



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

November 21, 2024

The Honorable Randy White
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. 2024-819/Application No. L-5968-24C

Dear Honorable Council President White, 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 2024-819 on November 21, 2024.

P&DD Recommendation APPROVE

PC Issues: None

PC Vote: 5-0 APPROVE

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

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

Sincerely,



Helena A. Parola, MAURP
Chief of Community Planning
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 – November 15, 2024

Ordinance/Application No.: 2024-819 / L-5968-24C

Property Location: 1077 Odessa Drive North, between 1st Street West and Commonwealth Avenue

Real Estate Number(s): 048982-0000

Property Acreage: 1.00

Planning District: District 5, Northwest

City Council District: District 9

Applicant: Babette Ashley, Esq.

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Light Industrial (LI)

Current Zoning: Residential Low Density – 60 (RLD-60)

Proposed Zoning: Industrial Light (IL)

Development Boundary: Urban Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To convert the parcel to Light Industrial (LI) land use designation consistent with the land use designations to the north, south, and east of the parcel.

BACKGROUND

The 1.00-acre subject site is located south of 1st Street West, a local road, and north of Commonwealth Avenue, a FDOT minor arterial roadway, The site is currently used for residential purposes. The prospective use of the site will connect with the north property that is currently in the LI land use category. Both properties are under the same ownership. Access will be through the existing business that fronts 1st Street West. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) in the Urban Development Area to Light Industrial (LI) to allow for expansion of the existing business. The site and adjoining

business are in an Industrial Situational Compatibility Zone. The applicant is also proposing a companion rezoning from Residential Low Density – 60 (RLD-60) to Industrial Light (IL), pursuant to Ordinance 2024-820.

The site does not have direct access to the surrounding major roadways. The change to LI would allow the existing business north of the site to expand south. Consequently, access will be provided through the existing business, which is accessed via 1st Street West, to the north. There is a kitchen and housewares manufacturer west and northwest of the site. The existing business north of the site which this application is associated with is a pallet manufacturer. East and northeast of the site is a relatively large warehouse/distribution center. The area south of the site is vacant and used by a roofing contractor, which owns the entire property south of the site to Commonwealth Avenue. There is a subdivision with single-family homes to the west and southwest.

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

North: Land Use: LI
 Zoning: IL
 Property Use: Pallet manufacturer

South: Land Use: LI
 Zoning: IL
 Property Use: Vacant, Warehousing, Roofing contractor

East: Land Use: LI
 Zoning: IL
 Property Use: Warehouse/Distribution Center

West: Land Use: CGC and LI
 Zoning: IL and RLD-60
 Property Use: Single-family residential, Warehousing

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	1.01 acres / 43,995.6 sq.ft.
Development Boundary	Urban Development Boundary

Development Analysis		1.01 acres / 43,995.6 sq.ft.	
Roadway Frontage Classification / State Road	1 st Street West and Commonwealth Avenue - Minor Arterial. The lot is accessed via the pallet manufacturer which fronts 1 st Street West.		
Plans and/or Studies	Northwest Vision Plan		
Site Utilization	Current: Residence	Proposed: Convert parcel to LI	
Land Use / Zoning	Current: CGC / RLD-60	Proposed: LI / IL	
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 30 DU	Proposed: 0.4 FAR	
Development Potential	Current: Scenario 1: 15,398 sq. ft. Scenario 2: 30 MF DU	Proposed: 17,598 sq. ft.	
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Decrease of 30 DU		
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 2,200 sq. ft. Scenario 2: Increase of 17,598 sq. ft.		
Population Potential	Current: Scenario 1: 0 Scenario 2: 70	Proposed: 0	
Special Designation Areas			
Aquatic Preserve	No		
Evacuation Zone	Zone D		
Airport Environment Zone	No		
Industrial Preservation Area	Situational Compatibility		
Cultural Resources	No		
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: Increase of 264 net new daily trips Scenario 2: Increase of 117 net new daily trips		
Potential Public-School Impact	De minimus (no proposed increase in population due to application to LI)		

Development Analysis	1.01 acres / 43,995.6 sq.ft.
Water Provider	JEA
Potential Water Impact	Scenario 1: Decrease of 132 gpd Scenario 2: Decrease of 6,413 gpd
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 99.6 gpd Scenario 2: Decrease of 4,809 gpd
Potential Solid Waste Impact	Scenario 1: Increase of 29.92 tons per year Scenario 2: Decrease of 23.45 tons per year
Drainage Basin/Sub-basin	Trout River / Unnamed Ditches
Recreation and Parks	Terrace Park
Mass Transit Access	Route 13 – Runs along Commonwealth Ave.
Natural Features	
Elevations	22' to 26'
Land Cover	1200: Residential, medium density - 2-5 dwelling units/acre
Soils	51: Pelham Fine Sand, 0-2% slopes
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. According to the JEA Infrastructure map, there are services abutting the business on 1st Street West. The applicant has provided a JEA Availability Letter, dated July 19, 2024, as part of the companion rezoning application. According to the letter, neither a sewer main nor a water main abuts the property. As stated in the letter:

Water Special Conditions:

The requested parcel is landlocked. For JEA to provide service, property must abut right of way.

Sewer Special Conditions:

The requested parcel is landlocked. For JEA to provide service, property must abut right of way. However, JEA does not have a sewer main available within ¼ mile of this property at this time.

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 1.00 acre and is located at 1077 Odessa Drive North between Commonwealth Avenue and 1st Street West. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 9. The applicant proposes to change the existing land use from Community General Commercial (CGC) to Light Industrial (LI).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with 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 349 or 202 trips depending on the scenario. If the land use is amended to allow for this proposed LI development, this will result in 85 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 264 or 117 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
CGC	822	15,246 SF	$T = 54.45(X) / 1000$	830	481	349
				Total Trips for Existing Land Use- Scenario		349
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips

CGC	220	30 DUs	T= 6.74 (X)	202	0	202
				Total Trips for Proposed Land Use- Scenario 1		202
Proposed Land Use-Scenario1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
LI	110	17,424 SF	T = 4.87 (X) / 1000	85	0	85
				Total Trips for Proposed Land Use- Scenario 2		85
				Scenario 1 Difference in Daily Trips		264
				Scenario 2 Difference in Daily Trips		117

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 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.

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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 16, 2024, the required notice of public hearing sign was posted. Twenty (20) 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 October 28, 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 Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which

connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as defined in this Plan.

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.

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 neighborhoods in order to reduce the number of Vehicle Miles Traveled. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of

transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods.

CGC in the Urban Area is intended to provide compact development in nodal and corridor development patterns, while promoting the advancement of existing commercial land uses and the use of existing infrastructure. Development that includes residential uses is encouraged to provide support for commercial and other uses.

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. In this case, the applicant intends to expand a pallet supply business south onto the subject property. The subject site and the site of the existing business are under common ownership. Access to the site will be through the existing business, which abuts 1st Street West, a local road. Property in the LI land use category abuts the site on the north, south, and east. Residential development is east and southeast of the site. Otherwise, the site is surrounded by light industrial uses.

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 through the expansion of an existing business. It would be complimentary to the existing industrial uses in the surrounding area, 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 July 19, 2024, as part of the companion rezoning application. Pursuant to the letter, there are no direct water or sewer connections to the site because it is landlocked. According to the letter of availability:

Water Special Conditions:

The requested parcel is landlocked. For JEA to provide service, property must abut right of way.

Sewer Special Conditions:

The requested parcel is landlocked. For JEA to provide service, property must abut right of way. However, JEA does not have a sewer main available within ¼ mile of this property at this time.

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 development will be required to provide consistency with FLUE Policy 1.2.8 and Chapter 381, Florida Statutes.

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.

Northwest Vision Plan

The subject site is located within the boundaries of the Northwest Jacksonville Vision Plan (2003). The main issue facing the district, according to stakeholder interviews, is a weak economic base. Stakeholder interviews also identified a lack of quality jobs and development. The proposed land use amendment from CGC to LI would expand the existing business north of the site and expand the economic base through the expansion of the business. Therefore, the proposed land use change is consistent with the Northwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

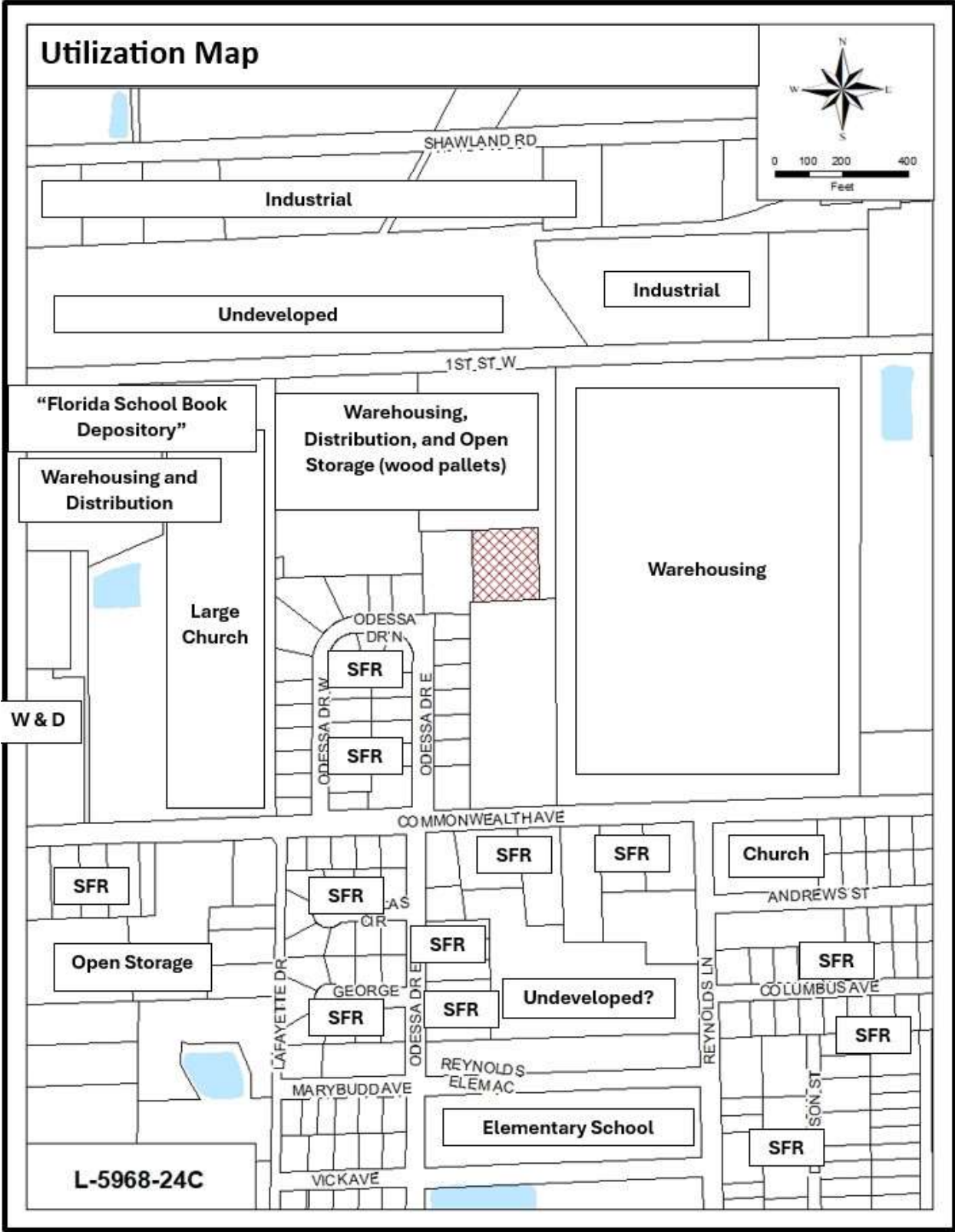
The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Transportation Subject Area:

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.



Land Use and Location Map

