

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



**OVERVIEW**

**ORDINANCE: # 2019-191**

**APPLICATION: L-5369-19C-5-9**

**APPLICANT:** STEVE DIEBENOW; ESQ.

**PROPERTY LOCATION:** 0 COLLEGE STREET; ON THE NORTHWEST CORNER OF POST STREET AND McDUFF AVENUE SOUTH; BETWEEN COLLEGE STREET AND POST STREET.

**Acreeage:** 0.23

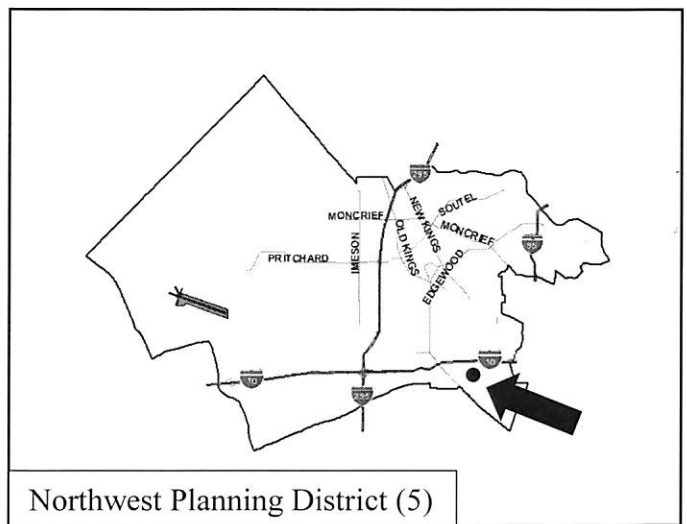
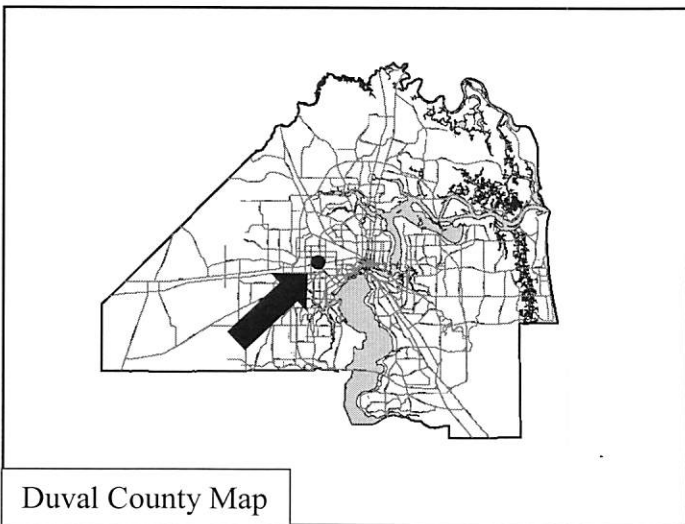
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>MDR</b>	<b>CGC</b>
<b>ZONING</b>	<b>RMD-B</b>	<b>PUD</b>

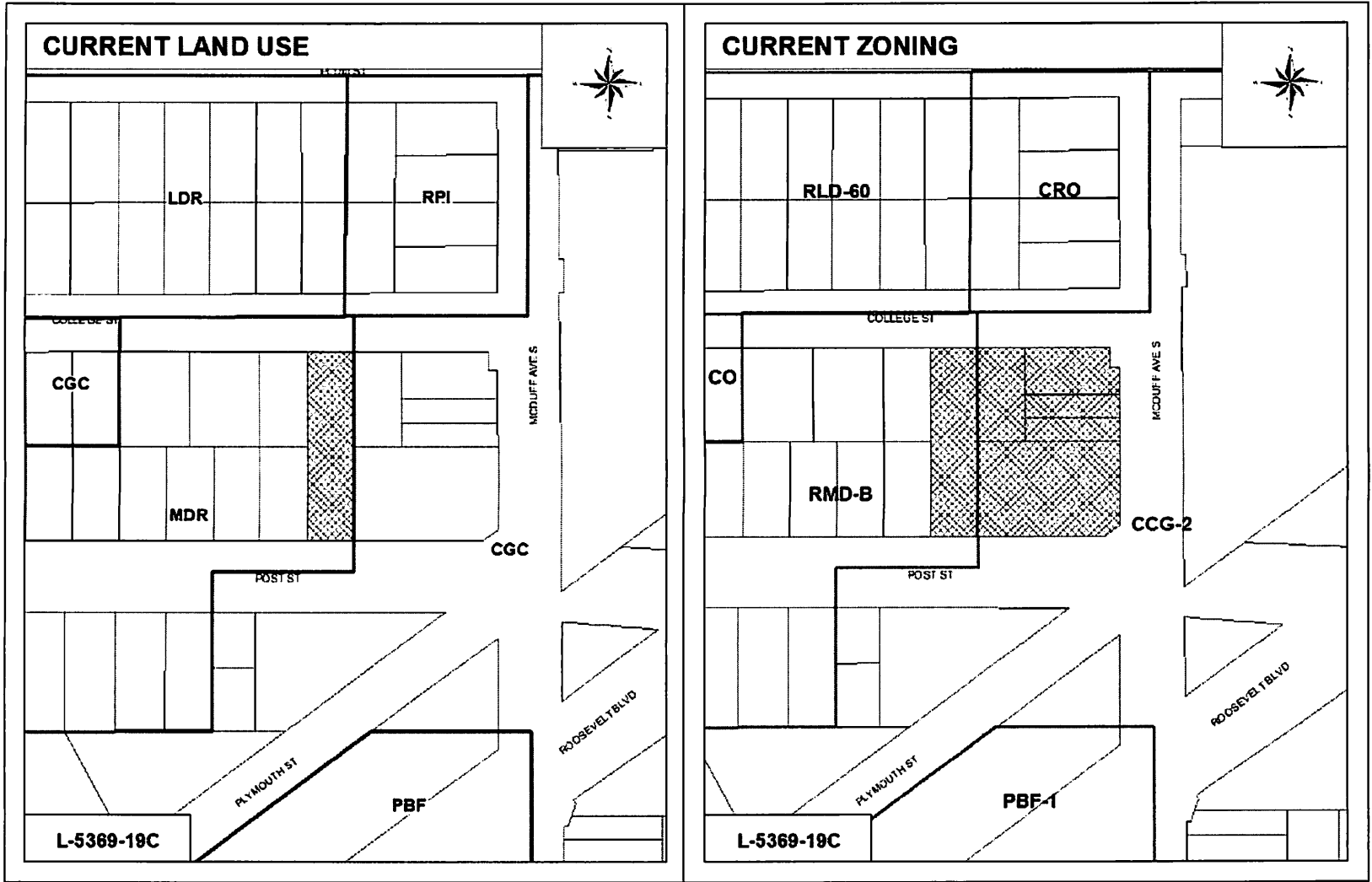
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
MDR	CGC	3 Dwelling Units (15 DU/Acre)	N/A	N/A	3,507 Sq. Ft. (0.35 FAR)	Decrease of 3 DU	Increase of 3,507 Sq. Ft.

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

**LOCATION MAPS:**



SMALL SCALE LAND USE APPLICATION L-5369-19C



**Existing FLUM Land Use Categories:** Medium Density Residential (MDR)

**Current Zoning District(s):** Residential Medium Density-B (RMD-B); Community Commercial/General-2 (CCG-2)

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

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

# ANALYSIS

## Background:

The 0.23 of an acre subject site is currently vacant and is located in Council District 9, Planning District 5. The site is within the boundaries of the Northwest Vision Plan and is accessed from Post Street, which is classified as a collector road or College Street, which is classified as a local road. It is located between McDuff Avenue South and Shearer Avenue.

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-B (RMD-B) to Planned Unit Development (PUD) for property within the Urban Development Area. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-192. The site subject to the rezoning is larger and includes parcels to the east of the land use amendment site. According to the applicant, the purpose of the land use amendment is to develop the site with a storm water maintenance buffer associated with commercial development (planned for the rezoning) and off-street parking.

Much of the surrounding area has either a CGC, Residential-Professional-Institutional (RPI) or MDR land use designation with uses such as: single-family homes, a convenient store, and a strip mall. The predominant land use category in the area along this portion of College Street is MDR with CGC on the parcels to the east fronting along McDuff Avenue South. Detailed information about the surrounding area can be found on Page 2, Dual Map, and 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, RPI	CRO/RLD-60	Residential
South	CGC, MDR	CRO	Residential/Retail
East	CGC	CCG-1	Shopping Strip/Vacant
West	MDR	RMD-B	Residential

The proposed amendment does not include a residential component. Therefore, school capacity 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). According to information filed in the application, the site will be served by JEA.

## 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 65 net new daily vehicular 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

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. 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.

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.

Post Street (SR 228) and McDuff Avenue (SR 129) will provide immediate access to the subject site. The proposed commercial development should not have any significant impact on the network. SR 228 and SR 129 are under the jurisdiction of the FDOT and will be subject to FDOT review and access management requirements.

### **Airport Environment Zone**

The site is located within the 500 foot Height and Hazard Zone for Naval Air Station Jacksonville (NAS JAX). Zoning will limit development to a maximum height of less than 500 feet, 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). See Objective 2.5 of the Future Land Use Element below:

### **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.

### **Wellhead Buffer Zone**

The land use amendment site is within the 750-foot buffer of a wellhead. The Environmental Quality Division reviewed the application for possible impacts. (See Attachment D)

### **Infrastructure Element, Sanitary Sewer Sub-Element**

Policy 1.2.3 The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained Hawthorne Group and Floridian Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to

prevent migration of contamination from the shallow aquifer into the Floridian aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridian aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.
2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridian Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.
3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements and a copy of the plugging and abandonment report shall be submitted to the EQD.

# IMPACT ASSESSMENT

[ L-5369-19C ]

<b>DEVELOPMENT ANALYSIS</b>		
Development Boundary	Urban Development Area	
Roadway Frontage Classification	100 Feet of Frontage; local road	
Plans/Studies	Northwest Vision Plan	
	<b><u>CURRENT</u></b>	<b><u>PROPOSED</u></b>
Site Utilization	Vacant	Retail w/ Parking
Land Use/Zoning	MDR/RMD-B	CGC/PUD
Development Standards For Impact Assessment	15 DU/Acre	0.35 FAR
Development Potential	3 Dwelling Units	3,507 Square Feet
Population Potential	7 People	N/A
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b><u>YES</u></b>	<b><u>NO</u></b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	500' NAS JAX	
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		X
Well Head Protection Zone	X	
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: SR 129 and 228	
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	65 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease in 622.7 gallons/day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease in 467 gallons/day	
Potential Solid Waste Impact	Decrease of 2.189 tons/year	
Drainage Basin / Sub-Basin	Upstream of Trout River / McCoy Creek	
Recreation and Parks	Powers Park	
Mass Transit	Route 15	

NATURAL FEATURES	
Elevations	24 to 25 feet above mean sea level
Land Cover	1300- Residential, high density- 6 or more dwelling units per acre
Soils	69- Tisonia mucky peat, 0 to 1 percent slopes; 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 March 26, 2019, the required notice of public hearing signs were posted. Fifty-nine (59) 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 April 1, 2019. No members of the public were present.





# CONSISTENCY EVALUATION

## 2030 Comprehensive Plan

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

### Future Land Use 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 1.2.9 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.

**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 (ROSE):**

**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.

**Comprehensive Plan Analysis**

According to the FLUE, MDR in the Urban Area is intended to provide compact medium density residential development. Principal uses include single-family dwellings and multi-family dwellings.

The proposed land use category, CGC, is a category which 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. Development that includes residential uses is preferred to provide support for commercial and other uses. 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. Principal uses for CGC include but are not limited to: Commercial retail sales and service establishments including auto sales; Restaurants; Hotels and motels; Offices, Business and Professional Offices including veterinary offices; Financial institutions; Multi-family dwellings; Live/Work Units; Commercial recreational and entertainment facilities; Auto repair and sales, mobile home/motor home rental and sales, boat storage and sales; Off street parking lots and garages; Filling stations; and Uses associated with and developed as an integral component of TOD.

The site currently has access to centralized sewer and wastewater, pursuant to FLUE Policy 1.2.9. According to a JEA letter provided with the companion rezoning application, dated February 15, 2019, there is a 10-inch water main within the Post Street right-of-way adjacent to the property and a second 20-inch water main within the McDuff Avenue right-of-way. In addition, there is an 8-inch gravity sewer main within the College Street right-of-way and a second 8-inch gravity sewer main connection point within the McDuff Avenue right-of-way.

The proposed amendment to CGC promotes a compact and compatible land development pattern by providing for an extension of the nearby commercial area that will provide commercial services to the nearby residential area, while creating an organized and balanced combination of uses through offering a more diverse commercial corridor and allows for infill development on vacant, underutilized land. The amendment results in a logical extension of

the adjacent CGC to the east and south. Therefore, meeting the criteria of FLUE Goal 3, Objective 6.3, and Policy 1.1.22.

The proposed amendment to CGC would promote an existing commercial node as it promotes and sustains the viability through continued commercial use and development at this location would offer employment and shopping opportunities to the surrounding residential community, thereby meeting the requirements set forth in FLUE Objective 3.2 and Policies 3.2.1, 3.2.4 and 3.2.7.

Development of the site will be required to comply with ROSE Policy 2.2.1 concerning the adequate provision of open space.

The proposed amendment has been reviewed and found to comply with the Northwest Vision Plan pursuant to FLUE Policy 4.1.8B.

### **Northwest Vision Plan**

The subject property is located within the boundaries of the "Urban Area" of the Northwest Vision Plan (September 2003). According to the plan, the proposed land use amendment is consistent with the following:

- Policy: Promote increased development and redevelopment in centers and organize growth within the district.

The property is vacant and located within close proximity to a road corridor that contains an existing commercial area. The amendment would promote the redevelopment of commercial centers in the district. Therefore, the amendment to CGC will provide infill in a commercial area with full infrastructure and services that is classified as being underdeveloped.

### **Strategic Regional Policy Plan**

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

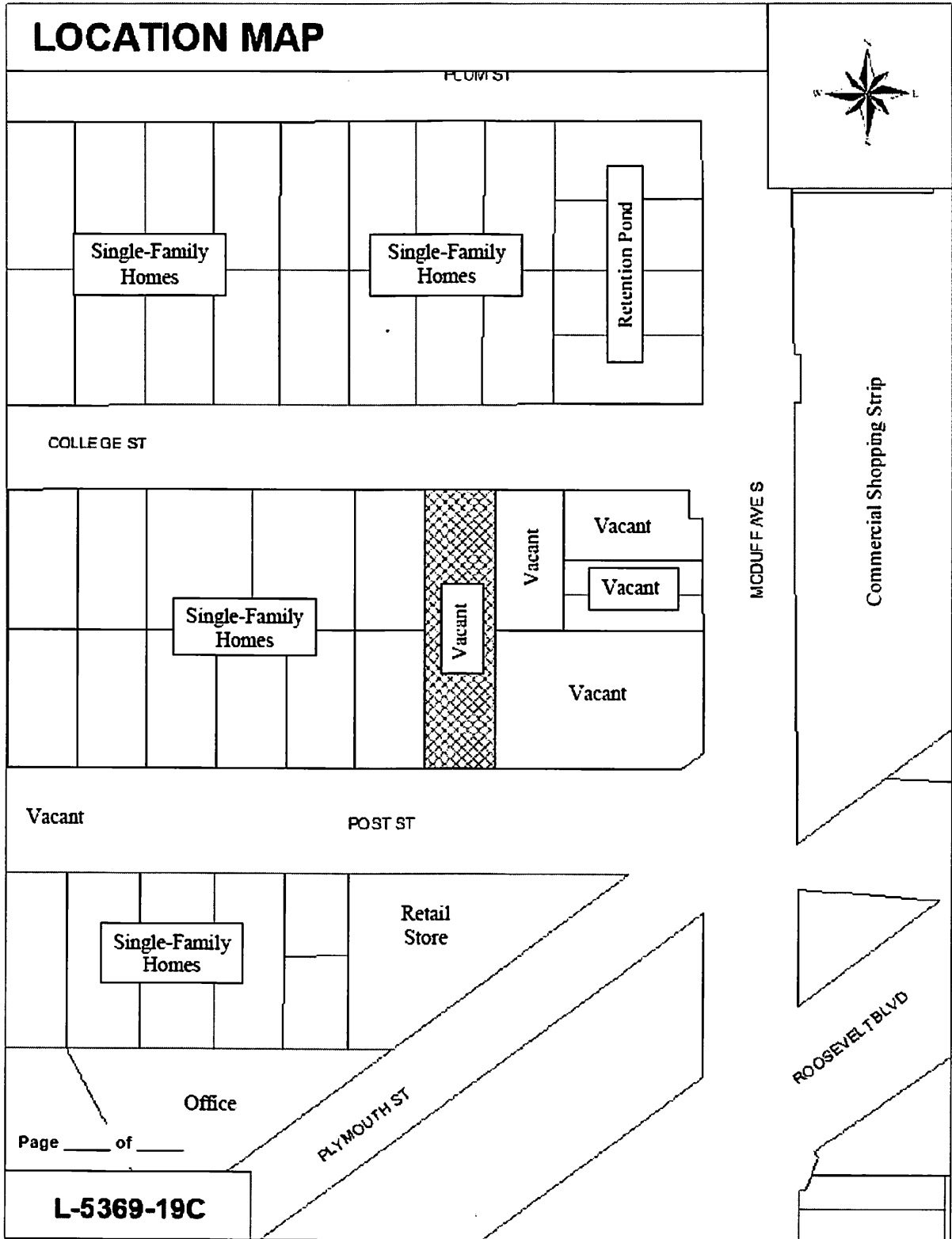
Goal 2.3                    An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

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):



Page \_\_\_\_ of \_\_\_\_

**L-5369-19C**

## 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:** March 28, 2019

**TO:** Susan Kelly  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Planning Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5369-19C

A trip generation analysis was conducted for Land Use Amendment L-5369-19C, located west of McDuff Avenue S, between College Street and Post Street in the Urban Development Area of Jacksonville, Florida. The subject site has 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 0.23 +/- 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 LDR land use category development impact assessment standards allows for 15 multi-family dwelling units per acre, resulting in a development potential of 3 residential units (ITE Code 220) which could generate 22 daily vehicular trips. The proposed the CGC land use category allows for 0.35 FAR units per acre resulting in a development potential 3,507 SF of commercial development (ITE Land Use Code 820), generating 87 new daily vehicular trips. This will result in 65 net new 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 Pass-By Trips	Net New Daily Trip Ends
MDR	220	3 MFDUs	T = 7.32 (X)	22	0.00%	22
<b>Total Section 1</b>						<b>22</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	820	3,507 SF	T =37.75 (X)/1000	132	34.00%	87
<b>Total Section 2</b>						<b>87</b>
<b>Net New Daily Trips</b>						<b>65</b>

Source: *Trip Generation Manual, 10th Edition, Institute of Engineers*

**Additional Information:**

Objective 2.4 of the 2030 Comprehensive Plan requires that The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner. 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.

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**.

Post Street (SR 228) and McDuff Avenue (SR 129) will provide immediate access to the subject site. The proposed commercial development should not have any significant impact on the network. SR 228 and SR 129 are under the jurisdiction of the FDOT and will be subject to FDOT review and access management requirements.

**ATTACHMENT C (Aerial Photo):**



# **ATTACHMENT D (Wellhead Buffer Zone Correspondence):**

**Schoenig, Christopher**

---

**From:** David, Amando  
**Sent:** Wednesday, April 10, 2019 8:16 AM  
**To:** Long, Melissa; Schoenig, Christopher  
**Cc:** Emery, Joseph; Hubsch, Charles; Carr, Terry  
**Subject:** RE: Proposed LU and Zoning Change in Wellhead Buffer

Hi All,  
Real Estate # 064109 0000 is 660 feet north of a wellhead protection area well known as McDuff Well 6. The St Johns River Water Management District Consumptive Use Permit number is 88271. The well is 12" in diameter, cased to 540 feet below land surface with a total depth of 1,303 feet. EQD has no well records for RE # 064109 0000.  
Thanks,

Amando David, PG  
Environmental Specialist, Environmental Quality Division  
City of Jacksonville | Neighborhoods Department  
214 N. Hogan Street, 5<sup>th</sup> floor  
Jacksonville, FL 32202  
Direct (204) 255-7124  
[www.coj.net](http://www.coj.net)



ONE CITY. ONE JACKSONVILLE.

Please note that under Florida's very broad public records law, communications to and from City of Jacksonville officials are subject to public disclosure.

**From:** Long, Melissa <MelissaL@coj.net>  
**Sent:** Tuesday, April 9, 2019 4:28 PM  
**To:** David, Amando <ADavid@coj.net>  
**Cc:** Emery, Joseph <JEmery@coj.net>; Hubsch, Charles <CHUBSCH@coj.net>; Carr, Terry <TCARR@coj.net>  
**Subject:** FW: Proposed LU and Zoning Change in Wellhead Buffer

Amando – sorry for the delay in this one. I think this is a separate project from the one I previously sent...

---

**From:** Schoenig, Christopher  
**Sent:** Friday, April 5, 2019 2:49 PM  
**To:** Long, Melissa  
**Subject:** Proposed LU and Zoning Change in Wellhead Buffer

Hi Melissa,

Attached is the impact analysis form for a proposed land use and zoning change. GIS indicates the site is within the 750 foot buffer of a wellhead protection zone. Let me know if you need any further information.

Thanks,



# ATTACHMENT E (Land Use Amendment Application):



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

Date Submitted:	2/11/19	Date Staff Report is Available to Public:	4-12-2019
Land Use Adoption Ordinance #:	2019-191	Planning Commission's LPA Public Hearing:	4-18-2019
Rezoning Ordinance #:	2019-192	1st City Council Public Hearing:	4-23-2019
JPDD Application #:	L-5369-19C	LUZ Committee's Public Hearing:	5-7-2019
Assigned Planner:	Chris Schoenig	2nd City Council Public Hearing:	5-15-2019

### GENERAL INFORMATION ON APPLICANT & OWNER

#### Applicant Information:

STEVE DIEBENOW

ONE INDEPENDENT DRIVE, STE. 1200  
JACKSONVILLE, FL 32202  
Ph: 9043011269  
Fax: 9043011279  
Email: SDIEBENOW@DMPHLAW.COM

#### Owner Information:

WILLIAM BOSTWICK  
ESTATE OF KATHLEEN CARTER BOSTWICK  
334 EAST DUVAL STREET  
JACKSONVILLE, FL 32202

BARBARA BOSTWICK  
ESTATE OF KATHLEEN CARTER BOSTWICK  
334 EAST DUVAL STREET  
JACKSONVILLE, FL 32202

WILLIAM BOSTWICK  
POST STREET REAL ESTATE, LLC  
334 EAST DUVAL STREET  
JACKSONVILLE, FL 32202

WILLIAM BOSTWICK  
CHARLES W. BOSTWICK TRUST  
334 EAST DUVAL STREET  
JACKSONVILLE, FL 32202

### DESCRIPTION OF PROPERTY

Acreage: 0.23  
Real Estate #(s): 064109 0000

Planning District: 5  
Council District: 9  
Development Area: URBAN AREA  
Between Streets/Major Features:  
COLLEGE ST and POST ST

KARL BOSTWICK  
ESTATE OF KATHLEEN CARTER BOSTWICK  
334 EAST DUVAL STREET  
JACKSONVILLE, FL 32202

General Location:  
NORTHWEST CORNER OF POST STREET AND MCDUFF  
AVENUE SOUTH

Address:  
0 COLLEGE ST

### LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT  
Current Land Use Category/Categories and Acreage:  
MDR 0.23

Requested Land Use Category: CGC                      Surrounding Land Use Categories: CGC, LDR, MDR, RPI

Applicant's Justification for Land Use Amendment:  
TO PERMIT DEVELOPMENT OF STORMWATER MAINTENANCE FACILITIES AND OFF-STREET PARKING TO SUPPORT THE  
ADJACENT COMMERCIAL DEVELOPMENT.

### UTILITIES

Potable Water: JEA    Sanitary Sewer JEA

### COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:  
RMD-B 0.23  
CCG-2 0.68

Requested Zoning District: PUD

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