 feet	

Land Cover	1290 (medium density, under construction), 1550 (other light industry), 5300 (reservoirs)
Soils	7 (arents, nearly level) and 69 (urban land)
Floodzone	No
Wetlands	No
Wildlife (sites greater than 50 acres)	N/A

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 30, 2018, the required notices of public hearing signs were posted. Seven (7) 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 Meeting was held on November 19, 2018, and only the applicant attended. No members of the public were present.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element:

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 1.1.22 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.

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 3.1.6 The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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.

Recreation and Open Space Element:

Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

Policy 2.2.5 All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to the approval by the Planning and Development Department.

According to the Category Descriptions identified within the FLUE, BP in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary.

MDR in the Suburban Area is intended to provide compact low to medium density mixed use development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as transition between commercial and residential land uses. Multi-family dwellings are the principal use within this category; however, single-family dwellings are also a principal use when the predominant surrounding development typology within the MDR category is single-family.

As mentioned, plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. The subject site is located in the Southeast Planning District and in an area with access to full urban services. The land development pattern around the site is one of multi-family residential, office, warehousing/distribution, and retail. Therefore, the proposed amendment is consistent with the MDR Future Land Use Category preference for new designations.

The subject site is currently undeveloped and is located adjacent to both commercial and office uses as well as multi-family residential uses. The site has access to full urban services and is located within close proximity to I-95 and Southside Boulevard, a principal arterial roadway. Given the balanced combination of uses in the area and the infrastructure, utilities and public facilities that serve the site, the proposed amendment is consistent with FLUE Policy 1.1.22, Goal 3 and Objective 6.3.

The proposed land use amendment to the MDR category would allow for the development of residential units which would accommodate new residents to the area and supply additional housing prospects, consistent with FLUE Objective 3.1 and Policy 3.1.6. The companion rezoning promotes the use of a PUD fulfilling FLUE Policy 1.1.12, and in doing so, provides for an opportunity for innovative site planning and development strategies that integrate the proposed residential development into this mixed-use area. The proposed development will be required to comply with ROS Policies 2.2.2 and 2.2.5 regarding the provision of active recreation areas.

Vision Plan Consistency

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. Sub-principle Two states, “provide for and promote compatible mixed-use development, infill and redevelopment in stable and declining areas and create a range of housing opportunities and choices, where appropriate.” Consistent with this sub-principle of the Southeast Vision Plan, the proposed land use amendment to MDR promotes development of an infill parcel with additional housing opportunities.



Strategic Regional Policy Plan

The proposed land use 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.

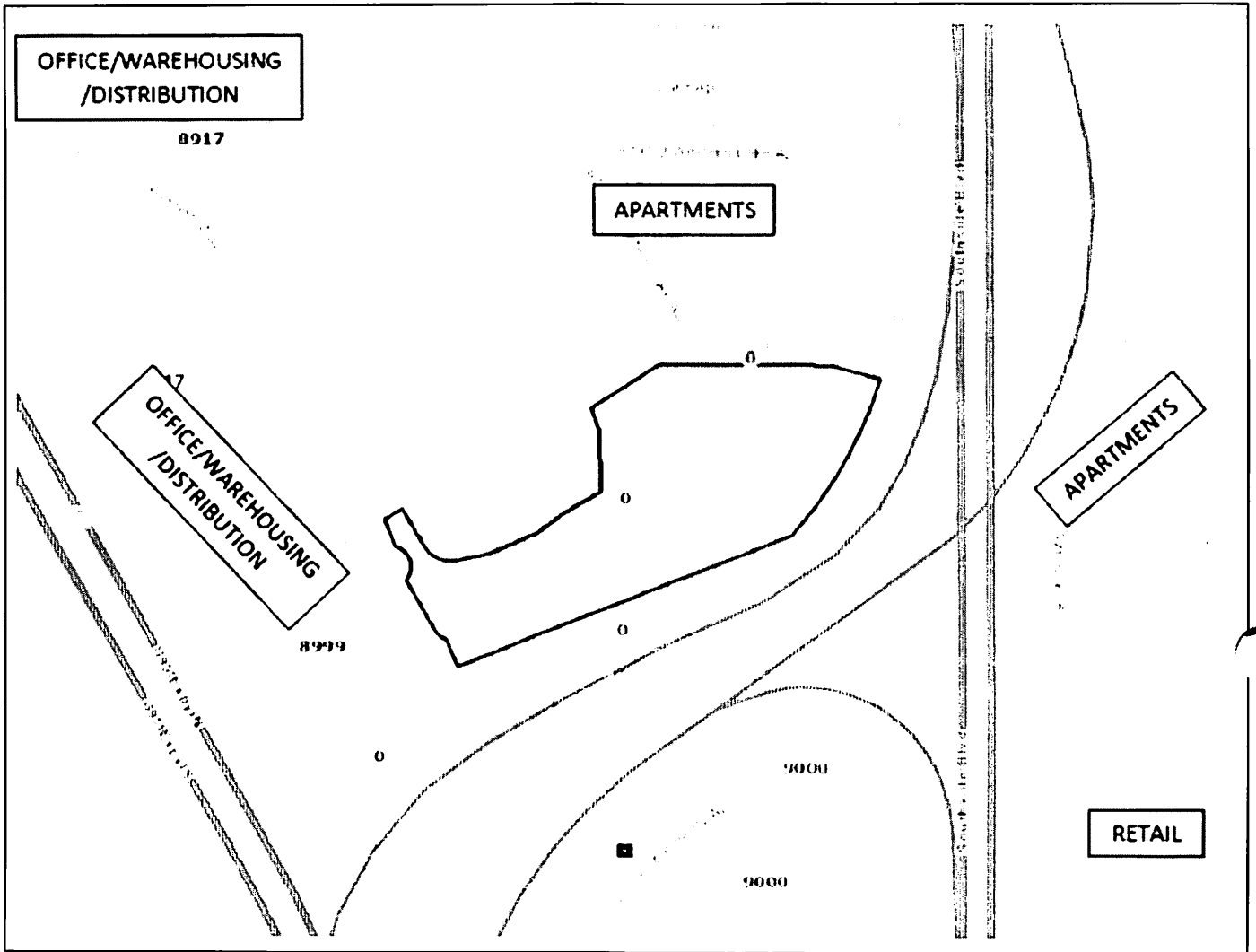
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would promote residential development on a vacant, undeveloped parcel with access to full urban services.

RECOMMENDATION

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

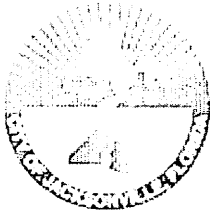
ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:



ONE CITY. ONE
JACKSONVILLE.

City of Jacksonville, Florida


Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY
www.coj.net

MEMORANDUM

DATE: November 19, 2018

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister 
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5316—18C

The proposed project identified in Land Use Amendment L-5316-18C is located along Western Way, between Southside Boulevard and Interstate 95 in the Suburban Development Area of Jacksonville, Florida. The subject site is undeveloped and has an existing Business Park (BP) land use category. The proposed land use amendment is to allow for Medium Density Residential (MDR) on approximately 9.7 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the BP land use category development impact assessment standards allow for 0.35 FAR per acre. This results in a development potential of 147,886 SF of office/light-industrial uses (Land use Code 770), which could generate approximately 1,840 net daily trips. The proposed MDR land use category development impact assessment standards allows for 15 multi-family dwelling units per acre, resulting in a development potential of 146 residential units (ITE Land Use Code 220) which could generate 1,069 daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from BP to MDR, as shown in Table A.

ATTACHMENT B

Traffic Analysis, continued:

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	770	147,888 SF	T = 12.44 (X) / 1000	1,840	0.00%	1,840
Total Section 1						1,840
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
MDR	220	146	T = 7.32 (X)	1,069	0.00%	1,069
Total Section 2						1,069
Net New Daily Trips						0

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 1.


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 (2018) 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 1 is 0.68.

Southside Boulevard (SR 115) between Philips Highway and Belle Rive Boulevard is the first functional classified road that would be impacted by the proposed development. SR 115 is a 4-lane divided arterial facility with a maximum daily capacity of 39,800 vpd (2017). The proposed 146 dwelling units could generate approximately 1,069 net daily trips unto the network. This segment is expected to operate at a 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 SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	9/24/2018	Date Staff Report is Available to Public:	11/30/2018
Land Use Adoption Ordinance #:	2018-749	Planning Commission's LPA Public Hearing:	12/5/2018
Rezoning Ordinance #:	2018-750	1st City Council Public Hearing:	12/11/2018
JPOD Application #:	L-5316-18C	LUZ Committee's Public Hearing:	1/3/2019
Assigned Planner:	Susan Kelly	2nd City Council Public Hearing:	1/8/2019
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: WYMAN DUGGAN, ESQ. ROGERS TOWERS, P.A. 1301 RIVERPLACE BOULEVARD, SUITE 1500 JACKSONVILLE, FL 32207 Ph: 9043983911 Fax: 9043960663 Email: WDUGGAN@RTLAW.COM		Owner Information: AOC PROPERTIES, INC. 503 SHERWOOD RD SHREVEPORT, LA 71106	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	9.70	General Location:	SOUTHSIDE CONNECTOR
Real Estate #(s):	149208 0320 (portion of)	Address:	0 WESTERN WAY
Planning District:	3		
Council District:	11		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	SOUTHSIDE BOULEVARD and I-95		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT		
Current Land Use Category/Categories and Acreage:	BP 9.70		
Requested Land Use Category:	VDR	Surrounding Land Use Categories:	BP
Applicant's Justification for Land Use Amendment:	TO PERMIT RESIDENTIAL DEVELOPMENT.		
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer:	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	IBP 9.70		
Requested Zoning District:	PUD		
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

ATTACHMENT D

Aerial Map:

