



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

**OVERVIEW**

**ORDINANCE: ORD # 2017-490**

**APPLICATION: 2017C-002-6-2**

**APPLICANT: DAN BOSWELL**

**PROPERTY LOCATION: 15199 NORTH MAIN STREET (SR 5) (US 17)**

**Acreage: 0.58**

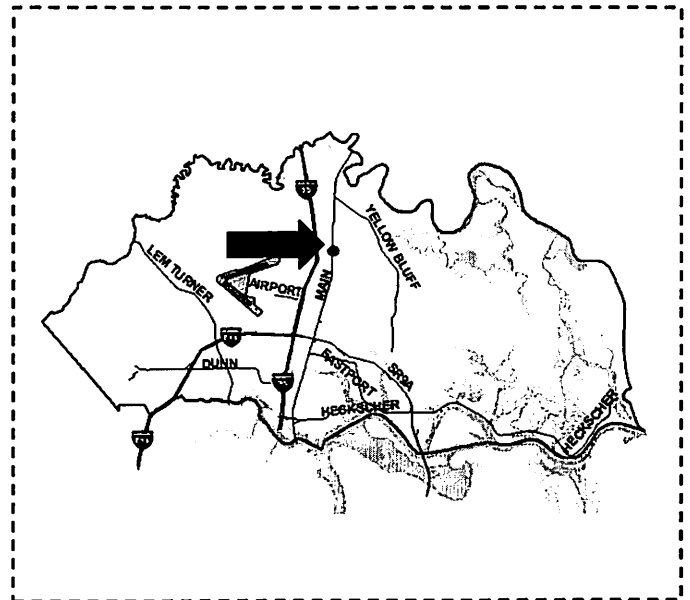
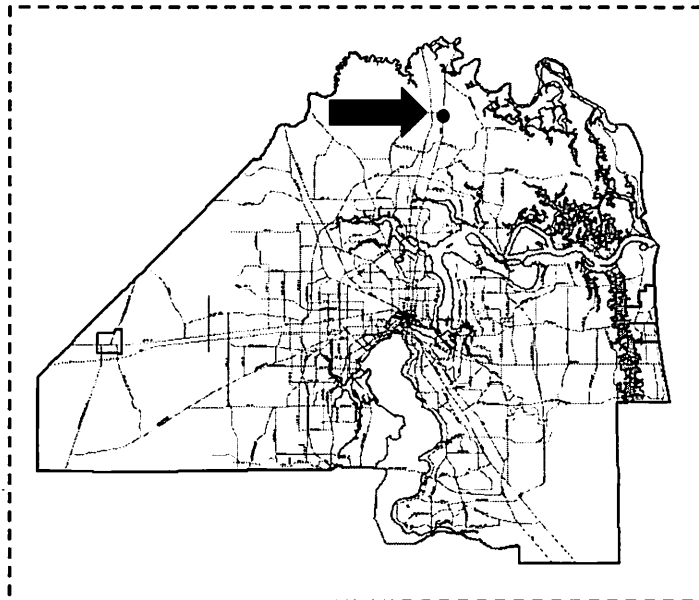
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>LDR</b>	<b>CGC</b>
<b>ZONING</b>	<b>RLD-120/ CCG-2</b>	<b>PUD</b>

Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
LDR	CGC	3 DU (5 DU/Acre)	N/A	N/A	8,843 sq. ft. (0.35 FAR)	Decrease 3 DU	Increase 8,843 sq. ft.

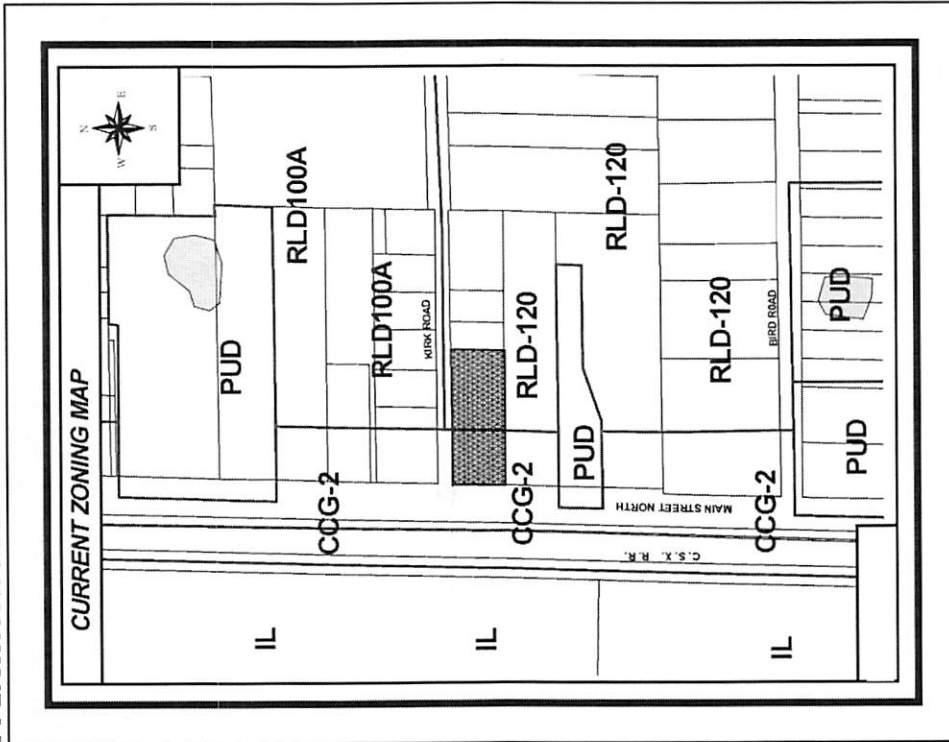
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**



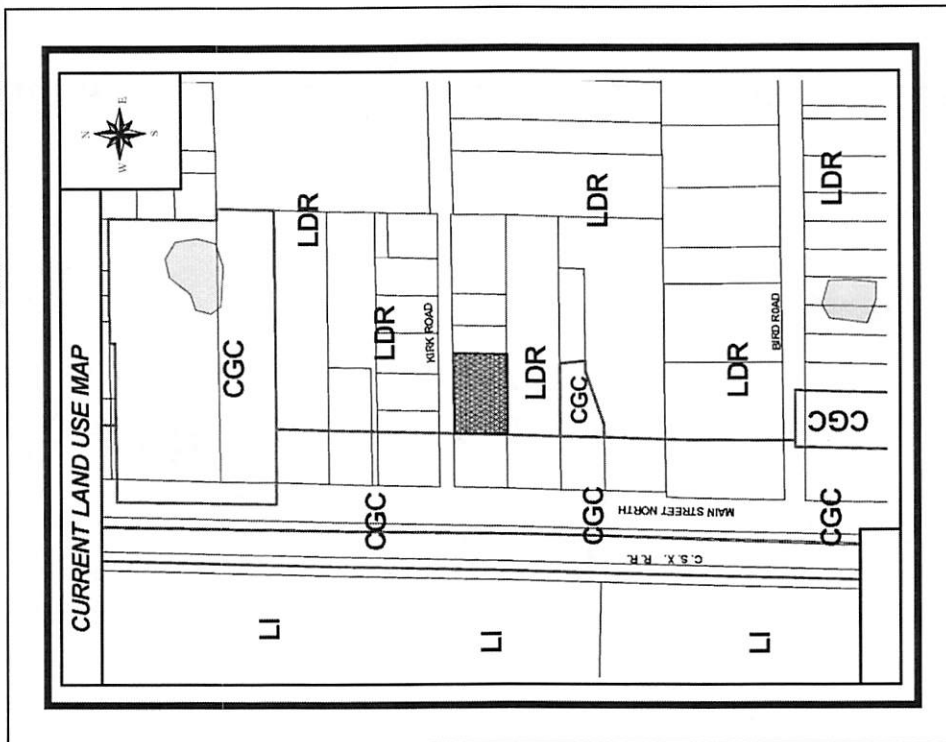
# DUAL MAP PAGE

## SMALL SCALE LAND USE APPLICATION 2017C-002



**Current Zoning District(s):** Commercial Community, General-2 (CCG-2); Residential Low Density-120 (RLD-120)

**Requested Zoning District(s):** Planned Unit Development (PUD)



**Existing FLUM Land Use Categories:** Low Density Residential (LDR)

**Requested FLUM Land Use Category:** Community/General Commercial (CGC)

# ANALYSIS

## Background:

The 0.58 acre amendment site is a portion of 1.03 acre parcel located on a corner lot at the intersection of North Main Street (SR 5) (US 17) and Kirk Road. The property is located in Planning District 6 and Council District 2. The subject property is vacant and cleared. According to the Development Areas Map in the Future Land Use Element, the site is located within the Suburban Development Area.

The applicant proposes a small-scale future land use map amendment from Low Density Residential (LDR) to Community/ General Commercial (CGC) and a rezoning from Residential Low Density-120 (RLD-120) and Commercial Community/ General-2 (CCG-2) to Planned Unit Development (PUD) to allow the owner to construct and operate a convenience store with gas pumps, car wash and retail/office building. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-491. The companion PUD encompasses the land use amendment site and an additional 0.45 acres fronting Main Street North. The additional 0.45 acres is already in the CGC land use category for a total site acreage of 1.03 acres.

The western portion of the overall parcel is located on North Main Street (SR 5) (US 17), a principal arterial roadway. The site has northern frontage on a local roadway, Kirk Road.

Single family homes and mobile homes are located directly to the north and east of the site along Kirk Road. An electrical contractor's commercial office and a custom motorcycle service shop are located to the south of the property. North Main Street (SR 5) (US 17) and a railroad line lie to the west. Large vacant light industrial parcels are located to the west of the railroad tracks.

There have been similar proximate land use and zoning changes in the area. A 5.79 acre amendment site at 15249/15311 North Main Street (SR 5) (US 17) underwent a land use amendment from LDR to CGC in 2009. Its companion rezoning application changed 7.08 acres from RLD-100A and CCG-2 to PUD. In 2015, 0.8 acres at 15137 North Main Street (SR 5) (US 17) was amended from LDR to CGC. The companion rezoning changed 1.2 acres from RLD-120 and CCG-2 to PUD.

The Dual Map on page 2 and Attachment A – Land Utilization Map on page 12 provide a detailed picture of the existing development pattern for the immediate area.

The adjacent land use categories and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR	RLD-120	Single family home
South	LDR	RLD-120	Vacant commercial office
East	LDR	RLD-120	Single family home
West	CGC	CCG-2	Vacant

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

### **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). A JEA availability letter, dated March 3, 2017, states that electric service and potable water are available at the site. An existing sewer forcemain is located directly across North Main Street (SR 5) (US 17). The site owner is planning on connecting to centralized water and sewer services.

### **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.

### Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 173 new net 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 3 on the north east corner of North Main Street (SR 5) (US 17) and Kirk 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 network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 3 is **0.52**.

North Main Street (SR 5) (US 17) between Interstate-295 and Pecan Park Road is a functional classified facility that would be impacted by the proposed development. This segment of Main Street is a 2-lane undivided highway facility and has a maximum daily capacity of 25,410 vpd. The proposed 8,843 SF of commercial space could generate approximately 202 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.43 with the inclusion of the additional traffic from this land use amendment.

### **Airport Environment Zone**

The site is located within the 150-foot Airport Height and Hazard Restriction Zones for Jacksonville International Airport. Zoning will limit development to a maximum height of less than 150', unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.10051(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.

### **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. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

### **Historic Preservation Element**

**Policy 1.2.6** The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

# IMPACT ASSESSMENT

2017C-002

0.58 Acres

<b>DEVELOPMENT ANALYSIS</b>		
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	Vacant	Commercial Services
Land Use /Zoning	LDR/RLD-120	CGC/PUD
Development Standards For Impact Assessment	5 SF dwelling units/acre	0.35 FAR
Development Potential	3 Single-Family Dwelling Units	8,843 Sq. Ft. Building
Population Potential	8 People	0 People
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Airport Environment Zone	150 ' Height Restriction Zone - JIA	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X - Low Probability
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X – Discharge Area
Well Head Protection Zone		X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Increase of 173 new net daily external trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 355.9 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 266.9 gallons/day	
Potential Solid Waste Impact	Increase of 6.3 tons/year	
Drainage Basin / Sub-Basin	Dunn Creek Basin/ Deese Creek Sub-basin	
Recreation and Parks	Seaton Creek Historic Preserve	
Mass Transit	None	
<b>NATURAL FEATURES</b>		
Elevations	30 feet above mean sea level	
Soils	32 – Leon fine sand	
Land Cover	1200 –Medium Density Residential	
Flood Zone	N/A	
Wet Lands	N/A	
Wild Life	N/A	

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on June 29, 2017, the required notices of public hearing signs were posted. 20 notices were mailed out to adjoining property owners and other interested parties informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Preview Workshop was held on July 31, 2017 and no speakers were present.

## **CONSISTENCY EVALUATION**

### **2030 Comprehensive Plan**

#### Future Land Use Element

According to the Category Description of the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Suburban Area is intended to provide for low density residential development. Principal uses include single family and multi-family dwellings; commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and other uses associated with and developed as an integral component of TND. LDR also permits housing densities of up to 7 dwelling units per acre when full urban services are available

Future land use amendment requests for new Community/ General Commercial (CGC) designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses. Commercial retail sales and service, filling stations, and business and professional offices are primary uses within CGC. 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 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

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.

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 3.2.4 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.

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 PUD rezoning should regulate and buffer the residential areas to the north and east and the proposed commercial use. The PUD rezoning must address the protection and continued viability of the existing residential area, while providing for a compact and compatible mix of uses. The companion PUD should address design elements, location of uses and access points, especially the limitation of access on Kirk Road. The proposed amendment will not conflict with the goals and intent of and Policies 1.1.10 and 1.1.12 if these concerns are addressed.

The applicant provided a JEA availability letter dated March 3, 2017 stating that electric service and potable water connections are available at the site. An existing sewer forcemain is located on the western side of North Main Street (SR 5) (US 17). The owner plans on connecting the proposed facilities to JEA provided water and sewer service. The proposed land use amendment is consistent with Policy 1.2.9.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map. The overall project will include the western portion of the parcel already in CGC, which is part of the companion PUD rezoning. Primary access to the site will be through Main Street North, a principal arterial roadway and Kirk Road, a local roadway. However, Kirk Road is a dead-end street and traffic will not be flowing through adjacent residential neighborhoods. The subject site is located in an area with access to full urban services. There are a large number of residential properties within walking distance of the proposed amendment. Therefore, the proposed amendment is consistent with the CGC Future Land Use Category preference for new designations and Policy 3.2.4.

The parcel that the amendment site is a portion of has a land use category of LDR in its eastern portion, while the western half of the parcel is in CGC. Many parcels along the eastern side of North Main Street (SR 5) (US 17) in this area are similarly divided. A parcel approximately 100 feet to the south of the site underwent a similar proposed land use change in 2016 to unify portions of the parcel under the CGC land use category. The parcel directly to the south is in LDR, with an appropriate commercial office in operation on the site. The proposed CGC land use designation is a proper extension of the currently existing CGC demarcation line through parcels along the eastern side of North Main Street (SR 5) (US 17). This achieves FLUE Policies 3.2, 3.2.1 and 3.2.7.

The site is vacant and does not contain any structures, including the western portion of the parcel currently in CGC. The site would provide infill development along the eastern side of Main Street North, which is an emerging area for commercial development. The amendment to CGC would result in compatible land use patterns for the area. This is consistent with FLUE Objective 3.2.

The proposed land use amendment promotes and sustains the emerging viability of Main Street North as a commercial corridor and encourages use of an underutilized property achieving, thus achieving Objective 6.3.

#### Transportation Element

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

### Policy 2.3.6

The City shall require access to new and redeveloped non-residential parcels with frontage along two or more roadways be limited to one access point per roadway. Access from the higher functional class roadway, or roadway with the higher average daily traffic inclusive of development traffic for roadways of the same functional class, shall be limited to right turn-in/right turn-out only, unless 1) it can be demonstrated in a traffic study, submitted for review and approval to the JPDD, that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation, 2) there already exists more than one full access point on the roadway, and at least one of the full access points is eliminated.

### Policy 2.3.8

The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

The PUD rezoning site plan identifies one full-access entrance on each of the two roadways that the parcel has frontage on. Both accesses should be controlled by the PUD rezoning in order to fulfill Policies 2.3.6 and 2.3.8.

### **Corridor Plan Consistency**

The amendment site is within the study area of the *North Jacksonville – Dunn Ave. & Main St. Corridor Revitalization Plan*. The site is located within District # 8 (Pecan Park District) of the Main Street segment of the plan. The plan states that this district serves as a transition between urbanizing districts to the south and more rural areas to the north. The plan calls for the intersection of Pecan Park Road and North Main Street (SR 5) (US 17) to become a node for place-making development. The site is one-fifth of a mile to the south of the intersection. The land use amendment is consistent with the intent of the corridor plan.

### **Vision Plan Consistency**

The site is also within the boundary of the *North Jacksonville Vision Plan*. Best practices for corridor redevelopment, as stated in the plan, are a response to the desires of the residents of North Jacksonville for a better community image and to be served by higher quality retail and commercial services, without having to drive great distances. This amendment is consistent with the plan as it is creating new commercial services within short driving or walking distance of local residents.

### **Strategic Regional Policy Plan**

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

Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

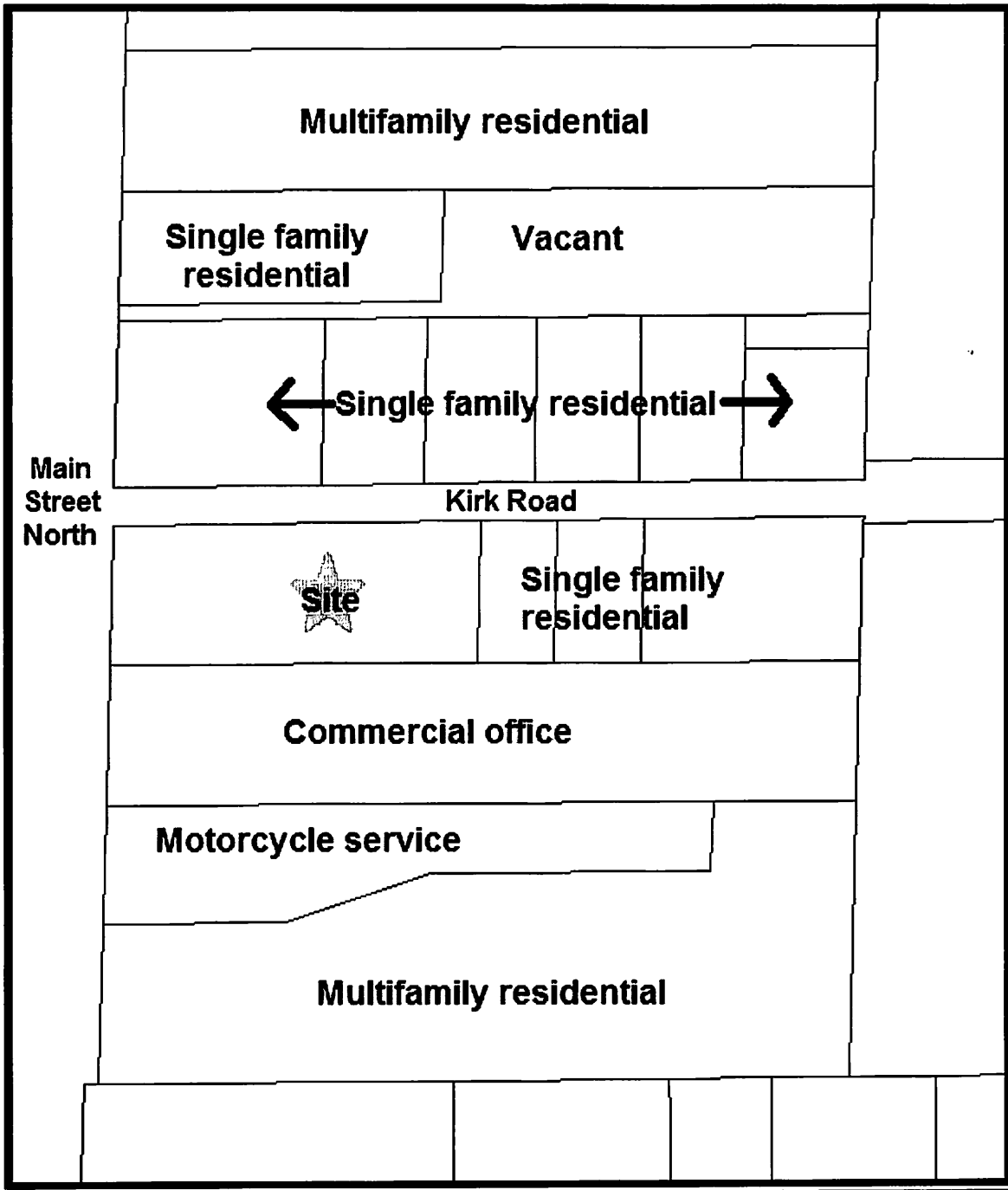
The proposed land use amendment is consistent with Policy 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

## **RECOMMENDATION**

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the overall intent of 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 2017C-002, located at 15199 North Main Street (SR 5) (US 17) in the Suburban Development Area of Jacksonville, Florida. The subject site is currently developed and has an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) uses on approximately 0.58 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9<sup>th</sup> 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, LDR land use category development impact assessment standards allows for 5 single-family dwelling units per acre, resulting in a development potential of 3 units (ITE Land Use Code 210) which could generate 29 daily trips. The proposed CGC land use category allows for 0.35 FAR resulting in a development potential 8,863 SF of commercial retail use (ITE Land Use Code 826), generating 202 new daily vehicular trips. This will result in 1173 net new daily vehicular trips if the land use is amended from LDR to CGC, 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
LDR	210	3 Dus	T = 9.52 (X)	29	0.00%	29
<b>Total Section 1</b>						<b>29</b>
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
CGC	826	8,843 SF	T = 44.32 (X)/1000	393	48.62%	202
<b>Total Section 2</b>						<b>202</b>
<b>Net New Daily Trips</b>						<b>173</b>

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

### Additional Information:

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The 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 3 on the north east corner of North Main Street (SR 5) (US 17) and Kirk 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 network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 3 is **0.52**.

North Main Street (SR 5) (US 17) between SR 9a and Pecan Park Road is a functional classified facility that would be impacted by the proposed development. This segment of Main Street is a 2-lane undivided highway facility and has a maximum daily capacity of 25,410 vpd. The proposed 8,863 SF of commercial space could generate approximately 202 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.43 with the inclusion of the additional traffic from this land use amendment.

# ATTACHMENT C

## Land Use Amendment Application:

	<b>APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>	
<b>Date Submitted:</b>	1/8/17	<b>Date Staff Report is Available to Public:</b> 8/11/17
<b>Land Use Adoption Ordinance #:</b>	2017-490	<b>Planning Commission's LPA Public Hearing:</b> 8/17/17
<b>Rezoning Ordinance #:</b>	2017-491	<b>1st City Council Public Hearing:</b> 8/22/17
<b>JPDD Application #:</b>	2017C-002	<b>LUZ Committee's Public Hearing:</b> 9/6/17
<b>Assigned Planner:</b>	MAURICE POSTAL	<b>2nd City Council Public Hearing:</b> 9/12/17
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>		
<b>Applicant Information:</b>	<b>Owner Information:</b>	
DAN BOSWELL 4014 RANIE ROAD JACKSONVILLE, FL 32218 Ph: (904) 476-7993 Fax: (904) 766-0477 Email: DANCBOSWELL@YAHOO.COM	LOUIS SABATIER BOUCHON INVESTMENTS, LLC / LOUIS SABATIER 24600 HARBOUR VIEW DRIVE PONTE VEDRA, FL 32082 Ph: (904) 534-3904	
<b><u>DESCRIPTION OF PROPERTY</u></b>		
<b>Acres:</b> 1.03	<b>General Location:</b>	
<b>Real Estate #(s):</b> 108282 0000 (a portion of)	SOUTHEAST CORNER OF NORTH MAIN STREET AND KIRK ROAD	
<b>Planning District:</b> 6	<b>Address:</b>	
<b>Council District:</b> 2	15199 MAIN ST N	
<b>Development Area:</b> SUBURBAN AREA		
<b>Between Streets/Major Features:</b> KIRK ROAD and BIRD ROAD		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>		
<b>Current Utilization of Property:</b> VACANT LAND		
<b>Current Land Use Category/Categories and Acreage:</b>		
LDR 0.58		
<b>Requested Land Use Category:</b> CGC	<b>Surrounding Land Use Categories:</b> CGC, LDR	
<b>Justification for Land Use Amendment:</b> SUBJECT PROPERTY IS LOCATED ON THE EAST SIDE OF NORTH MAIN STREET (A MAJOR ARTERIAL HIGHWAY) WHICH IS CGC/CCG-2 ON NEARLY HALF OF THE WESTERN SIDE OF THE PROPERTY AND LDR/RLD-120 ON THE EASTERN SIDE OF THE PROPERTY. OWNER WOULD LIKE TO UTILIZE THE ENTIRE PROPERTY FOR COMMERCIAL USES. THIS SITE IS SUBJECT TO AN UNREASONABLE SPLIT LAND USE ZONING FOR THIS AREA OF NORTH MAIN STREET WITH A RAILROAD LINE IMMEDIATELY ADJOINING N MAIN STREET.		
<b><u>UTILITIES</u></b>		
<b>Potable Water:</b> JEA	<b>Sanitary Sewer:</b> SEPTIC TANKS	
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>		
<b>Current Zoning District(s) and Acreage:</b>		
RLD-120 0.58		
CCG-2 0.45		
<b>Requested Zoning District:</b> PUD		
<b>Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coi.net/luzap/">http://maps.coi.net/luzap/</a></b>		



**ATTACHMENT D**

**Aerial:**

