

Request for Large Scale Land Use Amendment to Future Land Use Map Series



From: Medium Density Residential (MDR)
To: Community/General Commercial (CGC)

Planning District: 4

Identification Number: L-5300-18C

Council District: 10

8/9/18 REVISED Exhibit 2 (Page 1 of 1)

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



OVERVIEW

ORDINANCE: # 2018-404

APPLICATION: L-5300-18C-4-10

APPLICANT: STEVE DIEBENOW

PROPERTY LOCATION: 8050 103RD STREET (SR 134)

Acreage: 0.21

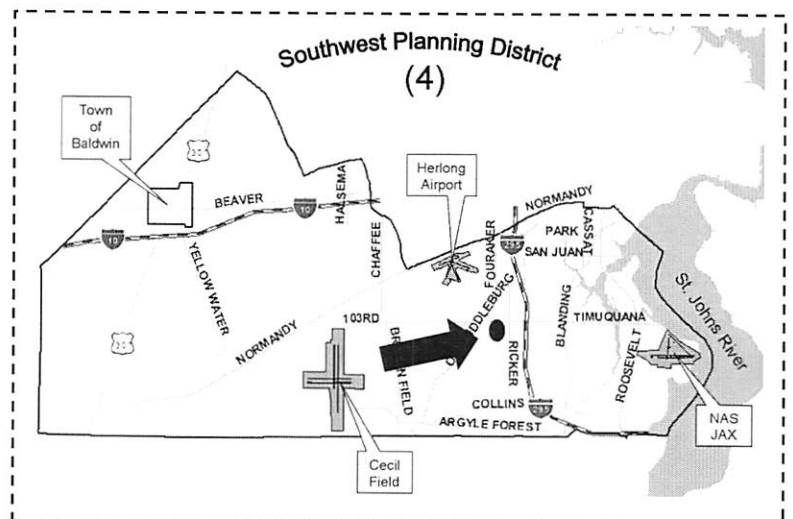
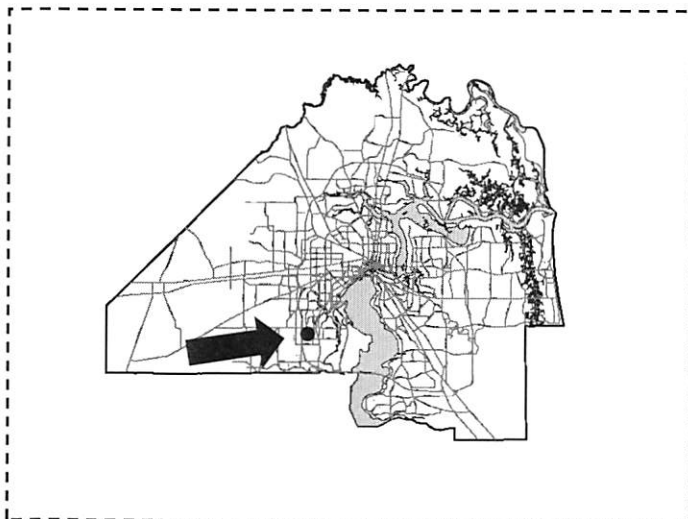
Requested Action:

	Current	Proposed
LAND USE	MDR	CGC
ZONING	RMD-D	CCG-1

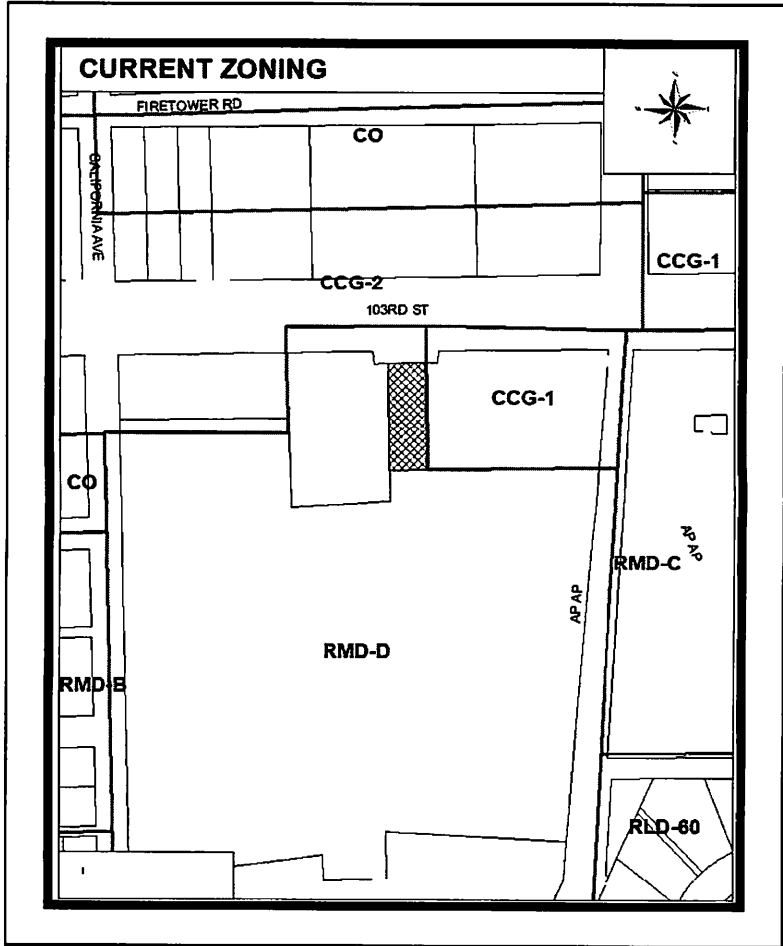
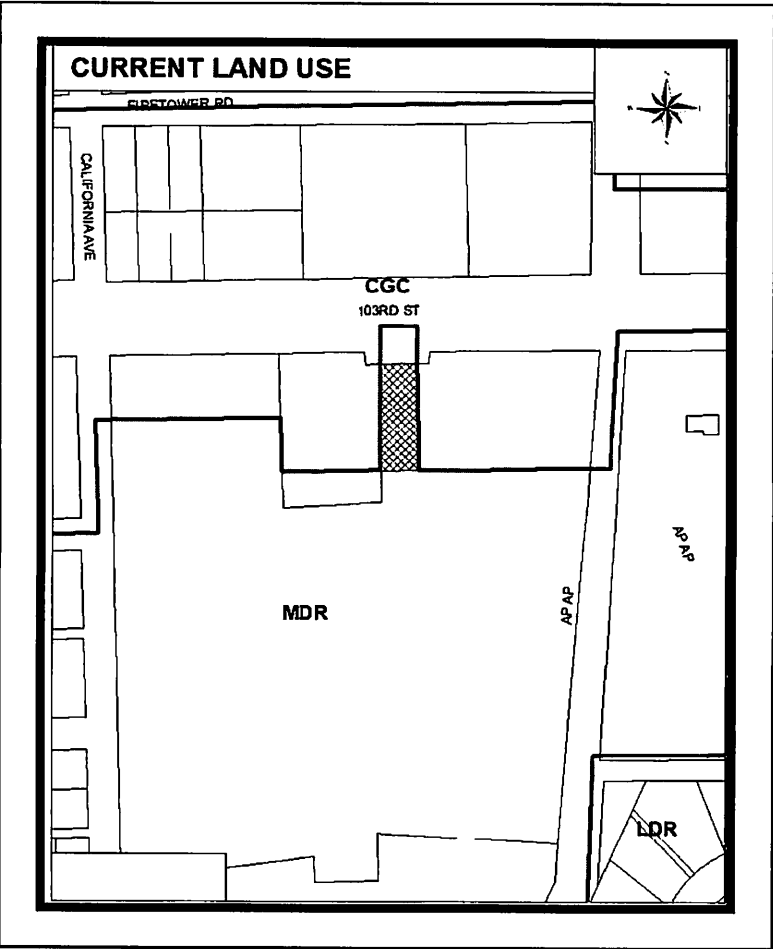
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
MDR	CGC	3 DU (15 DU/Acre)	N/A	N/A	3,202 Sq. Ft. (0.35 FAR)	Decrease 3 DU	Increase 3,202 Sq. Ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



SMALL SCALE LAND USE APPLICATION L-5300-18C



Existing FLUM Land Use Categories: Medium Density Residential (MDR)
Requested FLUM Land Use Category: Community/General Commercial (CGC)

Current Zoning District(s): Residential Medium Density-D (RMD-D)
Requested Zoning District(s): Commercial Community/General-1 (CCG-1)

ANALYSIS

Background:

The 0.21 of an acre subject property is located on the south side of 103rd Street (SR 134), between California Avenue and Playpen Drive, and 460 feet east of the 103rd Street/California Avenue intersection. Currently, the site serves as access to the Jacksonville Heights Apartments and is located within the Suburban Development Area.

The applicant proposes a future land use map amendment from Medium Density Residential (MDR) to Community/General Commercial (CGC) and a rezoning from Residential Medium Density-D (RMD-D) to Commercial Community/General-1 (CCG-1). The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-405. The purpose of the land use amendment is to provide commercial access to the vacant commercial parcels to the east and west of the subject site. In 1993 these vacant commercial properties underwent a land use amendment from MDR to CGC (Ordinance 1993-730) and a rezoning from RMD-E to CCG-1 (Ordinance 1993-2010-1263). Residential traffic from the apartments can gain access from commercial land use categories and zoning districts. However, commercial traffic cannot gain access through residential districts.

Much of the surrounding area has either a MDR or CGC land use designations with uses such as multi-family apartments, vacant land, and auto related sales and services. The predominant land use category in the area along 103rd Street is CGC. Detailed information about the surrounding area can be found on Page 2, Dual Map, and Page 13, Attachment A – Existing Land Utilization Map.

The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC, MDR	CCG-2, CO, RMD-A	Vacant Land, Auto Sales, Open Storage, Service Garage, Retail Store, Shopping Center. Mobile Home Park
South	MDR	RMD-D	Apartments
East	CGC, MDR	CCG-1, RMD-C	Vacant Land, Apartments
West	CGC, MDR	CCG-2, RMD-D	Auto Sales, Apartments, Service Garage

The proposed amendment does not include a residential component. Therefore, school capacity issues will not be 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). However, since the application site is to be used for access only the applicant was not required to provide a JEA Service Availability Letter with their application.

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 58 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. Trips generated by the new development will be processed 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 6 on 103rd Street/SR 134.

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 6 is **0.55**.

SR 134/103rd Street between Old Middleburg Road to I-295 is the functional classified road that would be impacted by the proposed development. SR 134 is a 6-lane divided arterial facility with a maximum daily capacity of 54,300 vpd. The proposed commercial development could generate approximately 58 net daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.66 with the inclusion of the additional traffic from this land use amendment.

It is recommended that an operational analysis be submitted to the Planning and Development and City Traffic Engineer prior to the 10-set plan review.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, 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.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for Herlong Recreational 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 656.1005.1(d).

Requirements for areas within Height and Hazard Zones are specified in the following FLUE policy:

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

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

[L-5300-18C]

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	58 Foot Frontage; Collector Road	
Plans/Studies	Southwest Jacksonville Vision Plan	
	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Driveway	Commercial Driveway
Land Use/Zoning	MDR/RMD-D	CGC/CCG-1
Development Standards For Impact Assessment	20 Dwelling units/Acre	0.35 FAR
Development Potential	3 MF Dwelling Units	3,202 Square Feet
Population Potential	7 People	0 People
SPECIAL DESIGNATIONS AREAS		
	<u>YES</u>	<u>NO</u>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	150' Height restriction for Herlong Recreation Airport	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X-Low
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area	0 – 4" Recharge Area	
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: SR 134	
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 58 new trips/day	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease in 545.0 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease in 408.7 gallons/day	
Potential Solid Waste Impact	Decrease of 2.68 tons/year	
Drainage Basin / Sub-Basin	Ortega River Basin/Oak Hill Park Ditch Sub-Basin	
Recreation and Parks	Lew Brantley Park	
Mass Transit	No Bus Service	

NATURAL FEATURES	
Elevations	80 to 81 feet above mean sea level
Land Cover	1900 – Open land (Urban)
Soils	71-Urban land-Leon-Boulogne complex
Flood zone	N/A
Wetlands	N/A
Wildlife (sites greater than 50 acres)	N/A

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on June 25, 2018, the required notice of public hearing sign was posted. Thirteen (13) 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’s Information Meeting was held on July 2, 2018. No members of the public were present.



CONSISTENCY EVALUATION

2030 Comprehensive Plan

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

Future Land Use Element:

- Policy 1.1.11 Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.
- 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.
- 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.
- Policy 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing

neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

Transportation Element:

Policy 2.3.4 New development sites shall be required, wherever possible, to share existing access points. The City will encourage new service drives or roads and connections to existing service drives or roads when deemed appropriate by the Traffic Engineering Division and JPDD. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.

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.

Policy 2.3.9 The City shall encourage, through the development review process, the interconnections of land uses that reduce the need for external trip generation and encourage alternative methods of movement. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

Recreation and Open Space Element:

Policy 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

Currently the site has a Medium Density Residential (MDR) land use designation. According to the Future Land Use Element (FLUE), MDR in the Suburban Area is intended to provide for medium density residential development such as multi-family dwellings (apartments and condominiums with a maximum density of 20 dwelling units per acre. Single-family dwellings are permitted when the predominant surrounding development typology within the MDR category is single family.

According to the FLUE, CGC in the Suburban Area is intended to provide compact development in nodal and corridor development patterns while promoting the advancement of existing commercial land uses and the use of existing infrastructure. 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 arterial or higher on the Functional Highway Classification Map.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. However, a JEA availability letter was not required for the companion zoning application submittal since the proposed zoning and land use amendment site is to be used for commercial and residential access only.

Currently the site, designated with a MDR land use category, serves as access to the Jacksonville Heights Apartment complex only, since commercial traffic cannot use residential accesses. However, amending the proposed land use category to CGC will allow both residential and commercial traffic to use this access. The amendment will also eliminate the need for two commercial accesses onto 103rd Street (SR 134) for the two commercial parcels east and west of the application site. In addition, the 103rd Street (SR 134) access median is directly across the Jacksonville Heights Apartments access thereby, improving traffic safety and reducing external trip generation. Therefore the proposed amendment is consistent with Transportation Element policies 2.34, 2.3.8 and 2.3.9 as well as FLUE Goal 3.

The CGC land use category is adjacent on both sides of the subject site along 103rd Street (SR 134). Changing the land use of the subject site to CGC is a proper extension of this category and serves as commercial infill. This achieves FLUE Objective 3.2 and Policies 1.1.11, 3.2.1 and 3.2.7. In addition, the access to the residential apartments will continue without encroachment into the residential areas even though the access area will be used by the adjacent commercial parcel as specified in FLUE Policy 3.2.4.

The application site, and the commercial properties located to the east and west are vacant. The proposed amendment would encourage infill development along the south side of 103rd Street (SR 134), which is an emerging area for commercial development. The amendment to CGC would result in a compatible land use pattern for the area. Likewise, the proposed amendment would result in a logical extension of the CGC land use. This is consistent with FLUE Objective 3.2.

The proposed amendment has been evaluated for consistency with the Southwest Vision Plan. The proposed use of an existing access drive for both commercial and residential access improves the function of safety of a commercial street with the consolidation of shared driveways. The consistency review is provided in the sections below in accordance with FLUE Policy 4.1.8B.

Consistent with Recreation and Open Space Element Policy 2.2.1, the plan design of the application site shall be required to provide a minimum of ten percent of the site in open space. Landscaping and stormwater retention lakes may be utilized to meet this requirement.

Vision Plan

The subject property is located within the boundaries of the "Suburban Area" of the Southwest Vision Plan. According to the plan, this area is within the 103rd Street corridor which recommends improved landscaping along the roadway. The entrance to the apartments is already landscaped and when the vacant commercial properties apply for site plan approval landscape requirements will be enforced as conditions to development to those parcels. In addition the vision plan calls for improved function and safety on auto-based commercial streets. The plan recommends shared driveways as better access management strategies.

The proposed amendment would allow access to two commercial properties without having to create an additional accesses onto 103rd (SR 134) street thereby improving traffic safety. Therefore, the proposed development solves a problem outlined in the Southwest Vision Plan.

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.

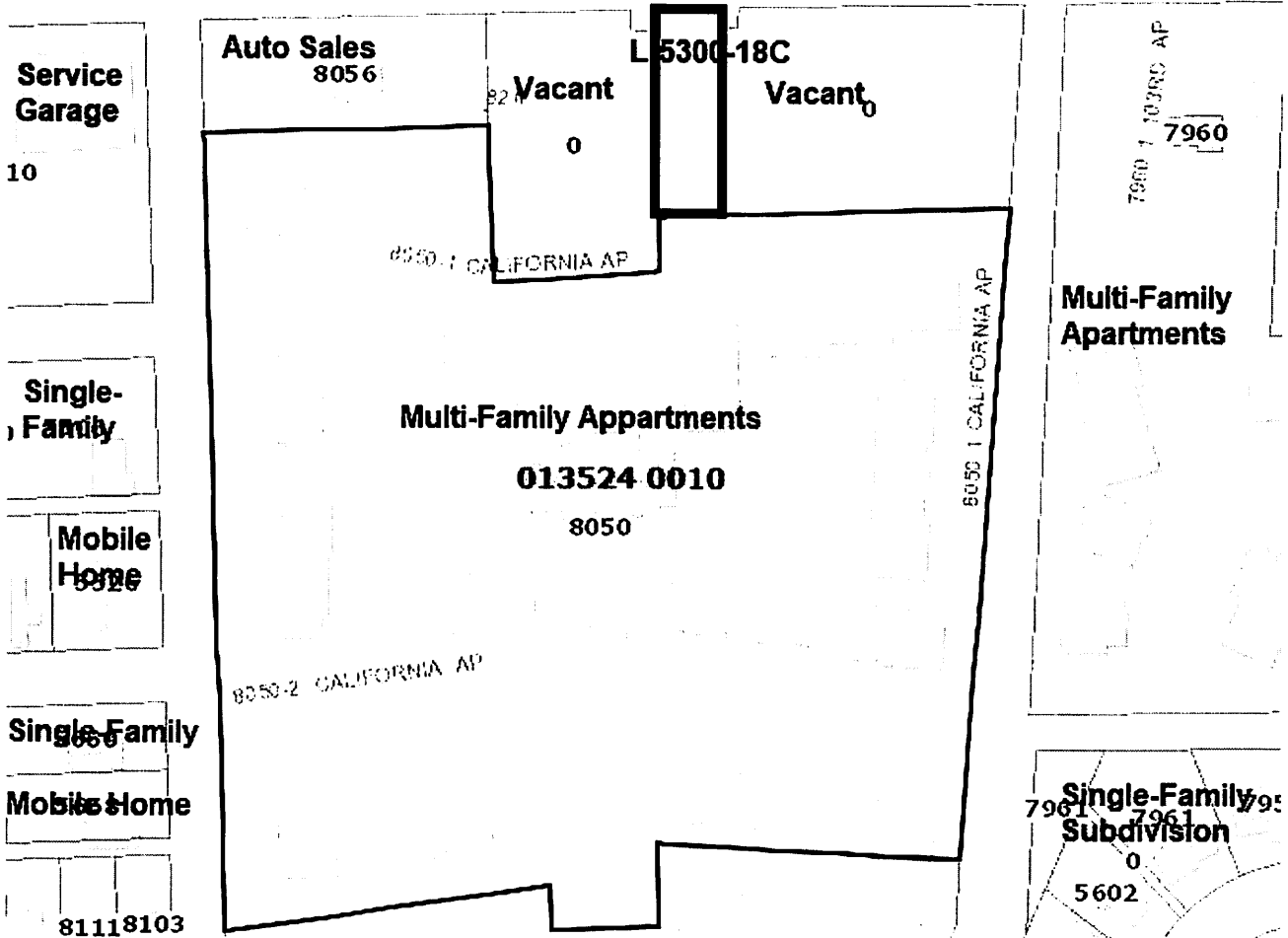
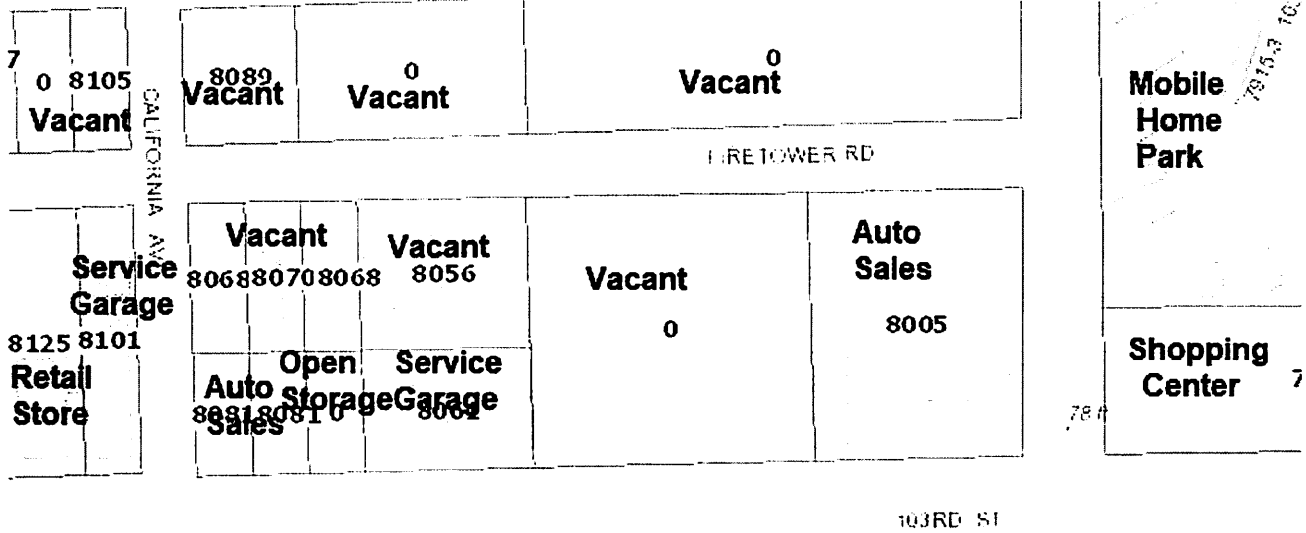
The proposed land use amendment is consistent with Goal 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it provides an opportunity for the creation or relocation of a new business, or the expansion of an existing business in the northeast Florida region.

RECOMMENDATION

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

ATTACHMENT A

Existing Land Utilization:



ATTACHMENT B

Traffic Analysis:



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: July 10, 2018

TO: Edward Lukacovic
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment L-5300-18C

A trip generation analysis was conducted for Land Use Amendment L-5300-18C, located on 103rd at the southeast quadrant of California Avenue and 103d Street in the Suburban Development Area of Jacksonville, Florida. The subject site is undeveloped with an existing Medium Density Residential (MDR) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) development on approximately 0.21 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the MDR land use category development impact assessment standards allows for 15 multi-family unit per acre, resulting in a development potential of 3 dwelling units (ITE Land Use Code 220) which could generate 22 daily vehicular trips. The proposed CGC land use category development impact assessment standards allows for 0.35 FAR per acre, resulting in a development potential of 109,161SF of commercial space (ITE Land Use Code 820) which could generate 80 daily vehicular trips. This will result in net increase of 58 daily vehicular trips if the land use is amended from MDR 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 Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
MDR	220	3 MFDUs	T = 7.32 (X)	22	0.00%	0.00%	22
Total Section 1							22
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	3,202 SF	T = 37.75 (X)	121	0.00%	34.00%	80
Total Section 2							80
Net New Daily Trips							58

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 6 on 103rd Street/SR 134.

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 1 is **0.55**.

SR 134/103rd Street between Old Middleburg Road to I-295 is the functional classified road that would be impacted by the proposed development. SR 134 is a 6-lane divided arterial facility with a maximum daily capacity of 54,300 vpd. The proposed commercial development could generate approximately 80 net daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.66 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C

Aerial Photo:



ATTACHMENT D

Land Use Amendment Application:



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

Date Submitted:	5/4/2018	Date Staff Report is Available to Public:	08-03-2018
Land Use Adoption Ordinance #:	2018-404	Planning Commission's LPA Public Hearing:	08-09-2018
Rezoning Ordinance #:	2018-405	1st City Council Public Hearing:	08-14-2018
JPDD Application #:	L-5300-18C	LUZ Committee's Public Hearing:	08-21-2018
Assigned Planner:	Ed Lukacovic	2nd City Council Public Hearing:	08-29-2018

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

STEVE DIEBENOW
ONE INDEPENDENT DRIVE, STE. 1200
JACKSONVILLE, FL 32202

Ph: (904) 301-1269
Fax: (904) 301-1279
Email: SDIEBENOW@DMPHLAW.COM

Owner Information:

N/A N/A
TZADIK ACQUISITIONS LLC
11098 BISCAYNE BLVD. SUITE 203
MIAMI, FL 33161

DESCRIPTION OF PROPERTY

Acreage: 0.21
Real Estate #(s): 013524 0010; a portion of

General Location:
SOUTHEAST CORNER OF 103RD ST. AND CALIFORNIA AVE.

Planning District: 4
Council District: 10
Development Area: SUBURBAN AREA
Between Streets/Major Features:
CALIFORNIA AVE. and PLAYPEN DR.

Address:
8050 103RD ST

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: DRIVEWAY
Current Land Use Category/Categories and Acreage:
MDR 0.21

Requested Land Use Category: CGC

Surrounding Land Use Categories: CGC

Applicant's Justification for Land Use Amendment:

TO PROVIDE ACCESS TO AND PERMIT DEVELOPMENT OF IMMEDIATELY ADJACENT CGC PARCEL TO THE EAST (RE# 013523 0000) WHICH DOES NOT HAVE DIRECT ACCESS TO 103RD STREET.

UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
RMD-D 0.21

Requested Zoning District: CCG-1

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