

City of Jacksonville, Florida

Lenny Curry, Mayor

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September 9, 2021

The Honorable Samuel Newby, President
The Honorable Rory Diamond, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2021-524/Application No. L-5565-21C

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2021-524 on September 9, 2021.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	5-0 APPROVE

Joshua Garrison, Chair	Absent
Dawn Motes, Vice-Chair	Absent
David Hacker, Secretary	Absent
Marshall Adkison	Aye
Daniel Blanchard	Aye
Ian Brown	Aye
Alexander Moldovan	Aye
Jason Porter	Aye

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If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,

Kristen D. Reed

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – September 3, 2021

Ordinance/Application No.: 2021-524 / L-5565-21C
Property Location: 4520 and 4552 120th Street
Real Estate Number(s): 100518 0000 ; 100520 0000
Property Acreage: 2.70 acres
Planning District: District 4, Southwest
City Council District: District 14
Applicant: Taylor Mejia, The Southern Group
Current Land Use: Community/General Commercial (CGC)
Proposed Land Use: Light Industrial (LI)
Current Zoning: Commercial/Community General – 2 (CCG-2)
Proposed Zoning: Industrial Light (IL)
Development Boundary: Suburban Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To allow for the expansion of Builders First Source current operation.

BACKGROUND

The 2.70 acre subject site is currently used for outdoor storage and is also the location of a church. The subject site is located along the south side of 120th Street, a local road, between Ellyson Street, a local road, and Roosevelt Boulevard (US-17), a major arterial road. The subject site is located to the west of the Jacksonville Naval Air Station (NAS Jax), across Roosevelt Boulevard. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) to Light Industrial (LI) to allow for industrial uses. The applicant is also proposing a companion rezoning from Commercial/Community General – 2 (CCG-2) to Industrial Light (IL) which is pending concurrently with this amendment, pursuant to Ordinance 2021-525. The companion rezoning amendment is slightly larger than the proposed land use amendment and

includes an additional parcel, located to the west of the land use amendment subject site, which is already within the LI land use category. The companion rezoning has a total acreage of 2.98 acres.

There has been one proximate Land Use Amendment to the subject site. In 1997, a 14.2 acre area abutting the subject site to the south was amended from CGC and Public Buildings and Facilities (PBF) to LI, pursuant to Ordinance 1997-0749-E.

The adjacent land use categories, zoning districts and property uses are as follows:

North: Land Use: CGC, PBF
Zoning: CGC-2
Property Use: Archery Club, Resturant, Bar, Mobile home and RV park

South: Land Use: LI, PBF
Zoning: IL, PBF-1
Property Use: Industrial warehouse, Undeveloped military

East: Land Use: CGC, PBF
Zoning: CCG-2, PBF-1
Property Use: CSX Railroad, NAS JAX

West: Land Use: LI, PBF
Zoning: IL, PBF-1
Property Use: Undeveloped ilitary, Open storage

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.

Where there is not an associated site specific policy or note on the Annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts. Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

Impact Assessment Baseline Review

Development Analysis	
Development Boundary	Suburban Area

Development Analysis		
Roadway Frontage Classification / State Road	Local / No	
Plans and/or Studies	Southwest Vision Plan	
Site Utilization	Current: Open storage and church	Proposed: Industrial
Land Use / Zoning	Current: CGC/CCG-2	Proposed: LI/IL
Development Standards for Impact Assessment	Current: Residential: 15 DU / Acre Non-residential: 0.35 FAR	Proposed: 0.4 FAR
Development Potential	Current: Scenario 1: 41,164 Sq. Ft. Scenario 2: 8,233 Sq. Ft. and 32 DUs	Proposed: 47,045 Sq. Ft.
Net Increase/Decrease in Maximum Density	Scenario 1: Not applicable Scenario 2: Decrease of 32 DUs	
Net Increase/Decrease in Potential Floor Area	Scenario 1: Increase of 5,881 Sq. Ft. Scenario 2: Increase of 38,812 Sq. Ft.	
Population Potential	Current: Scenario 1: Not applicable Scenario 2: 75 people	Proposed: Not applicable
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	NAS Jax - 50 feet ; APZ 1 and APZ 2 ; 70 and 75 DNL noise zones ; Military notice zone	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	

Development Analysis	
Groundwater Aquifer Recharge Area	No
Wellhead Protection Zone	500 and 750 foot buffer
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	Scenario 1: no net new daily trips Scenario 2: no net new daily trips
Potential Public School Impact	Not applicable
Water Provider	JEA
Potential Water Impact	Scenario 1: Decrease of 355 gallons per day Scenario 2: Decrease of 6,229 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 266 gallons per day Scenario 2: Decrease of 4,671 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 80 tons per year Scenario 2: Increase of 49 tons per year
Drainage Basin/Sub-basin	Ortega River / Ortega River and Unnamed Branch
Recreation and Parks	Tillie K. Fowler Regional Park
Mass Transit Access	No
Natural Features	
Elevations	15-18 feet
Land Cover	1700: Industrial ; 1400: Commercial and Services
Soils	73
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	No

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 Applicant has provided a JEA Availability letter dated June 4, 2021, on file with the companion rezoning. According to the letter, the closest access points for both centralized water and sewer are approximately 260 feet west of the property, in the 120th Street Right of Way. The site is also subject to special conditions in order to connect to the sewer system. Per the letter, the proposed development will require the design and construction of a privately owned and maintained pump station and a JEA dedicated force main in order to connect to JEA sewer services.

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Department, and determined that the proposed amendment from Community/General Commercial (CGC) to Light Industrial (LI) has an existing development potential under scenario 1 as 100% non-residential and under scenario 2 as 80% residential with 20% non-residential uses. If the land use is amended to LI, development could result in an increase of no net new daily trips under scenario 1 or no new daily trips under scenario 2. 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 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. 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 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 in Mobility Zone 7.

The subject site is accessible via 120th Street, a 2-lane unclassified facility. The proposed LI development will generate approximately 233 daily trips and should not have any significant impacts on the external roadway network.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

Airport Environment Zone

The site is located within the 50 foot Height and Hazard Zone for the Jacksonville Naval Air Station (NAS Jax). Zoning will limit development to a maximum height of less than 50 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

The amendment site is within the 70-74.99 and 75-79.99 Day-Night Sound Level (DNL) noise contour ranges. As such this area is within the Civilian Influence Zone for NAS Jax. In accordance with Section 656.1010, the plat for a subdivision shall indicate which lots are located within a Civilian Influence Zone. No person shall sell, transfer, or lease land within a Civilian Influence Zone, unless the prospective owner, transferee or lessee has been given a disclosure of airport proximity in writing, at the time of contract of sale, transfer, or lease.

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

Policy 2.5.5C Within the 60DNL or higher area as depicted on Map L-22, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.

Policy 2.5.6 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on Map L-22.

A small, approximately 0.01 of an acre, portion of the subject site is located within APZ-2, while the remainder of the site is located in APZ-1. Additionally, this site is located within a Military Notice Zone. In accordance with Section 656.1010, the plat for a subdivision shall indicate which lots are located within a Military Influence Zone. No person shall sell, transfer, or lease land within a Military Influence Zone, unless the prospective owner, transferee or lessee has been given a disclosure of airport proximity in writing, at the time of contract of sale, transfer, or lease. Further, multi-family use is not permitted within the APZ 2 area, but single-family uses are permitted at a density of up to two (2) dwelling units per acre within that zone.

This application has been forwarded to the Navy for review. The Navy has discussed the proposed application with the applicants and has no additional comments for the proposed Land Use Amendment.

Policy 2.5.4A Within the APZ 1 area depicted on Map L-22, the City will limit new residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, and allows only limited non-residential development consistent with the Instruction Manual, subject to conditions regarding disclosure and noise attenuation in construction. All building permit applications will be provided to the U.S. Navy. For new subdivisions located partially or wholly within APZ 1, clustering of residences will be required to eliminate or minimize development in APZ 1. As listed in the Instruction Manual, mobile home parks, hospitals, motels, churches, schools and similar uses are not allowed.

Policy 2.5.4B Within the APZ 2 area depicted on Map L-22, the City does not permit single family residential density greater than 2 dwelling units per acre. Residential structures that are unable to achieve a 30 decibel (dB) noise level reduction are not permitted. Uses not allowed in APZ 1 may be allowed in APZ 2, however they too are subject to conditions regarding disclosure and noise attenuation in construction. As listed in the Instruction Manual, mobile home parks, hospitals, motels, churches, schools and similar uses are not allowed.

Wellhead Buffer Zone

The land use amendment site is within the 500-foot and the 750-foot buffer of a wellhead. The Environmental Quality Division (EQD) reviewed the application for possible impacts and the complete review is provided below.

EQD Review Summary: A query of COJ's MYJAX System finds that there are no known current or historical water well issues at these locations. These addresses/parcels (Re # 100518 0000, 100520 0000) are located within a Wellhead Protection Area (WHPA). The WHPA is Yukon Road. A query of Technical Services Risk Prediction Model finds no items of interest on these parcels. Please note the Risk Prediction Model is not complete for Duval County or all inclusive for all contamination issues.

The Groundwater Resource Section has (0) no files/records that indicate there are wells located on the 4520 and 4552 120th Street sites. EQD has knowledge of a DCHD Potable well FLUWID # AAM9185 as being on parcel 100520 0000. However, the Groundwater Resource Section well inventory is not complete for Duval County. Any information provided must be field checked by the requesting party for reliability. Water well information is also maintained by the Duval County Health Department (DCHD) and the St. Johns River Water Management District (SJRWMD).

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.3 The City shall implement the Wellhead Protection Ordinance to protect its potable water supply source. Improperly constructed or maintained

Hawthorne Group and Floridan Aquifer private wells in proximity to a Public Potable Water well within Duval County are potentially harmful to the drinking water supply of the City of Jacksonville. A Pathway Focused Approach to prevent migration of contamination from the shallow aquifer into the Floridan aquifer is reasonable and prudent to protect public water supplies. The intent of this policy is to protect and safeguard the health, safety and welfare of the residents of Duval County by establishing a Pathway Focused Approach to wellhead protection that safeguards the Floridan aquifer from intrusion of any contaminants that may jeopardize present and future public water supply wells.

Within Wellhead Protection Areas, the following shall apply:

1. Within a 500-foot radius around an existing Public Potable Water well, those actions and uses established by the Florida Department of Environmental Protection in Rule 62-521.400, Fla. Admin. Code shall be prohibited.
2. Pursuant to Chapter 366 City of Jacksonville Municipal Code, no existing private wells shall be deepened and no new wells shall be constructed within designated Wellhead Protection Areas that penetrate a portion of the Hawthorne Group or the Floridan Aquifer without first obtaining a well construction permit from the City of Jacksonville Environmental Quality Division (EQD) as provided in Environmental Protection Board Rule 8 and including a review of areas of known contamination at or near the proposed or existing well location. All new wells within such areas must be fully grouted.
3. Pursuant to Chapter 366 City of Jacksonville Municipal Code, abandonment of existing wells shall be in accordance with applicable SJRWMD requirements and a copy of the plugging and abandonment report shall be submitted to the EQD.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 24, 2021, the required notices of public hearing signs were posted. Eleven (11) 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 Information Meeting was held on August 16, 2021. No members of the public attended to speak on the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

- 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 1.1.5 The amount of land designated for future development should provide for a balance of uses that:
A. Fosters vibrant, viable communities and economic development opportunities;
B. Addresses outdated development patterns;
C. Provides sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.
- Policy 1.1.21 Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

Policy 2.5.1 Continue to regulate development in approach zones to airport runways in accordance with the Federal Aviation Authority (FAA), Florida Department of Transportation (FDOT), and United States Military Air Installation Compatible Use Zones (AICUZ) and local land development regulations in order to protect the safety and welfare of property owners, residents and businesses in the community.

Policy 2.5.4A Within the APZ 1 area depicted on Map L-22, the City will limit new residential development to the development number, density and intensity existing by right pursuant to the zoning code and comprehensive plan as of March 27, 2007, and allows only limited non-residential development consistent with the Instruction Manual, subject to conditions regarding disclosure and noise attenuation in construction. All building permit applications will be provided to the U.S. Navy. For new subdivisions located partially or wholly within APZ 1, clustering of residences will be required to eliminate or minimize development in APZ 1. As listed in the Instruction Manual, mobile home parks, hospitals, motels, churches, schools and similar uses are not allowed.

Policy 2.5.4B Within the APZ 2 area depicted on Map L-22, the City does not permit single family residential density greater than 2 dwelling units per acre. Residential structures that are unable to achieve a 30 decibel (dB) noise level reduction are not permitted. Uses not allowed in APZ 1 may be allowed in APZ 2, however they too are subject to conditions regarding disclosure and noise attenuation in construction. As listed in the Instruction Manual, mobile home parks, hospitals, motels, churches, schools and similar uses are not allowed.

Policy 2.5.6 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on Map L-22.

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.

Pending Property Rights Element (Ordinance 2021-334)

Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.

Policy 1.1.2 The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the FLUE, the Community/General Commercial (CGC) land use designation is intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns.

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 on the Highway Functional Classification Map is preferred; except for sites located within the DIA's jurisdictional boundaries.

The subject site is surrounded by a variety of uses, including an RV and mobile home park, an archery club, a restaurant, and a bar to the north. East of the subject site is the CSX Railroad and further east, across Roosevelt Boulevard, is the Jacksonville Naval Air Station (NAS Jax). Abutting the subject site to the south and to the west are existing industrial uses. The proposed amendment to Light Industrial would be consistent and compatible with the character and development pattern of the industrial uses abutting the subject site to the south and west and the nearby CSX railroad to the east. Therefore the proposed amendment is consistent with Goals 1 and 3, Objective 3.2, and Policies 3.2.1 and 3.2.7 of the FLUE.

The subject site is located within APZ 1 and 2 for NAS Jax, as previously mentioned. Since the proposed amendment is for a non-residential use, there will be no impact on proposed density for the site. However, development may be subject to conditions regarding disclosure and noise attenuation in construction. As such, all building permit applications will be provided to the U.S. Navy, pursuant to FLUE Policies 2.5.4A and 2.5.4B. Additionally, the entire site is within an airport environment notice zone, and as such, the City requires disclosure of airport proximity to prospective owners or lessees, consistent with FLUE Policy 2.5.6. Implementation of these regulations is consistent with FLUE Objective 2.5 and Policy 2.5.1.

The proposed amendment to LI would increase the amount of land designated for industrial uses, fostering economic development within the City. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

Vision Plan

The subject property is located within the boundaries of the *Southwest Jacksonville Vision Plan*. While the vision plan does not make any specific recommendations for the subject site, Theme 6 of the Vision Plan encourages the continued cooperation between the City and the Navy in planning the proposed uses surrounding NAS Jax. The proposed amendment was forwarded to the Navy for review and comment to coordinate planning efforts between the City and the Navy. The Navy has discussed the proposed application with the applicants and has no additional comments for the proposed Land Use Amendment. Therefore the proposed development is consistent with the Southwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following 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 expansion of an existing businesses 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.

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP

