



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

**OVERVIEW**

**ORDINANCE: 2017-492**

**APPLICATION: 2017C-011-3-6**

**APPLICANT: STEVE DIEBENOW**

**PROPERTY LOCATION: 3011 MARBON ROAD**

**Acreage: 5.12**

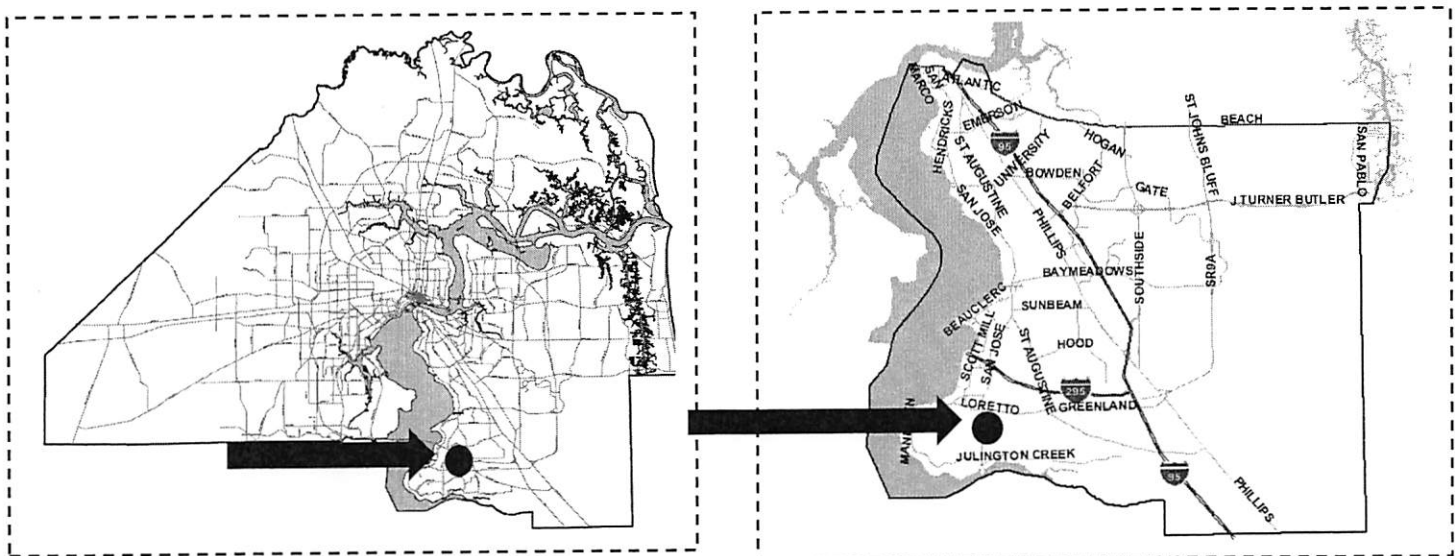
**Requested  
Action:**

	Current	Proposed
<b>LAND USE</b>	<b>RPI</b>	<b>CGC</b>
<b>ZONING</b>	<b>PBF-1 &amp; PUD</b>	<b>PUD</b>

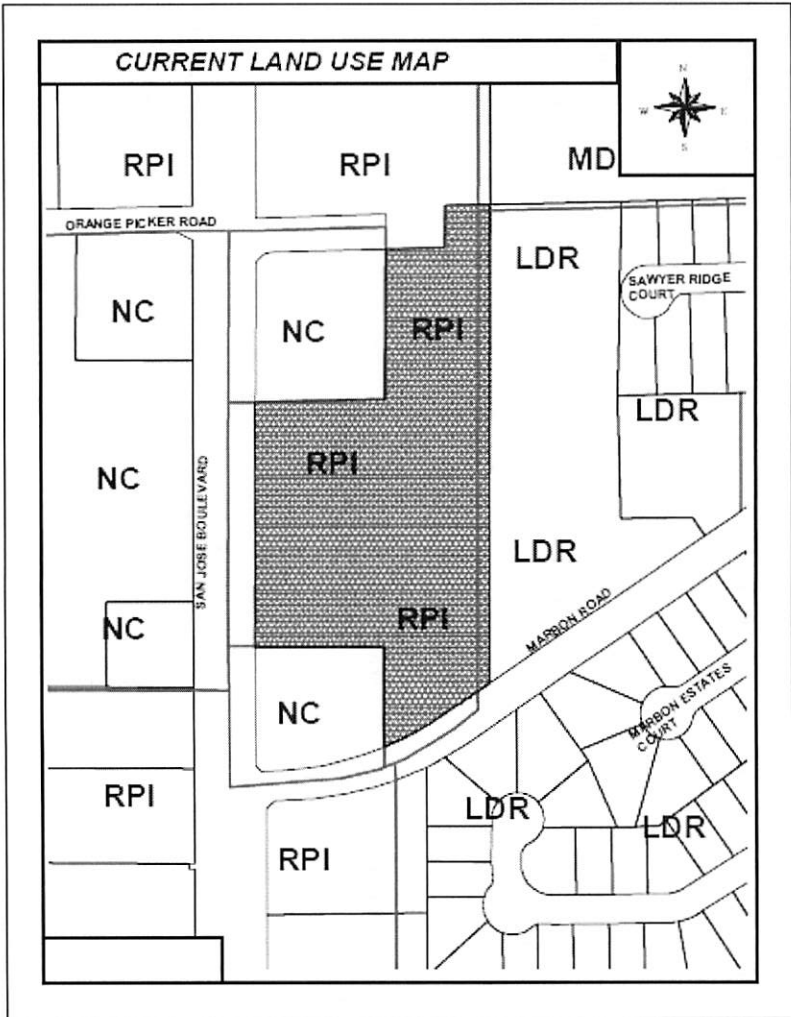
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
RPI	CGC	N/A	N/A	111,513 Sq. Ft. (0.50 FAR)	78,059 Sq.Ft (0.35 FAR)	N/A	Decrease of 33,454 Sq.Ft.

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

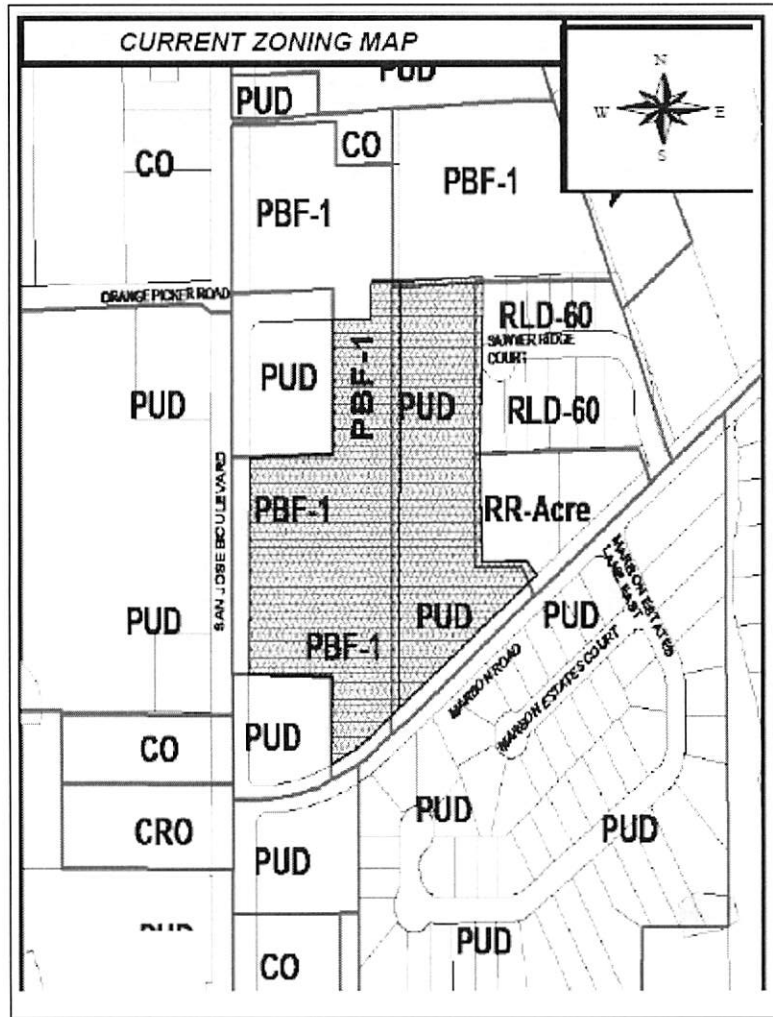
**LOCATION MAPS:**



SMALL SCALE LAND USE APPLICATION 2017C-011



Existing FLUM Land Use Categories: Residential-Professional-Institutional (RPI)  
Requested FLUM Land Use Category: Community/General Commercial (CGC)



Current Zoning District(s): Public Building and Facilities-1 (PBF-1) and Planned Unit Development (PUD)  
Requested Zoning District(s): Planned Unit Development (PUD)

# ANALYSIS

## Background

The 5.12 acre subject property is located on the northeast corner of San Jose Boulevard and Marbon Road. The site is located in the Southeast Planning District in Council District 6 and within the boundaries of the Southeast Vision Plan. The site currently serves as a Jacksonville Transportation Authority (JTA) Park-and-Ride lot. The site also consists of vacant land and a retention pond located on the southern boundary line abutting Marbon Road.

The applicant proposes a Small-Scale Future Land Use Amendment from Residential-Professional-Institutional (RPI) to Community/General Commercial (CGC) and a rezoning from Public Buildings and Facilities -1 (PBF-1) and Planned Unit Development (PUD) to PUD. The proposed 5.12 acre land use change would accommodate commercial development. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-493. The companion PUD encompasses the subject property fronting San Jose Boulevard with an additional 3.99 acres that are in the Low Density Residential (LDR) land use category for a total site of 9.11 acres. The proposed PUD also allows for redevelopment of the property as a residential development in the portion of the project in the LDR land use category with commercial uses fronting San Jose Boulevard. (See Dual Land Use and Zoning Maps, page 2)

The site is surrounded by a mix of uses including a public library, gas station with convenience store, banks, a fast food restaurant, commercial retail stores, and single family homes. Bus stops and sidewalks are within walking distance of the subject site. The area to the east of the land use amendment site will be developed for residential development for either multi-family or single-family dwelling units. South of the site on Marbon Road is a single-family residential subdivision and Zaxby's fast food restaurant. Immediately south of the JTA Park-and Ride lot is a gas station and convenience store. Marbon Road is a two lane collector road and San Jose Boulevard is an arterial roadway according to the Functional Highway Classification System Map in the Future Land Use Element.

Refer to Dual Map on page 2 and Attachment A – Land Utilization Map for more detail. The generalized adjacent land use categories and zoning are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	RPI & NC	PBF-1 & PUD	Public library and Walgreens
South	RPI, NC & LDR	PUD	Gas stations, Zaxby's and single family homes
East	LDR	PUD	Single family homes
West	NC	PUD	Commercial & retail development

According to the Development Areas in the Future Land Use Element, the site is located within the Urban Development Area. The land use application does not include residential uses so school enrollment will not be impacted by this proposed amendment. Additionally, the applicant intends to use central water and sewer for the project.

### **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 2,157 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 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 1 on the northeast corner of side of Marbon Road and San Jose Boulevard.

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 1 is 0.67.

San Jose Boulevard (SR 13) and Marbon Road are functional classified facilities that would be impacted by the proposed development. San Jose Boulevard between St. Johns County Line and Loretto Road is a 6-lane divided arterial roadway and has a maximum daily capacity of 59,900 vpd. Marbon Road between SR 13 and Aladdin Road is a 2-lane undivided collector facility and has a maximum daily capacity of 14,040 vpd. The proposed 78,059 SF of commercial space could generate approximately 3,387 daily trips unto the network. It is recommended that an operational analysis be submitted to the City Traffic Engineer prior to the 10-set plan review to determine whether a left and/or right turn lane, traffic signals or other traffic improvements for site ingress and egress are required.

**Archaeological Sensitivity**

According to the Duval County Preliminary Site Sensitivity Map, 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 will be required to perform a Professional Archaeological Reconnaissance Survey and possibly a Phase 1 archaeological survey if in an area of high sensitivity. 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.

## IMPACT ASSESSMENT

<b>DEVELOPMENT ANALYSIS</b>		
	<b><u>CURRENT</u></b>	<b><u>PROPOSED</u></b>
Site Utilization	JTA Park and Ride	Residential and commercial
Land Use/Zoning	RPI / PBF-1	CGC/PUD
Development Standards For Impact Assessment	0.5 FAR	0.35 FAR
Development Potential	111,513 sq. ft. non-residential	78,059 sq. ft. commercial
Population Potential	N/A	N/A
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b><u>YES</u></b>	<b><u>NO</u></b>
Aquatic Preserve		X
Airport Environ Zone		X
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity	High	
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X-Discharge
Well Head Protection Zone		X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	2,157 new net daily trips	
Water Provider	JEA	
Potential Water Impact	Decrease of 3,923 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 2,942 gallons per day	
Potential Solid Waste Impact	Decrease of 53.53 tons per year	
Drainage Basin / Sub-Basin	Cormorant Creek Stream	
Recreation and Parks	Flynn Park (1,855 ft. west)	
Mass Transit	Local Bus Route 17; Express Bus Route 200	
<b>NATURAL FEATURES</b>		
Elevations	20 feet	
Soils	Albany fine sand 0-5 percent slopes, Pamlico muck 0-2 percent slopes frequently flooded, Hurricane and Ridgewood soils, 0-5 percent slopes	
Land Cover	Upland shrub and brushland, Pine flatwoods, Residential low density	
Flood Zone	No	
Wet Lands	No	
Wild Life	No	

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on July 31, 2017, the required notices of public hearing signs were posted. Forty-nine (49) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

A Citizen Information Workshop was held July 31, 2017. There were no speakers 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:

- 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 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
- Policy 1.1.20 Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.
- 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.

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.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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.

According to the Category Descriptions for the Urban Development Areas of the FLUE, the RPI future land use category primarily permits medium to high density residential, professional office and institutional uses. Limited commercial retail and service establishments which serve a diverse set of neighborhoods may also be permitted as part of mixed use developments. RPI is generally intended to provide transitional uses between commercial and residential uses.

The Community/General Commercial (CGC) land use designation includes outlets and establishments that offer a wide range of goods and services including general merchandise, apparel, food and related items. General commercial uses include business and professional offices, financial institutions, highway commercial, mobile home/motor home rental and sales, off-street parking lots and garages, and boat storage and sales, among other similar types of commercial developments.

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. The subject site is located in the Urban Development Area of the Southeast Planning District, in an area with access to full urban services with sidewalks within walking distance. The site subject to the proposed amendment fronts onto San Jose Boulevard, a principal arterial roadway.

The proposed amendment is consistent with the CGC Future Land Use Category preference for new designations. Additionally, the amendment aids in maintaining a compact and compatible land use pattern, consistent with FLUE Policy 1.1.22. The



proposed amendment to CGC is compatible with the character of the adjacent uses fulfilling FLUE Objective 3.2 and Policy 3.2.1.

The proposed land use amendment encourages development of an underutilized property within the Urban Development Area of the City that already has the infrastructure, utilities, and public facilities in place to support such development. As such, the proposed land use amendment is consistent with FLUE Objective 6.3 and the original intent of Urban Development Area which encourages revitalization through redevelopment and infill. The proposed amendment protects the character of the nearby residential area and optimizes the combined potentials for economic benefit as required by FLUE Goal 1 and Objective 3.2. The subject property is contiguous to an established pattern of commercial properties along San Jose Boulevard which provides for an appropriate and compatible transition of scale achieving FLUE Policy 1.1.10.

The companion rezoning application is a Planned Unit Development allowing for innovative site planning and will be serviced by centralized wastewater and potable water distribution systems. Therefore, the amendment is consistent with Policies 1.1.20, 1.1.12 and 1.2.9 of the FLUE.

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

**Policy 2.3.6**            The City shall require access to new and redeveloped non-residential parcels with frontage along two or more roadways be limited to one access point per roadway. Access from the higher functional class roadway, or roadway with the higher average daily traffic inclusive of development traffic for roadways of the same functional class, shall be limited to right turn-in/right turn-out only, unless 1) it can be demonstrated in a traffic study, submitted for review and approval to the JPDD, that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation, 2) there already exists more than one full access point on the roadway, and at least one of the full access points is eliminated.

**Policy 2.3.8**            The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

The access points to the property should be controlled by the PUD rezoning in order to fulfill Policies 2.3.6 and 2.3.8.

## **Vision Plan**

The subject property is located within the boundaries of the Southeast Vision Plan. The overall purpose of the plan was to develop “smart growth” practices in the city’s fastest growing district. Principle Two encourages commercial development in locations that maximize adjacencies to existing land uses, have the greatest opportunity for connectivity, and reuse vacant or underutilized land in developed areas. Therefore, the proposed amendment is consistent with the Southeast Jacksonville Vision Plan as it encourages a walkable commercial environment in close proximity to existing residential neighborhoods.

## **Strategic Regional Policy Plan**

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

Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

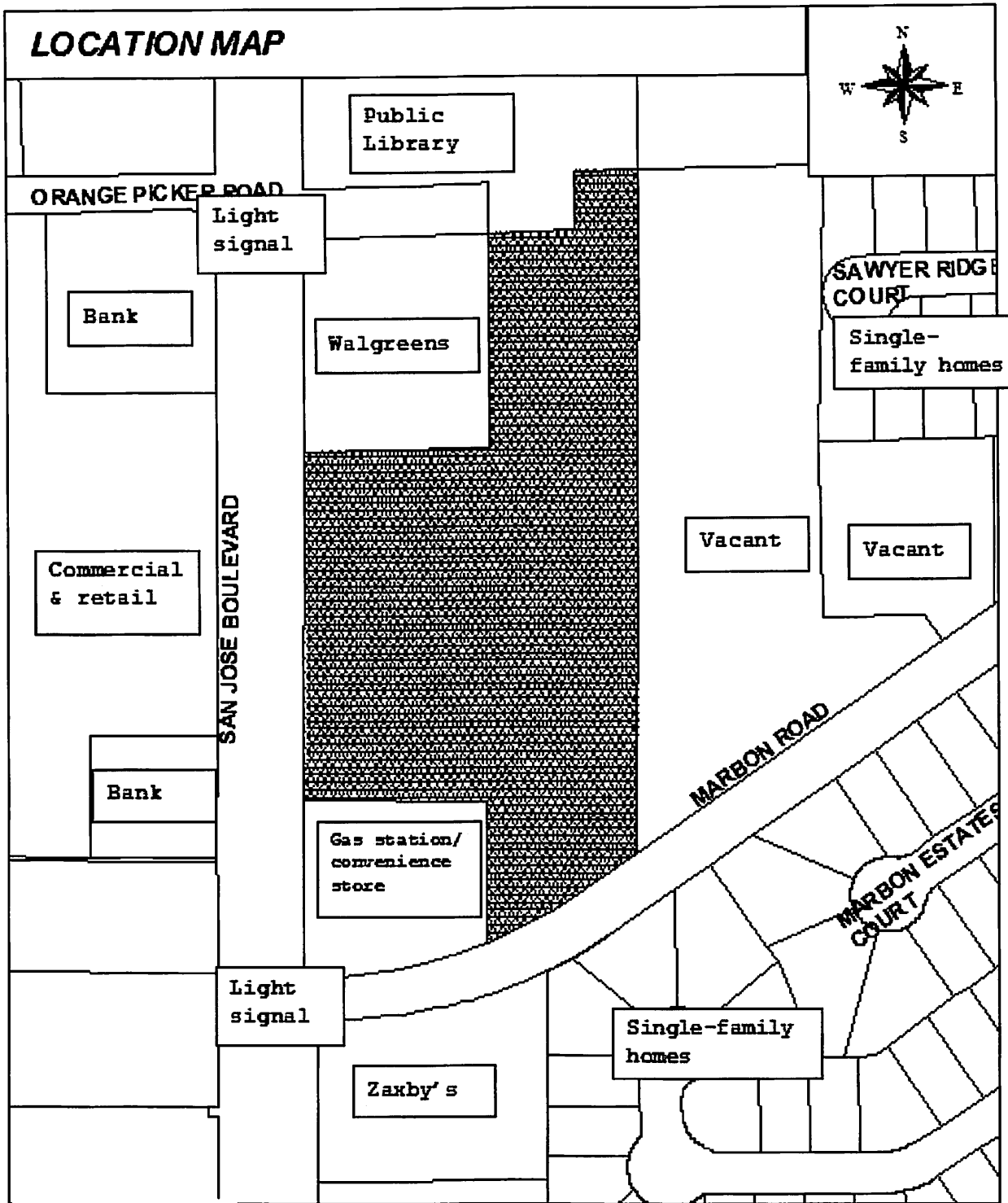
The proposed land use amendment is consistent with Policy 3 of the Northeast Florida Regional Council’s Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

## **RECOMMENDATION**

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the overall intent of the 2030 Comprehensive Plan and the Strategic Regional Plan.

# ATTACHMENT A

## Existing Land Utilization:



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

# ATTACHMENT B

## Traffic Analysis:

P L A N N I N G   A N D   D E V E L O P M E N T   D E P A R T M E N T



### MEMORANDUM

**DATE:** July 10, 2017

**TO:** Rosario Lacayo  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Division

**SUBJECT:** Transportation Review: Land Use Amendment 2017C-011

A trip generation analysis was conducted for Land Use Amendment 2017C-011, located at 3011 Marbon Road, east of San Jose Boulevard in the Urban Development Area of Jacksonville, Florida. The subject site is currently undeveloped and has an existing Residential-Professional-Institutional (nonresidential) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) uses on approximately 5.12 +/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (9<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, RPI nonresidential land use category development impact assessment standards allows for 0.5 FAR per acre, resulting in a development potential of 111,513 SF of office/institutional space (ITE Land Use Code 710) which could generate 1,230 daily trips. The proposed the CGC land use category allows for 0.35 FAR resulting in a development potential 78,059 SF of commercial use (ITE Land Use Code 820), generating 3,387 daily vehicular trips, which includes a 36.75% pass-by trip reduction. This will result in 2,157 net new daily vehicular trips if the land use is amended from RPI to CGC, as shown in Table A.

**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
RPI	710	111,513 SF	T=11.03 (X)/1000	1,230	0.00%	1,230
<b>Total Section 1</b>						<b>1,230</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	78,059 SF	T= 68.60 (X)/1000	5,355	36.75%	3,387
<b>Total Section 2</b>						<b>3,387</b>
<b>Net New Daily Trips</b>						<b>2,157</b>

Source: Trip Generation Manual, 9th Edition, Institute of Engineers

## ATTACHMENT B (page 2)

P L A N N I N G   A N D   D E V E L O P M E N T   D E P A R T M E N T



### **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 1 on the northeast corner of side of Marbon Road and San Jose Boulevard.


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 1 is 0.67.

San Jose Boulevard (SR 13) and Marbon Road are functional classified facilities that would be impacted by the proposed development. San Jose Boulevard between St. Johns County Line and Loretto Road is a 6-lane divided arterial roadway and has a maximum daily capacity of 59,900 vpd. Marbon Road between SR 13 and Aladdin Road is a 2-lane undivided collector facility and has a maximum daily capacity of 14,040 vpd. The proposed 78,059 SF of commercial space could generate approximately 3,387 daily trips unto the network. It is recommended that an operational analysis be submitted to the City Traffic Engineer prior to the 10-set plan review to determine whether a left and/or right turn lane, traffic signals or other traffic improvements for site ingress and egress are required.

# ATTACHMENT C

## Land Use Amendment Application:

		<b>APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN</b>	
<b>Date Submitted:</b>	5/26/17	<b>Date Staff Report is Available to Public:</b>	08-11-2017
<b>Land Use Adoption Ordinance #:</b>	2017-492	<b>Planning Commission's LPA Public Hearing:</b>	08-17-2017
<b>Rezoning Ordinance #:</b>	2017-493	<b>1st City Council Public Hearing:</b>	08-22-2017
<b>JPDD Application #:</b>	2017C-011	<b>LUZ Committee's Public Hearing:</b>	09-06-2017
<b>Assigned Planner:</b>	Rosario Lacayo	<b>2nd City Council Public Hearing:</b>	09-12-2017
<b><u>GENERAL INFORMATION ON APPLICANT &amp; OWNER</u></b>			
<b>Applicant Information:</b> STEVE DIEBENOW ONE INDEPENDENT DRIVE, STE. 1200 JACKSONVILLE, FL 32202 Ph: 9043011269 Fax: 9043011279 Email: SDIEBENOW@DMPHLAW.COM		<b>Owner Information:</b> NATHANIEL FORD JACKSONVILLE TRANSPORTATION AUTHORITY 121 W. FORSYTH STREET SUITE 200 JACKSONVILLE, FL 32202	
<b><u>DESCRIPTION OF PROPERTY</u></b>			
<b>Acreage:</b>	5.12	<b>General Location:</b>	NORTHEAST CORNER OF SAN JOSE BLVD. AND MARBON RD.
<b>Real Estate #(s):</b>	158156 0000	<b>Address:</b>	3011 MARBON RD
<b>Planning District:</b>	3	<b>Between Streets/Major Features:</b>	SAN JOSE BLVD. and MARBON ESTATES LN.
<b>Council District:</b>	6		
<b>Development Area:</b>	URBAN AREA		
<b><u>LAND USE AMENDMENT REQUEST INFORMATION</u></b>			
<b>Current Utilization of Property:</b> PBF-1 JTA PARK-AND-RIDE LOT			
<b>Current Land Use Category/Categories and Acreage:</b> RPI 5.12			
<b>Requested Land Use Category:</b>	CGC	<b>Surrounding Land Use Categories:</b>	LDR,MDR,NC,RPI
<b>Justification for Land Use Amendment:</b> TO PERMIT REDEVELOPMENT OF THE PROPERTY TO ALLOW FOR RESIDENTIAL DEVELOPMENT CONSISTENT WITH THE SURROUNDING RESIDENTIAL AREA WHILE ALSO PERMITTING COMMERCIAL DEVELOPMENT OF OUTPARCELS ALONG SAN JOSE BOULEVARD.			
<b><u>UTILITIES</u></b>			
<b>Potable Water:</b>	JEA	<b>Sanitary Sewer</b>	JEA
<b><u>COMPANION REZONING REQUEST INFORMATION</u></b>			
<b>Current Zoning District(s) and Acreage:</b> PBF-1 5.12 PUD 3.99			
<b>Requested Zoning District:</b>	PUD		
<b>Additional information is available at 904-255-7888 or on the web at <a href="http://maps.coj.net/luzap/">http://maps.coj.net/luzap/</a></b>			

# ATTACHMENT D

Aerial Map:

