

# City of Jacksonville, Florida

*Lenny Curry, Mayor*

City Hall at St. James  
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Jacksonville, FL 32202  
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January 6, 2022

The Honorable Samuel Newby, President  
The Honorable Rory Diamond, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2021-832/Application No. L-5621-21C**

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond 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 2021-832 on January 6, 2022.

P&DD Recommendation

APPROVE

PC Issues:

Two individuals spoke in opposition to the amendment. The concerns expressed related to noise, chemicals, traffic, and property values.

The Commission supported the amendment based on the compatibility of the amendment with the existing mix of uses, land uses and zoning districts. They also noted that the BP, along with the PUD, maintains an appropriate and compatible transition of uses.

**PC Vote:**

**5-0 APPROVE**

David Hacker, Chair

Aye

Alexander Moldovan, Vice-Chair

Aye

Ian Brown, Secretary

Aye

Marshall Adkison

Aye

Daniel Blanchard

Aye

Joshua Garrison

Absent

Jason Porter

Absent

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

Sincerely,

*Kristen D. Reed*

Kristen D. Reed, AICP  
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*Report of the Jacksonville Planning and Development Department*

*Small-Scale Future Land Use Map Amendment – December 30, 2021*

**Ordinance/Application No.:** 2021-832 / L-5621-21C

**Property Location:** 3693 Morton Street and 6106 Chester Avenue  
between Morton Street and Chester Avenue

**Real Estate Number(s):** 154025-0000 and 154132-0000

**Property Acreage:** 1.36 Acres

**Planning District:** District 3, Southeast

**City Council District:** District 5

**Applicant:** Cyndy Trimmer, Esquire

**Current Land Use:** Residential-Professional-Institutional (RPI)

**Development Area:** Urban Development Area

**Proposed Land Use:** Business Park (BP)

**Current Zoning:** Commercial Office (CO) and Commercial Residential  
Office (CRO)

**Proposed Zoning:** Planned Unit Development (PUD)

***RECOMMENDATION: APPROVE***

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

Applicant seeks this small-scale land use amendment to facilitate re-use of the property to function as the headquarters for a Jacksonville-local landscaping and lawn care company.

**BACKGROUND**

The 1.36 acre subject site consists of two parcels and is located on the north side of Morton Street and the southwest side of Chester Avenue. According to the City's Functional Highways Classification Map, both streets are local roadways.

The subject site is currently used as a warehouse/office and vacant undeveloped land. 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 Residential-

Professional-Institutional (RPI) to Business Park (BP) in order to use the property as the headquarters of a local landscaping and lawn care company. A companion rezoning has been filed concurrently with the land use amendment, via Ordinance 2021-833, to change the zoning district of the site from Commercial Office (CO) and Commercial Residential Office (CRO) to Planned Unit Development (PUD).

The application site is surrounded by a mix of uses in the Light Industrial (LI), Medium Density Residential (MDR), Community/General Commercial (CGC) and RPI land use categories. More specific uses along with the current zoning districts are listed below.

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

**North:** Land Use: CGC and LI

Zoning: Commercial Community/General-1 (CCG-1) and Industrial Business Park (IBP)

Property Use: Offices, church, private school, vacant undeveloped land, retail stores, warehouses, day care, nightclub and shopping center

**South:** Land Use: MDR and RPI

Zoning: Residential Medium Density-D (RMD-D), CRO and Residential Medium Density-A (RMD-A)

Property Use: Vacant undeveloped land, single-family dwellings, multi-family dwellings, and office

**East:** Land Use: LI, RPI and CGC

Zoning: IBP, Industrial Light (IL) and Planned Unit Development (PUD)

Property Use: Light manufacturing, vacant undeveloped land, office, warehouses, retail store open storage and nursing home

**West:** Land Use: CGC and RPI

Zoning: CCG-1, CO, and CRO

Property Use: Single family dwellings, vacant undeveloped land and stormwater retention lake

## **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.

### Land Use Amendment Impact Assessment - Application Number L-5621-21C

<b>Development Analysis</b>		<b>1.36 Acres</b>
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	Chester Avenue – Local Road Morton Street – Local Road	
Plans and/or Studies	Southeast Jacksonville Vision Plan	
Site Utilization	Current: Warehouse/Office and Vacant Undeveloped	Proposed: Landscaping and Lawn Care Company
Land Use / Zoning	Current: RPI / CO & CRO	Proposed: BP / PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.50 FAR Scenario 2: 10% non- residential at 0.50 FAR and 90% residential at 23 multi-family DUs per acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 20% non- residential at 0.35 FAR and 80% residential at 30 multi-family DUs per acre
Development Potential	Current: Scenario 1: 29,621 sq. ft. RPI space Scenario 2: 2,962 sq. ft. RPI space and 28 multi- family DUs	Proposed: Scenario 1: 20,735 sq. ft. Business Park space Scenario 2: 4,147 sq. ft. Business Park space and 32 multi-family DUs
Net Increase or Decrease in Maximum Density	Scenario 1: Not applicable Scenario 2: Increase of 4 Multi-family DUs	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 8,886 sq. ft. of Business Park space Scenario 2: Increase of 1,185 sq. ft. of Business Park space	
Population Potential	Current: Scenario 1: 0 people Scenario 2: 65 people	Proposed: Scenario 1: 0 people Scenario 2: 75 people
<b>Special Designation Areas</b>		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	300 Ft Height Restriction Zone for Naval Air Station Jacksonville	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low Sensitivity	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge area	

<b>Development Analysis</b>		<b>1.36 Acres</b>
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
<b>Public Facilities</b>		
Potential Roadway Impact	Scenario 1: Decrease of 63 net daily trips Scenario 2: Increase of 109 net daily trips	
Potential Public School Impact	Scenario 1: Not applicable Scenario 2: Increase of 7 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 1,328 gpd Scenario 2: Decrease of 997.7 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 996 gpd Scenario 2: Decrease of 748.3 gpd	
Potential Solid Waste Impact	Scenario 1: Increase of 16.885 tons per year Scenario 2: Decrease of 2.284 tons per year	
Drainage Basin/Sub-basin	St. Johns River Basin Upstream from Trout River and Christopher Branch Sub-basin	
Recreation and Parks	San Jose Elementary Park	
Mass Transit Access	Bus Stop 1388 Morton Street: Bus Route 50	
<b>Natural Features</b>		
Elevations	25 to 26 feet above mean sea level	
Land Cover	(1200) Residential Medium Density	
Soils	(71) Urban land-Leon-Boulogne complex	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	Not applicable	

## Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been 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).

A JEA letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated October 21, 2021, identifies an existing 12-inch water main within the Chester Avenue right-of-way 150 feet east of the application property, and an existing 6-inch force sewer main within the Chester Avenue right-of-way, approximately 600 feet northeast of the subject site.

## **Transportation**

The Planning and Development Department completed a transportation analysis, which is on file with the Planning and Development Department. In accordance with development standards for impact assessments, the first existing scenario for RPI non-residential land use has a development potential of 29,621 square feet of commercial space (ITE Land Use Code 710), which could generate 321 daily vehicular trips. The second existing scenario for RPI with 10% non-residential and 90% residential land use category development impact assessment results in a development potential of 2,962 square feet of commercial space (ITE Land Use Code 710), which could generate 32 gross daily trips. The residential component has a development potential of 28 multi-family residential units (ITE Code 220), which could generate 163 gross daily trips. The first proposed BP land use category (ITE Code 770) scenario has a development potential of 20,735 square feet, which could generate 258 gross daily trips. The second proposed BP land use category with 80% residential and 20% non-residential results in a development potential of 4,147 square feet of industrial space (ITE Code 770), which could generate 52 gross daily trips and 32 multi-family dwelling units (ITE Code 220), which could generate 216 gross daily trips.

As such, the trip generation comparison between the current development potential and the proposed development potential under the first scenario will result in decrease of 63 net new daily vehicular trips and under the second scenario will result in an increase of 109 net new daily vehicular trips. This analysis is based upon the comparison of what potentially could be built on that site versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

### Supplemental Transportation Information

#### **Background Information:**

The subject site is 1.36 acres and is accessible from Morton Street and Chester Avenue, both are unclassified local facilities. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 8. The applicant proposes to change the existing land use from Residential Professional Institutional (RPI) to Business Park (BP).

#### **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.

**Policies 1.2.1** of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that 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.

**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.

**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. If the land use is amended to allow for this BP development, this will result in a decrease of 63 daily trips or an increase of 73 daily trips, when compared to the existing land use.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment is a decrease of 63 or an increase of 73 daily trips (depending on the scenario) when compared to the existing land use. This is less than 500 new daily trips; therefore, impacts are considered de minimis. **No recommendations.**

**School Capacity**

The Planning and Development Department determined that the proposed amendment from RPI to BP has a current development potential under scenario 1 as 100 percent non-residential and under scenario 2 as 80 percent residential and 20 percent non-residential. Under scenario 2, the proposed amendment could result in the development of 32 multi-family dwelling units.

The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:



- Elementary School
  - Concurrency Service Area (CSA) 4
  - 2021/2022 enrollment: 5,363
  - Current utilization: 79%
  - New student development from amendment: 4
  - 5-year utilization: 89%
  - Available seats in CSA 4: 867
  - Available seats in adjacent CSA(s) 3 and 5: 2,163
  
- Middle School
  - CSA 4
  - 2021/2022 enrollment: 3,915
  - Current utilization: 80%
  - New student development from amendment: 1
  - 5-year utilization: 71%
  - Available seats in CSA 4: 601
  - Available seats in adjacent CSA(s) 3 and 5: 474
  
- High School
  - CSA 4
  - 2021/2022 enrollment: 924
  - Current utilization: 72%
  - New student development from amendment: 2
  - 5-year utilization: 74%
  - Available seats in CSA 4: 112
  - Available seats in adjacent CSA(s) 3 and 5: 596

The analysis of the proposed development reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

#### Public School Facilities Element

Policy 2.3.2      The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

Policy 2.3.3      The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

#### Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria

utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

- San Jose Elementary #83
  - CSA 4
  - Amendment student generation: 4
  - School Capacity including permanent spaces and portables: 850
  - Current enrollment 20 day count for 2021/2022: 761
  - Percent Occupied: 90%
  - 4-year projection: 96%
- Alfred I. DuPont Middle School #66
  - CSA 4
  - Amendment student generation: 1
  - School Capacity including permanent spaces and portables: 1,071
  - Current enrollment 20 day count for 2021/2022: 701
  - Percent Occupied: 65%
  - 4-year projection: 71%
- Terry Parker High School #86
  - CSA 3
  - Amendment student generation: 2
  - School Capacity including permanent spaces and portables: 1,866
  - Current enrollment 20 day count for 2021/2022: 1,386
  - Percent Occupied: 74%
  - 4-year projection: 93%

### **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.

### **Airport Environment Zone**

The site is located within the 300 foot Height and Hazard Zone for the Naval Air Station Jacksonville (NAS Jax). Zoning will limit development to a maximum height of less than 300 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

## Future Land Use Element

**Objective 2.5** Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on November 23, 2021, the required notices of public hearing signs were posted. Signs were posted on November 10, 2021, and a picture of the posted sign was provided. Forty-two (42) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on November 29, 2021. One member of the public who was in opposition to the application raised issues regarding traffic and the impacts to his residences.

## **CONSISTENCY EVALUATION**

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

### **Future Land Use Element (FLUE)**

#### ***Development Area***

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

**Objective 1.1** Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs,

intergovernmental coordination mechanisms, and public/private coordination.

- Policy 1.1.5** 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 3.2.2 The City shall promote, through the Land Development Regulations, infill and redevelopment of existing commercial areas in lieu of permitting new areas to commercialize.

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 (Ordinance 2021-631-E)

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 Description of the Future Land Use Element (FLUE), the RPI land use category in the Urban Development Area is intended to provide compact medium development. Development which includes medium density residential and professional office uses is preferred. Limited commercial retail sales and service establishments that serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicle Miles Traveled. Plan amendment requests for new RPI designations are preferred in locations that are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses.

BP in the Urban Development Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial

Sanctuary. Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services and with site access to roads classified as arterial or higher on the Highway Functional Classification Map.

According to the Industrial land use categories introduction, many industrial uses can exist in harmony with non- industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. The companion rezoning is a PUD which can include site design requirements to promote compatibility with surrounding uses.

The subject site is located on both Morton Street and Chester Avenue; both are local roadways. However, Chester Avenue at the application site is an industrial and commercial corridor where retail stores, offices and industrial uses operate. Residential uses are located along Morton Street and near the subject site which is currently used as a warehouse and office. The site is located in close proximity to public transportation and connects to full urban services. For these reasons, the proposed amendment to BP is consistent with FLUE Goals 1 and 3, Objective 1.1, and Policies 1.1.5 and 1.1.22. Conversion of the 1.36-acre site from an RPI land use to BP would have a negligible impact on the amount of land designated for those categories, and as such, the proposed amendment meets the intent of FLUE Policy 1.1.21.

The proposed amendment to BP allows for low intensity industrial uses and transitional uses. As such, the amendment would maintain a compatible land use pattern along the Chester Avenue corridor, consistent with FLUE Policy 3.2.1. Additionally, the subject site is in an urbanized area and has access to infrastructure, utilities and public facilities. Development on the portion of the subject site that is currently vacant would promote infill development in an existing commercial area, consistent with FLUE Objective 6.3 and Policy 3.2.2.

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 subject site is located within the boundaries of the Southeast Jacksonville Vision Plan (March, 2010). There are no specific recommendations for this area within the Plan. The application site is located along Chester Avenue; an area of mixed uses. Changing the land use category from RPI to BP meets two of the Guiding Principles of the Plan. Guiding Principle Two – to promote mixed use/mixed income redevelopment and infill and Guiding Principle Four – to provide for economic growth. Since the BP in the Urban Development Area is a mixed use land use category which allows for both industrial and residential uses Guiding Principal Two applies. Utilizing an undeveloped vacant lot and reusing an existing warehouse is not only infill it also increases the opportunity for economic growth

as specified in Guiding Principle Four. Therefore, the proposed land use change is consistent with the Southeast Jacksonville Vision Plan.

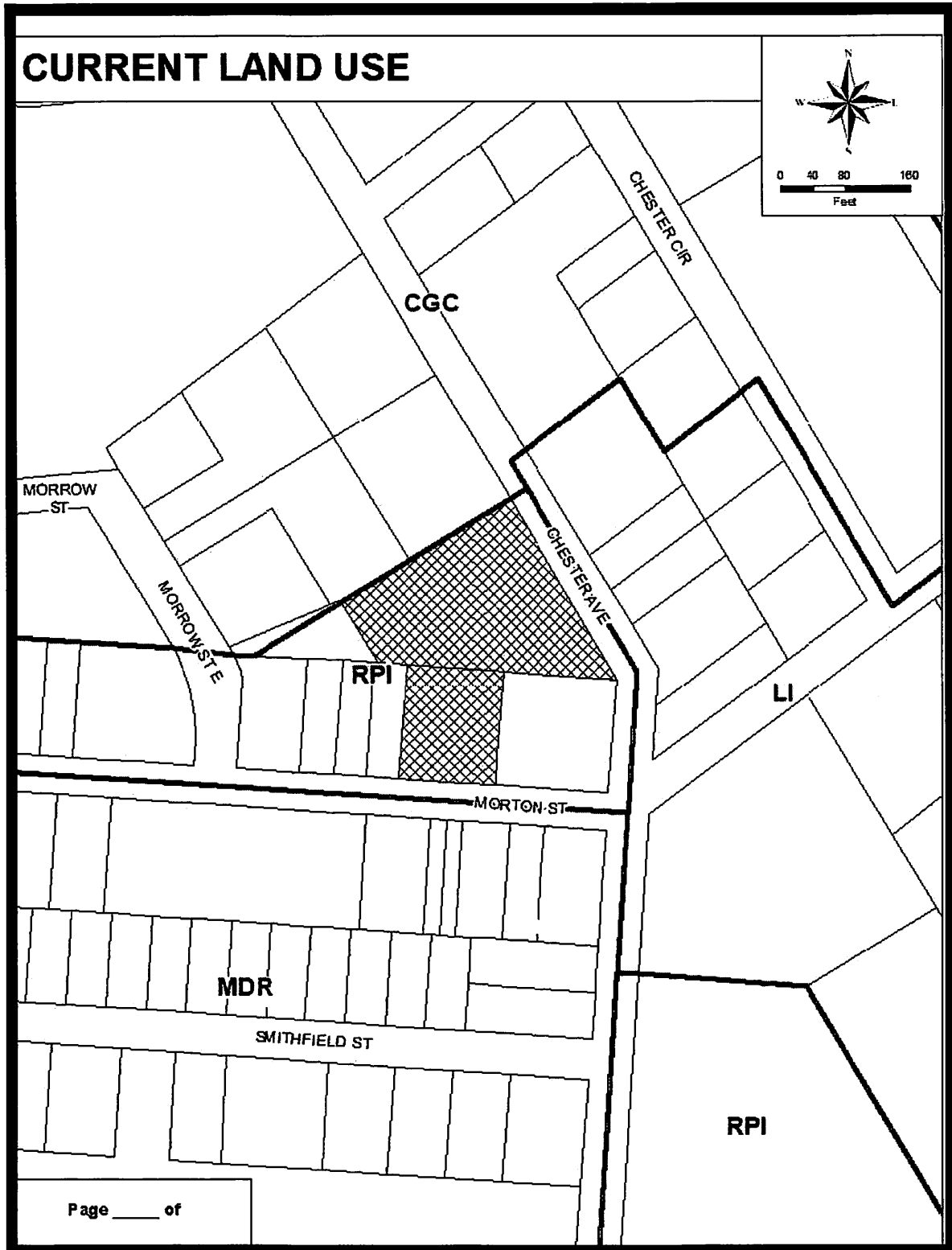
### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March, 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

Goal	Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.
Objective	Integrated Planning: The link between land use, resources and mobility.
Policy 4	<p>The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:</p> <ul style="list-style-type: none"><li>• Local governments as they identify areas appropriate for mixed-use development.</li><li>• Incentives for dense and/or mixed use development.</li><li>• Maintenance of a diversity of land use in the region.</li><li>• Infill and redevelopment.</li></ul>

The proposed land use amendment to BP promotes an environment that is conducive to the potential creation of a mixed use development as well as providing infill and redevelopment economic growth. Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective and Policy 4 of the Strategic Regional Policy Plan.

## CURRENT LAND USE AMENDMENT MAP





# **LAND USE AMENDMENT LAND UTILIZATION MAP**

