



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

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

www.Jacksonville.gov

December 7, 2023

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

RE: Planning Commission Advisory Report / Ordinance No. 2023-785/Application No. L-5866-23C

Dear Honorable Council President Salem, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2023-785 on December 7, 2023.

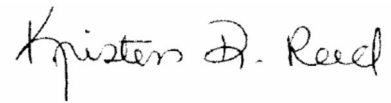
P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	7-0 APPROVE

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

Planning Commission Report
December 7, 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 style with a large initial 'K'.

Kristen D. Reed, AICP

Chief of Community Planning Division

City of Jacksonville - Planning and Development Department

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Jacksonville, FL 32202

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – December 1, 2023

Ordinance/Application No.: 2023-785 / L-5866-23C

Property Location: 6239 New Kings Road, between Edgewood Avenue West and Hema Road

Real Estate Number(s): 040555 0010 (portion)

Property Acreage: 3.69 acres

Planning District: District 5, Northwest

City Council District: District 10

Applicant: Brenna Durden, Esquire

Current Land Use: Low Density Residential (LDR) – 1.3 acres
Medium Density Residential (MDR) – 2.39 acres

Proposed Land Use: Business Park (BP)

Development Area: Urban Development Area

Current Zoning: Residential Low Density-60 (RLD-60) and Residential Medium Density-A (RMD-A)

Proposed Zoning: Industrial Business Park (IBP)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The property has been in use for industrial food processing, cold storage and warehouse/distribution purposes since the existing structure was built around 1945. Initially, it was used by Gold Merit Company for food processing. More recently, beginning in the late 1970s, uses have included cold storage, food processing and warehouse/distribution uses. The same family has owned the property since 1981. The one-story structure is approximately 20,000 sq. ft. and has three large docking bays.

BACKGROUND

The 3.69-acre subject site is located on the east side of New Kings Road (US-1, SR-15), between Edgewood Avenue West and Hema Road. According to the City’s Functional

Highways Classification Map, this portion of New Kings Road is a Principal Arterial roadway.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Low Density Residential (LDR) and Medium Density Residential (MDR) to Business Park (BP). A companion rezoning application is pending concurrently with the land use application via Ordinance 2023-786, which seeks to change the zoning district from Residential Low Density-60 (RLD-60) and Residential Medium Density-A (RMD-A) to Industrial Business Park (IBP). Currently the site has one 20,000 square foot building and is otherwise undeveloped. The north side of the application site extends to 20 feet southeast of the Ribault River.

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

North: Land Use: Low Density Residential (LDR), Medium Density Residential (MDR), Public Buildings and Facilities (PBF)
Zoning: Residential Medium Density-A (RMD-A), Residential Low Density-60 (RLD-60), and Public Buildings and Facilities-1 (PBF-1)
Property Use: Ribault River, Undeveloped, Single-family dwellings

South: Land Use: LDR, MDR, PBF, and Community/General Commercial (CGC)
Zoning: RMD-A, RLD-60, PBF-1, Industrial Light (IL)
Property Use: Undeveloped, Cemetery

East: Land Use: LDR
Zoning: RLD-60
Property Use: Undeveloped, Single-family dwellings

West: Land Use: LDR, PBF, CGC, and Residential-Professional-Institutional (RPI)
Zoning: RLD-60, PBF-1, and Planned Unit Development (PUD)
Property Use: Ribault River, Undeveloped, Single-family dwellings

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		3.69 Acres / 160,736 sq. ft.
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	New Kings Road (SR-15, US-1) – Major Arterial	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Vacant Industrial Building built in 1945 and Undeveloped	Proposed: Industrial Building
Land Use / Zoning	Current: LDR (1.3 acres) & MDR (2.39 acres) / RLD-60 & RMD-A	Proposed: IBP / BP
Development Standards for Impact Assessment	Current: 5 DU/Acre & 15 DU/Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 30 DU/Acre
Development Potential	Current: 41 DU (6 SF DU and 35 MF DU)	Proposed: Scenario 1: 56,257 sq. ft. Scenario 2: 110 DU
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 41 DU Scenario 2: Increase of 69 DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 56,257 sq. ft. Scenario 2: No change	
Population Potential	Current: 97 people	Proposed: Scenario 1: None Scenario 2: 258
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	Evacuation Zone C	
Airport Environment Zone	No	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low, High	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	Yes – 100%	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: 407 daily trips Scenario 2: 448 daily trips	
Potential Public-School Impact	26 students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 5,873 gpd Scenario 2: Increase of 16,029 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 4,409 gpd Scenario 2: Increase of 12,021 gpd	
Potential Solid Waste Impact	Scenario 1: Decrease of 16.6 tons per year Scenario 2: Increase of 179.4 tons per year	
Drainage Basin/Sub-basin	Trout River / Ribault River	
Recreation and Parks	J. Gardner Sams Memorial Park	

Development Analysis	3.69 Acres / 160,736 sq. ft.
Mass Transit Access	¼ mile south of site – Stop 3533
Natural Features	
Elevations	0 – 10 Feet
Land Cover	6300 – Wetland Forested Mixed 4340 – Upland mixed coniferous/hardwood 1400 – Commercial Services
Soils	69 – Urban Land (Most of site) 51 – Pelham Fine Sand – 0-2% Slopes 12 – Blanton Fine Sand – 0-6% Slopes
Flood Zones	AE – 100%
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report 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 a JEA letter dated August 28, 2023, there is an existing 12-inch water main that changes to a 14-inch water main adjacent to the property. There is an 18-inch sanitary sewer gravity main within St. Augustine Road. The availability letter provides that connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main with a minimum 4-inch diameter.

Future Land Use Element

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.

- b. Each lot is a minimum of ½ acre unsubmerged property.
- c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 3.69 of an acre and is accessible from New Kings Rd (US 1), a FDOT Principle arterial facility. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 9. The applicant proposes to change the existing land use from Low Density Residential (LDR) and Medium Density Residential (MDR) to Business Park (BP).

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 57 or 236 daily trips. If the land use is amended to allow for this proposed BP development, this will result in 700 or 741 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 407 or 448 net new daily trips when compared to the existing land use. The Transportation Planning

Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer and FDOT to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LDR	210	6 SF DUs	T = 9.43 (X)	57	0	57
MDR	220	35 MF DUs	T = 6.74 (X)	236	0	236
				Existing Scenario Total		293
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	770	56,257 SF	T = 12.44 (X) /1000	700	0	700
				Proposed Scenario-1 Total		700
BP	220	110 DUs	T = 6.74 (X)	741	0	741
				Proposed Scenario-2 Total		741
				Scenario 1 Difference in Daily Trips		407
				Scenario 2 Difference in Daily Trips		448

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

School Impacts

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 3.69-acre proposed land use map amendment has a development potential of 110 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:

Application Review Request: COJ PDD: School Impact Analysis							
Proposed Name:	L-5866-23C New Kings Road						
Requested By:	Sam Roberts						
Reviewed By:	W.Randall Gallup						
Due:	11/9/2023						
Analysis based on maximum dwelling units: 110							
School Type	CSA ¹	2022-23 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 2, 7&8
Elementary	1	11,216	56%	13	57%	7,199	4,805
Middle	1	6,876	80%	5	86%	335	98
High	1	7,054	72%	8	66%	284	2,260
Total New Students				26			

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

³ Available CSA seats include current reservations

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

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

Objective 3.1 **Adopted Level of Service (LOS) Standards**
 Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City’s Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This 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 EE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5866-23C New Kings Road Requested By: Sam Roberts Reviewed By: W. Randall Gallup Due: 11/9/2023 Analysis based on maximum dwelling units: <u>110</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ³ (Permanent/Portables)	CURRENT ENROLLMENT 20-Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Carver #158	1	13	407	305	75%	76%
Gilbert #146	1	5	799	654	82%	80%
Raines #165	1	8	1829	1316	72%	75%
		26				

NOTES:

¹ Attendance school may not be in proposed development’s Concurrency Service Area (CSA).

² Student Distribution Rate

ES-.125
 MS-.051
 HS-.074
 0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

³ Does not include ESE & room exclusions

Archaeological Sensitivity

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

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current

version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

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

Evacuation Zone

The subject site is within Evacuation Zone C. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be minimal. Their complete analysis is provided below.

EPD Response:

The proposed property in land use amendment L-5866-23C will be in close proximity to New Kings Road, indicating sufficient access to I-295 (3.15 road miles) and I-95 (4.38 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone A and Zone C), nearest evacuation routes, and the estimate of 407 - 448 additional daily trips the development of the proposed property could create a localized impact to the traffic flow on I-295 and I-95 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5866-23C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Adaptation Action Area (AAA)

The amendment site is within the AAA. The AAA boundary is a designation in the City's 2045 Comprehensive Plan which identifies areas that experience coastal flooding due to extreme high tides and storm surge, and that is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. The AAA is defined as those areas within the projected limit of the Category 3 storm surge zone, those connected areas of the 100-year and 500-year Flood Zone, and additional areas determined through detailed flood analysis.

The applicant is encouraged to consider site design measures, such as clustering development away from the AAA, to protect development from the impacts of flooding.

Conservation/Coastal Management Element

Policy 13.1.2 The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public

investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.

Policy 13.3.1 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

Policy 13.3.6 In order to guide development away from the Adaptation Action Area (AAA) towards areas that are already high, dry, and connected, the Planning and Development Department shall explore the feasibility of offering density bonuses, transfers of development rights, clustering development entitlements, or other strategies to limit new development within the AAA or environmentally sensitive or special flood hazard areas, or as an incentive for a development's use of low impact development stormwater solutions.

Flood Zone

The entire site is located within the AE 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.

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

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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on November 21, 2023, the required notices of public hearing signs were posted. Eighteen (18) 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 November 20, 2023, for the adoption of the small-scale land use amendment. There were no members of the public present to inquire or comment on the application.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which

connect the other Development Areas. Similar to the 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 defined in this Plan.

Future Land Use Element

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 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site

limitations, and the likelihood of furthering growth management and mobility goals.

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

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

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

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

- Policy 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.
- Policy 3.2.17 The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.

Property Rights Element (PRE)

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2 The following rights shall be considered in local decision making:
1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
 2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
 3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
 4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), LDR in the Urban Area is intended to provide for low density residential development. MDR in the Urban Area is intended to provide for medium density residential development.

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.

BP in the Urban Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial Sanctuary. Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services.

The applicant is proposing a land use change from LDR and MDR to BP, which will bring the potential use of the vacant building into compliance and allow it to be used for BP uses. The site is on New Kings Road, a Major Arterial road. The building is unoccupied and according to the applicant, the building was built sometime in the 1940's. Since then, it has been used at various times for food processing, cold storage, and for warehousing and distribution. The building has three docking bays.

The property is on New Kings Road, a major arterial road, which will provide convenient access to the site for low intensity industrial uses. The uses surrounding the site include commercial uses to the south, a cemetery across New Kings Road, and residential uses to the northwest and southeast. The residential uses are approximately 850 feet distant in each direction and are buffered by undeveloped land, not subject to this land use amendment. The area immediately northwest of the site, across New Kings Road, is in the RPI and CGC land use categories. Therefore, the amendment to BP represents a low intensity use that is buffered from residential uses and is a logical transitional between nearby residential uses and commercial uses, consistent with Goal 1, Goal 3, Objective 1.1, Policy 1.1.7, Policy 1.1.21 and Policy 1.1.22.

As provided for by FLUE policy 3.2.17, the City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations. BP allows for various low intensity uses that are buffered and would not otherwise intrude on the nearby residential uses. The proposed land use change from LDR and MDR to BP does not intrude on any residential uses. The existing building has been used for various non-residential uses for decades and is near a mix of commercial uses serviced by a major arterial roadway, providing consistency with Objective 3.2, and Policy 3.2.1, Policy 3.2.6, and Policy 3.2.17.

The subject site for the land use application will be served by sanitary sewer and water lines. According to a JEA letter dated August 28, 2023, there is an existing 12-inch, which changes to a 14-inch water main, adjacent to the property. There is an 18-inch sanitary sewer gravity main within St. Augustine Road. The availability letter provides that connection to the JEA-owned sewer system will require the design and construction of an

onsite, privately owned and maintained pump station, and a JEA dedicated force main with a minimum 4-inch diameter. Therefore, the application is consistent with FLUE Policy 1.2.8.

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.

Northwest Vision Plan (2003)

The application site lies within the boundary of the Northwest Vision Plan. The vision plan does not identify specific recommendations for the subject site or use. Theme 3 provides for focusing on creating centers.

Policy: Promote increased development and redevelopment in centers and organize growth within the district.

The amendment supports infill development that results in a compatible mix of uses. Therefore, the subject site is consistent with the Northwest 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.

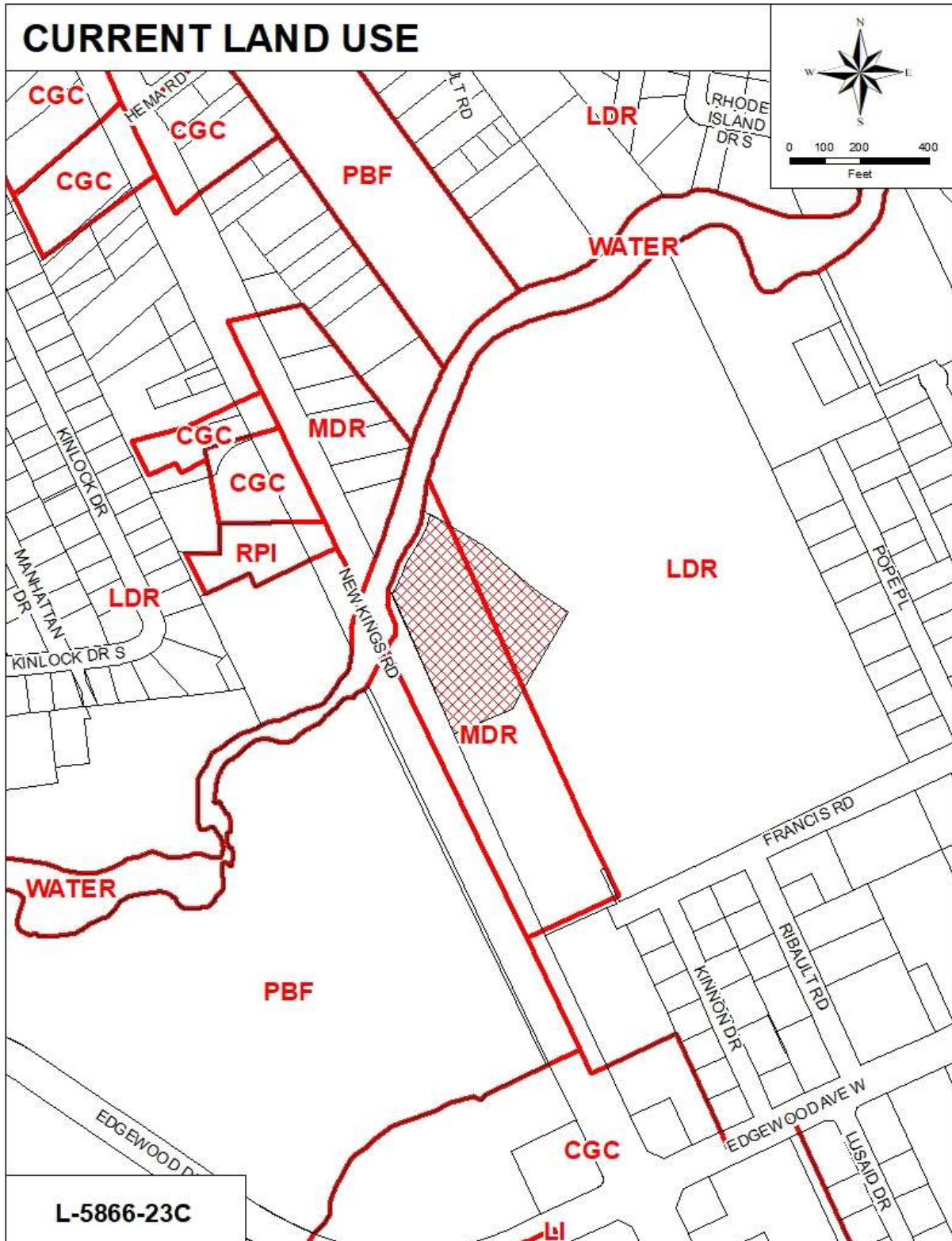
Objective Integrated Planning: The link between land use, resources and mobility.

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

- Incentives for dense and/or mixed use development.
- Maintenance of a diversity of land use in the region.
- Infill and redevelopment.

The amendment would place employment opportunities in close proximity to residential areas, is located on a major roadway, and promotes compatible infill development. Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective, and Policy 4 of the Strategic Regional Policy Plan.

LOCATION AND CURRENT LAND USE MAP



LAND UTILIZATION MAP

