

PLANNING AND DEVELOPMENT DEPARTMENT



March 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. 2017-130**

Application for Land Use Amendment 2016C-031

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 2017-130 on March 23, 2017.

- P&DD Recommendation APPROVE
- PC Issues: None
- PC Vote: 7-0 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nicole Sanzosti Padgett, Secretary	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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: 2017-130

APPLICATION: 2016C-031-2-2

APPLICANT: WILLIAM GALLUP

PROPERTY LOCATION: 524, 518, and 0 St. Johns Bluff Road North

Acreeage: 1.63

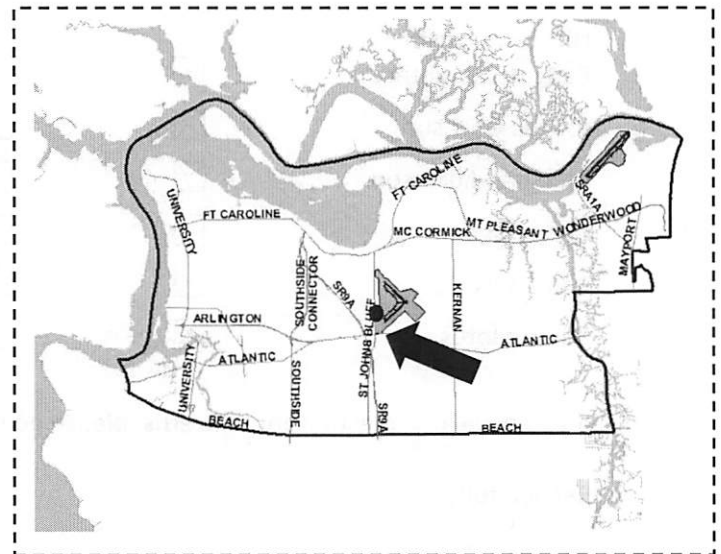
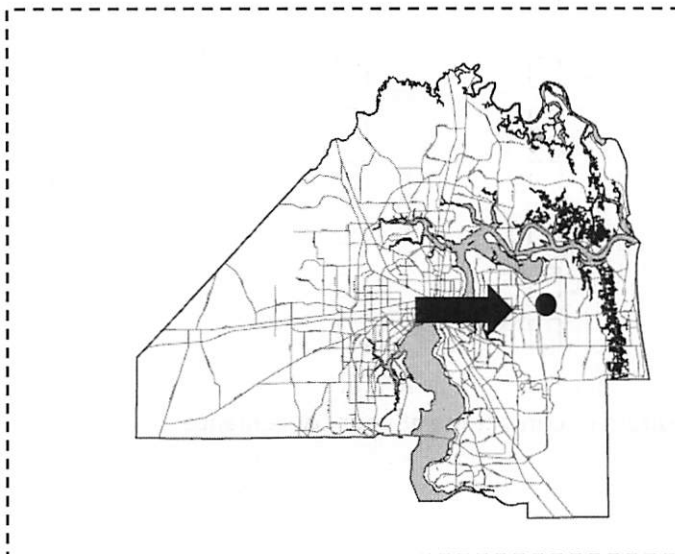
Requested Action:

	Current	Proposed
LAND USE	RPI	BP
ZONING	CRO	IBP

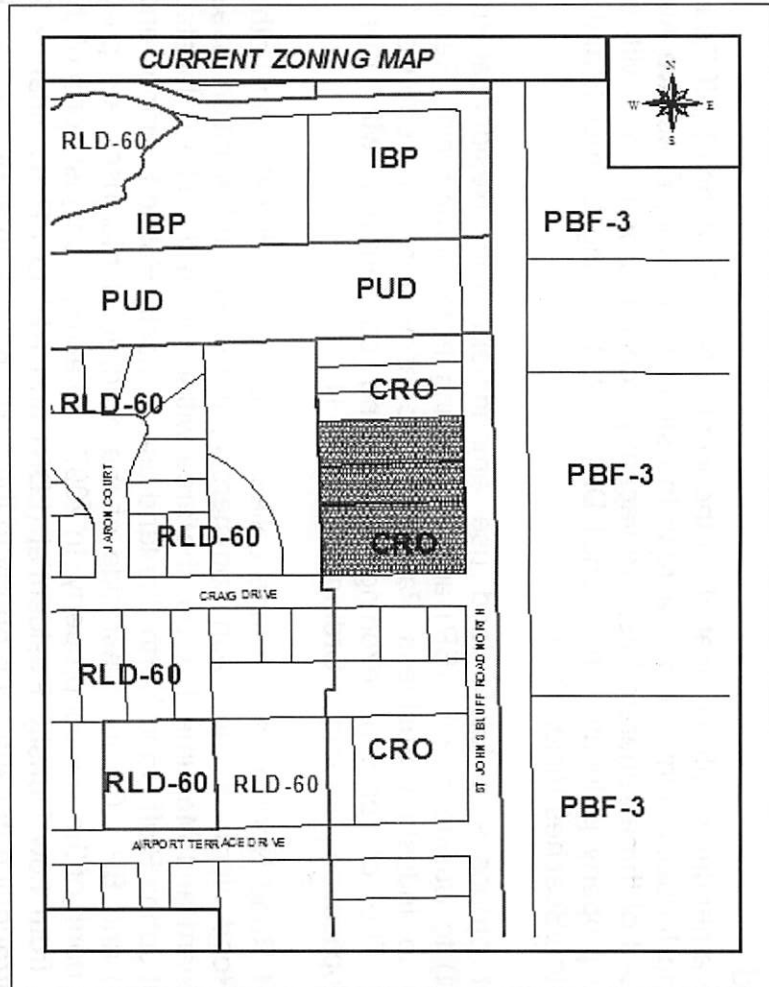
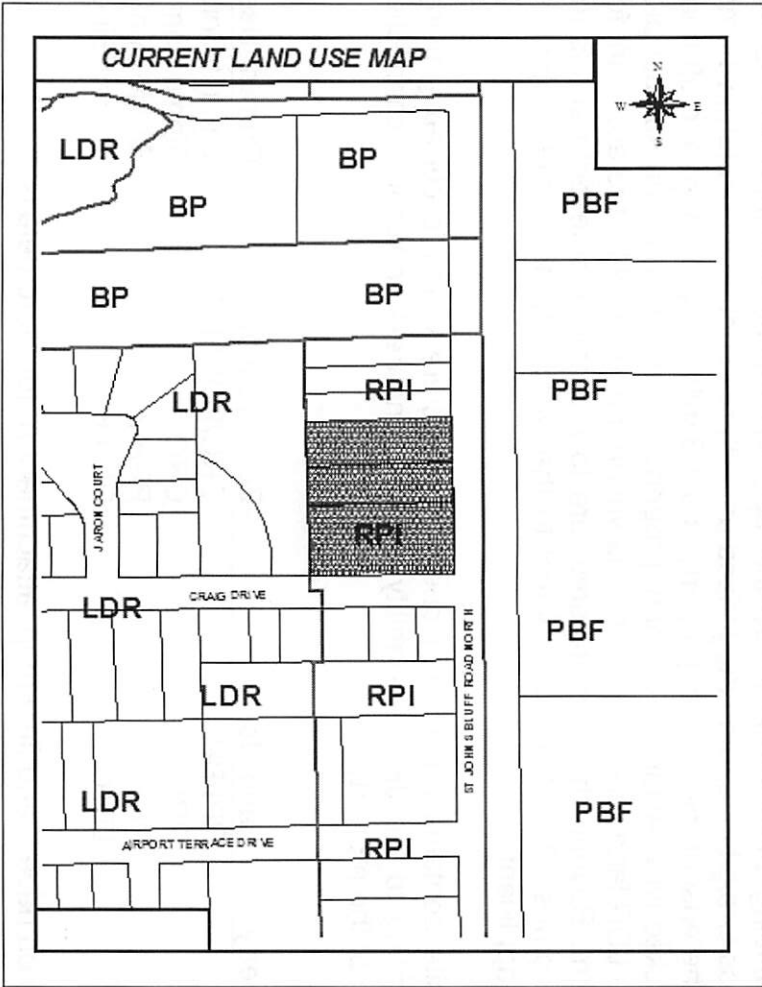
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
RPI	BP	N/A	N/A	35,501 sq. ft. (0.5 FAR)	24,851 sq. ft. (0.35 FAR)	N/A	Decrease 11,650 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: **APPROVAL**

LOCATION MAPS:



SMALL SCALE LAND USE APPLICATION 2016C-031



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

Requested FLUM Land Use Category: Business Park (BP)

Current Zoning District(s): Commercial Residential and Office (CRO)

Requested Zoning District(s): Industrial Business Park (IBP)

ANALYSIS

Background:

The 1.63 acre amendment site is located on the west side of St. Johns Bluff Road between Craig Drive and Industrial Drive and is across the street from Craig Executive Airport. The site is composed of three separate lots, two vacant parcels and one parcel with a one-story structure. The property is located in Council District 2, Planning District 2 and within the Greater Arlington/Beaches Vision Plan.

The applicant proposes a future land use amendment from Residential-Professional-Industrial (RPI) to Business Park (BP) and a rezoning from Commercial, Residential and Office (CRO) to Industrial Business Park (IBP) to allow for a warehouse for a pool manufacturer. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-131.

St Johns Bluff Road North is a four-lane collector road with sidewalks on both sides. St. Johns Bluff Road North is lined with commercial, industrial and aviation uses between Atlantic Boulevard and Monument Road, the area within which the site is located. On the east side of St Johns Bluff Road North, the land use is mostly Public Buildings and Facilities (Craig Airport) and BP. On the west side of the road, industrial uses are predominately located to the north of the subject property. In 2007, a 5 acre parcel just north of the property was changed from Low Density Residential (LDR) and RPI to BP (Ordinance 2007-021). Other uses surrounding the subject property to the north include an area of vacant land and a commercial building that is owned by the applicant. Lands to the south of the subject property, across Craig Drive, are categorized as RPI, but contain single family homes. Across the street, to the east of the subject property is a 1.5 million square foot aircraft hangar that is located on Jacksonville Aviation Authority property. To the west of the subject property is a property in the LDR land use category that is vacant and owned by the applicant for this land use amendment. Beyond the vacant parcel are low density residential parcels that contain single family homes. The 1.42 acre parcel to the west, that abuts the subject property, is owned by the applicant.

The subject site contains an existing one-story structure which is currently using a septic system. According to the JEA availability letter the nearest sewer line connection point is 1,240 ft. south of the property.

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	RPI/BP	CRO/PUD/IBP	Vacant/Commercial
South	RPI	CRO	Single Family/Vacant
East	PBF	PBF-3	Single Family home
West	LDR	RLD-60	Vacant/Single Family

See Dual Map on page 2 and field map, attachment A, for more details.

The proposed amendment does not include a residential component. Therefore, school capacity issues will not be impacted. According to the Development Areas Map in the Future Land Use Element, the site is located within the Suburban 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 1.2.6 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.

Future Land Use Element (FLUE):

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.

Policy 1.2.11 Continue to deny development orders or permits until the applicant has demonstrated compliance with applicable federal, state and local requirements for wastewater collection and disposal, and potable water treatment and distribution.

According Florida Statutes Chapter 381 construction permits may not be issued for an onsite sewage treatment and disposal system in any area used or zoned for industrial or manufacturing purposes where a publicly owned or investor owned sewage treatment system is available (located within one-fourth mile) or where the system will receive toxic, hazardous, or industrial waste. Buildings located in areas zoned or used for industrial or manufacturing purposes, when such buildings are to be served by onsite sewage treatment and disposal systems, must receive written approval from the Department of Health. Approvals will not be granted when the proposed use of the system is to dispose of toxic, hazardous, or industrial wastewater or toxic or hazardous chemicals. Once an onsite disposal system is permitted, the owner must obtain an annual system operating permit and change of use requires the owner or tenant to obtain a new annual system operating permit from the Department of Health.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment does not have the potential to result in an 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 Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 2 along St. Johns Bluff Road between Atlantic Boulevard and Monument Road.

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 is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 2 is **0.69**.

St. Johns Bluff Road is a functional classified facility that would be impacted by the proposed development. The segment of St. Johns Bluff Road between Atlantic Boulevard and Monument Road is a 4-lane divided collector roadway and has a maximum daily capacity of 35,820 vpd. The proposed 24,851 SF office/industrial use space could generate approximately 284 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.39 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 medium 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.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Craig Executive Airport. Zoning will limit development to a maximum height of less than 150 ft., 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).

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

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protections. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

IE-AR Policy 1.2.8

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridian Aquifer Recharge GIS grid coverage.

IMPACT ASSESSMENT

DEVELOPMENT ANALYSIS		
	CURRENT	PROPOSED
Site Utilization	Vacant	Warehouse
Land Use/Zoning	RPI / CRO	BP / IBP
Development Standards For Impact Assessment	0.5 FAR	0.35 FAR
Development Potential	35501 Sq. Ft.	24851 Sq. Ft.
Population Potential	0 people	0 people
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Airport Environ Zone	150' height restriction, Craig airport	
Industrial Preservation Area		X
Cultural Resources	X – Medium	
Archaeological Sensitivity	X – Medium	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area	X – Most in 0-4 recharge area, some discharge	
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impact	No increase in net new daily trips	
Water Provider	JEA	
Potential Water Impact	Decrease 1592 gallons per day	
Sewer Provider	Septic	
Potential Sewer Impact	Decrease 1194 gallons per day	
Potential Solid Waste Impact	Increase 20.236 tons per year	
Drainage Basin / Sub-Basin	Gin House Creek	
Recreation and Parks	Archie Dickinson Park	
Mass Transit	Bus Routes 10 & 23 have a stop 0.4 miles south	
NATURAL FEATURES		
Elevations	30' - 40'	
Soils	32- Leon Fine Sand 0 to 2 percent slopes, 71- Urban land-Leon-Boulogne complex, 0 to 2 percent slopes	
Land Cover	1730- Military 1200- Residential, medium density 4340- Upland mixed coniferous hardwood.	
Flood Zone	No	
Wet Lands	No	
Wild Life	No	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 28, 2017, the required notices of public hearing signs were posted. Thirty-five (35) 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 March 6, 2017. There were no speakers present 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

- Policy 1.2.11** Continue to deny development orders or permits until the applicant has demonstrated compliance with applicable federal, state and local requirements for wastewater collection and disposal, and potable water treatment and distribution.
- 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.
- Policy 3.2.1** The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.2** The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.
- Policy 3.2.4** 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.
- 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

Infrastructure Element- Sanitary Sewer Sub-Element

Policy 1.2.3 The City shall not permit septic tanks for the disposal or discharge of industrial wastes.

According to the category description of the Future Land Use Element (FLUE), Residential-Professional-Institutional (RPI) in the Suburban Development Area is intended to provide low to medium density development. Medium density residential and professional office uses are preferred. Single-use development is limited to residential or office. Residential developments are pursuant to the requirements of the Medium Density Residential (MDR) category. Limited commercial retail and service establishments which serve a diverse set of neighborhoods may also be permitted as part of mixed use developments.

According to the Category Descriptions for the Suburban Development Areas of the FLUE, the Business Park (BP) future land use category is intended to provide compact low to medium intensity office development, as well as compact low to medium density residential uses, which are preferred outside of industrial sanctuary sites. New BP designations are preferred in areas with full urban services and with site access to a road classified as arterial or higher. Light industrial and warehousing are both primary uses in this category.

The proposed development is located along a corridor of St Johns Bluff Road North that already contains industrial land use designations, allowing the industrial corridor to strengthen, rather than encouraging expansion into a new or incompatible area. Due to the consistency of the proposed development in regards to the surrounding land use categories, such as the nearby airport and industrial sites, the amendment is consistent with Policies 3.2.1, 3.2.7, and Objective 3.2 of the FLUE. The proposed infill in this established commercial/industrial area provides consistency with Policy 3.2.2 of the FLUE. The site can be accessed directly from St Johns Bluff Road North and should not cause any additional thru traffic in the nearby residential areas, pursuant to Policy 3.2.4 in the FLUE.

Currently the subject site is served by a septic system. According to Florida Statutes Chapter 381, construction permits may not be issued for an onsite sewage treatment and disposal system in any area used or zoned for industrial or manufacturing purposes where a publicly owned or investor owned sewage treatment system is available (located within one-fourth mile). Buildings located in areas used or zoned for industrial or manufacturing purposes and served by onsite sewage treatment and disposal systems, must receive written approval from the Department of Health. As stated in a letter from JEA, the nearest sewer connection point is 1,240ft. (0.24 miles) from the subject property. According to Policy 1.2.3 of the Sanitary Sewer Sub-Element of the Infrastructure Element, the City shall not permit septic tanks for the disposal or discharge of industrial wastes. The applicant must comply with all applicable federal, state and local requirements for wastewater collection and disposal, and potable water treatment and distribution pursuant to FLUE Policy 1.2.11.

Vision Plan

The subject property is located within the boundaries of the 2010 Greater Arlington/Beaches Vision Plan, in the Sandalwood neighborhood. This proposed development is consistent with

the second guiding principle of the Vision Plan, to protect and promote community growth through land use, revitalization, and development patterns. The Plan promotes the idea of infill development on major corridors and nodes, and it urges that all non-residential development and redevelopment are compatible with the environment of the surrounding neighborhood. New developments must have land use patterns that are consistent with the intensity and density of the surrounding area, while respecting the hierarchy of traffic patterns.

Corridor Study

The subject property is located within the boundaries of the 2003 St. Johns Bluff Road Corridor study. The main recommendations from the study are to improve infrastructure, traffic, and appearance of the corridor. In an effort to preserve the character of the corridor, the study suggests limitation of commercial/retail uses to the RPI and BP Categories. The proposed amendment to BP is consistent with the recommendations of this study.

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 **APPROVAL** of this application based on its consistency with the 2030 Comprehensive Plan and the Strategic Regional Plan.

ATTACHMENT A

Existing Land Utilization:

2016C-031 Field Map



ATTACHMENT B

Traffic Analysis:

A trip generation analysis was conducted for Land Use Amendment 2016C-031, located on the west side of St. Johns Bluff Road between Craig Drive and Craig Industrial Drive, north of Atlantic Boulevard in the Suburban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Residential/Professional/Institutional-Nonresidential (RPI) land use category. The proposed land use amendment is to allow for Business Park (BP) uses on approximately 1.63+/- 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, RPI nonresidential land use category development impact assessment standards allows for 0.5 Far per acre, resulting in a development potential of 35,501 SF of office/institutional use (ITE Land Use Code 710) which could generate 392 new daily trips. The proposed BP land use category allows for 0.35 FAR resulting in a development potential 24,851 SF of office/light industrial use (ITE Land Use Code 750), generating 284 daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended from RPI to BP, 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	35,501 SF	T=11.03 (X)	392	0.00%	392
Total Section 1						392
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
BP	750	24,851 SF	T= 11.42 (X)	284	0.00%	284
Total Section 2						284
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 2 along St. Johns Bluff Road between Atlantic Boulevard and Monument 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 2 is **0.69**.

St. Johns Bluff Road is a functional classified facility that would be impacted by the proposed development. The segment of St. Johns Bluff Road between Atlantic Boulevard and Monument Road is a 4-lane divided collector roadway and has a maximum daily capacity of 35,820 vpd. The proposed 24,851 SF office/industrial use space could generate approximately 284 daily trips unto the network. This segment is expected to operate at an acceptable V/C ratio with the inclusion of the additional traffic from this land use amendment and is passing at 0.39.

ATTACHMENT C

Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
Date Submitted:	12/4/16	Date Staff Report is Available to Public:	3/17/17
Land Use Adoption Ordinance #:	2017-130	Planning Commission's LPA Public Hearing:	3/23/17
Rezoning Ordinance #:	2017-131	1st City Council Public Hearing:	3/28/17
JPDD Application #:	2016C-031	LUZ Committee's Public Hearing:	4/4/17
Assigned Planner:	Krista Fogarty	2nd City Council Public Hearing:	4/11/17
<u>GENERAL INFORMATION ON APPLICANT & OWNER</u>			
Applicant Information: WILLIAM GALLUP CONCURRENCY MANAGEMENT CONSULTANTS, INC. P.O. BOX 8883 JACKSONVILLE, FL 32239 Ph: 9043163050 Fax: 9042120488 Email: CMCJAX@BELLSOUTH.NET		Owner Information: JOHN CLARKSON 2513 RIVER ENCLAVE LANE JACKSONVILLE, FL 32226 Ph: 9049937665 JUDITH CLARKSON 2513 RIVER ENCLAVE LANE JACKSONVILLE, FL 32226 Ph: 9049937665	
<u>DESCRIPTION OF PROPERTY</u>		General Location:	
Acreage: 1.63		WEST SIDE OF ST. JOHNS BLUFF ROAD, NORTH OF ATLANTIC BLVD.	
Real Estate #(s): 163248 0000 163249 0000 163250 0000		Address:	
Planning District: 2		0 ST JOHNS BLUFF RD N	
Council District: 2		518, 524 ST JOHNS BLUFF RD N	
Development Area: SUBURBAN AREA			
Between Streets/Major Features: CRAIG DRIVE and CRAIG INDUSTRIAL DRIVE			
<u>LAND USE AMENDMENT REQUEST INFORMATION</u>			
Current Utilization of Property: VACANT			
Current Land Use Category/Categories and Acreage: RPI 1.63			
Requested Land Use Category: BP		Surrounding Land Use Categories: RPI	
Justification for Land Use Amendment: TO ALLOW FOR THE CONSTRUCTION OF A WAREHOUSE TYPE STRUCTURE FOR A POOL MANUFACTURER.			
<u>UTILITIES</u>			
Potable Water: JEA		Sanitary Sewer: SEPTIC	
<u>COMPANION REZONING REQUEST INFORMATION</u>			
Current Zoning District(s) and Acreage: CRO 1.63			
Requested Zoning District: IBP			
Additional information is available at 904-255-7888 or on the web at http://maps.coj.net/luzap/			

ATTACHMENT D

Aerial:

