

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



OVERVIEW

ORDINANCE: # 2019-112

APPLICATION: L-5343-18A-5-10

APPLICANT: PAUL M. HARDEN, ESQ.

PROPERTY LOCATION: 6549 Robinson Road; between Robinson Road and Pritchard Road

Acreage: 13.96

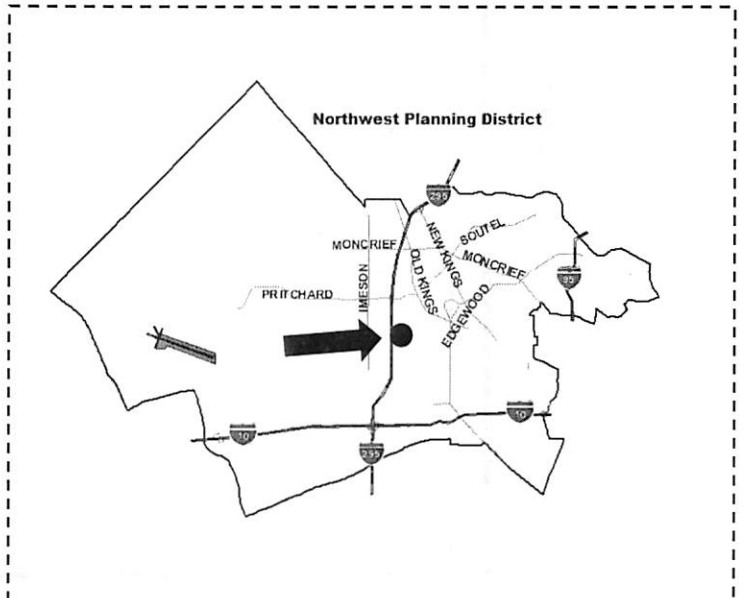
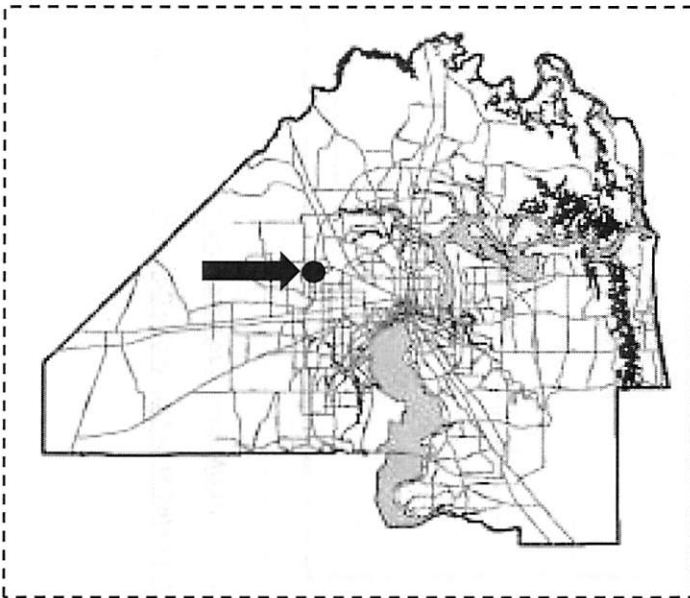
Requested Action:

	Current	Proposed
LAND USE	LDR	LI
ZONING	RLD-60	IL

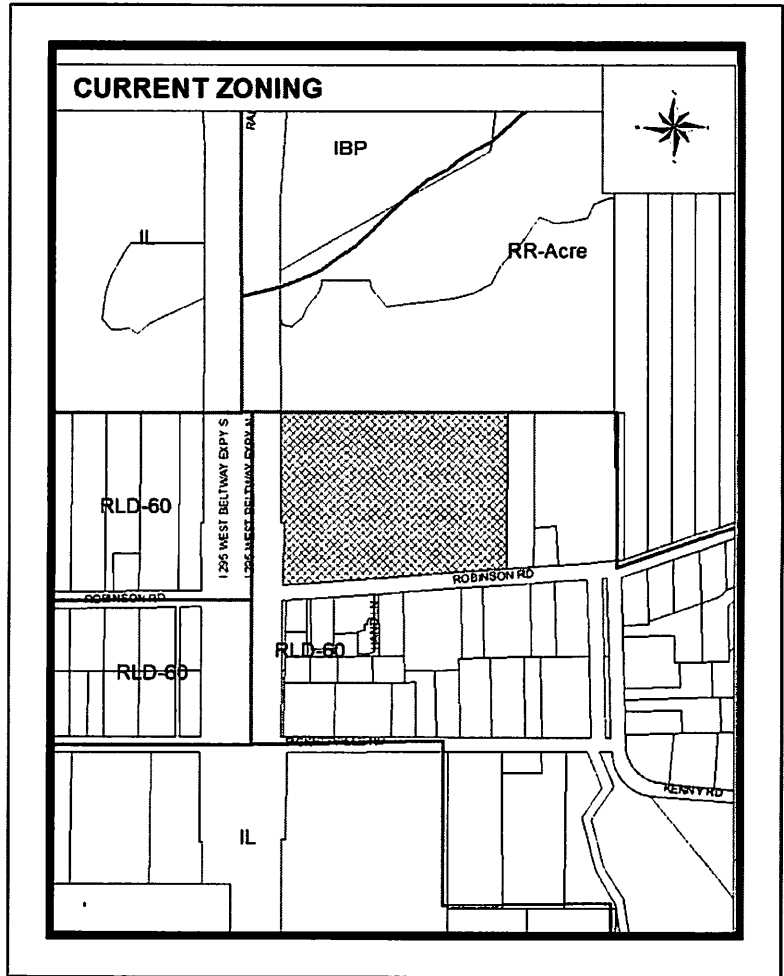
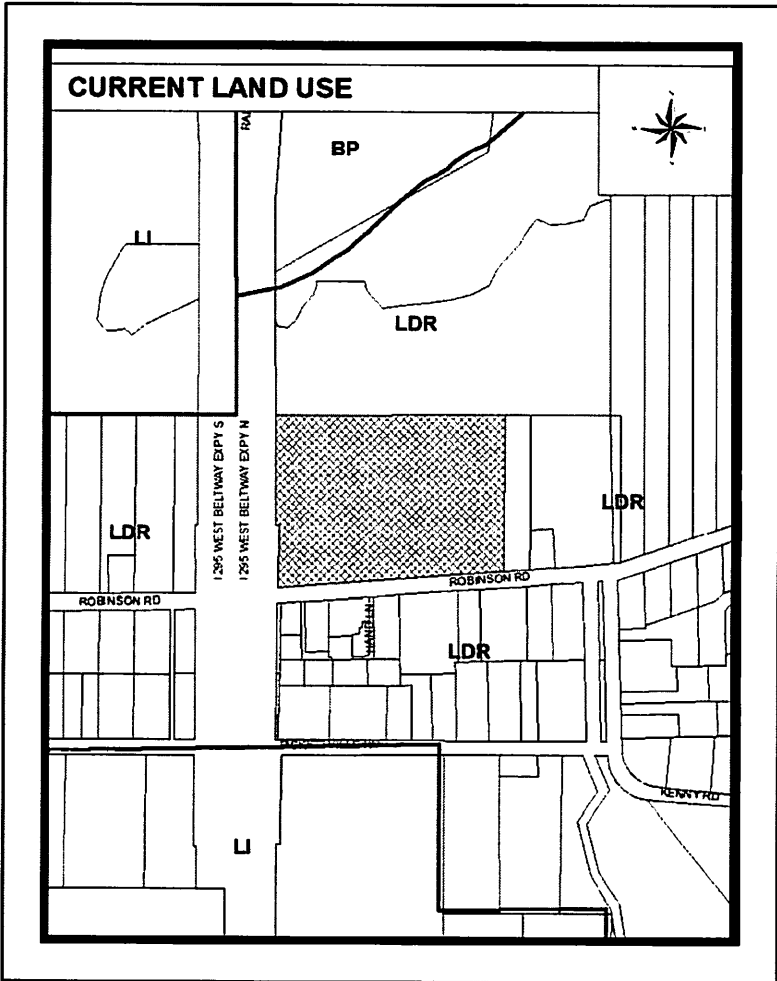
Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
LDR	LI	70 SF DUs at 5 SF DUs/acre	N/A	N/A	243,239 Sq. Ft. Industrial	Decrease of 70 SF DUs	Increase 243,239 Sq. Ft. Industrial

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



LARGE SCALE LAND USE APPLICATION L-5343-18A



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

Requested FLUM Land Use Category: Light Industrial (LI)

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

Requested Zoning District(s): Industrial Light (IL)

ANALYSIS

Background:

The 13.96 acre subject property is located on the north side and far end of Robinson Road. The site is also located to the east of I-295 however, the highway cannot be accessed by Robinson Road. However, Robinson Road transition to Pickettville Road 400 feet to the east of the site. Pickettville Road is classified as a collector road. I-295 is a limited access highway and Robinson Road is a local road according to the Functional Highway Classification Map. The land use amendment site is also located within the boundary of the Suburban Development Area, Planning District 5 and Council District 10. The application site is also located within the Industrial Situational Compatibility Zone. Currently, the site consists of a trucking facility and service garage with site access from Robinson Road.

The applicant proposes a future land use map amendment from Low Density Residential (LDR) to Light Industrial (LI) and a rezoning from Residential Low Density-60 (RLD-60) to Industrial Light (IL) to bring the legal non-conforming status of the property to legally conforming. The present use of the site was in existence prior to 1990 when the zoning district for the property was Industrial Light and Warehouse (ILW). Placing the site in the LDR land use category and RLD-60 zoning district created the non-conformity. The rezoning application is not required for the transmittal round of legislation and will be processed during the adoption round of this large-scale future land use map amendment.

Much of the area immediately surrounding the amendment site consists of single family homes and mobile homes in the LDR land use category with I-295 located on the west side of the property. However, an expanded view of the larger surrounding area shows that this is an area of LDR surrounded by industrial land use categories to the north, east, south and west of I-295. Detailed information about the surrounding area can be found on Page 2, Dual Map, and Page 14, Attachment A – Existing Land Utilization Map. Much of the industrial land use categories, BP, LI, and HI, located approximately 4,000 feet east of the site are along Old Kings Road and Pickettville Road (Attachment E).

The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR, BP	RR-Acre, IBP	Timber, Vacant land, Warehouse
South	LDR, LI	RLD-60, IL	Single family homes, Mobile homes, Vacant land, Service garage
East	LDR	RLD-60, RR-Acre	Single family homes, Mobile homes, Vacant land
West	RPI, LDR	RLD-90, PBF-2	I-295, Single family homes, Mobile homes, Church, Store, Office

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).

The subject site currently receives water and sewer service via a private well and septic system. Currently, the closest sanitary sewer line is located on Old Kings Road 4,560 feet away from the application site. The closest water line is located on Pickettville Road, 4,100 feet from the property.

According to Florida Statute Chapter 381, construction permits may not be issued for an onsite sewage treatment and disposal system in any area used or zoned for industrial or manufacturing purposes where a publicly owned or investor owned sewage treatment system is available (located within one-fourth mile) or where the system will receive toxic, hazardous, or industrial waste. Buildings located in areas zoned or used for industrial or manufacturing purposes, when such buildings are to be served by onsite sewage treatment and disposal systems, must receive written approval from the Department of Health. Approvals will not be granted when the proposed use of the system is to dispose of toxic, hazardous, or industrial wastewater or toxic or hazardous chemicals. Once an onsite disposal system is permitted, the owner must obtain an annual system operating permit and change of use requires the owner or tenant to obtain a new annual system operating permit from the Department of Health.

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.3 The City shall not permit septic tanks for the disposal or discharge of industrial wastes.

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 1,035 net new daily external trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated

from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

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 9.

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 9 is **0.84**.

Subject site is accessible via Robinson Road which is a 2-lane undivided local roadway and intersects with Picketteville Road to the east. Picketteville Road between Old Kings Road and I-295 has a maximum daily capacity of 13,536 vpd. The proposed 243,239 SF of industrial development could generate approximately 1,695 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.22 with the inclusion of the additional traffic from this land use amendment.

The Transportation Planning Division will request an operational analysis be submitted to the Planning and Development and City Traffic Engineer prior to the 10-set plan review.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low, medium, and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. 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.

Industrial Zones

The subject property is located within the "Industrial Situational Compatibility" Zone (Attachment D). "Industrial Sanctuary" and "Industrial Situational Compatibility" Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development.

Future Land Use Element

Policy 3.2.29 The City shall continue to update its comprehensive inventory and mapping of Industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility”.

Policy 3.2.30 The area shown on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

Flood Zones

Approximately 2.16 acres of the subject site is located within the 0.2 PCT Annual Chance Flood Hazard flood zone and 0.35 of an acre is located within the AE flood zone (Attachment F). Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm of Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The AE flood zones are areas within the 100-year floodplain or SFHA where flood insurance is mandatory. The 0.2 PCT Annual Chance Flood Hazard flood zone is defined an area within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

Conservation /Coastal Management Element (CCME)

Policy 1.4.4 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by: A. Land acquisition or conservation easement acquisition; B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and C. Incentives, including tax benefits and transfer of development rights.

IMPACT ASSESSMENT

[L-5343-18A]

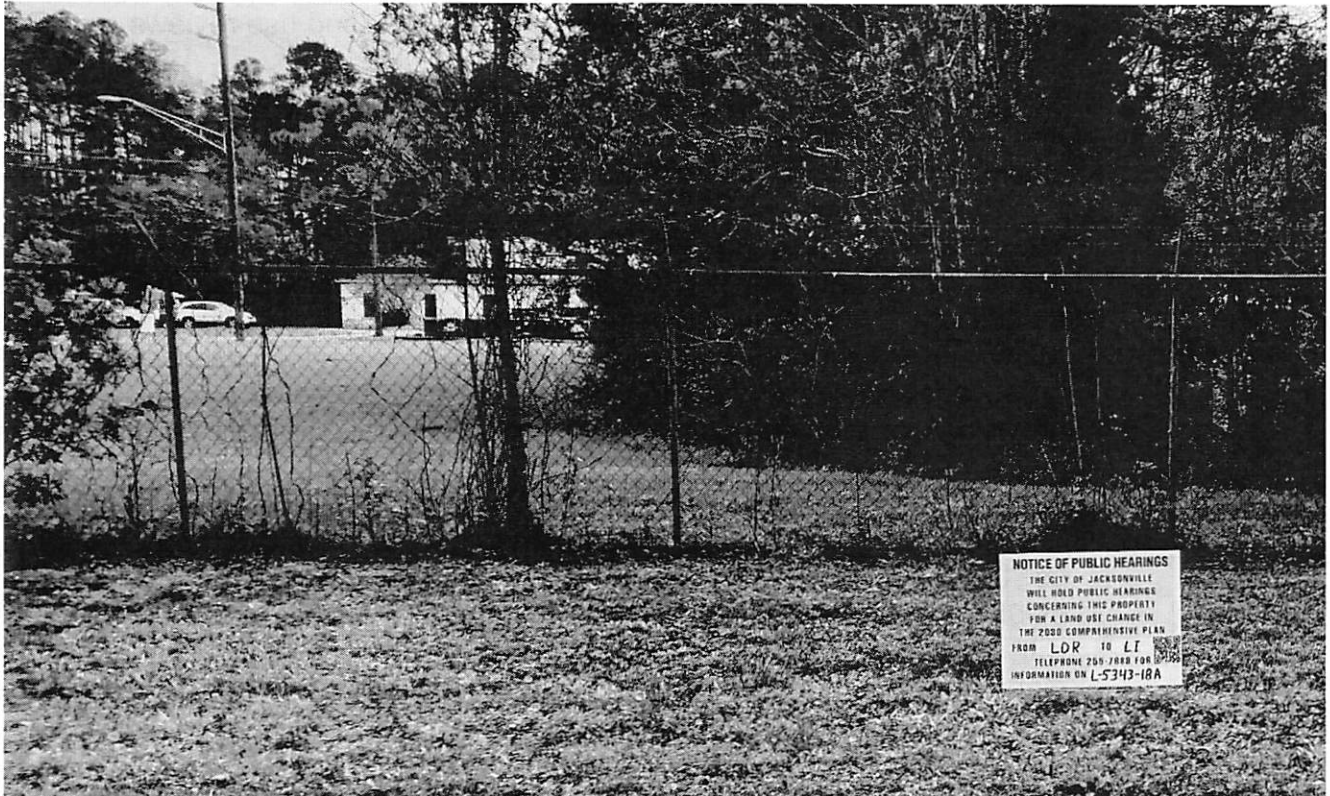
13.96 Acres

DEVELOPMENT ANALYSIS		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	I-295 – Limited Access Highway/ Robinson Rd – Local Road	
Plans/Studies	Northwest Jacksonville Vision Plan	
	CURRENT	PROPOSED
Site Utilization	Truck Stop/ Service Garage	Truck Stop/ Service Garage
Land Use/Zoning	LDR / RLD-60	LI / IL
Develop Standards/Impact Assessment	5 DUs/Acre	0.40 FAR
Development Potential	70 SF DUs	243,239 Sq. Ft. Industrial
Population Potential	186 People	0 People
SPECIAL DESIGNATIONS AREAS		
	YES	NO
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area	Situational Compatibility	
Cultural Resources		X
Archaeological Sensitivity	High, Medium, Low Sensitivity	
Historic District		X
Coastal High Hazard/Adaptation Action Areas		X
Ground Water Aquifer Recharge Area		X- Discharge Area
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield		X
State Road (SR)	SR Name: (I-295)	
PUBLIC FACILITIES		
Potential Roadway Impact	Increase of 1,035 net new daily trips,	
Potential Public School Impact	N/A	
Water Provider	Private well	
Potential Water Impact	Decrease of 9,815 gallons/day	
Sewer Provider	Private septic system	
Potential Sewer Impact	Decrease of 7,361 gallons/day	
Potential Solid Waste Impact	Increase of 572.04 tons/year	
Drainage Basin / Sub-Basin	Trout River Basin / Sixmile Creek Reach Sub-Basin	
Recreation and Parks	James Fields Park	
Mass Transit	No bus service at this location	
NATURAL FEATURES		
Elevations	14 to 22 feet above mean sea level	
Land Cover	2150 – Field Crops	
Soils	63 – Sapelo fine sand	
Flood zone	Yes; See report	
Wetlands	N/A	
Wildlife (sites greater than 50 acres)	N/A	

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 1, 2019, the required notice of public hearing sign was posted. Twenty-nine (29) 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 March 4, 2019. No one from the public was at the meeting regarding this application.



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 (FLUE):

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 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.
- 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. Plan and have an adverse impact on adjoining or nearby uses. Consider office and high density residential development as a viable alternative in land use reviews.
- 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 3.2.17 The City shall, require the Land Development Regulations to include incentives for new industry to locate in the form of industrial parks, centers, etc., in areas shown for industrial use on the Future Land Use Map series. Allow light industry to locate as a supporting use in mixed use PUD's outside areas designated for industrial use when the locational criteria and other provisions of this element, and all applicable development regulations are met.
- 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.

Infrastructure Element, Sanitary Sewer Element (IE-SS):

- Policy 1.2.3 The City shall not permit septic tanks for the disposal or discharge of industrial wastes.
- Policy 1.2.9 Septic tanks shall be permitted in Rural Areas, provided they meet the requirements of Chapter 64E-6, F.A.C., and that all lots created after shall have a minimum of 1 acre of un-submerged property.

Currently the site has a Low Density Residential (LDR) land use designation. According to the FLUE, LDR in the Suburban Development Area is intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. The maximum gross density in the Suburban Area shall be 7 units/acre when full urban services are available to the site. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept, which is predominantly residential but includes a broad mixture of secondary recreational, commercial, public facilities and services may also be permitted. New residential subdivisions in LDR should be connected

to reduce the number of Vehicles Miles Traveled and cul-de-sacs should be avoided. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein.

Light Industrial (LI) is a category, which provides for the location of industrial uses, which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes. Site access to roads classified as collector or higher is preferred.

Although the subject is located within an Industrial Situational Compatibility Zone it is also within a LDR land use category. Therefore, the proposed industrial operation will have to comply with setbacks adjacent to residential areas. The zoning code includes increased buffer standards for industrial uses located in the Industrial Compatible Zone Overlay that abut residential zones. The northern adjacent property is vacant timberland. However, it also Category II wetlands associated with Sixmile Creek. The eastern half of the subject property is a vacant agricultural field and the southern boundary along Robinson Road is undeveloped with a retention lake, thereby buffering the residential neighborhood and being consistent with FLUE Policies 1.1.10 and 3.1.3.

The proposed amendment to LI would change the status of the use from legally non-conforming to conforming. This will continue to promote the viability of an industrial use in the Industrial Situational Compatibility Zone of the City and therefore satisfy FLUE Objective 3.2 and Policies 3.2.7 and 3.2.17.

In accordance with IE-SS Policy 1.2.9, the site meet the requirement to provide private well and septic systems. However, pursuant to IE-SS Policy 1.2.3 and Chapter 381, F.S., the site cannot dispose of industrial wastes into private septic systems. While the LI land use permits a variety of uses that may result in industrial wastes, the LI land use category includes uses that would not produce toxic or hazardous industrial wastes. The Florida Department of Health reviews and issues septic systems in accordance with these requirements.

The proposed amendment is consistent with the goal of improving the economic base of the Northwest Jacksonville Vision Plan. The consistency review is provided in the section below in accordance with FLUE Policy 4.1.8B.

While the site fronts along a local road, the road becomes a classified collector road 400 feet to the east. Therefore the amendment is generally consistent with the LI category preference for site access to a collector road or higher.

Vision Plan

The subject property is located within the boundaries of the Beaver Street Character Area of the Northwest Jacksonville Vision Plan. One of the main issues identified by the plan is the area has a weak economic base. One of the desired changes recommended in the plan is economic revitalization. Therefore, the provision of quality jobs is consistent with the vision plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Objective and Policy 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.

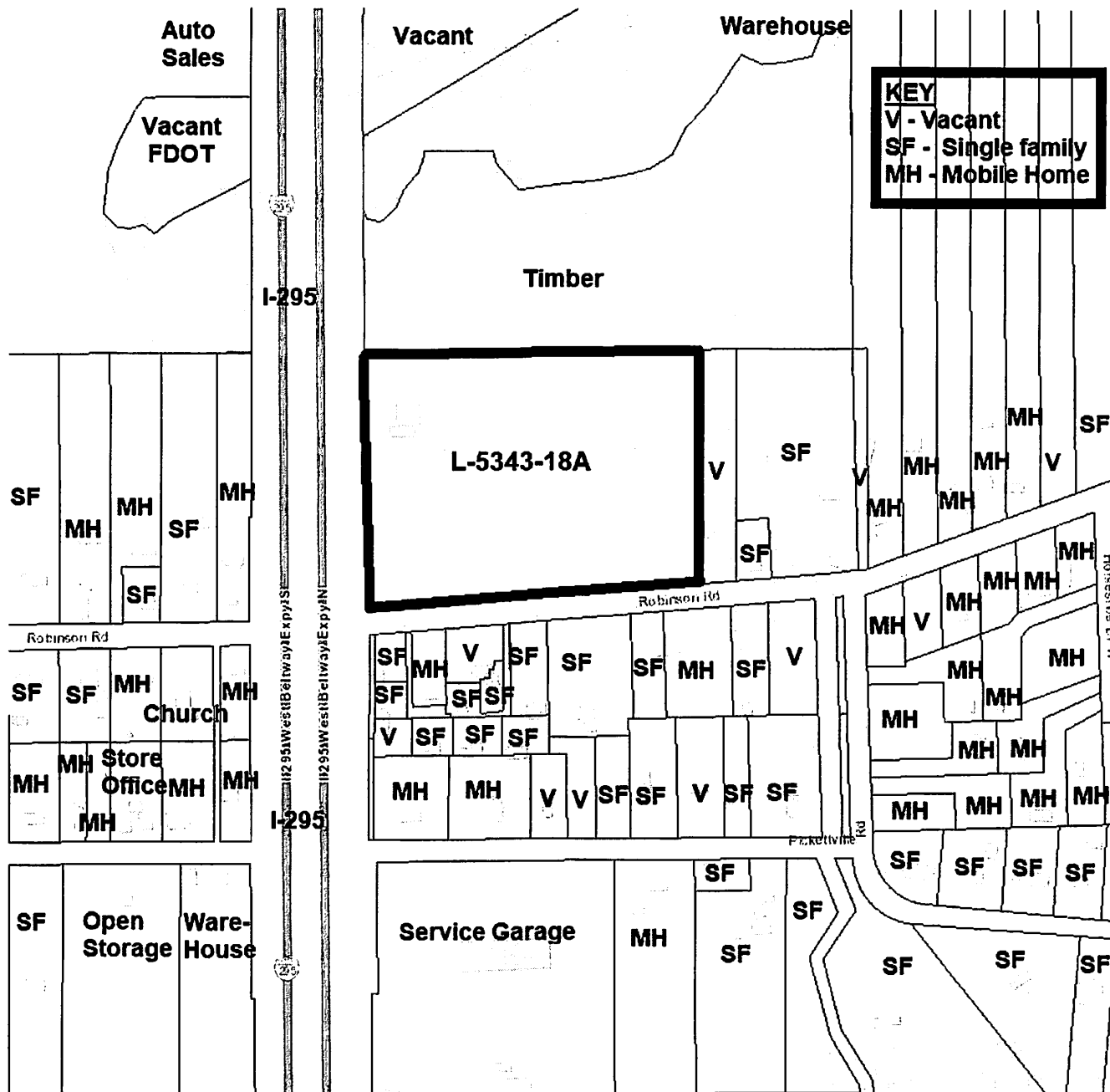
The proposed land use amendment promotes an environment that is conducive to the creation of new business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

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: March 5, 2019

TO: Susan Kelly
Community Planning Division

FROM: Lurise Bannister
Transportation Planning Division

SUBJECT: Transportation Review: Land Use Amendment L-5343-18A

A trip generation analysis was conducted for Land Use Amendment L-5343-18A, located 6549 Robinson Road, east of Interstate 295 and north of Picketteville Road in the Suburban Development Area of Jacksonville, Florida. Currently, the subject site is used as a vehicle service and repair shop and has an existing Low Density Residential (LDR) land use category. The proposed land use amendment is to allow Light Industrial (LI) for the continuation of existing use on approximately 13.96 +/- 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 5 single-family dwelling units per acre, resulting in a development potential of 70 homes (ITE Land Use Code 210) which could generate 661 daily vehicular trips. The proposed the LI land use category allows for 0.4 FAR per acre resulting in a development potential 243,239 SF industrial space (ITE Land Use Code 110), generating 1,695 new daily vehicular trips. This will result in 1,035 net new daily vehicular trips if the land use is amended from LDR to LI, 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
LDR	210	70 SFDUs	T = 9.44 (X)	661	0.00%	661
Total Section 1						661
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
LI	110	243, 239 SF	T = 6.97 (X) / 1000	1,695	0.00%	1,695
Total Section 2						1,695
Net New Daily Trips						1,035

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 9.

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 9 is **0.84**.

Subject site is accessible via Robinson Road which is a 2-lane undivided local roadway and intersects with Picketteville Road to the east. Picketteville Road between Old Kings Road and I-295 has a maximum daily capacity of 13,536 vpd. The proposed 243,239 SF of industrial development could generate approximately 1,695 daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.22 with the inclusion of the additional traffic from this land use amendment.

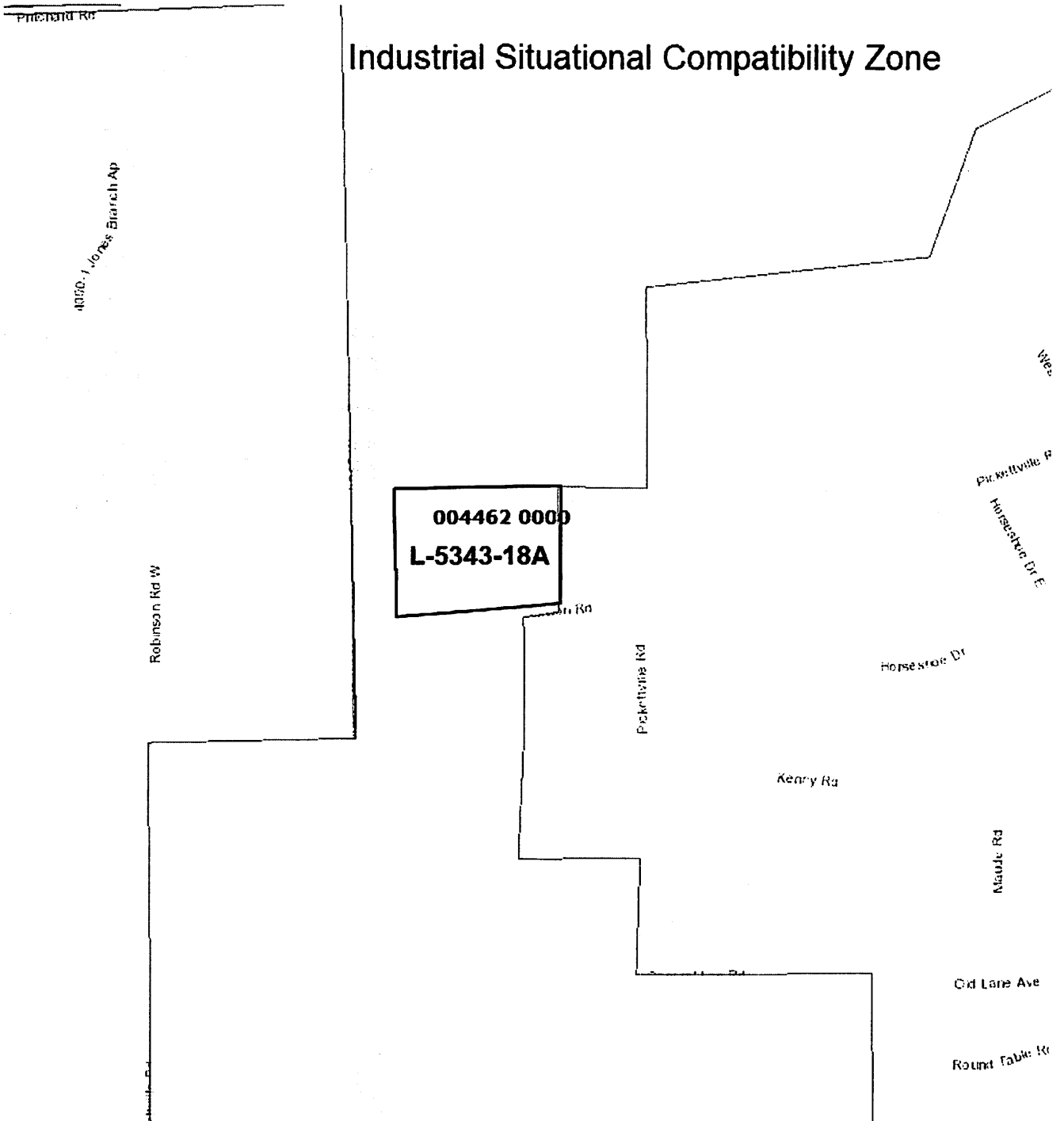
ATTACHMENT C

Aerial Photo:



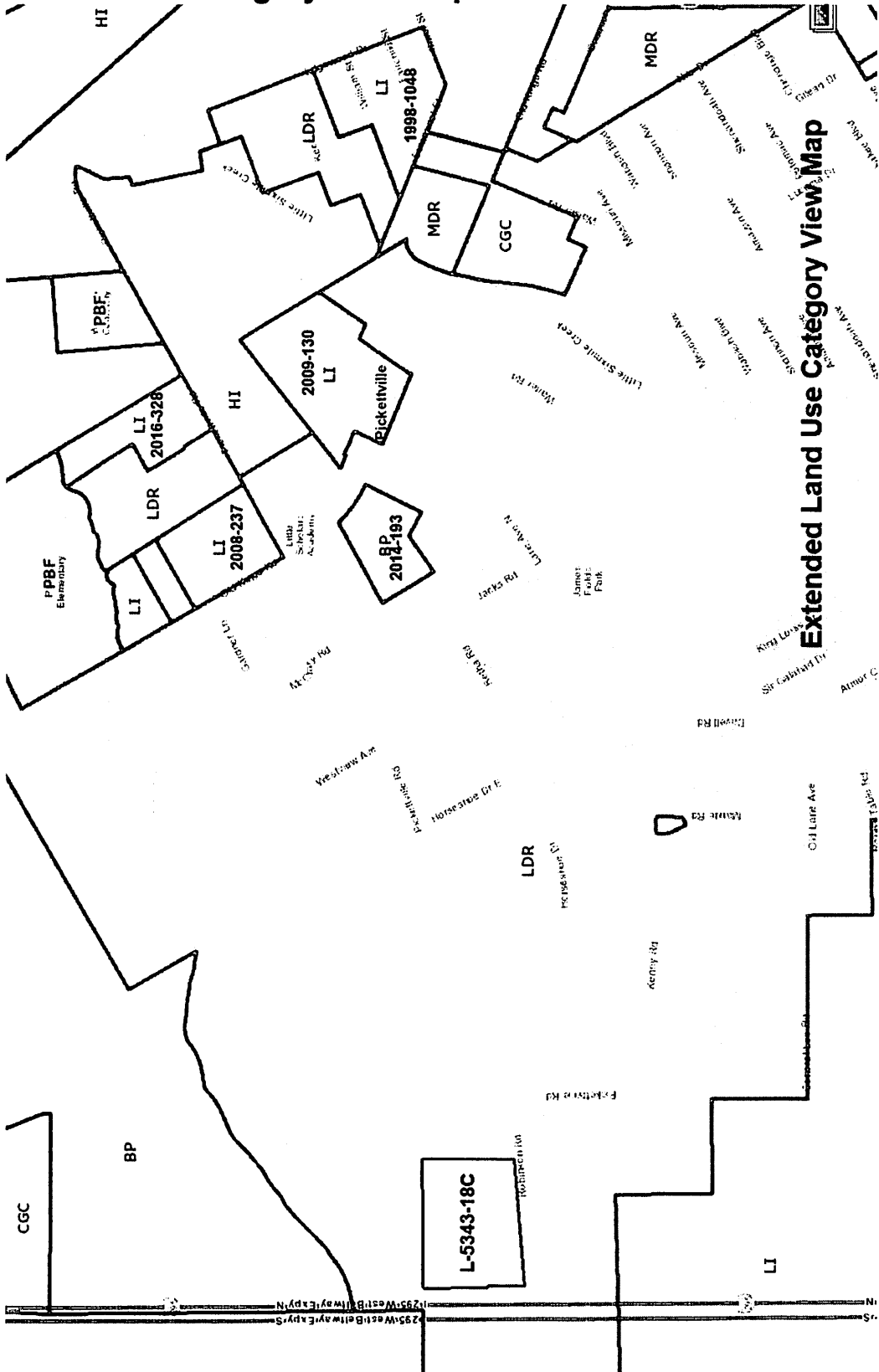
ATTACHMENT D

Industrial Zone:



ATTACHMENT E

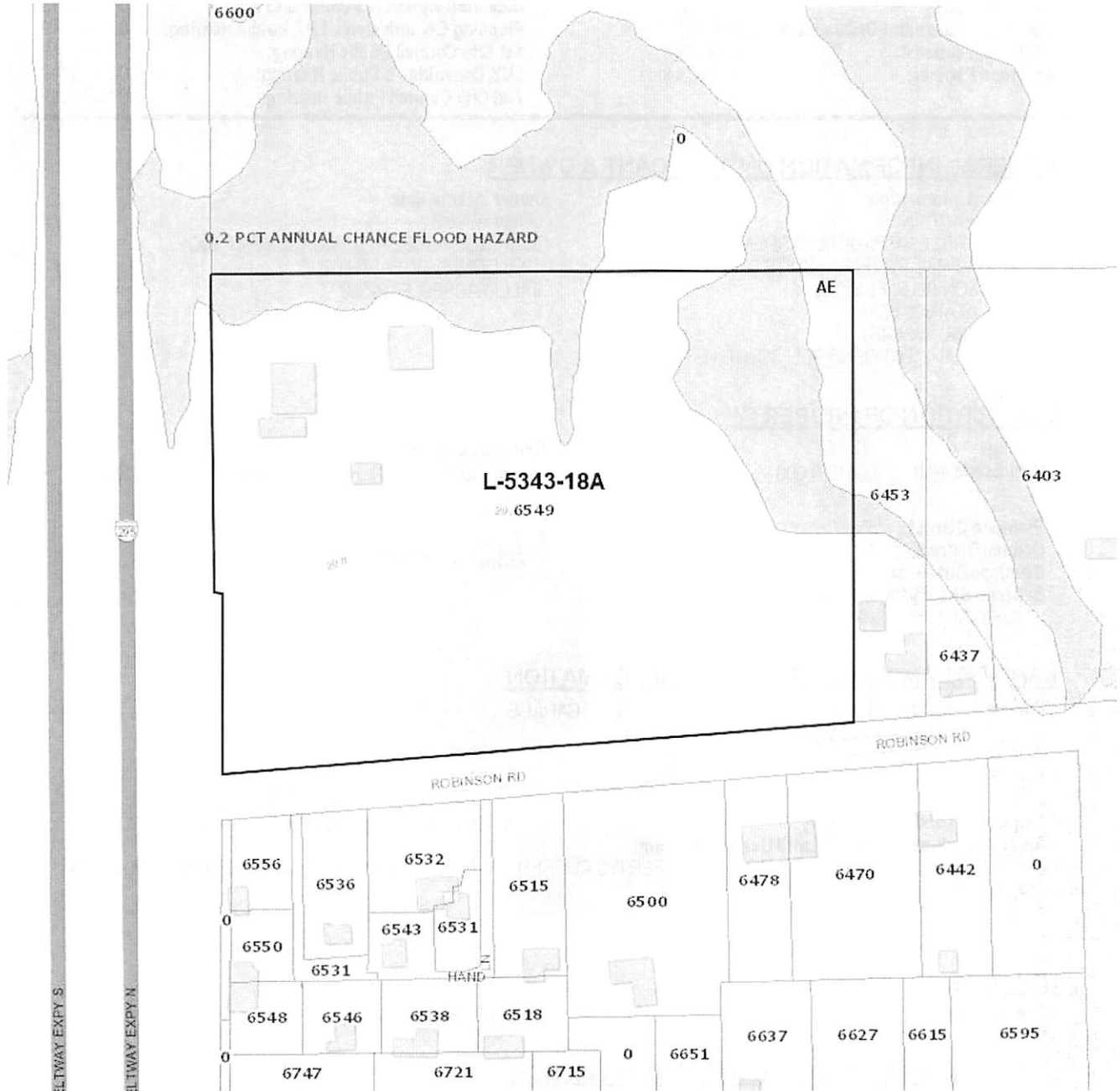
Extended Land Use Category View Map:



Extended Land Use Category View Map

ATTACHMENT F

Flood Zone:



ATTACHMENT G

Land Use Amendment Application:



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

Date Submitted:	12-14-2018	Date Staff Report is Available to Public:	03-15-2019
Land Use Transmittal Ordinance #:	2019-112	Planning Commission's LPA Public Hearing:	03-21-2019
JPDD Application #:	L-5343-18A	1st City Council Public Hearing:	03-26-2019
Assigned Planner:	Ed Lukacovic	LUZ Committee's Public Hearing:	04-02-2019
		2nd City Council Public Hearing:	04-09-2019

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

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

Owner Information:

JOHN HUBBS
MCKENZIE PROPERTY MANAGEMENT, INC.
1966 COMMONWEALTH LANE
TALLAHASSEE, FL 32303

DESCRIPTION OF PROPERTY

Acreage: 13.96
Real Estate #(s): 004462 0000

General Location:
ON THE NW CORNER OF 1-295 AND ROBINSON ROAD

Planning District: 5
Council District: 10
Development Area: SUBURBAN AREA
Between Streets/Major Features:
ROBINSON RD and PRITCHARD RD

Address:
6549 ROBINSON RD

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: TRUCK STOP/SERVICE GARAGE
Current Land Use Category/Categories and Acreage:
LDR 13.96

Requested Land Use Category: LI

Surrounding Land Use Categories: BP, CGC, LDR

Applicant's Justification for Land Use Amendment:

TO ALLOW FOR THE CONTINUATION OF PROPERTY'S CURRENT USE AND TO MAKE A LEGAL NON-CONFORMING USE CONFORMING

UTILITIES

Potable Water: JEA

Sanitary Sewer: JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
RLD-60 13.96

Requested Zoning District: IL

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