



City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
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Jacksonville, FL 32203
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www.Jacksonville.gov

A NEW DAY.

January 22, 2026

The Honorable Kevin Carrico
The Honorable Joe Carlucci, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2025-0885/Application No. L-6075-25C

Dear Honorable Council President Carrico, Honorable Council Member and LUZ Chairman Carlucci 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 2025-0885 on January 22, 2026.

PD Recommendation	APPROVE
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PC Discussion: None

PC Vote: 6-0 APPROVE

Moné Holder, Chair Aye

Michael McGowan, Vice Chair Absent

Lamonte Carter, Secretary Ave

Amy Fu Ave

Joshua Garrison Ave

Dorothy Gillette Ave

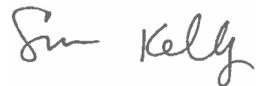
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If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,



Susan Kelly, AICP
Chief of Community Planning
City of Jacksonville Planning Department
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Report of the Jacksonville Planning Department
Small-Scale Future Land Use Map Amendment – January 16, 2026

Ordinance/Application No.: 2025-885 / L-6075-25C

Property Location: 0 Tresca Road

Real Estate Number(s): 162883 0350; 162883 0006; and 162879 2000
(portion of)

Property Acreage: 3.59 acres

Planning District: District 2, Greater Arlington and Beaches

City Council District: Council District 1

Applicant: Cyndy Trimmer, Esquire

Current Land Use: Business Park (BP—3.32 acres) and
Medium Density Residential (MDR—0.27 of an acre)

Proposed Land Use: Light Industrial (LI)

Development Area: Suburban Development Area

Current Zoning: Planned Unit Development (PUD—3.32 acres) and
Residential Medium Density-D (RMD-D—0.27 of an acre)

Proposed Zoning: Industrial Light (IL—3.59 acres)

Recommendation: **Approve**

BACKGROUND

The 3.59-acre subject site is located on the west side of Tresca Road, a local roadway, approximately 0.35 of a mile north of Atlantic Boulevard (SR-10), an FDOT Principal Arterial roadway. The applicant is proposing a Future Land Use Map (FLUM) amendment from Business Park (BP) and Medium Density Residential (MDR) to Light Industrial (LI). The applicant has filed a companion rezoning request from Residential Medium Density – D (RMD-D) and Planned Unit Development (PUD) to Industrial Light (IL) and Conservation (CSV), which is pending concurrently with this application, pursuant to Ordinance 2025-886. The Land Use Amendment does not include the CSV portions of the rezoning as the proposed zoning district is compatible with the existing CSV land use category.

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

<u>North:</u>	Land Use:	Medium Density Residential (MDR)
	Zoning:	Residential Medium Density-D (RMD-D) and Planned Unit Development (PUD)
	Property Use:	JEA essential services building, undeveloped land, and single family residences
<u>South:</u>	Land Use:	MDR and Community/General Commercial (CGC)
	Zoning:	RMD-D and Commercial Community/General-1 (CCG-1)
	Property Use:	Vacant Land and private school
<u>East:</u>	Land Use:	Light Industrial (LI), Business Park (BP), and Residential Professional Institutional (RPI)
	Zoning:	Industrial Light (IL), PUD, Public Buildings and Facilities-1 (PBF-1), and Commercial Residential and Office (CRO)
	Property Use:	Service garages, warehouses, open storage, park, and mobile homes
<u>West:</u>	Land Use:	Conservation (CSV) and MDR
	Zoning:	RMD-D
	Property Use:	Conservation lands, nursing home, and condominiums

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.

Development Analysis (3.59 acres)		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Tresca Road: local roadway	
Plans and/or Studies	Greater Arlington / Beaches Vision Plan	
Site Utilization	Current: Vacant land with access road	Proposed: Industrial uses
Land Use / Zoning	Current: BP (3.32 acres) and MDR (0.27 of an acre) / PUD (3.32 acres) and	Proposed: LI / IL

Development Analysis (3.59 acres)		
	RMD-D (0.27 of an acre)	
Development Standards for Impact Assessment	Current: BP: -Scenario 1: 0.35 FAR -Scenario 2: 15 du/acre MDR: 15 du/acre	Proposed: 0.4 FAR
Development Potential	Current: Scenario 1: 50,616.72 sqft <i>and</i> 4 du Scenario 2: 53 du	Proposed: 62,552.16 sqft
Net Increase or Decrease in Maximum Density	Scenario 1: decrease of 4 du Scenario 2: decrease of 53 du	
Net Increase or Decrease in Potential Floor Area	Scenario 1: increase of 11,935.44 sqft Scenario 2: increase of 62,552.16 sqft	
Population Potential	Current: Scenario 1: 9 people Scenario 2: 124 people	Proposed: N/A
Public Facilities Impacts		
Potential Roadway Impact	Scenario 1: net decrease of 305 daily trips Scenario 2: net decrease of 104 daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Scenario 1: decrease of 406.7 gpd Scenario 2: decrease of 10,191 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: decrease of 305.03 gpd Scenario 2: decrease of 7,643 gpd	
Potential Solid Waste Impact	Scenario 1: increase of 26.6 tpy Scenario 2: increase of 56.11 tpy	
Environmental Features		
Aquatic Preserve	No	
Brownfields	No	
Boat Facility Siting Zone	No	
Contours/Elevations	20-34 ft. above sea level	
Drainage Basin/Sub-basin	Downstream of Trout River / Jones Creek	
Groundwater Aquifer Recharge Area	Approximately one acre in 0-4 inches	
Land Cover	1550: Other light industrial 6170: Mixed wetland hardwoods	
Recreation and Parks	Archie Dickinson Park	
Wellhead Protection Zone	No	
Coastal High Hazard Area (CHHA)	No	

Development Analysis (3.59 acres)	
Flood Zones	AE Floodway: 0.96 of an acre 0.2pct Annual Chance Flood Hazard Zone: 0.88 of an acre AE Flood Zone: 0.89 of an acre
Soils	46: Ortega fine sand, 0 to 5 percent slopes 75: Urban land Hurricane Albany complex, 0 to 5 percent slopes
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	N/A
Historic Features	
Archaeological Sensitivity	Medium and high
Cultural Resources	No
Historic District	No
Land Use & Zoning Features	
Industrial Preservation Area	No
Adaptation Action Area	No
Transportation Features	
Airport Environment Zone	150' Height and Hazard Zone for Craig Municipal Airport
Mass Transit Access	Routes 10, 18, and 202
Evacuation Zone	No

UTILITY CAPACITY

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning 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 addition).

The applicant has provided a JEA Availability Letter, dated June 6, 2025, as part of the companion rezoning application. According to the letter, there is an existing 12-inch water main along Tresca Road. Additionally, there is an existing 10-inch gravity sewer main along Tresca Road. Both the land use amendment application and the companion rezoning application indicate that the site will be served by JEA water and sewer.

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 or 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 $\frac{1}{4}$ mile from the proposed subdivision.
 - b. Each lot is a minimum of $\frac{1}{2}$ acre unsubmerged property.
 - c. Installation of greylane sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections.

TRANSPORTATION

The subject site comprises approximately 3.59 acres and is located on Tresca Road, a local roadway. The property lies within the Suburban Area and Mobility Zone 2. The applicant is requesting a land use amendment to change the designation from Business Park (BP) and Medium Density Residential (MDR) to Light Industrial (LI) to allow for a broader range of industrial uses.

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, specifically 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 plan for future multi-modal transportation needs for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

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 existing BP and MDR designation and the proposed LI, illustrating the potential transportation impacts on the roadway network.

Summary of Scenarios:

Under the current BP and MDR designations, the site would generate approximately 530 and 329 daily trips, depending on the existing condition. If amended to LI, a potential development scenario was evaluated:

Scenario 1 (ITE 110 – Light Industrial): Estimated 62,552 square feet of industrial could generate approximately 225 daily trips, representing a net decrease between 305 and 104 daily trips, depending on the existing condition.

This scenario illustrates the potential range of transportation impacts depending on the ultimate development under the LI designation.

Transportation Planning Division RECOMMENDS the following:

The Transportation Planning Division recommends ongoing coordination with the City of Jacksonville Traffic Engineer to determine whether a traffic operational analysis will be required to evaluate potential site-specific impacts.

Land Use Scenario	ITE Land Use Code	Potential Units / SF	Estimation Method	Daily Trips
Current Land Use (BP – Scenario 1)	770	50,617 SF	$T = 9.97(X) / 1000$	505
	220	4 DUs	$T = 6.21(X)$	25
<i>Total Trips – Existing Land Use (Scenario 1)</i>				530
Current Land Use (MDR – Scenario 2)	220	53 DUs	$T = 6.21(X)$	329
<i>Total Trips – Existing Land Use (Scenario 2)</i>				329
Proposed Land Use (LI – Scenario 1)	110	62,552 SF	$T = 3.6(X) / 1000$	225
<i>Total Trips – Proposed Land Use (Scenario 1 & 2)</i>				225
Scenario 1 Difference in Daily Trips				-305
Scenario 2 Difference in Daily Trips				-104

Tabel A - Trip Generation Estimation Scenarios

Source: Trip Generation Manual, 12th Edition, Institute of Transportation Engineers (ITE)

AIRPORT ENVIRONMENT ZONE

Height Restriction Zone

The site is located within the 150-foot Height and Hazard Zone for Craig Municipal Airport. 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.

ARCHAEOLOGICAL SENSITIVITY

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of medium and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

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

AQUIFER RECHARGE

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

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

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

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

FLOOD ZONES

Approximately 0.96 of an acre of the subject site is within the AE-Floodway, 0.89 of an acre is within the AE Flood Zone, and 0.88 of an acre is in the 0.2 Percent Chance Annual Hazard Area (X Flood Zone). Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will

happen every 100 years. There is a 1-percent chance that a storm of this magnitude will occur in any given year. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

The AE-Floodway is defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory if construction is allowed within the floodway. Areas located within the AE-Floodway should be left intact as construction and filling within these areas is severely restricted.

AE Flood Zones are areas within the 100-year floodplain or SFHA where flood insurance is mandatory.

The 0.2 PCT Annual Chance Flood Hazard area is within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. These areas are deemed to be subject to moderate flood hazards.

Conservation /Coastal Management Element (CCME)

Policy 2.6.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity and will determine appropriate protection measures.

Policy 2.6.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

Policy 13.7.10 The City has adopted and shall maintain a floodplain management ordinance that establishes engineering requirements to safeguard the public health, safety, and general welfare and minimizes public and private losses due to flooding through regulation and development of flood hazard areas. The ordinance shall include development and redevelopment regulations that:

- A. Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- B. Require the use of construction practices that will prevent or minimize future flood damage;
- C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and

other development which may increase flood damage or erosion potential;

- D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- E. Minimize damage to public and private facilities and utilities;
- F. Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;
- G. Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- H. Meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

WETLANDS

While the City's GIS map shows wetlands on the site, further analysis did not indicate the presence of wetlands outside of the Conservation (CSV) land use category to the west of the site.

PROCEDURAL COMPLIANCE

Upon receiving the sign posting affidavit and accompanying photos, and based on staff performing a site inspection, the required notice of public hearing signs were posted on November 20, 2025. Twenty-nine (29) 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 5, 2026. No members of the public attended to ask questions or provide comments on the subject application.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

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

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

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 1.1.22 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.

Objective 1.6 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.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Property Rights Element

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 improve4 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 Category Descriptions of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan, Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and can serve as transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Development within the category should be compact and connected and should support multi-modal transportation. The maximum gross density in the Suburban Area shall be 20 units/acre unless otherwise provided in the Comprehensive Plan. The minimum gross density shall be greater than 7 units/acre. There shall be no minimum density for single family dwellings when the predominant surrounding development typology is single family.

Business Park (BP) is a category primarily intended to accommodate business offices and low intensity light industrial uses. Uses, with the exception of ancillary and accessory outside storage uses, shall be conducted within an enclosed building. Business offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Limited commercial retail and service establishments, hotels, and motels may also be permitted. Residential uses are also permitted in appropriate locations as identified under the Development Area Uses and densities. Development within the category should be compact and connected and should support multi-modal transportation. Uses should generally be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods.

Light Industrial (LI) is a category which provides for the location of industrial uses that are able to be performed in such a manner as to control the external effects of the process, such as smoke, noise, soot, dirt, vibration, odor, etc. Uses within this category, other than outside storage, shall be conducted within an enclosed building. Generally, light industrial

uses involve materials that have previously been prepared, or raw materials that do not need refining. These uses do not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building or on the site in which the activity takes place. Site access to roads classified as collector or higher on the Highway Functional Classification map is preferred.

The subject site is located along the west side of Tresca Road, approximately 0.35 of a mile north of Atlantic Boulevard and the commercial corridor along Atlantic Boulevard. The land use category of the site was changed from Medium Density Residential (MDR) to Business Park (BP) in 2007, per ordinance 2007-140-E. Also through Ordinance 2007-140-E, the land use category abutting the westerly property line of the subject site was amended to Conservation (CSV). Jones Creek runs along the western property line and through portions of the site, acting as a natural buffer between the residential uses to the west of the site. The floodway and flood zones within the application site are associated with Jones Creek.

The proposed change from MDR and BP to LI is a logical extension of the LI to the east of the property and is compatible with the stretch of industrial uses along Tresca Road, thus it conforms with FLUE Objectives 1.1 and 3.2, and Policy 1.1.22. The proposed amendment would allow for infill development of a vacant and underutilized parcel that has access to full urban services and increase the amount of industrial designated land needed to meet market demands and accommodate anticipated growth. Therefore, the proposed amendment is consistent with FLUE Objective 1.6. Further, the CSV land use to the west of the site is a sufficient buffer between the proposed LI and MDR further west of the site, making the proposed amendment consistent with FLUE Goals 1 and 3.

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.

GREATERT ARLINGTON / BEACHES VISION PLAN (2010)

The subject property is located within the boundaries of the Greater Arlington and Beaches Vision Plan (2010). While the Plan does not make any specific recommendations for the amendment site, Guiding Principle Two encourages revitalization and redevelopment while safeguarding and advancing the character or neighborhoods. The proposed amendment will allow for the development of an underutilized property for light industrial uses. Additionally, the existing CSV land use west of the property will provide a buffer between the proposed LI land use and the existing MDR further west of the site, thus preserving the character of the area. Based upon the

foregoing, the proposed amendment is consistent with the Greater Arlington / Beaches Vision Plan.

STRATEGIC REGIONAL POLICY PLAN

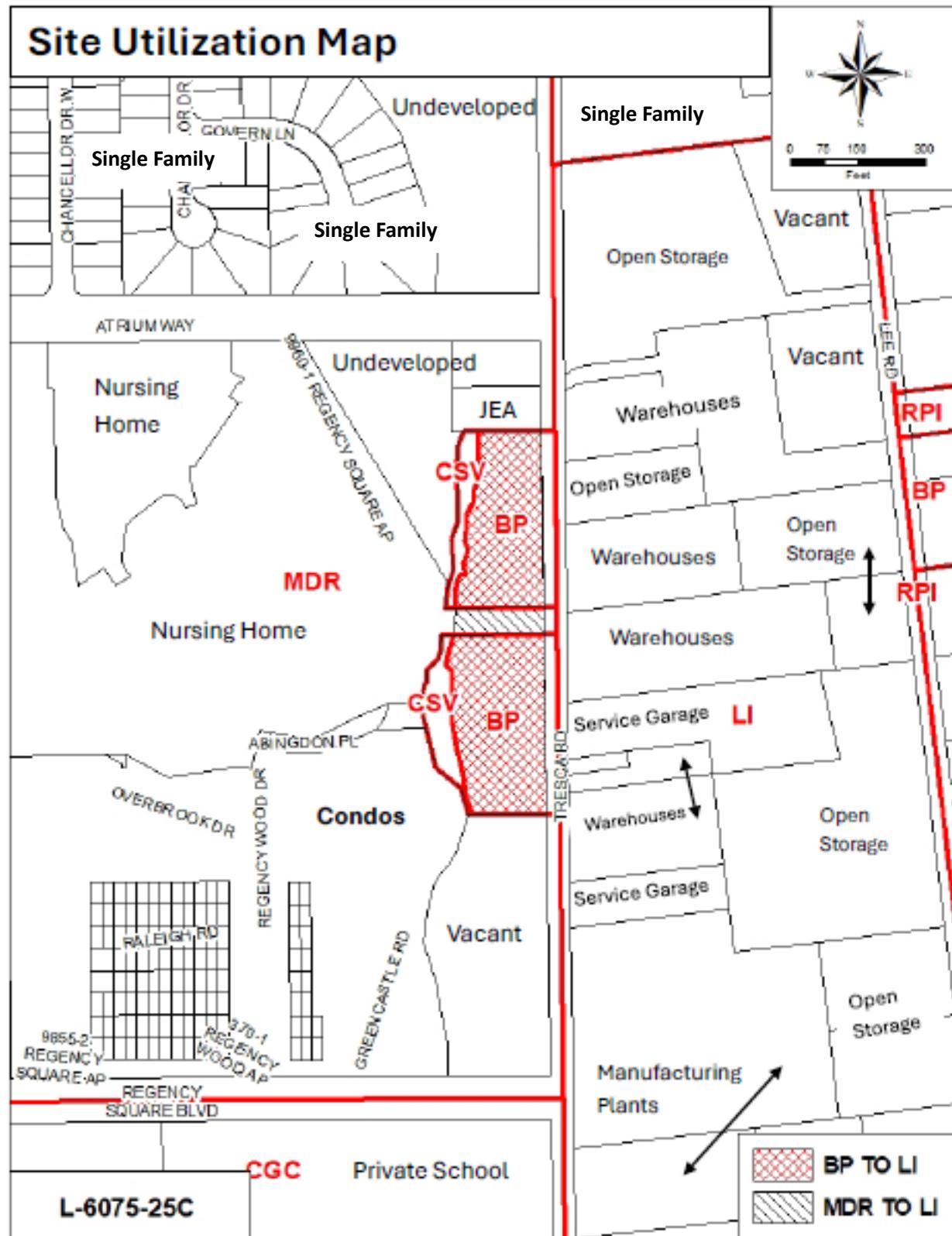
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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

- Infill and redevelopment.

The proposed land use amendment would allow for the infill development of currently vacant and underutilized property which has access to full urban services. As such, the proposed amendment is consistent with Policy 4 of the Strategic Regional Policy Plan.

Site Utilization Map



MAP OF FLOOD ZONES AND FLOODWAYS

