



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32203
(904) 630-CITY
www.Jacksonville.gov

April 4, 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. 2024-192/Application No. L-5892-23C

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 2024-192 on April 4, 2024.

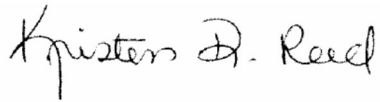
P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	7-0 APPROVE

Charles Garrison, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Julius Harden	Aye
Moné Holder	Aye
Ali Marar	Absent
Michael McGowan	Absent
Jack Meeks	Aye
Tina Meskel	Aye

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

Planning Commission Report
April 4, 2024
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Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive, flowing style.

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

Small-Scale Future Land Use Map Amendment – March 29, 2024

Ordinance/Application No.: 2024-192 / L-5892-23C

Property Location: 0 and 10042 New Kings Road (US-1), between New Kings Road and Trout River Boulevard

Real Estate Number(s): 002697-0000; 002705-0010; 003947-0020 (portion); and 003947-0040 (portion)

Property Acreage: 4.31 acres

Planning District: District 6, North

City Council District: Council District 8

Applicant: Chris Hagan

Current Land Use: Heavy Industrial (HI) (3.44 acres)
Low Density Residential (LDR) (0.87 of an acre)

Proposed Land Use: Community/General Commercial (CGC) (1.98 acres)
Light Industrial (LI) (1.46 acres)
Business Park (BP) (0.87 of an acre)

Development Area: Suburban Development Area

Current Zoning: Residential Rural – Acre (RR-Acre) and Planned Unit Development (PUD)

Proposed Zoning: PUD

RECOMMENDATION: ***Approve***

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

Allow for commercial uses in the new PUD along New Kings Road.

BACKGROUND

The applicant is requesting an amendment to multiple land use designations on two separate sites that are 4.31 acres, combined. The north site, with frontage along the west side of New Kings Road (US-1) is 3.44 acres and in the HI land use category. The south site, with frontage along the north side of Trout River Boulevard, is 0.87 acres and in the LDR land use category. The companion rezoning application encompasses 11.17 acres, which includes the two sites that are subject to this land use amendment application.



The applicant proposes land use amendments from HI to CGC, HI to LI, and LDR to BP, as detailed in the following map:



The intent of the land use change and rezoning is to lower the intensity and decrease the amount of visibly stored cars. According to the PUD written description, this will eliminate the Industrial Heavy (IH) zoning district uses of the auto recycling allowed in the previous PUD. The north amendment site and much of the existing land in the LI land use category south of the site served as open storage of vehicles. Within the last couple years, both areas have been cleared of all vehicles and are now vacant.

The companion rezoning from Planned Unit Development (PUD) and Residential Rural – Acre (RR-Acre) to PUD is pending concurrently with this land use amendment application pursuant to Ordinance 2024-193.

The area surrounding the amendment site is a mix of industrial, commercial, single-family residential uses, and vacant and/or undeveloped land.

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

North: Land Use: Community/General Commercial (CGC), Low Density Residential (LDR), Heavy Industrial (HI), and Light Industrial (LI)
Zoning: Planned Unit Development (PUD), Residential Rural – Acre (RR-Acre), Commercial Community/General – 2 (CCG-2), and Industrial Light (IL)
Property Use: Open storage, single-family residential, and undeveloped

South: Land Use: LI and LDR
Zoning: PUD and RR-Acre
Property Use: Commercial, Retention Pond, Single-family residential, undeveloped

East: Land Use: CGC and LDR
Zoning: RR-Acre, CCG-2
Property Use: Commercial, Single-family residential

West: Land Use: LDR
Zoning: RR-Acre
Property Use: Open storage, single-family residential, and undeveloped

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.

Impact Assessment Baseline Review

Development Analysis			4.31 Acres / 187,743 sq. ft.
Development Boundary	Suburban Development Boundary		
Roadway Frontage Classification / State Road	New Kings Road (US-1/SR-15) - Principal Arterial Trout River Boulevard - Collector		
Plans and/or Studies	North Jacksonville Vision Plan		
Site Utilization	Current: Junk Yard	Proposed: Commercial Use	

Development Analysis		4.31 Acres / 187,743 sq. ft.
Land Use / Zoning	Current: Land Use: Heavy Industrial (3.44 acres) Low Density Residential (0.87 acres) Zoning: PUD (3.44 acres) RR-Acre (0.87 acres)	Proposed: Land Use: Community/General Commercial (1.98 acres) Light Industrial (1.46 acres) Business Park (0.87 acres) Zoning: Planned Unit Development (4.31 acres) Zoning application requests zoning change of 11.17 acres to PUD, which includes the 4.31 acres subject to this application
Development Standards for Impact Assessment	Current: HI – 0.4 FAR LDR – 5 DU / Acre	Proposed: CGC: Scenario 1: 0.35 FAR Scenario 2: 15 DU / Acre BP: Scenario 1: 0.35 FAR Scenario 2: 15 DU / Acre LI: 0.4 FAR
Development Potential	Current: 4 SF DU and 59,938 sq. ft. HI	Proposed: Scenario 1: • 30,187 sq. ft. Commercial • 13,264 sq. ft. Business Park • 25,439 sq. ft. Light Industrial Scenario 2: • 42 MF DU • 25,439 sq. ft. Light Industrial
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 4 DU Scenario 2: Increase of 38 DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: <u>Increase of</u> • 30,187 sq. ft. Commercial • 13,264 sq. ft. Business Park	

Development Analysis		4.31 Acres / 187,743 sq. ft.	
	<ul style="list-style-type: none">• 25,439 sq. ft. Light Industrial <u>Decrease of</u> <ul style="list-style-type: none">• 59,938 sq. ft. Heavy Industrial Scenario 2: <u>Increase of</u> <ul style="list-style-type: none">• 25,439 sq. ft. Light Industrial <u>Decrease of</u> <ul style="list-style-type: none">• 59,938 sq. ft. Heavy Industrial		
Population Potential	Current: 10 People	Proposed: Scenario 1: N/A Scenario 2: 98 People	
Special Designation Areas			
Aquatic Preserve	No		
Evacuation Zone	Zone D		
Airport Environment Zone	No		
Industrial Preservation Area	No		
Cultural Resources	None		
Archaeological Sensitivity	Low		
Historic District	No		
Coastal High Hazard	No		
Adaptation Action Area	No		
Groundwater Aquifer Recharge Area	Discharge		
Wellhead Protection Zone	No		
Boat Facility Siting Zone	No		
Brownfield	No		
Public Facilities			
Potential Roadway Impact	Scenario 1: 952 net new daily trips Scenario 2: 84 net new daily trips		
Potential Public School Impact	Increase of 10 students		
Water Provider	JEA		
Potential Water Impact	Scenario 1: Increase of 127 gpd Scenario 2: Increase of 7,557 gpd		
Sewer Provider	JEA		
Potential Sewer Impact	Scenario 1: Increase of 95 gpd Scenario 2: Increase of 5,667 gpd		
Potential Solid Waste Impact	Scenario 1: Decrease of 47 tons per year Scenario 2: Decrease of 8 tons per year		
Drainage Basin/Sub-basin	Trout River / Trout River		
Recreation and Parks	Dinsmore Center and Park		
Mass Transit Access	None		
Natural Features			
Elevations	North Parcel: 14' to 18' South Parcel: 17' to 18'		

Development Analysis		4.31 Acres / 187,743 sq. ft.
Land Cover	North Parcel: 1400: Commercial and services South Parcel: 3300: Mixed upland nonforested	
Soils	38: Mascotte fine sand, 0% to 2% slopes 51: Pelham fine sand, 0% to 2% slopes	
Flood Zones	No	
Wetlands	None	
Wildlife (applicable to sites greater than 50 acres)	N/A	

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant has provided a JEA letter of availability, dated December 7, 2023, as part of the rezoning application. There is an existing 18-inch water main along New Kings Road. There is an existing 6-inch force sewer main along New King Road, approximately 750 feet south of the site. Connection to the JEA owned sewer system for the project will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main (minimum 4-inch diameter).

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 ½ 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 4.31 acres and is accessible from New Kings Rd (SR 1), an FDOT principle arterial. 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 Heavy Industrial (HI) and Low Density Residential (LDR) to Community General Commercial (CGC) and Light Industrial (LI) and 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).

Transportation Element

Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

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.

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 323 daily trips. If the land use is amended to allow for this proposed CGC, LI, and BP development this will result in 1,275 or 407 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 952 or 84 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 and FDOT 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 Pass-By Trips	Daily Trips
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HI	140	59,938 SF	$T = 4.75 (X) / 1000$	285	0	285
LDR	210	4 MF DUs	$T = 9.43 (X)$	38	0	38
				Existing Scenario Total		323
Proposed Land Use Scenario -1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	822	30,187 SF	$T = 54.45 (x) / 1000$	1,644	658	986
BP	770	13,264 SF	$T = 12.44 (X) / 1000$	165	0	165
LI	110	25,439 SF	$T = 4.87 (X) / 1000$	124	0	124
				Proposed Scenario-1 Total		1,275
Proposed Land Use Scenario -2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	220	42 MF DUs	$T = 6.74 (X)$	283	0	283
LI	770	25,439 SF	$T = 4.87 (X) / 1000$	124	0	124
				Proposed Scenario-2 Total		407
				Scenario 1 Difference in Daily Trips		952
				Scenario 2 Difference in Daily Trips		84

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

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 4.31 acre proposed land use map amendment has a development potential of 42 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:

Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5892-23C New Kings Road Requested By: Sam Roberts Reviewed By: W. Randall Gallup Due: 3/27/2024							
Analysis based on maximum dwelling units: 42							
School Type	CSA ¹	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/ Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 2, 7&8
Elementary	1	11,216	56%	5	57%	7,199	4,805
Middle	1	6,876	80%	2	86%	335	98
High	1	7,054	72%	3	66%	284	2,260
Total New Students				10			

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

³ Available CSA seats include current reservations

The available seats in the CSA and adjacent CSAs include concurrency reservations.

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

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

Objective 3.1 Adopted Level of Service (LOS) Standards
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period

covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

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 EE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5892-23C New Kings Requested By: Sam Roberts Reviewed By: W. Randall Gallup Due: 3/27/2024 Analysis based on maximum dwelling units: <u>42</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ³ (Permanent/Portables)	CURRENT ENROLLMENT 20-Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Dinsmore #45	1	5	683	590	86%	90%
Highlands #244	1	2	1071	685	64%	70%
Ribault #96	1	3	1683	1365	81%	85%
		10				

NOTES:

¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA).

² Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

³ Does not include ESE & room exclusions

Evacuation Zone

The site is in Evacuation Zone D. The Emergency Preparedness Division provided the following analysis:

The proposed property in land use amendment L-5892-23C will be in close proximity to New Kings Road, indicating sufficient access to I-295 (1.0 road mile) and I-95 (8.58 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone D, Zone C, and Zone A), nearest evacuation routes, and the estimate of 84 - 952 additional daily trips the development of the proposed property could create a localized impact to the traffic flow on I-295 and I-95 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5892-23C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

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 1.2.2 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on March 15, 2024, the required notices of public hearing signs were posted. Thirty-seven (37) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on March 18, 2024. No members of the public attended to ask questions or provide comment on the subject application.

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.

Future Land Use Element (FLUE)

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness 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 1.1.21 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. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide 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 1.1.22 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.

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 ½ 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.

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.

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 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.

Policy 3.2.17 The City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the Plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations.

Recreation and Open Space Element (ROSE)

Policy 2.2.1 The City shall require that all new non-residential land uses provide a minimum of 10% of the property in open space.

Property Rights Element

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.

As part of the companion rezoning application, the applicant provides that the intent of the land use amendments and rezoning is to lower the intensity and decrease the amount of visibly stored cars. It will eliminate the HI land use and change it to CGC and LI

The proposed development will be required to comply with recreation and open space provisions outlined in ROSE Policy 2.2.1.

The applicant has provided a JEA letter of availability, dated December 7, 2023. There is an existing 18-inch water main along New Kings Road. There is an existing 6-inch force sewer main along New King Road, approximately 750 feet south of the site. Connection to the JEA owned sewer system for the project will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main (minimum 4-inch diameter). The site will need to connect to central sewer to conform with Policy 1.2.8.

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.

Heavy Industrial to Community/General Commercial (1.98 acres)

Community/General Commercial (CGC) in the Suburban Area is intended to provide development in a nodal development pattern. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as a collector or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses.

In accordance with FLUE Policy 1.1.21, the proposed land use amendment of 1.98 acres would have a negligible impact on the balance of uses in the area. The subject site abuts CGC land use to the north, south, and east. The proposed land use change encourages corridor development of existing commercial uses maintaining compact and compatible land use patterns, consistent with FLUE Objective 3.2 and Policies 1.1.22 and 3.2.1.

The proposed amendment to CGC promotes a compatible land development pattern on the proposed property and is a logical extension of the abutting CGC land use in conformance with Objective 1.1.

Heavy Industrial to Light Industrial (1.46 acres)

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.

Site access to roads classified as collector or higher on the Highway Functional Classification Map is preferred; except for sites located within the DIA's jurisdictional boundaries.

The applicant proposes changing the land use designation of part of the amendment site from HI to LI, which is a deintensification and would extend the LI land use from the south. This portion of the site is bordered by LI to the south, and CGC and LDR to the north. This is a logical extension of the land use from the south and would benefit the area by precluding the much more intense industrial uses that are allowed under the HI land use category. Therefore the change from HI to LI would be consistent with Goals 1 and 3, Objectives 1.1 and 3.2, and Policies 1.1.21, 1.1.22, and 3.2.1

Low Density Residential to Business Park (0.87 acre)

Business Park (BP) in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on 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.

As provided for by FLUE policy 3.2.17, the City shall permit business parks in locations adjacent to, or near, residential areas, subject to Development Areas and the plan Category Descriptions of the Operative Provisions and applicable Land Development Regulations. BP allows for various low intensity uses that are buffered and would not otherwise intrude on the nearby residential uses. The proposed area subject to the land use change abuts an area in the LI land use category and is close to an established commercial corridor along New Kings Road. The proposed land use change from LDR to BP is consistent with Objective 3.2, and Policy 3.2.1, Policy 3.2.6, and Policy 3.2.17.

Vision Plan

The application site lies within the boundary of the North Jacksonville Shared Vision and Master Plan. The plan does not identify specific recommendations for the subject site. The focus of the plan is to create centers to increase development and redevelopment within the district while protecting existing neighborhoods. The proposed changes including infill of undeveloped property promotes a use consistent with abutting and surrounding uses and does not intrude into the existing residential uses. Therefore, the amendment is consistent with the Vision Plan.

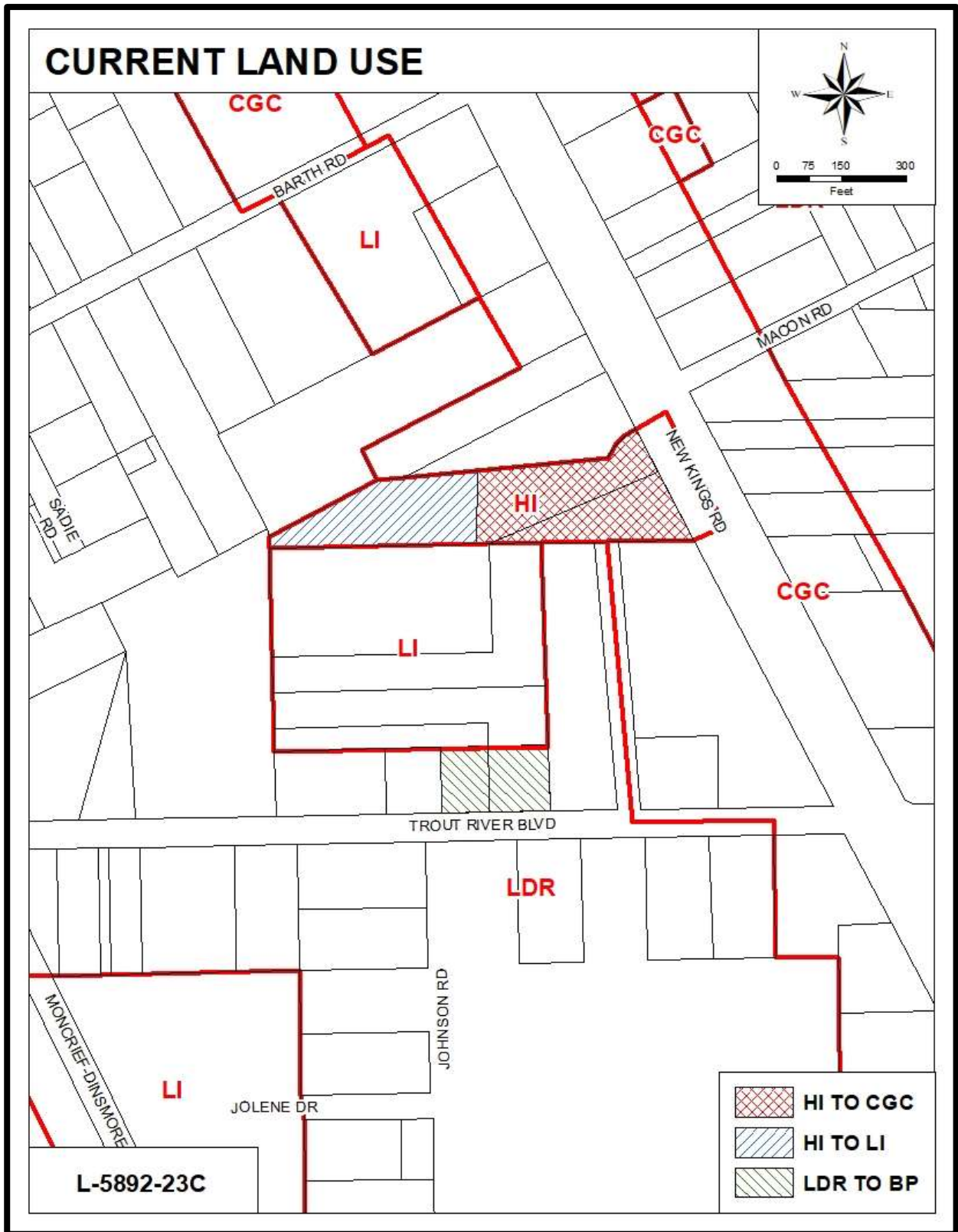
Strategic Regional Policy Plan

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

- Goal Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.
- Objective Integrated Planning: The link between land use, resources and mobility.
- Policy 4 The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:
- Maintenance of a diversity of land use in the region.
 - Infill and redevelopment.

The proposed land use amendments promote the more logical use of LI as it is abutting existing LI land use. The amendment to CGC is a logical change that promotes corridor development in an area that is predominantly commercial, and the amendment from LDR to BP provides an opportunity for low intensity infill development on undeveloped land.

LOCATION AND CURRENT LAND USE MAP



LAND UTILIZATION MAP

