

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
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October 20, 2022

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. 2022-663/Application No. L-5657-22C

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 2022-663 on October 20, 2022.

P&DD Recommendation

APPROVE

PC Issues:

Several residents from the Bulls Bay area spoke in opposition to the amendment and companion rezoning. Concerns raised by the residents related to the negative impacts of increasing industrial traffic on Bulls Bay Highway and the incompatibility of industrial uses with existing residential development. They also expressed opposition to the creation of additional junk yards in the area.

The Commissioners discussed concerns raised by the residents, acknowledged that low intensity industrial uses would be an appropriate transition between the abutting and adjacent junk yards and residential development, and recommended changes to the companion PUD zoning.

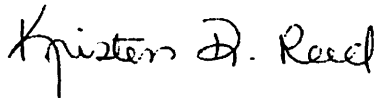
PC Vote:

5-0 APPROVE

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

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

Sincerely,



Kristen D. Reed, AICP
Chief of Community Planning Division
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – September 30, 2022

Ordinance/Application No.: 2022-663 / L-5657-22C

Property Location: 1101 and 1103 Bulls Bay Highway Road between Bulls Bay Highway and Kirkland Road.

Real Estate Number(s): 004806-5000 and 004831-0000

Property Acreage: 11.41 Acres

Planning District: District 5, Northwest

City Council District: District 10

Applicant: Cyndy Trimmer, Esquire

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

Applicant seeks this land use amendment to allow for industrial uses consistent with the surrounding area.

BACKGROUND

The 11.41-acre subject site is located on the east side of Bulls Bay Highway and approximately 300 feet north of Kirkland Road. According to the City’s Functional Highways Classification Map, Bulls Bay Highway is a collector roadway.

The subject site is currently vacant land with warehouse storage. 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 industrial uses. A companion rezoning has been filed and is pending concurrently with the land use amendment, via Ordinance 2022-664, 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), Heavy Industrial (HI), and Light Industrial (LI) 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 Low Density Residential (LDR)
 Zoning: Industrial Light (IL) and Residential Rural-Acre (RR-Acre)
 Property Use: Open storage, single family dwellings, wetlands and lake

South: Land Use: LDR and Heavy Industrial (HI)
 Zoning: RR-Acre, Industrial Heavy (IH) and Residential Low Density-60 (RLD-60)
 Property Use: Vacant undeveloped land, open storage, single family dwellings and mobile homes

East: Land Use: LI, LDR and Conservation (CSV)
 Zoning: IL, RLD-40 and CSV
 Property Use: Vacant undeveloped single family subdivision (Ordinance 2019-313-E), wetlands and Bulls Bay Preserve (wetlands)

West: Land Use: HI and LDR
 Zoning: Industrial Light (IL) and Rural Residential-Acre (RR-Acre)
 Property Use: Vacant undeveloped land, open storage and 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.

Land Use Amendment Impact Assessment - Application Number L-5657-22C

Development Analysis	11.41 Acres
Development Boundary	Suburban Development Area
Roadway Frontage Classification/State Road	Bulls Bay Highway – Collector Road
Plans and/or Studies	Northwest Jacksonville Vision Plan

Development Analysis		11.41 Acres
Site Utilization	Current: Vacant land and Warehouse	Proposed: Industrial Uses
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: 57 single-family dwelling units	Proposed: 198,807 sq. ft. of industrial uses
Net Increase or Decrease in Maximum Density	Decrease of 57 dwelling units.	
Net Increase or Decrease in Potential Floor Area	Increase of 198,807 sq. ft.	
Population Potential	Current: 151 people	Proposed: 0 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	Zone F	
Airport Environment Zone	300 Ft. Height Restriction Zone – OLF Whitehouse and Military Notice Zone and OLF Whitehouse Lighting Regulation Zone – SW corner of property	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	High and low sensitivity	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0 to 4 inches recharge area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Increase of 430 net new daily trips	
Potential Public School Impact	Not applicable	
Water Provider	Private well; no immediate water lines available	
Potential Water Impact	Decrease of 7,965 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Decrease of 5,974 gpd	
Potential Solid Waste Impact	Increase of 468.102 tons per year	
Drainage Basin/Sub-basin	Drainage Basin – Ortega River Sub-drainage Basin – Cedar River	
Recreation and Parks	Bulls Bay Preserve	
Mass Transit Access	No bus service at this location	
Natural Features		
Elevations	39 to 49 feet above mean sea level	
Land Cover	2110 - Improved pastures	

Development Analysis		11.41 Acres
Soils	40% (32)-Leon fine sand, 30% (58)-Pottsburg fine sand and 30% (14)-Boulogne fine sand	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	Not Applicable	

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been 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 August 5, 2022, there is an existing 8-inch sanitary force main within the Bulls Bay Highway right-of-way. However, JEA does not have a water main within ¼ mile from the subject site. Therefore, a permitted private well for potable water will be required for any industrial building. 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 maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Transportation

The subject site is 11.41 acres and is accessible from Bulls Bay Highway, a collector facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 5. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Light Industrial (LI).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

Transportation Element

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

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

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

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 538 daily trips. If the land use is amended to allow for this proposed LI development, this will result 968 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is an increase of 430 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 as a result of this land use amendment.

**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	18 SF DUs	T = 9.43 (X)	538	0	538
<i>Existing Scenario 1 Total</i>						538
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
HI	140	198,807 SF	T = 4.75 (X) / 1000	944	0	944
<i>Proposed Scenario 1 Total</i>						944
Proposed Net New Daily Total						406

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 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.

Aquifer Recharge

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 protections. 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. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

Infrastructure Element-Aquifer Recharge Sub-Element

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian 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 Floridian Aquifer Recharge GIS grid coverage.

Airport Environment Zone

The site is located within the 300-foot Height and Hazard Zone for the OLF Whitehouse. 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.

A portion of the site (southwest corner) is also located in a Military Notice Zone requiring execution of an Airport Notice Zone Acknowledgement, as required in Section 656.1010, Ordinance Code.

Policy 2.5.6 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on Map L-22.

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

The application was routed to the U.S. navy for comment and according to the review by the U.S. Military, all lighting on the structure and in the parking area shall be designed and installed facing downward towards the Southeast to localize illumination on the subject property and to minimize unreasonable interference or impact on Airport Naval Operations. All sag lenses, drop lenses and convex lenses shall be prohibited. Illumination levels at all property lines shall not one (1.0) f. c. when abutting other non-residential properties. All lighting lamp sources within parking and pedestrian areas shall be metal halide, compact fluorescent, or LED. The maximum light pole height in all parking areas should not exceed thirty (30) feet. An exterior lighting design plan, including a photometric plan, pole and fixtures schedules shall be submitted at the time of Verification of Substantial Compliance for review and approval by the Planning and Development Department and Community Planning of Naval Air Station Jacksonville.

During construction any and all cranes, lights or other structures raised to 50 feet or more shall have orange/white checkered flags for day use and a strobe for night use.

In addition, FAA requirement of crane operations during construction. The website to determine obstruction reporting/operating requirements is found in the FAA link [Obstruction Evaluation/Airport Airspace Analysis \(OE/AAA\) https://oeaaa.faa.gov/oeaaa/external/portal](https://oeaaa.faa.gov/oeaaa/external/portal).

Policy 2.5.7 In cooperation with the US Military and to preserve the utility of the field for simulated night carrier landings or related missions, the City has designated, through the land development regulations, a lighting regulation zone around Outlying Field (OLF) Whitehouse, requiring that all artificial lighting equipment have positive optical control so that no light is emitted above the horizontal plane. The United States Military has requested this special designation for OLF Whitehouse because of its special fleet carrier landing practice mission.

Evacuation Zone

Although the subject site does not have a proposed residential component it is within Evacuation Zone F. 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's review, no impacts to countywide evacuation times are anticipated from the amendment proposed in L-5657-22C. Proximity to Bulls Bay Highway and Commonwealth Avenue indicates sufficient access to evacuation routes (I-295 and I-10). 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.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 16, 2022, the required notices of public hearing signs were posted. Thirty (30) 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 September 19, 2022. Two members of the public spoke up regarding the application. One member stated he was concern about increased traffic and the potential creation of a junk yard because of open storage that would be permitted in a Light Industrial (LI) land use category. Another neighbor claimed that the some of the posting signs were posted in front of property that were not on the subject site. However, the signs were reposted in front of the application site.

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 1.1.12 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 1.1.11 Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

Policy 1.1.21 Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

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

- 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 is 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 August 5, 2022, there is an existing 8-inch sanitary force main within the Bulls Bay Highway right-of-way. However, JEA does not have a water main within ¼ mile from the subject site. Therefore, a permitted private well for potable water will be required for any industrial building. The subject site will need to access water and central sewer to be consistent with Policy 1.2.9.

The proposed amendment would provide additional LI designated land abutting and adjacent to existing industrial areas. The small-scale amendment to take 11.41 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.

The proposed amendment site is vacant underutilized property on a collector 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 innovated site planning and design to reduce impacts to residential areas and also 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 Northwest Vision Plan. The property is located in the suburban zone, identified in the plan. The plan does not identify specific recommendations for the subject site. A focus of the plan is to create centers to increase

development and redevelopment within the district while protecting existing neighborhoods. The proposed infill redevelopment promotes a use consistent with abutting and surrounding uses and does not intrude into the existing nearby neighborhoods. 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.

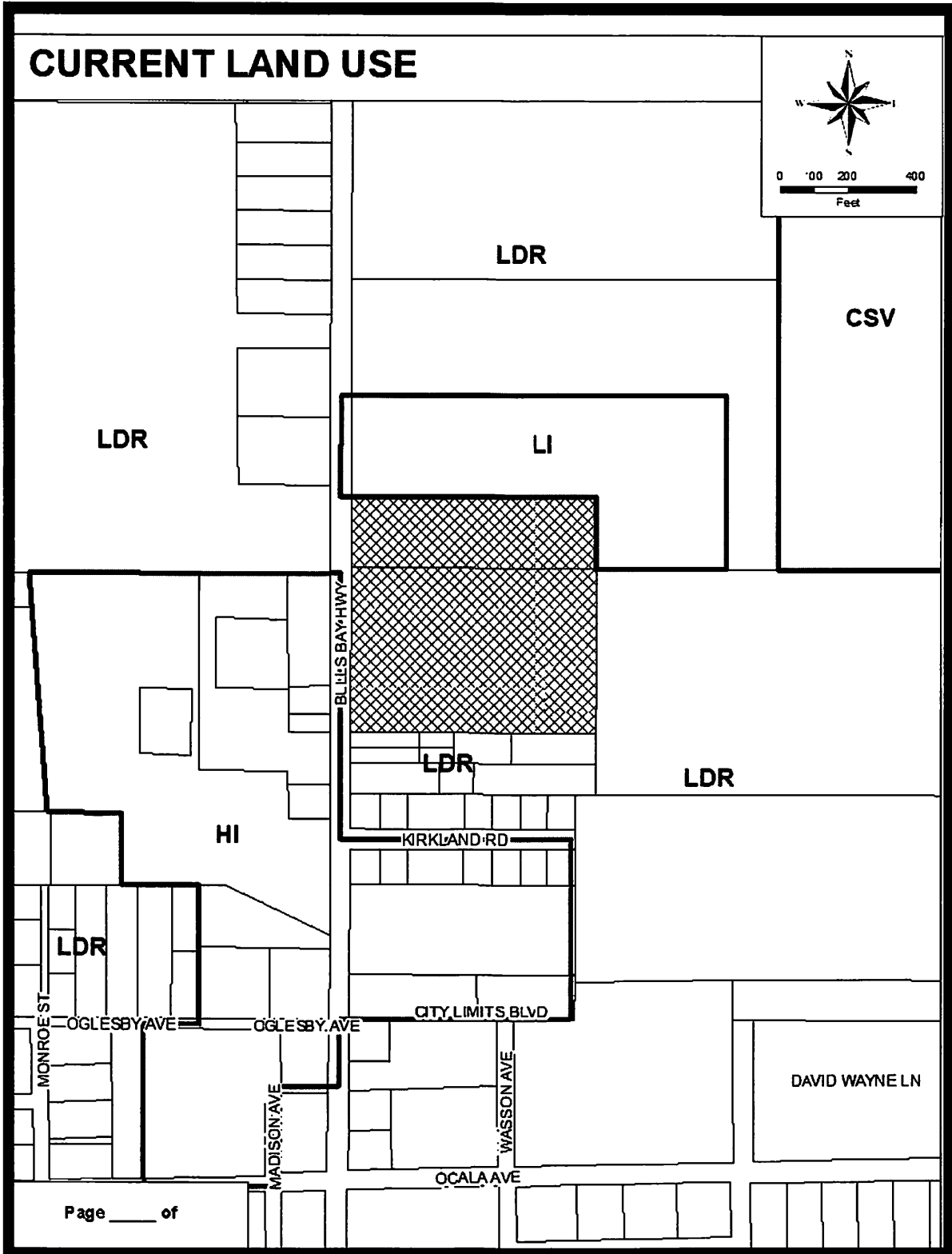
Objective Integrated Planning: The link between land use, resources and mobility.

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 Bulls Bay Highway. 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



Page ____ of

LAND USE AMENDMENT LAND UTILIZATION MAP

