



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32203
(904) 630-CITY

www.Jacksonville.gov

April 18, 2024

The Honorable Ronald B. Salem, Pharm. D., President
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2024-223/Application No. L-5904-24C

Dear Honorable Council President Salem, Honorable Council Member and LUZ Chairman Carrico 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 2024-223 on April 18, 2024.

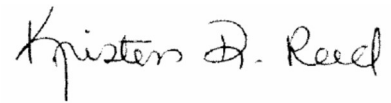
P&DD Recommendation APPROVE
PC Issues: None
PC Vote: 6-0 APPROVE

Charles Garrison, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Absent
Julius Harden	Aye
Moné Holder	Absent
Ali Marar	Absent
Michael McGowan	Aye
Jack Meeks	Aye
Tina Meskel	Aye

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

Planning Commission Report
April 18, 2024
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Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive style with a large initial 'K'.

Kristen D. Reed, AICP

Chief of Community Planning Division

City of Jacksonville - Planning and Development Department

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Jacksonville, FL 32202

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – April 12, 2024

Ordinance/Application No.: 2024-223 / L-5904-24C

Property Location: 0 Beaver Street West, between Otis Road and US Highway 301 North

Real Estate Number(s): 001735-0070

Property Acreage: 15.72

Planning District: District 4, Southwest

City Council District: District 12

Applicant: Curtis Hart

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Light Industrial (LI) (2.72 acres) and Recreation and Open Space (ROS) (13.0 acres)

Current Zoning: Commercial Community/General-1 (CCG-1)

Proposed Zoning: Industrial Light (IL) (2.72 acres) and Recreation and Open Space (ROS) (13.0 acres)

Development Boundary: Suburban Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Property is adjacent to AGR and ROS. The proposed change from CGC to LI and ROS would be compatible with the area.

BACKGROUND

The 15.72 acre subject site is located in the northwest corner of the intersection of Otis Road, a collector road, and Beaver Street West (US-90), a minor arterial road. The site is currently undeveloped. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) to Light Industrial (LI) and Recreation and Open Space (ROS) to allow for industrial and recreational uses. The applicant is also proposing a companion rezoning from Commercial Community/General-1 (CCG-1) to Industrial Light (IL) and Recreation and Open Space (ROS). The companion

rezoning application, which is pending concurrently with this application, pursuant to Ordinance 2024-224.

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

North: Land Use: Agriculture (AGR)
 Zoning: Agriculture (AGR)
 Property Use: Single-family, Undeveloped

South: Land Use: Commercial/Community General (CGC), Recreation and Open Space (ROS)
 Zoning: Commercial Community/General-1 (CCG-1), Public Buildings and Facilities -1 (PBF-1), Planned Unit Development (PUD)
 Property Use: Vacant, Single family, SCL Railroad, Pope Duval Park

East: Land Use: CGC,
 Zoning: CCG-1, Residential Rural – Acre (RR-Acre)
 Property Use: Single-family, Undeveloped

West: Land Use: AGR, ROS
 Zoning: AGR, Recreation and Open Space (ROS), PUD
 Property Use: Undeveloped, Borrow Pit

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.

Impact Assessment Baseline Review

Development Analysis		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Beaver Street (US-90) – Minor Arterial and Otis Road – Collector	
Plans and/or Studies	Southwest Jacksonville Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Industrial and Recreational
Land Use / Zoning	Current: CGC / CCG-1 (15.72 acres)	Proposed: LI / IL (2.72 acres) and ROS / ROS (13.0 acres)

Development Analysis		
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 15 DU/Acre	Proposed: LI: 0.4 FAR ROS: 0.15 FAR
Development Potential	Current: Scenario 1: 239,667 Sq. Ft. Scenario 2: 235 DUs	Proposed: LI : 47,393 Sq. Ft. ROS: 84,942 Sq. Ft.
Net Increase or Decrease in Maximum Density	Scenario 1: Not applicable Scenario 2: Decrease of 235 DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 107,332 Sq. Ft. Scenario 2: Increase of 132,335 Sq. Ft.	
Population Potential	Current: Scenario 1: Not applicable Scenario 2: 552 people	Proposed: Not applicable
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	300 foot height and hazard zone for OLF Whitehouse, Herlong Airport, and Cecil Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low and High	
Historic District	No	
Coastal High Hazard Area	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0-4 inches	
Wellhead Protection Zone	No	
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 per application; No water mains available per infrastructure map	
Potential Water Impact	Scenario 1 : Decrease of 10,268 gallons per day Scenario 2 : Decrease of 53,509 gallons per day	
Sewer Provider	JEA per application; No sewer mains available per infrastructure map	

Development Analysis	
Potential Sewer Impact	Scenario 1 : Decrease of 7,701 gallons per day Scenario 2 : Decrease of 40,132 gallons per day
Potential Solid Waste Impact	Scenario 1 : Decrease 236 tons per year Scenario 2 : Decrease of 464 tons per year
Drainage Basin/Sub-basin	Brady/Yellow Branch / Brandy Branch
Recreation and Parks	Pope Duval Park
Mass Transit Access	No
Natural Features	
Elevations	83 - 86 feet
Land Cover	1100: Residential Low Density 4110: Pine Flatwoods
Soils	32- Leon Fine Sand
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	Not Applicable

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 not provided a JEA Availability Letter. According to infrastructure maps, there are no JEA sewer or water lines within one quarter of a mile of the subject site.

According to Florida Statutes 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. The applicant should contact the Florida Department of Environmental Protection for additional information.

Future Land Use Element

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where 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. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 15.72 acres and is accessible from Beaver St W (SR 90), a minor arterial. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 5. The applicant proposes to change the existing land use from Community/General Commercial (CGC) to Light industrial (LI) and Recreation and Open Space (ROS).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with the most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

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.

Objective 2.4 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 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.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 6,830 or 1,584 depending on the scenario. If the land use is amended to allow for this proposed LI/ROS development, this will result in 241 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 0 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer and FDOT to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	823	239,667 SF	T = 37.01 (X) / 1000	8,870	2,040	6,830
				Total Trips for Existing Land Use- Scenario 1		6,830
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	220	235 MF DUs	T = 6.74(X)	1,584	0	1,584
				Total Trips for Existing Land Use- Scenario 2		1,584
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	710	47,393 SF	T = 4.87 (X) / 1000	231	0	231
ROS	411	84,942 SF (13 acres)	T = .78 (X)	10	0	10
				Total Trips for Proposed Land Use- Scenario		241
				Scenario 1 Difference in Daily Trips		0
				Scenario 2 Difference in Daily Trips		0

Source: Trip Generation Manual, 11th Edition, Institute of Engineers

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low 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 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Airport Environment Zone

The site is located within the 300-foot Height and Hazard Zones for the Outlying Field – Whitehouse (OLF-Whitehouse), Herlong Recreational Airport, and Cecil Airport. Zoning will limit development to a maximum height of 300 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 2.6 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 in accordance with the requirements of Section 163.3177, F.S.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or

obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protection. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR)

Policy 1.2.3 The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridan Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

Policy 1.2.7 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridan Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridan Aquifer Recharge GIS grid coverage.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 28, 2024, the required notices of public hearing signs were posted. Seventeen (17) 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 April 1, 2024. No members of the public attended to speak on the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2045 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 defined in this Plan.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness 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 1.1.21 Rezoning and 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 and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

A. Foster vibrant, viable communities and economic development opportunities;

B. Address outdated development patterns; and/or

C. Provide 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.

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.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where 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. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

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 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 encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

Property Rights Element (PRE)

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 Future Land Use Element (FLUE), Community/General Commercial (CGC) is a category 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. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods. Transit-Oriented Developments (TOD), as defined in this element, are encouraged when in close proximity to an existing or planned JTA premium transit station.

Light Industrial (LI) is a category which provides for the location of industrial uses that are able to be performed in such a manner as to control the external effects of the process, such as smoke, noise, soot, dirt, vibration, odor, etc. Uses within this category, other than outside storage, shall be conducted within an enclosed building. Generally, light industrial uses involve materials that have previously been prepared, or raw materials that do not need refining. These uses do not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building or on the site in which the activity takes place. Site access to roads classified as collector or higher on the Highway Functional Classification Map is preferred.

Recreation and Open Space (ROS) is a category which includes lands used for activities that are associated with outdoor recreation. The FLUMs depict major existing recreational facilities only since neighborhood scale recreational areas are allowed as secondary uses within the residential and commercial categories. The location of new recreational facilities will be guided by the provisions of this and other elements of the Comprehensive Plan. Recommendations in the more specific planning district, neighborhood or functional plans will also be considered in siting future recreational facilities.

The applicant is proposing a change from CGC to LI and ROS to allow for industrial and recreational uses. The northern portion of the subject site abuts undeveloped property designated as Agriculture and ROS, while the southern portion of the subject site has single family to the west and undeveloped land to the east, designated as CGC. The site is located within the boundaries of the Suburban Area and the proposed amendment to ROS would be an extension of the existing ROS to the west of the subject site. Additionally, the site is located across Beaver Street West (US-90) from Pope Duval Park. Therefore, the amendment to ROS would allow for a logical transition of densities and intensities of uses between the neighboring ROS and AGR designated areas, consistent with FLUE Goal 1 and Policies 1.1.21 and 1.1.22.

The Beaver Street Corridor is characterized by a mix of residential and non-residential uses including Light and Heavy industrial. The area of the amendment proposed to change to LI abuts Beaver Street West and Otis Road. Beaver Street West is classified as a minor arterial road and Otis Road is classified as a collector road. The Beaver Street Corridor is traveled heavily by trucks and industrial traffic. The proposed change to LI abutting Beaver Street West would maintain the existing development pattern along the corridor and would be buffered from the Agriculture designated land to the north by the proposed ROS portion of the site. Additionally, any industrial uses in the LI land use category must occur within an enclosed building, with the exception of outdoor storage. Therefore, the proposed amendment would maintain compatibility with the surrounding area, while providing additional industrial land to serve the future growth needs of the City, consistent with FLUE Goal 3, Objective 3.2, and Policies 1.1.21, 1.1.22, and 3.2.1.

The applicant has not provided a JEA Availability Letter. According to infrastructure maps, there are no JEA sewer or water lines within one quarter of a mile of the subject site. In accordance with FLUE Policy 1.2.8, the proposed development will not be required to

connect to water and sewer at this time, if JEA confirms that services are not available. Additionally, according to Florida Statutes 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. The applicant should contact the Florida Department of Environmental Protection for additional information.

The proposed small-scale amendment would increase the amount of industrial and recreational designated land available to further meet the goal of meeting or exceeding the amount of land required to accommodate anticipated growth. Additionally, the property is underutilized vacant land and is considered infill redevelopment. Thus, the proposed amendment is consistent with FLUE Policy 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, within what the plan refers to as the Rural Area and within the Rural/Conservation Character Area. Theme 2 of the Vision Plan recommends organizing growth and economic activity, while maintaining the rural character of the area. The proposed amendment to ROS and LI would allow for growth while maintaining the existing rural character of the area. Therefore, the proposed amendment is consistent with Theme 2 of the Southwest Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Transportation Subject Area:

Objective: Integrated planning: The link between land use, resources, and mobility

Policy 4: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Maintenance of a diversity of land use in the Region.
- Infill and redevelopment.

The proposed land use amendment would increase opportunities for industrial development, helping to maintain a diversity of land use in the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP

