



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

**OVERVIEW**

**ORDINANCE: 2019-001**

**APPLICATION: L-5327-18A-3-11**

**APPLICANT: CURTIS HART**

**PROPERTY LOCATION: 0 A.C. Skinner Parkway, between Southside Boulevard (SR 115) and Belfort Road**

**Acreage: 38.27**

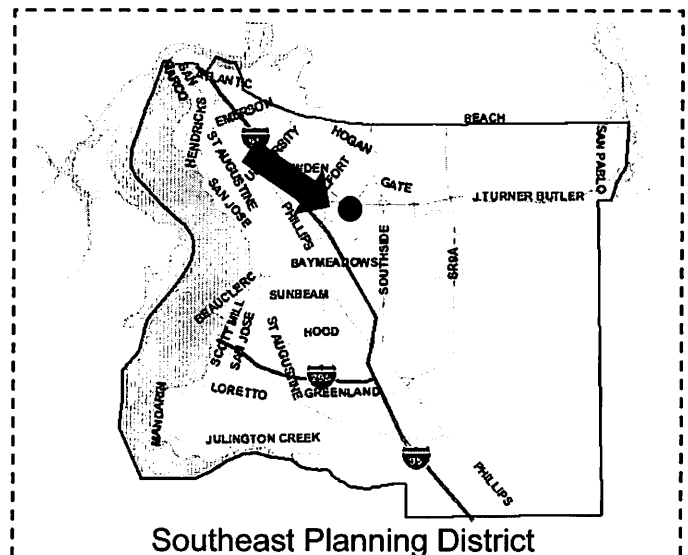
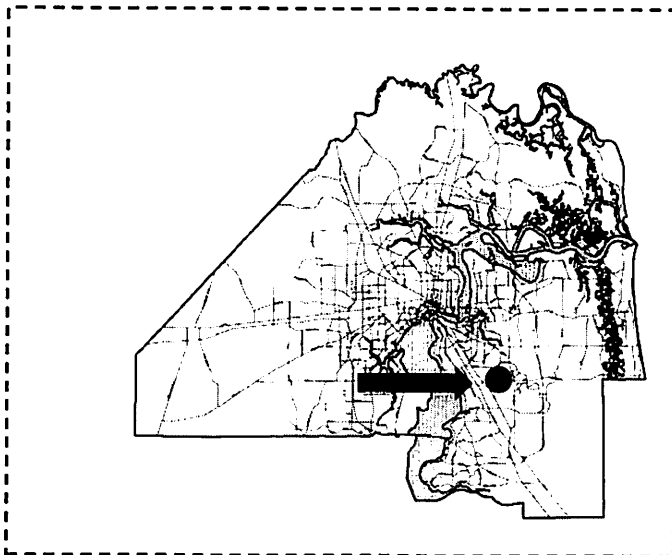
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>CGC &amp; BP</b>	<b>MDR</b>
<b>ZONING</b>	<b>CO &amp; IBP</b>	<b>RMD-D</b>

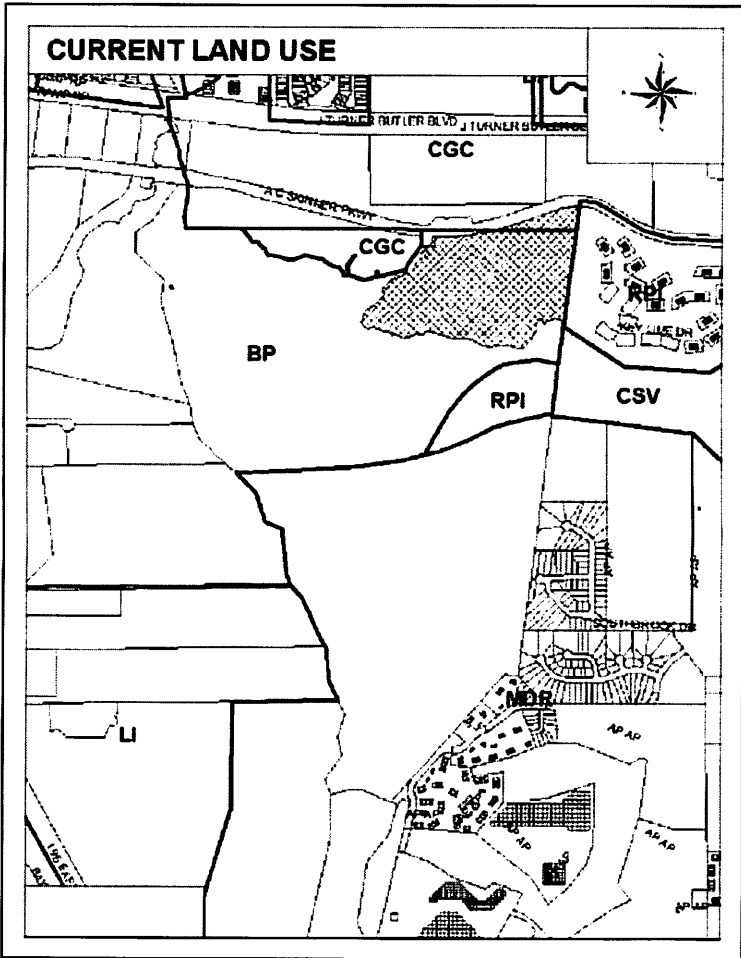
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
CGC (2.07 Acres) & BP (36.20 Acres)	MDR	N/A	574 DU/ (15 DU/ Acre)	583,464 Sq. Ft. (0.35 FAR)	N/A	Increase of 574 DU	Decrease of 583,464 Sq. Ft.

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

**LOCATION MAPS:**

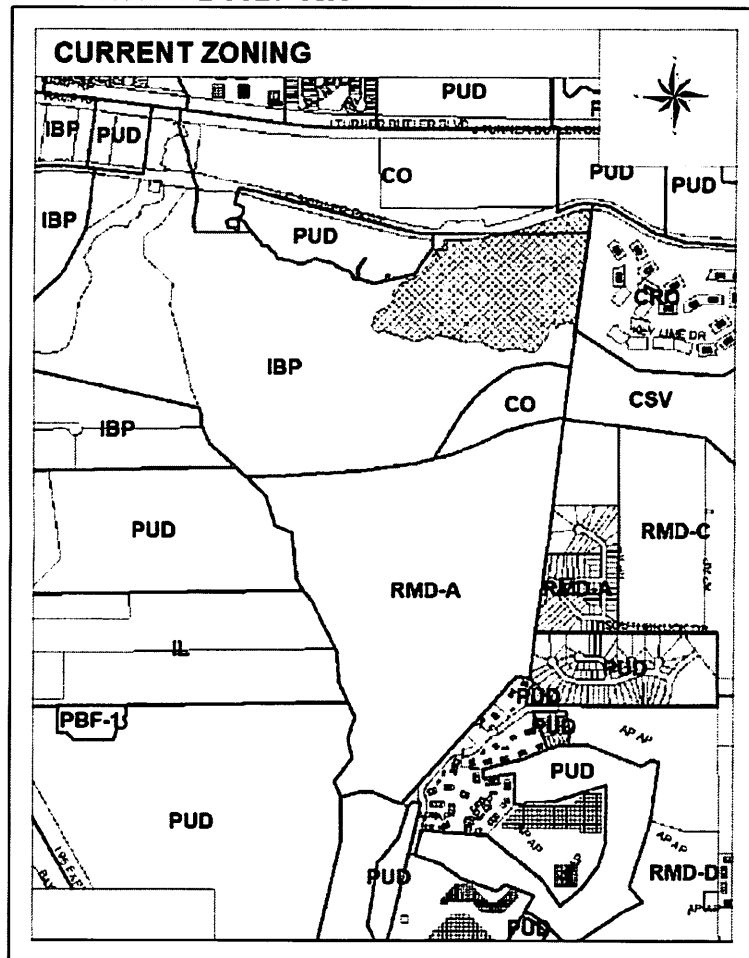


LARGE SCALE LAND USE APPLICATION L-5327-18A



**Existing FLUM Land Use Categories:** Business Park (BP) & Community/ General Commercial (CGC)

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



**Current Zoning District(s):** Industrial Business Park (IBP) & Commercial Office (CO)

**Requested Zoning District(s):** Residential Medium Density- D (RMD-D)

# ANALYSIS

## Background:

The 38.27 acre subject property is located along A.C. Skinner Parkway, a 4 lane unclassified, divided roadway with sidewalks. The subject site is a portion of a larger parcel, which is approximately 348.14 acres. The property is located within the Urban Development Area, as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan, Council District 11, and the Southeast Planning District.

The currently vacant subject property is located on the south side of A.C. Skinner Parkway, east of Belfort Road, and west of Southside Boulevard (SR 115). The subject site has a land use designation of Community/General Commercial (CGC) and Business Park (BP). The applicant proposes a future land use map amendment from CGC and BP to Medium Density Residential (MDR) to develop multi-family dwelling units. The rezoning application is not required for the transmittal round of legislation and will be processed during the adoption round of this large scale future land use amendment.

A 17.37 acre site located adjacent to the subject site on the west, which is also a portion of the same larger 348.14 acre parcel, is currently in the process of a land use change from CGC to High Density Residential (HDR). That application was recently approved for transmittal to state agencies for review (2018-696-E). A smaller 9.84 acre portion of that site was also recently amended from Business Park (BP) to CGC earlier this year (2018-514-E).

The parcel directly abutting the subject site to east underwent a land use change from BP and CGC to Residential-Professional-Institutional (RPI) pursuant to 2000-366-E, to allow for the development of townhomes. The site directly abutting the townhomes to the south was the site of another change from BP, RPI, and MDR to Conservation (CSV) (2000-370-E).

Detailed information about the surrounding area can be found on the Dual Map on page 2, and on Attachment A – Existing Land Utilization Map. The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC	CO & PUD	Vacant & Multi-Family
South	BP, RPI, & MDR	CO, RMD-A, PUD & RMD-C	Vacant, Single-Family & Multi-Family
East	RPI & CSV	CRO & CSV	Vacant & Townhomes
West	BP & CGC	PUD & IBP	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).

The applicant provided a JEA availability letter dated September 11, 2018 indicating that the site has access to centralized water and sewer infrastructure (Attachment F).

### **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.

## **Transportation**

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment does not result in an increase of external trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

### **Transportation Element**

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

### **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 (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 1 is **0.68**

A.C. Skinner Parkway is a 4-lane divided roadway with a maximum daily capacity of 35,721 vpd and a 2018 daily traffic volume of 6,288 trips. The proposed residential development could generate approximately 4,202 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.34 with the inclusion of the additional traffic from this land use amendment.

The Transportation Planning Division will request that an operational analysis of the adjacent roadway network, performed by a licensed professional traffic engineer, be conducted to determine the impact to the external trips as a result of the land use change. A methodology meeting with the Transportation Planning Division must be held prior to commencement of the study. The traffic analysis is subject to approval of Planning and Development Department and the City of Jacksonville Traffic Engineer.

### **School Capacity**

The 38.27 acre proposed land use map amendment has a maximum potential development of 574 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 5327-18A**

**Development Potential: 574 Multi-Family Units**

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	4	5,759	85%	96	100%	65
Middle	4	4,199	86%	42	85%	238
High	4	729	57%	53	86%	5
<b>Total New Students</b>				<b>191</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 (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2018/19)	% OCCUPIED	4 YEAR PROJECTION
Beauclerc ES #230	4	96	1,041	765	73%	88%
Southside MS #211	4	42	977	868	89%	95%
Englewood HS #90	4	53	1,864	1,851	99%	106%

- Does not include ESE & room exclusions
- Analysis based on 574 maximum dwelling units – L-5327-18A

**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.

**Flood Zones**

Approximately 5.2 acres of the subject site is located within both the 0.2 PCT Annual Chance Flood Hazard and AE flood zones (Attachment E). Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm of Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The 0.2 PCT Annual Chance Flood Hazard flood zone is defined as an area within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood

zones. The areas are deemed to be subject to moderate flood hazards. The AE flood zone is defined as an area within the 100-year floodplain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

**Conservation /Coastal Management Element (CCME)**

**Policy 1.4.4** The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

**Policy 2.7.1** The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

**Policy 2.7.3** The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.



# IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
Development Boundary	Urban Area	
Roadway Frontage Classification	Unclassified	
Plans/Studies	Southeast Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	MF dwelling units
Land Use/Zoning	CGC & BP/CO & IBP	MDR/RMD-D
Development Standards For Impact Assessment	0.35 FAR	15 DU/Acre
Development Potential	583,464 sq. ft.	574 DU
Population Potential	n/a	1,348 people
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X- High, Medium, and Low	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	N/a
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	No net new daily trips	
Potential Public School Impact	191 students generated	
Water Provider	JEA	
Potential Water Impact	Increase of 94,582 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 70,936 gallons per day	
Potential Solid Waste Impact	Increase of 559 tons per year	
Drainage Basin / Sub-Basin	Arlington River/ South Tigerhole Swamp	
Recreation and Parks	Touchton Road Park	
Mass Transit	None	
<b>NATURAL FEATURES</b>		
Elevations	16-23 feet	
Land Cover	4110- Upland coniferous forest, 5300-Reservoirs	
Soils	66- Surrency loamy fine sand	
Floodzone	0.2 percent chance AE	
Wetlands	No	
Wildlife (sites greater than 50 acres)	N/a	

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 11, 2019, the required notices of public hearing signs were posted. Four hundred and thirty-five (435) 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 January 14, 2019. No members of the public attended.



## 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 (FLUE)

Policy 1.1.2 As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.

- Policy 1.1.22** Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.
- Policy 1.2.9** 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 3.1.6** 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 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 Future Land Use Element (FLUE), Community/General Commercial (CGC) in the Urban Development Area is in intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Development that includes residential uses is preferred to provide support for commercial and other uses.

Business Park (BP) in the Urban Development Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density

residential uses is preferred for sites located outside of areas identified as an industrial sanctuary.

Medium Density Residential (MDR) in the Urban Area is intended to provide compact medium density residential 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 a transition between commercial and residential land uses. The maximum gross density in the Urban Area is 20 units/acre and the minimum gross density shall be greater than 7 units/acre.

The site has access to full urban services, including water and sewer, according to a JEA availability letter dated September 11, 2018, consistent with Policy 1.2.9 of the FLUE. By providing infill development on a site with existing access to infrastructure in the Urban Development Area, the proposed amendment would maintain a compact and compatible land use pattern and as such is consistent with, Objective 6.3 and Policy 1.1.22 of the FLUE. While there is no proposed site plan for the amendment, future development would be required to meet the density requirements set forth in the MDR land use category description for development in the Urban Area to maintain consistency with FLUE Policy 1.1.2.

The applicant is proposing a change from CGC and BP to MDR to allow for residential development as such, the proposed amendment supports development of additional housing to serve nearby employment and retail centers such as St. Vincent's Medical Center to the west and Deerwood office parks and the St. Johns Town Center to the east. The amendment would also continue to maintain adequate land designated for residential use and allow for a wider mix of uses and housing types in the area, which currently includes vacant land designated as BP and CGC to the west, townhomes to the east, and recently developed apartments across A.C. Skinner Parkway to the north. Therefore, the proposed amendment is consistent with FLUE Goal 3, Objective 3.1, and Policy 3.1.6.

### **Vision Plan**

The subject property is located within the boundaries of the Southeast Vision Plan. The vision plan identifies a lack of housing choices, and characterizes the majority of housing options within this area to be low-density, single-family developments. The proposed amendment would allow for the development of additional housing options, offering more choices to residents. Therefore, the proposed amendment would be consistent with Sub-Principle 2.1 of the Southeast Vision Plan which promotes compatible mixed-use development, infill and redevelopment in stable and declining areas and the creation of a range of housing opportunities and choices, where appropriate.

### **Strategic Regional Policy Plan**

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

Objective: Housing options that provide choices to all of our residents and promote demographic and economic diversity as one way to ensure that our communities are viable and interesting places for the long term.

Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment seeks to develop new housing options, and is therefore consistent with Policy 21 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it will increase and diversify the existing housing stock.

## **RECOMMENDATION**

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

# ATTACHMENT A

Existing Land Utilization:



## ATTACHMENT B

### Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment L-5327-18A, located along A. C. Skinner Parkway, south of J. Turner Butler Boulevard between Belfort Road and Southside Boulevard, in the Urban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Community General Commercial (CGC) land use category on approximately 38.27 +/- acre. The proposed land use amendment is to allow for Medium Density Residential (MD) on the site.

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, the existing BP and CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 551,905 SF of light industrial (ITE Land Use Code 770) and 31,559 SF of commercial space (ITE Land Use Code 820) generating approximately 7,652 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 574 units (ITE Land Use Code 220) which could generate 4,202 daily trips. This will result in zero net new daily vehicular trips if the land use is amended from BP and CGC to MDR, as shown in Table A.

**Table A**  
**Trip Generation Estimation**

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
BP	770	551,905 SF	$T = 12.44 (X) / 1000$	6,866	0.00%	6,866
CGC	820	31,559 SF	$T = 37.75 (X) / 1000$	1,191	34.00%	786
<b>Total Section 1</b>						<b>7,652</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
MDR	220	574 Dus	$T = 7.32 (X)$	4,202	0.00%	4,202
<b>Total Section 2</b>						<b>4,202</b>
<b>Net New Daily Trips ( Section 2 - Section 1)</b>						<b>0</b>

Source: Trip Generation Manual, 10th Edition, Institute of Engineers

## ATTACHMENT B (cont)

### **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 (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 1 is **0.68**


A.C. Skinner Parkway is a 4-lane divided roadway with a maximum daily capacity of 35,721 vpd and a 2018 daily traffic volume of 6,288 trips. The proposed residential development could generate approximately 4,202 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.34 with the inclusion of the additional traffic from this land use amendment.

The Transportation Planning Division will request that an operational analysis of the adjacent roadway network, performed by a licensed professional traffic engineer, be conducted to determine the impact to the external trips as a result of the land use change. A methodology meeting with the Transportation Planning Division must be held prior to commencement of the study. The traffic analysis is subject to approval of Planning and Development Department and the City of Jacksonville Traffic Engineer.



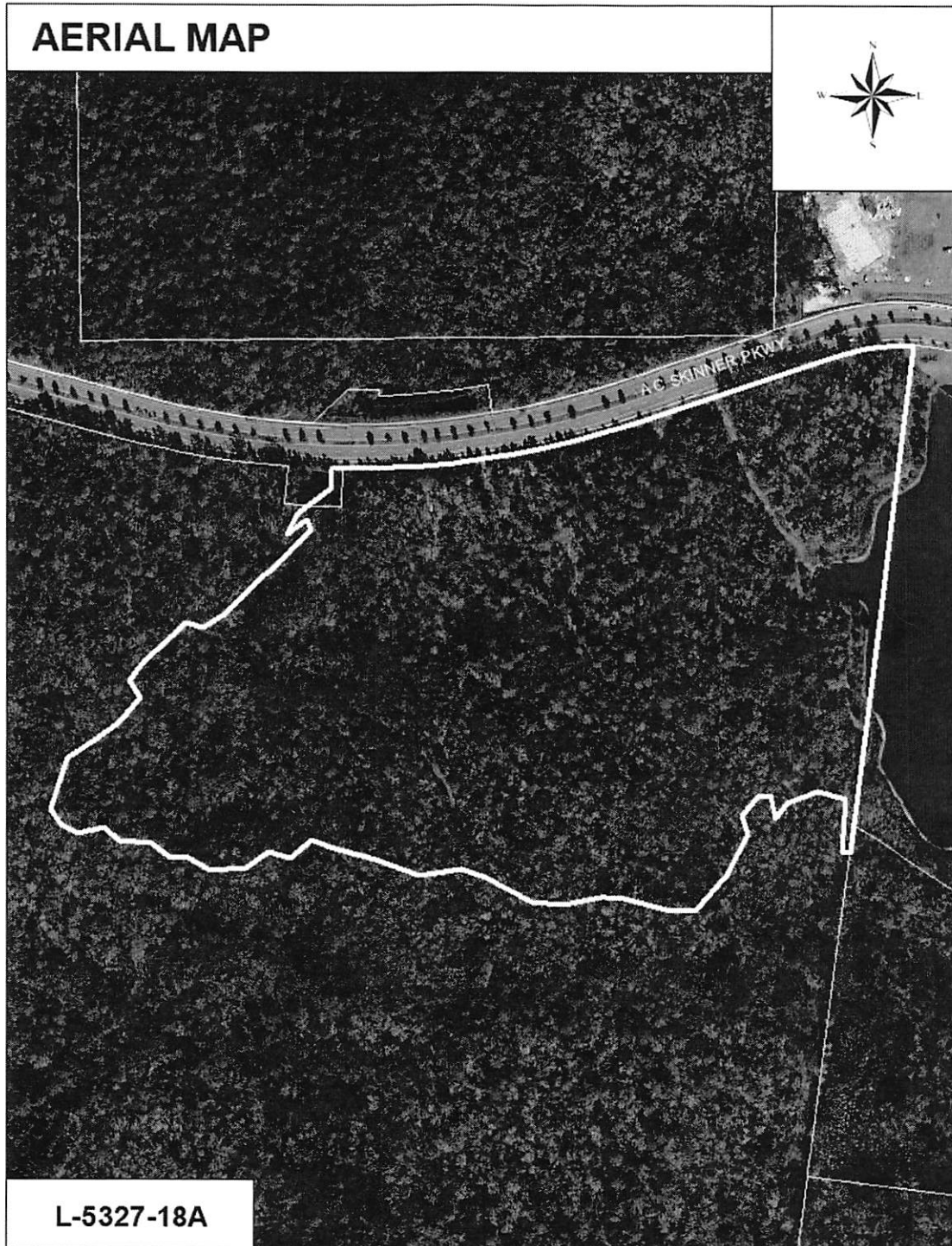
# ATTACHMENT C

## Land Use Amendment Application:

		APPLICATION FOR LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	11/19/2018	Date Staff Report is Available to Public:	2/1/2019
Land Use Adoption Ordinance #:	2019-001	Planning Commission's LPA Public Hearing:	2/7/2019
JPDD Application #:	L-5327-18A	1st City Council Public Hearing:	2/12/2019
Assigned Planner:	Krista Fogarty	LUZ Committee's Public Hearing:	2/20/2019
		2nd City Council Public Hearing:	2/26/2019
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> CURTIS HART HART RESOURCES LLC 8051 TARA LANE JACKSONVILLE, FL 32216 Ph: 9049935008  Email: CURTISHART@HARTRESOURCES.NET		<b>Owner Information:</b> CLEVELAND FERGUSON JACKSONVILLE TRANSPORTATION AUTHORITY 100 NORTH MYRTLE AVENUE, P.O. BOX 0 JACKSONVILLE, FL 32203	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
Acreage:	38.27	General Location:	SOUTH OF AC SKINNER PARKWAY
Real Estate #(s):	154378 0000, a portion of	Address:	O A C SKINNER PKWY
Planning District:	3		
Council District:	11		
Development Area:	URBAN AREA		
Between Streets/Major Features:	KEY LIME DRIVE and BELFORT ROAD		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
Current Utilization of Property:	VACANT		
Current Land Use Category/Categories and Acreage:	BP 36.20		
CGC	2.07	Requested Land Use Category:	MDR
Surrounding Land Use Categories:	MDR		
Applicant's Justification for Land Use Amendment:	SURROUNDING PROPERTIES ARE MDR AND CITY WATER AND SEWER ARE AVAILABLE.		
<b><u>UTILITIES</u></b>			
Potable Water:	JEA	Sanitary Sewer	JEA
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
Current Zoning District(s) and Acreage:	IBP 36.20		
	CO 2.07		
Requested Zoning District:	RMD-D		
Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/luzap/">http://maps.coj.net/luzap/</a>			

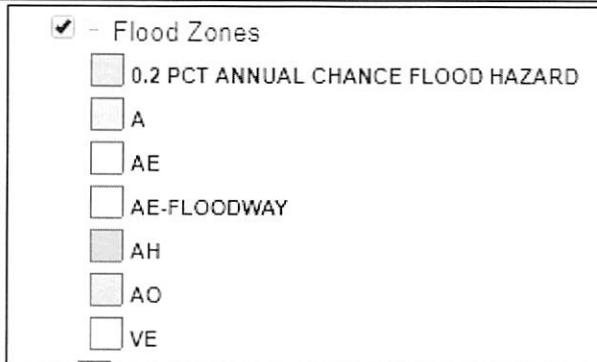
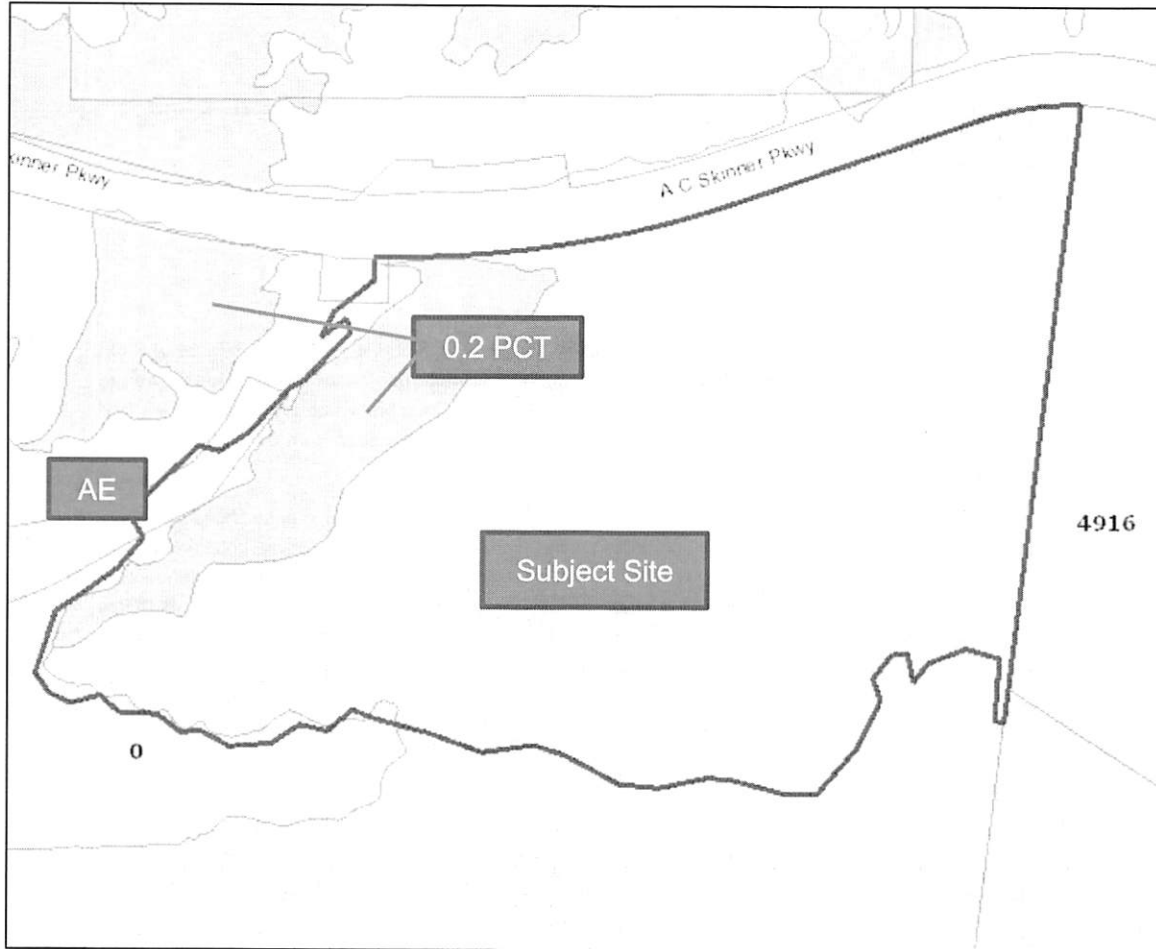
**ATTACHMENT D**

**Aerial:**



# ATTACHMENT E

## Flood Zone Map:



# ATTACHMENT F

## JEA Availability Letter:



21 West Church Street  
Jacksonville, Florida 32202-3139

ELECTRIC

WATER

SEWER

RECLAIMED

Vincent J. Dunn  
Dunn & Associates, Inc.  
8375 Dix Ellis Trail, Suite 102  
Jacksonville, Florida, 32256

September 11, 2018

Project Name: Skinner Parkway Townhomes  
Availability#: 2018-2354

Attn: Vincent J. Dunn,

Thank you for your inquiry regarding the availability of electric, potable water, sanitary sewer and reclaimed water (WS&R) service. The eight digit availability number referenced in this letter will be the number JEA uses to track your project. Please reference this number when making inquiries and submitting related documents. This availability letter will expire one year from the date above.

#### **Point of Connection:**

A summary of connection points for WS&R services are identified on the following page. JEA recognizes Connection Point #1 as the primary point of connection (POC); however, a secondary, conditional POC will be listed if available. JEA assumes no responsibility for the inaccuracy of any service connection portrayed on a JEA utility system record drawing. JEA strongly recommends field verification of all POCs prior to any construction to ensure connection availability. If this availability request is for a sewer lateral, prior to relying on the described POC and/or any reference drawings, the applicant shall request and pay for a JEA field locate, for a cost of \$491.00, to determine the actual location and suitability of this potential POC. Please note the Special Conditions stated in each section contain pertinent information and additional requirements as well as further instructions.

#### **Offsite Improvements:**

For all utilities located in the public Right of Way or JEA easement, the new WS&R utilities shall be dedicated to JEA upon completion and final inspection, unless otherwise noted. It shall be the applicant's responsibility to engage the services of a professional engineer, licensed in the State of Florida. All WS&R construction shall conform to current JEA Water, Sewer & Reuse Design Guidelines which may be found on [jea.com](http://jea.com).

#### **Reservation of Capacity:**

This availability response does not represent JEA's commitment for or reservation of WS&R capacity. In accordance with JEA's policies and procedures, commitment to serve is made only upon JEA's approval of your application for service and receipt of your payment of all applicable fees.

A detailed overview of the process can be found at [JEA.com](http://JEA.com). This document along with other important forms and submittal processes can be found at the subsequent link, JEA Stages of a Project or by following the steps below:

- Visit [www.jea.com](http://www.jea.com)
- Select Working with JEA
- Select Stages of a Project

Sincerely,

JEA Water, Sewer Reclaim  
Availability Request Team

## ATTACHMENT F (cont)



21 West Church Street  
Jacksonville, Florida 32202-3139

ELECTRIC                      WATER                      SEWER                      RECLAIMED

Availability#: 2018-2354  
Request Received On: 9/5/2018  
Availability Response: 9/11/2018  
Prepared by: Susan West

### Project Information

Name: Skinner Parkway Townhomes  
Type: Multi-Family  
Requested Flow: 66,000 gpd  
Location: South side of A.C. Skinner Parkway to the west of Key Lime Drive  
Parcel ID No.: 154378-0000  
Description: 264 lot townhome development. Site is a portion of RE 154378-0000

### Potable Water Connection

Water Treatment Grid: SOUTH GRID  
Connection Point #1: Existing 12-in water main on the south side of AC Skinner Parkway  
Connection Point #2: NA  
Special Conditions: Fire protection needs to be addressed.

### Sewer Connection

Sewer Treatment Plant: ARLINGTON EAST  
Connection Point #1: Existing manhole (top=13.9) on AC Skinner Parkway, approx. 300-ft west of the site (see Special Conditions)  
Connection Point #2: NA  
Existing 8 in force main along AC Skinner Pkwy shall be upsized to accommodate flow from the entire development. Overall development master water and sewer plans and analysis approval required prior to approval of construction plans.  
Special Conditions: Connection to the JEA-owned sewer system for your project will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main (min. 4" dia.).

### Reclaimed Water Connection

Sewer Region/Plant: N/A  
Connection Point #1:  
Connection Point #2: NA  
Special Conditions:

### General Comments:

Electric Availability: The subject property lies within the geographic area legally served by JEA. JEA will provide electric service as per JEA's most current Rules and Regulations. Point of connection location(s) to be field verified by developer during project design. Send pre-application meeting requests, with availability number, to [wsedevprojrequests@jea.com](mailto:wsedevprojrequests@jea.com). Copies of reference drawings may be requested from the JEA Record online at [https://www.jea.com/engineering\\_and\\_construction/request\\_an\\_as-built\\_drawing/](https://www.jea.com/engineering_and_construction/request_an_as-built_drawing/).