

**Report of the Jacksonville Planning and Development Department**

**Application for Change to the  
Belfort Station Development of Regional Impact (DRI) – February 11, 2020**

**Ordinance:** 2020-14

**General Location of DRI:** The DRI is located on Philips Highway (US 1), southeast of the intersection with Philips Highway (US 1) and J. Turner Butler Boulevard (SR 202).

**Planning District:** District 3, Southeast

**City Council District:** The Honorable Danny Becton, District 11

**Applicant:** City of Jacksonville

**Requested Action:** **This request would modify the Map H to allow Light Industrial uses on a parcel at the southern boundary of the DRI.**

***RECOMMENDATION: APPROVE***

**BACKGROUND/SUMMARY**

The Belfort Station Development of Regional Impact (DRI) is approximately 101 acres in size; DRI approval was received from the City of Jacksonville in 1974 with DRI Development Order Resolution 74-690-243. As originally approved, the Belfort Station DRI permitted regional shopping center, commercial, warehouse, light industrial, and office uses. In 1988, Substantial Deviation Resolution 88-358-165 identified acreage within the DRI that was re-designated as the Galleria DRI. The Galleria DRI is now separate from the Belfort Station DRI. The Belfort Station DRI includes a mix of office, warehouse and light industrial uses and is located southeast of the intersection with Philips Highway (US 1) and J. Turner Butler Boulevard (JTB) (SR 202). Just north of the DRI at the southeast quadrant of the JTB and Philips Highway intersection is the Galleria DRI which encompasses 63.43 acres of retail, office and commercial uses. To the south of the DRI along Philips Highway, are offices and showrooms. West of the DRI is a mix of commercial and industrial uses.

Likely due to the timing of the DRI approval (1974), the development order to the DRI did not include phasing or build out dates, nor a conversion of uses table. The Belfort Station DRI is in the Business Park (BP) Land Use Category and Urban Priority Development Boundary. The proposed amendment to the DRI does not change the current types of uses within the DRI.

The Master Plan Map H for the DRI would be amended to include an additional area for light industrial development. The proposed Map H identifies the area for the proposed light industrial uses on the southern boundary and the southeast portion of the DRI. Currently, the Map H identifies this parcel for “office” use. The proposed Map H would allow “office/light industrial” uses.

According to the applicant, the change is needed to extend the current business for the processing and recycling of wood debris of the abutting light industrial property. A land use amendment from BP to Light Industrial (LI) (Ordinance 2020-12) and a rezoning from Planned Unit Development to Industrial Light (IL) (Ordinance 2020-13) are companion applications to this amendment to the DRI.

The proposal does not change the types of uses permitted within the DRI, and there will not be an increase in the overall development rights allowed within the DRI. The DRI has remaining light industrial development rights, therefore a conversion of uses will not be needed.

See attached location, land use and Map H maps for further clarification.

## **Review and Analysis**

### **Transportation Division**

The Planning and Development Department’s Transportation Division reviewed the proposed modification and has no objection to the changes to Map H of Belfort Station DRI. The proposed land use amendment associated with the site has the development potential of 90,431 SF of industrial space and could generate approximately 449 daily vehicular trips onto the roadway network. Subject site is accessible via Cypress Plaza Drive, a local road which intersects with Phillips Highway (US 1) to the west. This segment of Phillips Highway between J. Turner Butler Boulevard and Baymeadows Road is operating at its capacity and is subject to FDOT review and access management requirements.

### **Vision Plan**

The site is located within the boundaries of the Southeast Jacksonville Vision Plan. This DRI is located in an area the plan identifies as an Activity Center for office and mixed uses along a Major Transportation Corridor, Phillips Highway. The Vision Plan encourages redevelopment in this area of existing commercial and industrial uses; Guiding Principle Two describes redevelopment in this area as one of the greatest opportunities to support growth in the District. Additionally, the proposed changes are consistent with the Vision Plan’s Guiding Principle Four to “provide for economic growth”. This principle focuses on integrating and coordinating this area of the district into an area-wide plan of commercial, industrial, and residential and therefore, contributes to economic growth as encouraged under Guiding Principle Four.

### Industrial Zones

The Belfort Station DRI is located within the “Industrial Situational Compatibility” Zone. Industrial Sanctuary and Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands that may be suitable for future industrial expansion and economic development.

### Land Use Categories

The Business Park (BP) land use category of the Future Land Use Element of the 2030 Comprehensive Plan is intended to accommodate commercial office and light industrial uses. However, the applicant intends to utilize the property with uses associated with the Light Industrial (LI) land use category which provides for industrial uses with fewer objectionable impacts than Heavy Industrial (HI) such as noise, odor, toxic chemical and wastes. In order to extend the current processing use of the abutting property, a companion land use change to Light Industrial (LI) has been submitted with Application L-5419-19A, Ordinance 2020-12.

### 2030 Comprehensive Plan

The proposed Application for Change to the DRI is consistent with the following Objective and Policies of the **Future Land Use Element** of the 2030 Comprehensive Plan.

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|---------------|---|
| Policy 1.1.11 | Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.                  |
| Policy 3.2.1  | The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.  |
| Policy 3.2.7  | The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.   |
| Policy 3.2.30 | The area shown on the Industrial Preservation Map (Map L-23) as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan. |

The proposed change to DRI is consistent with the following Policy of the **Transportation Element** of the 2030 Comprehensive Plan.

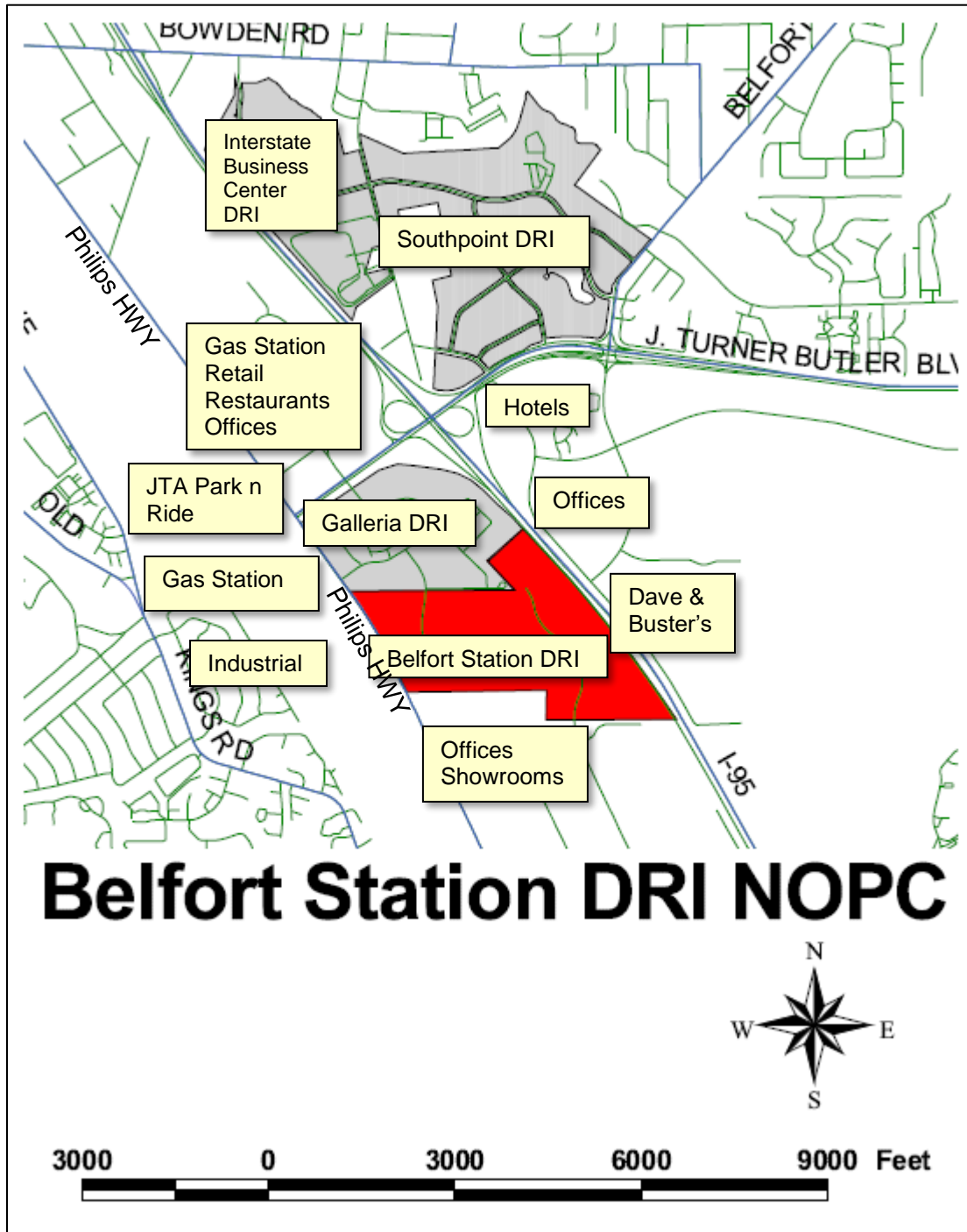
Policy 2.3.8           The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

The proposed change facilitates continued development of the Multi-Use DRI by including an additional allowable location of light industrial uses within the DRI furthering the project's consistency with Policies 1.1.11, 3.2.1, and 3.2.7 of the Future Land Use Element.

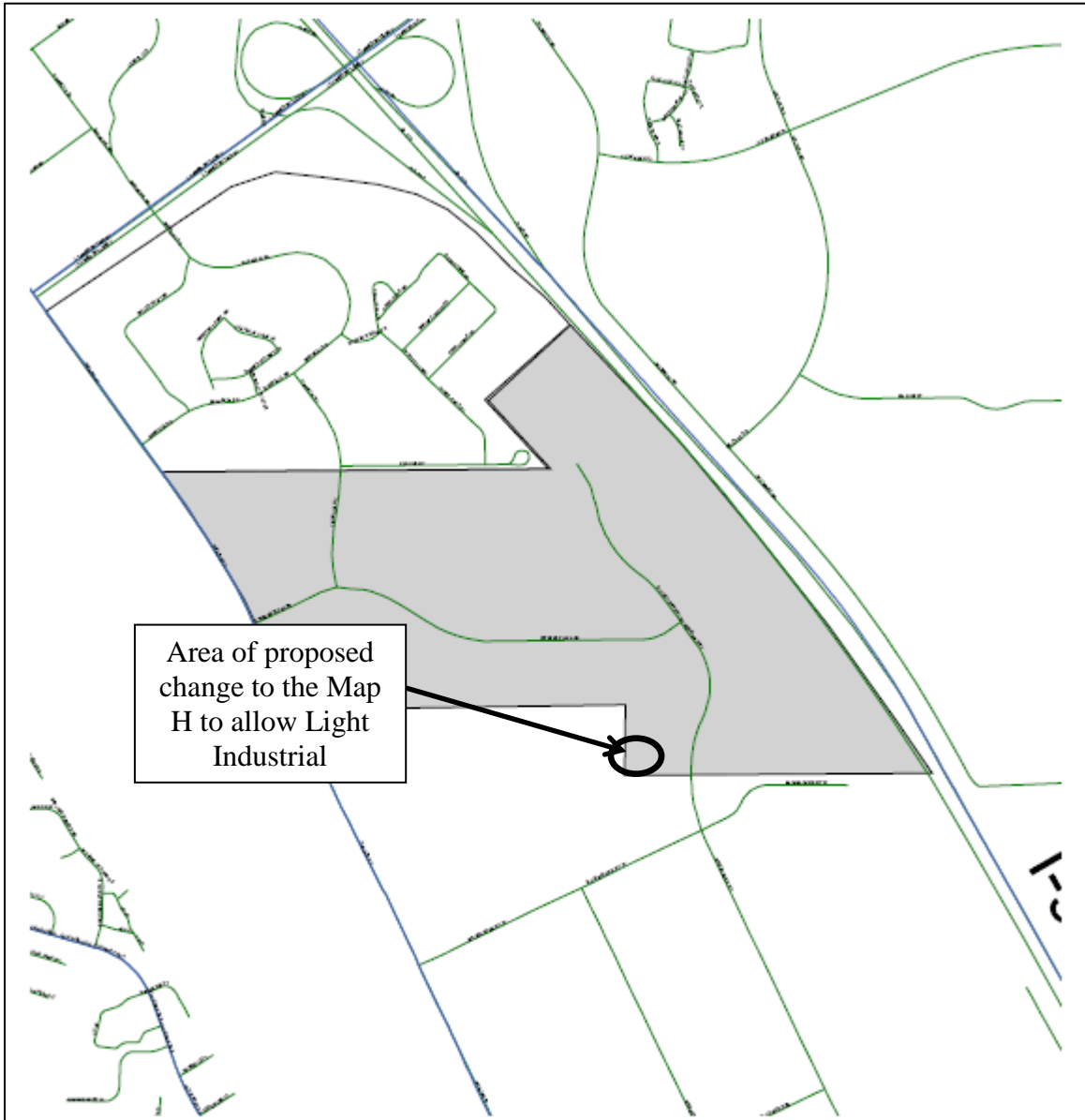
The site is located in an Industrial Situational Compatibility Zone which identifies the area as appropriate for industrial uses and expansions. Therefore, the proposed change for light industrial use on the subject parcel is consistent with FLUE Policy 3.2.30.

Additionally, the change in the allowable location of light industrial land use within the DRI continues the original plan to provide a mix of uses to serve the area. The proposed change would not result in any significant impact on the roadway network. Therefore, the proposed DRI amendment is consistent with Policy 2.3.8 of the Transportation Element.

Location/Field Map to the Belfort Station DRI

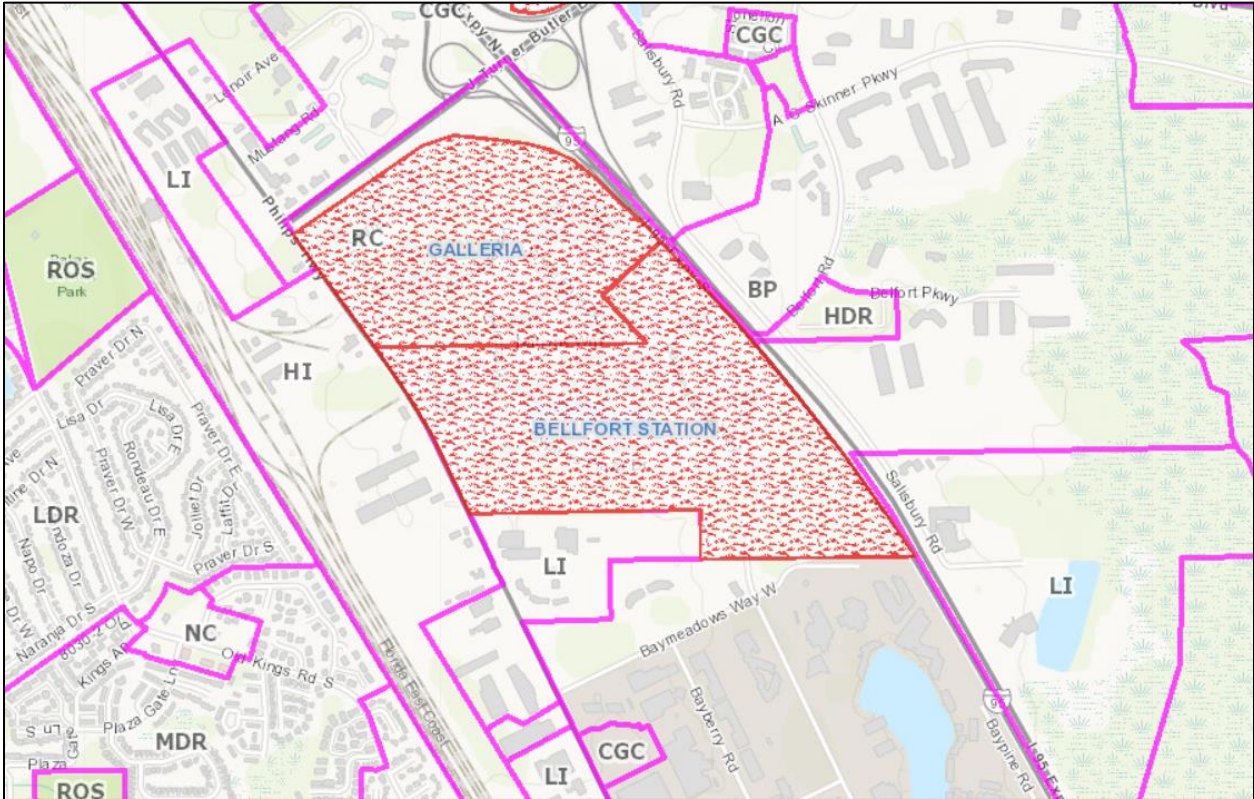


Area of Proposed Change to the Belfort Station DRI



**Belfort Station DRI  
Ordinance 2020-XXX  
Area of Proposed Map H Change for  
“Office/LI” Use**

Current Land Use Map to the Belfort Station DRI









Proposed Master Plan Map H to the Belfort Station DRI

