

Consistency of proposed action with all applicable plans, ordinances, and regulations.

The proposed amendment is consistent with the following Goals, Policies and Objectives of the 2010 Comprehensive Plan, Transportation Element:

Objective 8.1

The City shall coordinate its comprehensive planning process, including subsequent amendments to the 2010 Comprehensive Plan, with the airport master plans for Jacksonville International, Craig, and Herlong Airports being developed by the Jacksonville Port Authority and with any ports, aviation or related facilities plans of the U.S. Army Corps of Engineers, the Federal Aviation Administration, the Metropolitan Planning Organization for the Jacksonville Urbanized Area, and military services, as well as with any resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet, the Florida Department of Transportation Five-Year Work Program and the Continuing Florida Aviation System Planning Process, as adopted, in order to achieve environmentally and economically sound development of aviation facilities, and to provide adequate capacity for existing and future demand for aviation facilities and services consistent with all of the above plans.

Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study both strongly support the extension of the runway facilities.

Policy 8.1.1

The City shall support development plans for Jacksonville International Airport, which further enhance its role as the primary commercial passenger and cargo airport in Northeast Florida and as a site for general aviation, military and recreational aviation activities.

According to the JAA, providing for improved levels of safe operation at Craig Airport for General Aviation purposes contributes to potential decreased demand for runway facilities at JIA.

Policy 8.1.5

The City should support the JAA in the implementation of plans and policies which will enable it to provide sufficient airport-related facilities at the City's airports which meet the constrained demands for services, and facilities as forecast in the 2010 Comprehensive Plan and which meet the goals, objectives, and performance criteria of CFASPP.

According to the JAA, providing for improved levels of safe operation at Craig Airport for General Aviation purposes contributes to the overall safety of the JAA aviation facility system. The CFASPP (Continuing Florida Aviation System Planning Process) was conceived by state aviation officials as a method used within Florida to continually monitor the aviation environment and determine the development requirements to best meet projected aviation demands.

Policy 8.1.6

The City shall continue to participate in the comprehensive planning process for CFASPP; coordinate aviation facility capacity enhancements with the CFASPP and the MPO Transportation Improvement Program; and review aviation facility plans for compliance with the Future Land Use, Conservation and Coastal Management, and Transportation elements of the 2010 Comprehensive Plan.

According to the JAA, providing for improved levels of safe operation at Craig Airport for General Aviation purposes contributes to the overall safety of the JAA aviation facility system. The CFASPP (Continuing Florida Aviation System Planning Process) was conceived by state aviation officials as a method used within Florida to continually monitor the aviation environment and determine the development requirements to best meet projected aviation demands.

Policy 8.1.7

The City shall work with the JAA to assist in funding and coordinating the planning and development of a City-wide constrained development program, which has the full participation of concerned military authorities.

According to the JAA, providing for improved levels of safe operation at Craig Airport for General Aviation purposes contributes to the overall safety of the JAA aviation facility system. The CFASPP (Continuing Florida Aviation System Planning Process) was conceived by state aviation officials as a method used within Florida to continually monitor the aviation environment and determine the development requirements to best meet projected aviation demands.

Objective 8.2

The City shall support the Jacksonville Airport Authority in the redevelopment of existing, and the location of new aviation and aviation-related facilities that provide for the economic development of the community and are compatible with adjacent land uses.

According to the JAA, the proposed improvements to Craig Airport would increase the economic viability of the facility, not through a redefining of purpose for the facility, but through increased business as a direct result of improved levels of safety of current operations.

Policy 8.2.1

The City shall continue to participate in the review of development plans for Jacksonville International Airport and shall support, by issuing necessary permits, those development plans which provide opportunities for light industrial and commercial development, in addition to the existing aviation, military, recreational and environmental preservation land uses.

According to the JAA, the proposed improvements to Craig Airport would increase the economic viability of the facility, not through a redefining of purpose for the facility, but through increased business as a direct result of improved levels of safety of current operations.

Policy 8.2.2

The City, in conjunction with the Jacksonville Airport Authority and local military authorities shall continue to enforce the AICUZ zoning ordinance which prevents the creation, establishment, or maintenance of hazards to aircraft and prevents the destruction or impairment of the utility of the airports to the City or the public investment therein.

While no current or permitted residential development falls within current zones of incompatibility as defined in Part-10, proposed Improvements would decrease any potential noise (DNL) levels experienced by those individuals or uses neighboring the facility.

Policy 8.2.3

The City shall continue to review airport development plans to assure that development at the City's airports does not exceed Federal Aviation Administration (FAA) land use guidance decibel levels on existing developed land unless provisions are made to ameliorate the impacts.

While no current or permitted residential development falls within current zones of incompatibility as defined in Part-10, proposed Improvements would decrease any potential noise (DNL) levels experienced by those individuals or uses neighboring the facility.

Policy 11.1.2

The City shall support both the private and public sector (JPA, JAA and JTA) in their efforts to meet existing and future demands for transit, airport, port, and rail services and facilities.

Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study both strongly support the extension of the runway facilities.

Policy 11.1.6

The City shall review the plans for development of airport, port, rail, and related facilities to ensure that the needs of the tourism industry have been incorporated into the programming of facility and service improvements. In the interests of strengthening the facility's classification as a reliever facility for Jacksonville International Airport, the Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study both strongly support the extension of the runway facilities.

Policy 11.4.1

The City shall give priority to transportation improvements which will help reduce energy consumption and thereby reduce air pollution.

According to the JAA, increased efficiency of operations throughout the aviation system, of which improved runway facilities at Craig Airport are a vital component, would result in an increased level of efficiency from the perspective of resources consumed related to taxiing activity and other potential flight traffic delays.

Policy 11.4.2

The City shall develop transportation facilities, which minimize or reduce noise, water, air pollution, and other environmental problems.

According to the JAA, increased efficiency of operations throughout the aviation system, of which improved runway facilities at Craig Airport are a vital component, would result in an increased level of efficiency from the perspective of resources consumed related to taxiing activity and other potential flight traffic delays.

Policy 11.4.5

The City shall promote those plans, which provide for the mitigation of existing adverse impacts from the development of ports, airports, rail or related facilities upon natural and historic resources and land uses.

According to the Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study, the proposed Improvements would decrease any potential noise (DNL) levels experienced by those neighboring the facility.

Policy 11.4.6

The City shall promote plans, which avoid future negative impacts upon natural and historic resources and land uses.

According to the Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study, the proposed Improvements would decrease any potential noise (DNL) levels experienced by those neighboring the facility.

Policy 11.5.1

The City shall require all port, airport and rail terminal related industries and activities be operated in a manner, which results in compliance with all national, state, and local air quality standards.

According to the JAA, increased efficiency of operations throughout the aviation system, of which improved runway facilities at Craig Airport are a vital component, would result in an increased level of efficiency from the perspective of resources consumed related to taxiing activity and other potential flight traffic delays.

Policy 11.5.2

In the redevelopment of existing port, airport and rail sites, the City should promote those land uses and industries, which contribute to operations within federal, state and local air quality standards.

According to the JAA, increased efficiency of operations throughout the aviation system, of which improved runway facilities at Craig Airport are a vital component, would result in an increased level of efficiency from the perspective of resources consumed related to taxiing activity and other potential flight traffic delays.

The proposed amendment is consistent with the following Goals, Policies and Objectives of the 2010 Comprehensive Plan, Future Land Use Element.

Goal 1

To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation. Craig Airport's classification as a public access air facility necessitates the consideration of all potential safety improvements possible at the facility, in balance with the needs and with consideration for the impacts on the facility's neighbors.

While no current or permitted residential development falls within current zones of incompatibility as defined in Part-10, proposed Improvements would decrease any potential noise (DNL) levels experienced by those individuals or uses neighboring the facility.

Objective 2.5

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

According to the JAA, improvements to the runway facilities at Craig Airport are necessary to improve the overall efficiency and safety of flight operations not just at the facility, but all facilities system-wide. Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study both strongly support the extension of the runway facilities.

Objective 3.2

Continue to 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.

According to the JAA, improvements to the runway facilities at Craig Airport are necessary to improve the overall efficiency and safety of flight operations not just at the facility, but all facilities system-wide. Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study both strongly support the extension of the runway facilities.

The proposed amendment is consistent with the following Goals, Policies and Objectives of the 2010 Comprehensive Plan, Intergovernmental Coordination Element.

GOAL 1

Coordinate the planning and policy making of the City with that of the surrounding city, county, regional, State, federal and special authority governments to ensure consistency in development and in the provision of services and to implements the goals, objectives and policies of the 2010 Comprehensive Plan.

Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study both strongly support the extension of the runway facilities.

Objective 1.2

The City shall coordinate the 2010 Comprehensive Plan with the plans of the Duval County School Board, other units of local government, the comprehensive plans of adjacent municipalities and counties, the region and the State, by maintaining and improving working relationships with all entities involved in order to maintain full participation in the planning process by all such entities.

Craig Airport Draft Master Plan Update (October 2007) and FAR Part 150 Noise and Land Use Compatibility Study both strongly support the extension of the runway facilities.