

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



From: Low Density Residential (LDR)
To: Business Park (BP)

Planning District: 4

Identification Number: L-5292-18C

Council District: 10

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

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



OVERVIEW

ORDINANCE: # 2018-406

APPLICATION: L-5292-18C-4-10

APPLICANT: T.R. HAINLINE

PROPERTY LOCATION: 6664 and 6692 Firestone Road

Acreage: 7.16

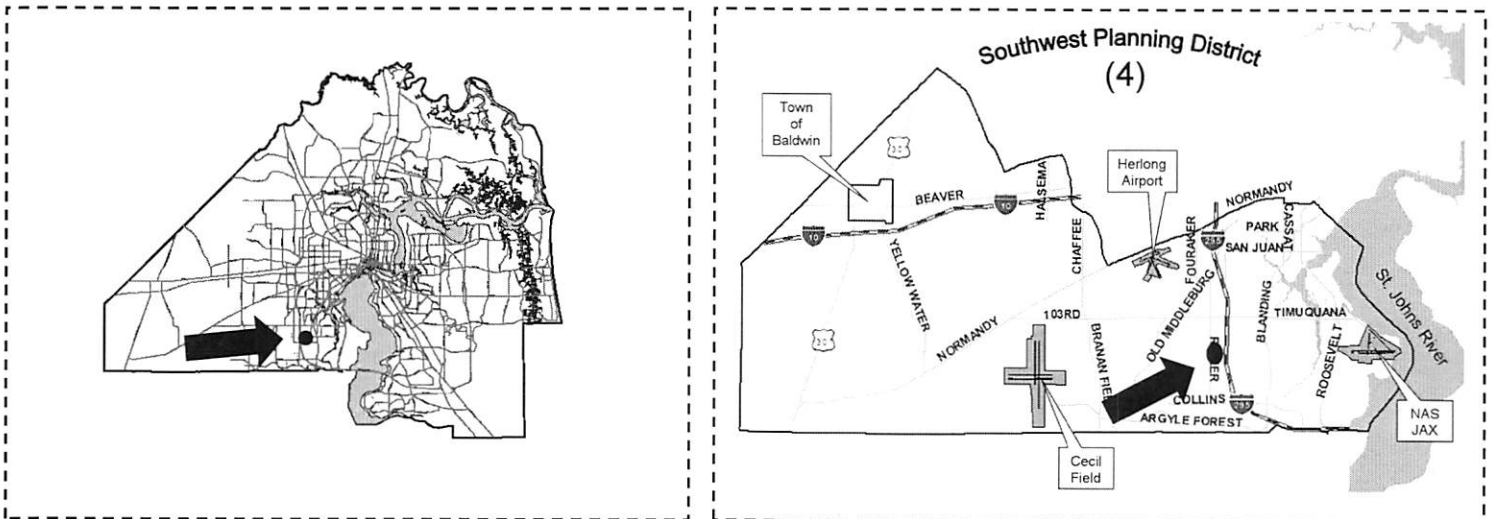
Requested Action:

	Current	Proposed
LAND USE	LDR	BP
ZONING	RR-Acre	PUD

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	BP	36 DU (5 DU/Acre)	N/A	N/A	109,161 Sq. Ft. (0.35 FAR)	Decrease 36 DU	Increase 109,161 Sq. Ft.

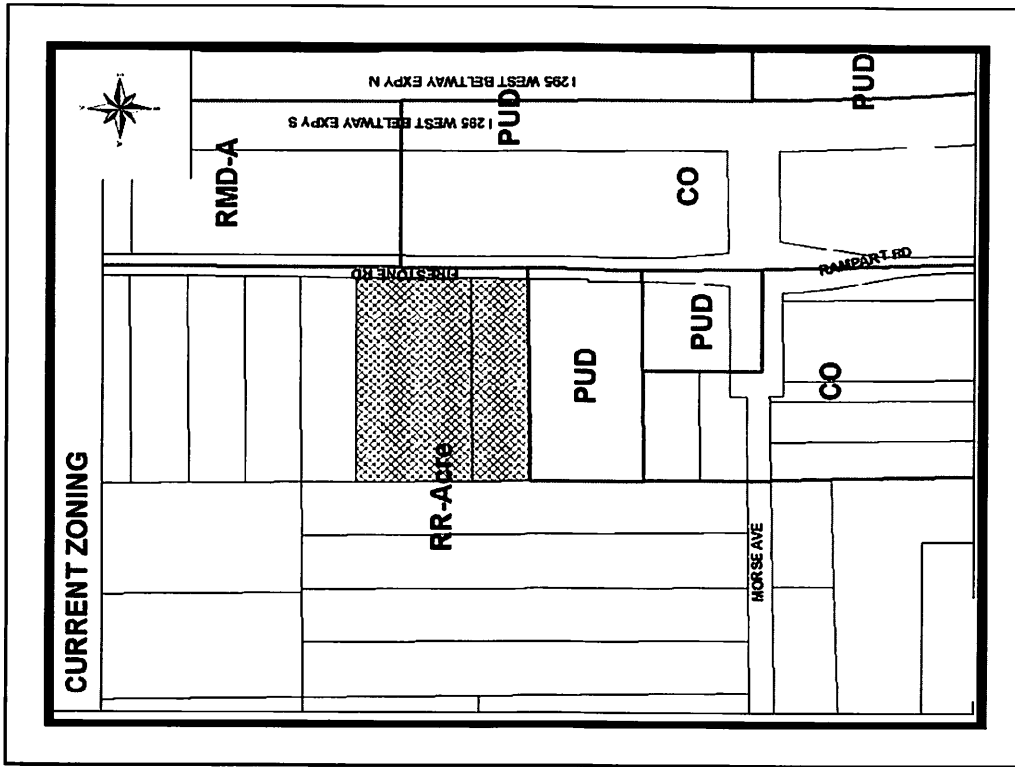
PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



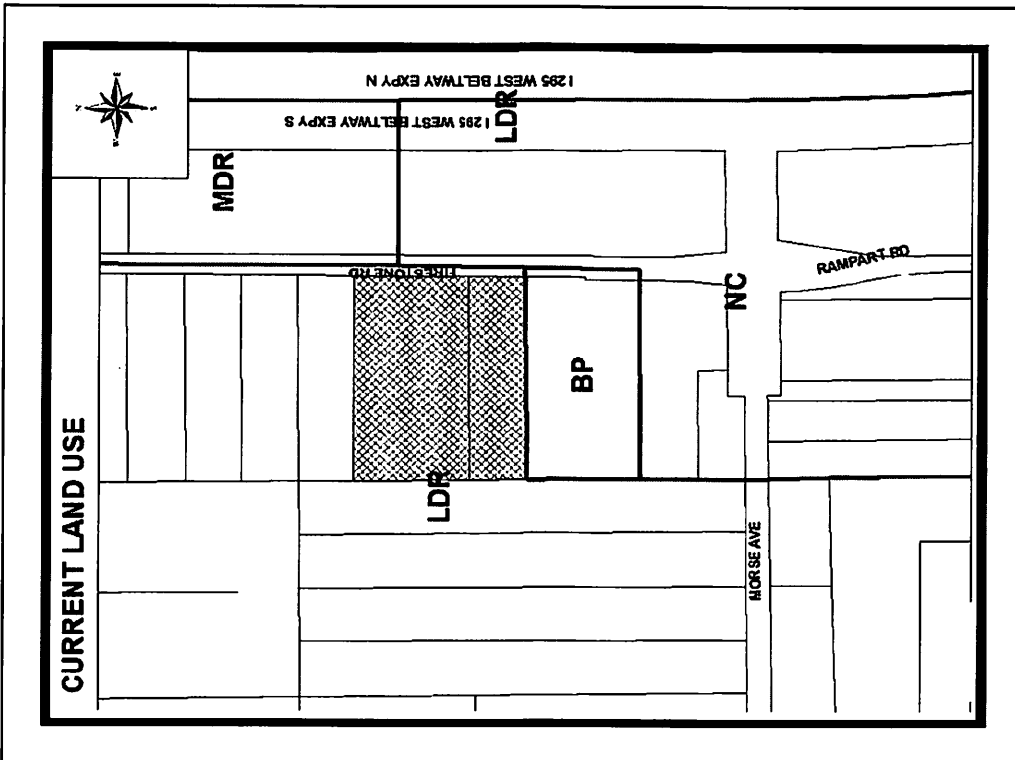
DUAL MAP

SMALL SCALE LAND USE APPLICATION L-5292-18C



Current Zoning District(s): Residential Rural-Acre (RR-Acre)

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



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

Requested FLUM Land Use Category: Business Park (BP)

ANALYSIS

Background:

The 7.16 acre subject property is located on the west side of Firestone Road and 700 feet north of the Morse Avenue-Firestone Road intersection. Currently, the application site consists of two properties; one is vacant land and the other serves as a church, both are located within the Suburban Development Area.

The applicant proposes a future land use amendment from Low Density Residential (LDR) to Business Park (BP) and a rezoning from Residential Rural-Acre (RR-Acre) to Planned Unit Development (PUD) to allow for a church and personal property storage. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2018-407.

The area surrounding the application site has a mix of land use categories, zoning districts and uses. The parcel abutting the southern property line of the subject site underwent a land use amendment in 2007 to change its designation from LDR and Neighborhood Commercial (NC) to BP (Ordinance 2007-197-E). The land use amendment was approved due to its close proximity to the I-295 corridor, located less than 500 feet to the east. Due to adjacent uses and nearby transportation infrastructure, residential development is less than ideal for this location whereas Business Park is more suitable.

Further south from this site, between Rampart Road and I-295, two additional land use amendments were approved in 2001 (Ordinance 2001-927-E) and 2012 (Ordinance 2012-253-E). Ordinance 2012-253-E approved a change from LDR to Community/General Commercial (CGC). Despite a Planning and Development Department recommendation of denial, City Council approved it. The Planning and Development Department recommended denial due to the surrounding residential uses. However, City Council approved it. Ordinance 2001-927-E approved a land use change from LDR to Medium Density Residential (MDR). This change was approved since MDR was more compatible than LDR at this location. See Attachment C – Map of Nearby Land Use Amendments on Page 16.

The vacant land west of the application site is the closed Morse Avenue Landfill. Prior to being a landfill, the site was a forty (40) foot deep borrow pit. The site was operating as a landfill from 1972 to 1980. During this time, the landfill received industrial waste and household garbage. After operation ceased and the landfill closed, monitoring wells were installed surrounding the site to sample potential pollutants draining from the site. High levels of benzene and chlorobenzene were the dominant pollutants found in some of the wells. See Attachment E – Closed Landfill Map on Page 18.

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	LDR	RR-Acre	Single-Family Dwellings
South	BP, NC	PUD, CO	Open Storage, Retail Store
East	MDR, NC	RMD-A, CN	Church
West	LDR	RR-Acre	Vacant Land (Closed Landfill)

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). The applicant has provided a JEA Service Availability Letter dated April 13, 2018 with their companion rezoning 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 1,018 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 Firestone Road between Morse Avenue and 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**.

Firestone Road is the first functional classified road that would be impacted by the proposed development. Firestone Road is a 2-lane undivided collector facility with a maximum daily capacity of 12,870 vpd. The proposed commercial development could generate approximately 1,018 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.70 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.

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Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of high and 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 300 foot Height and Hazard and Military School Zones for the Jacksonville Naval Air Station. 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 656.1005.1(d).

Requirements for areas within Height and Hazard Zones and Military Influence Zones are specified in the following FLUE policies:

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

[L-5292-18C]

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	494 Foot Frontage; Collector Road	
Plans/Studies	Southwest Jacksonville Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Church & vacant land	Church & personal property storage
Land Use/Zoning	LDR/RR-Acre	BP/PUD
Development Standards For Impact Assessment	5 Dwelling units/Acre	0.35 FAR
Development Potential	36 Dwelling Units	109,161 Square Feet
Population Potential	95 People	0 People
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	300' Height restriction & Military School Zones for Jacksonville NAS	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	High and Low Probability	
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: N/A	X
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 1,018 trips/day	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease in 5,358 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease in 4,019 gallons/day	
Potential Solid Waste Impact	Increase of 247.4 tons/year	
Drainage Basin / Sub-Basin	Ortega River Basin and Un-named Ditch Sub-Basin	
Recreation and Parks	McGirts Creek Park Expansion	
Mass Transit	Serviced by Bus Line 53 to Firestone Road	

NATURAL FEATURES	
Elevations	45 to 58 feet above mean sea level
Land Cover	1100 – Residential Low Density
Soils	24-Hurricane and Ridgewood & and 32-Leon fine sand.
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 15, 2018, the required notices of public hearing signs were posted. Fourteen (14) 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. One neighbor, owner of the open storage business adjacent to the church, opposed the application. He stated that he did not want increased water runoff onto his property and did not want business competition to his open storage business. Also he did not want increased amounts of underground contaminants to his property from the closed landfill to the west. He felt that construction of the land use application site could increase those amounts due to the increase of water runoff.

The applicant for the land use amendment site stated that engineering for the proposed development would make sure there will be no increase of water runoff to the adjacent neighbor’s property. Two neighbors from the adjacent church, who are party to the application, were indifferent to the proposed storage facility planned for the land use amendment site.



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:

- 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 proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- 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 1.1.22 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 1.1.24 The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.
- 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 3.2.7 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 3.2.18 The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.

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.

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.

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.

The Business Park (BP) future land use category is primarily intended to accommodate commercial office and light industrial uses. Commercial offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Although some industries produce adverse impacts, and should therefore be isolated away from residential and other low intensity use areas, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. Business parks for example, may include such light industrial uses as research and product development, communications facilities, light assembly and manufacturing, and even some types of warehousing. Churches are also permitted as secondary uses pursuant to the Industrial land use introduction.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA Availability letter provided by the applicant, the water and sewer lines are within the Firestone Road right-of-way.

Currently, the site consists of vacant land and a church. The amendment is intended to allow for the development of a personal property storage facility on the vacant land and the continued use of the church. The adjacent property to the south also has a BP land use classification. Commercial Neighborhood (NC) is located across the street and further south on Firestone Road which is classified as a "Collector" road. The proposed use would allow for a new commercial development to strengthen the existing commercial and industrial presence on Firestone Road. Additionally, the amendment would be a logical extension of the adjacent BP land use. Therefore the proposed amendment is consistent with Goal 3, Objective 3.2, and Policy 1.1.11 of the FLUE.

The proposed amendment allows for a transitional industrial BP development to be located between a closed landfill and NC and MDR to the east thereby providing consistency with FLUE Policy 3.1.3. In addition, the subject site is located in an area with access to full urban services. Therefore, the proposed land use amendment aids in maintaining a compact and compatible land use pattern, consistent with FLUE Objective 1.1 and Policy 1.1.22. The BP land use category allowing the development of self-storage units is a commercial entity providing services to nearby residential areas. Therefore, the proposed land use amendment protects the neighborhood from potential negative impacts by providing a gradation of use, maintains the existing neighborhood character while providing economic opportunities consistent with Policies 1.1.24 and 3.2.18.

The proposed amendment continues to promote, increase and sustain the viability of commercial areas along a major corridor that supports nearby residential areas and encourages use of an underutilized property achieving FLUE Objective 6.3 as well as Policy 3.2.7.

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. Landscaped areas and natural areas 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. There is nothing in the plan that clearly identifies or targets the application site for recommendations. However, this plan recommends that stormwater retention facilities be designed as amenities for landscaping. The plan also encourages areas of decline be revitalized with commercial interest. Since, there is a closed landfill with underground contaminants, commercial ventures supplied with JEA water and sewer availability is more suitable use than residential uses.

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.

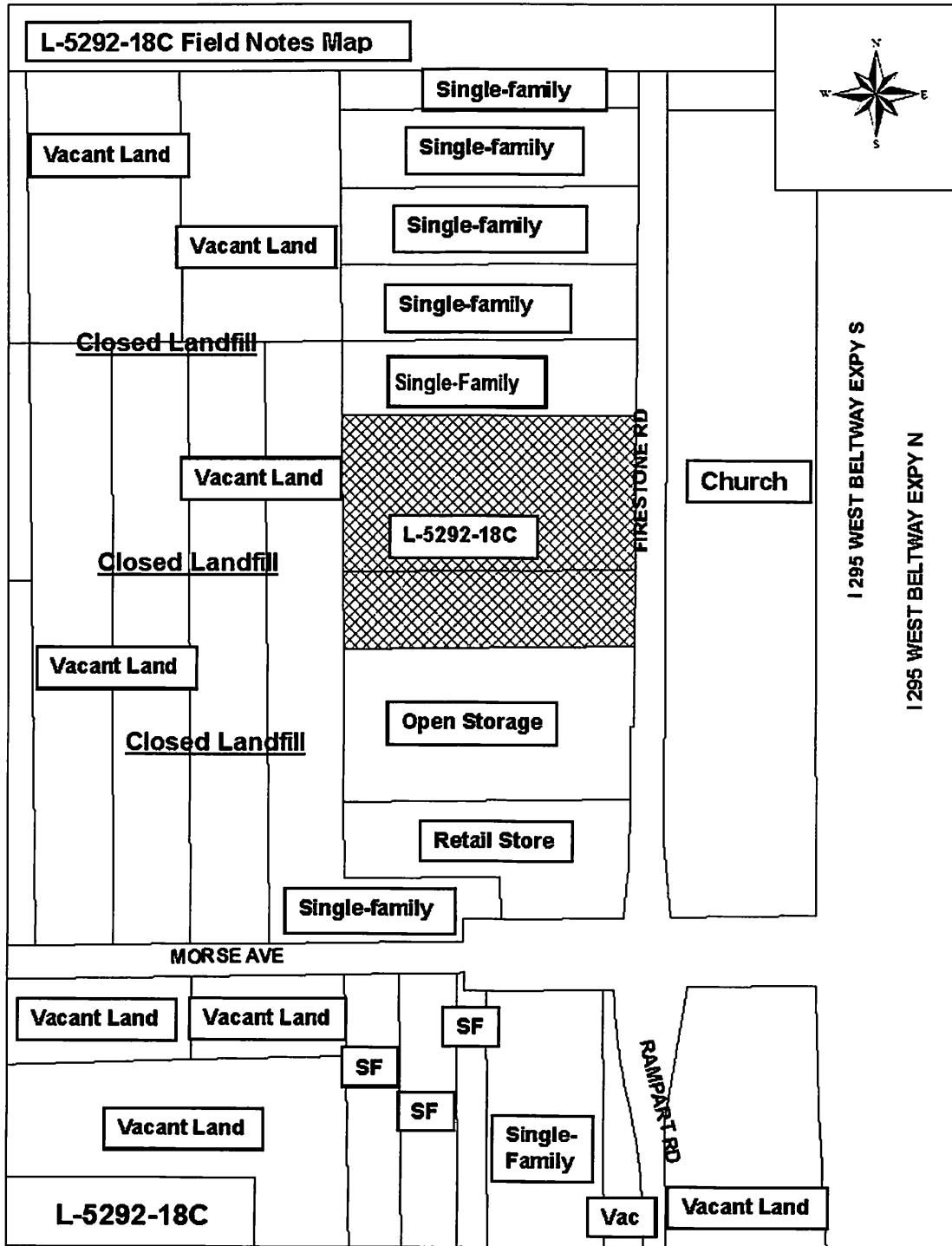
The proposed land use amendment is consistent with Goal 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it provides an opportunity for the creation or relocation of a new business, or the expansion of an existing business in the northeast Florida region.

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-5292-18C

A trip generation analysis was conducted for Land Use Amendment L-5292-18C, located on Firestone Road between Morse Avenue and 118th Avenue in the Suburban Development Area of Jacksonville, Florida. The subject site is undeveloped with an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Business Park (BP) development on approximately 7.16 +/- 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 LDR land use category development impact assessment standards allows for 5 single-family per acre, resulting in a development potential of 36 dwelling units (ITE Land Use Code 210) which could generate 340 daily vehicular trips. The proposed BP 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 770) which could generate 1,358 daily vehicular trips. This will result in net increase of 1,018 daily vehicular trips if the land use is amended from LDR to BP, 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	36 DUS	T = 9.44(X)	340	0.00%	340
Total Section 1						340
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	770	109,161 SF	T = 12.44 (X) / 1000	1,358	0.00%	1,358
Total Section 2						1,358
Net New Daily Trips						1,018

Source: Trip Generation Manual, 10th 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 Firestone Road between Morse Avenue and 103rd Street/SR 134.

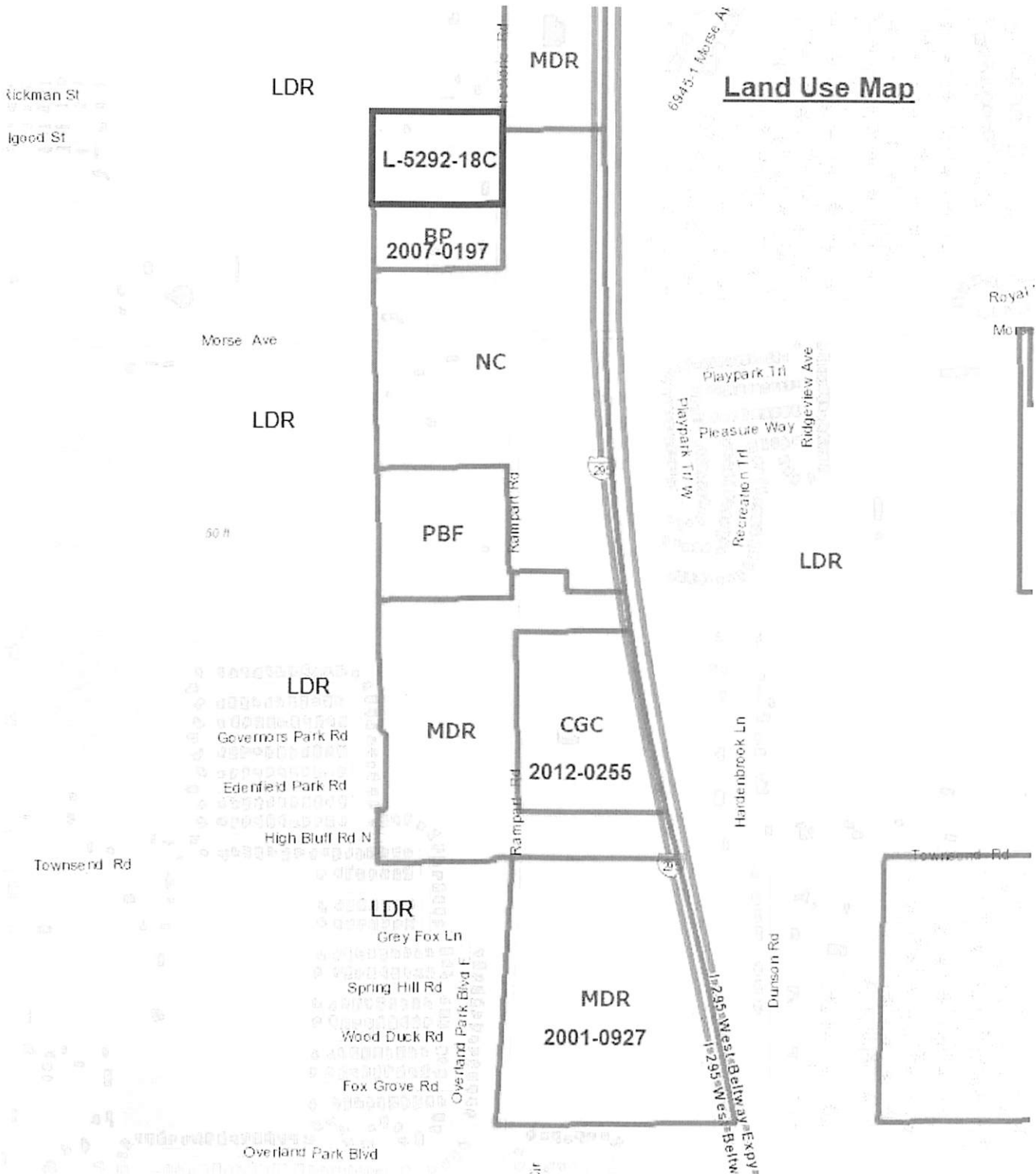
Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* 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**.

Firestone Road is the first functional classified road that would be impacted by the proposed development. Firestone Road is a 2-lane undivided collector facility with a maximum daily capacity of 12,870 vpd. The proposed commercial development could generate approximately 1,018 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.70 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.

ATTACHMENT C

Map Of Nearby Land Use Amendments:



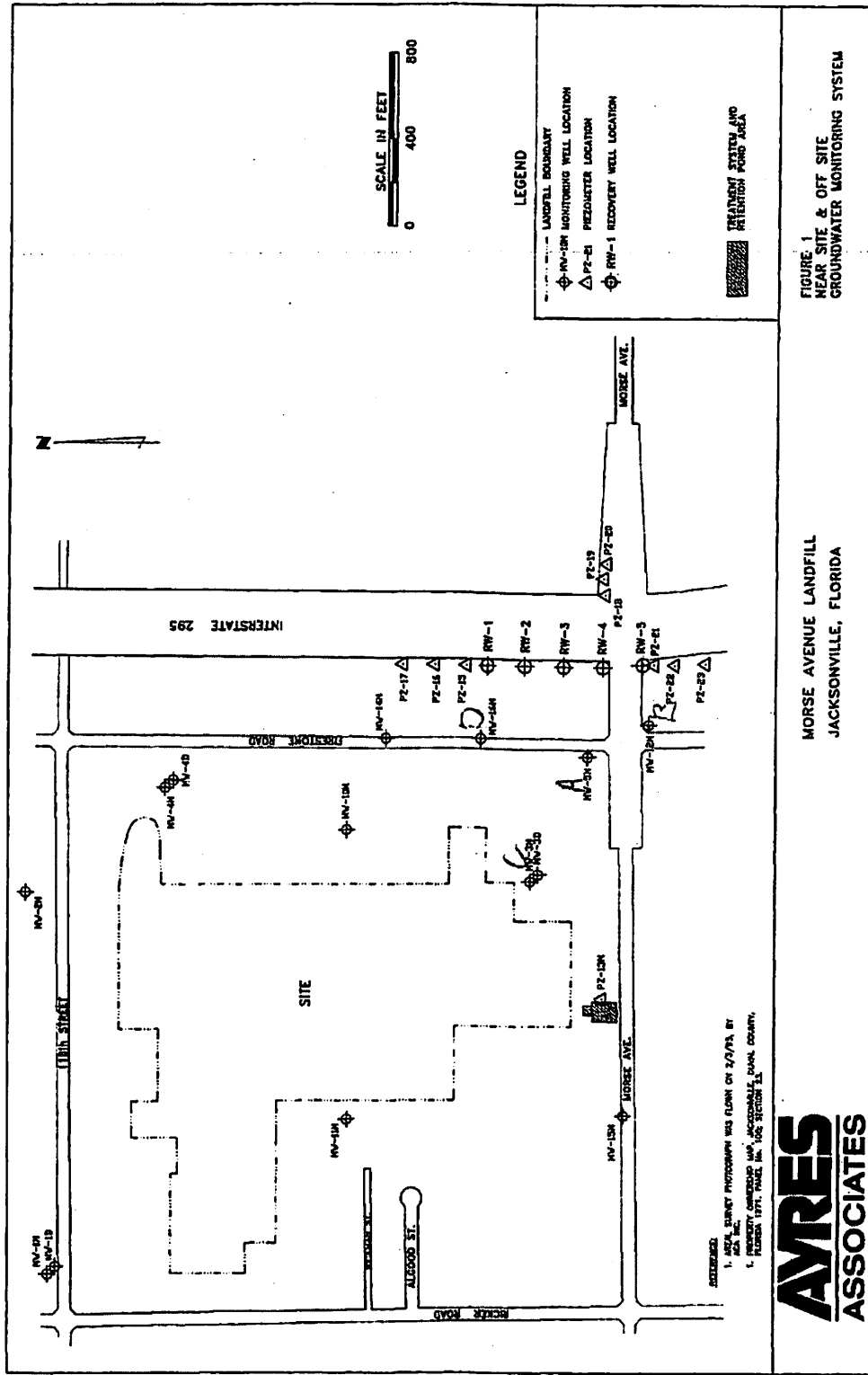
ATTACHMENT D

Aerial Photo:



ATTACHMENT E

Closed Landfill Map:



Well location Map

ATTACHMENT F

Land Use Amendment Application:



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

Date Submitted:	4/4/2018	Date Staff Report is Available to Public:	08-03-2018
Land Use Adoption Ordinance #:	2018-406	Planning Commission's LPA Public Hearing:	08-09-2018
Rezoning Ordinance #:	2018-407	1st City Council Public Hearing:	08-14-2018
JPDD Application #:	L-5292-18C	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:

T.R. HAINLINE
ROGERS TOWERS, P.A.
1301 RIVEPLACE BOULEVARD, SUITE 1500
JACKSONVILLE, FL 32207
Ph: (904) 346-5531
Fax: (904) 396-0663
Email: THAINLINE@RTLAW.COM

Owner Information:

MY EZ STORAGE, LLC
P.O. BOX 353013
PALM COAST, FL 32135
Ph: (904) 571-3989

JEAN AND MONISE DORCENE
6692 FIRESTONE ROAD
JACKSONVILLE, FL 32244

DESCRIPTION OF PROPERTY

Acreage: 7.16
Real Estate #(s): 015749 0000
015751 0000

Planning District: 4
Council District: 10
Development Area: SUBURBAN AREA
Between Streets/Major Features:
MORSE AVENUE and 118TH STREET

General Location:

ON FIRESTONE ROAD BETWEEN MORSE AVENUE AND 118TH STREET

Address:

6664 FIRESTONE RD
6692 FIRESTONE ROAD

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT/CHURCH
Current Land Use Category/Categories and Acreage:
LDR 7.16

Requested Land Use Category: BP

Surrounding Land Use Categories: BP, LDR, MDR, NC

Applicant's Justification for Land Use Amendment:

TO ALLOW FOR PERSONAL PROPERTY STORAGE USES, AS WELL AS EXISTING CHURCH USES.

UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
RR-Acre 7.16

Requested Zoning District: PUD

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