

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



OVERVIEW

ORDINANCE: # 2019-116

APPLICATION: L-5337-18C-6-7

APPLICANT: ZACH MILLER, ESQ.

PROPERTY LOCATION: 13283 Main Street in the northeast quadrant of Main Street (US-17) and Drury Lane

Acreage: 4.96

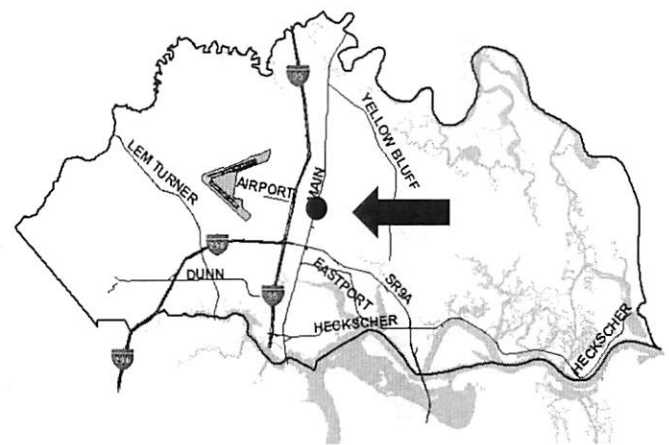
Requested Action:

	Current	Proposed
LAND USE	CGC	MDR
ZONING	CCG-2	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
CGC	MDR	N/A	74 DU (15 DU/Acre)	75,620 Sq. Ft. (0.35 FAR)	N/A	Increase of 74 DU	Decrease of 75,620 Sq. Ft.

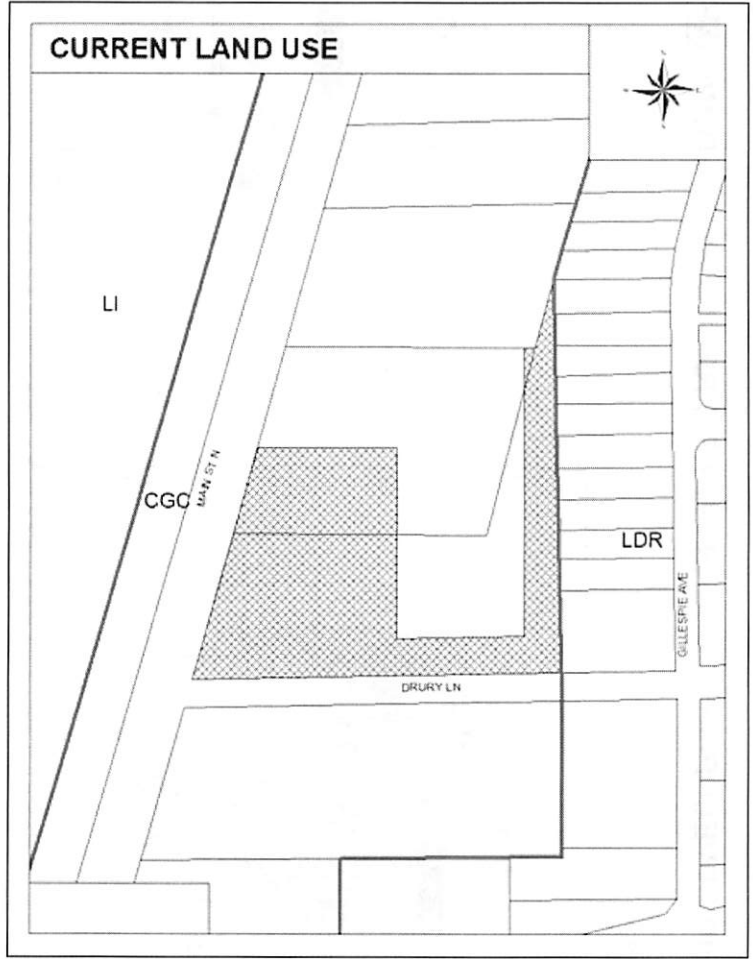
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: **APPROVAL**

LOCATION MAPS:

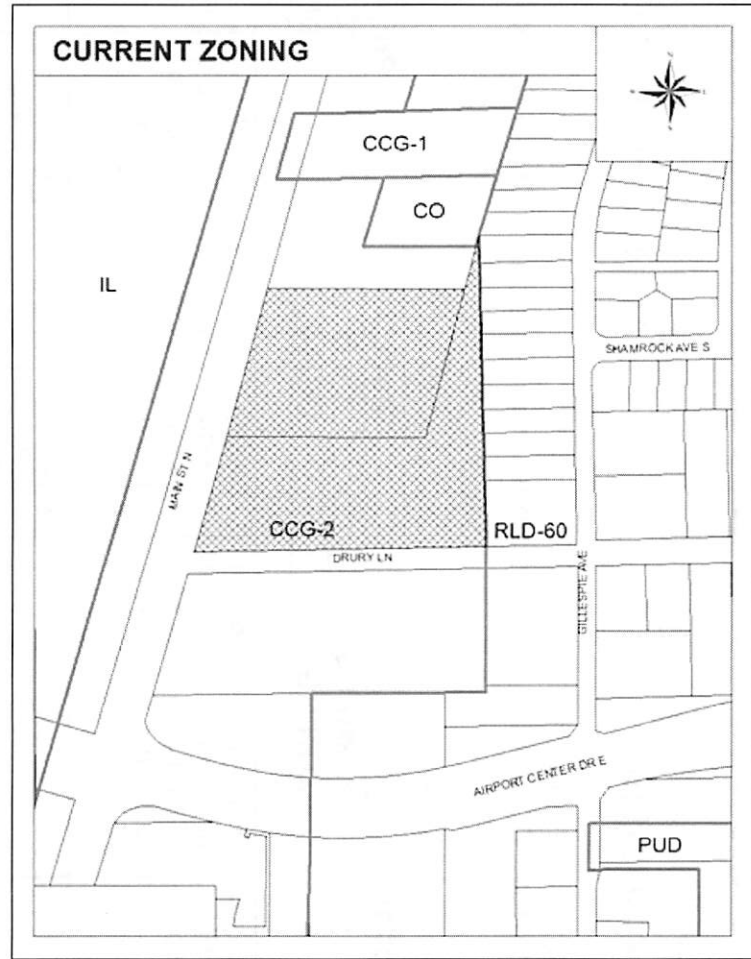


Planning District 6- North

SMALL SCALE LAND USE APPLICATION L-5337-18C



Existing FLUM Land Use Categories: Community/General Commercial (CGC)
Requested FLUM Land Use Category: Medium Density Residential (MDR)



Current Zoning District(s): Commercial Community/General-2 (CCG-2)
Requested Zoning District(s): Planned Unit Development (PUD)

ANALYSIS

Background:

The 4.96 acre subject property is located along the east side of Main Street (US-17), a major arterial road, between Drury Lane and Eubanks Street East; both are local roads. 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, Planning District 6 and Council District 7.

The subject site is presently vacant with a land use designation of Community/General Commercial (CGC). The applicant has proposed a future land use map amendment from CGC to Medium Density Residential (MDR) and a rezoning from Commercial Community/General-2 (CCG-2) to Planned Unit Development (PUD) to allow for a multi-family residential development. The companion rezoning is 9.37 acres, which is larger than the 4.96 acre land use amendment. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-117.

The area surrounding the subject site has various uses, with single family residential to the east of the subject site and commercial uses to the north and south of the subject site, which fronting Main Street (US-17).

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

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC	CCG-1, CCG-2, & CO	Vacant Commercial, Vehicle Repair, & Commercial Retail.
South	CGC & LDR	CCG-2 & RLD-60	Vehicle Repair, Property Storage, & Single Family
East	LDR	RLD-60	Single Family
West	LI & CGC	IL & CCG-2	CSX Railroad & Vacant Industrial

Impact Assessment:

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this Section.

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development

Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

A JEA availability letter has been provided for the subject site as part of the companion rezoning application, dated November 29, 2018. The letter states that the subject site has access to centralized sewer and water, consistent with FLUE Policy 1.2.9.

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 has the potential to result in no net new daily external trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

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

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

Objective 2.4 of the 2030 Comprehensive Plan requires the City to coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. The 2030 Mobility Plan replaced the transportation

concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 3.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 3 is **0.51**.

Main Street (US 17) is a functional classified facility that would be impacted by the proposed development. Main Street/US 17 between SR 9A and Pecan Park Road is a 2-lane undivided highway and has a maximum daily capacity of 25,410 vpd. The proposed residential development could generate approximately 542 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.50 with the inclusion of the additional traffic from this land use amendment. US 17 is under the jurisdiction of the FDOT and will be subject to FDOT review and access management requirements.

School Capacity

The 4.96 acre proposed land use map amendment has a maximum potential development of 74 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-5337-18C
Development Potential: 74 Multi-Family Units

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/ Development	5-Year Utilization (%)	Available Seats
Elementary	7	3,192	89%	12	84%	138
Middle	1	8,312	83%	5	88%	349
High	7	2,098	95%	7	89%	57
Total New Students				24		

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
Oceanway ES #270	7	12	680	646	95%	97%
Oceanway MS #62	1	5	1,009	949	95%	100%
First Coast HS #265	7	7	2,212	2,098	95%	101%

- Does not include ESE & room exclusions
- Analysis based on maximum 74 dwelling units – L-5337-18C

Airport Environment Zone

The site is located within the 300 foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of less than 300', 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.

IMPACT ASSESSMENT

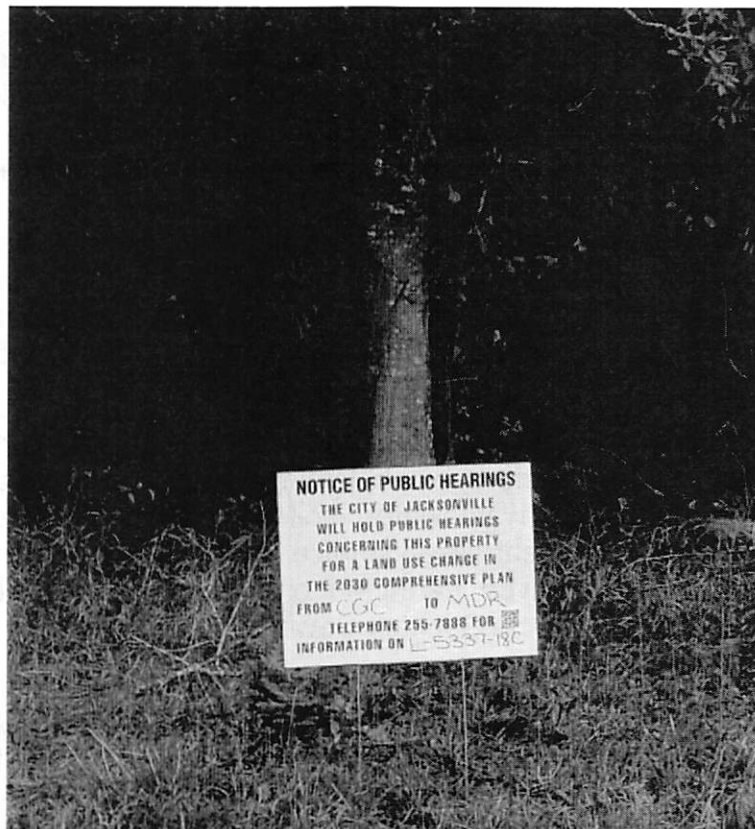
DEVELOPMENT ANALYSIS		
Development Boundary	Urban Area	
Roadway Frontage Classification	Main Street (US 17) – Major Arterial & Drury Lane-Local	
Plans/Studies	Dunn Ave and Main St Corridor Revitalization Plan & North Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	Residential
Land Use/Zoning	CGC/CCG-2	MDR/PUD
Development Standards For Impact Assessment	0.35 FAR	15DU/Acre
Development Potential	75,620 Sq. Ft.	74 DU
Population Potential	0 people	173 people
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	X- 300' - JIA	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X- 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: (US-17) Main Street	
PUBLIC FACILITIES		
Potential Roadway Impact	0 net new daily trips	
Potential Public School Impact	24 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 13,609 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 10,207 gallons per day	
Potential Solid Waste Impact	Increase of 71.4 tons per year	
Drainage Basin / Sub-Basin	Dunn Creek/Little Cedar Creek	
Recreation and Parks	3,876 ft. - Oceanway Fire Station Park	
Mass Transit	None	
NATURAL FEATURES		
Elevations	29'-31'	
Land Cover	4340- Upland mixed coniferous/hardwood 1400- Commercial and Services	
Soils	35- Lynn Haven Fine Sand, 32-Leon Fine Sand,	

	66- Surrency Loamy Fine Sand
Floodzone	No
Wetlands	No
Wildlife (sites greater than 50 acres)	n/a

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 1, 2019, the required notice of public hearing signs were posted. Forty-three (43) 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's Information Meeting was held on March 4, 2019. One member of the public attended the meeting to speak in opposition of the proposed amendment. The citizen's concerns focused on traffic, school capacity, and noise from the nearby railroad.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element:

- 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 1.1.12** 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.
- 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.

The site currently has a Community/General Commercial (CGC) land use designation. According to the Future Land Use Element (FLUE), CGC in the Urban Area is 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.

The applicant is proposing a land use change for the subject site from CGC to Medium Density Residential (MDR). According to the FLUE, MDR in the Urban Area is a category primarily 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 for MDR in the Urban Area is 20 units/acre and the minimum gross density is greater than 7 units/acre.

The subject site is located along Main Street (US-17), a major arterial road. The site is bounded by Community General/Commercial (CGC) uses to the north and south, Light Industrial (LI) and Low Density Residential to the east. The proposed change to MDR would serve as a transitional category between the more intense commercial and industrial uses along Main Street and the residential neighborhoods to the east. Therefore, the proposed amendment is consistent with the land use category description for MDR and Policy 1.1.2 of the FLUE.

The site is currently vacant and designated for commercial use. The proposed amendment would allow for infill residential development. The development of new residential would help to maintain adequate land designated for residential use in the area. Thus, the proposed amendment is consistent with Objectives 6.3 and 3.1 of the FLUE. The existing residential neighborhood located to the east of the subject site consists of single family homes. The proposed multi-family residential use would allow for additional housing types and options, consistent with FLUE Policy 3.1.6.

The proposed amendment has a larger companion rezoning application for a Planned Unit Development (PUD), which proposes the development of commercial uses, as well as an area of residential use. The PUD includes a site plan identifying a combination of uses that will assist in achieving a well-balanced and organized combination of uses, consistent with

FLUE Goal 3 and Policy 1.1.12. Additionally, the site plan shows that the residential uses will abut the residential neighborhood to the east, while the commercial uses will front Main Street, maintaining a compact and compatible land use pattern consistent with FLUE Policy 1.1.22.

A JEA availability letter has been provided for the subject site as part of the companion rezoning application, dated November 29, 2018. The letter states that the subject site has access to centralized sewer and water, consistent with FLUE Policy 1.2.9.

Neighborhood Action Plan

The subject site is located within the boundaries of the North Jacksonville, Dunn Avenue & Main Street Corridor Redevelopment Plan. The plan breaks the area up into different character districts. The subject site is located within District #6 – Oceanway District North. The plan suggests that this segment of the district, located near the River City Marketplace, be used for a small-scale mixed-use center, which can complement the existing commercial center. Specifically, the plan sites this proposed mixed-use center at the intersection of Main Street and Airport Center Drive East, which is located approximately 500 feet south of the subject site. The subject site is part of a larger PUD that would incorporate a mix of both residential and commercial uses, and therefore, is consistent with the recommendations of the North Jacksonville, Dunn Avenue & Main Street Corridor Redevelopment Plan.

Vision Plan

The subject site is located within the boundaries of the North Jacksonville Vision Plan. The Vision Plan provides specific design guidelines for development of several commercial centers, including the North Jacksonville Town Center, which has been developed as The River City Marketplace. The subject site is located approximately a quarter of a mile to the east of the River City Marketplace. The proposed residential development would support the existing commercial center, and promote a synergistic relationship between the commercial and residential uses, as anticipated by the vision plan. Therefore, the proposed amendment is consistent with the North Jacksonville Vision Plan.

Strategic Regional Policy Plan

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

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 additional housing, 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-5337-18C, located at long Main Street, north of Drury Lane 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 4.96 +/- acres. The proposed land use amendment is to allow for Medium Density Residential development on the entire site.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the existing CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 75,620 SF of commercial space (ITE Land Use Code 820) which could generate approximately 1,884 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 74 DUs (ITE Land Use Code 220) which could generate 542 daily trips. This will result in zero net new daily vehicular trips if the land use is amended from 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
CGC	820	75,620 SF	$T = 37.75 (X) / 1000$	2,855	34.00%	1,884
Total Section 1						1,884
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	74 MFDUs	$T = 7.32 (X)$	542	0.00%	542
Total Section 2						542
Net New Daily Trips (Section 2 - Section 1)						0

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

ATTACHMENT B (cont)

Additional Information:

Objective 2.4 of the 2030 Comprehensive Plan requires the City to coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 3.


Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 3 is **0.51**.

Main Street (US 17) is a functional classified facility that would be impacted by the proposed development. Main Street/US 17 between SR 9A and Pecan Park Road is a 2-lane undivided highway and has a maximum daily capacity of 25,410 vpd. The proposed residential development could generate approximately 542 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.50 with the inclusion of the additional traffic from this land use amendment. US 17 is under the jurisdiction of the FDOT and will be subject to FDOT review and access management requirements.

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:	12-10-18	Date Staff Report is Available to Public:	3-15-19
Land Use Adoption Ordinance #:	2019-116	Planning Commission's LPA Public Hearing:	3-21-19
Rezoning Ordinance #:	2019-117	1st City Council Public Hearing:	3-26-19
JPDD Application #:	L-5337-18C	LUZ Committee's Public Hearing:	4-2-19
Assigned Planner:	Krista Fogarty	2nd City Council Public Hearing:	4-9-19
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: ZACH MILLER, ESQ. 501 RIVERSIDE AVE., SUITE 901 JACKSONVILLE, FL 32202 Ph: 9043965731 Fax : 9043995461 Email: ZACH_MILLER@BELLSOUTH.NET		Owner Information: NORTH MAIN ASSOCIATES 1303 GREENRIDGE ROAD JACKSONVILLE, FL 32207 Ph: 9046518958 Fax: 9043995461 MAIN & DRURY ASSOCIATES 1303 GREENRIDGE ROAD JACKSONVILLE, FL 32207	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	4.96	General Location:	MAIN STREET
Real Estate #(s):	106619 0000, a portion of 106624 0000, a portion of	Address:	13283 MAIN ST 0 MAIN STREET
Planning District:	6		
Council District:	7		
Development Area:	URBAN AREA		
Between Streets/Major Features:	MAIN STREET and GILLESPIE AVENUE		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property:	VACANT		
Current Land Use Category/Categories and Acreage:	CGC 4.96		
Requested Land Use Category:	MDR	Surrounding Land Use Categories:	CGC,LDR
Applicant's Justification for Land Use Amendment:	TO PROVIDE A TRANSITION OF LAND USES FROM THE INTENSIVE CGC ON MAIN STREET TO THE LDR TO THE EAST.		
<u>UTILITIES</u>			
Potable Water:	YES	Sanitary Sewer	YES
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:	CCG-2 9.37		
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:

