

PLANNING AND DEVELOPMENT DEPARTMENT



September 9, 2016

The Honorable Lori Boyer, President  
The Honorable Danny Becton, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report  
Ordinance No. 2015-557**

**Application for Land Use Amendment 2015C-017**

Dear Honorable Council President Boyer, Honorable Council Member and LUZ Chairman Becton and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **Approved** Ordinance 2015-557 on September 8, 2016.

- P&DD Recommendation
- PC Issues:
- PC Vote:

**APPROVE**  
The applicant provided substantial testimony as to how the request is consistent with the 2030 Comprehensive Plan.  
**5-0 APPROVE**

	<u>Aye</u>	<u>Nay</u>	<u>Abstain</u>	<u>Absent</u>
Chris Hagen, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Daniel Blanchard, Vice Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abel Harding, Secretary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jerry Friley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Marshall Adkinson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nicole Sanzosti Padgett	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ben Davis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dawn Motes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Respectfully,

Kristen D. Reed, AICP  
Chief of Community Planning



**PROPOSED SMALL-SCALE \*\*REVISED SEPTEMBER 2, 2016**  
**FUTURE LAND USE MAP (FLUM) AMENDMENT**

**OVERVIEW**

**ORDINANCE: 2015-557**

**APPLICATION: 2015C-017-5-10**

**APPLICANT: CHARLIE MANN**

**PROPERTY LOCATION: On the south side of Edgewood Avenue, between Carnation Road and Iris Boulevard**

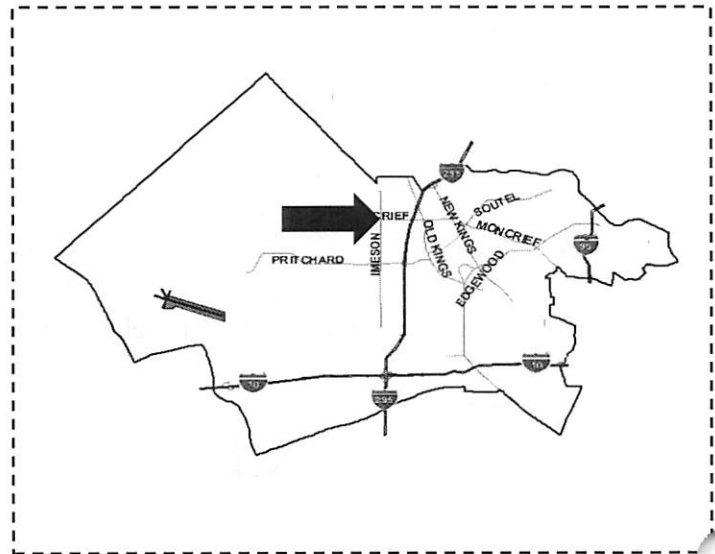
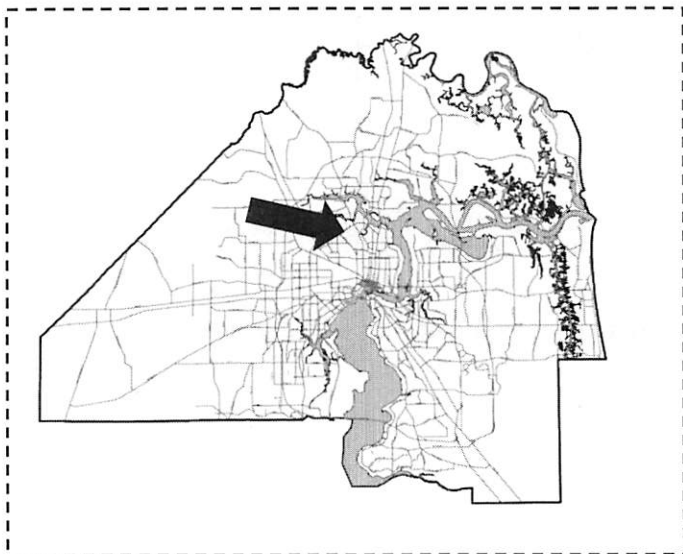
**Acreage: 2.64**

**Requested Action:**

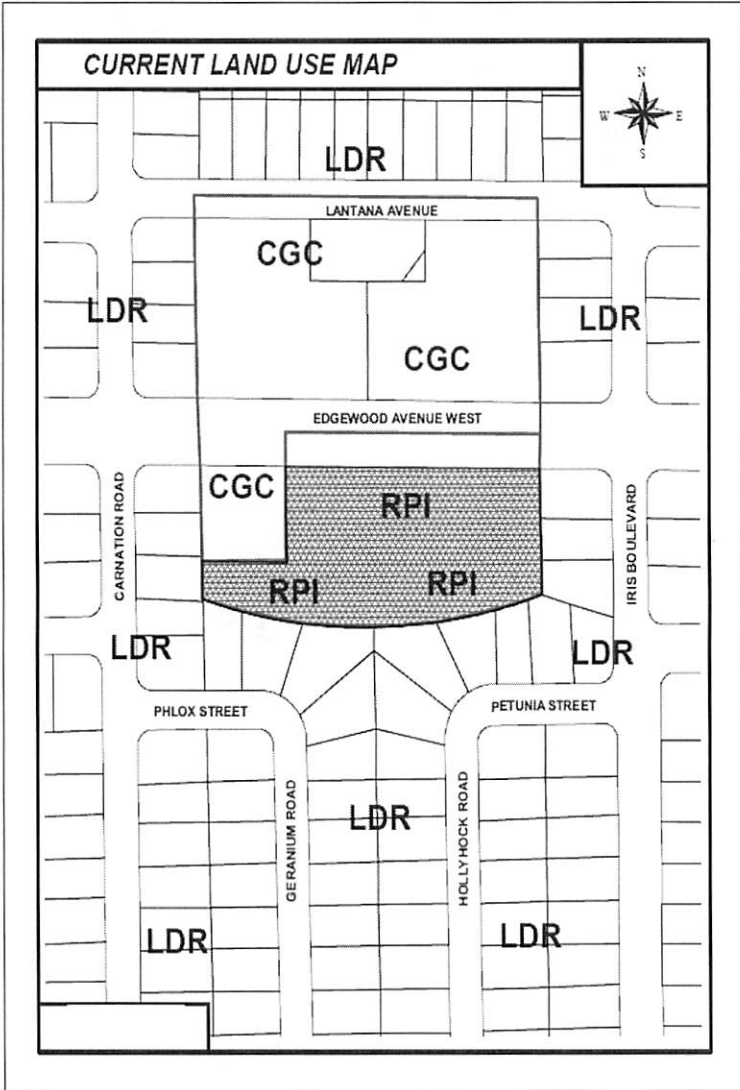
	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>RPI</b>	<b>NC</b>
<b>ZONING</b>	<b>CO</b>	<b>CN</b>

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
RPI	NC	N/A	N/A	57,499 Sq Ft Commercial Office Uses (0.5 FAR)	51,749 Sq Ft Neighborhood Commercial Uses (0.45 FAR)	N/A	Decrease of 5,750 Sq Feet Commercial Uses

**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: DENY**  
**LOCATION MAPS:**

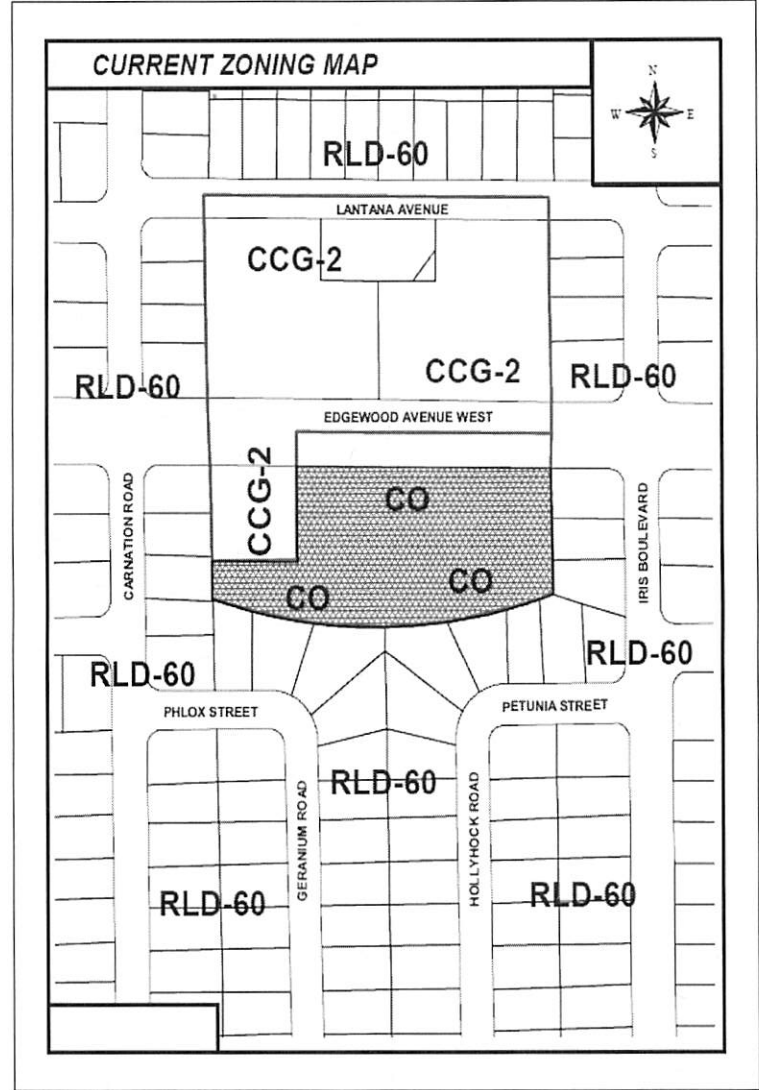


SMALL SCALE LAND USE APPLICATION 2015C-017



**Existing FLUM Land Use Categories:** Residential-Professional-Institutional (RPI)

**Requested FLUM Land Use Category:** Neighborhood Commercial (NC)



**Current Zoning District(s):** Commercial Office (CO)

**Requested Zoning District(s):** Commercial Neighborhood (CN)

# ANALYSIS

## Background:

The subject property is a vacant 2.64 acre site located in the Northwest Planning District and within the boundaries of the Northwest Jacksonville Vision Plan. The applicant proposes a future land use amendment from Residential-Professional-Institutional (RPI) to Neighborhood Commercial (NC) and a rezoning from Commercial Office (CO) to Commercial Neighborhood (CN) to allow for development of the subject property with neighborhood commercial uses.

The predominant development pattern in the immediate area is single-family located in the Low Density Residential (LDR) land use category. However, there is a small office building with a salon and an air conditioning business as well as a church located in the Community/General Commercial (CGC) land use category to the north and west of the subject site. The CGC sites were designated for Commercial Intensive (CI) zoning prior to adoption of the 2010 Comprehensive Plan in 1990 and were allowed to maintain the commercial intensity which is the equivalent of the current CGC category. The subject property was zoned Open Rural (OR) prior to adoption of the 2010 Comprehensive Plan and then designated with the RPI in 1990. The single-family areas surrounding the site were developed in the 1950s and appear to be viable and stable residential neighborhoods. The subject parcel appears to never have been developed. Just over one quarter of a mile to the east, at the intersection of Edgewood Avenue West and Avenue B, there are more intense commercial retail sales and service establishments located in the CGC and RPI land use categories. See the Dual Map on page 2 of this report and Attachment A – Land Utilization Map for more details on the surrounding uses and land use categories.

The adjacent uses and zoning are as follows:

Adjacent Property	Land Use Category	Zoning District	Current Use(s)
North	CGC	CCG-2	Vacant /Church
East	LDR	RLD-60	Single-family/Vacant
South	LDR	RLD-60	Single-family
West	CGC/LDR	CCG-2/RLD-60	Offices /Single-family

Unlike the surrounding properties that were platted in the 1950s for single-family development at six dwelling units per acre, the subject property is 2.64 acres and was designated RPI upon adoption of the 2010 Comprehensive Plan in 1990.

The subject property fronts on Edgewood Avenue West, a four lane minor arterial roadway, and is located just over one quarter of a mile west of the intersection of Edgewood Avenue West and Avenue B. Avenue B is classified as a collector roadway to the south of Edgewood Avenue West and is a local road to the north. Sidewalks are provided along both sides of the Edgewood Avenue West roadway. The intersection of Edgewood Avenue West and Carnation Road is signalized, but the intersection of Edgewood Avenue West and Iris Boulevard is not signalized.

The proposed amendment does not include a residential component. Therefore, school capacity issues will not be impacted.

According to the Development Areas Map of the 2030 Comprehensive Plan, the subject property is located within the Urban Development Area.

### **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**

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 an increase of 1,553 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. Potential traffic impacts will be addressed 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.

### **Archaeological Sensitivity**

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low probability with a little area of high probability 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. Projects that move forward through the Site Review process will be required to perform a Professional Archaeological Reconnaissance Survey and possibly a Phase 1 archaeological survey if in an area of high sensitivity. 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.

# IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
	<b><u>CURRENT</u></b>	<b><u>PROPOSED</u></b>
Site Utilization	Vacant Commercial	Commercial
Land Use/Zoning	RPI/CO	NC/CN
Development Standards For Impact Assessment	0.5 FAR	0.45 FAR
Development Potential	57,499 Sq Ft Commercial/Office Uses	51,749 Sq Ft Neighborhood Commercial Uses
Population Potential	N/A	N/A
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b><u>YES</u></b>	<b><u>NO</u></b>
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X - Mostly Low with Some High
Archaeological Sensitivity		X - Mostly Low with Some High
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Potential Increase of 1,553 Net New Daily Trips	
Water Provider	JEA	
Potential Water Impact	Potential Decrease of 287.5 Gallons Per Day	
Sewer Provider	JEA	
Potential Sewer Impact	Potential Decrease of 215.63 Gallons Per Day	
Potential Solid Waste Impact	Potential Decrease of 9.2 Tons Per Year	
Drainage Basin / Sub-Basin	Ribault River Stream	
Recreation and Parks	None	
Mass Transit	Bus Route 51	
<b>NATURAL FEATURES</b>		
Elevations	20 Feet	
Soils	51 – Pelham fine sand, 0 to 2 percent slopes ; 73 – Urban land-Mascotte-Sapelo complex, 0 to 2 percent slopes ; 74 - Pelham-Urban land complex, 0 to 2 percent slopes	
Land Cover	Mostly Open Land with some Residential High Density	
Flood Zone	N/A	
Wet Lands	N/A	
Wild Life	N/A	

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on August 24, 2015, the required notices of public hearing signs were posted. Forty-two (42) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Planning and Development Department hosted the Citizen Information Meeting on August 17, 2015. No one from the public attended the meeting.

## **CONSISTENCY EVALUATION**

### **2030 Comprehensive Plan Amendment Analysis**

According to the FLUE the RPI land use category is intended to provide compact medium to high density development which includes residential, office and institutional uses. Limited commercial retail and service establishments are also permitted as a part of a mixed use development. The RPI category is intended to provide transitional uses between commercial or industrial and residential uses.

The NC land use category is intended to provide commercial retail and service establishments which serve the daily needs of nearby residential neighborhoods. Preferred development patterns include those described in FLUE Policy 3.2.6. NC uses shall generally be provided within walking distance of residential neighborhoods in order to reduce the number of vehicle miles traveled.

Proposed amendment analysis in relation to the Goals, Objectives and Policies of the 2030 Comprehensive Plan, Future Land Use Element (FLUE), Transportation Element (TE) and Infrastructure Element-Sanitary Sewer Sub-Element (IE-SS):

FLUE Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

### **FLUE**

Objective 1.1 Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.



FLUE  
Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

FLUE  
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.

FLUE  
Policy 3.1.17 The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

FLUE  
Objective 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

FLUE  
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.

FLUE  
Policy 3.2.4 The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

FLUE  
Policy 3.2.6 The City shall encourage neighborhood commercial uses to be located within one quarter mile of the intersections of roads classified as collector or higher on the Functional Highway Classification Map, except when such uses are an integral component of a mixed-use development, Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), Rural Village or similar development. The City should prohibit the location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for non-residential traffic.

FLUE

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.

FLUE

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.

TE

Objective 1.4

Through implementation of the Mobility Plan and Multi-modal Transportation Study (Ghyabi & Associates, 2010), the City shall strive to reduce its per capita Vehicle Miles Traveled (VMT) by 10% by 2030. A baseline for the City's average VMT shall be developed in order to measure the progress of this goal over the course of the plan.

The Study shall be evaluated and revised as necessary every five (5) years with the update of the North Florida TPO's Long Range Transportation Plan (LRTP). The Study shall produce a revised schedule of improvements, mobility fees, and amendments to the Comprehensive Plan as appropriate.

TE

Policy 1.4.7

The City shall require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as parking management systems and park-and-ride facilities.

IE-SS

Policy 1.1.7

The City shall incorporate incentives in its Land Development Regulations which encourage development, and redevelopment in areas where the public wastewater system has or will have adequate capacity. Developments which qualify for mixed use and/or regional economic development must also undergo land use amendments to expand the suburban boundaries to incorporate these areas.

Locational requirements associated with the NC category encourage such sites to be located within one quarter of a mile of an intersection of collector roads or higher. However, the subject site's eastern boundary is located just beyond one quarter of a mile from the intersection of such an intersection. Furthermore, the site is located in a predominantly single-family residential area that is within the LDR land use category. While the existing RPI land use category is the lowest intensity commercial category and is specifically intended to be a transitional category between commercial and residential uses, the NC category is a step up in intensity and does not provide the same degree of regulatory protections for

adjacent uses that are included in the RPI category. Therefore, the proposed amendment is inconsistent with FLUE Goal 1, Objective 1.1 and Policies 1.1.10, 1.1.22 and 3.2.6.

The proposed amendment has the potential to encourage requests for additional commercial land uses adjacent to the subject property in the established residential area along Edgewood Avenue West. Therefore the proposed amendment does not fulfill FLUE Goal 1, Objective 1.1 and Policy 1.1.22.

The subject site is a vacant parcel that would be developed with neighborhood commercial uses to serve the surrounding residential neighborhoods found to the south, east and west. The resulting development pattern would promote mobility options consistent with the overall goal of the 2030 Mobility Plan as called for in TE Objective 1.4 and Policy 1.4.7. Additionally, the site would provide infill development along this portion of Edgewood Avenue West, an arterial road where commercial properties are found immediately north of the site fulfilling FLUE Objectives 3.2 and 6.3 and Policy 3.2.2.

According to the Department's GIS data, sewer and water lines are in place along Edgewood Avenue. The proposed amendment facilitates neighborhood commercial development on a long undeveloped site located along an arterial roadway in the Urban Development Area where full urban services (water, sewer, transit, and sidewalks) are available. Access to the site will not impact local residential roads as the site only has frontage along an arterial road. Therefore, the proposed amendment is also consistent with FLUE Policies 3.1.17, 3.2.4, 3.2.2 and 3.2.7 and IE-SS Policy 1.1.7.

## **Vision Plan**

The subject property is located within the boundaries of the Northwest Jacksonville Vision Plan in an area defined as being the traditional building area and the Edgewood Avenue character area. The Plan encourages aggressively seeking and supporting development in the traditional building area. In particular, desired development includes more neighborhood-scale retail amenities and entertainment options. The proposed amendment facilitates development of neighborhood commercial retail sales and service establishments in accordance with the recommendations of the Northwest Jacksonville Vision Plan.

## **Strategic Regional Policy Plan**

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

Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

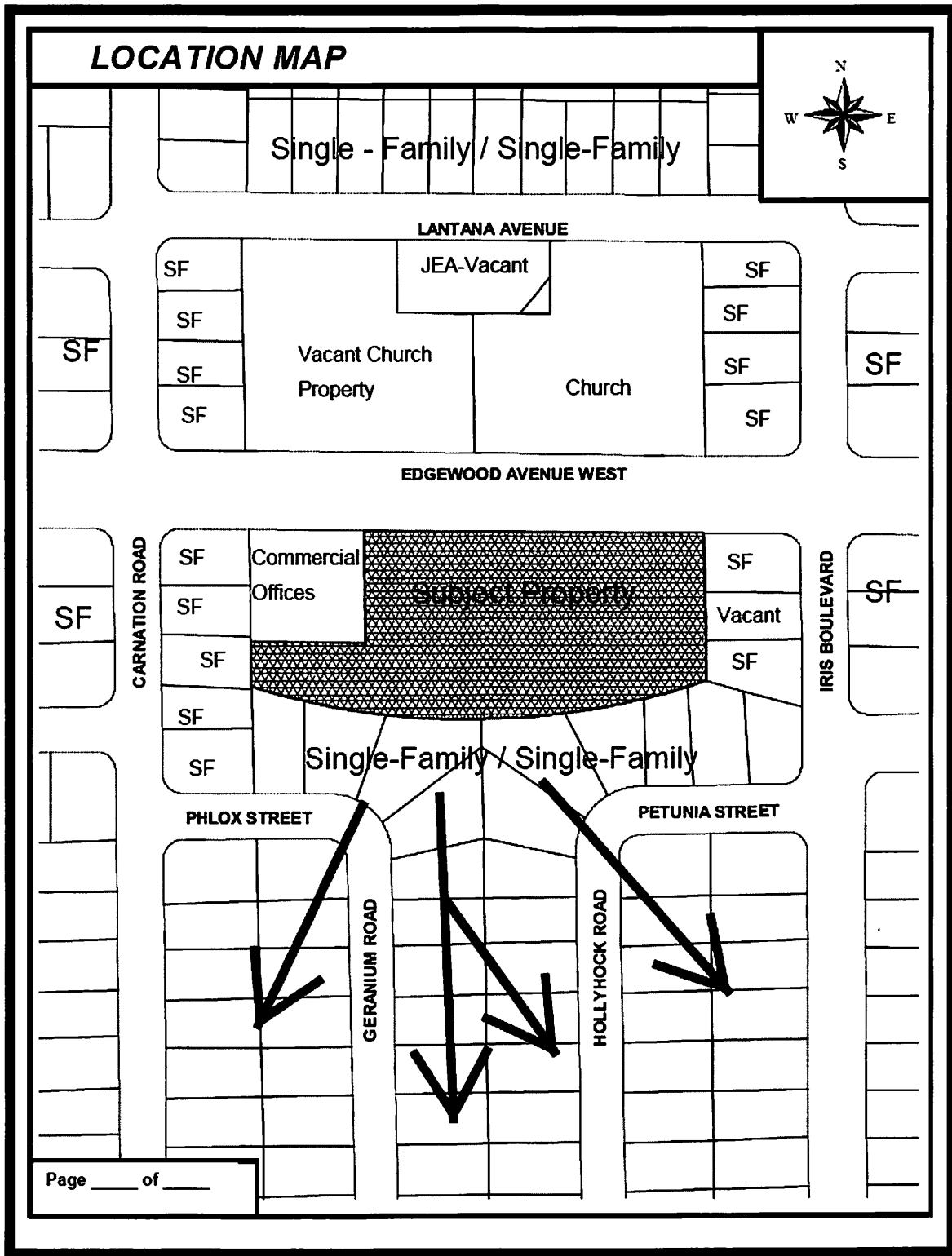
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

## **RECOMMENDATION**

The Planning and Development Department recommends **DENIAL** of this application based on its inconsistency with the 2030 Comprehensive Plan.

# ATTACHMENT A

## Existing Land Utilization:



# ATTACHMENT B

## Traffic Analysis:

PLANNING AND DEVELOPMENT DEPARTMENT



### MEMORANDUM

**DATE:** August 31, 2016

**TO:** Rosario Lacayo  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Division

**SUBJECT:** Transportation Review: Land Use Amendment 2015C-017

A trip generation analysis was conducted for Land Use Amendment 2015C-017, located on the south side of Edgewood Avenue, between Carnation Road and Iris Boulevard in the Urban Development Area of Jacksonville, FL. The subject site is undeveloped with an existing land use of Residential/Professional/Institutional (RPI) on 2.64 acres. The proposed land use amendment is to allow for Neighborhood Commercial (NC) on the entire site.

Trip generation was calculated for the existing and proposed land uses based on *Trip Generation*, 9<sup>th</sup> Edition by the Institute of Transportation Engineers (ITE). Trip generation was conducted for maximum development potential based on the estimated average daily and PM peak hour trips. In accordance with the development impact assessment standards established in the 2030 Comprehensive Plan, the RPI (nonresidential) land use category allows for 0.5 FAR per acre resulting in a development potential of 57,499 SF of office/institutional space (ITE Land Use Code 710) generating 634 daily trips. The proposed NC land use category development impact assessment standards allows for 0.45 FAR per acre, resulting in a development potential of 51,749 SF of neighborhood commercial use (ITE Land Use Code 814), which could generate 2,187 daily trips, which includes a 34% pass-by trip rate. The difference in trips would result in 1,553 daily trips if the land use is amended from RPI to NC, 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
RPI	710	57,499 SF	T = 11.03 (X) / 1000	634	0.00%	634
<b>Total Section 1</b>						<b>634</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
NC	814	51,749 SF	T = 64.03 (X) / 1000	3,313	34.00%	2,187
<b>Total Section 2</b>						<b>2,187</b>
<b>Net New Daily Trips</b>						<b>1,553</b>

Source: *Trip Generation Manual, 9th Edition, Institute of Engineers*



**Additional Information:**

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The project site is located in Mobility Zone 9, south of Edgewood Avenue between Lem Turner Road and New Kings Road. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation.


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 9 is 0.82.

Edgewood Avenue (SR 111) is a 4-lane divided minor-arterial facility and has a maximum daily capacity of 38,900 vehicular trips. This segment of Edgewood Avenue is expected to operate at an acceptable V/C ratio of 0.43 with the inclusion of the additional traffic from this land use amendment.

# ATTACHMENT C

## Land Use Amendment Application:

	<b>APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>		
Date Submitted:	7/7/15	Date Staff Report is Available to Public:	08/28/2015
Land Use Adoption Ordinance #:	2015-557	Planning Commission's LPA Public Hearing:	09/03/2015
Rezoning Ordinance #:	2015-558	1st City Council Public Hearing:	09/08/2015
JPDD Application #:	2015C-017	LUZ Committee's Public Hearing:	09/15/2015
Assigned Planner:	Kristen Reed	2nd City Council Public Hearing:	09/21/2015
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> GREG KUPPERMAN GREEN & KUPPERMAN, INC. 200 FIRST STREET, SUITE B NEPTUNE BEACH, FL 32266 Ph: 904-241-6611 Fax: 904-241-2950 Email: GKUPPERMAN@200FIRSTSTREET.COM		<b>Owner Information:</b> JANICE NELSON 4022 MURIFIELD CT JACKSONVILLE, FL 32225	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
Acreage:	2.64	General Location:	SOUTHSIDE OF EDGEWOOD AV W, EAST OF MONCRIEF ROAD AND WEST OF CLEVELAND ROAD
Real Estate #(s):	028089 0000	Address:	0 EDGEWOOD AVE W
Planning District:	5		
Council District:	10		
Development Area:	URBAN AREA		
Between Streets/Major Features:	IRIS BLVD and CARNATION ROAD		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
Current Utilization of Property:	VACANT LAND		
Current Land Use Category/Categories and Acreage:	RPI 2.64		
Requested Land Use Category:	NC	Surrounding Land Use Categories:	CGC and LDR
Justification for Land Use Amendment:	TO PERMIT NEIGHBORHOOD COMMERCIAL USE CONSISTENT WITH THE AREA AND BUSY ROADWAY. PROVIDE THE NEEDED COMMERCIAL SPACE CONSISTENT WITH MARKET DEMANDS FOR THE AREA.		
<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:	CO 2.64		
Requested Zoning District:	CN		
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:

