

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY

November 3, 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. 2022-750/Application No. L-5744-22C

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

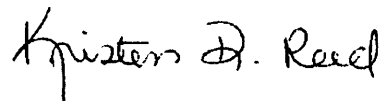
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-750 on November 3, 2022.

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

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

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
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
KReed@coj.net

Report of the Jacksonville Planning and Development Department

Large-Scale Future Land Use Map Amendment – October 28, 2022

Ordinance/Application No.: 2022-750 / L-5744-22C

Property Location: 5328 New Kings Road between West 45th Street and Bordon Street.

Real Estate Number(s): 084109 0000

Property Acreage: 1.20 acres

Planning District: District 5, Northwest

City Council District: District 10

Applicant: Shamil K. Eminov

Development Area: Urban Development Area

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Light Industrial (LI)

Current Zoning: Commercial Community/General-2 (CCG-2)

Proposed Zoning: Industrial Light (IL)

RECOMMENDATION: APPROVAL

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

From CCG-2 commercial rezoning to IL zoning to park semi-truck on this property of 5238 New Kings Road, Jacksonville, Florida 32209.

BACKGROUND

The 1.20-acre subject site is located southwest side of New Kings Road (U.S. 1), a major arterial roadway between and north of the 20th Street Expressway. The property is located in the Northwest Planning District (5), Council District 10, within the Industrial Sanctuary Zone and in the Urban Development Area as identified in the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan.

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 Community/General Commercial (CGC) to Light Industrial (LI), with a companion rezoning application from Commercial Community/General-2 (CCG-2) to Industrial Light (IL) to allow the storage of semi-trucks on the property. The companion rezoning, Ordinance 2022-751, is pending concurrently with this application.

Currently, the amendment site is vacant land that abuts commercial and industrial uses within the Community/General Commercial and Heavy Industrial (HI) land use categories. Both commercial and industrial uses with nearby railroad facilities are in proximity of the site. Further details are provided below.

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

North: Land Use: CGC, LI and Low Density Residential (LDR)
Zoning: CCG-2, IL and Residential Low Density-60 (RLD-60)
Property Use: Warehouses, open storage, and vacant undeveloped land

South: Land Use: CGC and Heavy Industrial (HI)
Zoning: CCG-2 and Industrial Heavy (IH)
Property Use: Warehouse, railroad terminals and tracks and vacant undeveloped land.

East: Land Use: CGC, LI and HI
Zoning: CCG – 2, IL and IH
Property Use: Motel open storage , light manufacturing, heavy manufacturing, vacant undeveloped land

West: Land Use: CGC and HI
Zoning: CCG-2 and IH
Property Use: Service garage and truck repair, open storage, warehouse, nursing home railroad tracks and railroad terminal

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

Land Use Amendment Impact Assessment - Application Number L-5744-22C

Development Analysis		1.20 acres
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	New Kings Road (U.S. 1) / Major Arterial	
Plans and/or Studies	Northwest Jacksonville Vision Plan	
Site Utilization	Current: Vacant	Proposed: Parking Semi Trucks
Land Use / Zoning	Current: CGC / CCG-2	Proposed: LI / IL
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 0.35 (20% non-residential) and 30 DUs/acre (80% residential)	Proposed: 0.40 FAR
Development Potential	Current: Scenario 1: 18,295 sq. ft. of commercial space Scenario 2: 3,659 sq. ft. of commercial space and 28 multi-family DUs	Proposed: 20,908 sq. ft. of industrial space
Net Increase or Decrease in Maximum Density	Scenario 1: Not applicable Scenario 2: Decrease of 28 DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 2,613 sq. ft. Scenario 2: Increase of 17,249 sq. ft.	
Population Potential	Current: Scenario 1: 0 People Scenario 2: 65 People	Proposed: 0 People
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	No	
Industrial Preservation Area	Industrial Sanctuary	
Cultural Resources	No	
Archaeological Sensitivity	High Sensitivity	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	1.17 acres at 22-foot elevation	
Groundwater Aquifer Recharge Area	Discharge area	

Development Analysis		1.20 acres
Evacuation Zone	No	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	0 Increase in new daily trips	
Potential Public-School Impact	Not applicable	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 157.9 gpd Scenario 2: Decrease of 3,856 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 118.4 gpd Scenario 2: Decrease of 6,267 gpd	
Potential Solid Waste Impact	Scenario 1: Increase of 33.373 tons per year Scenario 2: Decrease of 39.84 tons per year	
Drainage Basin/Sub-basin	Drainage Basin – Trout River Sub-drainage Basin – Ribault River	
Recreation and Parks	Scott Park	
Mass Transit Access	No bus service at this location	
Natural Features		
Elevations	21 to 23 feet above mean sea level	
Land Cover	1400 – Commercial and Service	
Soils	(69) Urban land	
Flood Zones	0.2% Chance (Flood Zone X) 0.48 of an acre	
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 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).

No JEA letter was submitted with the companion zoning application for this subject site. According to the City's GIS Infrastructure Map there is a 10-inch water main and a 4-inch sanitary sewer main within the New Kings Road right-of-way along the property line. In addition, there is an 18-inch sanitary sewer main within the center of the New Kings Road right-of-way. However, there is no guarantee for connection to these lines for the subject site. The applicant's proposed use for the storage of semi-trucks may not require water and sewer hook-ups.

According to Florida Statute 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. Buildings located in areas zoned or used for industrial or manufacturing purposes, when such buildings are to be served by onsite sewage treatment and disposal systems, must receive written approval from the Department of Health. Approvals will not be granted when the proposed use of the system is to dispose of toxic, hazardous, or industrial wastewater or toxic or hazardous chemicals. Once an onsite disposal system is permitted, the owner must obtain an annual system operating permit and change of use requires the owner or tenant to obtain a new annual system operating permit from the Department of Health.

Transportation

The subject site is 1.20 acres and is accessible from New Kings Road (SR 15), a major facility. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 9. The applicant proposes to change the existing land use from 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).

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that 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 1.2.1 of the TE of the 2030 Comprehensive Plan requires the City to 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.

Policy 2.4.2 of the TE of the 2030 Comprehensive Plan requires that 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.

These Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

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 598 and 388 daily trips. If the land use is amended to allow for this proposed LI development, this will result in 109 daily trips depending on the scenario.

Table A
Trip Generation Estimation Scenarios

Current Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	822	18,295 SF	$T = 54.45 (X) / 1000$	996	398	598
				<i>Total Trips for Existing Land Use-Scenario 1</i>		638
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC-N	822	3,659 SF	$T = 54.45 (X) / 1000$	119	80	199
CGC-R	220	28 MF DU	$T = 6.74 (X)$	189	0	189
				<i>Total Trips for Existing Land Use-Scenario 2</i>		388
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	110	22,908 SF	$T = 4.87 (X) / 1000$	102	0	102
				<i>Total Trips for Proposed Land Use</i>		102
				Scenario 1 Difference in Daily Trips		0
				Scenario 2 Difference in Daily Trips		0

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

Transportation Planning Division **RECOMMENDS** the following:

The difference in daily trips for the proposed land use amendment would result in no net new daily trips when compared to the existing land use. SR 15 is subject to FDOT review and access management requirements. 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.

School Capacity

While the proposed amendment does not generate residential units. Therefore, the proposed development will have a de minimis impact on school capacity. However, due to the elementary school located just north on the north side of Nevada Street, the Duval County Public Schools have been notified of the proposed land use amendment.

Industrial Zone

The subject property is located within the “Industrial Situational Compatibility” Zone. “Industrial Sanctuary” and “Industrial Situational Compatibility” Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Map series of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial 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.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of 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 1.2.6 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.

Adaptation Action Area (AAA)

The City of Jacksonville implemented the 2015 Peril of Flood Act (Chapter 2015-69, Laws of Florida) by establishing an Adaptation Action Area (AAA). The AAA boundary is an area that experiences coastal flooding due to extreme high tides and storm surge. The area is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. Ordinance 2020-732-E expands the AAA boundaries to those areas within the projected limits of the Category 3 storm surge zone and those contiguous areas of the 100-year and 500-year Flood Zones.

Almost the entire subject site (1.17 acres) is within the Adaptation Action area and subject to coastal flooding during cataclysmic hurricane storms. The AAA area is within the approximate 22 feet above mean sea level elevation in the nearby location. The City will continue to enforce building standards and requirements to minimize structural damage to property in hazardous coastal areas. Future City expenditures for infrastructure improvements will be limited to meeting the needs of existing residents and resource protection.

Conservation/Coastal Management Element

Policy 11.5.2 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

Future Land Use Element

Policy 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

Flood Zones

Approximately 0.48 of an acre of the 1.20 acre subject site is located within the (0.2 PCT Annual Chance Flood Hazard. 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 is defined as areas 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 2.7.1 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 14, 2022, the required notices of public hearing signs were posted. Eleven (11) 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 via Zoom on October 17, 2022. There was no one in attendance to discuss the application.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Development Area

Urban Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.

Future Land Use Element:

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 1.2.9 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.

Objective 3.2 Continue to 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 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.

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.

Pending 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 shall 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 description of the Future Land Use Element (FLUE), the general intent of the CGC category is 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 in the Urban Priority Area is intended to provide compact development which should generally be developed in nodal and corridor development patterns while promoting the revitalization or advancement of existing commercial districts and the use of existing infrastructure through infill development and redevelopment.

The LI Future Land Use Category is intended to provide 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. Generally, light assembly, manufacturing, packing, processing, and storage/warehousing are principal uses in this category.

The subject site is within an Industrial Situational Compatibility Zone. Per 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 applicant is proposing a land use change from CGC to LI. The proposed amendment results in a compatible land use pattern based on adjacent industrial uses. The proposed land use amendment is in the Urban Development Area (UA), in an area with access to full urban services. The LI land use designation promotes the intent of the Urban Development Area (UA) to promote infill development that takes advantage of existing infrastructure and services and that results in a compatible development pattern. Therefore, the proposed amendment is consistent with the intent of the UA and FLUE Objective 6.3 and Policy 1.1.5. Additionally, the designation fits in with the surrounding uses and is part of the nodal commercial and industrial development of the area, consistent with FLUE Objective 3.2 and Objective 6.3 and Policies 3.2.1 and 3.2.7.

The amendment provides for additional LI designated land in order to allow for industrial use of an area that has the capacity to support such use. The proposed use of the property demonstrates the need for the small-scale amendment and has a negligible impact the overall provision of CGC designated lands since many of the nearby properties within the CGC land use category and Industrial Sanctuary are being used for industrial purposes. Therefore, the amendment is consistent with FLUE Polices 1.1.5 and 1.1.21.

No JEA letter was submitted with the companion zoning application for this subject site. According to the City's GIS Infrastructure Map there is a 10-inch water main and a 4-inch sanitary sewer main within the New Kings Road right-of-way along the property line. In addition, there is an 18-inch sanitary sewer main within the center of the New Kings Road right-of-way. However, there is no guarantee for connection to these lines for the subject site. The applicant's proposed use for the storage of semi-trucks may not require water and sewer hook-ups. However, if development at the proposed location does need to have a private septic system, development must comply with the provisions of Section 381.0065, Florida Statutes, and will need to connect to centralized sewer if available per Section 381.00655, Florida Statutes as required in FLUE Policy 1.2.9.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

Northwest Jacksonville Vision Plan (2003)

The site is located within the boundary of the Northwest Jacksonville Vision Plan area. While the Vision Plan does not specifically address the commercial areas throughout

the district, the Plan recommends strategies to improve the visual appearance of corridors with landscaping, street trees, gateways and signs. These methods should be considered in reviving commercial properties. However, the Vision Plan has no recommendations for converting commercial land into industrial lands.

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.

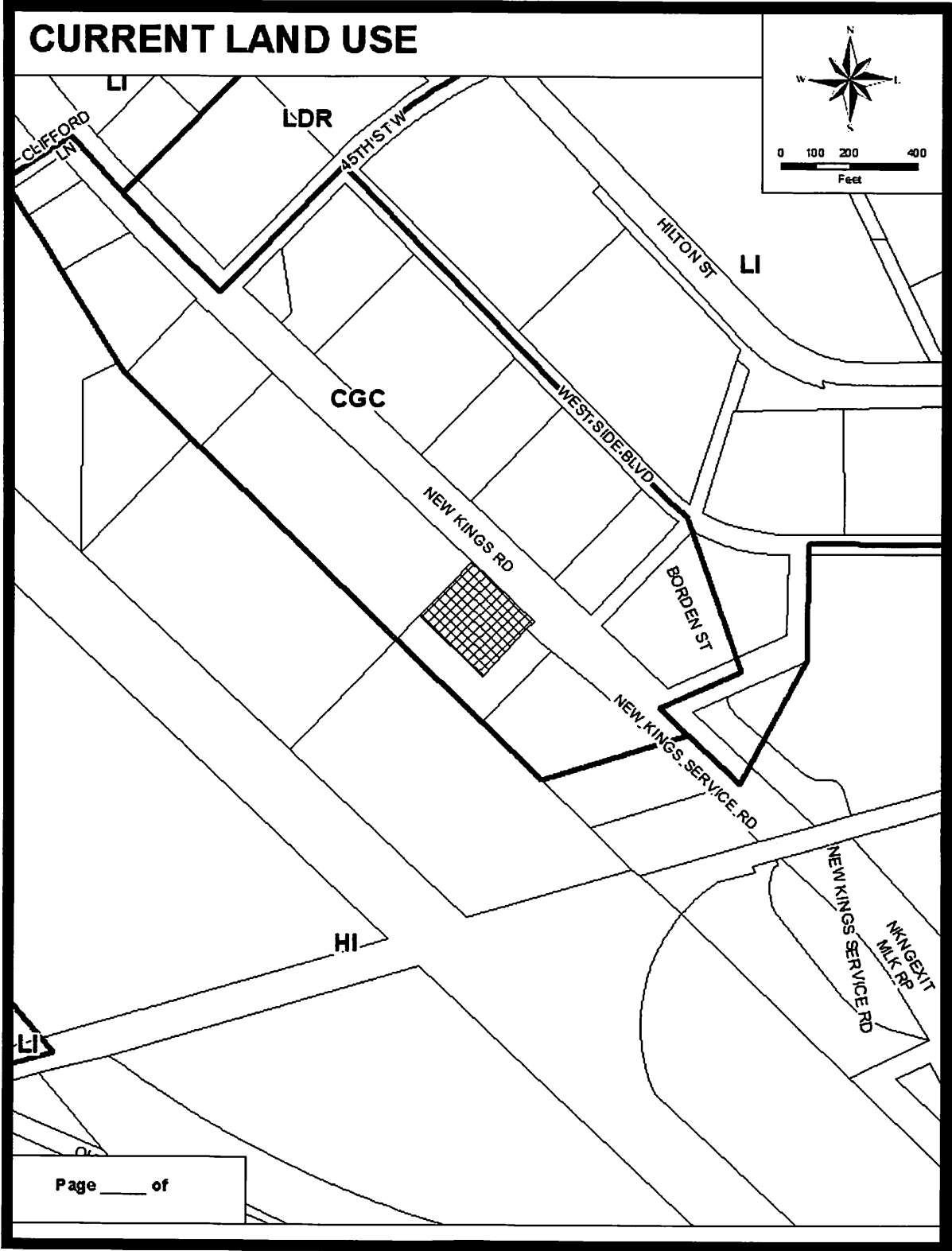
Objective Integrated Planning: The link between land use, resources and mobility.

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 within the Industrial Sanctuary Zone. 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.

LAND USE MAP L-5744-22C



LAND UTILIZATION MAP L-5744-22C

