

PLANNING AND DEVELOPMENT DEPARTMENT



November 3, 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. 2016-671**

Application for Land Use Amendment 2016C-021

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 2016-671 on November 3, 2016.

- P&DD Recommendation APPROVE
- PC Issues: None
- PC Vote: 7-0

| | <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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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
FUTURE LAND USE MAP (FLUM) AMENDMENT**

OVERVIEW

ORDINANCE: 2016-671

APPLICATION: 2016C-021-1-7

APPLICANT: CITY OF JACKSONVILLE

PROPERTY LOCATION: 101,111,117 11th Street East

Acreage: 0.36

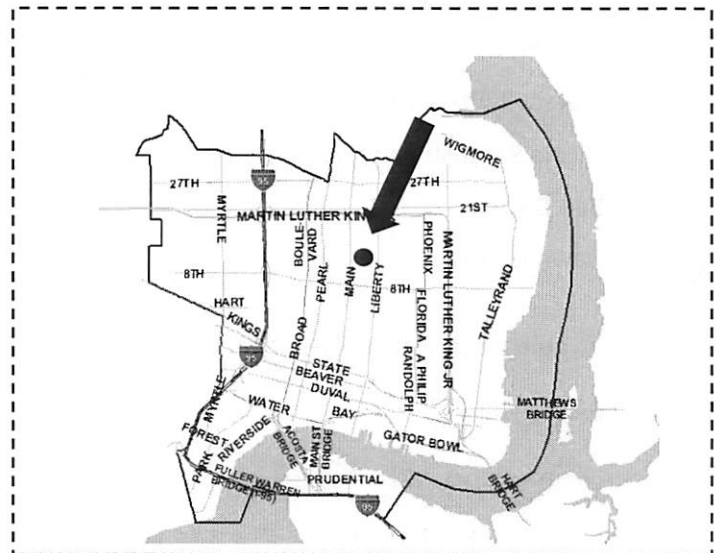
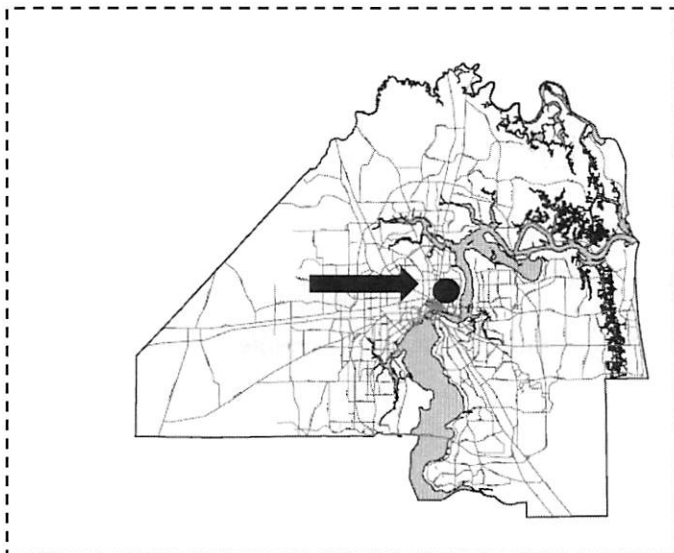
Requested Action:

| | Current | Proposed |
|-----------------|----------------|-----------------|
| LAND USE | LI | MDR |
| ZONING | IBP | RMD-S |

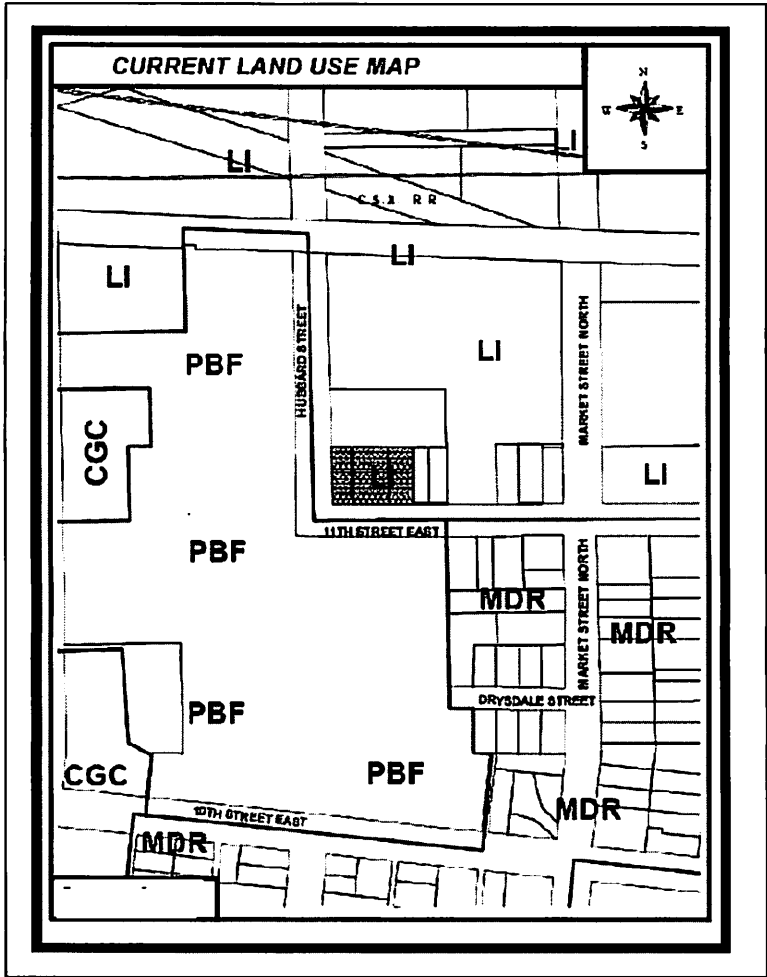
| Existing FLUM Category | Proposed FLUM Category | Existing Maximum Density (DU/Acre) | Proposed Maximum Density (DU/Acre) | Existing Maximum Intensity (FAR) | Proposed Maximum Intensity (FAR) | Net Increase or Decrease in Maximum Density | Non-Residential Net Increase or Decrease in Potential Floor Area |
|------------------------|------------------------|------------------------------------|------------------------------------|----------------------------------|----------------------------------|---|--|
| LI | MDR | N/A | 15 DU/acre (5 DUs) | 0.40 FAR (6,273 sq.ft.) | N/A | Increase 5 DU/acre | Decrease 6,273 sq. ft. |

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

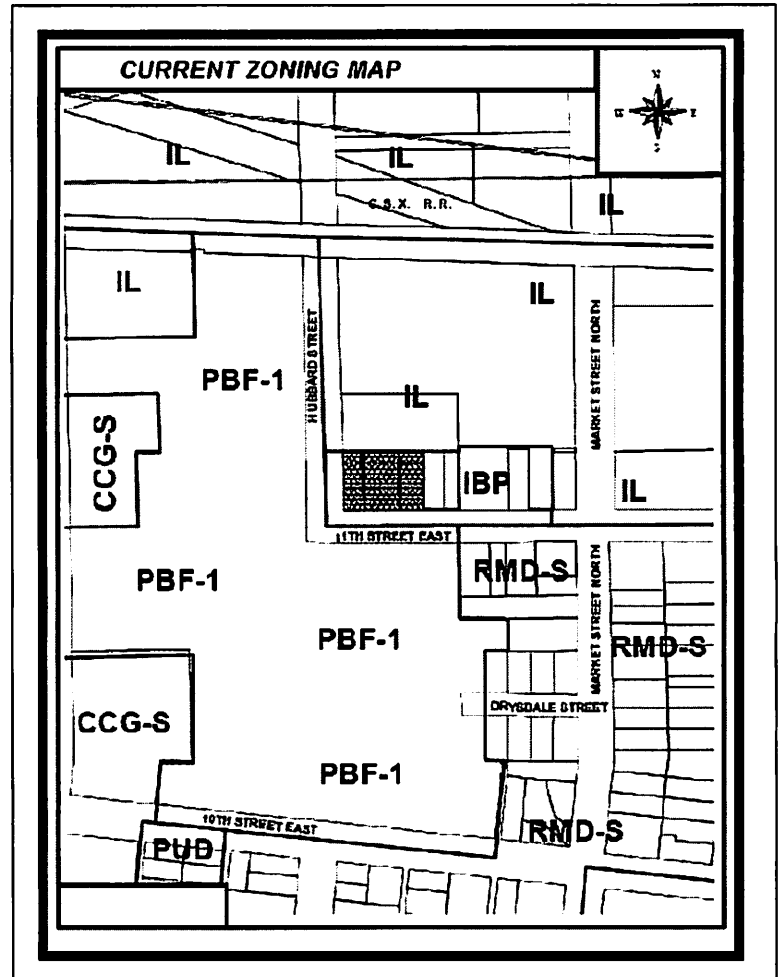
LOCATION MAPS:



SMALL SCALE LAND USE APPLICATION 2016C-021



Existing FLUM Land Use Categories: Light Industrial (LI)
Requested FLUM Land Use Category: Medium Density Residential (MDR)



Current Zoning District(s): Industrial Business Park (IBP)
Requested Zoning District(s): Residential Medium Density-Springfield (RMD-S)

ANALYSIS

Background:

The 0.36 acre amendment site is located on 11th Street East between Hubbard Street and Market Street within the Springfield Historic District. The subject property is located in Council District 7, Planning District 1 and within the Urban Core Vision Plan. The amendment application site consists of three single family homes built in 1906 and 1915 within the Urban Priority Development Area. The City of Jacksonville was approached by representatives of the Springfield Preservation and Revitalization (SPAR) Council to review and correct the discrepancies between the existing historic residential use and the industrial land use and zoning.

The applicant proposes a future land use amendment from Light Industrial (LI) to Medium Density Residential (MDR) and a rezoning from Industrial Business Park (IBP) to Residential Medium Density- Springfield (RMD-S) to allow the existing residential use of three properties. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2016-672.

The area surrounding the subject site includes vacant land, a middle school track field, industrial warehousing, single family homes and an existing middle school. The MDR area on the south side of 11th Street East consists of seven single-family homes. North of the site is a two-story office which abuts a 3.03 acre waste disposal and recycling process plant. West of the amendment site on Hubbard Street is Kirby Smith Middle School.

The property is also part of the 1977 Springfield Neighborhood Plan which was created before the local designation of the Springfield Historic District. The Plan completes an overall assessment of the Springfield Neighborhood and looks to re-establish and maintain a sound residential environment.

The property is a block and a half northeast from the 10th Street East and Main Street intersection and half a mile south from the Martin Luther King Jr. Parkway. There are sidewalks on both sides of 11th Street East. See the quick table below for additional details of the surrounding area along with the Dual Land Use and Zoning Map on Page 2 and Attachment A for current site utilization.

The adjacent uses and zoning are as follows:

| Adjacent Property | Land Use | Zoning District | Current Use(s) |
|-------------------|-----------|-----------------|---------------------------------------|
| North | LI | IL | Warehouses & recycle processing plant |
| South | PBF & MDR | PBF-1 & RMD-S | Track field & single family homes |
| East | LI | IBP | Vacant lot and Single family homes |
| West | PBF | PBF-1 | Kirby Smith Middle School |

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.

School Capacity

The .36 acre proposed land use map amendment has a maximum potential development of 5 multi-family 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

Development Potential: 5 Multi-Family Units

| School Type | CSA | 2015-16 Enrollment/CSA | Current Utilization (%) | New Student/ Development | 5-Year Utilization (%) | Available Seats |
|---------------------------|-----|------------------------|-------------------------|--------------------------|------------------------|-----------------|
| Elementary | 1 | 12,683 | 64% | 1 | 63% | 7,290 |
| Middle | 1 | 8,909 | 81% | 0 | 95% | 807 |
| High | 1 | 7,502 | 72% | 0 | 74% | 3,234 |
| Total New Students | | | | 1 | | |

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

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 | CSA | STUDENTS GENERATED | SCHOOL CAPACITY | CURRENT ENROLLMENT (2016/17) | % OCCUPIED | 4 YEAR PROJECTION |
|------------------------|-----|--------------------|-----------------|------------------------------|------------|-------------------|
| Andrew Robinson #262 | 1 | .835 | 990 | 762 | 77% | 80% |
| Matthew Gilbert #146 | 1 | .365 | 778 | 445 | 57% | 57% |
| William Raines HS #165 | 1 | .465 | 1817 | 1222 | 67% | 62% |

TOTAL STUDENTS: less than 1

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. 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.

Supplemental Transportation Information

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The project site is located in Mobility Zone 9, on 11th Street East between Hubbard Street and Market Street North. 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 or if V/C ratio greater than 1.0 then the demand exceeds the capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 9 is passing at 0.86.

Direct access to the project site is via 11th Street which is a local roadway, and Main Street/US 17 (SR 5) between Martin Luther King Jr. Parkway and 8th Street East is the first functionally classified roadway to the project site. The traffic demand for this facility is expected to operate at a V/C ratio of 0.45 with the inclusion of the additional traffic from this land use amendment.

Archaeological Sensitivity

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low 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. 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.

Historic District

The project site is located within the boundaries of the Springfield Historic District. Vertical construction and changes to existing structures on site must be reviewed by the Historic Preservation Commission and their staff before proceeding. The applicant is aware of this requirement.

Historic Preservation Element

Policy 1.1.3 The City shall continue to submit for review by the Jacksonville Historic Preservation Commission all plans that will physically alter the appearance of a designated site, property, or historic district.

IMPACT ASSESSMENT

| DEVELOPMENT ANALYSIS | | |
|---|---|------------------------|
| | <u>CURRENT</u> | <u>PROPOSED</u> |
| Site Utilization | Single-family home | Single-family home |
| Land Use Category | LI | MDR |
| Development Standards For Impact Assessment | 0.40 FAR | 15 DU/acre |
| Development Potential | 6,273 SQ.FT | 5 DUs |
| Population Potential | N/A | 11 people |
| SPECIAL DESIGNATIONS AREAS | | |
| | <u>YES</u> | <u>NO</u> |
| Aquatic Preserve | | X |
| Airport Environ Zone | | X |
| Industrial Preservation Area | | X |
| Cultural Resources | X-Local Historic District | |
| Archaeological Sensitivity | | X-Low |
| Historic District | X-Springfield | |
| Coastal High Hazard Area | | X |
| Ground Water Aquifer Recharge Area | | X-Discharge Area |
| Well Head Protection Zone | | X |
| PUBLIC FACILITIES | | |
| Potential Roadway Impact | No net new daily trips | |
| Water Provider | JEA | |
| Potential Water Impact | Increase of 490.46 gallons per day | |
| Sewer Provider | JEA | |
| Potential Sewer Impact | Increase of 367.85 gallons per day | |
| Potential Solid Waste Impact | Decrease of 6.45 gallons per day | |
| Drainage Basin / Sub-Basin | Hogan Creek Stream sub Basin/ St. Johns River Basin | |
| Recreation and Parks | S-Line Rail Trail (1/2 mile north of site) | |
| Mass Transit | JTA bus route 1 | |
| NATURAL FEATURES | | |
| Elevations | N/A | |
| Soils | Pelham –urban land complex, 0 to 2 percent slopes | |
| Land Cover | 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 October 14, 2016, the required notices of public hearing signs were posted. Twenty-five (25) 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 Workshop was held on October 17, 2016 and no speakers were present.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

The Light Industrial (LI) land use category is intended to provide for location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes. Generally, light assembly, manufacturing, packing, processing, and storage/warehousing are principal uses in this category.

According to the Category Descriptions for the Urban Priority Development Areas of the FLUE, the MDR future land use category is intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. MDR is generally intended to provide transitional uses between commercial and single family residential uses. 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.

Proposed amendment analysis in relation to the Objectives and Policies of the 2030 Comprehensive Plan, Future Land Use Element:

- 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.

- 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.

- 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.

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 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review, when appropriate, relief from the scale transition requirements.

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 proposed amendment analysis in relation to the Goals, Objectives and Policies of the 2030 Comprehensive Plan, Historic Preservation Element:

Objective 1.4 The City of Jacksonville shall establish and improve property values, and thus the tax base of local landmarks and local historic districts by encouraging property owners to maintain and improve buildings, grounds, streetscape and vistas and encouraging settlement and revitalization of established neighborhoods.

Although the property has a land use category of LI, the single family homes were built in 1906 and 1915 and have been a residential site since that time. The land use change from LI to MDR would accommodate the existing use. The proposed land use change maintains the long established character of the area and fits into the scale of the neighborhood. Therefore, the proposed amendment it is consistent with Policy 3.1.3. The proposed designation of MDR to the site would encourage further revitalization of the surrounding areas and is consistent with Objective 1.4 of the Historic Preservation Element.

The subject property has access to full urban services and is located in a developed area of the City. The Urban Priority Development Area is intended to encourage revitalization and use of existing infrastructure through redevelopment and infill, therefore, the proposed land use amendment aids in maintaining a compact and compatible land use pattern and encourage additional infill development promoting the goal of FLUE Objectives 1.1 and 6.3, and Policy 1.1.22.

The proposed land use change will increase the opportunity for residential development satisfying FLUE Objective 3.1 and Policy 1.1.22. The property owners of the subject site provided the City authorization to change the land use and zoning which will eliminate the possibility of non-residential uses abutting the existing residential properties satisfying FLUE Objective 1.1 and Policy 1.1.10.

Urban Core Vision Plan

The subject property is located within the boundaries of the Urban Core Vision Plan in the Springfield Historic District. The Plan encourages the protection and revitalization of historic neighborhoods while preserving the neighborhood scale and character with new development. The plan also magnifies the issues created by a high percentage of industrial uses in close proximity to residential uses. A range of housing opportunities and choices would be promoted to support a range of household sizes and promote diversity. The proposed amendment provides residential infill development while preserving and reusing the historic buildings on site. Therefore, the proposed amendment is consistent with the Urban Core Vision Plan.

Strategic Regional Policy Plan

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

Policy 4B Downtowns are important parts of the Regional community. Downtown Jacksonville is the Regional downtown, and the Region as a whole has an interest in its success. The Region supports revitalizing downtowns as important element of communities. The Region supports local government efforts to revitalize them and keep them vibrant.

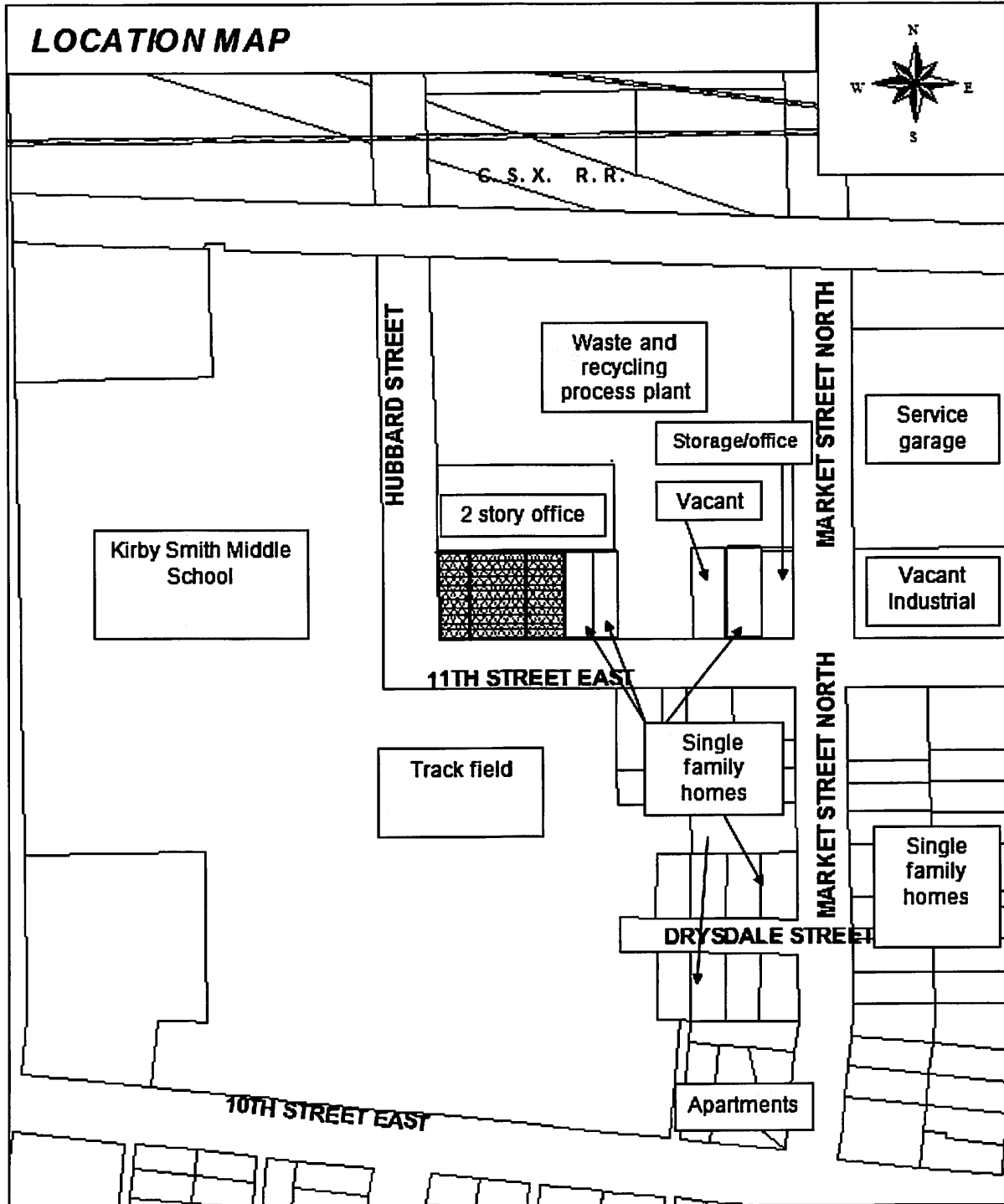
The subject property is located in the Urban Priority Development Area. The proposed amendment to MDR would increase opportunities for infill providing a wider range of housing needs to meet different income levels. Revitalizing communities close to downtown is important to a successful downtown. The Strategic Regional Plan supports local government's efforts to revitalize downtowns as important elements of communities. Therefore, the proposed amendment is consistent with the aforementioned Strategic Regional Policy Plan.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment 2016C-021, located at 101-117 11th Street East at the intersection of Hubbard Street and 11th Street East in the Urban Priority Development Area of Jacksonville, Florida. The subject site is currently developed with three residential homes and has an existing Light Industrial (LI) land use category. The proposed land use amendment is to allow for Medium Density Residential (LDR) on approximately 0.36 +/- acres.

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 LI land use category allows for 0.4 FAR per acre resulting in a development potential of 6,273 SF of industrial space (ITE Land Use Code 110), generating 44 daily vehicular trips. The proposed MDR land use category development impact assessment standards allows for 15 dwelling units per acre resulting in a development potential of 5 multi-family residential units (ITE Land Use Code 220), generating 33 daily vehicular trips. This will result no net new daily vehicular trips if the land use is amended from LI 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 |
|----------------------------|-------------------|-------------------------------|--------------------------------------|----------------------|--------------------|-------------------------|
| LI | 110 | 1000 SF | T = 9.67 (X)/1000 | 44 | 0.00% | 44 |
| Total Section 1 | | | | | | 44 |
| 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 | DU | T = 6.65 (X) | 33 | 0.00% | 33 |
| Total Section 2 | | | | | | 33 |
| Net New Daily Trips | | | | | | 0 |

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

ATTACHMENT B (cont)

Traffic Analysis:

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, on 11th Street East between Hubbard Street and Market Street North. 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 or if V/C ratio greater than 1.0 then the demand exceeds the capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 9 is passing at **0.86**.

Direct access to the project site is via 11th Street which is a local roadway, and Main Street/US 17 (SR 5) between Martin Luther King Jr. Parkway and 8th Street East is the first functionally classified roadway to the project site. The traffic demand for this facility is expected to operate at a V/C ratio of **0.45** with the inclusion of the additional traffic from this land use amendment.

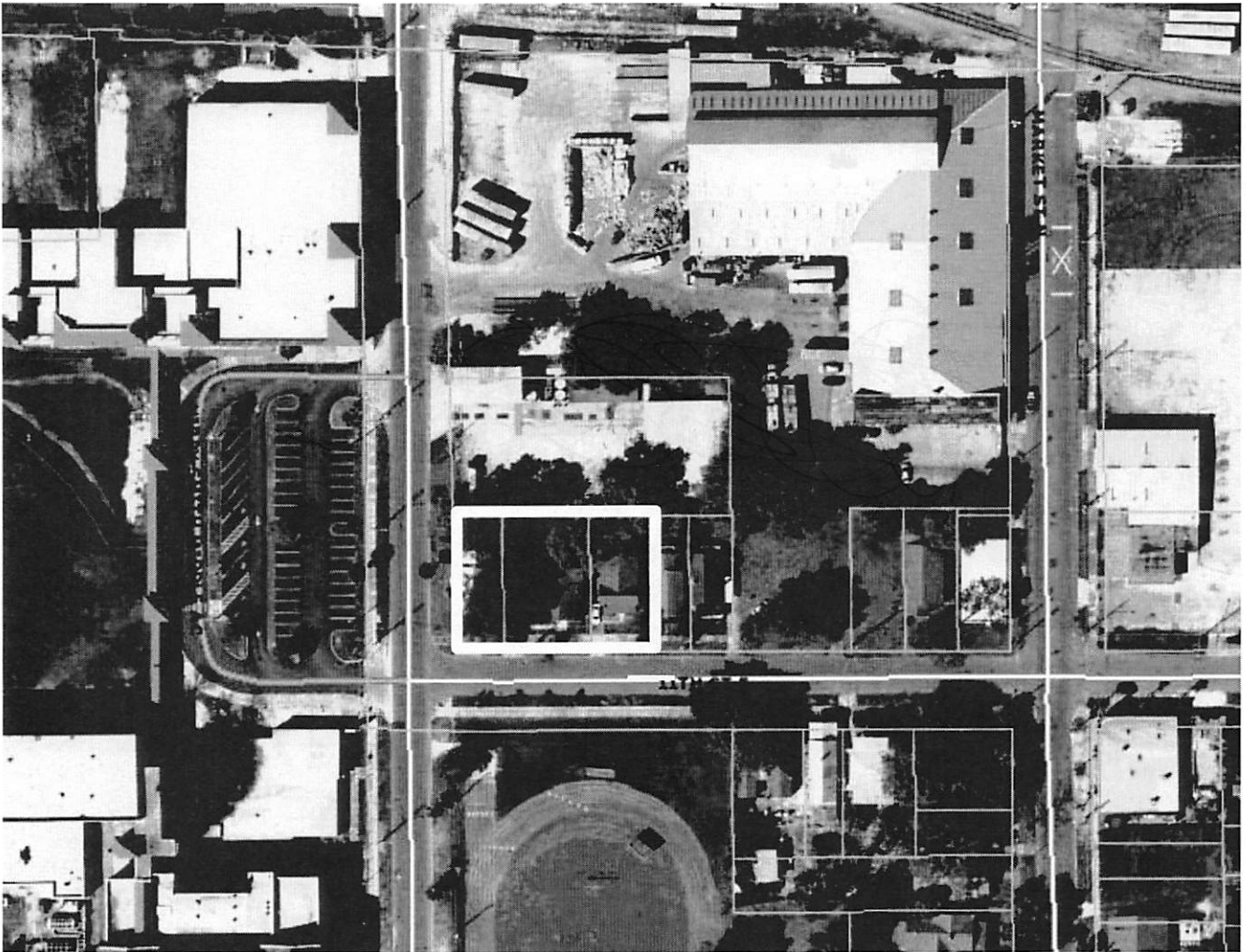
ATTACHMENT C

Land Use Amendment Application:

| | | | |
|--|--|---|--|
|  | APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN | | |
| Date Submitted: | 5/11/16 | Date Staff Report is Available to Public: | 10-28-2016 |
| Land Use Adoption Ordinance #: | 2016-671 | Planning Commission's LPA Public Hearing: | 11-03-2016 |
| Rezoning Ordinance #: | 2016-672 | 1st City Council Public Hearing: | 11-09-2016 |
| JRDD Application #: | 2016C-021 | LUZ Committee's Public Hearing: | 11-15-2016 |
| Assigned Planner: | Rosario Lacayo | 2nd City Council Public Hearing: | 11-22-2016 |
| <u>GENERAL INFORMATION ON APPLICANT & OWNER</u> | | | |
| Applicant Information: CITY OF JACKSONVILLE 214 NORTH HOGAN STREET, SUITE 300 JACKSONVILLE, FL 32202 Ph: 9042557800 Fax : 9042557882 Email: COMMUNITYPLANNING@COJ.NET | | Owner Information: TIMOTHY HOPE 1450 MARKET STREET JACKSONVILLE, FL 32206 BELLACOOP FUND R2, LLC. 7563 PHILLIPS HWY. STE. 109 JACKSONVILLE, FL 32256 | |
| <u>DESCRIPTION OF PROPERTY</u> | | | |
| Acreage: | 0.36 | General Location: | NORTHEAST QUADRANT OF HUBBARD ST AND 11 ST E |
| Real Estate #(s): | 055283 0000 055284 0000 055285 0000 | Address: | 101 11th ST E, 117 11th ST E; 111 11th ST E |
| Planning District: | 1 | | |
| Council District: | 7 | | |
| Development Area: | URBAN PRIORITY AREA | | |
| Between Streets/Major Features: | HUBBARD ST and MARKET ST | | |
| <u>LAND USE AMENDMENT REQUEST INFORMATION</u> | | | |
| Current Utilization of Property: | RESIDENTIAL | | |
| Current Land Use Category/Categories and Acreage: | U 0.36 | | |
| Requested Land Use Category: | MDR | Surrounding Land Use Categories: | U,MDR,PBF |
| Justification for Land Use Amendment: | THE CURRENT LAND USE CATEGORY IS FOR INDUSTRIAL USES. HOWEVER, THE PROPERTY IS USED FOR RESIDENTIAL PURPOSES AND HAS HISTORIC HOMES ON SITE. | | |
| <u>UTILITIES</u> | | | |
| Potable Water: | JEA | Sanitary Sewer | JEA |
| <u>COMPANION REZONING REQUEST INFORMATION</u> | | | |
| Current Zoning District(s) and Acreage: | IBP 0.36 | | |
| Requested Zoning District: | RMD-S | | |
| Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/ | | | |

ATTACHMENT D

Aerial:



2016-672