



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

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

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May 9, 2024

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. 2024-275/Application No. L-5840-23C

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 2024-275 on May 9, 2024.

P&DD Recommendation

DENY

PC Issues:

One (1) citizen spoke in opposition to the proposed amendment. The opposition expressed concerns of the compatibility of the use with the nearby residential areas and that the roadway system in that area is not adequate for the type of traffic this use would bring to the area.

The Planning Commission discussion included the potential of this proposed amendment being pre-mature to the area given the condition of the unimproved surrounding roadway system and the interconnection with the nearby residential neighborhoods. Commissioners also noted that while the ingress/egress road may be a narrow local roadway, the roadway can handle the capacity of the project. Additionally, light industrial use is compatible with the surrounding land uses in the immediate area and the project will be limited in intensity due to the floodzones and wetlands on site.

PC Vote:	4-2 APPROVE
Charles Garrison, Chair	Aye
Lamonte Carter	Absent
Amy Yimin Fu	Nay
Julius Harden	Absent
Moné Holder	Aye
Ali Marar	Aye
Michael McGowan	Aye
Jack Meeks	Absent
Tina Meskel	Nay

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 – May 3, 2024

Ordinance/Application No.:	2024-275 / L-5840-23C
Property Location:	0 Pritchard Road and 6453 Robinson Road
Real Estate Number(s):	003461-0020 and 004339-0030
Property Acreage:	17.81 acres
Planning District:	District 5, Northwest
City Council District:	District 10
Applicant:	Chris Hagan
Current Land Use:	Low Density Residential (LDR)
Development Area:	Suburban Development Area
Proposed Land Use:	Light Industrial (LI)
Current Zoning:	Residential Low Density-60 (RLD-60, 1.51 acres) and Residential Rural-Acre (RR-Acre, 16.3 acres)
Proposed Zoning:	Industrial Light (IL)
RECOMMENDATION:	<i>Deny</i>

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Land use amendment requested to allow for future development.

BACKGROUND

The 17.81-acre subject site is located at 0 Pritchard Road and 6453 Robinson Road, on the north side of Robinson Road and on the east side of the west I-295 beltway. According to the City’s Functional Highways Classification Map, Robinson Road is an unclassified roadway.

The subject site includes a narrow dirt access road from Robinson Road to the main part of the property. The main part of the property has been partially cleared and contains a large pile of broken concrete. 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) to Light Industrial (LI) to allow the applicant’s intended use of the property for future development. A companion rezoning has been

filed and is pending concurrently with the land use amendment, via Ordinance 2024-276, to change the zoning district of the site from Residential Low Density – 60 (RLD-60) and Residential Rural – Acre (RR-Acre) to Industrial Light (IL).

A similar amendment from LDR to LI was approved in 2019 pursuant to Ordinance 2019-484-E. This made the operation of an existing transportation company on the site a conforming use whereas before it was a legal non-conforming use in the LDR land use category. The use of the site was in existence prior to 1990 when the zoning district for the property was Industrial Light and Warehouse (ILW). When the site was placed in the LDR land use category and RLD-60 zoning district, it created the nonconformity.

The application site is surrounded by LDR, LI, and Business Park (BP) land uses. The main portion of the property is in the Industrial Situational Compatibility Zone. The dirt access road is the only portion of the property that is not in the Compatibility Zone.

Robinson Road dead-ends at I-295, and there is no access to the interstate directly from Robinson Road. The only access to Robinson Road on the east side of I-295 is via Picketville Road, a collector roadway. Both Robinson and Picketville roads are narrow, rural roads with no shoulders, no sidewalks, and open ditches. The dominant use on Picketville Road in the area is single-family residential, so ingress and egress to and from the site is through a residential neighborhood.

The adjacent land use categories, zoning districts and property uses of the land use amendment site are as follows:

North: Land Use: LDR, BP, and LI

Zoning: RR-Acre, Industrial Business Park (IBP)

Property Use: Undeveloped, Light Industrial, and wetlands associated with Sixmile Creek.

South: Land Use: LDR and LI

Zoning: RLD-60 and IL

Property Use: Single-Family, Undeveloped, and Light Industrial

East: Land Use: LDR

Zoning: RLD-60 and RR-Acre

Property Use: Single-Family, Undeveloped, Ponds

West: Land Use: LI and LDR

Zoning: RR-Acre, IL, and RLD-60

Property Use: I-295, Light Industrial, Undeveloped, and 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 potential as shown in this section.

Land Use Amendment Impact Assessment - Application Number L-5840-23C

Development Analysis		17.81 Acres / 775,803.6 sq. ft.	
Development Boundary	Suburban Development Area		
Roadway Frontage Classification / State Road	Robinson Road – Unclassified Road, however 350 feet to the east at the intersection of Pickettville Road and Robinson Road – Collector Roadway		
Plans and/or Studies	Southwest Jacksonville Vision Plan Kings-Soutel CRA		
Site Utilization	Current: Undeveloped/Timber	Proposed: Future Development	
Land Use / Zoning	Current: LDR / RLD-60 & RR-Acre	Proposed: LI / IL	
Development Standards for Impact Assessment	Current: 5 dwelling units / acre	Proposed: 0.4 FAR	
Development Potential	Current: 89 single-family dwelling units	Proposed: 310,321 sq. ft. of light industrial space	
Net Increase or Decrease in Maximum Density	Decrease of 89 single-family dwelling units		
Net Increase or Decrease in Potential Floor Area	Increase of 310,321 square feet		
Population Potential	Current: 236 people	Proposed: 0 people	
Special Designation Areas			
Aquatic Preserve	No		
Evacuation Zone	Zone C (no residential component)		
Airport Environment Zone	No		
Industrial Preservation Area	Industrial Situational Compatibility Zone		
Cultural Resources	No		
Archaeological Sensitivity	Low, Medium and High		
Historic District	No		
Adaptation Action Area	Yes; 17.44 acres		
Coastal High Hazard/Adaptation Action Area	No		
Groundwater Aquifer Recharge Area	No – Discharge area		
Wellhead Protection Zone	No		
Boat Facility Siting Zone	No		
Brownfield	No		
Public Facilities			
Potential Roadway Impact	672 Net new daily trips		
Potential Public School Impact	N/A		

Development Analysis	17.81 Acres / 775,803.6 sq. ft.
Water Provider	JEA (per application)
Potential Water Impact	Decrease of 12,440 gpd
Sewer Provider	JEA (per application)
Potential Sewer Impact	Decrease of 9,330 gpd
Potential Solid Waste Impact	Increase of 730 tons per year
Drainage Basin/Sub-basin	Basin: Trout River Sub-basin: Sixmile Creek
Recreation and Parks	Bulls Bay Preserve
Mass Transit Access	No bus service at this location
Natural Features	
Elevations	10 to 18 feet above mean sea level
Land Cover	1100, Residential low density, (6700) Wetland forested mixed and (4340) Upland mixed coniferous/hardwood
Soils	(63) Sapelo fine sand, (44) Mescotte-Pelham complex, (38) Mascotte fine sand and (67) Surrency loamy fine sand, depressional
Flood Zones	AE (5.64 acres) and 0.2% Chance (7.29 acres)
Wetlands	Yes – Category II
Wildlife (applicable to sites greater than 50 acres)	Not applicable

KingSoutel Crossing Community Redevelopment Area

A portion of the subject site is within the KingSoutel Crossing Community Redevelopment Area (CRA). The members met on April 25, 2024, and posed questions to the applicant then discussed the applications. After discussion, the members of the CRA voted unanimously to approve the applications.

Utility Capacity

The calculations to determine the water and sewer flows contained in this report 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. The method of calculating water and sewer flows to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document.

The applicant indicates that potable water and central sewer service will be provided by JEA. However, according to a JEA availability letter dated March 11, 2024, there is no potable water or central sewer service within ¼ mile of the application site.

According to Florida Statutes Chapter 381, 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.

Infrastructure Element

Sanitary Sewer Sub-Element

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

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 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.

Transportation

The subject site is 17.81 acres and is located between Pritchard Road and Robinson/Pickettville Road. Potential access is via Pickettville Road, which is a collector facility, operating at 9% of the maximum daily capacity. 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 839 daily trips. If the land use is amended to allow for this proposed LI development, this will result 1,511 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 672 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
LDR	210	89 SF Dus	T = 9.43 (X)	839	0	839
				<i>Total Trips for Existing Land Use- Scenario</i>		<i>839</i>
Proposed Land Use-Scenario1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
LI	110	310,321 SF	T = 4.87 (X) / 1000	1511	0	1511
				<i>Total Trips for Proposed Land Use- Scenario 1</i>		<i>1,511</i>
Scenario 1 Difference in Daily Trips						672

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 a de minimus impact on school capacity.

Evacuation Zone C

The proposed amendment does not have a residential component; therefore, the proposed development will have a de minimus impact on local and county evacuation routes and times.

Industrial Zones

The subject property is in an area identified on the Industrial Preservation Map as an Industrial Situational Compatibility Zone. Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map as areas that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements. 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.

Future Land Use Element

Policy 3.2.18 The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.

Policy 3.2.22 The area shown on the Industrial Preservation Map 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.

Policy 3.2.24 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map, lands designated Heavy Industrial, Light Industrial or Water Dependent/Water Related on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion

of these lands shall only be permitted for development that supports and is compatible with nearby industrial uses.

Archaeological Sensitivity

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

Historic Preservation Element

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

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

Adaptation Action Area

Most of the application site (approximately 17.44 acres of the amendment site of 17.81 acres) is located 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 Zones

Approximately 6.26 acres of the subject site is within the AE Flood Zone and 7.24 acres is located in the 0.2 Percent Chance Annual Hazard Area (Flood Zone X). 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 AE Flood Zone are areas within the 100-year floodplain or SFHA where flood insurance is mandatory.

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

Conservation /Coastal Management Element (CCME)

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

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

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

Policy 13.7.10 The City has adopted and shall maintain a floodplain management ordinance that establishes engineering requirements to safeguard the public health, safety, and general welfare and minimizes public and

private losses due to flooding through regulation and development of flood hazard areas. The ordinance shall include development and redevelopment regulations that:

- A. Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- B. Require the use of construction practices that will prevent or minimize future flood damage;
- C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;
- D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- E. Minimize damage to public and private facilities and utilities;
- F. Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;
- G. Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- H. Meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

Wetlands

Review of City data and site plan submitted by the applicant indicates the potential existence of wetlands on the subject site and as such, based upon the city's geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of the wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies. Due to the presence of Category II wetlands on the site, the land use request will be presented to the Joint Waterways Commission on May 16, 2024.

Wetlands Characteristics:

Approximate Size: 3.04 Acres

General Location(s): The wetlands are located within the southern access area from Robinson Road which drains north through the middle of the application site to the wetland system that buffers Sixmile Creek

and then drains into the Ribault River. Ribault River then drains into Trout River that then empties into the St. Johns River.

Quality/Functional Value:

The wetland has an extremely high functional value for water filtration attenuation and flood water capacity, is located within the 100 year flood zone, and has a direct impact on the City's waterways.

Soil Types/
Characteristics:

(67) Surrency Loamy fine sand - The Surrency series consists of nearly level, very poorly drained soils. These soils formed in thick sandy and loamy marine sediments. The soils are moderately permeable moderately slowly permeable. In areas flood plains. The high water table generally is at or above the soil surface and is subject to frequent flooding for long periods.

Wetland Category: Category II

Consistency of Permitted Uses:

Any development within the wetlands must meet the performance standards in CCME policies 4.1.3 and 4.1.5 below.

Environmental Resource Permit (ERP):

At present, no Environmental Resource Permit issued according to the St. Johns River Water Management District web site. However, the District has issued a Silvicultural Permit (ERP #172456-1) for culverting drainage ditches in three locations and construction of a logging road within the wetlands area of the Robinson Road.

Wetlands Impact:

The construction of a logging road and culverting resulted in impacts of 0.36 of an acre. Mitigation was not required. However, changing the land use category to Light Industrial (LI) for industrial development will require a full Environmental Resource Permit and a revaluation of culvert access. Mitigation may be required at that time.

Associated Impacts:

The Category II wetland area coincides with the AE Flood Zone, the 0.2 Percent Chance Hazard Area and the Adaptation Action Area (AAA).

Relevant Policies:

Conservation/Coastal Management Element

Policy 4.1.3

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

(1) Encroachment

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

(a) No net loss

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

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

(b) Floodplain protection

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

(c) Stormwater quality

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

- i. Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and

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

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

(e) Hydrology

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

Policy 4.1.5

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

- (1) Conservation uses, provided the following standards are met:

(a) Dredge and fill

Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state.

For Category II wetlands:

No more than 10% of the aerial extent of the vegetation outside the development area may be altered or removed; and

(2) Residential uses, provided the following standards are met:

(a) Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

i density shall not exceed one (1) dwelling unit per five (5) acres; and

ii buildings shall be clustered together to the maximum extent practicable; and

iii dredging or filling shall not exceed 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state.

For Category II wetlands:

No more than 10% of the aerial extent of the vegetation outside the development area may be altered or removed; and

(3) Water-dependent and water-related uses, provided the following standards are met:

(a) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state.

For Category II wetlands:

No more than 10% of the aerial extent of the vegetation outside the development area may be altered or removed; and

(b) Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

(4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

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

(6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be

amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

The Jacksonville Waterways Commission will review this application at its next meeting on May 16, 2024.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on April 16, 2024, the required notices of public hearing signs were posted. Twenty-four (24) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on April 15, 2024. One member of the public attended to hear about the application. They did not have any questions or provide any comments.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives, and Policies

Future Land Use Element (FLUE)

Development Area

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

- | | |
|---------------|---|
| 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 1.1.7 | Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process. |
| 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. 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.

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 1.2.8

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.

- 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 3.2.4 Permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulation.
- 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.

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), Medium Density Residential (MDR) in the Urban Area and Suburban Area is intended to provide compact medium density development.

Light Industrial (LI) is a category which provides for the location of industrial uses that are able to be performed in such a manner as to control the external effects of the process, such as smoke, noise, soot, dirt, vibration, odor, etc. Uses within this category, other than outside storage, shall be conducted within an enclosed building. Generally, light industrial uses involve materials that have previously been prepared, or raw materials that do not need refining. These uses do not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building or on the site in which the activity takes place.

Low Density Residential (LDR) in the Urban and Suburban areas is intended to provide for low density residential development.

The majority of the subject site (excluding the narrow access road from Robinson Road) is within an Industrial Situational Compatibility Zone. Pursuant to FLUE Policy 3.2.30, sites within such zones 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. The subject site is located within an industrial compatibility zone, is an extension of abutting LI land to the west and is consistent with industrial trends of the area but inconsistent with the dominant residential development to the south and east of the site and therefore, inconsistent with FLUE Policy 3.2.4. Development of the amendment site will be required to comply with enhanced buffering requirements for sites located within the Industrial Situational Compatibility Overlay as outlined in the Zoning Code.

The site is accessible via Robinson Road, a local road that serves single family residences and the aforementioned transportation company. Robinson Road dead ends at I-295 to the west and becomes Picketville Road to the east, which is a collector road for almost entirely residential uses. Therefore, the amendment to LI is consistent with Policy 3.2.30 but inconsistent with FLUE Goal 1, Objective 3.2, and Policies 1.1.7, 1.1.21, and 3.2.4.

The proposed amendment would provide additional LI designated land near existing industrial areas and in an area designated for future industrial uses pursuant to the Industrial Situational Compatibility Overlay. However, the amendment to LI is inconsistent with the dominant type of uses surrounding the site and the amendment approving LI for the site to the west was to recognize a long-established industrial use. The small-scale amendment to take 17.81 acres from MDR to LI is in an area without direct access to a major roadway, thus forcing traffic from the site through residential neighborhoods. Therefore, the proposed amendment is inconsistent with FLUE Policies 1.1.21 and 3.2.1.

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 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 amendment will be required to comply with enhanced buffering requirements for sites located within the Industrial Situational Compatibility Overlay as outlined in the Zoning Code. The amendment is inconsistent with the existing land use pattern and established character of the area and is not in an industrial node or corridor. Therefore, the amendment is inconsistent with the Vision Plan.

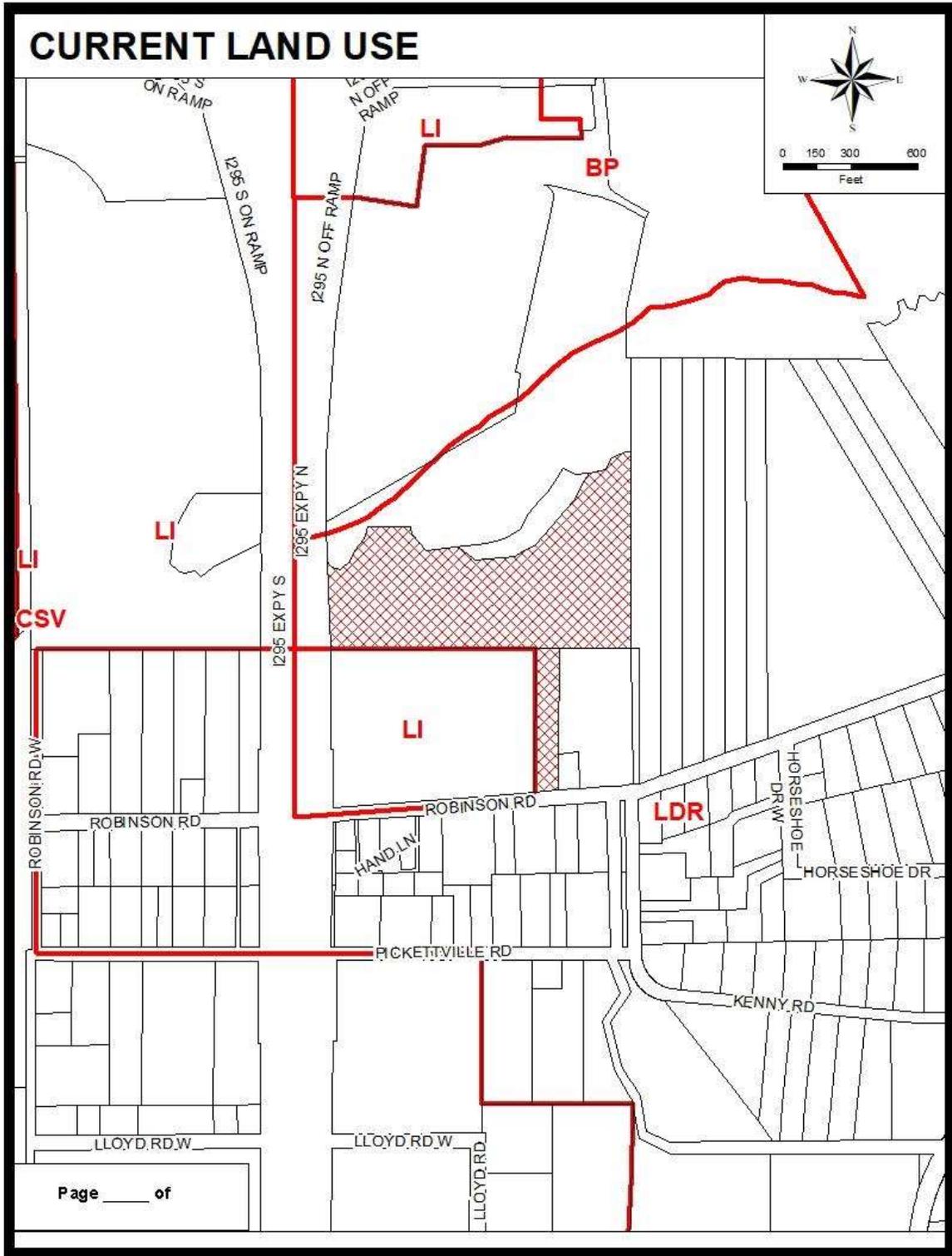
Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan, Economic Development Element:

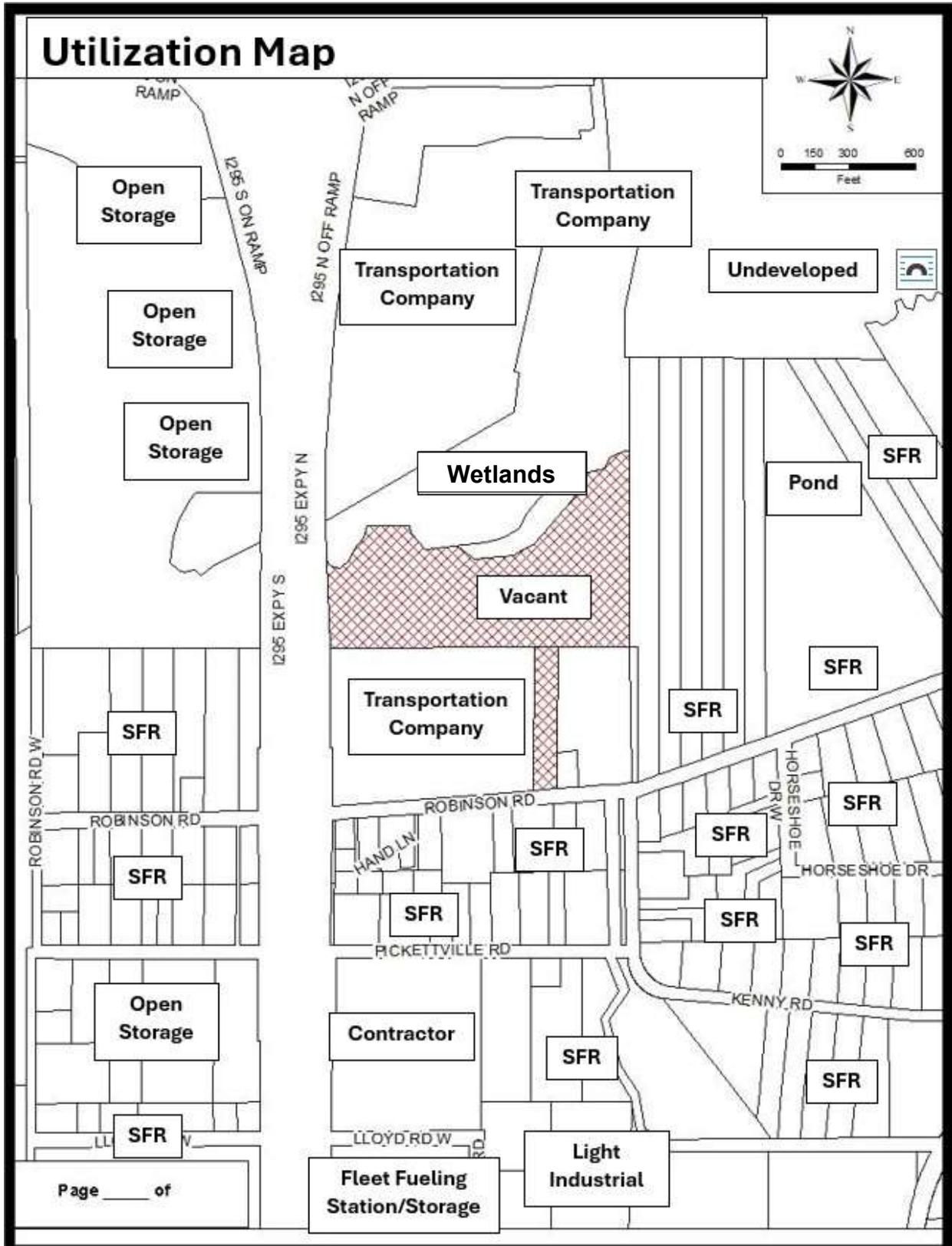
Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northwest Florida region.

The proposed land use amendment to LI promotes an environment that is conducive to the creation of new business thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

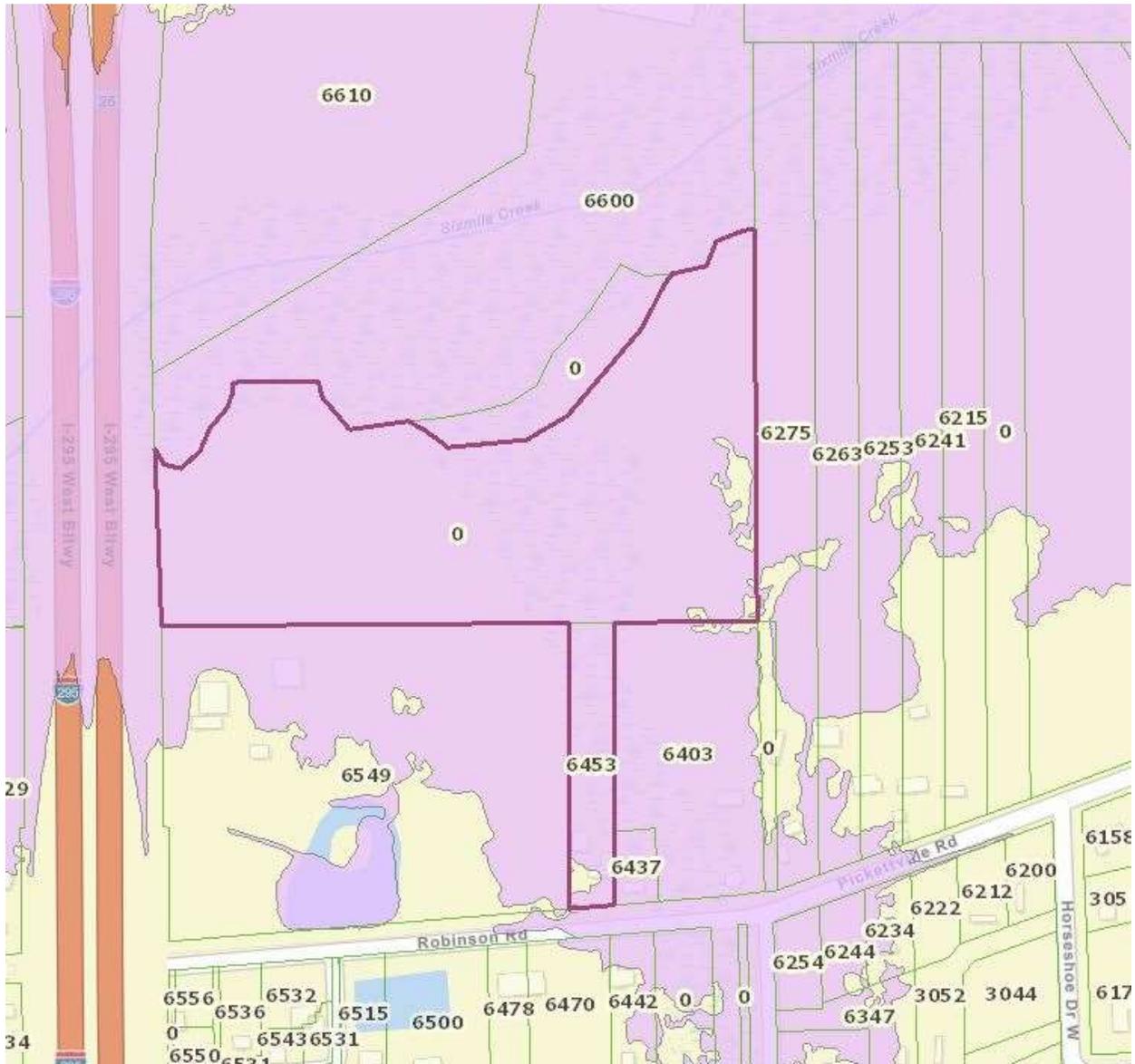
CURRENT LAND USE AMENDMENT MAP



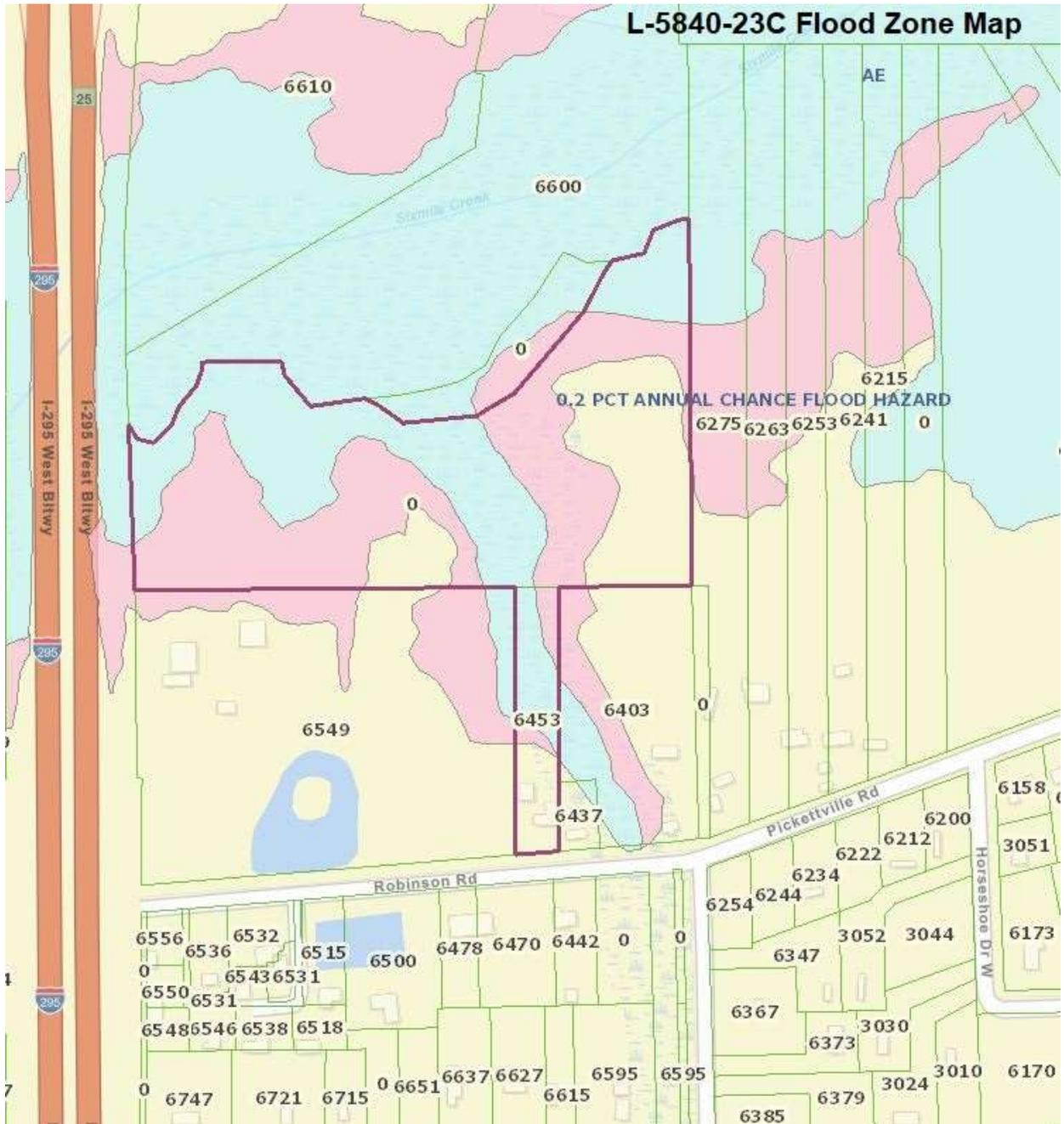
LAND USE AMENDMENT LAND UTILIZATION MAP



ADAPTATION ACTION AREA



FLOOD ZONES



WETLANDS

Document Path: C:\Users\Owner\Desktop\GIS\Robinson-Rd\mxd\wetland.mxd

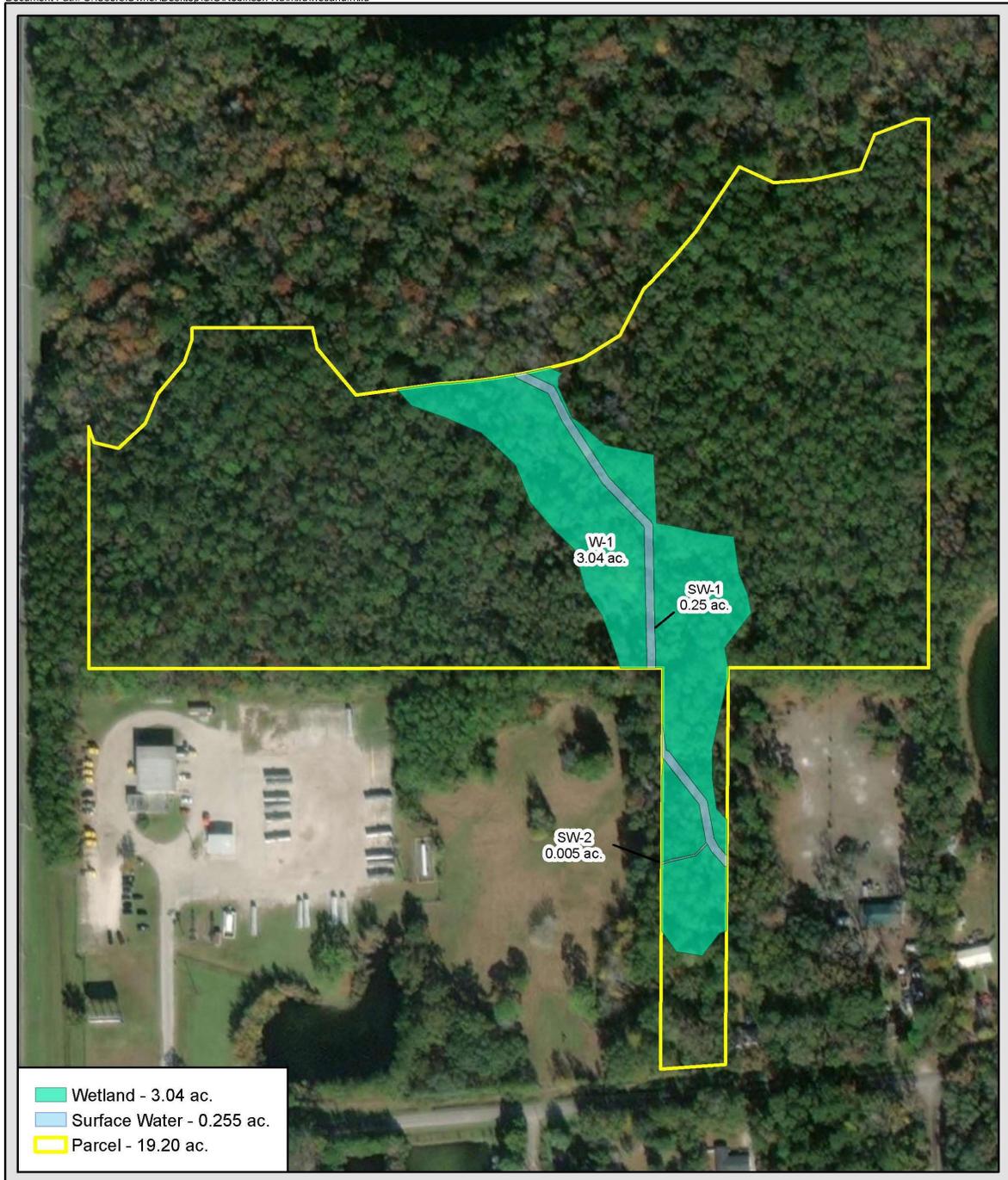


Image Source: ESRI 2019
Date: 1-31-21

0 100 200 Feet

Wetland Map
Shaw Robinson Road Pritchard II Property
Duval County, Florida

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