

# City of Jacksonville, Florida

*Lenny Curry, Mayor*

City Hall at St. James  
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April 6, 2023

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

**RE: Planning Commission Advisory Report / Ordinance No. 2023-162/Application No. L-5767-22C**

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

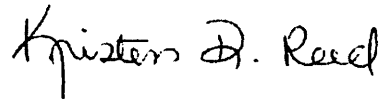
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2023-162 on April 6, 2023.

P&DD Recommendation	APPROVE
PC Issues:	None
<b>PC Vote:</b>	<b>6-0 APPROVE</b>

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

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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**Report of the Jacksonville Planning and Development Department**

**Small-Scale Future Land Use Map Amendment – March 31, 2023**

**Ordinance/Application No.:** 2023-162 / L-5767-22C

**Property Location:** 0 and 12223 Normandy Boulevard, between POW-MIA Memorial Parkway and Cecil Commerce Center Parkway

**Real Estate Number(s):** 002168 0000; 002172 0000; 002173 0000

**Property Acreage:** 10.96 acres

**Planning District:** District 4, Southwest

**City Council District:** District 12

**Applicant:** Steve Diebenow, Esquire

**Current Land Use:** Community/General Commercial (CGC)

**Proposed Land Use:** Light Industrial (LI)

**Current Zoning:** Commercial Community/General (CCG-2) and Commercial Office (CO)

**Proposed Zoning:** Industrial Light (IL)

**Development Boundary:** Suburban Area

**RECOMMENDATION:** **APPROVE**

**APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

Applicant seeks this land use amendment to allow for general light industrial uses consistent with its location within the industrial sanctuary overlay.

**BACKGROUND**

The 10.96 acre subject site is located along the north side of Normandy Boulevard (SR-228), a major arterial road, between POW-MIA Parkway, an unclassified road, and Cecil Commerce Center Parkway (SR-23), a limited access toll road. The site contains an automobile wrecking yard. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) to Light Industrial (LI) to allow for general light industrial uses on the site. The applicant is also proposing a companion

rezoning from Commercial Community/General (CCG-2) and Commercial Office (CO) to Industrial Light (IL), which is pending concurrently with this application, pursuant to Ordinance 2023-163.

There have been four proximate land use changes to the subject site. The property abutting the subject site to the north and across Normandy Boulevard to the south were both part of a 10,385 acre land use amendment that took place in 2002. This amended properties from Public Buildings and Facilities (PBF) to Multi-Use (MU) with a site-specific policy, Future Land Use Element Policy 4.3.8 (Ordinance 2002-0669-E), for the Cecil Field and Commerce Center. Across Normandy Boulevard to the east, a 3.95 acre property, which now contains an open storage yard, was amended from Medium Density Residential (MDR) to LI pursuant to Ordinance 2007-1023-E. Across Normandy Boulevard to the west, Ordinance 2020-284-E approved an amendment from Rural Residential (RR) to CGC on a 14.71 acre site, which is currently undeveloped. Abutting the 2020 amendment site to the west is an 8.09 acre site that was amended from RR to CGC pursuant to 2007-1015-E.

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

North: Land Use: MU, LDR  
Zoning: RR-Acre, PUD  
Property Use: Undeveloped

South: Land Use: CGC, MU, RR,  
Zoning: PUD, CCG-1, RR-Acre  
Property Use: Undeveloped, Single family

East: Land Use: CGC, LDR, LI, RR, BP  
Zoning: CO, RR-Acre, IBP, IL  
Property Use: Undeveloped, Single family, Open storage, Church, Cecil Commerce Center Parkway

West: Land Use: MU, RR  
Zoning: RR-Acre, PUD  
Property Use: Undeveloped, Single family

## **IMPACT ASSESSMENT**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Where there is not an associated site specific policy or note on the annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use

categories that permit residential uses in order to assess the potential impacts. Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

### Impact Assessment Baseline Review

<b>Development Analysis</b>		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Normandy Boulevard - Major Arterial / SR-228	
Plans and/or Studies	Southwest Jacksonville Vision Plan	
Site Utilization	Current: Automobile wrecking yard	Proposed: Industrial
Land Use / Zoning	Current: CGC / CCG-2 and CO	Proposed: LI / IL
Development Standards for Impact Assessment	Current: Scenario 1: 100% non-residential at 0.35 FAR Scenario 2: 20% non-residential at 0.35 FAR and 80% Residential at 15 DU/Acre	Proposed: 0.4 FAR
Development Potential	Current: Scenario 1: 167,096 Sq. Ft. Scenario 2: 33,419 Sq. Ft. and 131 DUs	Proposed: 190,967 Sq. Ft.
Net Increase/Decrease in Maximum Density	<u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> Decrease of 131 DUs	
Net Increase/Decrease in Potential Floor Area	<u>Scenario 1:</u> Increase of 23,871 Sq. Ft. <u>Scenario 2:</u> Increase of 157,548 Sq. Ft.	
Population Potential	Current: <u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> 307 people	Proposed: <u>Scenario 1:</u> Not applicable <u>Scenario 2:</u> Not applicable
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	No	
Airport Environment Zone	150 foot Height and Hazard Zone, 60-64.99 DNL, civilian notice zone for Cecil Airport	
Industrial Preservation Area	Industrial Sanctuary	
Cultural Resources	No	
Archaeological Sensitivity	Low	

<b>Development Analysis</b>	
Historic District	No
Coastal High Hazard Area	No
Adaptation Action Area	No
Groundwater Aquifer Recharge Area	0-4 inches
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
<b>Public Facilities</b>	
Potential Roadway Impact	Scenario 1: no net new daily trips Scenario 2: no net new daily trips
Potential Public School Impact	Not applicable
Water Provider	Well
Potential Water Impact	Scenario 1: decrease of 1,442 gallons per day Scenario 2: decrease of 25,543 gallons per day
Sewer Provider	Septic
Potential Sewer Impact	Scenario 1: decrease of 1,081 gallons per day Scenario 2: decrease of 19,157 gallons per day
Potential Solid Waste Impact	Scenario 1: increase of 324 tons per year Scenario 2: increase of 197 tons per year
Drainage Basin/Sub-basin	Brady/Yellow Branch / Rowell Creek
Recreation and Parks	Cecil Field ( Gym, Gold, Fretwell, Newman)
Mass Transit Access	No
<b>Natural Features</b>	
Elevations	78-84 feet
Land Cover	1400: Commercial and services 3300: Mixed upland nonforested 4340: Upland mixed coniferous/hardwood
Soils	14; 35; 22
Flood Zones	0.2 percent annual chance flood hazard
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 established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer

flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant has provided a JEA Availability Letter, dated October 12, 2022, as part of the companion rezoning application. According to the letter, there are no potable water connections or sewer connections located within ¼ mile of the subject site. According to Chapter 381, Florida Statutes, construction permits may not be issued for an onsite sewage treatment and disposal system in any area used or zoned for industrial or manufacturing purposes where a publicly owned or investor owned sewage treatment system is available (located within one-fourth mile) or where the system will receive toxic, hazardous, or industrial waste. The applicant should contact the Florida Department of Environmental Protection for additional information.

### 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 10.96 acres and is accessible from Normandy Blvd (SR 228), a major arterial facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 6. The applicant proposes to change the existing land use from Community General Commercial (CGC) 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 6,769 or 1,975 daily trips, depending on the scenario. If the land use is amended to allow for this proposed LI development, this will result in 930 daily trips.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment will result in zero net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed as result of this land use amendment.

**Table A**  
**Trip Generation Estimation Scenarios**

Existing Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	821	167,096 SF	$T = 67.52(X) / 1000$	11,282	4,513	6,769
					<b>Proposed Scenario 1 Total</b>	
					<b>6,769</b>	
Existing Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- N	822	33,419 SF	$T = 54.45(X) / 1000$	1,820	728	1,092
CGC- R	220	131 MF DUs	$T = 6.74(X)$	883	0	883
					<b>Existing Scenario 2 Total</b>	
					<b>1,975</b>	
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	110	190,967 SF	$T = 4.87(X) / 1000$	930	0	930
					<b>Total Trips for Proposed Land Use</b>	
					<b>930</b>	
<b>Scenario 1 Difference in Daily Trips</b>						<b>0</b>
<b>Scenario 2 Difference in Daily Trips</b>						<b>0</b>

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

**Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.



**Historic Preservation Element**

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

**Flood Zones**

Approximately 7.8 acres of the subject site is located within the 0.2 PCT Annual Chance Flood Hazard 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.

The 0.2 PCT Annual Chance Flood Hazard flood zone is defined as an area within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

**Conservation /Coastal Management Element (CCME)**

Policy 2.7.1 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 2.7.3 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 11.3.18 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

**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 (IE-AR)

Policy 1.2.8 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.

#### **Industrial Sanctuary**

The subject property is located in an area identified on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary.” Industrial uses are crucial to the long term economic well-being of the City and these areas are presumed to be appropriate for land use map amendments to industrial categories, subject to FLUE Objective 3.2 and supporting policies as well as other applicable objectives and policies. The “Industrial Sanctuary Zone” is defined as a distinct geographical area predominately consisting of industrial uses and zoning districts and strategically located for future expansion and economic development.

#### Future Land Use Element

Policy 3.2.29 The City shall continue to update its comprehensive inventory and mapping of Industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility”.

Policy 3.2.30 The area shown on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

#### **Airport Environment Zone**

The site is located within the 150 foot Height and Hazard Zone for the Cecil 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).

Approximately 10.3 acres of the amendment site section of the site is within the 60-64.99 Day-Night Sound Level (DNL) noise contour range. As such this area is within the Civilian Influence Zone for Cecil Airport. In accordance with Section 656.1010, the plat for a subdivision shall indicate which lots are located within a Civilian Influence Zone. No person shall sell, transfer, or lease land within a Civilian Influence Zone, unless the prospective owner, transferee or lessee has been given a disclosure of airport proximity in writing, at the time of contract of sale, transfer, or lease.

**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.

**Policy 2.5.5C** Within the 60DNL or higher area as depicted on Map L-22, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.

**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.

**PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on March 16, 2023, the required notices of public hearing signs were posted. Fourteen (14) 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 March 20, 2023. No members of the public attended to speak on the proposed amendment.

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

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

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.

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 of the areas served, availability of public facilities, and market demands.

Policy 3.2.29 The City shall continue to update its comprehensive inventory and mapping of Industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility".

Policy 3.2.30 The area shown on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility" are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

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.

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), Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 20 units per acre in the Suburban Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of a development.

Light Industrial (LI) is a category which 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. Site access to roads classified as collector or higher on the Highway Functional Classification Map is preferred; except for sites located within the DIA's jurisdictional boundaries.

The applicant is proposing a change from CGC to LI to allow for general light industrial uses on the site. The subject site is located along the north side of Normandy Boulevard (SR-228), a major arterial road, between Normandy Boulevard and Cecil Commerce Center Parkway (SR-23), a limited access toll road. The site is within the boundaries of an area identified on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary." This area is defined as a distinct geographical area predominately consisting of industrial uses and zoning districts and strategically located for future expansion and economic development. Sites located within the industrial sanctuary are deemed to be appropriate for amendments to industrial land uses pursuant to FLUE Policies 3.2.29 and 3.2.30.

Consistent with the locational criteria for the LI land use category, the subject site is located along Normandy Boulevard (SR-228), an arterial road. While the site is adjacent to residentially-designated land to west, the north, east, and south sides of the property are surrounded by properties designated as Multi-Use and CGC. The proposed amendment allows for a wider mix of uses in an area that is designated as an industrial sanctuary, consistent with Goal 3 and Policy 3.2.7 of the FLUE.

The proposed LI designation is consistent and compatible with the existing commercial corridor extending to the east and further along Normandy Boulevard. Additionally, the proposed LI designation would maintain a compatible land use pattern with the surrounding CGC and Multi-Use (MU) land use categories consistent with FLUE Goal 1 and Policies 1.1.22 and 3.2.1. Further, the site offers an infill redevelopment opportunity consistent with FLUE Objective 6.3.

The applicant has provided a JEA Availability Letter, dated October 12, 2022, as part of the companion rezoning application. According to the letter, there are no potable water connections or sewer connections located within ¼ mile of the subject site. The use of a septic tank on an industrially designated site will be subject to the requirements of Chapter 381, Florida Statutes. The applicant should contact the Florida Department of Environmental Protection for additional information.

The proposed small scale amendment would increase the amount of industrially designated land throughout the City, to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

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**

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan. The site is located within the Suburban Area of the Vision Plan. While the plan does not provide specific recommendations for the subject site, it recommends development occur in centers. The subject site is located within the Industrial Sanctuary and adjacent to lands associated with Cecil Commerce Center, a hub of aviation, high tech, and industrial activity.

### **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:

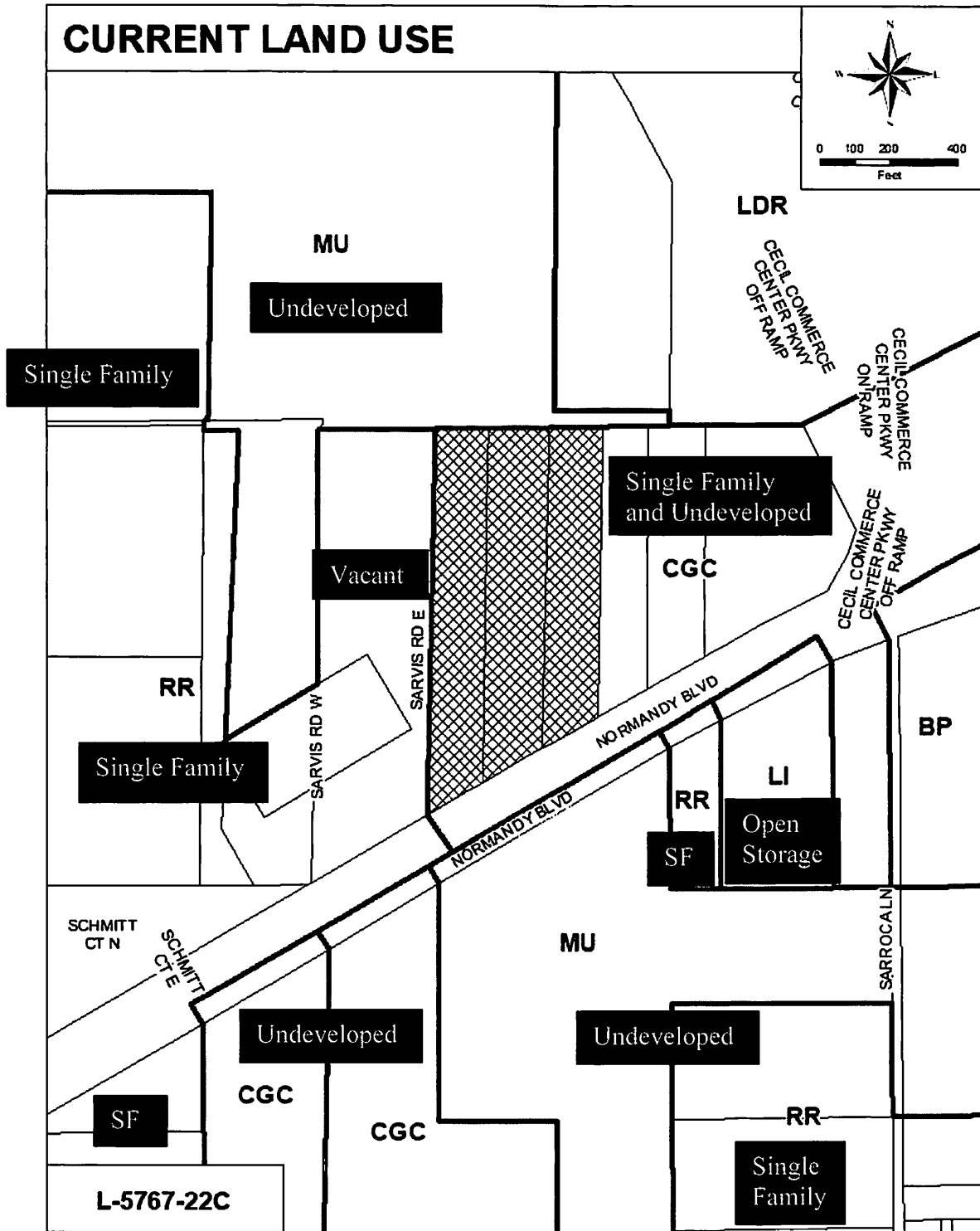
- Maintenance of a diversity of land use in the Region.
- Infill and redevelopment.

The proposed land use amendment would increase the amount of industrially designated land in Jacksonville, allowing the region to maintain a diverse mix of land uses in

Northeast Florida. Also, the site would allow for an additional location of infill redevelopment. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.



**LAND USE AMENDMENT**  
**FIELD / LOCATION / CURRENT LAND USE MAP**



**PROXIMATE LAND USE**  
**AMENDMENTS MAP**

