



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

OVERVIEW

ORDINANCE: ORD # 2017-041

APPLICATION: 2016C-028-5-14

APPLICANT: CHARLES L. MANN

PROPERTY LOCATION: 0 Myra Street at the western terminus of Green Street

Acreage: 0.44

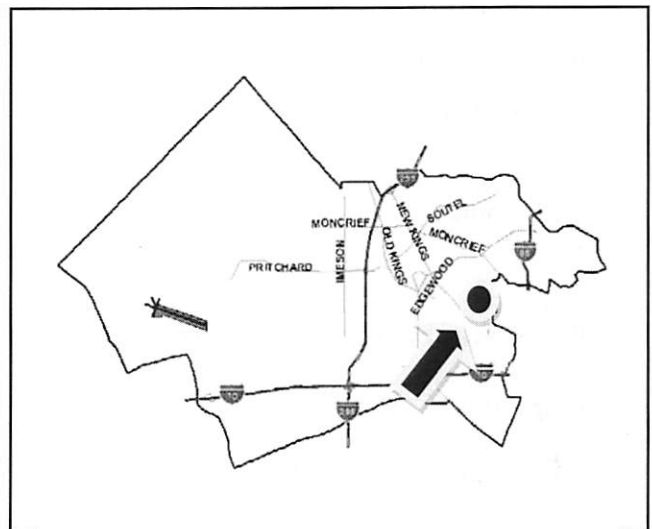
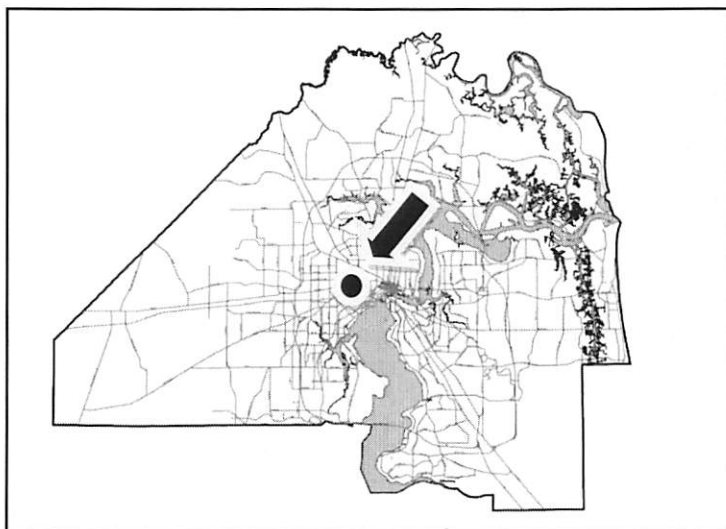
Requested Action:

	Current	Proposed
LAND USE	PBF	LDR
ZONING	PBF-1 and PUD	PUD

Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre) 5 SF DUs/Acre	Existing Maximum Intensity (FAR) 0.3 FAR	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
PBF	LDR	N/A	2 Single-family DU	5,750 Sq. ft. Public Building Space	N/A	Increase in 2 Single-family DUs	Decrease in 5,750 Sq. ft. Public Building Space

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVE

LOCATION MAPS:



PLANNING AND DEVELOPMENT DEPARTMENT



February 23, 2017

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. 2017-041**

Application 2016C-028

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 2017-041 on February 23, 2017.

- P&DD Recommendation APPROVE
- PC Issues: None
- PC Vote: 5-0 APPROVE

	<u>Aye</u>	<u>Nay</u>	<u>Abstain</u>	<u>Absent</u>
Daniel Blanchard, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abel Harding, Vice Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Nicole Sanzosti Padgett, Secretary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Joshua Garrison	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marshall Adkinson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Hagan	<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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

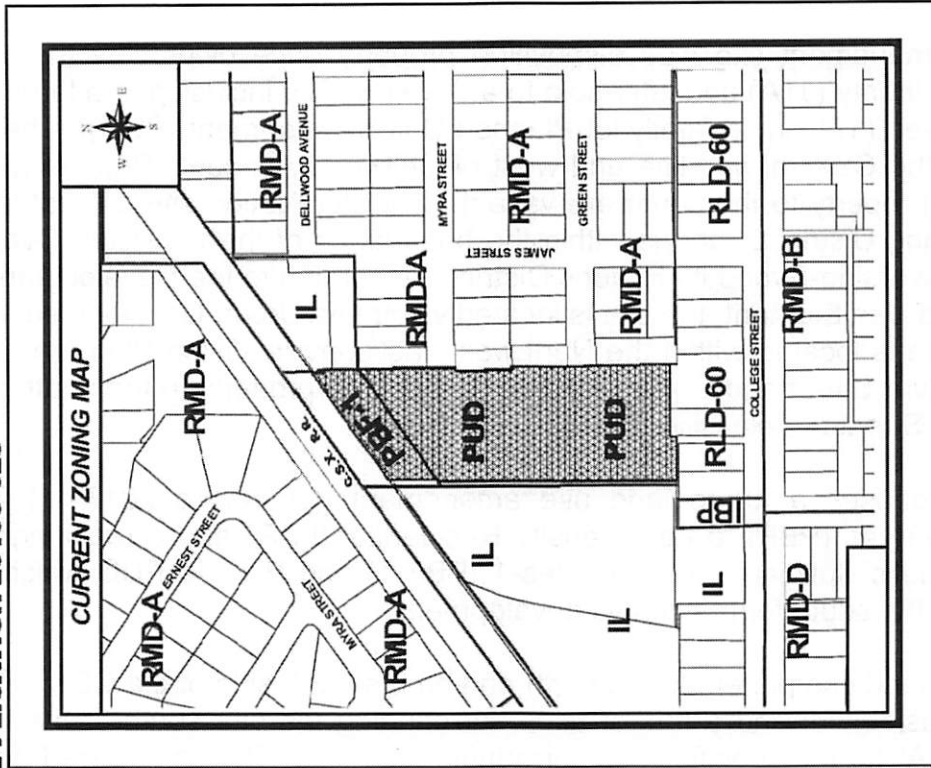
If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Respectfully,

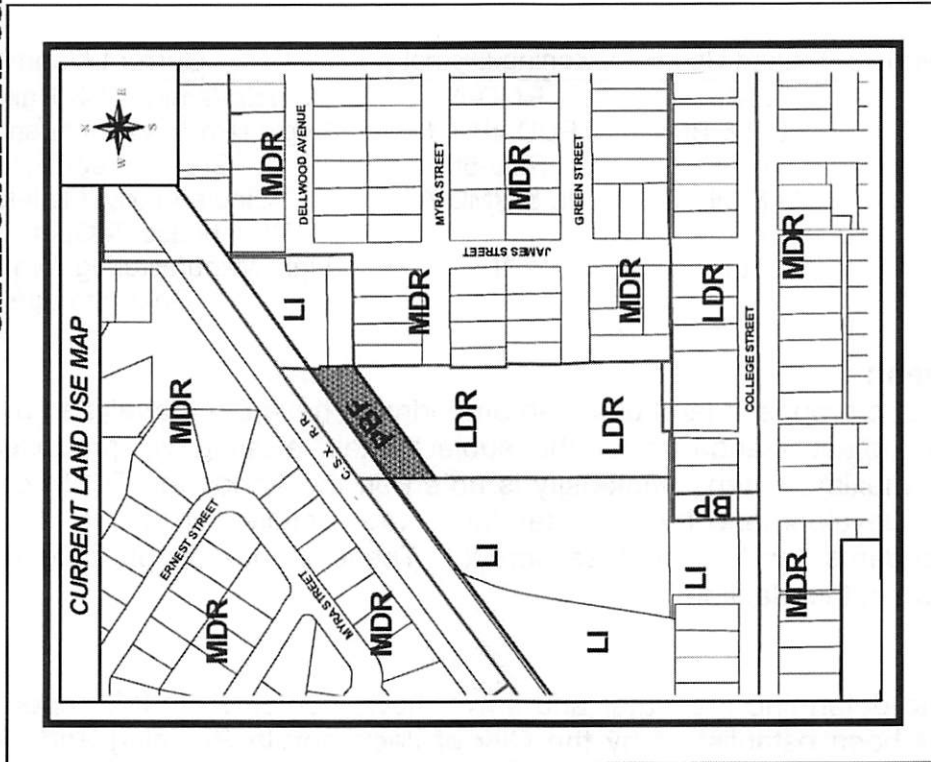
Kristen D. Reed, AICP
Chief of Community Planning

DUAL MAP PAGE

SMALL SCALE LAND USE APPLICATION 2016C-028



Current Zoning District(s): Public Buildings and Facilities-1 (PBF-1) and Planned Unit Development (PUD)
Requested Zoning District(s): Planned Unit Development (PUD)



Existing FLUM Land Use Categories: Public Buildings and Facilities (PBF)
Requested FLUM Land Use Category: Low Density Residential (LDR)

ANALYSIS

Background:

The 0.44 acre amendment site was disposition property once owned by the Jacksonville Transportation Authority (JTA) and later sold to a developer for inclusion in a larger 3.93 acre, proposed seventeen (17) single-family lot Planned Unit Development (PUD). The property is located south of the CSX railway line and west of Dellwood Avenue. Presently, the subject property and the property to the south are vacant. The application site is located in Council District 14, Planning District 5, and is within the boundaries of the Riverside Overlay Zoning District and the Riverside-Avondale Historic District. According to the Development Area Map in the Future Land Use Element, the site is located within the Urban Development Area. Also, the application site is located within the Northwest Jacksonville Vision Plan area. Access to the site is from Myra Street and Green Street by way of the property to the south. Both Myra Street and Green Street are classified as local roadways.

The applicant proposes a future land use amendment (Ordinance 2017-41) from Public Buildings and Facilities (PBF) to Low Density Residential (LDR) and a rezoning (Ordinance 2017-42) from Public Buildings and Facilities-1 (PBF-1) and PUD to PUD which includes a larger property to the south for residential development.

The predominant land use pattern to the north and on the north side of the CSX railroad tracks is single-family residential and a mix of uses surrounding the site south of the railway line. See "Attachment A" for the specific uses surrounding the site. The generalized adjacent land use categories and zoning are as follows:

Adjacent Property(s)	Land Use	Zoning District	Current Use(s)
North	MDR	RMD-A	Single-family, CSX Railway Line
South	LDR & BP	PUD, IBP, & RLD-60	Single family, Vacant Land & Vacant Green Street II PUD
East	LI & MDR	IL & RMD-A	Single-family, Multi-family, Warehouse, & Open Storage
West	LI	IL	Light Manufacturing, Warehouse, & Open Storage

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). See Policy 1.1.1 of the Sanitary Sewer Sub-Element of the Infrastructure Element below:

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 0.44 acre proposed land use map amendment has a maximum potential development of 2 dwelling units. The proposed development was analyzed to 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 2016C-028**

Development Potential: 2 Single-Family Units

School Type	CSA	2015-16 Enrollment/CSA	Current Utilization (%)	New Student/Development	5-Year Utilization (%)	Available Seats
Elementary	2	6,811	84%	0	76%	1,773
Middle	2	2,677	58%	0	82%	754
High	2	3,745	93%	0	88%	723
Total New Students				0		

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 specific 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 (2015/16)	% OCCUPIED	4 YEAR PROJECTION
Central Riverside ES #169	2	1	426	355	83%	89%
Northwestern MS#155	2	1	778	532	68%	55%
Robert E. Lee HS #165	2	1	1844	1917	104%	93%

- Does not include ESE & room exclusions
- TOTAL STUDENTS: 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 a 0 increase of 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 7, between College Street and CSX railroad. 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 7 is passing at 0.66.

Green Street and Myra Streets are local roadways which provide direct access to the project site, and College Street is the first functionally classified roadways to the project site. The traffic demand for this facility is expected to operate at a V/C ratio of 0.40 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 Jacksonville Naval Airfield. 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 656.10051(d). See Objective 2.5 of the Future Land Use Element below:

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 Preliminary Site Sensitivity Map, the subject property is located within an area of medium probability for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed. See Policy 1.2.6 of the Historic Preservation Element below:

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.

Riverside Overlay and Riverside-Avondale Historic Districts

The land use amendment site is located in both the Riverside Overlay District (2008-192-E) and the Riverside-Avondale Historic District (Ordinance 1997-1029-E). The Jacksonville Historic Commission reviewed the proposed seventeen lot site plan on September 28, 2017. If both land use amendment (Ordinance 2017-41) and rezoning (Ordinance 2017-42) is approved then new home architectural plans must be reviewed by the Historic Preservation Commission and their staff for appropriateness before on site construction can proceed. In addition, the new homes must also meet zoning requirements of the historic overlay zone. The applicant is aware of these requirements and has begun the design review process with the Historic Preservation Section of the Planning and Development Department.

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**2016C-028****0.44 Acres****DEVELOPMENT ANALYSIS**

	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Single-family dwellings
Land Use /Zoning	PBF/PBF-1	LDR/PUD
Development Standards For Impact Assessment	0.30 FAR	5 SF dwelling units/acre
Development Potential	5750 Sq. Ft. Building	2 Single-family Dwelling Units
Population Potential	0 People	5 People

SPECIAL DESIGNATIONS AREAS

	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Airport Environ Zone	500 ' Height Restriction zone for Jacksonville Naval Air Station	
Industrial Preservation Area		X
Cultural Resources	Riverside Overlay District	
Archaeological Sensitivity	Medium Probability	
Historic District	Riverside-Avondale Historic District	
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X – Discharge Area
Well Head Protection Zone		X

PUBLIC FACILITIES

Potential Roadway Impact	0 New net daily trips
Water Provider	JEA
Potential Water Impact	Increase of 128.49 gallons/day
Sewer Provider	JEA
Potential Sewer Impact	Increase of 96.37 gallons/day
Potential Solid Waste Impact	Decrease of 4 tons/year
Drainage Basin / Sub-Basin	Upper St. Johns River from Trout River Basin and McCoy Creek Sub-basin
Recreation and Parks	Willowbranch Park
Mass Transit	Area served by bus line 5 on King Street

NATURAL FEATURES

Elevations	20 Feet above mean sea level
Soils	73 – Urban land-Mascotte-Sapelo complex
Land Cover	1410/1420 – Retail/wholesale sales and Service
Flood Zone	N/A
Wet Lands	N/A
Wild Life	N/A

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 1, 2017, the required notices of public hearing signs were posted. Fifty-five (55) notices were mailed out to adjoining property owners and the Northwest Citizens Planning Advisory Committee 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 (CIM) on Monday, January 30, 2017. The applicant was the only attendee at the meeting.

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:

- 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 1.1.22 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 Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.
- 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.

According to the category description of the Future Land Use Element (FLUE), Public Buildings and Facilities (PBF) is a broad land use category that is intended to accommodate major public use or community service activities. Activities that provide community service functions vary in character and locational need. A primary consideration in locating these uses is to ensure that each use will function as it is intended, as an important part of the urban service delivery system.

Low Density Residential (LDR) in the Urban Development Area permits a maximum gross density of 7 units/acre when full urban services are available. Generally, single-family detached housing will be the predominant land use in this category, although mobile homes, patio homes, townhomes and multi-family dwellings may also be permitted in appropriate locations.

The subject property is a vacant lot owned by the Jacksonville Transit Authority and was sold for surplus. The proposed amendment is located within the Northwest Planning District and Urban Development Area with access to full urban services. The site is also located within the Riverside Zoning Overlay and Riverside-Avondale Historic Districts. The proposed land use change will increase the opportunity for residential development with low density residential lots maintaining the character of the area satisfying Objective 3.1 and Policy 1.1.22. The proposed amendment would result in the provision of land designated for safe, decent, and sanitary development in accordance with FLUE Objective 3.1. The subject site is vacant and has the potential to encourage additional infill development promoting the goal of Objective 1.1 and Objective 6.3.

The proposed land use amendment property is located in the Urban Development Area of the Northwest Planning District, in an area with access to full urban services with sidewalks and bus stops nearby. Development of the vacant property promotes infill development that takes advantage of existing infrastructure and services and that results in a compact development pattern. Therefore, the proposed amendment is consistent with the intent of FLUE Objectives 1.1 and 6.3 and Policy 1.1.22.

The application site is within the Riverside-Avondale Historic District. Any vertical construction will be reviewed by the Jacksonville Historic Commission. Therefore, as proposed the amendment is consistent with FLUE Policies 3.1.3 and 4.1.8B.

Northwest Vision Plan

The subject property is located within the boundaries of the Northwest Jacksonville Vision Plan. The Plan does not specifically address this area but did mention that a major concern of the community was vacant over grown lots. The development of this property will help address that issue. The site is also located in the historic in-town area of the vision plan area. According to the plan it is recommended that development and redevelopment incorporate historic patterns based on compact, walkable neighborhood characteristics. The proposed single-family building lots will be developed similar to the adjacent development areas of Green and Myra Streets. In addition, the plan calls for connection between streets. Therefore, the lot development pattern and the connection between Myra and Green Street are consistent with the suggestions of the Northwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following policy 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.

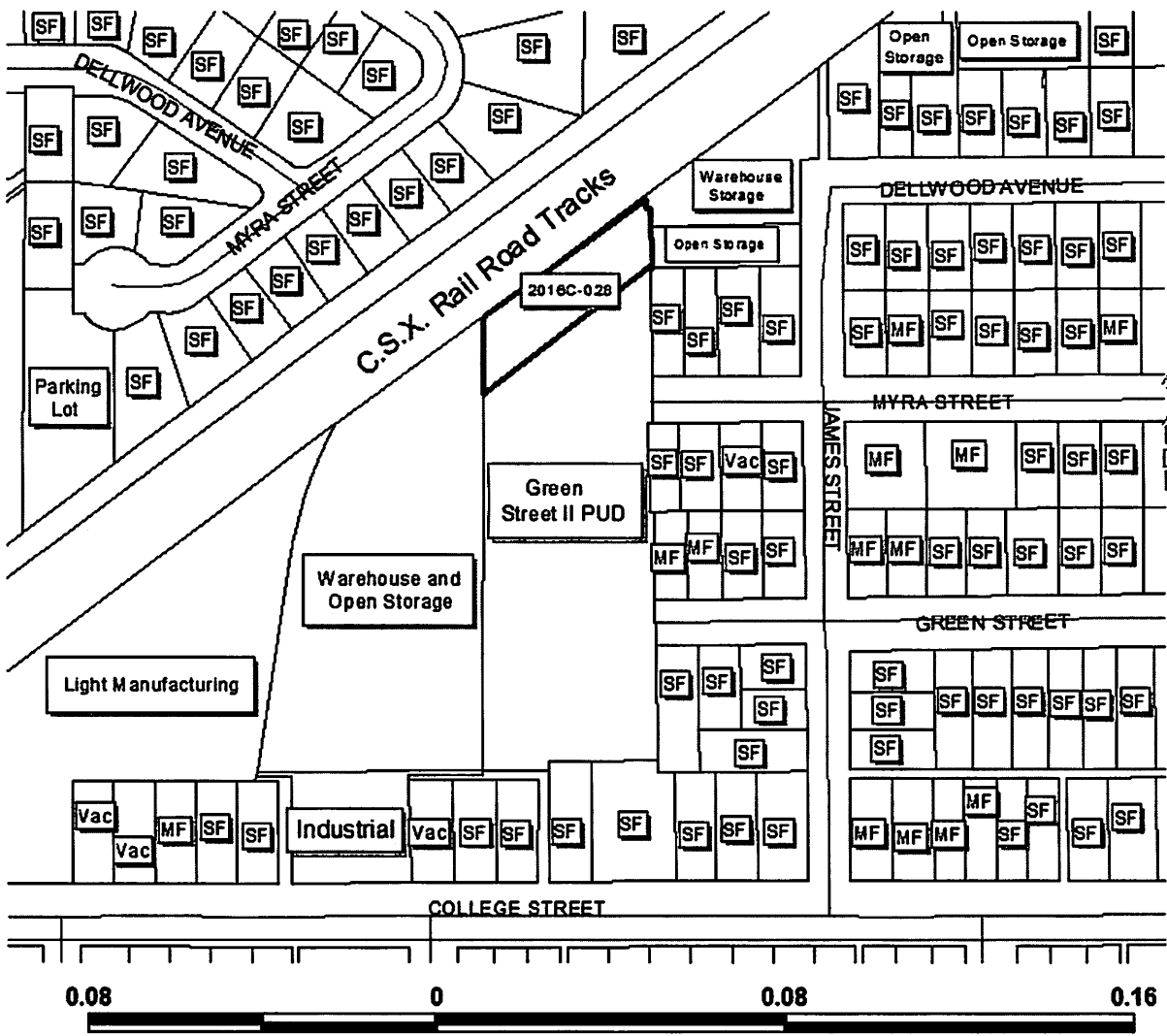
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of business opportunities in the northeast Florida region.

RECOMMENDATION

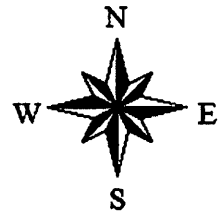
The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the overall intent of the 2030 Comprehensive Plan.

ATTACHMENT A

**2016C-028
Field Sheet**



- Major Highways (with Functional Class)
- Text Highway Text
- Streets
- River
- Parcels - August 28, 2016
- Municipal Boundaries 20150428



ATTACHMENT B

Traffic Analysis:

PLANNING AND DEVELOPMENT DEPARTMENT



MEMORANDUM

DATE: January 20, 2017

TO: Edward Lukacovic
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment 2016C-028

A trip generation analysis was conducted for Land Use Amendment 2016C-028, located west of Green Street between the CSX Railroad and College Street in the Urban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Public Building Facility (PBF) land use category. The proposed land use amendment is to allow for Low Density Residential (LDR) on approximately 0.44 +/- 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, PBF land use category development impact assessment standards allows for 0.3 FAR per acre, resulting in a development potential of 5,750 SF of office/institutional space (ITE Land Use Code 730) which could generate 396 new daily trips. The proposed the LDR land use category allows for 5 dwelling units per acre resulting in a development potential of two residential units (ITE Land Use Code 210), generating 19 daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from PBF to LDR, 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
PBF	730	5,750 SF	T=68.93 (X)	396	0.00%	396
Total Section 1						396
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
LDR	210	2 DU	T= 9.52 (X)	19	48.62%	10
Total Section 2						10
Net New Daily Trips						0

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 7, between College Street and CSX railroad. 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 7 is passing at **0.66**.

Green Street and Myra Streets are local roadways which provide direct access to the project site, and College Street is the first functionally classified roadways to the project site. The traffic demand for this facility is expected to operate at a V/C ratio of **0.40** with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C



ATTACHMENT D

Land Use Amendment Application:



APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN

Date Submitted:	10/4/2016	Date Staff Report is Available to Public:	02-17-2017
Land Use Adoption Ordinance #:	2017-41	Planning Commission's LPA Public Hearing:	02-23-2017
Rezoning Ordinance #:	2016-42	1st City Council Public Hearing:	02-28-2017
JPDD Application #:	2016C-028	LUZ Committee's Public Hearing:	03-07-2017
Assigned Planner:	Ed Lukacovic	2nd City Council Public Hearing:	03-14-2017

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

L MANN
MANN-PELLICER
165 ARLINGTON ROAD
JACKSONVILLE, FL 32211
Ph: (904) 721-1546
Fax: (904) 721-1582
Email: CHARLIEMANN1@COMCAST.NET

Owner Information:

CHRISTIAN ALLEN
LAND ROVER PROPERTIES, LLC
3721 DUPONT STATION COURT S.
JACKSONVILLE, FL 32217
Ph: (904) 721-1546
Fax: (904) 721-1582
HUNTER HAYDEN
H&H REAL ESTATE INVESTING, LLC
9310 OLD KINGS ROAD S.
JACKSONVILLE, FL 32257

DESCRIPTION OF PROPERTY

Acres: 0.44
Real Estate #(s): 063004 0000

Planning District: 5
Council District: 14
Development Area: URBAN AREA
Between Streets/Major Features:
GREEN STREET and MYRA STREET

General Location:
WESTERN TERMINUS OF GREEN STREET

Address:
0 MYRA ST

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT

Current Land Use Category/Categories and Acreage:
PBF 0.44

Requested Land Use Category: LDR
Justification for Land Use Amendment:
JTA DISPOSITION OF GOVERNMENTAL LAND

Surrounding Land Use Categories: LDR

UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
PBF-1 and PUD 3.03

Requested Zoning District: PUD

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