

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
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May 4, 2023

The Honorable Terrance Freeman, President
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2023-199/Application No. L-5793-23C

Dear Honorable Council President Freeman, 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 2023-199 on May 4, 2023.

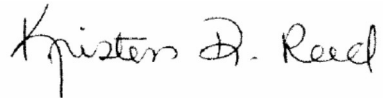
P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	6-0 APPROVE

Alexander Moldovan, Chair	Aye
Ian Brown, Vice-Chair	Aye
Jason Porter, Secretary	Aye
Marshall Adkison	Absent
Daniel Blanchard	Aye
Jordan Elsbury	Aye
David Hacker	Aye

Planning Commission Report
May 4, 2023
Page 2

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

Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive, flowing style.

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 14, 2023

Ordinance/Application No.: 2023-199 / L-5793-23C

Property Location: 0 New Kings Road (U.S. 1) between Dunn Avenue and Woodley Road.

Real Estate Number(s): 003814-0100

Property Acreage: 4.16 Acres

Planning District: District 6, North

City Council District: District 7

Applicant: Evin Herzberg

Current Land Use: Low Density Residential (LDR)

Development Area: Suburban Development Area

Proposed Land Use: Light Industrial (LI)

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

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: ***Approve***

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To permit office warehouse development.

BACKGROUND

The 4.16-acre subject site is located on the east side of New Kings Road (U.S. 1) between Dunn Avenue and Woodley Road. According to the City’s Functional Highways Classification Map, New Kings Road is a major arterial roadway.

The subject site is currently vacant land, and the applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan from Low Density Residential (LDR) to Light Industrial (LI) to allow for office warehouse development. A companion rezoning has been filed and is pending concurrently with the land use amendment, via Ordinance 2023-200, to change

the zoning district of the site from Rural Residential-Acre (RR-Acre) to Planned Unit Development (PUD).

The application site is surrounded by Low Density Residential (LDR), Light Industrial (LI) and Community/General Commercial (CGC) land use categories. More specific uses along with the current zoning districts are listed below.

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) and Community/General Commercial (CGC)
 Zoning: Planned Unit Development (PUD), Commercial Community/General-2 (CCG-2) and Industrial Business Park (IBP)
 Property Use: Service repair garage, light manufacturing, used vehicle sales and rentals

South: Land Use: CGC, LI and LDR
 Zoning: PUD, IBP and Residential Rural-Acre (RR-Acre)
 Property Use: Vacant undeveloped land, medical office, shopping center, retail store, fast food and wetlands

East: Land Use: Low Density Residential (LDR)
 Zoning: PUD
 Property Use: Rolling River Estates single family subdivision

West: Land Use: LI
 Zoning: Industrial Light (IL)
 Property Use: Vehicle sales and rentals and warehouse

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.

Land Use Amendment Impact Assessment - Application Number L-5793-23C

Development Analysis	4.16 Acres
Development Boundary	Suburban Development Area
Roadway Frontage Classification/State Road	New Kings Road (U.S. 1) – Major Arterial Road
Plans and/or Studies	North Jacksonville Shared Vision and Master Plan

Development Analysis		4.16 Acres
Site Utilization	Current: Vacant land	Proposed: Office Warehouse
Land Use / Zoning	Current: LDR / RR-Acre	Proposed: LI / PUD
Development Standards for Impact Assessment	Current: 5 Dwelling Units per Acre	Proposed: 0.40 FAR
Development Potential	Current: 20 single-family dwelling units	Proposed: 72,484 sq. ft. of industrial uses
Net Increase or Decrease in Maximum Density	Decrease of 20 dwelling units.	
Net Increase or Decrease in Potential Floor Area	Increase of 72,484 sq. ft.	
Population Potential	Current: 53 people	Proposed: 0 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	Zone C	
Airport Environment Zone	300 Ft. Height Restriction Zone – Jacksonville International Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	High, medium and low sensitivity	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	Yes; 4.06 acres	
Groundwater Aquifer Recharge Area	Discharge area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Increase of 164 net new daily trips	
Potential Public School Impact	Not applicable	
Water Provider	JEA	
Potential Water Impact	Increase of 2,696.1 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 2,022.1 gpd	
Potential Solid Waste Impact	Increase of 172.70 tons per year	
Drainage Basin/Sub-basin	Drainage Basin – Trout River Sub-drainage Basin – Trout River	
Recreation and Parks	Dinsmore Boat Ramp	
Mass Transit Access	Bus Stop #3113 at Shopping Center, Dunn Avenue and New Kings Road, Route #81	
Natural Features		
Elevations	8 to 13 feet above mean sea level	
Land Cover	1900 – Open Land	

Development Analysis		4.16 Acres
Soils	30% (67)-Surrency loamy fine sand and 70% (38)-Mascotte fine sand	
Flood Zones	No	
Wetlands	Yes; Category III – 0.24 of an acre	
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 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 established shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the availability letter, dated February 1, 2023, there is an existing 6-inch sanitary force main and an existing 16-inch water main within the New Kings Road right-of-way. The letter also provides that connection to the JEA-owned sewer system for the project will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main with a minimum diameter of 4 inches.

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 may be permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Transportation

The subject site is 4.16 acres and is accessible from New Kings Rd (US 1), a principle arterial facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. 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 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 189 daily trips. If the land use is amended to allow for this proposed LI development, this will result in 353 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 164 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	20 SF DUs	T = 9.43 (X)	189	0	189
Existing Scenario 1 Total						189
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	110	72,484 SF	T = 4.87 (X) / 1000	353	0	353
Proposed Scenario 1 Total						353
Proposed Net New Daily Total						164

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

Schools

The proposed amendment does not have a residential component; therefore, the proposed development will have no impact on school capacity.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of high, medium and low 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. If

archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

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

Airport Environment Zone

The site is located within the 300-foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of less than 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 2.5 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.

Adaptation Action Area (AAA)

The City of Jacksonville implemented the 2015 Peril of Flood Act (Chapter 2015-69, Laws of Florida) by establishing an Adaptation Action Area (AAA). The AAA boundary is an area that experiences coastal flooding due to extreme high tides and storm surge. The area is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. Ordinance 2020-732-E expands the AAA boundaries to those areas within the projected limits of the Category 3 storm surge zone and those contiguous areas of the 100-year and 500-year Flood Zones.

Almost the entire subject site (4.06 acres of the 4.16 acre) is within the Adaptation Action area and subject to coastal flooding during cataclysmic hurricane storms. The City will continue to enforce building standards and requirements to minimize structural damage to property in hazardous coastal areas. Future City expenditures for infrastructure improvements will be limited to meeting the needs of existing residents and resource protection.

Conservation/Coastal Management Element

Policy 11.5.2 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

Future Land Use Element

Policy 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in

a Conservation land use category, Conservation zoning district, and/or conservation easement.

Evacuation Zone

Although the subject site does not have a proposed residential component it is within Evacuation Zone C. As such, the land use application was not routed to the City’s Emergency Preparedness Division (EPD) for review and comment.

Wetlands

Review of information submitted by the applicant indicates the potential existence of wetlands on the subject site and as such, based upon the city’s geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality, and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 0.24 of an acre

General Location(s): Located along the New Kings Road in the northern area of the property.

Quality/Functional Value:

The wetland has a low functional value for water filtration attenuation and flood water storage capacity due to its isolation, size and/or the lowering of the hydro-period due to nearby site grading or drainage/retention improvements. In addition, the wetland has no clear or significant impact on the City’s waterways.

The small, isolated wetland was previously heavily impacted by New Kings Road and activity around the site.

Soil Types/
Characteristics:

(66) Surrency loamy fine sand, depressional - The Surrency series consists of nearly level, very poorly drained soils. In areas in depressions, the high water table generally is at or above the soil surface for very long periods.

Wetland Category: Category III

Consistency of Permitted Uses: See Policy 4.1.6 for permitted uses.

Environmental Resource

Permit (ERP): At this time of review, the proposed development does not have a “Formal Wetlands Determination” or an ERP permit.

Wetlands Impact: Wetlands will be impacted by site development.

Associated Impacts: Adaptation Action Area

Relevant Policies:

Conservation/Coastal Management Element

Goal 4 To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetland resources over the long-term and improve the water quality and fish and wildlife values of wetlands.

Objective 4.1 The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes.

Policy 4.1.3 The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

(1) Encroachment

In Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

(a) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i. The habitat of fish, wildlife and threatened or endangered species,
- ii. The abundance and diversity of fish, wildlife and threatened or endangered species,
- iii. The food sources of fish and wildlife including those which are threatened or endangered,
- iv. The water quality of the wetland, and
- v. The flood storage and flood conveyance capabilities of the wetland;

and

(b) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

(c) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i. Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit

issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and

ii. Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

(d) Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

(e) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

Policy 4.1.6

The permitted uses within Category III wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs)

(1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

(a) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

(b) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

(2) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 31, 2023, the required notices of public hearing signs were posted. Forty-Four (44) 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 3, 2023. Other than the applicant no members of the public were present.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

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

- Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
- Policy 1.1.5 The amount of land designated for future development should provide for a balance of uses that:
- A. Fosters vibrant, viable communities and economic development opportunities;
 - B. Addresses outdated development patterns;
 - C. Provides sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.
- Policy 1.1.11 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 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.
- 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 1.2.9 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 may be permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.
- Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.
- Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Recreation and Open Space Element (ROSE)

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

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 Suburban Development Area is intended to provide for low-density residential development. Generally, single-family detached housing should be the predominant development typology in this category. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept, which is predominantly residential but includes a broad mixture of secondary recreational, commercial, public facilities and services, may also be permitted. Residential development is permitted at up to seven (7) dwelling units per acre where centralized water and sewer are available.

Light Industrial (LI) land use category provides for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical, and wastes. Principal uses in the LI category include but are not limited to light assembly and manufacturing, packaging, processing, storage, and warehousing.

According to the availability letter, dated February 1, 2023, there is an existing 6-inch sanitary force main and an existing 16-inch water main within the New Kings Road right-of-way. The subject site will need to access water and a central sewer line to be consistent with Policy 1.2.9.

The proposed amendment would provide additional LI designated land abutting and adjacent to existing industrial areas to the north and west. The small-scale amendment to take 4.16 acres from LDR to LI would support real estate market flexibility for industrial uses. Analysis of the surrounding area demonstrates that the land could be suitable for industrial development and would continue the existing industrial land use pattern. Thus, the proposed amendment is consistent with FLUE Goal 1 and Policies 1.1.5, 1.1.21, and 3.2.1.

A companion rezoning application is pending concurrently with the land use application which seeks to change the zoning District from RR-Acre to PUD. The proposed use of the PUD allows for appropriate and innovative site design consistent with Policy 1.1.12.

The proposed amendment site is vacant underutilized property on a major arterial roadway. The subject site is also adjacent to existing industrial lands. Therefore, the proposed amendment is consistent with FLUE Objective 6.3 and Policies 1.1.11 and 3.2.7.

The subject site is also adjacent to residential lands. Therefore, the proposed Planned Unit Development (PUD) can provide innovative site planning and design to reduce impacts to residential areas and include the required minimum open space thereby satisfying FLUE Policy 1.1.12 and ROSE Policy 2.2.1.

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 North Jacksonville Shared Vision and Master Plan. The plan does not identify specific recommendations for the subject site. The focus of the plan is to create centers to increase development and redevelopment within the district while protecting existing neighborhoods. The proposed infill of undeveloped property promotes a use consistent with abutting and surrounding uses and does not intrude into the existing residential located to the east with traffic. Therefore, the amendment is consistent with the Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

Goal Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

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

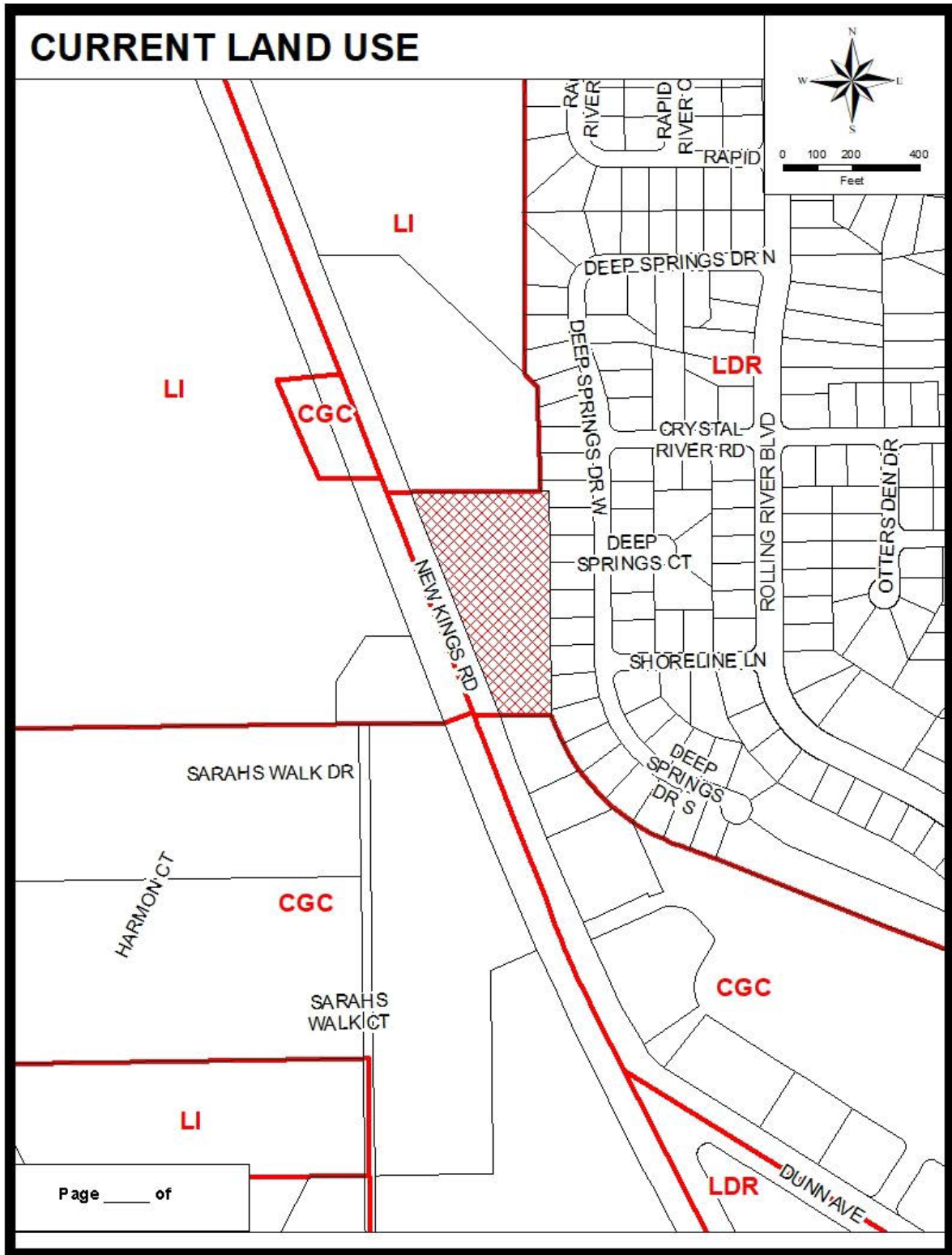
Policy 4 The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Local governments as they identify areas appropriate for mixed-use development.
- Incentives for dense and/or mixed use development.

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

The proposed land use amendment to LI promotes an environment that is conducive to extending the spread of industrial lands to the south and east of existing industrial lands along New Kings Road. In addition, the proposed development of this site is considered infill development. Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective, and Policy 4 of the Strategic Regional Policy Plan.

CURRENT LAND USE AMENDMENT MAP



LAND USE AMENDMENT LAND UTILIZATION MAP

