

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY
www.coj.net

February 4, 2021

The Honorable Tommy Hazouri, President
The Honorable Michael Boylan, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2021-005/Application No. L-5489-20C

Dear Honorable Council President Hazouri, Honorable Council Member and LUZ Chairman Boylan 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 2021-005 on February 4, 2021.

P&DD Recommendation

APPROVE

PC Issues:

There were two speakers in opposition, one of which represents the Northwest CPAC. They raised concerns about the blighting impacts of non-residential development on nearby residential properties, the fact that there are sufficient commercial uses to serve the area and the need to defer the item to give the community more time to consider and respond to the amendment request. The speakers also indicated that the heavy vegetation currently on the site serves as a buffer to mitigate the impacts of truck traffic on MLK Parkway.

The Planning Commission noted that the site better suited for commercial uses, the need for commercial uses that can help address the needs of residents in food deserts, and the fact that the current LDR land use allows commercial uses as secondary uses.

PC Vote: 6-0 APPROVE

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

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

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
KReed@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment –January 29, 2021

Ordinance/Application No.: 2021-5 / L-5489-20C

Property Location: 0, 3124, 3134 Canal Street North

Real Estate Number(s): 084320-0000, 084321-0000, 084322-0000, 084323-0010

Property Acreage: 1.46 acres

Planning District: District 5

City Council District: Council District 9

Applicant: Paul Harden, Esquire

Current Land Use: LDR

Proposed Land Use: NC

Development Area: Urban

Current Zoning: RLD-60

Proposed Zoning: PUD

RECOMMENDATION: **Approve**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop as a neighborhood commercial site at an infill location.

BACKGROUND

The subject site consists of four (4) parcels totaling 1.46 acres located on the west side of Canal Street at the intersection of Martin Luther King Jr. Parkway. According to the Functional Highway Classification System Map, Canal Street is a collector road and Martin Luther King Jr. Parkway is a principal arterial road. The site is also located in the Urban Development Area, Planning District 5, and Council District 9. Additionally, the land use amendment site is located within the boundaries of the Northwest Jacksonville Vision Plan.

The applicant is proposing a land use amendment from Low Density Residential (LDR) to Neighborhood Commercial (NC) on the 1.46-acre parcel on the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan. A companion rezoning is pending concurrently with this application to change the zoning district from Residential Low Density-60 (RLD-60) to a Planned Unit Development (PUD) pursuant to Ordinance 2021-6.

The proposed amendment site is located just north of Martin Luther King Parkway on the west side of Canal Street and just south of 23rd Street West. The four lots comprise the eastern half of the block. Directly across Canal Street is a city owned retention pond. The property on the east side of Canal Street is designated Light Industrial (LI) and is within the Industrial Situational Compatibility Zone.

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

North: Land Use: LDR
Zoning: RLD-60
Property Use: Single family homes

South: Land Use: Light Industrial (LI)
Zoning: Industrial Light (IL)
Property Use: Warehouse

East: Land Use: LI
Zoning: IL
Property Use: retention pond, warehouse

West: Land Use: LDR
Zoning: RLD-60
Property Use: Single family homes, vacant

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	Urban	
Roadway Frontage Classification / State Road	Canal Steet –collector, MLK Parkway - principal	
Plans and/or Studies	Northwest Jacksonville Vision Plan	
Site Utilization	Current: vacant	Proposed: commercial
Land Use / Zoning	Current: LDR/RLD-60	Proposed: NC/PUD
Development Standards for Impact Assessment	Current: 5 DU per acre	Proposed: Scenario 1: 0.45 FAR Scenario 2: 90% residential (23 DU per Acre) and 10% non-residential (0.45 FAR)
Development Potential	Current: 7 DU	Proposed: Scenario 1: 28,618.92 sq. ft. Scenario 2: 30 DU and 2,861.89 sq. ft.
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease 7 DU Scenario 2: Increase 23 DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase 28,618.92 sq. ft. Scenario 2: Increase 2,861.89 sq. ft.	
Population Potential	Current: 18 people	Proposed: Scenario 1: Not Applicable Scenario 2: 91 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	500 foot height and hazard zone Herlong Recreational Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: 1,309 net new trips Scenario 2: 278 net new trips	
Potential Public School Impact	Scenario 1: Not Applicable Scenario 2: 9 students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 431.05 gallons per day Scenario 2: Increase of 7,446.1 gallons per day	

Development Analysis	
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 323.29 gallons per day Scenario 2: Increase of 5,584.6 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 27.59 tons per year Scenario 2: Increase of 87.77 tons per year
Drainage Basin/Sub-basin	Trout River/ Moncrief Creek
Recreation and Parks	Johnnie Walker Park
Mass Transit Access	Route 22
Natural Features	
Elevations	21 feet
Land Cover	4340 Upland mixed coniferous/hardwood
Soils	69 Urban Land
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 submitted a JEA availability letter with the companion rezoning application. According to the JEA letter, dated January 28, 2020 there is no availability on the water main that abuts the property. There is an existing 6-inch water line within the 23rd Street W. right-of-way. The lots will require water main construction in the right-of way on Canal Street. There is an existing 8-inch gravity sewer main within the 23rd Street W right-of-way. If gravity flow cannot be achieved, then the connection to the JEA sewer system will require the design and construction of an onsite privately owned and maintained pump station and a JEA dedicated force main.

Future Land Use Element

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Planning and Development Department, and determined that the proposed amendment from LDR to NC has the development potential under scenario 1

as 100% non-residential and under scenario 2 as 90% residential and 10% non-residential. If the land use is amended to NC, development could result in 1,309 new net vehicular trips under scenario 1 and an increase of 278 new net vehicular trips under scenario 2. This analysis is based upon the comparison of what potentially could be built on that site versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

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

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that the City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

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

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

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

transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 9.

The subject site is accessible via Canal Street North, a 4-lane collector facility operating at 61% of its service volume capacity and is located north of Martin Luther King Jr. Parkway. Martin Luther King Jr. Parkway is a 4-lane divided principal arterial facility. The first scenario (100% commercial) of the NC development would potentially have significant impacts on the external roadway network. The Transportation Planning Division recommends ongoing coordinating efforts with the COJ Traffic Engineer Division to ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment.

Airport Environment Zone

The site is located within the 500 foot Height and Hazard Zone for the Herlong Airport. Zoning will limit development to a maximum height of less than 500 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.

School Capacity

The Planning and Development Department determined that the proposed amendment from LDR to NC has the development potential under scenario 1 as 100% non-residential and under scenario 2 as 90% residential with 10% non-residential uses. Under scenario 2, the proposed amendment could result in development of 23 multi-family dwelling units.

The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the

area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

- Elementary School
 - Concurrency Service Area (CSA) 1
 - 2020/2021 enrollment: 11,075
 - Current utilization: 56%
 - New student development from amendment: 5
 - 5-year utilization: 63%
 - Available seats in CSA 1: 5,916
 - Available seats in adjacent CSA(s): 2 and 7 is 7,703

- Middle School
 - CSA 1
 - 2020/2021 enrollment: 8,454
 - Current utilization: 87%
 - New student development from amendment: 2
 - 5-year utilization: 90%
 - Available seats in CSA 1: -85*
 - Available seats in adjacent CSA(s): 2 and 7 is 245

*This number includes reservations within CSA 1.

- High School
 - CSA 1
 - 2020/2021 enrollment: 8,520
 - Current utilization: 84%
 - New student development from amendment: 2
 - 5-year utilization: 76%
 - Available seats in CSA 1: 2,758
 - Available seats in adjacent CSA(s): 2 and 7 is 1,008

The analysis of scenario 2 residential development reveals that at the middle school level, CSA 1 is over capacity. However, there is capacity available in the adjacent CSAs, 2 and 7.

Public School Facilities Element

Policy 2.3.2 The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of

comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

Supplemental School Information

The following additional information regarding the capacity of the assigned neighborhood schools is provided by the Duval County School Board. This information is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

- Carter G. Woodson Elementary School
 - CSA 1
 - Amendment student generation: 5
 - School Capacity including permanent spaces and portables: 598
 - Current enrollment 20 day county for 2020/2021: 324
 - Percent Occupied: 54%
 - 4-year projection: 70%

- Matthew Gilbert Middle School
 - CSA 1
 - Amendment student generation: 2
 - School Capacity including permanent spaces and portables: 787
 - Current enrollment 20 day county for 2020/2021: 836
 - Percent Occupied: 106%
 - 4-year projection: 48%

- William Raines High School
 - CSA 1
 - Amendment student generation: 2
 - School Capacity including permanent spaces and portables: 1,817
 - Current enrollment 20 day county for 2020/2021: 1,483
 - Percent Occupied: 82%
 - 4-year projection: 82%

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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 13, 2021, the required notices of public hearing signs were posted. Twenty-one (21) 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 January 19, 2021 for the adoption of the small-scale land use amendment. One member to the public attend but did not speak, they just wanted to hear about the project.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

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 Urban Priority Area (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 further described in each land use plan category.

- Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.
- 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 for 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 1.1.11 Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate

commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

- 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.
- 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 1.2.9** Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.
- 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 3.2.6 The City shall encourage neighborhood commercial uses to be located within one quarter mile of the intersections of roads classified as collector or higher on the Functional Highway Classification Map, except when such uses are an integral component of a mixed-use development, Traditional Neighborhood Development (TND), Transit Oriented Development (TOD), Rural Village or similar development. The City should prohibit the location of neighborhood commercial uses interior to residential neighborhoods in a manner that will encourage the use of local streets for nonresidential traffic.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

LDR in the Urban Area is intended to provide for low-density residential development. Plan amendment requests for new LDR designations are preferred in locations which are supplied with full urban services. Density shall be up to seven (7) dwelling units per acre.

Plan amendment requests for new NC designations are preferred in locations which are supplied with full urban services; which abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are compatible with adjacent residential neighborhoods. Sites with two or more property boundaries on transportation rights-of-way will be considered preferred locations.

The Comprehensive Plan encourages non-residential development to be located along corridors and particularly at commercial nodes along the corridor. The proposed amendment to NC is for a site that is located at the intersection of two roadways that are classified as collector or higher on the Functional Highway Classification Map of the 2030 Comprehensive Plan. The location of the property does not encourage the use of local streets interior to the residential neighborhood to the west. The site provides for a balance of residential and commercial uses and fosters a viable community as well as economic development opportunities. Therefore, the proposed amendment is consistent with the NC land use category intent and with FLUE Goal 3 and Policies 1.1.5, 1.1.11, 3.2.1 and 3.2.6.

The amendment site is located on the southeast periphery of the Grand Park neighborhood, which is just west of the subject site, bounded by Martin Luther King Jr. Parkway to the south and the railroad to the north. East of the subject site is an area of industrial use from Martin Luther King Jr. Parkway north to the railroad. The proposed amendment to a non-residential category provides employment and light commercial opportunities located in close proximity to an existing low-density residential area. The proposed amendment to NC promotes a compact and compatible land development

pattern using underutilized property along two collector or higher roadways consistent with FLUE Objectives 1.1, 3.2, and 6.3, and Policies 1.1.21 and 1.1.22.

This site is an appropriate commercial infill location. The proposed amendment facilitates infill redevelopment of neighborhood commercial retail and services within walking distance of residences and results in the promotion of mobility and growth management goals as established in the 2030 Comprehensive Plan. The amendment site achieves a well-balanced combination of commercial uses served by a convenient and efficient transportation network and opportunities to support the nearby residential neighborhoods. Therefore, the amendment is consistent with FLUE Policy 1.1.21, Goal 3, and Objective 3.2.

Consistent with FLUE Policy 1.2.9, the subject site will be served by city water and sewer services. According to a JEA letter, dated January 28, 2020 there is no availability on the water main that abuts the property. There is an existing 6-inch water line within the 23rd Street West right-of-way. The lots will require water main construction in the right-of way on Canal Street. There is an existing 8-inch gravity sewer main within the 23rd Street West right-of-way. If gravity flow cannot be achieved, then the connection to the JEA sewer system will require the design and construction of an onsite privately owned and maintained pump station and a JEA dedicated force main.

Northwest Jacksonville Vision Plan

The amendment site is located within the boundaries of the Northwest Jacksonville Vision Plan. The Plan identifies this area as the Traditional Building Area. These neighborhoods were built before 1950. They generally follow a traditional style of houses, with a mix of neighborhood scale commercial areas, on a grid of connected streets and the Plan states the focus should be on protecting these neighborhoods. According to the Vision Plan, the City should more aggressively level the playing field by identifying older, intown neighborhoods in the Traditional Building Area as desired locations for development. Revitalization efforts in the Northwest should specifically target the addition of services that meet the daily household and entertainment needs of area neighborhoods, such as grocery stores, sit-down restaurants, quality retailers, and movie theaters. Efforts should be to facilitate the retail and commercial development of declining corridors. The amendment change to NC supports this concept and is consistent with the Vision Plan.

Strategic Regional Policy Plan

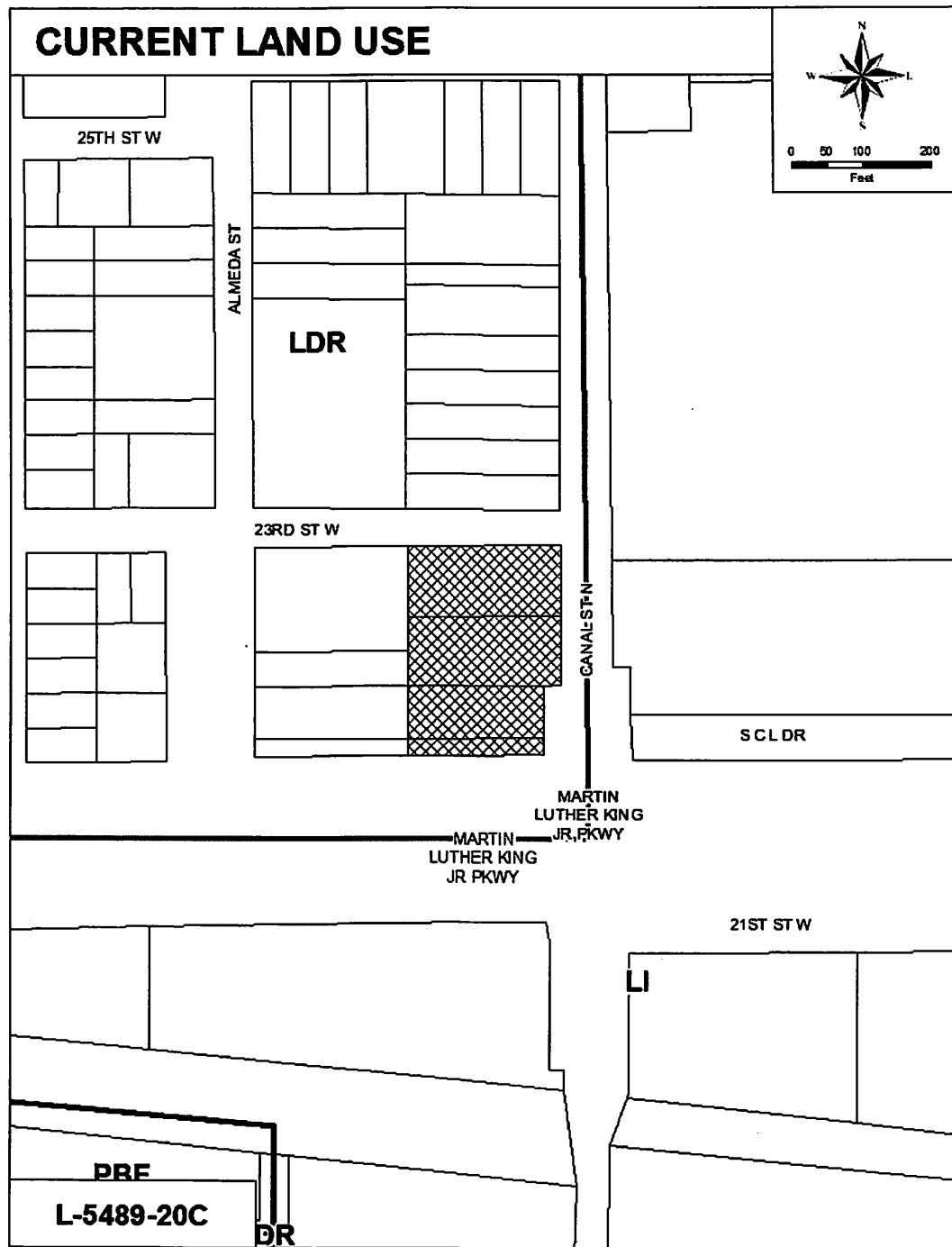
The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

The proposed land use amendment promotes an environment that is conducive to the creation of new business thereby providing an opportunity to further local economic

growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

LAND USE AMENDMENT SITE AND CURRENT LAND USE MAP



CURRENT LAND UTILIZATION MAP

