



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

July 1, 2024

The Honorable Randy White, 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. 2024-404/Application No. L-5930-24C

Dear Honorable Council President White, 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 2024-404 on June 20, 2024.

P&DD Recommendation APPROVE

PC Issues: Commissioner Meeks expressed concern about traffic related to a school on nearby Celery Avenue and how that would affect the pickup/dropoff of school children.

PC Vote: 6-0 APPROVE

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

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

Sincerely,



Helena A. Parola, MAURP
Acting Chief of Community Planning
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – June 14, 2024

Ordinance/Application No.: 2024-404 / L-5930-24C

Property Location: 302 and 306 Center Avenue, between Center Avenue and Celery Avenue.

Real Estate Number(s): 006727 0000, 006727 0010

Property Acreage: 1.89 Acres

Planning District: District 5, Northwest

City Council District: District 12

Applicant: Chris Hagan

Current Land Use: Low Density Residential (LDR)

Development Area: Urban Development Area

Proposed Land Use: Light Industrial (LI)

Current Zoning: Rural Residential-Acre (RR-Acre)

Proposed Zoning: Industrial Light (IL)

RECOMMENDATION: *Approve*

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

There is LI across the street (Center Avenue) and all along the east side of Center Avenue. To the south of RE 006727 0010 (306 Center Avenue) is also LI.

BACKGROUND

The 1.89-acre subject site is located at 302 and 306 Center Avenue, between Center Avenue and Celery Avenue. According to the City’s Functional Highways Classification Map, both roads are unclassified.

The subject site includes single-family residential homes. The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Low Density Residential (LDR) to Light Industrial (LI) to allow the applicant’s intended use of the property for unspecified light industrial uses. A companion rezoning has been filed and is pending concurrently with

the land use amendment, via Ordinance 2024-405, to change the zoning district of the site from Rural Residential-Acre (RR-Acre) to Industrial Light (IL).

Four similar amendments from LDR to LI have been approved in the past few years. Across Center Avenue pursuant to Ordinances 2023-361-E, west of the site on General Avenue pursuant to Ordinances 2023-119-E, and south of the site pursuant to Ordinances 2022-479-E and 2023-119-E.

The application site is surrounded by LDR and LI land uses and is located within the Industrial Situational Compatibility Zone.

The adjacent land use categories, zoning districts and property uses of the land use amendment site are as follows:

North: Land Use: Light Industrial (LI), Heavy Industrial (HI), and Low Density Residential (LDR)
Zoning: Industrial Light (IL), Industrial Heavy (IH), Rural Residential-Acre (RR-Acre) and Public Buildings and Facilities-2 (PBF-2)
Property Use: Mineral processing, Vacant, Church, Open Storage, Single-Family Residential, Office, Railroad tracks, and Warehouse.

South: Land Use: LI, LDR and CGC
Zoning: IL, Industrial Business Park (IBP), Residential Low Density-60 (RLD-60) and Planned Unit Development (PUD)
Property Use: Single-Family Residential, Vacant, Hotel, Restaurant, and Office.

East: Land Use: HI, LI, and LDR
Zoning: IL, IBP, and IH
Property Use: Single-Family Residential, Open Storage, and Service Garage

West: Land Use: LDR and LI
Zoning: RR-Acre and IL
Property Use: Single-Family and Multi-Family Residential

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 potential as shown in this section.

Land Use Amendment Impact Assessment - Application Number L-5930-24C

Development Analysis		1.89 Acres
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	Center Avenue – Local Road.	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Residential	Proposed: LI Uses
Land Use / Zoning	Current: LDR / RR-Acre	Proposed: LI / IL
Development Standards for Impact Assessment	Current: 5 DU / Acre	Proposed: 0.4 FAR
Development Potential	Current: 9 SF DU	Proposed: 32,931 sq. ft.
Net Increase or Decrease in Maximum Density	Decrease of 9 SF DU	
Net Increase or Decrease in Potential Floor Area	Increase of 32,931 sq. ft.	
Population Potential	Current: 23 People	Proposed: N/A
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	No	
Airport Environment Zone	OLF Whitehouse – 150', Military Notice Zone, OLF Whitehouse Lighting Regulation Zone	
Industrial Preservation Area	Situational Compatibility	
Cultural Resources	None	
Archaeological Sensitivity	Low Sensitivity	
Historic District	No	
Coastal High Hazard	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	75 Net New Daily Trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Increase of 1,201 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 901 gpd	
Potential Solid Waste Impact	Increase of 78.69 tons per year	

Development Analysis		1.89 Acres
Drainage Basin/Sub-basin	Drainage Basin: Ortega River Drainage Sub-basin: Ortega River	
Recreation and Parks	Whitehouse Park	
Mass Transit Access	None	
Natural Features		
Elevations	80' to 84' above mean sea level	
Land Cover	1100: Residential, low density 2150: Field crops	
Soils	32 – Leon fine sand, 0% to 2 % slopes	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	N/A	

Utility Capacity

The calculations to determine the water and sewer flows contained in this report 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. The method of calculating water and sewer flows to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

According to a JEA Availability Letter dated April 19, 2024, there is an existing 8-inch water main within General Avenue right-of-way and an existing 4-inch sewer force main within General Avenue right-of-way.

The applicant indicated in the application that the site would be served by JEA water and sewer. 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.

Policy 1.2.9 Development within the Rural Development Area is permitted where connections to centralized potable water and/or wastewater are not available subject to the condition that the minimum lot size shall be one (1) acre of unsubmerged property.

Transportation

The subject site is 1.89 acres and is accessible from Center Ave, a local facility. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 5. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Light Industrial (LI).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with 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 LDR land use would result in 85 daily trips. If the land use is amended to allow for this proposed LI development, this will result in 160 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 75 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 to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LDR	210	9 SF DUs	T= 9.43 (X)	85	0	85
				Total Trips for Existing Land Use- Scenario		85
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	110	32,931 SF	T = 4.87 (X) /1000	160	0	160
				Total Trips for Proposed Land Use- Scenario 1		160
Scenario 1 Difference in Daily Trips						75

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

Airport Environment Zone

The site is located within the 150-foot Height and Hazard Zone for OLF Whitehouse and Cecil Field. Zoning will limit development to a maximum height of 150-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.

Military Notice Zone

The site is also located in a Military Influence Zone for OLF Whitehouse and Naval Air station Jacksonville. Known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the one hundred fifty (150) foot Height and Hazard Zone or inner horizontal and conical surface zones as shown on the Military and Civilian Influence Zones. They apply to NAS Jacksonville, NS Mayport and OLF Whitehouse.

Policy 2.6.14 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 the Military and Civilian Influence Zones Map.

OLF Lighting Regulation Zone

Additionally, this site is in the Lighting Regulation Zone for OLF Whitehouse. In accordance with 656.1005.2(d)(6), all artificial lighting equipment, including but not limited to flood lights and search lights, whether temporary or permanent installations, shall have positive optical controls so that no light is emitted above the horizontal plane. No building permit shall be granted in this zone unless this requirement has been met.

Policy 2.6.15 In cooperation with the US Military and to preserve the utility of the field for simulated night carrier landings or related missions, the City has designated, through the land development regulations, a lighting regulation zone around Outlying Field (OLF) Whitehouse, requiring that all artificial lighting equipment have positive optical control so that no light is emitted above the horizontal plane. The United States Military

has requested this special designation for OLF Whitehouse because of its special fleet carrier landing practice mission.

Industrial Zones

The subject property is in an area identified on the Industrial Preservation Map as an Industrial Situational Compatibility Zone. Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map as areas that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements. Industrial uses are crucial to the long-term economic well-being of the City and these areas are presumed to be appropriate for land use map amendments to industrial categories, subject to FLUE Objective 3.2 and supporting policies as well as other applicable objectives and policies.

Future Land Use Element

Policy 3.2.18 The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.

Policy 3.2.22 The area shown on the Industrial Preservation Map 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 3.2.24 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map, lands designated Heavy Industrial, Light Industrial or Water Dependent/Water Related on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for development that supports and is compatible with nearby industrial uses.

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 1.2.2 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on May 31, 2024, the required notices of public hearing signs were posted. Fourteen (14) 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 June 3, 2024. No members of the public were in attendance.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the city that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is 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 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 1.1.7 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

Policy 1.1.21 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. 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.

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 1.2.8 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.

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.

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.

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 Category Descriptions of the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Urban Development Area is intended to provide for low-density residential development. The maximum gross density in the Urban Area shall be 7 units/acre when centralized potable water and wastewater services are available to the site.

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.

The subject site is within an Industrial Situational Compatibility Zone. Pursuant to FLUE Policy 3.2.30, sites within such zones 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. The proposed amendment to LI would provide an extension to the abutting LI land to the east and south and is consistent with industrial trends of the area. Development of the amendment site will be required to comply with enhanced buffering requirements for sites located within the Industrial Situational Compatibility Overlay as outlined in the Zoning Code. Additionally, the site fronts Center Avenue, a road that currently serves light and heavy industrial uses. Therefore, the amendment to LI is consistent with FLUE Goal 1, Objective 3.2, and Policies 1.1.7 and 3.2.30.

According to a JEA Availability Letter dated April 19, 2024, there is an existing 8-inch water main within General Avenue right-of-way and an existing 4-inch sewer force main within General Avenue right-of-way. The applicant indicated in the application that the site would be served by JEA water and sewer. Therefore, the amendment complies with FLUE Policy 1.2.8.

The proposed amendment would provide additional LI designated land near existing industrial areas and in an area designated for future industrial uses pursuant to the Industrial Situational Compatibility Overlay. The small-scale amendment to take approximately 1.89 acres from LDR to LI would support real estate market flexibility for industrial uses. Therefore, the proposed amendment is consistent with FLUE Policies 1.1.21 and 3.2.1.

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 Consistency

The application site lies within the boundary of the Northwest Vision Plan. The plan does not identify specific recommendations for the subject site. A focus of the plan is to create centers to increase development and redevelopment within the district while protecting existing neighborhoods. The proposed amendment will be required to comply with enhanced buffering requirements for sites located within the Industrial Situational Compatibility Overlay as outlined in the Zoning Code and the amendment is consistent with the existing land use pattern and established character of the area. Therefore, the amendment is consistent with the Vision Plan.

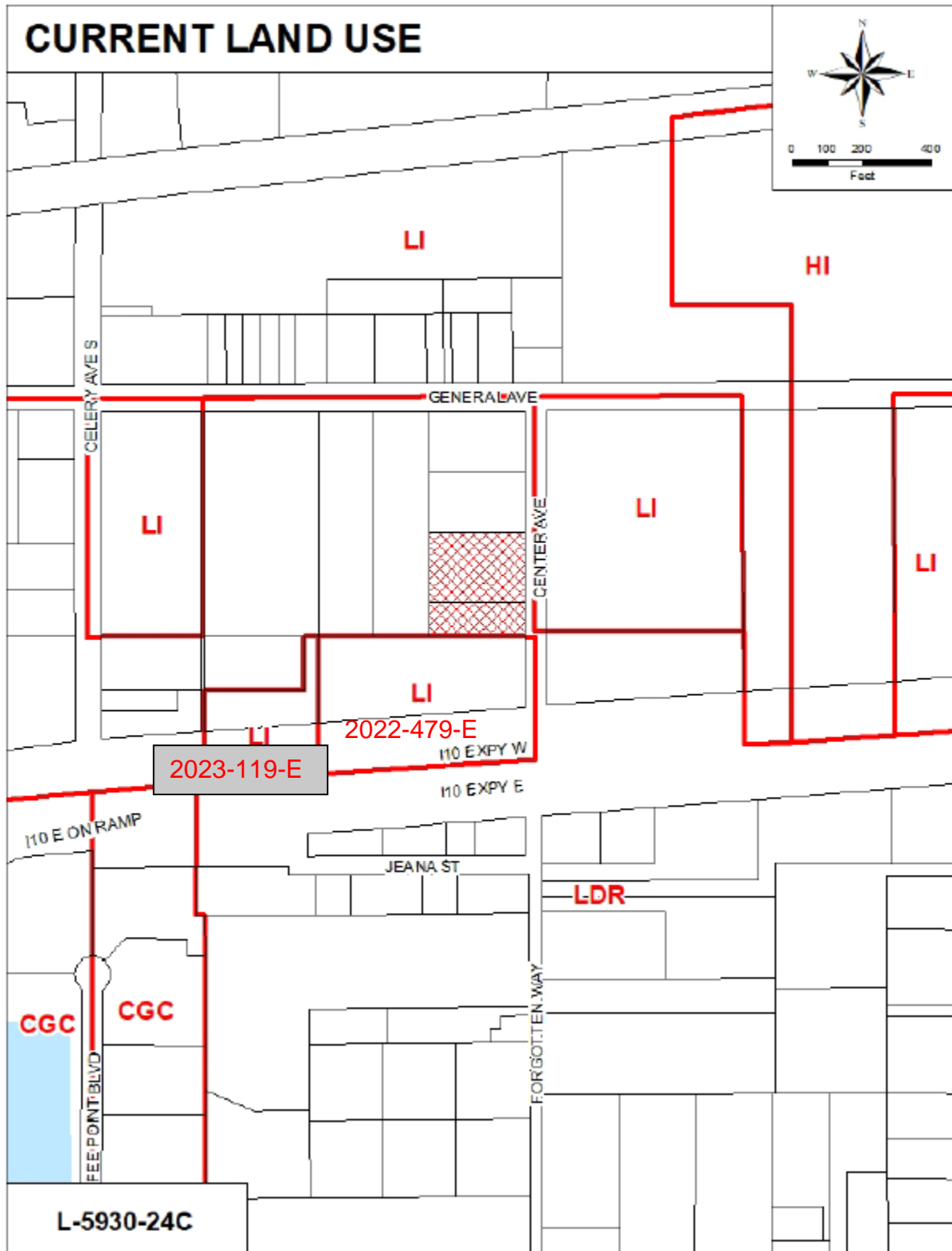
Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan, Economic Development Element:

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 northwest Florida region.

The proposed land use amendment to LI 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.

CURRENT LAND USE AMENDMENT MAP



LAND USE AMENDMENT LAND UTILIZATION MAP

