



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

OVERVIEW

ORDINANCE: 2019-363

APPLICATION: L-5381-19A-6-7

APPLICANT: ZACH MILLER, ESQ.

PROPERTY LOCATION: Dunn Avenue (S.R. 104) between Armsdale Road and Blossom Ridge Drive

Acreage: 11.90

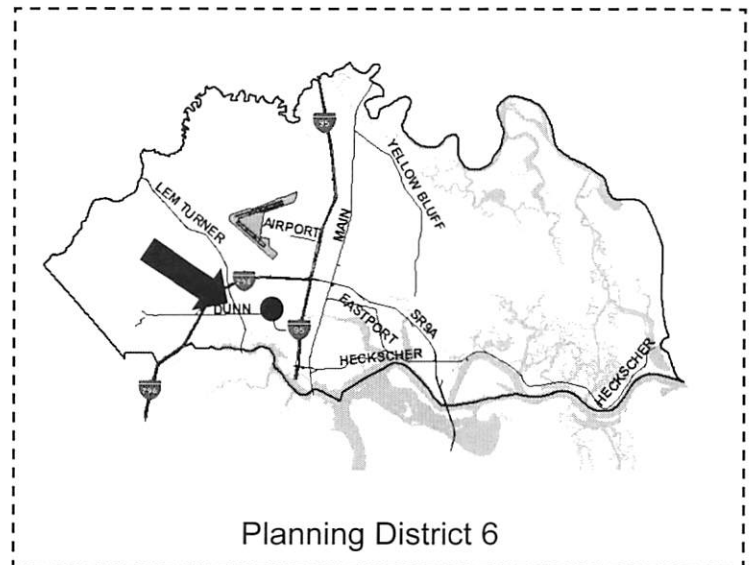
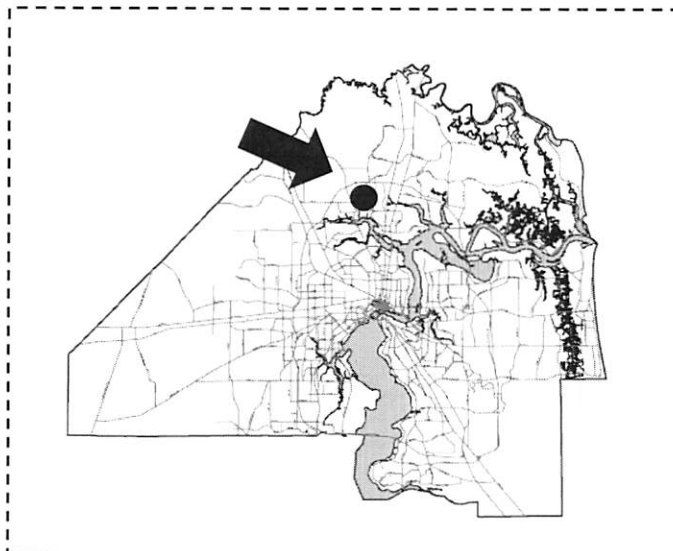
Requested Action:

	Current	Proposed
LAND USE	NC	MDR
ZONING	PUD	RMD-A

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
NC	MDR	N/A	178 DU (15 DU/Acre)	233,263 Sq. Ft. (0.45 FAR)	N/A	Increase of 178 DU	Decrease of 233,263 Sq. Ft.

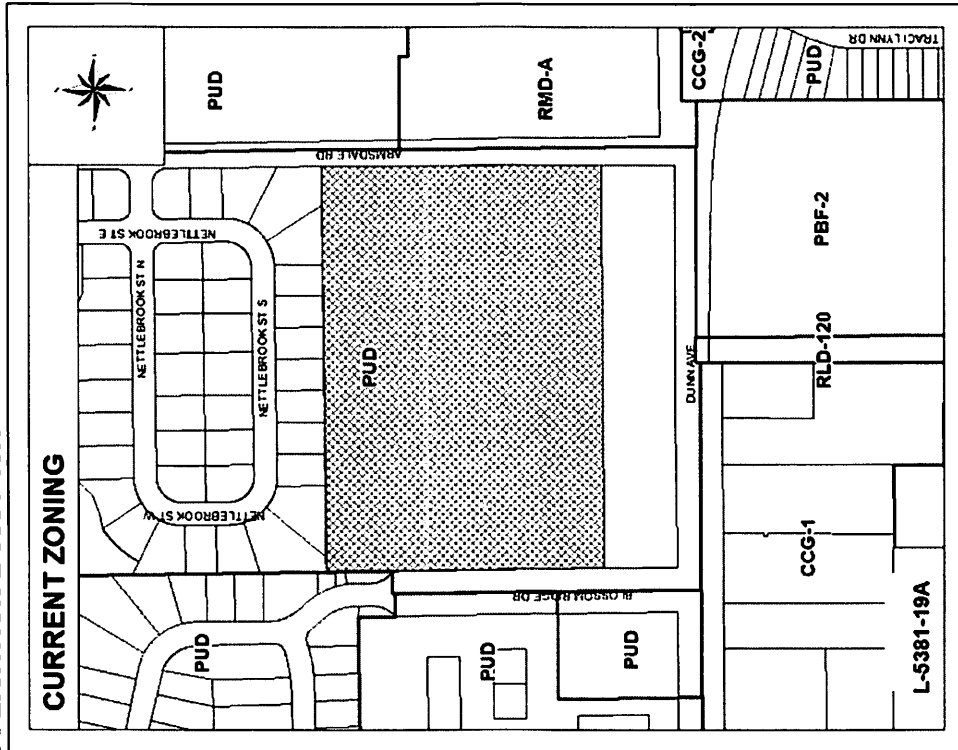
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:

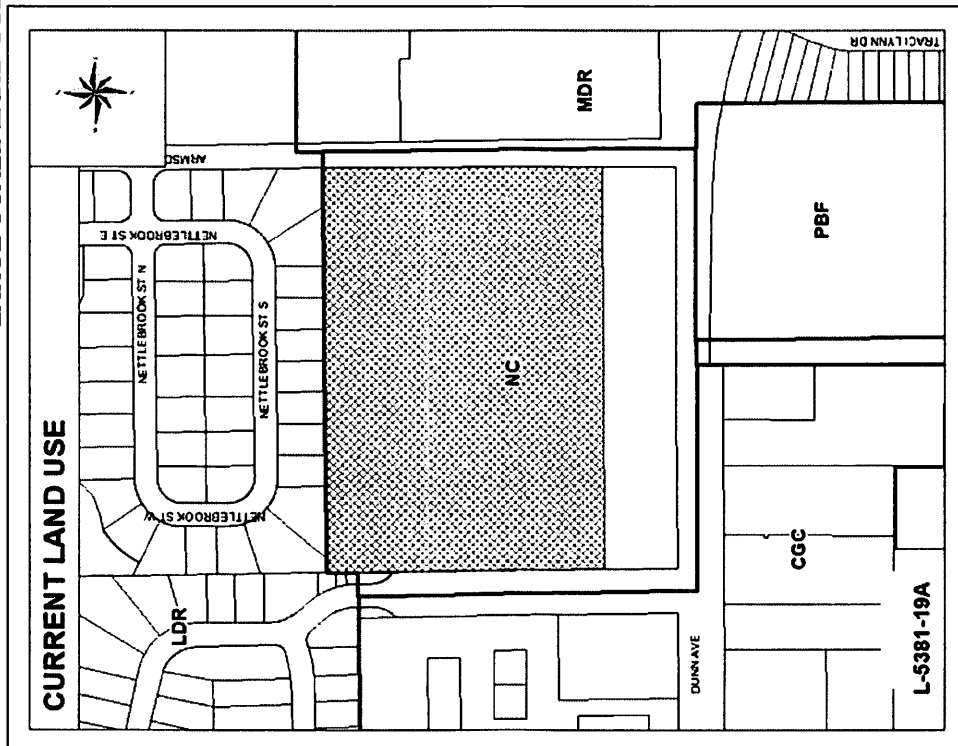


DUAL MAPS

LARGE SCALE LAND USE APPLICATION L-5381-19A



Current Zoning District(s): Planned Unit Development (PUD)
Requested Zoning District(s): Residential Medium Density- A (RMD-A)



Existing FLUM Land Use Categories: Neighborhood Commercial (NC)
Requested FLUM Land Use Category: Medium Density Residential (MDR)

ANALYSIS

Background: The 11.90 acre land use amendment is a portion of a larger 15.20 acre parcel located on the north side of Dunn Avenue (S.R.104), a collector road. 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, Council District 7, and within boundaries of the North Jacksonville Vision Plan.

The parcel is currently undeveloped has a land use designation of Neighborhood Commercial (NC). The 3 acre strip of land along Dunn Avenue will remain NC in order to develop commercial uses. The applicant proposes a future land use map amendment from NC to Medium Density Residential (MDR) on the remaining 11.90 acres north of the proposed commercial strip to develop medium density residential uses. 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.

The site is surrounded by a mix of residential uses on the north, northeast and northwest. The area to the east of the subject site contains a nursing home. A parcel directly abutting the west side of the subject site contains commercial office buildings and south, across Dunn Avenue, are mini- storage units, retail stores, medical offices and a private school.

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	LDR	PUD	Single-Family
South	CGC and PBF	CCG-1 and PBF-2	Private School and Retail Stores
East	MDR	RMD-A	Nursing Home
West	CGC	PUD	Offices

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 has provided a JEA availability letter dated May 7, 2019 indicating that the site has access to centralized water and sewer infrastructure. There is an existing 8 inch water main within the ROW of Blossom Ridge Dr. adjacent to the site and an existing 10 inch gravity sewer within the ROW of Blossom Ridge Dr. at the northwest corner of the property.

Infrastructure 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.

Transportation

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

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 4.

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 4 is 0.51.

Dunn Avenue (SR 104) is the first functional classified facility that would be impacted by the proposed development. This segment between Lem Turner Road and Biscayne Boulevard is a 4-lane divided arterial roadway and has a maximum daily capacity of 39,800 vpd. The proposed residential development could generate approximately 1,303 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.52 with the inclusion of the additional traffic from this land use amendment. SR 104 is under the jurisdiction of the FDOT and will be subject to FDOT review and access management requirements.

School Capacity

Based on FLUE Policy 1.2.16, the 11.90 acre proposed land use map amendment has a potential development of 178 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 5381-18A

Development Potential: 178 Residential Units

School Type	CSA	2018-19 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats - CSA	Available Seats - Adjacent CSA 7 & 8
Elementary	1	13,689	70%	30	63%	7,367	657
Middle	1	8,312	83%	13	88%	351	54
High	1	8,272	82%	17	76%	3,125	592
Total New Students				60			

Total Student Generation Yield: 0.333

Elementary: 0.167

Middle: 0.073

High: 0.093

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:

SCHOOL	CONCURRENCY SERVICE AREA	STUDENTS GENERATED	SCHOOL CAPACITY (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2018/19)	% OCCUPIED	4 YEAR PROJECTION
Biscayne ES #269	1	30	667	690	103%	100%
Highlands MS #244	1	13	1,071	900	84%	82%
First Coast HS #265	1	17	2,212	2,098	95%	103%

- Does not include ESE & room exclusions
- Analysis based on 178 maximum dwelling units – L-5381-19A

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.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of less than 150', 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	Suburban	
Roadway Frontage Classification	Local Roads – Blossom Ridge and Armsdale	
Plans/Studies	Dunn Corridor Study	
	CURRENT	PROPOSED
Site Utilization	Vacant	Residential
Land Use/Zoning	NC/PUD	MDR/RMD-A
Development Standards For Impact Assessment	0.45 FAR	15 DU per acre
Development Potential	233,263 sq. ft.	178
Population Potential	N/A	418 people
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	X 150' JIA	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	X Low, Medium, and High	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X Discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name:	
PUBLIC FACILITIES		
Potential Roadway Impact	No net new daily trips	
Potential Public School Impact	60 students	
Water Provider	JEA	
Potential Water Impact	Increase of 35,685 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 26,764 gpd	
Potential Solid Waste Impact	Decrease of 3110 tons per year	
Drainage Basin / Sub-Basin	Broward River/ Block House Creek	
Recreation and Parks	Ray Greene Park	
Mass Transit	Routes 1 and 3	
NATURAL FEATURES		
Elevations	22 ft.	
Land Cover	4110 Pine Flatwoods	
Soils	Pelham fine sand and Sapelo fine sand	
Floodzone	N/A	
Wetlands	N/A	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on May 31, 2019, the required notices of public hearing signs were posted along Dunn Avenue only. Sixty six (66) 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 June 3, 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.

Recreation and Open Space Element (ROSE)

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

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

According to the Future Land Use Element (FLUE), Neighborhood Commercial (NC) in the Suburban Development Area is intended to provide for commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. These uses shall generally be located within walking distance of residential neighborhoods in order to reduce the number of vehicle miles traveled; preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods.

Medium Density Residential (MDR) in the Suburban Area is intended to provide compact low to 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 Suburban 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 May 7, 2019 and is thus consistent with Policy 1.2.9 of the FLUE. By providing infill development on a site with existing access to infrastructure and utilities in the Suburban 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 a proposed site plan for the amendment was not provided, future development will be required to meet the density requirements set forth in the MDR land use category description for development in the Suburban Area to maintain consistency with FLUE Policy 1.1.2 and ROS 2.2.5.

The applicant is proposing a change from NC to MDR to allow for residential development. The amendment to MDR would result in a logical transition of densities and intensities between the LDR to the norths and the NC to the south. The amendment would 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 apartments to the west and single family residential to the north and east, therefore, the proposed amendment is consistent with FLUE Goal 3, Objective 3.1, and Policy 3.1.6.

Vision Plan

The North Vision Plan calls for creation of a Dunn Avenue Village Center to be located at the intersection of Lem Turner Road and Dunn Avenue (S.R. 104), approximately one mile west of the amendment site. The Plan states "The Dunn Avenue Center will cause the redevelopment of an underutilized shopping center that will help to transform the suburban neighborhoods of Dunn Avenue into a more cohesive community by providing a pedestrian oriented gathering place for shopping, entertainment, and civic functions." The development of this property results in another neighborhood to utilize the commercial uses provided by the Village Center and is therefore consistent with the Vision Plan.

JIA-CRA

The subject site is located within the boundaries of the Jacksonville International Airport Community Redevelopment Area (JIA-CRA). The JIA-CRA was enacted to help stimulate development and fund infrastructure improvements. Information pertaining to this application was sent to the JIA-CRA via the Office of Economic Development. The JIA-CRA did not provide any comments.

Dunn Avenue Main Street Corridor Redevelopment 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 in the Pine Estates District. The Plan did not identify any placemaking nodes in this area. The Plan identifies only streetscaping concepts for Dunn Avenue (S.R. 104) and therefore is consistent with the Plan.

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.

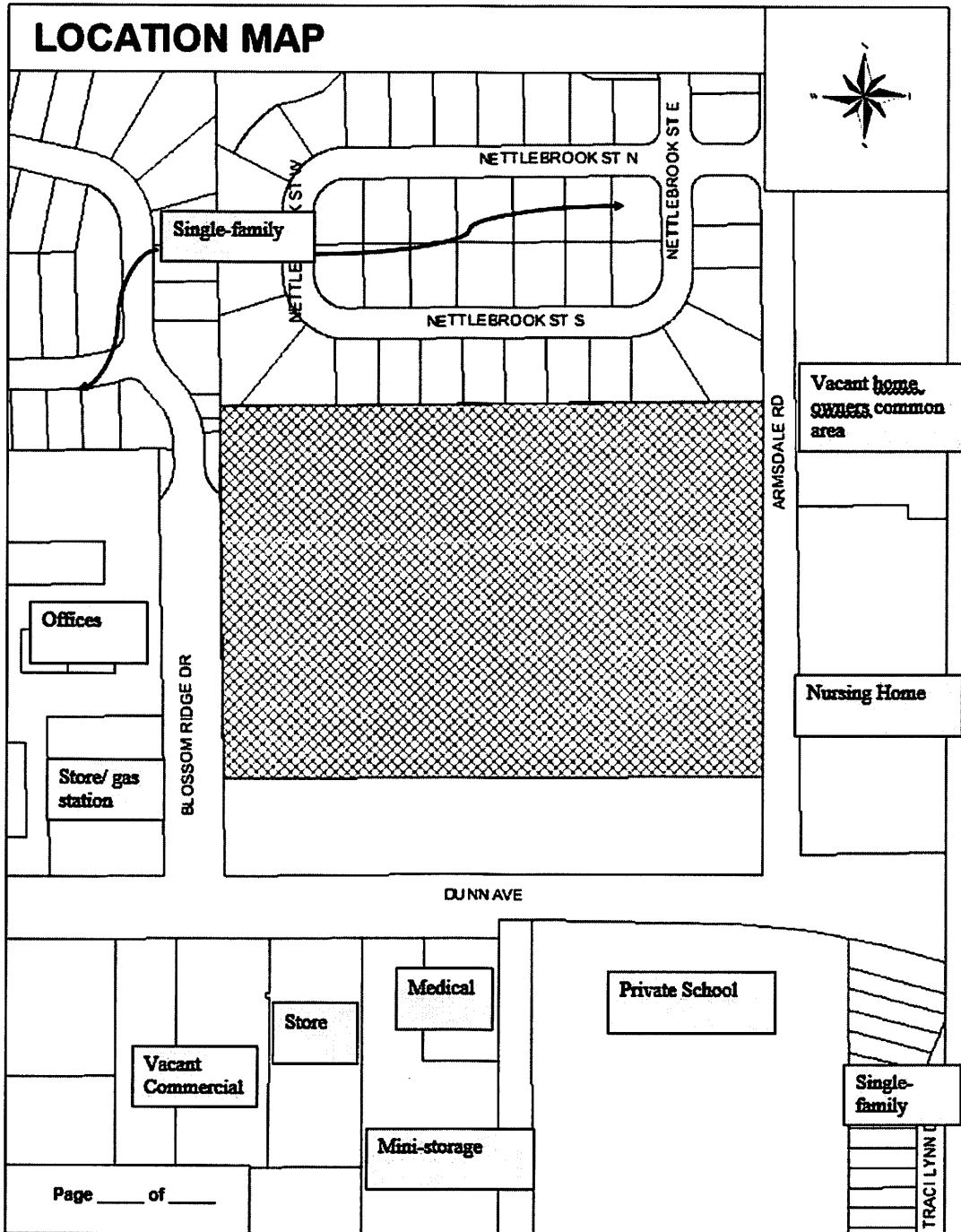
The proposed land use amendment seeks to develop new housing options, and is therefore consistent with Policy 21 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it will increase and diversify the existing housing stock.

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-5381-19A, located in the northwest quadrant of Dunn Avenue and Armsdale Road in the Suburban Development Area of Jacksonville, Florida. The subject site has an existing Neighborhood Commercial (NC) land use categories. The proposed land use amendment is to allow for Medium Density Residential (MDR) on approximately 11.9 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element (FLUE) Policy 1.2.16, the NC land use category development impact assessment standards is 0.45 FAR per acre, resulting in a development potential of 233,263 SF of commercial space (ITE Land Use Code 814), generating 9,771 new daily vehicular trips. In accordance with FLUE Policy 1.2.16, the impact assessment standard for the proposed MDR land use category is 15 multi-family dwelling units per acre, resulting in a development potential of 178 apartments (ITE Land Use Code 220), generating 1,303 new daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from NC 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
NC	814	233,263 SF	T = 63.47 (X) /1000	14,805	34.00%	9,771
Total Section 1						9,771
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	178 MFDUs	T = 7.32 (X)	1,303	0.00%	1,303
Total Section 2						1,303
Net New Daily Trips						0

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

ATTACHMENT B (cont)

Traffic Analysis:

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 4.


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 4 is **0.51**.

Dunn Avenue (SR 104) is the first functional classified facility that would be impacted by the proposed development. This segment between Lem Turner Road and Biscayne Boulevard is a 4-lane divided arterial roadway and has a maximum daily capacity of 39,800 vpd. The proposed residential development could generate approximately 1,303 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.52 with the inclusion of the additional traffic from this land use amendment. SR 104 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 LARGE-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	5/2/19	Date Staff Report is Available to Public:	6-14-19
Land Use Transmittal Ordinance #:	2019-363	Planning Commission's LPA Public Hearing:	6-20-19
JPDD Application #:	L-5381-19A	1st City Council Public Hearing:	6-25-19
Assigned Planner:	Jody McDaniel	LUZ Committee's Public Hearing:	7-16-19
		2nd City Council Public Hearing:	7-23-19

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information: ZACH MILLER	Owner Information: MOHAMMED MONA
501 RIVERSIDE AVE., SUITE 901 JACKSONVILLE, FL 32202 Ph: (904) 396-5731 Fax: (904) 399-5461 Email: ZACH_MILLER@BELLSOUTH.NET	12926 RIVERPLACE CT JACKSONVILLE, FL 32233 Ph: (904) 396-5731 Fax: (904) 399-5461

DESCRIPTION OF PROPERTY

Acreage: 11.90	General Location: DUNN AVENUE
Real Estate #(s): 044220 0000 a portion of	
Planning District: 6	Address: 0 DUNN AVE
Council District: 7	
Development Area: SUBURBAN AREA	
Between Streets/Major Features: ARMSDALE ROAD and BLOSSOM RIDGE DRIVE	

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT
Current Land Use Category/Categories and Acreage:
NC 11.90

Requested Land Use Category: MDR **Surrounding Land Use Categories:** CGC,LDR,MDR,PBF
Applicant's Justification for Land Use Amendment:
APPLICANT IS SEEKING TO DO A MIXED USE PROJECT INVOLVING NEIGHBORHOOD COMMERCIAL USES FRONTING ON DUNN AVENUE WITH RESIDENTIAL TO THE NORTH BORDERING THE EXISTING RESIDENTIAL.

UTILITIES

Potable Water: JEA **Sanitary Sewer:** JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
PUD 11.90

Requested Zoning District: RMD-A

Additional information is available at 904-255-7888 or on the web at <http://maps.coj.net/fluzap/>

ATTACHMENT D

Aerial:



L-5381-19A