



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

OVERVIEW

ORDINANCE: # 2019-187

APPLICATION: L-5346-18C-3-3

APPLICANT: PAUL HARDEN, ESQ.

PROPERTY LOCATION: 0 and 14097 W.M. Davis Parkway and 0 San Pablo Parkway between San Pablo Parkway and Hodges Boulevard

Acreage: 7.21

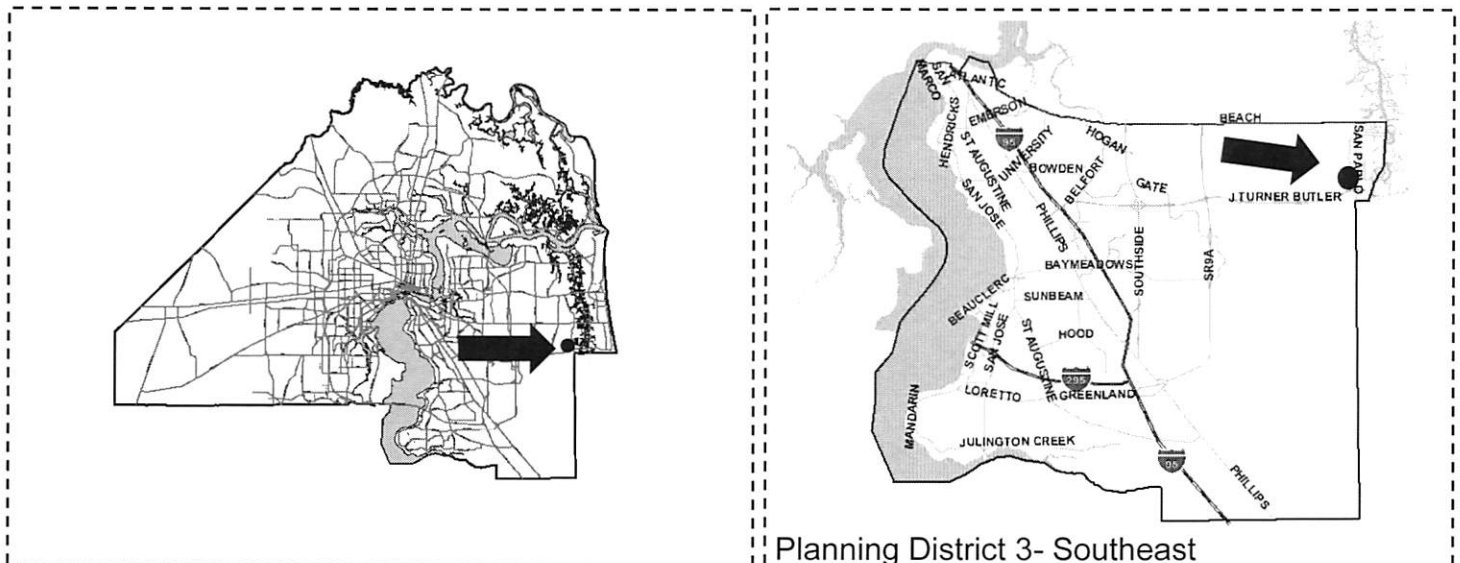
Requested Action:

	Current	Proposed
LAND USE	MDR, LDR, & RPI	CGC
ZONING	PBF-1, RMD-A, & RR-Acre	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
MDR, LDR, & RPI	CGC	35 DU (15 DU/Acre & 5 DU/Acre)	N/A	26,789 Sq. Ft. (0.5 FAR)	109,924 Sq. Ft. (0.35FAR)	Decrease of 35 DU	Increase of 83,135 Sq. Ft.

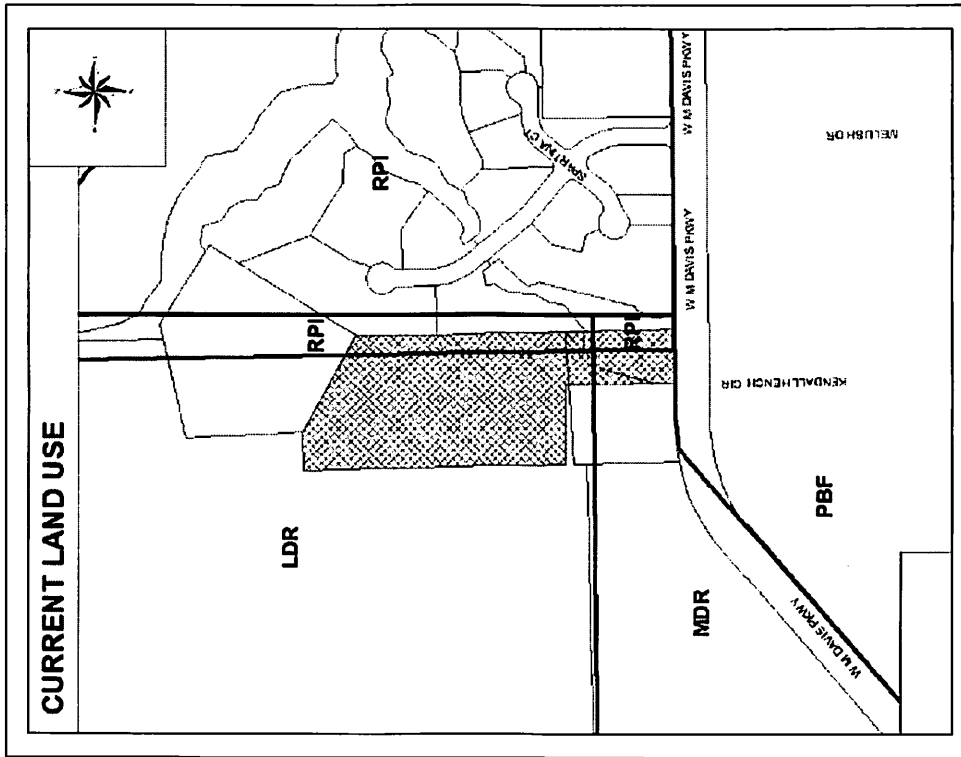
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



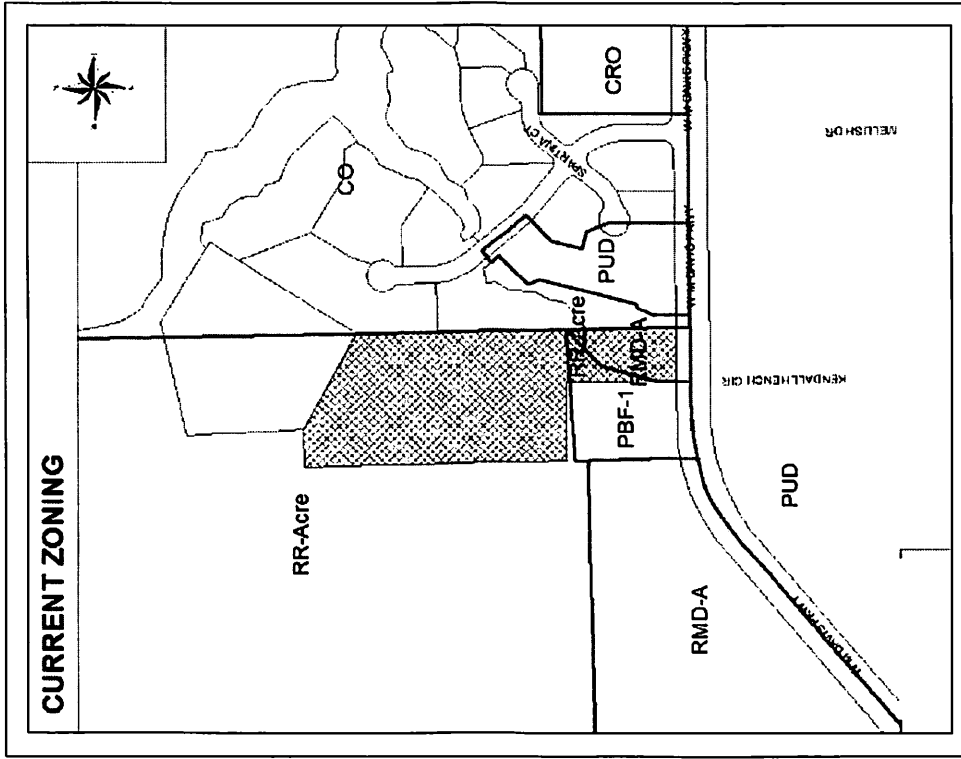
DUAL MAP

SMALL SCALE LAND USE APPLICATION L-5346-18C



Existing FLUM Land Use Categories: Medium Density Residential (MDR), Low Density Residential (LDR), & Residential-Professional-Institutional (RPI)

Requested FLUM Land Use Category: Community/General Commercial (CGC)



Current Zoning District(s): Public Buildings and Facilities-1 (PBF-1), Residential Medium Density-A (RMD-A), & Rural Residential- Acre(RR-Acre)

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

ANALYSIS

Background:

The 7.21 acre subject property is located along the north side of W.M. Davis Parkway, an unclassified roadway, between Pablo Professional Court and Silverberry Court, both local roads. The property is located within the Suburban 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 3 and Council District 3.

The subject site currently contains a portion of an existing retention pond, associated with the adjacent fire station, and mostly vacant land. The site includes property with Low Density Residential (LDR), Medium Density Residential (MDR), and Residential-Professional-Institutional (RPI) land use designations. The applicant has proposed a future land use map amendment to Community/General Commercial (CGC) and a rezoning from Residential Medium Density-A (RMD-A), Rural Residential – Acre (RR-Acre), and Public Buildings and Facilities-1 (PBF-1) to Planned Unit Development (PUD) to allow for the development of an automobile condo facility. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-187.

The area north of the subject site is vacant land. The Mayo Clinic is located to the south of the subject site, across W.M. Davis Parkway. An office park is located to the east of the subject site. There is a fire station to the west, which shares its retention pond with the subject site.

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	RPI & LDR	RR-Acre	Vacant
South	PBF & MDR	PUD	Mayo Clinic
East	RPI	PUD, CRO, & CO	Daycare, Office, & Vacant Commercial
West	LDR & MDR	RR-Acre, PBF-1 & RMD-A	Fire Station & 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).

Infrastructure Element

Sanitary Sewer Sub-Element

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.

A JEA availability letter has been provided for the subject site, in conjunction with the companion rezoning application, dated December 21, 2018. The letter states that the subject site has access to centralized sewer and water adjacent to the property, consistent with FLUE Policy 1.2.9.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to in 2,164 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 that The City shall 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 2.

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

The result of the V/C ratio analysis for the overall Mobility Zone 2 is **0.70**.

San Pablo Parkway is the first functional classified facility that would be impacted by the proposed development. This segment between W.M. Davis Parkway and Beach Boulevard is a 4-lane divided arterial roadway and has a maximum daily capacity of 34,020 vpd. The proposed commercial development could generate approximately 2,739 daily trips onto the network. This segment is expected to operate at a V/C ratio of 1.21 with the inclusion of the additional traffic from this land use amendment.

Airport Environment Zone

The site is located within the 500 foot Height and Hazard Zone for Craig Airport. Zoning will limit development to a maximum height of less than 500', 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.

Archaeological Sensitivity

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

Historic Preservation Element

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

Wellhead Buffer Zone

The land use amendment site is located within the 500-foot and 750-foot wellhead buffer.

Infrastructure Element, Sanitary Sewer Sub-Element

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

Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.

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

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

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Area	
Roadway Frontage Classification	W M Davis Parkway - Unclassified	
Plans/Studies	Southeast Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Vacant	Commercial
Land Use/Zoning	LDR, MDR, & RPI / PBF-1, RMD-A, & RR-Acre	CGC/PUD
Development Standards For Impact Assessment	5 DU/Acre (LDR), 15 DU/Acre (MDR) & 0.5 FAR (RPI)	0.35 FAR
Development Potential	35 DU and 26,789 Sq. Ft.	109, 924 Sq. Ft.
Population Potential	89 people	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	X- 500' Craig	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X- High and Low	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone	X- 500' and 750'	
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	n/a
PUBLIC FACILITIES		
Potential Roadway Impact	2,164 net new daily external trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 5446 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 4084 gallons per day	
Potential Solid Waste Impact	Decrease of 98.38 tons per year	
Drainage Basin / Sub-Basin	Intracoastal Waterway/Open Creek	
Recreation and Parks	Isle of Palms Park	
Mass Transit	N/A	

NATURAL FEATURES	
Elevations	12'-16'
Land Cover	4430- Forest Regeneration 8370- Surface Water collection basins 5300- Reservoirs- pits retention ponds, dams 1700- institutional
Soils	32-Leon Fine Sand, 0 to 2 percent slopes
Floodzone	none
Wetlands	none
Wildlife (sites greater than 50 acres)	n/a

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 29, 2019, the required notice of public hearing signs were posted. Seventeen (17) 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 April 1, 2019. There were no members from the public to speak on the proposed amendment.



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 (FLUE):

- 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 1.2.9 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.
- Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.2 The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.
- Policy 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.
- Policy 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.
- 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.

Recreation and Open Space Element (ROSE):

Policy 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

The subject site currently has Low Density Residential (LDR), Medium Density Residential (MDR), and Residential-Professional-Institutional (RPI) land use designations. According to the Future Land Use Element (FLUE), LDR in the Suburban Area is intended to provide for low density residential development. MDR in the Suburban Area is intended to provide for compact low to medium density mixed use development. RPI in the Suburban Area is intended to provide low to medium density development. Development which includes medium density residential and professional office uses is preferred.

The applicant is proposing a land use change from LDR, MDR, and RPI to Community General Commercial (CGC). According to the FLUE, CGC in the Suburban Area is intended to provide for a wide variety of goods and services which serve large areas of the City. Development in a nodal development pattern is preferred. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services, abut a roadway classified as an arterial or higher, and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

The subject site is located along the north side of W.M. Davis Parkway and between Pablo Professional Court and Silverberry Court. The subject site has access to full urban services and is surrounded by an existing mix of non-residential uses, with the Mayo Clinic to the south, an office park to the east, and a fire station to the west. While the subject site is located off of an unclassified roadway, the uses surrounding the site create a commercial nodal development pattern consistent with FLUE Policies 3.2.1 and 3.2.2.

The proposed amendment to CGC is compatible with the RPI to the east, and would preserve the character of the existing commercial node. The proposed extension of the node supports the viability of new and existing businesses. As such, the proposed amendment is in consistent with FLUE Goal 3, Objective 6.3 and Policy 3.2.7.

The proposed amendment has a companion rezoning application for a Planned Unit Development (PUD) which allows for an appropriate combination of complimentary land uses, consistent with FLUE Policy 1.1.12. The proposed site plan should ensure that minimum open space requirements are met to achieve consistency with ROSE Policy 2.2.1.

A JEA availability letter has been provided for the subject site, in conjunction with the companion rezoning application, dated December 21, 2018. The letter states that the subject site has access to centralized sewer and water adjacent to the property, consistent with FLUE Policy 1.2.9.

The proposed amendment has been reviewed for consistency with the Southeast Vision

Plan, below, in accordance with FLUE Policy 4.1.8 B.

Vision Plan

The proposed amendment is consistent with the following Principle 4, of the Southeast Vision Plan:

Principle 4: Provide for Economic Growth

According to the Southeast Vision Plan, protecting the existing economic assets and securing new industry is paramount to economic growth objectives. Making more efficient use of land resources will protect the ability to accommodate future growth and development. The proposed amendment would allow for the development of commercial uses, in an area that already has access to full urban services and thus, is consistent with Principle 4 of the Southeast Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan, Economic Development Element:

Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

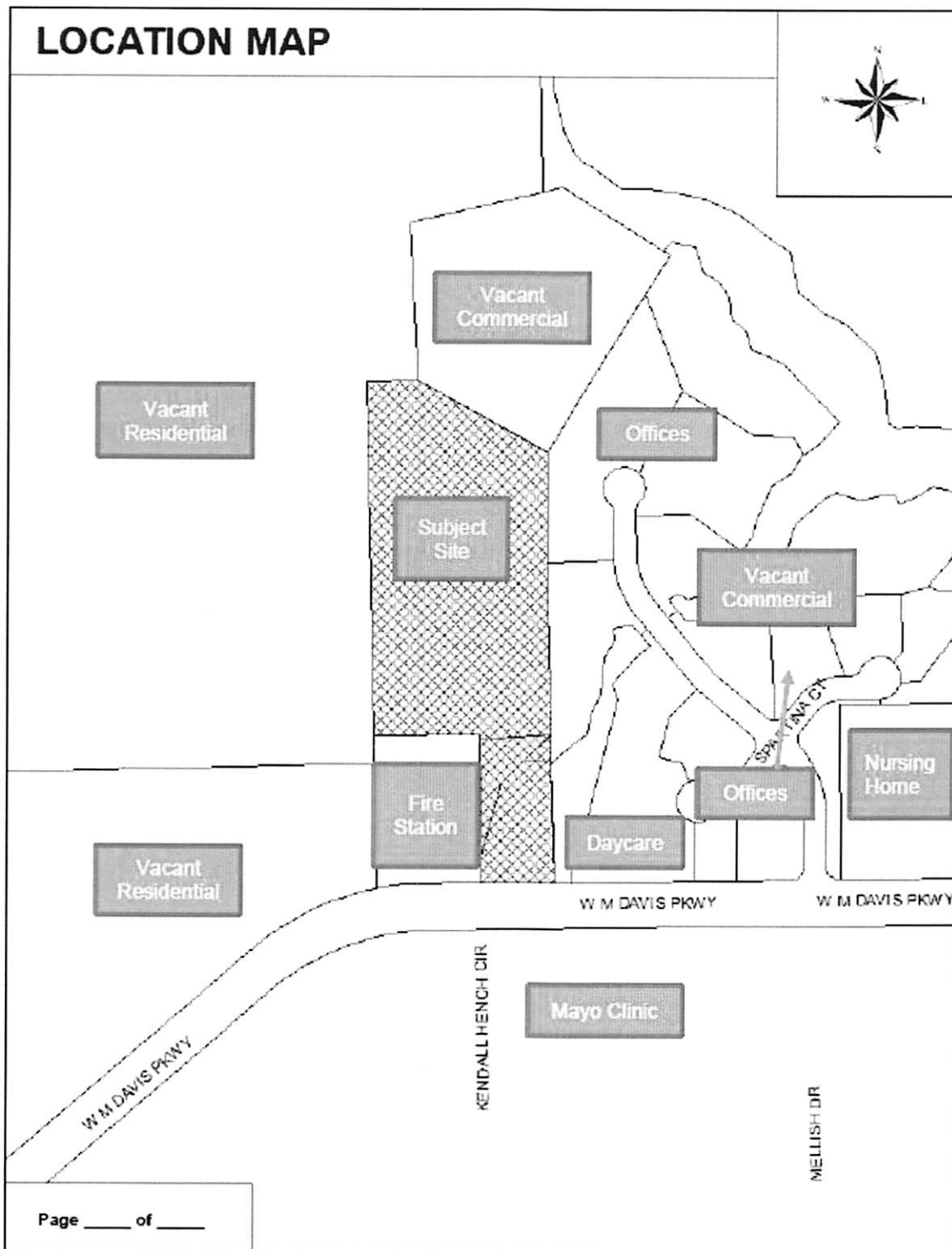
The proposed land use amendment promotes an environment that is conducive to the development of new business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

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-5346-18C, located west of San Pablo Parkway and north of W M Davis Parkway in the Suburban Development Area of Jacksonville, Florida. The subject site includes multiple parcels on approximately 7.21+/- acres and has an existing Low Density Residential (LDR), MEDIUM Density Residential (MDR) and Residential/Professional/Institutional (RPI) land use categories. The proposed land use amendment is to allow for Community General Commercial (CGC) 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 (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 LDR land use category development impact assessment standards allows for five single-family dwelling units per acre, resulting in a development potential of 27 homes (ITE Land Use Code 210), generating 255 new daily vehicular trips. The MDR land use category allows for 15 multi-family dwelling units per acre, resulting in a development potential of 8 apartments (ITE Land Use Code 220), generating 59 new daily vehicular trips. The RPI nonresidential land use category allows for 0.5 FAR per acre, resulting in a development potential of 26,789 SF of office/institutional space (ITE Land Use Code 710), generating 261 new daily vehicular trips. The proposed CGC land use category allows for 0.55 FAR per acre, resulting in a development potential of 109,924 SF of commercial space (ITE Code 820) which could generate 2,739 daily vehicular trips. This will result in 2,164 net new daily vehicular trips if the land use is amended to CGC, 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
LDR	210	27	T = 9.44 (X)	255	0.00%	255
MDR	220	8	T = 7.32 (X)	59	0.00%	59
RPI	710	26,789 SF	T = 9.74 (X) / 1000	261	0.00%	261
Total Section 1						574
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	109,924 SF	T = 37.75 (X) / 1000	4,150	34.00%	2,739
Total Section 2						2,739
Net New Daily Trips						2,164

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

ATTACHMENT B (cont)

Additional Information:

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall 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 2.


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

The result of the V/C ratio analysis for the overall Mobility Zone 2 is 0.70.

San Pablo Parkway is the first functional classified facility that would be impacted by the proposed development. This segment between W.M. Davis Parkway and Beach Boulevard is a 4-lane divided arterial roadway and has a maximum daily capacity of 34,020 vpd. The proposed commercial development could generate approximately 2,739 daily trips onto the network. This segment is expected to operate at a V/C ratio of 1.21 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:	12-19-18	Date Staff Report is Available to Public:	04-12-2019
Land Use Adoption Ordinance #:	2019-187	Planning Commission's LPA Public Hearing:	04-18-2019
Rezoning Ordinance #:	2019-188	1st City Council Public Hearing:	04-23-2019
JPDD Application #:	L-5346-18C	LUZ Committee's Public Hearing:	05-07-2019
Assigned Planner:	Krista Fogarty	2nd City Council Public Hearing:	05-15-2019
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: PAUL HARDEN LAW OFFICE OF PAUL M. HARDEN 501 RIVERSIDE AVENUE, SUITE 901 JACKSONVILLE, FL 32202 Ph: 9043965731 Fax: 9043995461 Email: PAUL_HARDEN@BELLSOUTH.NET		Owner Information: JED DAVIS ESTUARY, LLC 4310 PABLO OAKS COURT JACKSONVILLE, FL 32207 CITY OF JACKSONVILLE 214 N HOGAN STREET JACKSONVILLE, FL 32202	
<u>DESCRIPTION OF PROPERTY</u>			
Acreage:	7.21	General Location:	ON THE NORTH SIDE OF W M DAVIS PKWY, WEST OF SAN PABLO PKWY
Real Estate #(s):	167452 6000 167736 0000 167736 0100	Address:	0 W M DAVIS PKWY 14097 W M DAVIS PKWY 0 SAN PABLO ROAD
Planning District:	3		
Council District:	3		
Development Area:	SUBURBAN AREA		
Between Streets/Major Features:	SAN PABLO PKWY and HODGES BLVD		
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property: VACANT LAND			
Current Land Use Category/Categories and Acreage:			
MDR	0.53		
LDR	5.45		
RPI	1.23		
Requested Land Use Category:	CGC	Surrounding Land Use Categories:	LDR,MDR,RPI
Applicant's Justification for Land Use Amendment: TO DEVELOP THE PROPERTY WITH COMMERCIAL USES			
<u>UTILITIES</u>			
Potable Water:	JEA	Sanitary Sewer	JEA
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage:			
PBF-1	0.32		
RMD-A	0.76		
RR-Acre	6.13		
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:

