



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

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

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May 23, 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. 2024-310/Application No. L-5926-24C

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 2024-310 on May 23, 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	Absent
Ali Marar	Aye
Michael McGowan	Aye
Jack Meeks	Absent
Tina Meskel	Aye

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

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Sincerely,



Helena A. Parola, MAURP

City Planner Supervisor

City of Jacksonville - Planning and Development Department

214 North Hogan Street, Suite 300

Jacksonville, FL 32202

(904) 255-7842

HParola@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – May 17, 2024

Ordinance/Application No.: 2024-310 / L-5926-24C

Property Location: 5310 Philips Highway, between University Boulevard and Emerson Street

Real Estate Number(s): 152986-0010

Property Acreage: 1.85

Planning District: District 3, Southeast

City Council District: District 5

Applicant: Jasmin Hadziabdic

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)

Development Boundary: Urban Priority Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Improvement

BACKGROUND

The 1.85 acre subject site is located along the west side of Philips Highway (US-1), a FDOT principal arterial roadway, between University Boulevard, a minor arterial roadway, and Emerson Street, a collector roadway. The site is currently used for parking and open storage. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) in the Urban Priority Development Area to Light Industrial (LI) to allow for improvements with light industrial uses. The applicant is also proposing a companion rezoning from Commercial Community/General - 2 (CCG-2) to Industrial Light (IL). The companion rezoning application, which is pending concurrently with this application, pursuant to Ordinance 2024-311.

The south and north sides of the site abut property in the LI land use category. CGC is the predominant land use category east of the site, across Philips Highway. The surrounding area of this portion of the Philips Highway corridor includes a mix of commercial and light industrial uses with mostly warehouse, service garage, open storage and manufacturing uses. The railroad line runs along the western boundary at the rear of the property.

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

North: Land Use: LI, CGC
 Zoning: IL, CCG-2, Planned Unit Development (PUD)
 Property Use: open storage, service garage, lumber yard, warehouse-flex space

South: Land Use: LI, CGC
 Zoning: IL, CCG-2
 Property Use: Service garage, warehouse, mini-storage, U-Haul rentals, open storage

East: Land Use: CGC, MDR
 Zoning: CCG-2, RMD-D
 Property Use: service garages, retail, warehouse, multi-family residential

West: Land Use: LI
 Zoning: IL
 Property Use: Railroad line, warehousing, open storage, vacant land

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 1.85 acres		
Development Boundary	Urban Priority Area	
Roadway Frontage Classification / State Road	Philips Highway – major arterial roadway	
Plans and/or Studies	Us 1 Corridor Plan / Southeast Jacksonville Vision Plan	
Site Utilization	Current: Parking-trucks	Proposed: LI uses

Development Analysis 1.85 acres		
Land Use / Zoning	Current: CGC / CCG-2	Proposed: LI / IL
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 45 units/acre	Proposed: 0.4 FAR
Development Potential	Current: Scenario 1: 28,205.1 sq. ft. Scenario 2: 83 units	Proposed: 32,234.4 sq. ft.
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Decrease of 83 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 4,029.3 sq. ft. Scenario 2: Increase of 32,234.4 sq. ft.	
Population Potential	Current: Scenario 1: N/A Scenario 2: 195 people	Proposed: N/A
Special Designation Areas		
Aquatic Preserve	NO	
Evacuation Zone	NO	
Airport Environment Zone	300' Height Restriction for NAS Jacksonville	
Industrial Preservation Area	Industrial Situational Compatibility	
Cultural Resources	NO	
Archaeological Sensitivity	Mostly Low with some High Sensitivity	
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	Brownfield Study Area	
Public Facilities		
Potential Roadway Impact	No net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 243.37 gallons per day Scenario 2: Decrease of 18,338 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Decrease of 182.53 gallons per day Scenario 2: Decrease of 13,754 gallons per day	
Potential Solid Waste Impact	Scenario 1: Increase of 54.79 tons per year Scenario 2: Decrease of 115.8 tons per year	

Development Analysis 1.85 acres	
Drainage Basin/Sub-basin	Arlington River / Christopher Branch / Unnamed Ditches
Recreation and Parks	NO
Mass Transit Access	YES -First Coast Flyer Blue Line: Route 27, Stop 1161
Natural Features	
Elevations	25-31 feet
Land Cover	1400: Commercial and Services
Soils	66: Surrency loamy fine sand, depressional, 0 to 2 percent slopes; 69: Urban Land
Flood Zones	NO
Wetlands	NO
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

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

According to the application, the site will use JEA water and sewer services. The applicant has provided a JEA Availability Letter, dated March 28, 2024, as part of the companion rezoning application. According to the letter, a water main does not abut the property. A water main extension will be required from the existing 12-inch water main along Philips Highway, approximately 450 feet southeast of this property. In addition, a sewer main does not abut this property. A sewer main extension will be required from the existing 4-inch sewer force main along Philips Highway, approximately 75 feet southeast of this property.

According to Florida Statutes Chapter 381, construction permits may not be issued for an onsite sewage treatment and disposal system in any area used or zoned for industrial or manufacturing purposes where a publicly owned or investor owned sewage treatment system is available (located within one-fourth mile) or where the system will receive toxic, hazardous, or industrial waste. The applicant should contact the Florida Department of Environmental Protection for additional information.

Future Land Use Element

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection

and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 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 1.85 acres and is located at 5310 Philips Highway (US 1), which is a state highway facility. The proposed land use amendment is located within the Urban Priority Development Area and Mobility Zone 8. 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 the most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Objective 2.4 The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative

improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 646 and 559 daily trips depending on the scenario. If the land use is amended to allow for this proposed LI development, this will result in 157 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is zero 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 Diverted & Pass-By Trips	Daily Trips
CGC	822	28,205 SF	$T = 54.45(X) / 1000$	1536	890	646
Total Trips for Existing Land Use- Scenario						646
Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
CGC - MDR	220	83 MF Dus	$T = 6.74 (X)$	559	0	559
Total Trips for Proposed Land Use- Scenario 1						559
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
LI	110	32,234 SF	$T = 4.87 (X) / 1000$	157	0	157
Total Trips for Proposed Land Use- Scenario 2						157
Scenario 1 Difference in Daily Trips						0
Scenario 2 Difference in Daily Trips						0

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

Archaeological Sensitivity

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

Historic Preservation Element

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

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

Airport Environment Zones

Height and Hazard Zone

The site is located within the 300-foot Height and Hazard Zone for the Naval Air Station Jacksonville. Zoning will limit development to a maximum height of 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 2.6 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 in accordance with the requirements of Section 163.3177, F.S.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not

exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

Industrial Situational Compatibility Zone

The subject property is in an area identified on the Industrial Preservation Map as an Industrial Situational Compatibility Zone. Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map as areas that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements. Industrial uses are crucial to the long-term economic well-being of the City and these areas are presumed to be appropriate for land use map amendments to industrial categories, subject to FLUE Objective 3.2 and supporting policies as well as other applicable objectives and policies.

Future Land Use Element

- Policy 3.2.18 The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.
- Policy 3.2.22 The area shown on the Industrial Preservation Map as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.
- Policy 3.2.24 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map, lands designated Heavy Industrial, Light Industrial or Water Dependent/Water Related on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the

vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for development that supports and is compatible with nearby industrial uses.

Brownfields Study Area

This site is located within a Brownfields Study Area designated by Resolution 2011-383-A, and as defined in Section 376.79(5), F.S. Since the property is located within a Brownfields Study Area, the owner may request that the property be designated as a Brownfield Site. Not all properties located within the Brownfield Study Area are contaminated. A Brownfield Site is property where the expansion, redevelopment, or reuse of the property may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Tax credits may be available for properties designated as a Brownfield Site.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on April 26, 2024, the required notices of public hearing signs were posted. Nineteen (19) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on April 29, 2024. No members of the public attended to speak on the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Priority Area (UPA): The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as defined in this Plan. The UPA does not include the Central Business District Land Use Category boundaries.

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.

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.

Objective 1.6 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.

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

Property Rights Element (PRE)

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2 The following rights shall be considered in local decision making:
1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
 2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
 3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
 4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 60 units per acre in the Urban Priority Area. However, development on a site that abuts LDR and/or RR may cluster density away from the LDR and/or RR and shall not exceed 20 units/acre within 40 feet of the abutting property line and there shall be no minimum density. Single-use multi-family development is permitted when 50 percent or more of the contiguous CGC category land area within up to one quarter of a mile radius is developed for non-residential uses. Multi-family developments that do not comply with the single-use provisions shall provide a mix of uses within the development site and multi-family uses shall not exceed 80 percent of a development.

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

noise, dust, odor, smoke, glare or vibration outside of the building or on the site in which the activity takes place. Principal uses include, but are not limited to, Light assembly and manufacturing; Packaging; Processing; Manufacturing of paints, enamels and allied products; Concrete batching plants; Storage/warehousing; and Distribution.

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

The applicant is proposing a change from CGC to LI to allow for light industrial uses. The site abuts a major arterial road, Philips Highway (US-1) making this a preferred location for light industrial uses. Property in the LI land use category abuts the site on the north and on the south. Additionally, the railroad line and additional light industrial uses are located west of the site behind the property. The site is also located within the boundaries of the Industrial Situational Compatibility Zone which presumes the area is appropriate for light industrial uses. The proposed amendment would allow for development of industrial use along an major arterial road, promoting a well-balanced and organized combination of uses in the area. Additionally, it would be complimentary to the existing industrial uses in the immediate area and along Philips Highway, while allowing redevelopment on an underutilized parcel, consistent with FLUE Goals 1 and 3, Objective 3.2, and Policies 1.1.21, 1.1.22, 3.2.1 and 3.2.22.

According to the application, the site will use JEA water and sewer services. The applicant has provided a JEA Availability Letter, dated March 28, 2024, as part of the companion rezoning application. According to the letter, an extension to the JEA water main and sewer mains would be needed to accommodate central water and sewer to the site. Connection to water and sewer for the project should provide consistency with FLUE Policy 1.2.8.

According to Florida Statutes Chapter 381, construction permits may not be issued for an onsite sewage treatment and disposal system in any area used or zoned for industrial or manufacturing purposes where a publicly owned or investor owned sewage treatment system is available (located within one-fourth mile) or where the system will receive toxic, hazardous, or industrial waste. The applicant should contact the Florida Department of Environmental Protection for additional information.

The proposed small-scale amendment would increase the amount of industrial designated land available to further meet the goal of meeting or exceeding the amount of land required to accommodate anticipated growth. Additionally, the property is underutilized land and is considered infill redevelopment. Thus, the proposed amendment is consistent with FLUE Objective 1.6 and Policy 1.1.21.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the

ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

US-1 Corridor Study

The purpose of the U.S. 1 Corridor Study is to analyze the existing uses and development opportunities along the Corridor, as well as the transportation and design issues affecting the businesses along the Corridor, and to develop a guide for existing and future development. The amendment site is located in the northern segment of the Corridor study from the terminus of Philips Highway to University Boulevard. The northern segment has been improving as a commercial and industrial center. According to the study, there has been a lack of investment in the northern segment while the corridor is under a rapid state of growth in the central southern and southern segments. The study encourages infill development and redevelopment in the northern segment to attract new businesses to the area. The change to LI is consistent with the type of development the Study would like to see in the northern segment and it will encourage infill development further strengthening the industrial uses in this segment of the Corridor. Therefore, the amendment supports the needs and is consistent with the US-1 Corridor Study.

Vision Plan

The subject site is located within the boundaries of the Southeast Jacksonville Vision Plan (March 2010). The proposed land use amendment from CGC to LI meets Guiding Principle Four of the Plan, which is to provide for economic growth, and Guiding Principle Two, to offer support to promote redevelopment and infill of commercial and light industrial sites. Further, the Plan recognizes the Industrial Sanctuary and Industrial Situational Compatibility Zones as appropriate areas for industrial use. 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 Objective and Policy of the Strategic Regional Policy Plan, Regional Transportation Subject Area:

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 amendment would increase opportunities for industrial development, while providing infill and redevelopment on the parcel to maintain a diversity of land use in the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

