

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
(904) 630-CITY
www.coj.net

August 18, 2022

The Honorable Terrance Freeman, President
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2022-237/Application No. L-5682-22C

Dear Honorable Council President Freeman, 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 AS AMENDED** Ordinance 2022-237 on August 18, 2022.

P&DD Recommendation

APPROVE

PC Issues:

One speaker attended the meeting and indicated that they do not object to the amendment and rezoning subject to conditions being included in the PUD zoning approval.

The Commission indicated that the proposed uses are appropriate given the location of the site and that the land use map amendment reduces the intensity of permitted uses.

PC Vote:

8-0 APPROVE AS AMENDED

AMENDMENT: Revise request to amend the land use from CGC to BP rather than from CGC to BP and LI.

David Hacker, Chair

Aye

Alexander Moldovan, Vice-Chair

Aye

Ian Brown, Secretary

Aye

Marshall Adkison

Aye

Daniel Blanchard

Aye

Joshua Garrison

Aye

Jason Porter

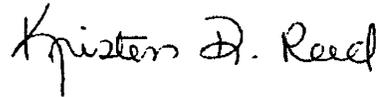
Aye

Jordan Elsbury

Aye

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

Sincerely,

Handwritten signature of Kristen D. Reed in black ink.

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
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – August 12, 2022

Ordinance/Application No.: 2022-237 / L-5682-22C

Property Location: 2200 and 2251 Rosselle Street between Stockton Street and Copeland St.

Real Estate Number(s): 091561 0010 and 091605 0010

Property Acreage: 3.45 acres

Planning District: District 5, Northwest

City Council District: District 14

Applicant: Taylor Mejia

Current Land Use: Community / General Commercial (CGC)

Proposed Land Use: Business Park (BP) 1.55 Acres & Light Industrial (LI) 1.90 Acres

Development Area: Urban Development Area

Current Zoning: Commercial Community/General-1 (CCG-1)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: Approve

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

There is a companion PUD rezoning application that includes four commonly owned parcels. Two of the parcels are currently in BP, this land use amendment requests that the third parcel south of Rosselle be changed to BP as well. The fourth parcel north of Rosselle includes a land use request to LI.

BACKGROUND

The 3.45 acre subject site is located at 2200 and 2251 Rosselle Street, an unclassified road located between Stockton Street and Copeland Street. The two properties are also located in the Riverside-Avondale Historic District and are classified as historic structures. The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the

Future Land Use Element (FLUE) of the 2030 Comprehensive Plan from CGC to BP and LI.

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

- North: Land Use: Community/General Commercial (CGC)
Zoning: Community/Commerical General – 1 (CCG-1),
Community/Commerical General – 2 (CCG-2)
Property Use: Interstate
- South: Land Use: Residential-Professional-Institutional (RPI), Medium
Density Residential (MDR)
Zoning: Commercial Residential and Office (CRO),
Community/Commerical General – 1 (CCG-1), Planned Unit
Development (PUD)
Property Use: Single Family Residential and Multi-Family
Residential
- East: Land Use: Neighborhood Commercial (NC), Community/General
Commercial (CGC)
Zoning: Community / Commerical General – 1 (CCG-1),
Commercial Neighborhood (CN)
Property Use: Multi-family, Single family, office
- West: Land Use: Community / General Commercial (CGC), Business
Park (BP), Residential-Professional-Institutional (RPI)
Zoning: Community / Commerical General – 1 (CCG-1),
Commercial Residential and Office (CRO), Planned Unit
Development (PUD)
Property Use: Warehouse/storage, single family, gas station, union
hall

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.

Where there is not an associated site-specific policy or note on the annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts. Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

Land Use Amendment Impact Assessment

Development Analysis		
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Rosselle St, Local Road	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Office, warehouse	Proposed: Office, warehouse
Land Use / Zoning	Current: CGC/CCG-1	Proposed: BP & LI/PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 80% residential at 30 units/acre and 20% non-residential at 0.35 FAR	Proposed: Scenario 1: BP: 0.35 FAR & LI: .4 FAR Scenario 2: BP: 80% residential at 30 units/acre and 20% non-residential at 0.35 FAR & LI: .4 FAR
Development Potential	Current: Scenario 1: 52,598 sq. ft of CGC uses Scenario 2: 82 units and 10,519 sq. ft of CGC uses	Proposed: Scenario 1: BP: 23,631 sq. ft & LI: 33,105 sq. ft Scenario 2: BP: 37 units and 4,726 sq. ft & LI: 33,105 sq. ft
Net Increase or Decrease in Maximum Density	Scenario 1: No change Scenario 2: Decrease of 45 Units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 4,138 sq. ft Scenario 2: Increase of 27,312 sq. ft	
Population Potential	Current: Scenario 1: 0 People Scenario 2: 192 People	Proposed: Scenario 1: 0 People Scenario 2: 86 People
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	500' Height Restriction Zone	
Industrial Preservation Area	No	
Cultural Resources	Yes	
Archaeological Sensitivity	Low Sensitivity	
Historic District	Riverside-Avondale	

Development Analysis	
Coastal High Hazard/Adaptation Action Area	No
Groundwater Aquifer Recharge Area	Discharge Area
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	No net new daily trips
Potential Public School Impact	Increase of 7 students
Water Provider	JEA
Potential Water Impact	Scenario 1: There was an increase of 226 gallons of water per day. Scenario 2: There was a decrease of 9,903 gallons of water per day.
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: There was an increase of 170 gallons of wastewater per day. Scenario 2: There was a decrease of 7,427 gallons of wastewater per day.
Potential Solid Waste Impact	Scenario 1: There was an increase of 56.2 tons of solid waste per year. Scenario 2: There was a decrease of 23.6 tons of solid waste per year.
Drainage Basin/Sub-basin	Upstream of Trout River / St. Johns River
Recreation and Parks	Riverside Park
Mass Transit Access	Within .5 miles of Route 14
Natural Features	
Elevations	15 to 20 feet above mean sea level
Land Cover	1400: Commercial and services
Soils	(72) Urban Land-Ortega-Kershaw Complex , (75) Urban Land-Hurricane-Albany Complex
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 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 established shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

Per a JEA Availability Letter dated October 19, 2021, there is a 16-inch water main and an 8-inch sanitary sewer force main within the Rosselle St. right-of-way. Connection to the sewer line is contingent upon inspection and acceptance of the mains by JEA. If gravity flow cannot be achieved the project will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main with a minimum diameter of 4 inches.

Transportation

The subject site is 3.45 total acres and is accessible from Rosselle Street, Osceola Street, and Copeland Street, all unclassified facilities. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 7. The applicant proposes to change the existing land use from Community General Commercial (CGC) to Light Industrial-1.9 acres (LI) and Business Park-1.55 acres (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).

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that 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 1.2.1 of the TE of the 2030 Comprehensive Plan requires the City to 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 of the TE of the 2030 Comprehensive Plan requires that 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.

These Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

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 2,131 daily trips or 897 daily trips, depending

on the scenario. If the land use is amended to allow for this proposed LI and BP development, this will result in 455 or 469 daily trips, depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in no 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
Daily Trip Generation Estimation Scenarios

Existing Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	821	52,598 SF	T = 67.52 (X) / 1000	3,551	1,420	2,131
Total Trips for Existing Scenario 1 Land Use						2,131
Existing Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- N	822	10,519 SF	T = 54.45 (X) / 1000	573	229	344
CGC- R	220	82 MF DUs	T = 6.74 (X)	553	0	553
Total Trips for Existing Scenario 2 Land Use						897
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	110	33,105 SF	T = 4.87 (X) / 1000	161	0	161
BP	770	23,631 SF	T= 12.44 (X) / 1000	294	0	294
Total Trips for Proposed Scenario 1 Land Use						455
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LI	110	33,105 SF	T = 4.87 (X) / 1000	161	0	161
BP- N	770	4,726 SF	T= 12.44 (X) / 1000	59	0	59
BP- R	220	37 MF DUs	T= 6.74 (X)	249	0	249
Total Trips for Proposed Scenario 2 Land Use						469
Scenario 1 Net New Daily Trips						0
Scenario 2 Net New Daily Trips						0

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 3.45 acre proposed land use map amendment has a development potential of 37 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-5682-22C Rosselle Street Requested By: Ed "Lake" Lukacovic / Marcus Salley Reviewed By: Shalene S. Estes Due: 4/14/2022							
Analysis based on maximum dwelling units <u>37</u>							
School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/ Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 1&7
Elementary	2	5,958	73%	4	69%	2,675	8,751
Middle	2	2,640	70%	1	65%	69	756
High	2	3,122	80%	2	82%	1,009	1,866
Total New Students				7			

NOTES:

¹ Proposed Development's Concurrent/ Service Area (CSA)

² Available CSA seats include current reservations

³ 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.

The analysis of the proposed residential development reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

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 3.2 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 is provided by the Duval County School Board. This information 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 ESE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5682-22C Rosselle Street Requested By: Ed "Luke" Lukacovic / Marcus Salley Reviewed By: Shalene B. Estes Due: 4/14/2022 Analysis based on maximum dwelling units: <u>37</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Central Riverside ES #18	2	4	426	359	84%	75%
Lake Shore MS #69	2	1	1328	986	74%	75%
Riverside HS #33	2	2	1044	1610	87%	66%
		7				

NOTES:
¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA)
² Does not include ESE & room exclusions
³ 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.

Airport Environment Zone

The site is located within the 500-foot Height and Hazard Zone for the Herlong Recreational Airport and the Jacksonville Naval Air Station. Zoning will limit development to a maximum height of less than 500 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 2.5 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.

Historic District

The project site is located within the boundaries of the Riverside-Avondale Historic District. Vertical construction and changes to existing structures on site must be reviewed by the Planning and Development Department, and potentially the Jacksonville Historic Preservation Commission. The applicant is aware of this requirement and has begun the design review process with the Historic Preservation Section of the Planning and Development Department.

Historic Preservation Element

Policy 1.1.3 The City shall continue to submit for review by the Jacksonville Historic Preservation Commission all plans that will physically alter the appearance of a designated site, property, or historic district.

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 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on April 15, 2022, the required notice of public hearing signs were not posted. 64 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 27, 2022. Three members of the public were present and had concerns regarding: the lack of specificity of the application, concerns with the application's compliance with the designated Zoning Overlay and emphasizes that the subject site is in a primarily residential area, and why the subject site is being changed? They are concerned with the intensification from CGC to BP.

CONSISTENCY EVALUATION

Consistency with 2030 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 further described in each land use plan category.

- 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.
- 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 1.1.5** The amount of land designated for future development should provide for a balance of uses that:
- A. Fosters vibrant, viable communities and economic development opportunities;
 - B. Addresses outdated development patterns;
 - C. Provides 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.

Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process

Policy 1.1.21 Future 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 of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. 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 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area will be provided with sufficient system capacity to obtain centralized wastewater and potable water, through implementation of the Capital Improvements Element, which shall be updated annually and shall be coordinated with the growth projections for the City.

Objective 2.1 Enhance protection of sites and structures of major historic and cultural significance in the City through enactment of improved regulatory controls and incentives and expansion of the duties of the Jacksonville Historic Preservation Commission (JHPC), or its successor.

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 shall 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) 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 preferred to provide support for commercial and other uses.

According to the Category Description of the Future Land Use Element (FLUE), the BP Future Land Use category is intended to provide Commercial office and Light Industrial development. Development which includes medium to high density residential uses is preferred for sites located outside of areas identified as an Industrial Sanctuary.

The LI Future Land Use Category is intended to provide for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes. Generally, light assembly, manufacturing, packing, processing, and storage/warehousing are principal uses in this category.

The subject site is in close proximity with CGC land use to the north and east, the site also abuts residential directly to the south, and there are BP uses located to the west. In accordance with FLUE Objective 1.1 and Policies 1.1.5, 1.1.21, and 1.1.22 the proposed land use amendment provides a balance of uses and results in a compatible land use pattern. In accordance to Objective 2.1, the subject site is also located in the Riverside/Avondale historic district and must follow the regulatory controls and incentives and expansion of the duties of the Jacksonville Historic Preservation Commission (JHPC), or its successor.

Because the subject site is in close proximity to residential uses on the south, the Light Industrial designation was requested for the northern parcel across Rosselle Street and the Business Park designation was requested for the southern property. Locating Light Industrial closer to the interstate and buffered from residential by the BP Land Use results

in a scaled and compatible transition consistent with FLUE Goal 1, Policies 1.1.10 and 1.1.22.

According to the JEA letter dated, October 19, 2021, the site is served by JEA. There is a 16-inch water main and an 8-inch sanitary sewer force main within the Rosselle St. right-of-way. The subject site is has access to water and central sewer in accordance with Policy 1.2.9.

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.

Vision Plan Consistency

The site is located within the boundary of the Northwest Jacksonville Vision Plan area. While the Vision Plan does not specifically address the commercial areas throughout the district, the Plan recommends strategies to improve the visual appearance of corridors with landscaping, street trees, gateways and signs. These methods should be considered in reviving commercial properties. Therefore, the proposed land use amendment 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:

Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

The proposed land use amendment promotes an environment that is conducive to the expansion of existing businesses thereby providing an opportunity to further local economic growth. Therefore, the proposed amendment is consistent with Goal 2.3 of the Strategic Regional Policy Plan, Economic Development Element.

Land Utilization Map

Land Utilization Map

