

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



**OVERVIEW**

**ORDINANCE: # 2019-722**

**APPLICATION: L-5375-19C-5-10**

**APPLICANT:** IZUDIN SKALONJIC

**PROPERTY LOCATION:** 6608 Old Kings Road; between Pritchard Road and Osceola Street

**Acreeage:** 2.83

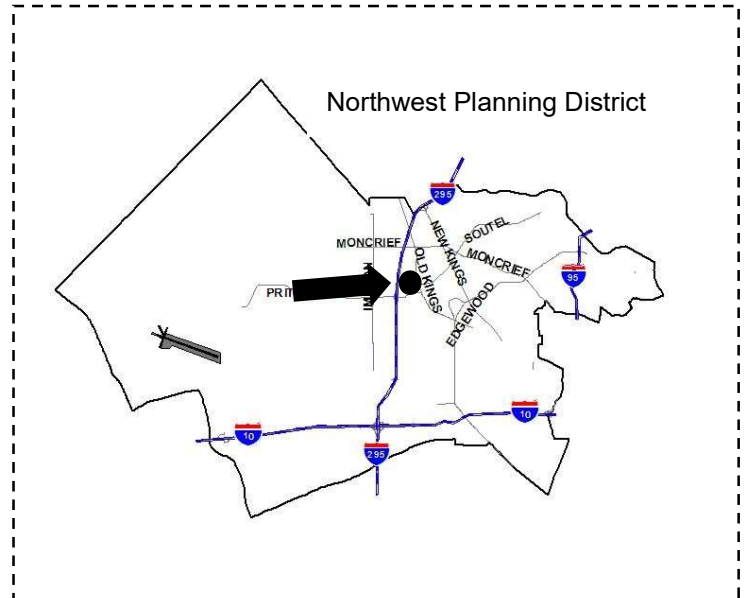
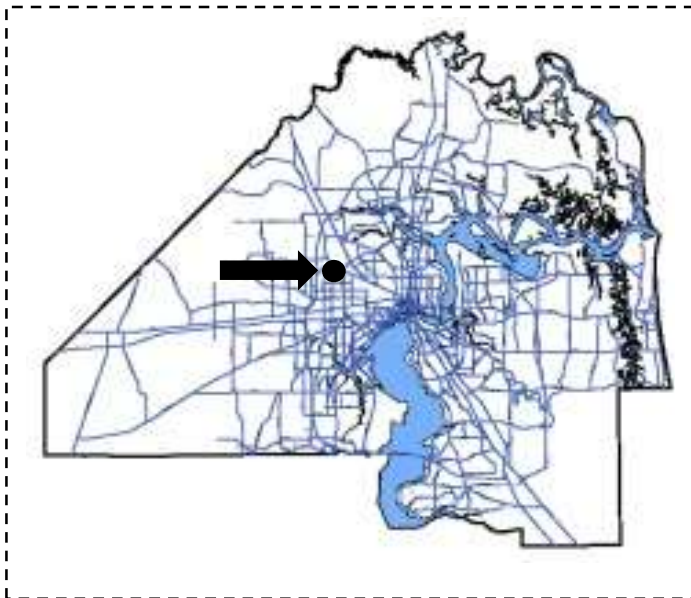
**Requested Action:**

	<b>Current</b>	<b>Proposed</b>
<b>LAND USE</b>	<b>LDR and CGC</b>	<b>LI</b>
<b>ZONING</b>	<b>RR-Acre and CCG-1</b>	<b>IL</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 & CGC	LI	11 SF DUs at (5 SF DUs/acre)	N/A	8,385 Sq. Ft. Commercial at (0.35FAR)	49,310 Sq. Ft. Industrial at (0.40 FAR)	Decrease of 11 SF DUs	Increase 40,925 Sq. Ft. Industrial

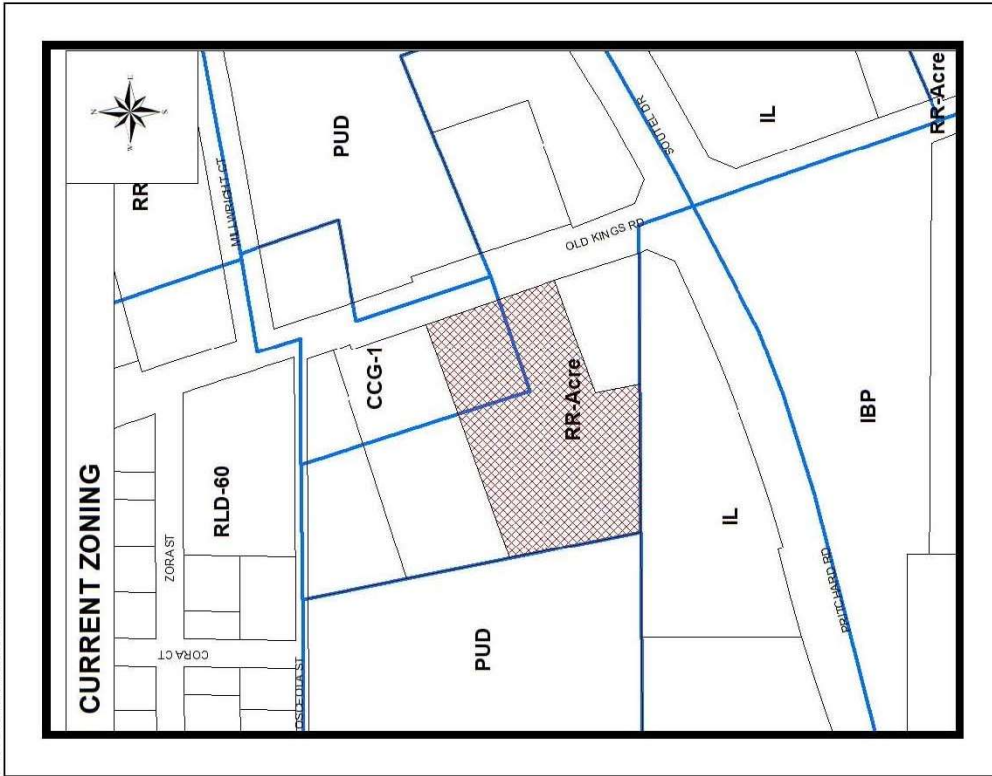
**PLANNING AND DEVELOPMENT DEPARTMENT’S RECOMMENDATION: APPROVAL**

**LOCATION MAPS:**



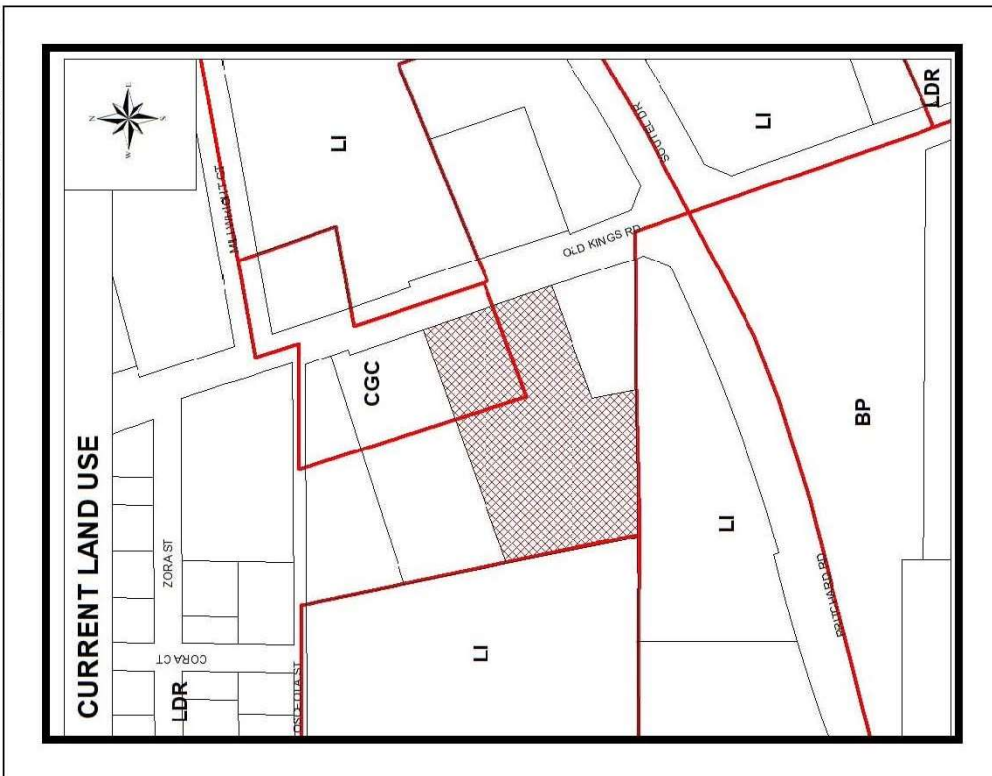
# DUAL MAP

## SMALL SCALE LAND USE APPLICATION L-5375-19C



**Current Zoning District(s):** Commercial Community/General-1 (CCG-1) and Residential Rural-Acre (RR-Acre)

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



**Existing FLUM Land Use Categories:** Community/General Commercial (CGC) and Low Density Residential (LDR)

**Requested FLUM Land Use Category:** Light Industrial (LI)

# ANALYSIS

## Background:

The 2.83 acre subject property is located on the west side of Old Kings Road between Pritchard Road and Osceola Street. Access to the site is from Old Kings Road which is classified as a minor arterial roadway according to the “Functional Highway Classification Map”. The site is also located in the Suburban Development Area, Planning District 5, and Council District 10. Additionally, the land use amendment site is located within the boundaries of the Industrial Situational Compatibility Zone, the KingSoutel Community Redevelopment Area (CRA), the KingSoutel Overlay Zoning District, and the KingSoutel Corridor Neighborhood Action Plan (NAP) area. Currently, the site consists of a church and a vacant store.

The applicant proposes a future land use map amendment from Low Density Residential (LDR) and Community/General Commercial (CGC) to Light Industrial (LI) and a rezoning from Residential Rural-Acre (RR-Acre) and Commercial Community/General-1 (CCG-1) to Industrial Light (IL) to allow the property to be used for a church and open storage. Outdoor storage yards are permitted in the LI land use category. Churches as a public facility are permitted in the LI land use category as a secondary use. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2019-723.

Much of the area immediately surrounding the amendment site consists of vacant land, single family homes and open storage in the LDR, CGC and LI land use categories. However, an expanded view of the larger surrounding area shows that the subject site in the LDR is surrounded by industrial land use categories to the east, south and west. Detailed information about the surrounding area can be found on Page 2, Dual Map, and Page 13, Attachment A – Existing Land Utilization Map.

The adjacent land uses and zoning districts are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North	LDR, CGC	RR-Acre, CCG-1, RLD-60	Single family homes, Mobile homes, Vacant land
South	LDR, LI, BP	RLD-60, IL	Single family homes, Vacant land, Pasture land, School
East	LDR, CGC, LI	RLD-60, RR-Acre	Single family homes, Vacant land, Open storage, Store
West	LI	RLD-90, PBF-2	Single family homes, Wetlands, Vacant land

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. According to the JEA letter dated September 12, 2019, there is an existing 16-inch water main within the Old Kings Road right-of-way approximately 80 feet south of the property. However, there is no gravity sewer line available within ¼ mile of the subject site. According to the City's JEA/GIS database the closest sanitary sewer line is located approximately 2,100 feet west of the property at the intersection of Pritchard Road and Perimeter Industrial Parkway East.

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 0 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 Transportation Element (TE) 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.

Policy 2.4.2 of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy 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.

The proposed land use amendment based on impact assessment standards has the development potential of 49,310 SF of industrial space generating approximately 245 daily vehicular trips. Subject site is accessible via Old Kings Road, a 2-lane undivided arterial, and operating at 0.23 of its capacity.

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 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.

## **Industrial Zones**

The subject property is located within the “Industrial Situational Compatibility” Zone. “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.

**IMPACT ASSESSMENT****[ L-5375-19C ]****2.83 Acres**

<b>DEVELOPMENT ANALYSIS</b>		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification	Old Kings Road – Minor Arterial	
Plans/Studies	KingSoutel Crossing (Corridor) CRA Northwest Jacksonville Vision Plan	
	<b><u>CURRENT</u></b>	<b><u>PROPOSED</u></b>
Site Utilization	Church and Vacant Store	Church and Open Storage
Land Use/Zoning	LDR/CGC	LI/IL
Development Standards For Impact Assessment	5 DUs/Acre and 0.35 FAR	0.40 FAR
Development Potential	11 SF Dus/Acre and 8,385 St. Ft. Commercial Space	49,310 Sq. Ft. Industrial Space
Population Potential	29 People	0 People
<b>SPECIAL DESIGNATIONS AREAS</b>		
	<b><u>YES</u></b>	<b><u>NO</u></b>
Aquatic Preserve		X
Septic Tank Failure Area		X
Airport Environ Zone		X
Industrial Preservation Area	Industrial Situational Compatibility Zone	
Cultural Resources		X
Archaeological Sensitivity	X - 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	X
<b>PUBLIC FACILITIES</b>		
Potential Roadway Impact	0 net new daily trips	
Potential Public School Impact	N/A	
Water Provider	Well	
Potential Water Impact	Decrease in 1,560 gallons/day	
Sewer Provider	Septic System	
Potential Sewer Impact	Decrease in 1,170 gallons/day	
Potential Solid Waste Impact	Increase of 110.85 tons/year	
Drainage Basin / Sub-Basin	Trout River Basin / Sixmile Creek Reach Sub-Basin	
Recreation and Parks	Homes Garden Park	
Mass Transit	No bus service	



NATURAL FEATURES	
Elevations	20 to 21 feet above mean sea level
Land Cover	1100 – Residential Low Density
Soils	(60%) 38 – Mascotte sine sand, (40%) 51 – Pelham fine sand
Flood zone	N/A
Wetlands	N/A
Wildlife (sites greater than 50 acres)	N/A

## PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 11, 2019, the required notice of public hearing sign was posted. Fifteen (15) 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 October 14, 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):**

- 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 3.2.7 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 3.2.30 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.
- Policy 3.2.32 Where there is not an adopted neighborhood plan and/or study recommending the contrary, areas identified on the Industrial Preservation Map (Map L-23) as Industrial Sanctuary shall not be converted to non-industrial land uses.
- Policy 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

## **Recreation and Open Space Element (ROSE):**

- Policy 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

## **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 Low Density Residential (LDR) and Community/General Commercial (CGC) land use designations. 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.

CGC in the Suburban Development Area is intended to provide development in a nodal development pattern. CGC designations are preferred in locations which are supplied with full urban services, abuts a roadway classified as arterial or higher on the Functional Highway Classification Map and which is located in areas with and existing mix of non-residential uses.

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 chemicals and wastes. Site access to roads classified as collector or higher is preferred.

Currently the subject site includes a church and a vacant store. However, the larger area surroundings include industrial land use categories to the east, south, and west. The property located to the northeast is used for open storage. Changing the land use of the subject site to LI is a compatible based on the surrounding industrial land use areas and due to its location within the "Industrial Situational Compatibility" zone. This amendment will also promote potential development in an industrial area and is a logical extension of the LI land use. This achieves FLUE Objectives 3.2 and 6.3 and Policies 3.2.1, 3.2.7, 3.2.30, and 3.2.32.

In 2007 and 2008, transportation improvements were made to Pritchard Road by increasing the number of travel lanes from two to four and the construction of the intersection of Pritchard Road/Soutel Drive/Old Kings Road. In addition, the close proximity of the I-295/ Pritchard Road interchange located 3,800 feet west of the site supports an increased industrial development. Also, amending the CGC portion of the property to LI to would allow greater market flexibility of the property with the continued additional use of a church, thereby satisfying FLUE Goal 3. In addition, the companion rezoning to proposed IL will be required to comply with ROSE Policy 2.2.1 concerning the adequate provision of open space.

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 also 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.

### **KingSoutel Crossing CRA**

The subject site is located within the boundary of the “Old Kings District” of the KingSoutel Crossing Community Redevelopment Area (CRA). The KingSoutel Crossing CRA was enacted in 2008, pursuant to Ordinance 2006-591-E. It was established to jumpstart housing, retail and commercial development in an underserved, but budding area in Northwest Jacksonville. A copy of the application has been provided to the City’s Office of Economic Development for review and comment.

### **Northwest Jacksonville Vision Plan**

The subject property is located within the boundaries of what is identified as the Suburban Area of the Northwest Vision Plan (September 2003). While the Vision Plan does not specifically address the industrial areas throughout the district, the Plan calls for connections between areas as a way to accommodate new growth. The subject site creates a cohesive Light Industrial area with the abutting and nearby parcels allowing for infill with a consistent use. The Plan recommends strategies to improve the visual appearance of corridors with landscaping, street trees, gateways, signs and secondary street connections. The property owner should consider these methods during the development phase of the property due to its location on Old Kings Road. Therefore, the proposed land use amendment is consistent with the Northwest Vision Plan.

### **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.

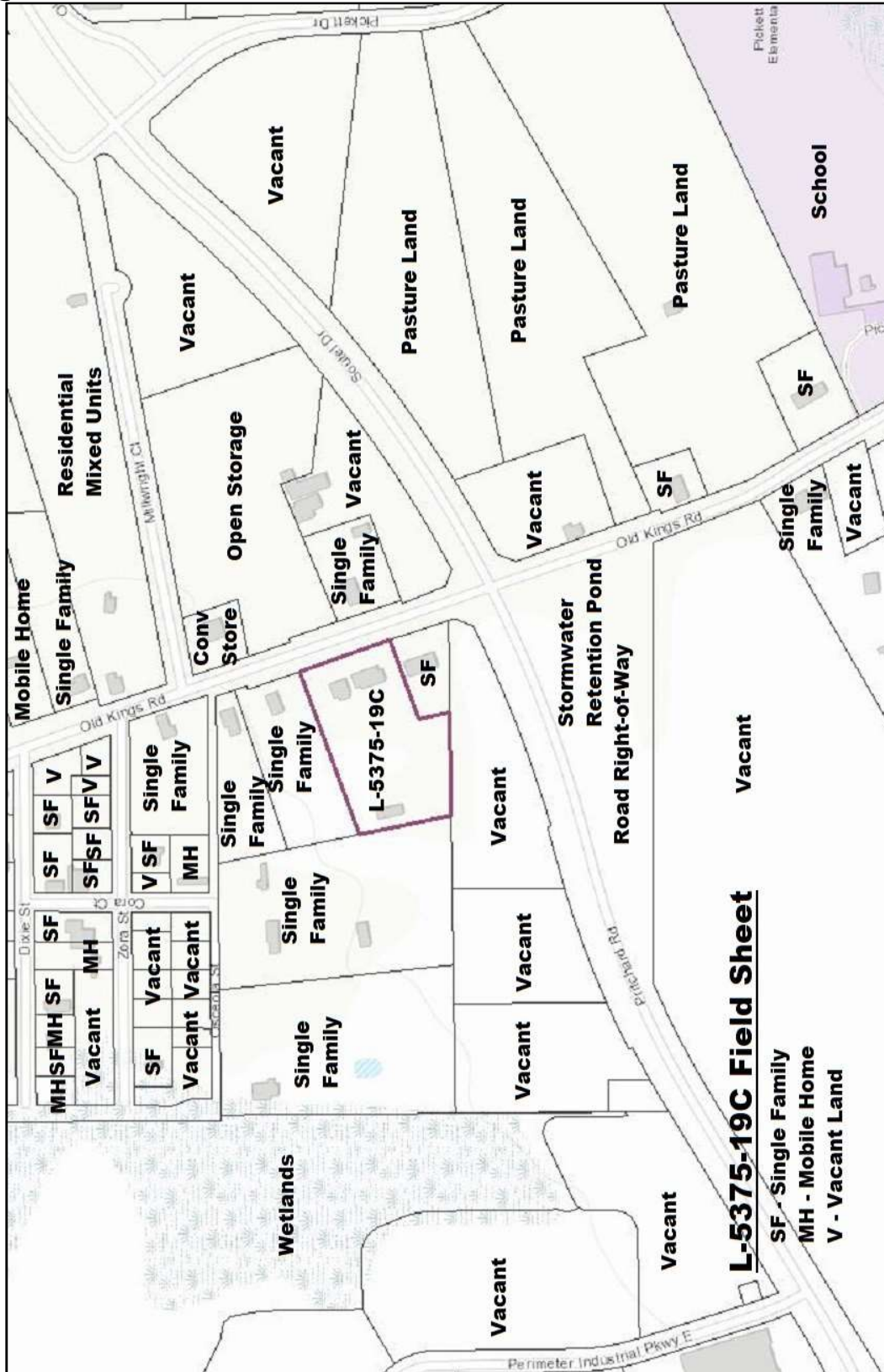
The proposed land use amendment promotes an environment that is conducive to the creation of new business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

## **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:** October 15, 2019

**TO:** Susan Kelly  
Community Planning Division

**FROM:** Lurise Bannister  
Transportation Planning Division

**SUBJECT:** Transportation Review: Land Use Amendment L-5375-19C

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A trip generation analysis was conducted for Land Use Amendment L-5375-19C, located at 6608 Old Kings Road, east of Interstate 295 Beltway between Pritchard Road and Osceola Street in the Suburban Development Area of Jacksonville, Florida. The subject site has an existing Low Density Residential (LDR) and Community General Commercial (CGC) land use category. The proposed land use amendment is for Light Industrial (LI) on approximately 2.83+/- acres.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10<sup>th</sup> Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the LDR land use category development impact assessment standard is 5 single-family dwelling units per acre, resulting in a development potential for 11 homes (ITE Land Use Code 210), generating approximately 104 average daily vehicular trips. The CGC land use category development impact assessment standard is 0.35 FAR per acre, resulting in a development potential for 8,385 SF commercial space (ITE Land Use Code 820), generating approximately 364 daily trips. The proposed the LI land use category development impact assessment standard is 0.4 FAR per acre, resulting in a development potential of 49,310 SF of industrial uses (ITE Land Use Code 110), generating 245 new daily vehicular trips. This will result in no net new daily vehicular trips if the land use is amended to allow for HI development, as shown in Table A.

## ATTACHMENT B (cont)

<b>Table A</b>						
<b>Trip Generation Estimation</b>						
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	11 SFDUs	T = 9.44 (X)	104	0.00%	104
CGC	820	8,385 SF	T = 84.46 (X) / 1000	708	48.62%	364
<b>Total Section 1</b>						<b>364</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
LI	110	49,310 SF	T = 4.96 (X) / 1000	245	0.00%	245
<b>Total Section 2</b>						<b>245</b>
<b>Net New Daily Trips</b>						<b>0</b>

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

### Additional Information:

**Objective 2.4** of the Transportation Element (TE) 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.

**Policy 2.4.2** of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy 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**.

The proposed land use amendment based on impact assessment standards has the development potential of 49,310 SF of industrial space generating approximately 245 daily vehicular trips. Subject site is accessible via Old Kings Road, a 2-lane undivided arterial, and operating at 0.23 of its capacity.

# ATTACHMENT G

## Land Use Amendment Application:

 APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN			
<b>Date Submitted:</b>	03-05-2019	<b>Date Staff Report is Available to Public:</b>	11-01-2019
<b>Land Use Adoption Ordinance #:</b>	2019-722	<b>Planning Commission's LPA Public Hearing:</b>	11-07-2019
<b>Rezoning Ordinance #:</b>	2019-723	<b>1st City Council Public Hearing:</b>	11-12-2019
<b>JPDD Application #:</b>	L-5375-19C	<b>LUZ Committee's Public Hearing:</b>	11-19-2019
<b>Assigned Planner:</b>	Ed Lukacovic	<b>2nd City Council Public Hearing:</b>	11-26-2019
<b>GENERAL INFORMATION ON APPLICANT &amp; OWNER</b>			
<b>Applicant Information:</b> IZUDIN SKALONJIC 2751 SACK DRIVE EAST JACKSONVILLE, FL 32216 Ph: (904) 680-4530 Email: ZENIFA62@ICLOUD.COM		<b>Owner Information:</b> ORHAN SKALONJIC 2751 SACK DR E JACKSONVILLE, FL 32216 Ph: (904) 680-4530	
<b>DESCRIPTION OF PROPERTY</b>			
<b>Acreage:</b>	2.83	<b>General Location:</b>	6608 OLD KINGS RD
<b>Real Estate #(s):</b>	003464 0000		
<b>Planning District:</b>	5	<b>Address:</b>	6608 OLD KINGS RD
<b>Council District:</b>	10		
<b>Development Area:</b>	SUBURBAN AREA		
<b>Between Streets/Major Features:</b>	PRITCHARD RD and OSCEOLA ST		
<b>LAND USE AMENDMENT REQUEST INFORMATION</b>			
<b>Current Utilization of Property:</b>	CHURCH AND VACANT STORE		
<b>Current Land Use Category/Categories and Acreage:</b>			
CGC	0.55 and		
LDR	2.28	TOTAL = 2.83 ACRES	
<b>Requested Land Use Category:</b>	LI	<b>Surrounding Land Use Categories:</b>	LDR
<b>Applicant's Justification for Land Use Amendment:</b>	"OPEN BUSINESS. MAKE PROPERTY LOOK NICE. GROWING COMPANY (IZOO INC.). HIRE MORE EMPLOYEES."		
<b>UTILITIES</b>			
<b>Potable Water:</b>	PRIVATE WELL	<b>Sanitary Sewer</b>	SEPTIC SYSTEM
<b>COMPANION REZONING REQUEST INFORMATION</b>			
<b>Current Zoning District(s) and Acreage:</b>			
CCG-1	0.55 and		
RR-Acre	2.28	Total = 2.83 ACRES	
<b>Requested Zoning District:</b>	IL		
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>			