

**PROPOSED LARGE SCALE  
FUTURE LAND USE MAP (FLUM) AMENDMENT**



**OVERVIEW**

**ORDINANCE: 2013-468**

**APPLICATION: 2013A-001-4-12**

**APPLICANT: KARL SANDERS**

**PROPERTY LOCATION: 7025 Collins Road**

**Acreage: 30.69 acres**

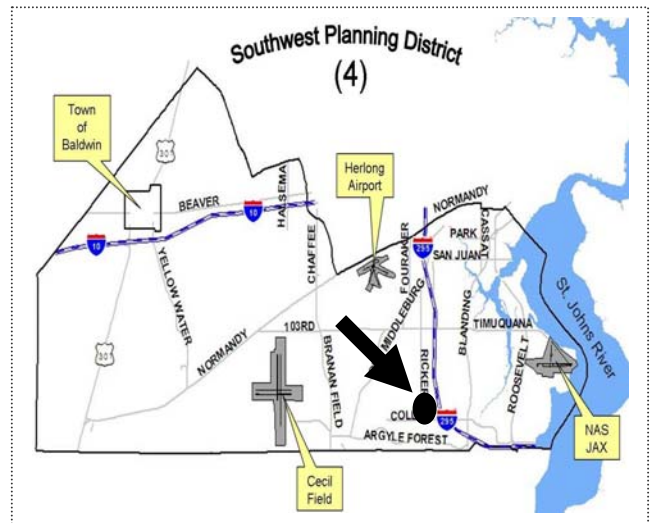
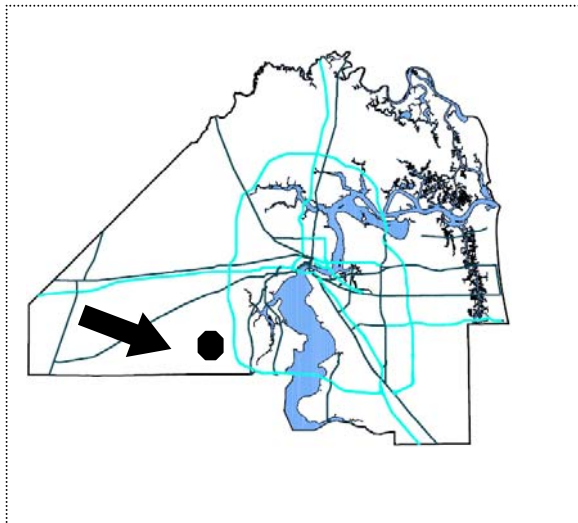
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>LDR &amp; RPI</b>	<b>CGC</b>
<b>ZONING</b>	<b>RR-Acre, CRO &amp; PUD</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 (6.47 Acres) / RPI (24.22 Acres)	CGC	5 Du/Ac ( 32 Units)	N/A	0.5 FAR / 527,511 Sq. Ft. Professional Office Uses	0.35 FAR / 467,899 Sq. Ft. General Commercial Uses	Decrease of 32 Dwelling Units	Decrease of 59,612 sq. ft. of Non-Residential Uses

**PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: DENY**

**LOCATION MAPS:** Arrows point to location of proposed amendment.





## ANALYSIS

### **Background:**

The 30.69 acre subject property is located at 7025 Collins Road, between I-295 to the east and Park City Drive to the north and is approximately 650 feet north of Collins Road. The property is currently undeveloped and is within the boundaries of the Southwest Planning District and Council District 12.

The applicant proposes an amendment to the Future Land Use Map series (FLUMs) from Low Density Residential (LDR) and Residential Professional Institutional (RPI) to Community General/Commercial (CGC) and a rezoning from Residential Rural-Acre (RR-Acre), Commercial Residential Office (CRO) and Planned Unit Development (PUD) to PUD in order to develop the property with commercial retail uses. The applicant submitted a site plan with the rezoning application showing a proposed commercial retail center on the southern half of the subject site along Collins Road. The northern half of the property bordering Interstate 295 with access off of Park City Drive is planned for wetlands buffer and a stormwater retention lake.

The area surrounding the subject site is characterized by single-family homes on large lots to the west, I-295 and an FDOT retention pond to the east and vacant commercial land to the south. The vacant commercial land to the south will be incorporated into development of the subject site and will provide access to the site from Collins Road.

In 2006, a portion of the subject site along with portions of the site to the south underwent a land use amendment (Ord. 2006-468-E) from LDR to Residential Professional Institutional (RPI) with a companion rezoning (Ord. 2006-469-E) from Residential Rural (RR) and Residential Low Density-G (RLD-G) to CRO.

During 2008, a 13.11 acre property located directly to the south of the subject site was the subject of a land use amendment (Ord. 2008-0775-E) from LDR and RPI to CGC and a companion rezoning (Ord. 2008-776-E) from CRO, RLD-G and RR to PUD. The intended development plan was to create a mixed-use project including commercial, office and hotel uses. No development has occurred on this site to date. However, the applicant has indicated that this 13.11 acre project will be connected to the site subject to this land use amendment and used as access for both sites from Collins Road.

The FDOT is currently constructing a new interchange at Collins Road and I-295. The interchange should be completed this year. The proposed development is located less than 800 feet from the interchange.

According to the Capital Improvements Element of the 2030 Comprehensive Plan, the site is located within the "Suburban Area" of the City.

## **Impacts and Mitigation**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the appropriate residential density by residential land use category, or the Development Impact Standards (non-residential categories), for the subject site. Development Impact Standards are detailed in FLUE Policy 1.2.16 *Development Standards for Impact Assessment*. These standards produce development potentials shown on the attached *Impact Assessment*.

## **Archaeological Sensitivity**

According to the Duval County Preliminary Site Sensitivity Map, the subject property is located within an area of low probability for the presence of archaeological resources. Section 654.122 of the Code of Subdivision Regulations should be followed if resources are discovered during development of the site.

## **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).

## **Transportation**

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed land use amendment results in an increase of 10,701 net new daily external trips, of which 1,706 external trips will impact State road I-295. This analysis is based upon the comparison of what potentially could be built on that site given the proposed land use category (as detailed in FLUE Policy 1.2.16 *Development Standards for Impact Assessment*) versus the maximum development potential. Potential traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

## **School Capacity**

The proposed land use amendment from LDR and RPI to CGC is to allow for commercial retail development and will not include a residential component. Therefore, school enrollment and capacity will not be impacted by this land use amendment.

## **Wetlands**

A wetlands survey map has been prepared for the application site with the use of the City's GIS system and photogrammetric analysis. According to the survey approximately half of the 30.69 acre land use amendment application site is wetlands. The wetlands fall into three classification types with their estimated acreage:

Wetland Forested Mixed – 0.98 acres  
Cypress Swamp – 5.34 acres  
Altered Wetlands – 9.44 acres

“Wetland Forested Mixed” and “Cypress Swamp” are typified by the Florida Land Use Classification System (FLUCCS). The altered wetlands were predominately Wetland Forested Mix with the possibility of some Cypress Swamp prior to its ditching and deforestation. Wetland alterations were due to forestry/agriculture activity which removed the wetland forest species and changed the hydroperiod of the soil. The wetlands on the subject site are part of a larger system that drains to the west and at one time extended to the east of the property. However, that particular wetland area was eliminated and severed with the construction of Interstate 295.

The remaining “Category III” wetlands of the property are valuable due to their stormwater storage and pollution filtration attenuation. The Cypress Swamp and the remaining Forested Wetland Mix types have a high functional value for that purpose thereby providing an argument for its preservation and/or its mitigation. The altered wetlands area of 9.44 acres has a low functional value. However, if left alone nature would reclaim its area and re-establish some of the wetland system and its function value.

At the transmittal ordinance of this application no evidence of permits was submitted with the land use amendment application. However, the applicant did state that the proposed development will meet all state and federal mitigation requirements. Under both and state and federal laws silviculture and agriculture activities are exempt from wetlands permitting as long as they are normal and customary for a particular area provided such operations do not impede or divert the flow of surface waters. However, under federal law this exemption does not apply to mechanized equipment used in land clearing, as this has been held to represent a point source of pollution. The applicant’s request to change the land use to Community/General Commercial (CGC) to allow for commercial retail development is not exempt and therefore, the wetlands will need to be mitigated.

At this adoption ordinance the Planning and Development Department has not received the necessary support information on the applicant’s wetlands mitigation plan. Judging from the Planned Unit Development (PUD) site plan it appears that there will be a reestablishment of some of the altered wetland from the past ditching and forestry/agriculture activity. However, the proposed commercial retail center on the southern portion of the land use amendment site and PUD will eliminate additional cypress and forested wetlands. Although requested, no mitigations plans were submitted and therefore it appears there will be ne a net loss of Category III wetlands.

The United States Department of Agriculture, Natural Resource Conservation Service “Soil Survey” classifies the wetlands as Surrency loamy fine sand. The Surrency series consists of level, very poorly drained soils formed in thick sandy and loamy marine sediments. The wetlands area has a water table near the ground surface are often subjected during periods

brief flooding. In areas of depressions, the high water table is generally at or above the soil surface for very long times. These conditions are ripe for supporting cypress tree forest stands.

Since the proposed development of the site will cause a net loss of wetlands and their functions within the City of Jacksonville then the proposed development will be inconsistent with Goal 4 and Objective 4.1 of the Conservation and Coastal Management Element (CCME) of the Comprehensive Plan to achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term, improve the water quality, and improve fish and wildlife values of wetlands.

Other general requirements for development in wetlands including permitted uses, maintenance of water quality, maintenance of vegetation, and hydrology are specified in Policy 4.1.3 of the CCME, 2030 Comprehensive Plan. The proposed development of wetlands without mitigation does not meet this policy.

# IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
	<b><u>CURRENT</u></b>	<b><u>PROPOSED</u></b>
Site Utilization	Vacant Land	Commercial Retail Development
Land Use Category	RPI (24.22Ac) & LDR (6.47Ac)	CGC (30.69 Ac)
Development Standards For Impact Assessment	RPI 0.5 FAR / LDR 5 DU/Ac	.35 FAR
Development Potential	527,511 Sq. Ft. Professional-Institutional Uses / 32 DUs	467,899 Sq. Ft. General Commercial Uses
Population Potential	85 people	0
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b><u>YES</u></b>	<b><u>NO</u></b>
Aquatic Preserve		X
Airport Environ Zone	500' Height Zone for Cecil & 300' Height Zone for NAS JAX	
Industrial Preservation Area		X
Cultural Resources		X – Low Sensitivity
Archaeological Sensitivity		X – Low Sensitivity
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X
Well Head Protection Zone		X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	Potential increase of 10,701 net new daily trips.	
Water Provider	JEA	
Potential Water Impact	Potential decrease of 22,135 gpd. LOS Maintained	
Sewer Provider	JEA	
Potential Sewer Impact	Potential decrease of 16,602 gpd. LOS Maintained	
Potential Solid Waste Impact	Potential decrease of 178.6 tons per year. LOS Maintained	
Drainage Basin / Sub-Basin	Ortega River	
Recreation and Parks	None	
Mass Transit	None	
<b>NATURAL FEATURES</b>		
Elevations	20 Feet	
Soils	Mascotte fine sand, 0 to 2 percent slopes, Pelham fine sand, 0 to 2 percent slopes, Surrency loamy fine sand, depressional, 0 to 2 percent slopes,	
Land Cover	Wetland Forest Mixed, 6210 Cypress, Residential Low Density, Pine Flatwoods, Mixed Rangeland, Residential Medium Density	
Flood Zone	None	
Wet Lands	Yes, see the wetlands section of this report and the map in Attachment C	
Wild Life	None	

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 22, 2013, the required notice of public hearing signs were posted. Thirty-two (32) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

One resident, representing residents from the Park City Drive neighborhood attended the Preview Workshop held by the Planning and Development Department on January 28, 2013. Concerns were raised about prohibiting access from Park City Drive, traffic impacts, introduction of crime, and changing demographics. The speaker presented a petition signed by twenty-four (24) residents of the Park City Drive neighborhood stating that they feel the land use change could potentially change their neighborhood into an access to the proposed commercial property which would extend the PUD zoning to Collins Road and negatively impact the value of their property and the quiet residential status of the Park City Drive neighborhood. The companion PUD rezoning should address access, traffic flow, and transition of uses issues. As shown on the PUD Site Plan, Attachment E, there will be no entry/exit located on Park City Drive.

## CONSISTENCY EVALUATION

### 2030 Comprehensive Plan

The proposed amendment is **consistent** with the following Goals, Objective and Policies of the 2030 Comprehensive Plan, Future Land Use Element:

- |               |  |
|---------------|--|
| Goal 1        | To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation. |
| Policy 1.1.10 | Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.  |
| 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.

- 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 Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.
- Policy 3.1.20 The City shall recognize and maintain neighborhoods through the development and implementation of district plans and/or neighborhood plans, which identify the needs of the City's neighborhoods and the opportunities to improve and maintain those neighborhoods in light of continued growth and development pressures within and surrounding them.
- 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 3.2.9 The City shall prohibit construction of parking lots with intrusive ingress/egress into residential neighborhoods in conformance with the provisions of this and other elements of the 2030 Comprehensive Plan. When access is required to be located off a roadway, it should conform to the City's and State's minimum applicable curb cut separation distance requirements.
- Policy 3.2.13 The City shall encourage commercial uses at interstate interchanges to use site design measures which serve to unify the projects by such techniques as cross access and interconnectivity. The site design measure should minimize impacts to surrounding areas.
- 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.

According to the Category Descriptions for the Suburban Development Areas of the FLUE, the LDR future land use category primarily permits low density residential development in the form of single-family and multi-family dwellings at up to seven dwelling units per acre. The RPI future land use category is a commercial category primarily intended to accommodate medium to high density residential, professional office and institutional uses. In the Suburban Development Area, the RPI allows residential densities up to 20 dwelling units per acre.

The CGC future land use category is intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. In the Suburban Development Area the CGC category allows up to 20 dwelling units per acre. However, the proposed development is to accommodate commercial retail development, not residential development.

The proposed amendment allows for the creation of a commercial retail center to serve as an employment and retail focal point for nearby residents and to take advantage of the site's key location at the I-295 and Collins Road interchange. The subject property is located in the developed Suburban Area of the City, in close proximity to the soon to be opened I-295 and Collins Road interchange, and has access to full urban services. These factors position the site and proposed plan of development to further the intent of FLUE Goals 1 and 3, Objective 3.2 and FLUE Policies 1.1.11, 1.1.22, and 3.2.13. Furthermore, the proposed development will function as a commercial center, and therefore conform to the Southwest Vision Plan and satisfy Policies 3.1.20 and 4.1.8B.

The proposed amendment is accompanied by a PUD rezoning that must address the gradation of uses, scale transition, buffering, lighting and access restrictions to protect residential areas along Park City Drive and areas along the western boundaries of the subject site from the potential negative impacts related to the proposed amendment in accordance with FLUE Policies 1.1.10, 3.1.3, and 3.2.9.

The proposed amendment is **inconsistent** with the following Goals, Objective and Policies of the 2030 Comprehensive Plan, Conservation Coastal Management Element:

- |               |  |
|---------------|--|
| Goal 4        | To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term and improve the water quality and fish and wildlife values of wetlands. |
| Objective 4.1 | The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes.   |
| Policy 4.1.3  | The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:   |

- (a) Encroachment: Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
- (b) No net loss: Development is designed and located in such a manner that there is no net loss to the wetland functions...

Since the applicant is proposing to increase the loss of wetlands on site and has not submitted a mitigation plan to address the no net loss of wetlands and their functions in the City then the proposed development is **inconsistent** with Goal 4, Objective 4.1, and Policy 4.1.3.

### **Vision Plan**

The proposed amendment is located within the Southwest Jacksonville Vision Plan. In the Vision Plan, the area in which the subject parcels are located is considered a “suburban area” of the Southwest Planning District. The Vision Plan calls for the creation of Town Centers instead of individual shopping malls. The proposed development will function as a commercial center, and thereby conforms to the Southwest Vision Plan.

### **Strategic Regional Policy Plan**

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

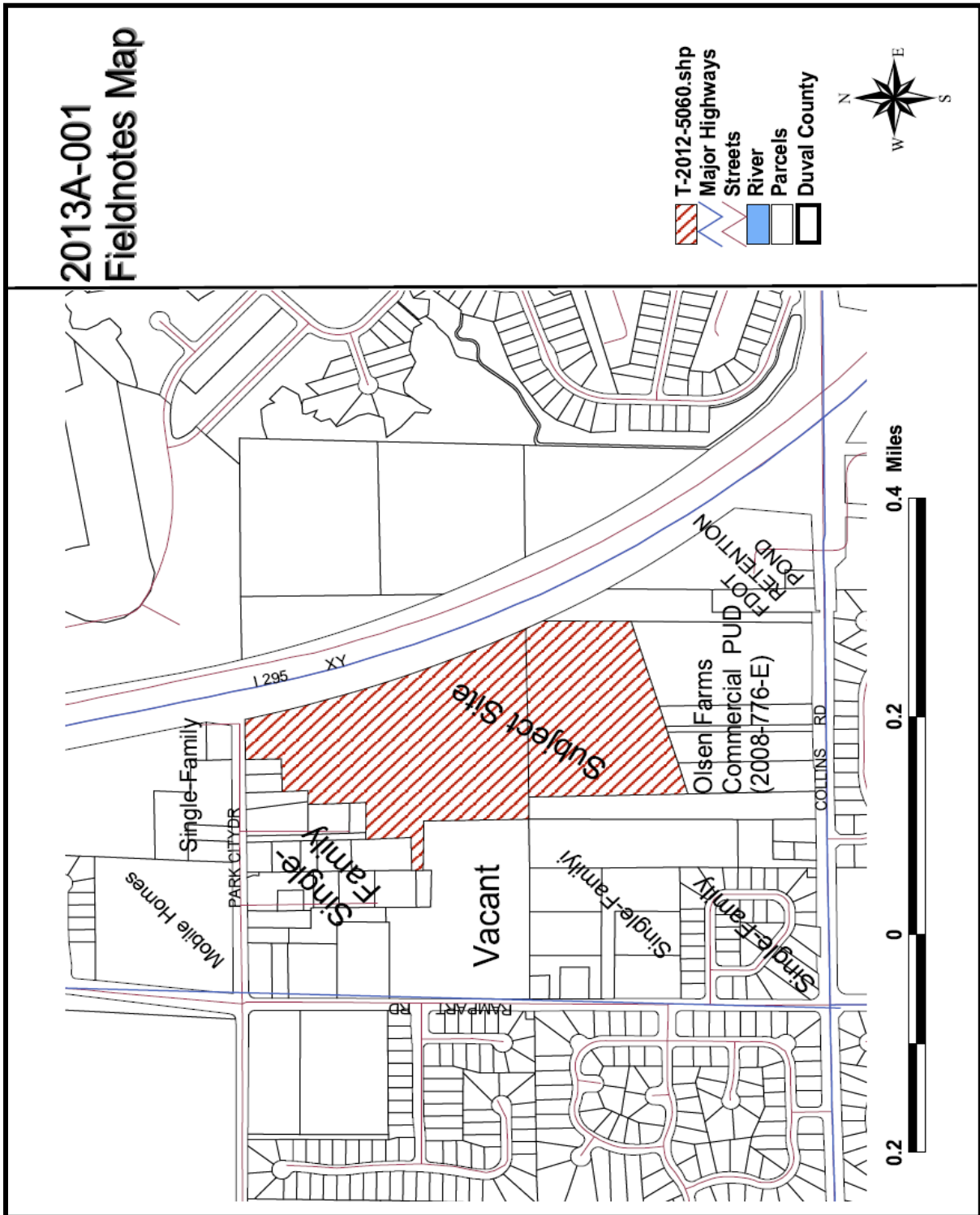
- Goal 2.3            An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

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 additional business opportunities in the northeast Florida region.

## **RECOMMENDATION**

The Planning and Development Department recommends **DENIAL** of this application based on its inconsistency with the 2030 Comprehensive Plan, Conservation Coastal Management Element.

# ATTACHMENT A - Existing Land Utilization



# ATTACHMENT B - TRAFFIC ANALYSIS

Produced by: <b>Planning and Development Department</b>	LB
Application Number: <b>2013A-001 A&amp;B</b>	
Ordinance Number:	Date <b>5/13/2013</b>

## Table A

### Trip Generation Estimation

#### Section 1

Existing Development	Number of Acres	ITE Land Use Code	Existing Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New PM Peak Trip Ends	Net New Daily Trip Ends
Undeveloped	24.22							0	0	0
LDR / RR	6.47	210	1	DU	T=1.00(X) T=9.52(X)	1 10		0.00% 0.00%	1	10
Total Section 1									1	10

#### Section 2

Current Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips	Less Internal Trips	Less Pass-By Trips	Net New PM Peak Trip Ends	Net New Daily Trip Ends
RPI / CRO	24.22	710	527,512	1,000 SF of GFA	T=1.12(X) + 78.45 / 1000 Ln(T)=0.76Ln(X) + 3.68 / 1000	669 4,646	0.00% 0.00%	0.00% 0.00%	669	4,646
LDR / RR	6.47	210	32	DU	Ln(T)=0.90Ln(X)+0.51 Ln(T)=0.92Ln(X) + 2.72	38 368	0.00% 0.00%	0.00% 0.00%	38	368
Total Section 2									707	5,014

#### Section 3

Proposed Land Use	Number of Acres	ITE Land Use Code	Potential Number of Units (X)	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Internal Trips	**Less Pass-By Trips	Net New PM Peak Trip Ends	Net New Daily Trip Ends
CGC / PUD	30.69	820	467,900	1,000 SF of GLA	Ln(T)=0.67Ln(X) + 3.31 / 1000 Ln(T)=0.65Ln(X) + 5.83/1000	1,685 18,516	0.00% 0.00%	15.00% 15.00%	1,432	15,739
Total Section 3									1,432	15,739
Net New Trips = Section 3 - Section 2 - Section 1									<b>724</b>	<b>10,715</b>

Source: Trip Generation, 9th Edition, ITE

\*\* Pass-by rate - COJ Planning & Development Department 5/15/2013

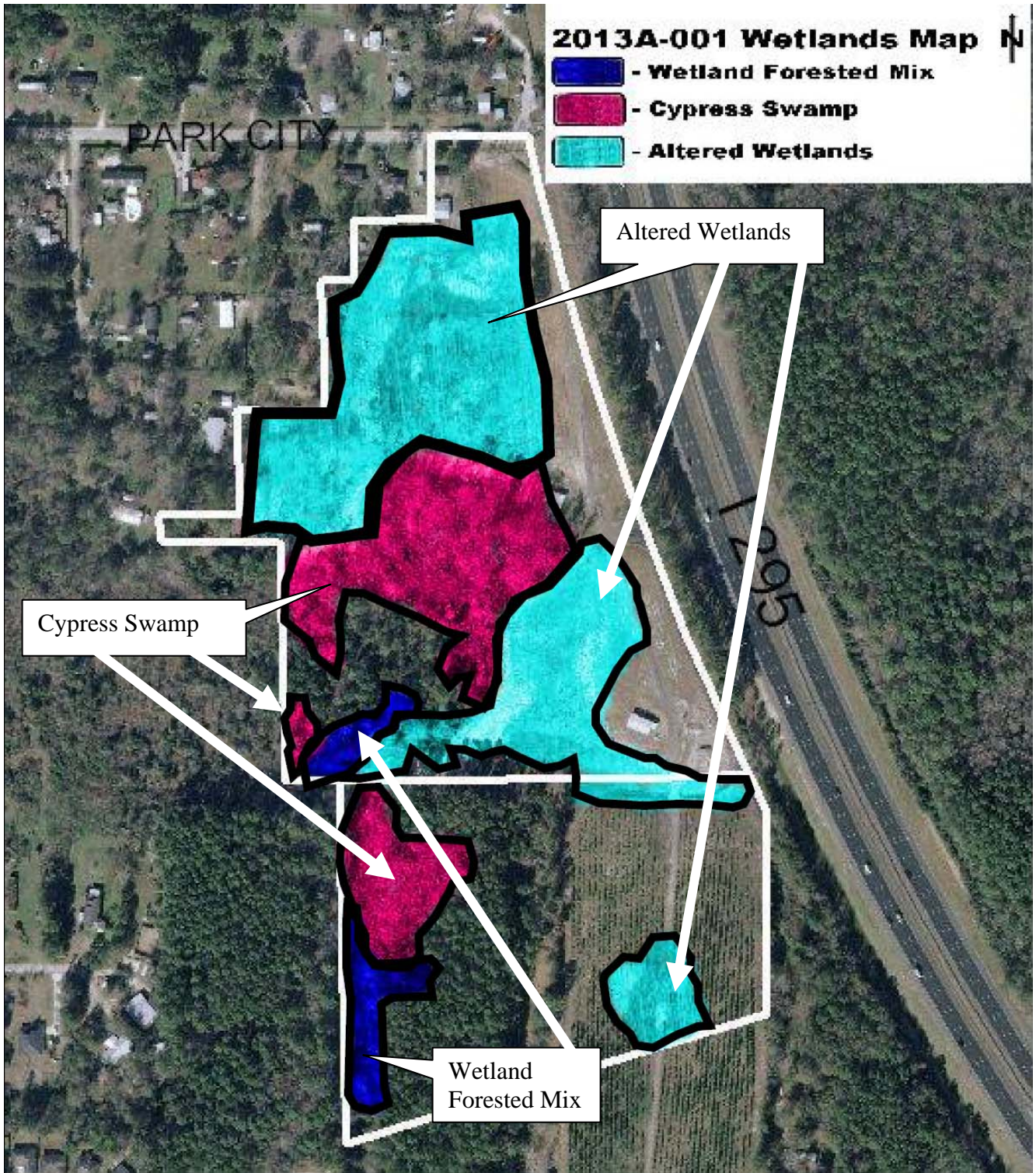
## ATTACHMENT B - TRAFFIC ANALYSIS (CONTINUED)

	Produced by: <b>Planning and Development Department</b>		<b>LB</b>		
	Application Number: <b>2013A-001 A&amp;B</b>				
	Ordinance Number: <b>0</b>	Date: <b>5/13/2013</b>			
<b>Table B</b>					
<b>Net New Daily External Trip Distribution</b>					
<b>a</b>	<b>b</b>	<b>= Total Net New External Trips (Table A)</b>	<b>c</b>	<b>(b*c)</b>	<b>(a*c)</b>
<b>724</b>	<b>10,715</b>		<b>Percent of Total Net New Daily Amendment Trips</b>	<b>Net New Daily External Amendment Trips</b>	<b>Net New Peak Hour External Amendment Trips</b>
Link ID Number	Roadway Name	From / To			
75	I-295	BLANDING BLVD (SR 21) TO 103RD ST (SR 134)	13.02%	1395	94
<b>266</b>	<b>COLLINS RD</b>	<b>RAMPART RD TO BLANDING BLVD</b>	<b>71.90%</b>	<b>7704</b>	<b>521</b>
269	RAMPART RD	ARGYLE FOREST BLVD TO COLLINS RD	1.80%	193	13
569	COLLINS RD	SHINDLER RD TO RAMPART RD	12.64%	1354	92
584	RAMPART RD	PARK CITY DR TO MORSE AVE	5.79%	620	42
694	RAMPART RD	COLLINS RD TO PARK CITY DR	13.67%	1465	99
<b>BOLD</b>	<i>Indicates Directly Accessed Segment(s)</i>				

# ATTACHMENT B - TRAFFIC ANALYSIS (CONTINUED)

<b>Table C</b>														
<b>Roadway Link Analysis</b>														
Link ID Number	Road Name	Termini	Roadway Classification	State or City	Number of Lanes	Adopted Service Volume		Average Annual Daily Trips Background Traffic			Amended Daily Trips	Total Trips Daily External	Percent Capacity Used with Amended Trips	LOS with Land Use Change
						Daily	Daily	Daily Volumes	1 Year Growth %	5 yr Growth				
						a	b	c	d	e	f	g	h	
75	I-295	BLANDING BLVD (SR 21) TO 103RD ST (SR 134)	FREEWAY	State	6	110300	83000	100%	87,234	1,395	88,629	80.35%	C	
<b>266</b>	<b>COLLINS RD</b>	<b>RAMPART RD TO BLANDING BLVD</b>	COLLECTOR	City	4	33030	20002	2.59%	22,730	7,704	30,434	92.14%	B	
269	RAMPART RD	ARGYLE FOREST BLVD TO COLLINS RD	COLLECTOR	City	4	33030	3964	1.00%	10,472	193	10,665	32.29%	B	
569	COLLINS RD	SHINDLER RD TO RAMPART RD	COLLECTOR	City	2	14850	1129	2.66%	12,690	1,354	14,044	94.67%	D	
584	RAMPART RD	PARK CITY DR TO MORSE AVE	COLLECTOR	City	2	15593	10482	1.00%	11,017	620	11,637	74.63%	D	
694	RAMPART RD	COLLINS RD TO PARK CITY DR	COLLECTOR	City	2	15593	12,812	1.00%	13,466	1,485	14,930	95.75%	D	
<p><i>As determined from Trend Analysis or FDOT LOS Report 612</i></p> <p><b>BOLD</b> indicates Directly Accessed Segment (S)</p> <p>Data from City of Jacksonville Road/Most recent Links Status Report dated 6/12</p>														
<b>Major Intersections List</b>														
<p>SIS Interchanges/</p> <p>SIS Intersections</p> <p>within Impact Area</p>														

# ATTACHMENT C – Wetlands Map





# **ATTACHMENT D – Land Use Amendment Application**



## **APPLICATION FOR SEMI-ANNUAL LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN**

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Date Submitted:	12/13/12	Date Staff Report is Available to Public:	2013-09-20
Land Use Adoption Ordinance #:	2013-468	1st City Council Public Hearing:	2013-09-24
Rezoning Ordinance #:	2013-469	Planning Commission's LPA Public Hearing:	2013-09-26
JPDD Application #:	2013A-001	LUZ Committee's Public Hearing:	2013-10-01
Assigned Planner:	Kristen Reed	2nd City Council Public Hearing:	2013-10-08

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### **GENERAL INFORMATION ON APPLICANT & OWNER**

#### **Applicant Information:**

SANDERS KARL  
EDWARDS, COHEN, SANDERS, DAWSON & MANGU, PA  
200 W. FORSYTH ST.; SUITE 1300  
JACKSONVILLE, FL 32202  
Ph: (904) 633-7979  
Fax : (904) 633-9026  
Email: KSANDERS@EDCOLAW.COM

#### **Owner Information:**

PARK CITY FARMS, LLC  
P.O. BOX 50519  
JACKSONVILLE BEACH, FL 32240  
Ph: (904) 241-7774

### **DESCRIPTION OF PROPERTY**

Acreege: 30.69  
Real Estate #(s): 015940 0000  
015966 0200

General Location:  
I-295 W & COLLINS RD

Planning District: 4  
Council District: 12  
Development Area: SUBURBAN AREA  
Between Streets/Major Features:  
I-295 W and COLLINS ROAD

Address:  
7025 COLLINS RD

### **LAND USE AMENDMENT REQUEST INFORMATION**

Current Utilization of Property: VACANT  
Current Land Use Category/Categories and Acreege:  
RPI 24.22  
LDR 6.47

Requested Land Use Category: CGC  
Justification for Land Use Amendment:  
TO ALLOW FOR COMMERCIAL RETAIL DEVELOPMENT

Surrounding Land Use Categories: CGC

### **UTILITIES**

Potable Water: JEA

Sanitary Sewer JEA

### **COMPANION REZONING REQUEST INFORMATION**

Current Zoning District(s) and Acreege:  
CRO 24.22 acres PUD 13.04 Acres  
RR-Acre 6.47 acres

Requested Zoning District: PUD

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

# ATTACHMENT E – PLANNED UNIT DEVELOPMENT SITE PLAN

## PUD Site Plan

