

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



**OVERVIEW**

**ORDINANCE: # 2018-561**

**APPLICATION: L-5296-18C-3-5**

**APPLICANT: PAUL M. HARDEN; ESQ.**  
**PROPERTY LOCATION: 3821, 3823, and 3847 Zion Road**  
**Acreage: 0.60**

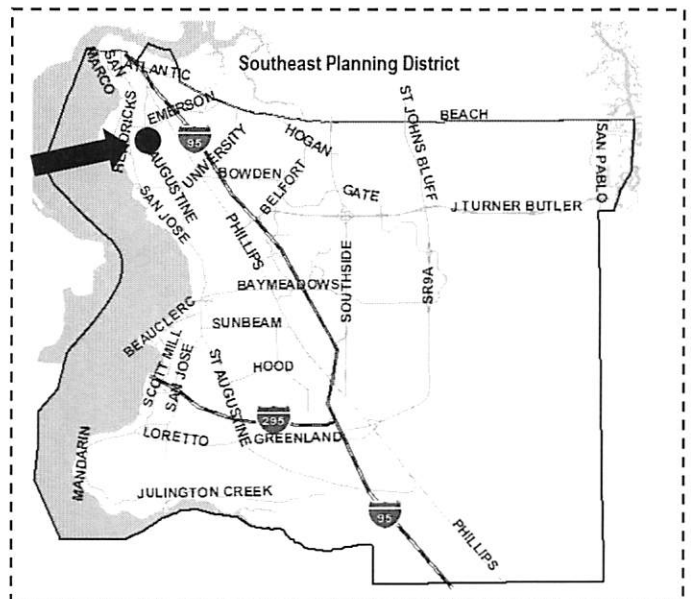
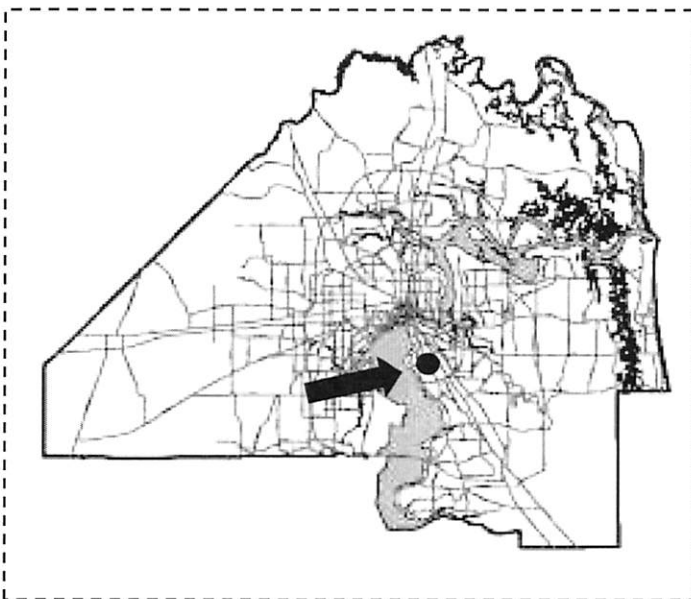
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>LDR</b>	<b>CGC</b>
<b>ZONING</b>	<b>RLD-60, CCG-1, CCG-2, and CO</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	9,148 Sq. Ft. (0.35 FAR)	Decrease 3 DU	Increase 9,148 Sq. Ft.

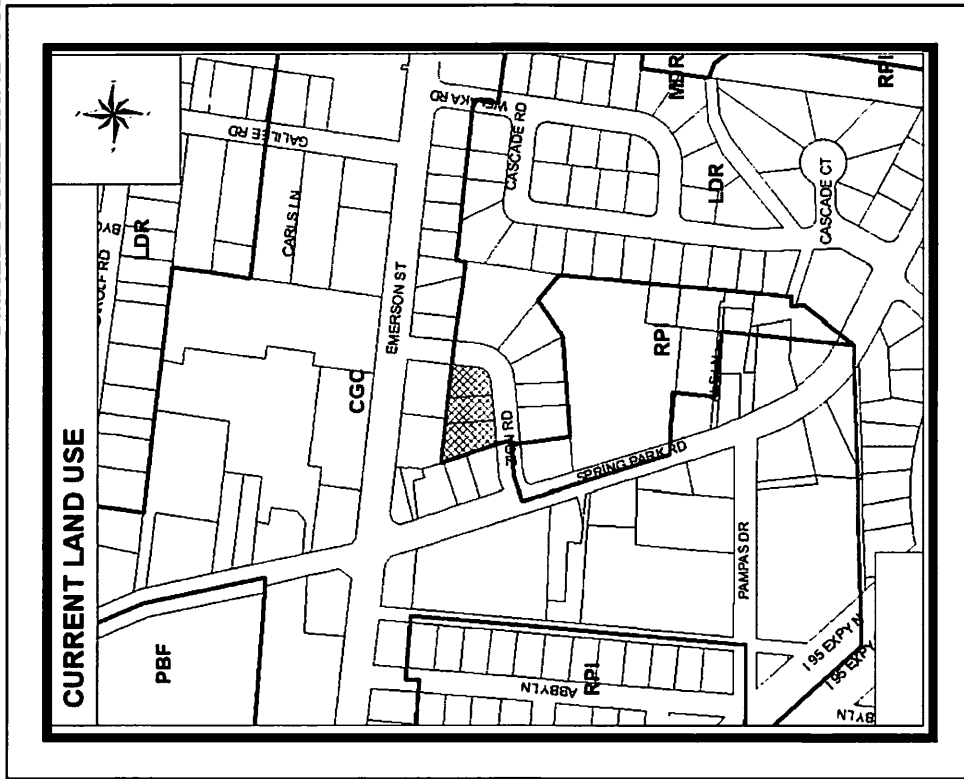
**PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**



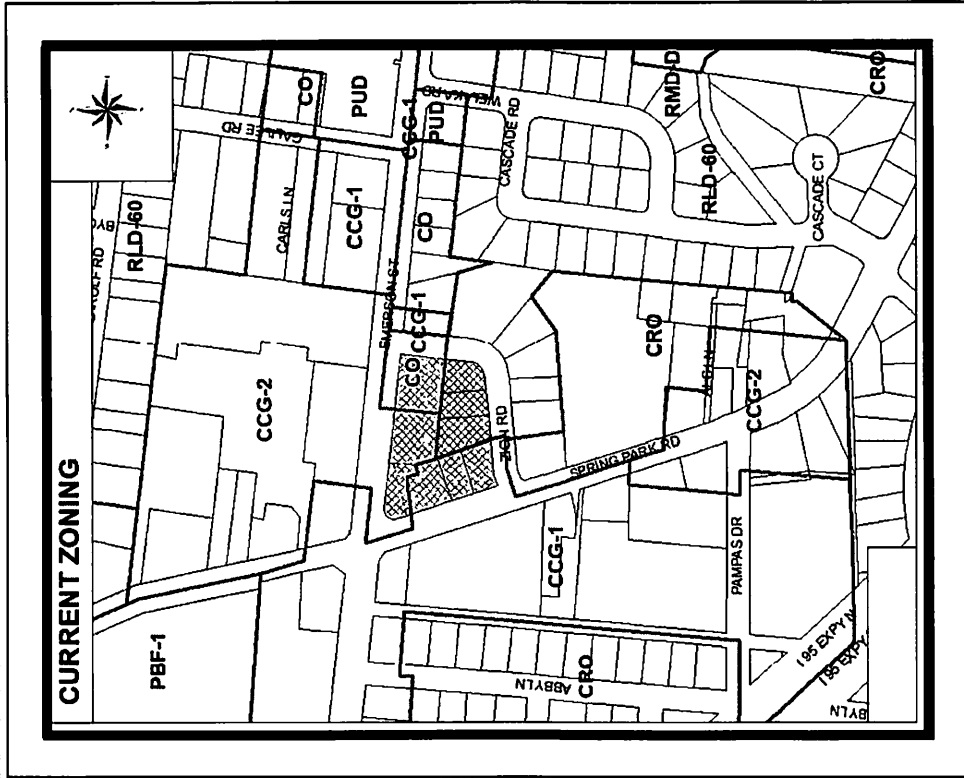
# DUAL MAP

## SMALL SCALE LAND USE APPLICATION L-5296-18C



**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 (RLD-60), Commercial Office (CO), Commercial Community/General-1 (CCG-1) and Commercial Community/General-2 (CCG-2)

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

# ANALYSIS

## Background:

The 0.60 of an acre subject property is located on the north side of Zion Road, between Spring Park Road and Emerson Street (SR 126). Currently, the site consists of three single-family homes.

The applicant proposes a future land use map amendment from Low Density Residential (LDR) to Community/General Commercial (CGC) on three single-family residential lots and a rezoning from Residential Low Density-60 (RLD-60), Commercial Office, (CO), Commercial Community/General-1 (CCG-1), and Commercial Community/ General-2 (CCG-2) to Planned Unit Development (PUD) on (10) parcels. The proposed PUD is a companion rezoning pending concurrently with this land use amendment application pursuant to Ordinance 2018-562 for 2.10 acres. The area subject to the proposed rezoning consists of ten (10) properties within the Zion Road/Spring Park Road/Emerson Street (SR 126) block. The purpose of the land use amendment with its companion rezoning is to develop a Wawa convenience store/fueling station. Currently the ten properties within the proposed PUD consist of three single-family homes, two vacant parcels, two offices, an open storage area, a carwash, and a church.

According to the PUD site plan, access to the site will be from Emerson Street (SR 126) and Spring Park Road. Access will not be from Zion Road. According to the Functional Highway Classifications Map, Zion Road is a local road, Spring Park Road is a collector road, and Emerson Street is a minor arterial road.

Much of the area around the amendment site is either a CGC, LDR, or Residential-Professional-Institutional (RPI) land use category with a wide range of land uses. The dominant land use category fronting Emerson Street (SR 126) is CGC, while fronting Spring Park Road is mostly CGC and RPI. Detailed information about the surrounding area can be found on Page 2, Dual Map, and Page 12, 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	CCG-2, CO, CCG-1	Vacant Land, Retail Store, Shopping Centers. Restaurants, Single-family homes, Warehouses, Light manufacturing
South	LDR, RPI	RLD-60, CRO	Single-family homes, Club, Vacant land, Service garage, Retail, Warehouses
East	LDR	RLD-60	Single-family homes
West	CGC	CCG-1, CRO, CCG-2	Offices, Open storage, church, Warehouse, single-family homes, club

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).

### **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 200 net 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 8.

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 8 is **0.59**.

Spring Park Road and Emerson Street (US 1A) are functional classified roadways that would be impacted by the proposed development. Emerson Street is a 4-lane divided arterial facility with a maximum daily capacity of 37,800 vpd. Spring Park Road is a 2-lane undivided collector facility with a maximum daily capacity of 14,040 vpd. The proposed commercial development could generate approximately 200 net daily trips unto the network. Both roadways are likely to operate below their daily capacity 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 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. 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 Zone for 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 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.

# IMPACT ASSESSMENT

[ L-5296-18C ]

<b>DEVELOPMENT ANALYSIS</b>		
Development Boundary	Urban Development Area	
Roadway Frontage Classification	Zion Road - "Local" Road (Land use amendment) Spring Park Road - "Collector" Road (Rezoning) Emerson Street (SR 126) - "Minor Arterial" Road (Rezoning)	
Plans/Studies	Southwest Jacksonville Vision Plan	
	<b>CURRENT</b>	<b>PROPOSED</b>
Site Utilization	3 Single-family homes	WaWa Convenience Store
Land Use/Zoning	LDR/RLD-60	CGC/PUD
Development Standards For Impact Assessment	5 S/F Dwelling Units/acre	0.35 FAR
Development Potential	3 S/F Dwelling Units	9,148 Sq. Ft.
Population Potential	7 People	0 People
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b>YES</b>	<b>NO</b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	300 Foot Height Restriction Zone for Jacksonville Naval Air Station	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	High Sensitivity	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X - Discharge Area
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: SR 126 for Emerson Street	X - Zion Road X - Spring Park Road
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Increase of 200 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 340.6 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 255.5 gallons/day	
Potential Solid Waste Impact	Increase of 6.84 tons/year	
Drainage Basin / Sub-Basin	Arlington River Basin/Little Pottsburg Creek Sub-basin	
Recreation and Parks	Cuba Hunter Park	
Mass Transit	Route 50 - Bus service on University Boulevard	

## NATURAL FEATURES

Elevations	19 to 23 feet above mean sea level
Land Cover	1200 – Residential Medium Density
Soils	75 – Urban land-Hurricane-Albany 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 August 30, 2018, the required notice of public hearing sign was posted. Thirty-five (35) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen's Information Meeting was held on September 4, 2018. One neighbor to the application site was present. His only concern was hooking up to available water lines.





# 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.

### **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 Low Density Residential (LDR) land use designation. According to the Future Land Use Element (FLUE), LDR in the Urban Development 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.

According to the FLUE, CGC in the Urban Development 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. According to a JEA letter, dated May 7, 2018, there is a 10-inch and 12-inch water main within the Emerson Street right-of-way adjacent to the proposed redevelopment site. In addition there is a 4-inch sewer force main within the Zion Road right-of-way.

The CGC land use category areas abutting the subject parcel to the north and west and the amendment site will be incorporated into the companion rezoning to a PUD located at the Emerson Street (SR 126) and Spring Park Road intersection. This commercial node, at the intersection of collector road (Spring Park Road) and a minor arterial road (Emerson Street/SR 126) serves as a major attraction for commercial infill achieving FLUE Policies 1.1.11, 3.2.1 and 3.2.7. In addition, the proposed Wawa convenience store will limit access to Emerson Street (SR 126) and Spring Park Road with no access from Zion Road. Therefore, there will be no encroachment into the residential areas as specified in FLUE Goal 3 and Policy 3.2.4.

Two commercial properties located to the northeast of the site are vacant. The proposed amendment with its companion rezoning would encourage infill development at the commercial node of Emerson Street (SR 126) and Spring Park Road. 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 and is therefore consistent with FLUE Objective 3.2.

The proposed amendment is consistent with Guiding Principle Two, Sub-Principle 2.2, and Guiding Principle Four of the Southeast Vision Plan. The consistency review is provided in the section 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.

## Vision Plan

The subject property is located within the boundaries of the Southeast Vision Plan. According to the plan, the proposed land use amendment is consistent with:

- Guiding Principle Two – Promote Mixed Use/Mixed Income Redevelopment and Infill
  - Action Item for Sub-Principle 2.2 – Encourage redevelopment of existing commercial and industrial sites in need of redevelopment i.e.; vacant, blighted partially razed by providing incentives.
- Guiding Principle Four – Provide for Economic Growth

There are vacant and blighted properties within the proposed area of redevelopment. Therefore, the plans for commercial development remove the blighted properties and utilize the vacant land by providing commercial infill in an area with full infrastructure and services thereby meeting the plan's "Guiding Principle Two" and "Sub-Principle 2.2". In addition the proposed Wawa Convenience store provides a source of employment which meets Guiding Principle Four.

## 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.

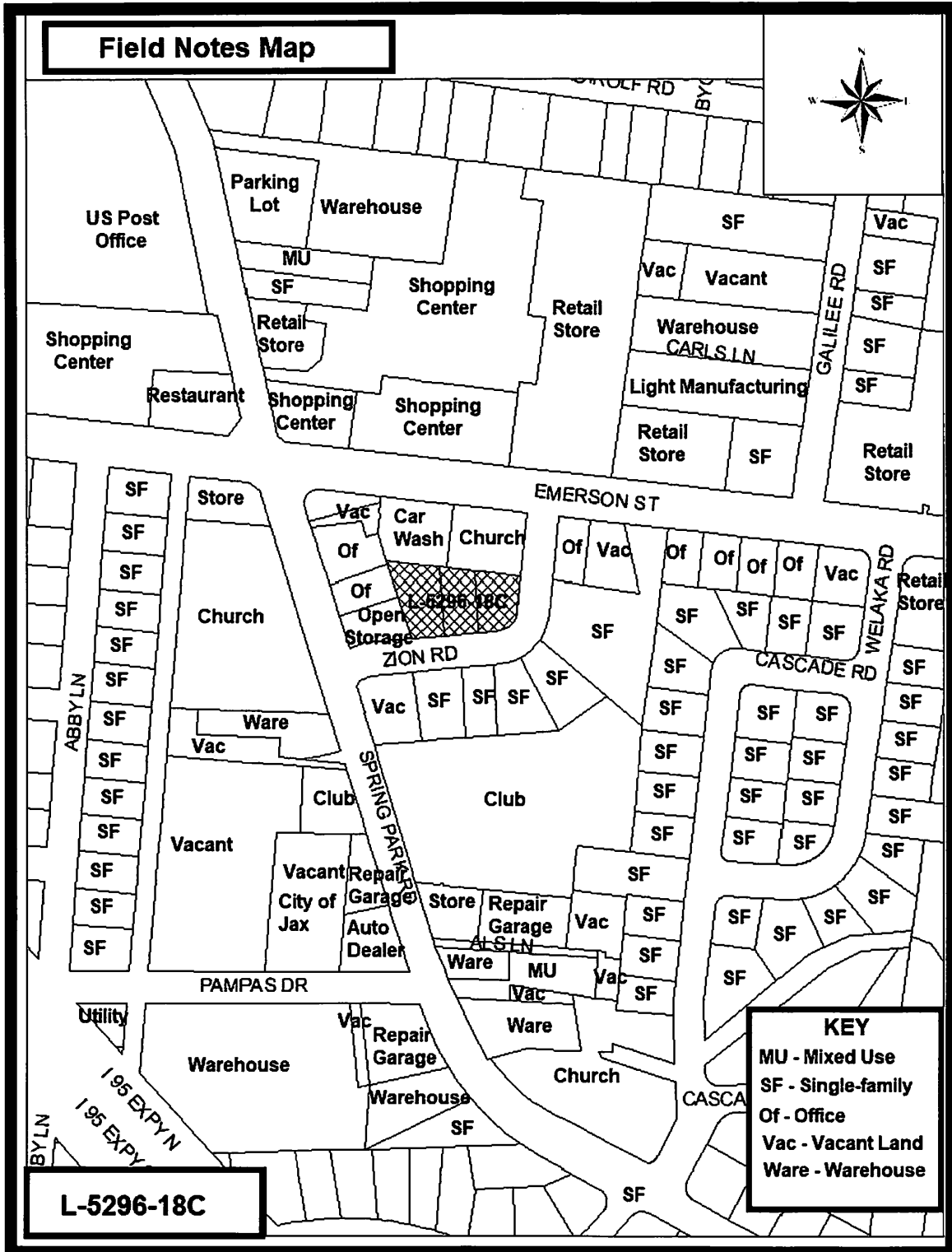
The proposed land use amendment is consistent with Goal 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it provides an opportunity for the creation or relocation of a new business, or the expansion of an existing business in the northeast Florida region.

## 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:** August 22, 2018

**TO:** Edward Lukacovic  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5296-18C

A trip generation analysis was conducted for Land Use Amendment L-5296-18C, located on Zion Road, at the southeast quadrant of Spring Park Road and Emerson Street in the Urban Development Area of Jacksonville, Florida. The subject site includes three parcels with an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) development on approximately 0.60 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10<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, the MDR land use category development impact assessment standards allows for 5 single-family unit per acre, resulting in a development potential of 3 dwelling units (ITE Land Use Code 210) which could generate 28 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 9,148 SF of commercial space (ITE Land Use Code 820) which could generate 228 daily vehicular trips. This will result in net increase of 200 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 Internal Trips	Less Pass-By Trips	Net New Daily Trip Ends
LDR	210	3 SFDUs	T = 9.44 (X)	28	0.00%	0.00%	28
<b>Total Section 1</b>							<b>28</b>
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
OGC	820	9,148 SF	T = 37.75 (X)	345	0.00%	34.00%	228
<b>Total Section 2</b>							<b>228</b>
<b>Net New Daily Trips</b>							<b>200</b>

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 8.

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The result of the V/C ratio analysis for the overall Mobility Zone 8 is **0.59**.

Spring Park Road and Emerson Street (US 1A) are functional classified roadways that would be impacted by the proposed development. Emerson Street is a 4-lane divided arterial facility with a maximum daily capacity of 37,800 vpd. Spring Park Road is a 2-lane undivided collector facility with a maximum daily capacity of 14,040 vpd. The proposed commercial development could generate approximately 200 net daily trips unto the network. Both roadways are likely to operate below its daily capacity 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

<b>Date Submitted:</b>	4/23/2018	<b>Date Staff Report is Available to Public:</b>	09-14-2018
<b>Land Use Adoption Ordinance #:</b>	2018-561	<b>Planning Commission's LPA Public Hearing:</b>	09-20-2018
<b>Rezoning Ordinance #:</b>	2018-562	<b>1st City Council Public Hearing:</b>	09-25-2018
<b>JPDD Application #:</b>	L-5296-18C	<b>LUZ Committee's Public Hearing:</b>	10-02-2018
<b>Assigned Planner:</b>	Ed Lukacovic	<b>2nd City Council Public Hearing:</b>	10-09-2018

#### GENERAL INFORMATION ON APPLICANT & OWNER

##### **Applicant Information:**

PAUL HARDEN  
LAW OFFICE OF PAUL M. HARDEN  
501 RIVERSIDE AVENUE, SUITE 901  
JACKSONVILLE, FL 32202  
Ph: (904) 396-5731  
Fax: (904) 399-5461  
Email: PAUL\_HARDEN@BELLSOUTH.NET

##### **Owner Information:**

SHERRY DUERR  
722 OAKS FIELD DR  
JACKSONVILLE, FL 32211  
TRACEY MOORE  
3823 ZION RD  
JACKSONVILLE, FL 3220  
ARTHUR AGUILAR  
P.O. BOX 16001  
JACKSONVILLE, FL 32245

#### DESCRIPTION OF PROPERTY

**Acreage:** 0.60  
**Real Estate #(s):** 127249 0000, 127249 0210,  
and 127250 0000

##### **General Location:**

ON THE NORTH SIDE OF ZION RD, EAST OF SPRING PARK F

**Planning District:** 3  
**Council District:** 5  
**Development Area:** URBAN AREA  
**Between Streets/Major Features:**

EMERSON ST and SPRING PARK RD

##### **Address:**

3847 ZION RD, 3821 ZION RD, and 3823 ZION RD

#### LAND USE AMENDMENT REQUEST INFORMATION

**Current Utilization of Property:** SINGLE FAMILY  
**Current Land Use Category/Categories and Acreage:**  
LDR 0.60

**Requested Land Use Category:** CGC  
**Applicant's Justification for Land Use Amendment:**

**Surrounding Land Use Categories:** CGC, LDR

TO DEVELOP WITH ADJACENT COMMERCIAL ZONED PARCELS

#### UTILITIES

**Potable Water:** JEA

**Sanitary Sewer:** JEA

#### COMPANION REZONING REQUEST INFORMATION

**Current Zoning District(s) and Acreage:**  
RLD-60 - 0.60, CCG-1 - 0.60, CCG-2 - 0.53, and CO - 0.37

**Requested Zoning District:** PUD

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