



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

**OVERVIEW**

**ORDINANCE: ORD # 2017-625**

**APPLICATION: 2017C-015-4-9**

**APPLICANT: CHRISTOPHER VANDUZER**

**PROPERTY LOCATION: 0 and 6115 ANDERSON STREET**

**Acreage: 0.37**

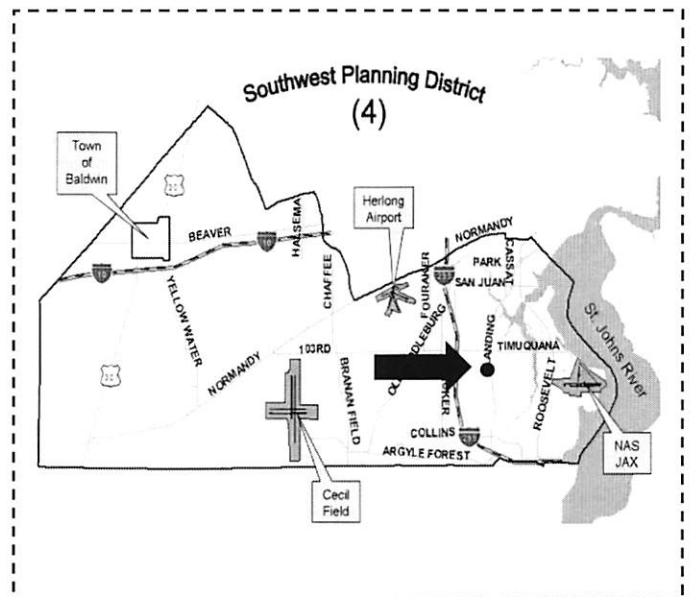
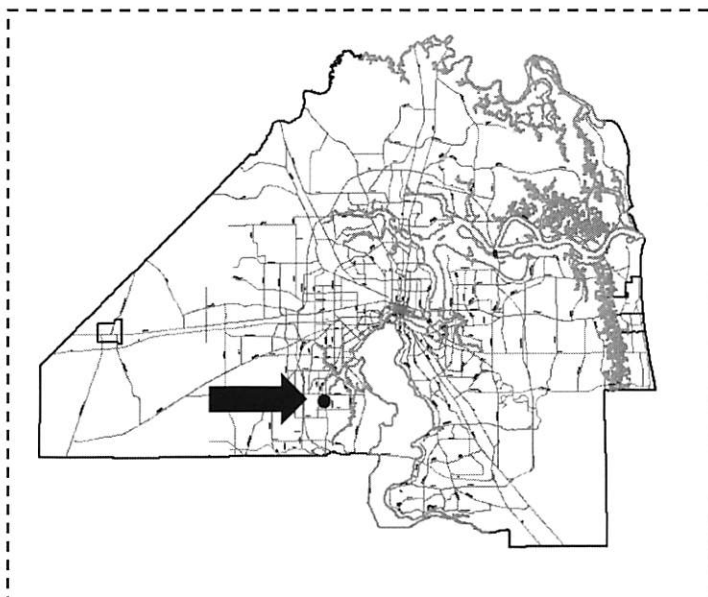
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>LDR</b>	<b>CGC</b>
<b>ZONING</b>	<b>RLD-60</b>	<b>CRO</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	1 DU (5 DU/Acre)	N/A	N/A	5,641 sq. ft. (0.35 FAR)	Decrease 1 DU	Increase 5,641 sq. ft.

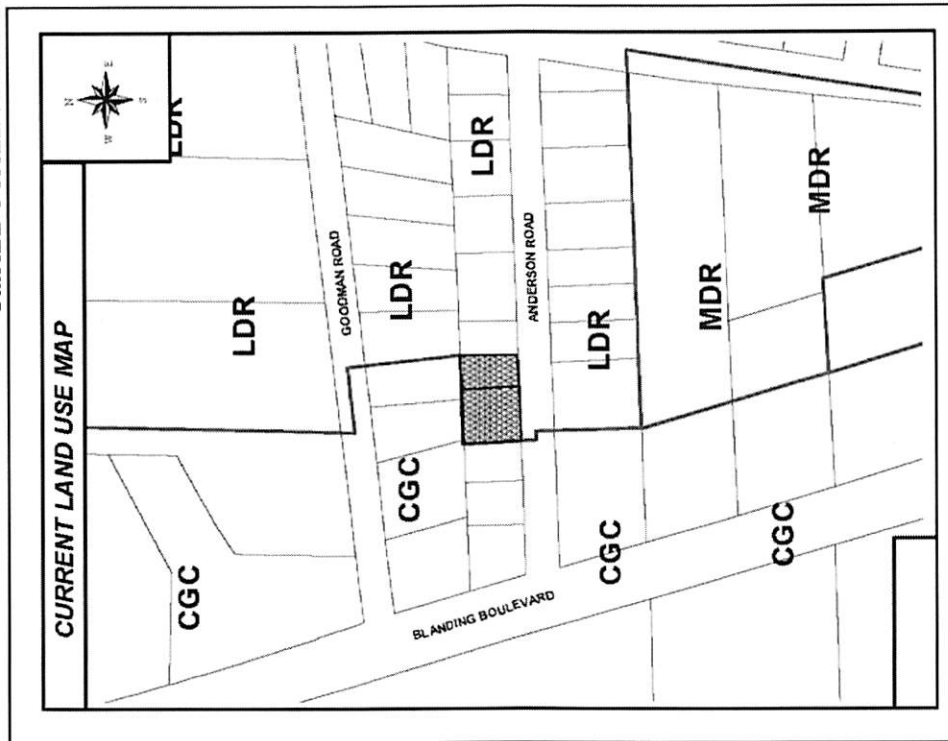
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**



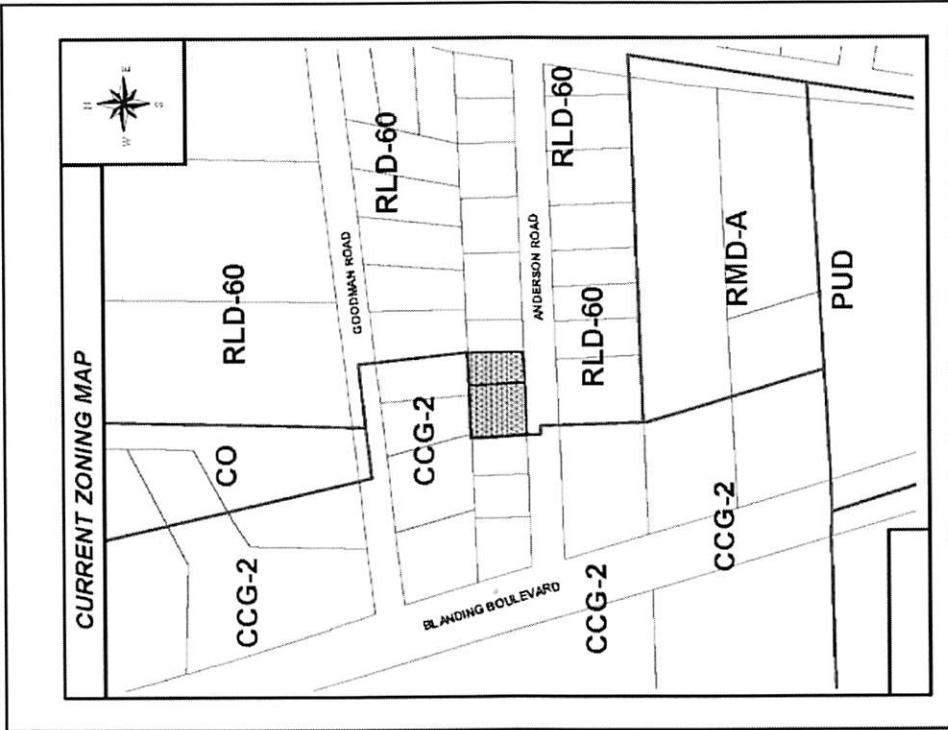
**DUAL MAP PAGE**

**SMALL SCALE LAND USE APPLICATION 2017C-015**



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

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



**Current Zoning District(s):** Residential Low Density-60 (RLD-60)

**Requested Zoning District(s):** Commercial, Residential, and Office (CRO)

## **ANALYSIS**

### **Background:**

The 0.37 acre amendment site is located on the north side of Anderson Road between Blanding Boulevard (SR 21) and Wesconnett Boulevard. The property is located in Planning District 4 and Council District 9. The eastern portion of the subject property is vacant; the western portion includes a residential structure. According to the applicant, the site will be utilized for additional parking to serve the office building on the abutting property fronting Goodman Road. The Property Appraiser's database shows this office building on Goodman Road as being constructed in 1981.

According to the Development Areas Map in the Future Land Use Element, the site is located within the Urban 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-60 (RLD-60) to Commercial, Residential and Office (CRO) to allow the owner to provide a parking area for the existing office currently in the CGC land use category abutting the site to the north on Goodman Road. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-626.

The parcel is located on Anderson Road, a local roadway between Blanding Boulevard (SR 21), a principal arterial roadway, and Wesconnett Boulevard, a collector roadway.

Along Blanding Boulevard (SR 21), north, south and west of the site are commercial properties in the CGC land use category. Directly north of the site, fronting Goodman Road are office uses in the CGC land use category. Directly south of the site is a portion of a property in the LDR land use category that is part of a larger parcel fronting Blanding Boulevard that is a tire business in the CGC land use category; the LDR portion of the property is cleared and vacant. To the northeast, east and southeast are residential uses in the LDR land use category.

The amendment would extend the CGC land use category aligning it with the commercial properties to the north that abut Goodman Road and extend from Blanding Boulevard.

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	CGC	CCG-2	Office
South	LDR	RLD-60	Vacant and Single Family Residential
East	LDR	RLD-60	Single Family Residential
West	CGC	CCG-2	Vacant and Commercial Uses

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).

**Infrastructure Element  
Sanitary Sewer Sub-Element**

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

**Transportation**

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 118 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 7 between Blanding and Westconnett Boulevards.

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 7 is **0.66**

Blanding Boulevard (SR 21) and Westconnett Boulevard are functional classified facilities that would be impacted by the proposed development. The proposed 5,641 SF commercial development could generate approximately 118 net new daily trips unto the network. Both roadway facilities are expected to operate at an acceptable V/C ratio with the inclusion of the additional traffic from this land use amendment.

### **Airport Environment Zone**

The site is located within the 300-foot Airport Height and Hazard Restriction Zones for Herlong Airport and Naval Air Station Jacksonville. Zoning will limit development to a maximum height of less than 300', 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 Archaeological Predictive Model, the subject property is located within an area of low and high 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 on the portion of the site that is in a high sensitivity area. 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-015

0.37 Acres

DEVELOPMENT ANALYSIS		
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Additional land for commercial business fronting Blanding BV
Land Use Category	LDR (0.37 acre)	CGC (0.37 acre)
Development Standards For Impact Assessment	5 units/acre	0.35 FAR
Development Potential	1 DU	5,641 sf
Population Potential	2 people	N/A
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Airport Environ Zone	300-ft Airport Height Elevation Restriction	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low and High Sensitivity	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X-Discharge
Well Head Protection Zone		X
PUBLIC FACILITIES		
Potential Roadway Impacts	118 net new daily vehicular trips	
Water Provider	JEA	
Potential Water Impact	Increase of 16.05 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 12.03 gallons per day	
Potential Solid Waste Impact	Increase of 6.4 tons per year	
Drainage Basin / Sub-Basin	Fishing Creek Stream Sub-Basin / Ortega River Basin	
Recreation and Parks	Wesconnett Elementary Park	
Mass Transit	JTA Bus Routes: Off of Local Route 30 and Local Route 5 – right off Blanding	
NATURAL FEATURES		
Elevations	0-20 feet	
Soils	63- Sapelo Fine Sand, 0 to 2 percent slopes	
Land Cover	1200-Residential Medium Density	
Flood Zone	None	
Wet Lands	None	
Wild Life	None	

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on September 20, 2017, the required notices of public hearing signs were posted. Thirty (30) 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 September 18, 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 Urban 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. CGC in the urban area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing land uses and the use of existing infrastructure. Commercial retail sales and service, filling stations, and business and professional offices are primary uses within CGC. To promote a more compact, pedestrian-friendly environment, off-street parking shall be located behind or to the side of buildings to the greatest extent possible.

The CGC land use category provides guidelines for general neighborhood protection to achieve compatibility with adjacent and abutting residential neighborhoods. Sites that abut Low Density Residential designations should arrange, design and landscape elements such as yards, open space, at-grade parking and perimeter walls in a manner compatible with adjacent areas to serve as a visual buffering element.

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

Objective 1.1      Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban



service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination

- Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.
- 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.
- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.
- 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
- 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 3.2.3 The City shall prohibit the expansion or replacement of commercial uses that do not meet applicable locational criteria of the 2030 Comprehensive Plan and have an adverse impact on adjoining or nearby uses. Consider office and high density residential development as a viable alternative in land use reviews.

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.

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 project site extends the existing CGC land use designation from properties along Blanding Boulevard (SR 21), a principal arterial roadway. These parcels are in common ownership. The subject site is located in an area with access to full urban services. The property will be used as a parking area to serve the abutting office building to the north. The proposed CRO zoning designation regulates and provides a transition of use and intensity between the subject parcel and the neighboring residential properties to the east. Therefore, the proposed amendment is consistent with the intent of the CGC Future Land Use Category preference for new designations and Objective 1.1 and Policies 1.1.10, 3.2.3, 3.2.4 and 3.2.7.

The subject property is within walking distance of Blanding Boulevard (SR 21) which is served by two local bus routes with sidewalks and bus stops nearby. The proposed use of the property to provide the abutting office with a parking area protects the adjacent residential area from potential impacts by providing a gradation of use. The rezoning to CRO requires a buffer between the residential area to the east and the proposed commercial use. The limited uses allowed in the CRO zoning district are intended to address the protection and continued viability of the existing residential area, while providing for a compact and compatible mix of uses while maintaining the existing residential character. The proposed amendment is consistent with the goals and intent of Goal 3 and Policies 1.1.10, 1.1.22, 3.1.3 and 3.2.4 with the companion rezoning to CRO.

Centralized water and sewer service are available for the site. The proposed land use amendment is consistent with Policy 1.2.9.

The properties north and west of the site are in the CGC land use category. The abutting property directly north was constructed in 1981 as an office building. The proposed CGC land use designation is a logical extension of the currently existing CGC demarcation line extending from parcels fronting Goodman Road to Blanding Boulevard. The amendment to CGC with the companion CRO rezoning would result in compatible land use patterns for the area continuing to promote, increase and sustain viability of commercial areas along a major

corridor that supports residential areas and encourages the use of an underutilized property. This achieves FLUE Objectives 3.2 and 6.3 and Policies 3.2.1 and 3.2.7.

### Transportation Element

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

**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 property would be utilized for parking to serve the abutting office use to the north. The access points will be reviewed at site plan review for consistency with TE Policy 2.3.8.

### **Southwest Jacksonville Vision Plan**

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan. The site is located in the "Traditional Building Area" and "Ortega River Character Area" of the plan. Themes of the Plan include strengthening existing neighborhoods by encouraging neighborhood protection and cohesiveness. Planned growth with appropriate commercial and office uses in the proper locations should be identified to strengthen these communities.

### **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.

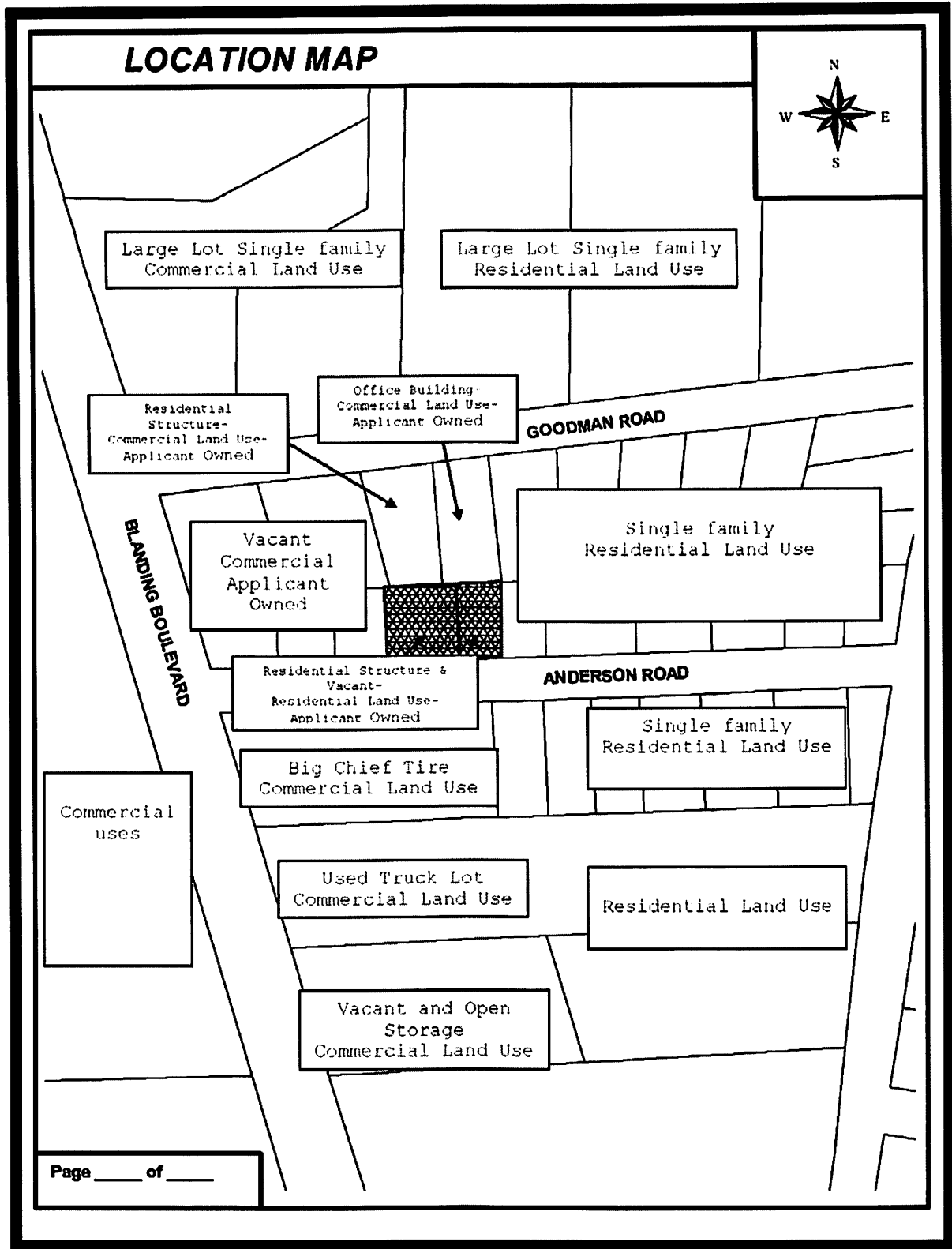
The proposed land use amendment is consistent with Policy 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

### **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



ONE CITY. ONE  
JACKSONVILLE.

### **City of Jacksonville, Florida**

*Lenny Curry, Mayor*

City Hall at St. James  
117 W. Duval St.  
Jacksonville, FL 32202  
(904) 630-CITY  
www.coj.net

### **MEMORANDUM**

**DATE:** August 11, 2017

**TO:** Helena Parola  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Division

**SUBJECT:** Transportation Review: Land Use Amendment 2017C-015

A trip generation analysis was conducted for Land Use Amendment 2017C-015, located along Anderson Road, between Blanding Boulevard and Westconnett Boulevard in the Urban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) land uses on approximately 0.37 +/- 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 1 home (ITE Land Use Code 210) which could generate 10 daily trips. The proposed the CGC land use category allows for 0.35 FAR per acre resulting in a development potential 5,641 SF of commercial space (ITE Land Use Code 826), generating 128 new daily vehicular trips. This will result in 118 net new daily vehicular trips if the land use is amended from LDR to CGC, as shown in Table A.

## ATTACHMENT B (cont.)

**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	1 Dus	T = 9.52 (X)	10	0.00%	10
<b>Total Section 1</b>						<b>10</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	5,641 SF	T = 44.32 (X)/1000	250	48.62%	128
<b>Total Section 2</b>						<b>128</b>
<b>Net New Daily Trips</b>						<b>118</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 7 between Blanding and Westconnett Boulevards.


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 7 is **0.66**

Blanding Boulevard (SR 21) and Westconnett Boulevard are functional classified facilities that would be impacted by the proposed development. The proposed 5,641 SF commercial development could generate approximately 118 net new daily trips unto the network. Both roadway facilities are expected to operate at an acceptable V/C ratio with the inclusion of the additional traffic from this land use amendment.

# ATTACHMENT C

## Land Use Amendment Application:

		APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN	
<b>Date Submitted:</b>	6/27/17	<b>Date Staff Report is Available to Public:</b>	9/29/17
<b>Land Use Adoption Ordinance #:</b>	2017-625	<b>Planning Commission's LPA Public Hearing:</b>	10/5/17
<b>Rezoning Ordinance #:</b>	2017-626	<b>1st City Council Public Hearing:</b>	10/10/17
<b>JPDD Application #:</b>	2017C-015	<b>LUZ Committee's Public Hearing:</b>	10/17/17
<b>Assigned Planner:</b>	Helena Parola	<b>2nd City Council Public Hearing:</b>	10/24/17

**GENERAL INFORMATION ON APPLICANT & OWNER**

<b>Applicant Information:</b> CHRISTOPHER VANUZER FLORIDA INNOVATIVE SEPTIC SERVICES LLC 6114 GOODMAN RD JACKSONVILLE, FL 32244 Ph: 3522830853  Email: CHRIS_VANUZER@YAHOO.COM	<b>Owner Information:</b> ROY SHAW BLUE RIBBON REALTY 2762 W BEAVER ST JACKSONVILLE, FL 32254 Ph: 9045914058	CHRISTOPHER VANUZER FLORIDA INNOVATIVE SEPTIC SERVICES LLC 4883 SW 136TH COURT LAKE BUTLER, FL 32054 Ph: 3522830853
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**DESCRIPTION OF PROPERTY**

<b>Acreage:</b> 0.37	<b>General Location:</b> ANDERSON RD
<b>Real Estate #(s):</b> 098112 0000 098111 0000	<b>Address:</b> 0 ANDERSON RD 6115 ANDERSON RD
<b>Planning District:</b> 4	
<b>Council District:</b> 9	
<b>Development Area:</b> URBAN AREA	
<b>Between Streets/Major Features:</b> ANDERSON and BLANDING	

**LAND USE AMENDMENT REQUEST INFORMATION**

**Current Utilization of Property:** NONE  
**Current Land Use Category/Categories and Acreage:**  
LDR 0.37

**Requested Land Use Category:** CGC      **Surrounding Land Use Categories:** CGC

**Justification for Land Use Amendment:**  
WE WOULD LIKE TO USE LAND FOR STORAGE AND OR PARKING. THE 3 LOTS TO THE RIGHT ARE COMMERCIAL. THE 4 LOTS BEHIND ARE COMMERCIAL AND THE 2 LOTS IN FRONT ARE COMMERCIAL. WE OWN THE LOT ON 6114 GOODMAN RD AND WOULD LIKE TO MAKE THE LOT AT 0 ANDERSON DIRECTLY BEHIND US COMMERCIAL AS WELL AS THE PROPERTY TO THE LEFT AT 6115 ANDERSON RD. THAT WAY ALL THOSE PROPERTIES FROM THE ROAD AT BLANDING FOR THOSE 2 BLOCKS WILL BE COMMERCIAL

**UTILITIES**

**Potable Water:** YES      **Sanitary Sewer:** NO

**COMPANION REZONING REQUEST INFORMATION**

**Current Zoning District(s) and Acreage:**  
RLD-60 0.37

**Requested Zoning District:** CRO

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

**ATTACHMENT D**

**Aerial:**



**LUA 2017C-015**

**Aerial Map**

