

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



OVERVIEW

ORDINANCE: # 2019-232

APPLICATION: L-5372-19C-6-7

APPLICANT: WILLIAM CAMPBELL

PROPERTY LOCATION: 107 Elizabeth Lane (a portion of); between Main Street N. (US 17) and Gillespie Avenue

Acreage: 1.5

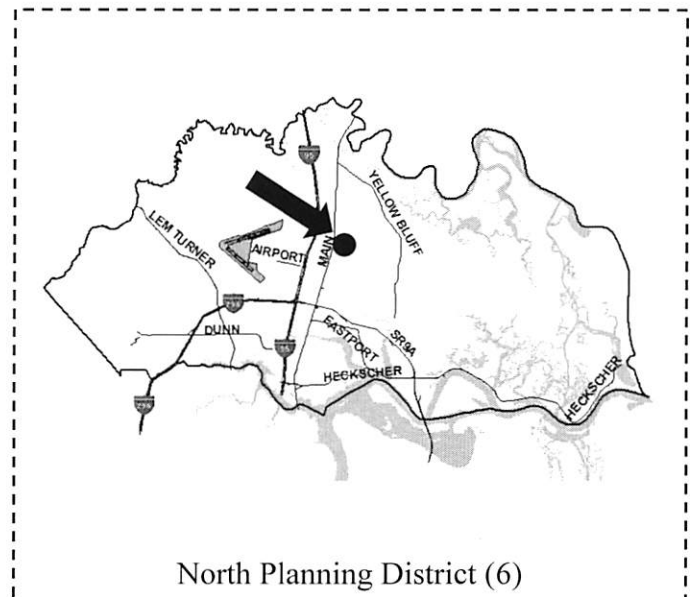
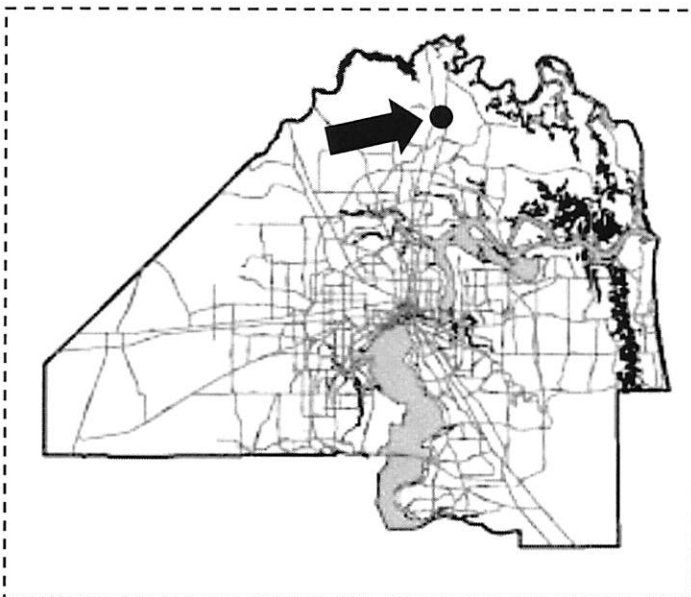
Requested Action:

	Current	Proposed
LAND USE	LDR	CGC
ZONING	RLD-60	CCG-2

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	8 DU (5 DU/Acre)	N/A	N/A	22,869 Sq. Ft. (0.35 FAR)	Decrease 8 DU	Increase 22,869 Sq. Ft.

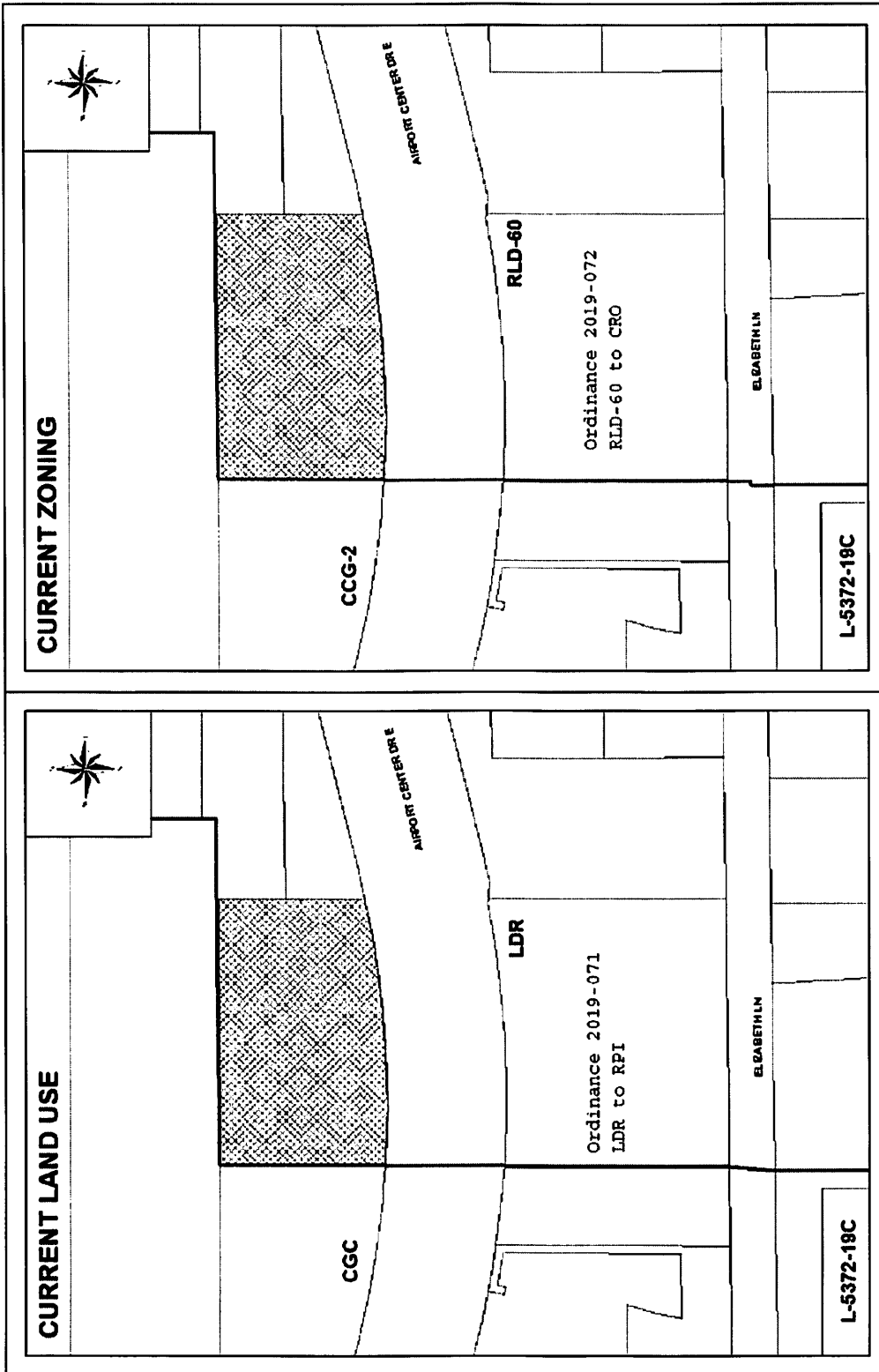
PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL

LOCATION MAPS:



DUAL MAP

SMALL SCALE LAND USE APPLICATION L-5372-19C



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

Requested Zoning District(s): Commercial Community/General-2 (CCG-2)

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

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

ANALYSIS

Background:

The 1.5 acre amendment site is a portion of a 3.7 acre parcel addressed off of Elizabeth Lane and located on the north side of Airport Center Drive, a local road. The property is located in Planning District 6 and Council District 7. The subject property is vacant. According to the Development Area Map in the Future Land Use Element (FLUE), the site is located within the Suburban Development Area.

The applicant proposes a small-scale future land use map amendment from Low Density Residential (LDR) to Community/ General Commercial (CGC) and a rezoning from Residential Low Density-60 (RLD-60) to Commercial Community/ General-2 (CCG-2) to allow the owner to redevelop the site as a self-storage facility. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-233. The southern portion of the parcel that fronts Elizabeth Lane is in the Residential-Professional-Institutional (RPI) land use category and Commercial, Residential and Office (CRO) zoning district pertinent to Ordinance 2019-070-E.

The Dual Map on page 2 and Attachment A – Land Utilization Map provide a detailed picture of the existing development pattern for the immediate area including the recent Land Use and Zoning Amendments.

The adjacent land use categories and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	CGC	CCG-2	RV Storage
South	RPI	CRO	Proposed office/commercial use
East	LDR	RLD-60	Single family homes
West	CGC	CCG-2	Auto repair

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). A JEA availability letter has been provided for the subject site as part of the companion rezoning application, dated February 25, 2019. However, the letter indicated that services are available on Elizabeth Lane. This site straddles both the North and South Side of Airport Center Drive East and the portion of the site pertaining to this land use application has no access to Elizabeth Lane. According to infrastructure data in the cities GIS mapping system, sewer lines are located approximately 600 feet west of the site in the Main Street North right-of-way. As such development must comply with IE Policy 1.2.6, requirement one or two as found applicable.

Infrastructure Element
Sanitary Sewer Sub-Element

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
 - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
 - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - c. Each lot is a minimum of 1 acre unsubmerged property.
 - d. Alternative (mounded) systems are not required.

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 494 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 3.

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 3 is **0.52**.

Airport Center Drive East between main Street and New Berlin Road is 4-lane divided arterial facility, which could be impacted by the proposed land use amendment. The proposed commercial development could generate approximately 570 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.37 with the inclusion of the additional traffic from this land use amendment.

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 300 foot Height and Hazard Zone for Jacksonville International Airport. Zoning will limit development to a maximum height of less than 300 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).

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.

Evacuation Zone

The subject site is within Evacuation Zone E. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD's attached memo, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would have no significant impact. Their complete analysis is included within this report as Attachment D.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

IMPACT ASSESSMENT

Application #: L-5372-19C

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	Airport Center Drive – Local Road	
Plans/Studies	North Jacksonville Vision Plan/JIA-CRA	
	CURRENT	PROPOSED
Site Utilization	Vacant	Self-Storage Facility
Land Use/Zoning	LDR / RLD-60	CGC / CCG-2
Development Standards For Impact Assessment	5 DU/Acre	0.35 FAR
Development Potential	8 SF Homes	22,869 Sq. Ft.
Population Potential	21 people	N/A
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone	300' Height Restriction Zone Jacksonville International Airport	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	Low Sensitivity	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X-Discharge
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: N/A	
PUBLIC FACILITIES		
Potential Roadway Impact	Increase 494 net new daily vehicular trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Decrease of 984.6 tons per year	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 738.4 tons per year	
Potential Solid Waste Impact	Increase of 15.79 tons per year	
Drainage Basin / Sub-Basin	Dunn Creek / Little Cedar Creek	
Recreation and Parks	None	
Mass Transit	No	
Evacuation Zone	Evacuation Zone E	
NATURAL FEATURES		
Elevations	28-30 feet	
Land Cover	1400- Commercial and Services 4340- Upland mixed coniferous/hardwood	
Soils	14- Boulogne Fine Sand, 0 to 2 percent slopes 32- Leon Fine Sand- 0 to 2 percent slopes	
Floodzone	None	
Wetlands	None	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on April 11, 2019, the required notice of public hearing sign was posted. Seventeen (17) 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 15, 2019. 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:

Objective 1.1 Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

- Policy 1.1.11 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.
- 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.

Comprehensive Plan Analysis:

Currently the site has a Low Density Residential (LDR) land use designation. According to the Future Land Use Element (FLUE), LDR in the Suburban 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.

Future land use amendment requests for new Community/General Commercial (CGC) designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses. Commercial retail sales and service, filling stations, and business and professional offices are primary uses within CGC.

According to the JEA letter provided, dated February 25, 2019, there is a 16-inch water main within the Elizabeth Lane right-of-way adjacent to the proposed amendment site. In addition there is a 4-inch sewer force main within the Elizabeth Lane right-of-way, near the southerly property line. However, the parcel straddles Airport Center Drive both to the north and to the south. The site subject to this application has road frontage on the north side of Airport Center Drive with no access to Elizabeth Lane. Infrastructure data from the City of Jacksonville GIS mapping system indicates sewer lines are located 600 feet west of the site in the Main Street North right-of-way and water lines are located within the Airport Center Drive right-of-way. Pursuant to FLUE Policy 1.2.9, new developments are required to have access to centralized sewer and wastewater, however, septic systems may be permitted as interim facilities. If private septic is used the applicant will be required to comply with Infrastructure Element (IE) Sanitary Sewer Sub-Element 1.2.6.

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. Primary access to the site will be from Airport Center Drive, a local road. The subject site is located in an area with access to full urban services. There are a large number of residential properties within walking distance of the proposed amendment. The proposed Land Use Amendment is a logical extension of the CGC designation along Main Street North and as such does not encroach on residential properties. Therefore, the proposed amendment is consistent with the CGC Future Land Use Category preference for new designations and with FLUE Goal 3 and Policy 3.2.4.

The parcel that the amendment site is a portion of has a land use category of Residential Professional Institutional (RPI) on its southern portion. The proposed amendment to CGC would promote an existing commercial corridor that is consistent with the character of the area and provides a logical extension of the CGC designation of the Main Street North corridor. This is consistent with FLUE Policies 1.1.11 and 3.2.1.

Development of this site would provide infill development on underutilized parcel, which is in an emerging area for commercial development. The amendment to CGC would result in compatible land use patterns for the area due to its association with the Main Street North commercial corridor. This is consistent with FLUE Objectives 1.1 and 3.2.

The proposed land use amendment promotes the development of an underutilized property that has access to infrastructure, utilities and public facilities achieving FLUE Objective 6.3.

The proposed amendment is consistent with the *North Jacksonville Vision Plan*. This 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 will be required to provide a minimum of ten percent of the site in open space.

Vision Plan

The site is within the boundary of the *North Jacksonville Vision Plan*. The Vision Plan cites a need for higher quality retail and commercial services, without having to drive great distances. This amendment is consistent with the plan as it is creating new commercial services within short driving or walking distance of local residents.

JIA-CRA

The subject site is located within the boundaries of the Jacksonville International Airport Community Redevelopment Area (JIA-CRA). The JIA-CRA was enacted to help stimulate development and fund infrastructure improvements. Information pertaining to this application was sent to the JIA-CRA via the Office of Economic Development. The JIA-CRA did not provide any comments.

Strategic Regional Policy Plan

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

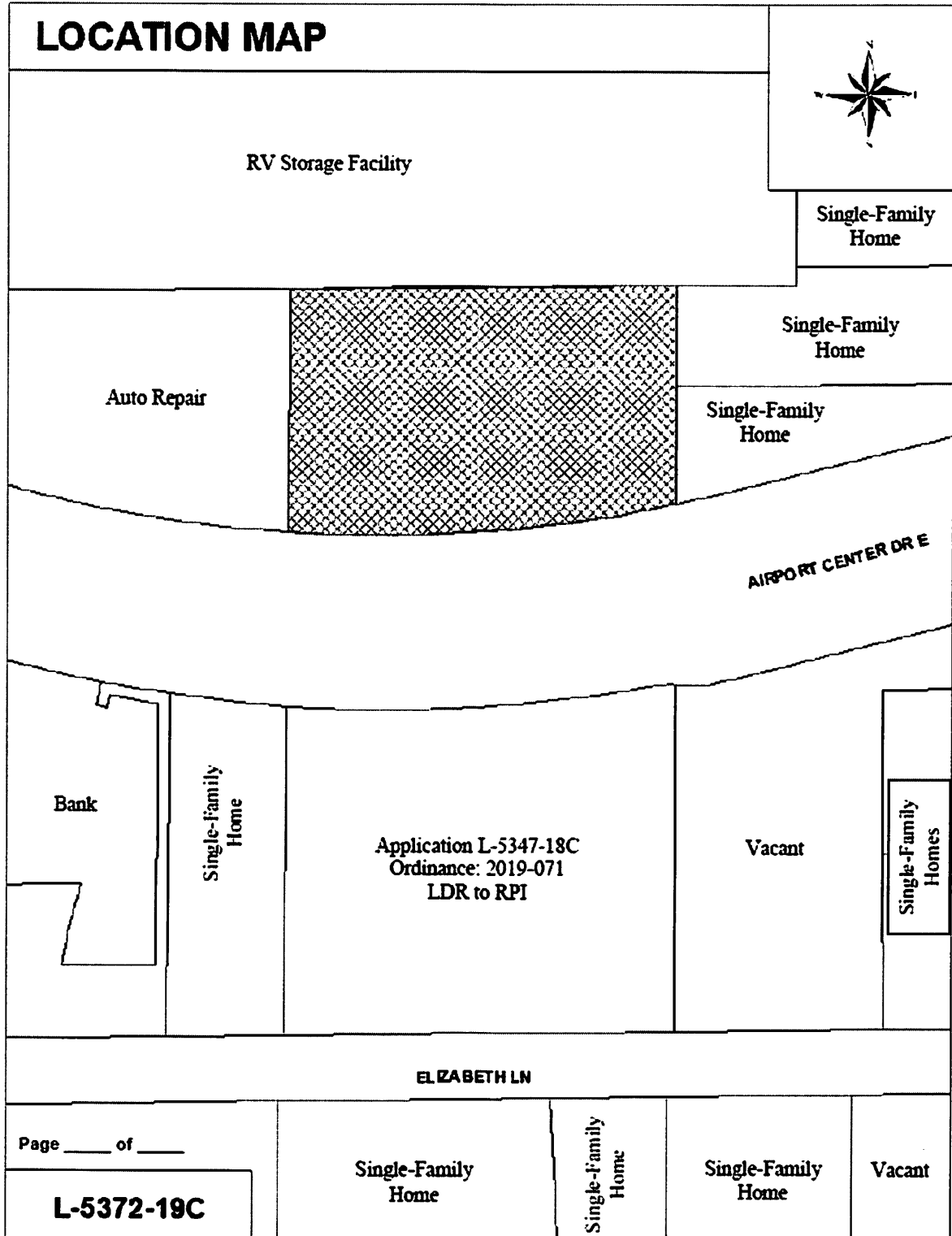
Goal 2.3: An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

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

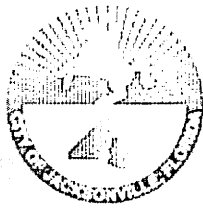
RECOMMENDATION

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the 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: April 22, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5372-19C

A trip generation analysis was conducted for Land Use Amendment L-5372-19C, located at 107 Elizabeth Lane on the north side of Airport Center Drive E in the Suburban Development Area of Jacksonville, Florida. The subject site has an existing Low density Residential (LDR) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) use on approximately 1.5 +/- 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 five single-family dwelling unit per acre, resulting in a development potential of 8 single family home (ITE Code 210) which could generate 76 daily vehicular trips. The proposed the CGC land use category allows for 0.35 FAR per acre, resulting in a development potential of 22,869 SF of commercial use (ITE Land Use Code 820), generating 570 new daily vehicular trips. This will result in 494 net new daily vehicular trips if the land use is amended from LDR to CGC, as shown in Table A.

ATTACHMENT B (Traffic Analysis Continued):

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	8 SFDU	T = 9.44 (X)	76	0.00%	76
Total Section 1						76
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	22,869 SF	T = 37.75 (X) / 1000	863	34.00%	570
Total Section 2						570
Net New Daily Trips						494

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

Additional Information:

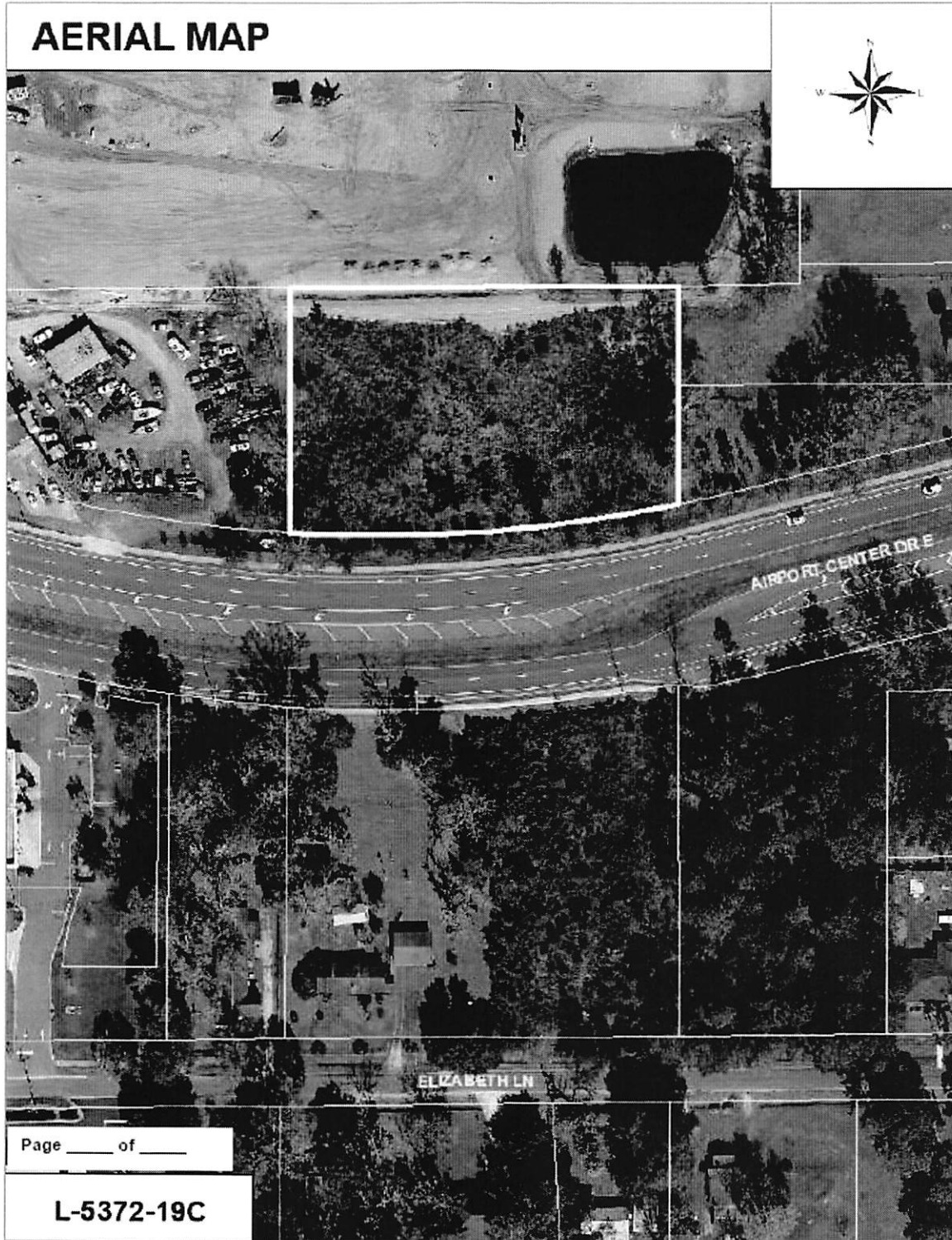
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Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count 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 3 is 0.52.

Airport Center Drive East between main Street and New Berlin Road is 4-lane divided arterial facility which could be impacted by the proposed land use amendment. The proposed commercial development could generate approximately 570 daily trips onto the network. This segment is expected to operate at a V/C ratio of 0.37 with the inclusion of the additional traffic from this land use amendment.

ATTACHMENT C (Aerial Map):



ATTACHMENT D (Emergency Preparedness):

Schoenig, Christopher

From: Ray, Noah
Sent: Friday, April 12, 2019 8:55 AM
To: Schoenig, Christopher; Bannister, Lurise
Cc: Kelly, Susan; Parola, Helena
Subject: RE: Request for Review of Land Use Application L-5372-19C

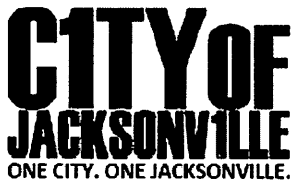
Good morning All,

The Emergency Preparedness Division (EPD) has reviewed the proposed land use amendment. When contrasted with the maximum potential development through the existing plan scenario, the land use amendment would effectively create a reduction in potential evacuees from this location.

EPD has determined that there will be no significant impact to evacuation timings. If any adjustments are made to the amendment, or if the need for any additional information arises, please do not hesitate to contact me.

Thank you,

Noah Ray
Emergency Preparedness Supervisor
Emergency Preparedness Division
Jacksonville Fire and Rescue Department
515 North Julia Street, Jacksonville, FL 32202
O: 904.630.7020 | C: 904.553.4056 | F: 904.630.0600



From: Schoenig, Christopher <CSchoenig@coj.net>
Sent: Thursday, April 11, 2019 1:45 PM
To: Ray, Noah <NRay@coj.net>; Bannister, Lurise <Lurise@coj.net>
Cc: Kelly, Susan <KSusan@coj.net>; Parola, Helena <HParola@coj.net>
Subject: Request for Review of Land Use Application L-5372-19C

Good Afternoon,

Attached is an impact analysis form and map for the land use application L-5372-19C. We are requesting comments back by April 21st. Below are some key points.

- Evacuation Zone E
- Proposed use is self-storage
- Currently Low Density Residential (LDR) land use, proposing Community / General Commercial (CGC).
- Approximately 1.5 of an acre

Please let me know if you have any questions. I will be out of the office from April 15th until April 23rd. Please forward any questions to Susan Kelly or Helena Parola during this time.

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:	2/26/19	Date Staff Report is Available to Public:	5-03-2019
Land Use Adoption Ordinance #:	2019-232	Planning Commission's LPA Public Hearing:	5-09-2019
Rezoning Ordinance #:	2019-233	1st City Council Public Hearing:	5-15-2019
JPDD Application #:	L-5372-19C	LUZ Committee's Public Hearing:	5-21-2019
Assigned Planner:	Chris Schoenig	2nd City Council Public Hearing:	5-28-2019

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

WILLIAM CAMPBELL
WE STOR
4404 COUNTY RD. 218
MIDDLEBURG, FL 32068
Ph: 9042370101
Fax : 904
Email: BFCAMPBELL333@BELLSOUTH.NET

Owner Information:

MARY ALBERT
107 ELIZABETH LN.
JACKSONVILLE, FL 32218
Ph: 9047039728

DESCRIPTION OF PROPERTY

Acreage: 1.50
Real Estate #(s): 107587 0000 (a portion of)

General Location:
107 ELIZABETH LN. NORTH SIDE OF AIRPORT CENTER DR.

Planning District: 6
Council District: 7
Development Area: SUBURBAN AREA
Between Streets/Major Features:
MAIN ST, and GILLESPIE

Address:
107 ELIZABETH LN

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: VACANT
Current Land Use Category/Categories and Acreage:
LDR 1.50

Requested Land Use Category: CGC
Surrounding Land Use Categories: LDR
Applicant's Justification for Land Use Amendment:
TO UP DATE LAND USE TO THE REQUIREMENT FOR SELF STORAGE.

UTILITIES

Potable Water: JEA
Sanitary Sewer JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
RLD-60 1.50

Requested Zoning District: CCG-2

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