



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. 2024-308/Application No. L-5912-24C

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 2024-308 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

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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

City Planner Supervisor

City of Jacksonville - Planning and Development Department

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Report of the Jacksonville Planning and Development Department

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

Ordinance/Application No.: 2024-308 / L-5912-24C

Property Location: 9061 Beaver Street West, between Jones Road and Devoe Street

Real Estate Number(s): 006858-0050

Property Acreage: 1.70

Planning District: District 5, Northwest

City Council District: District 12

Applicant: Curtis Hart

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Light Industrial (LI)

Current Zoning: Commercial Community/General-1 (CCG-1) and Commercial Community/General-2 (CCG-2)

Proposed Zoning: Industrial Light (IL)

Development Boundary: Urban Area

RECOMMENDATION: **APPROVE**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The property is adjacent to LI to the south and east. The proposed land use change from CGC to LI would be compatible with the surrounding neighborhood.

BACKGROUND

The 1.70 acre subject site is located along the north side of West Beaver Street (US-90), a minor arterial road, between Jones Road, a collector road, and Devoe Street. The site currently includes a vacant single family residence. The applicant is proposing a Future Land Use Map (FLUM) amendment from Community/General Commercial (CGC) to Light Industrial (LI) to allow for light industrial uses. The applicant is also proposing a companion rezoning from Commercial Community/General - 1 (CCG-1) and Commercial Community/General - 2 (CCG-2) to Industrial Light (IL). The companion rezoning

application, which is pending concurrently with this application, pursuant to Ordinance 2024-309.

The south side of the site abuts Beaver Street, a minor arterial road. The west side of the site abuts Jones Road, a collector road. The surrounding area includes a mix of warehouse, open storage, retail supply stores, office, single-family residential and vacant land in the CGC, Residential Professional Institutional (RPI) and LI land use categories. Directly south of the site is a railroad line running along Beaver Street and a large warehouse and distribution center in the LI land use category.

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

North: Land Use: CGC, RPI

Zoning: CCG-1, Residential Low Density-60 (RLD-60)

Property Use: Warehouse/storage; office/tractor business, single-family residential with some vacant residential land

South: Land Use: LI

Zoning: IL

Property Use: Railroad line; Michael's Warehouse and Distribution Center

East: Land Use: CGC, LDR, LI

Zoning: CCG-1, Rural Residential – Acre (RR-Acre), IL

Property Use: storage, open storage, office, single-family residential, vacant land

West: Land Use: CGC, RPI, LDR, LI

Zoning: CCG-2, RLD-60

Property Use: Gas station, Feed and Farm supply store, night club/bar, single-family residential, 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 1.70 acres/ 74,052 sq. ft.	
Development Boundary	Urban Development Boundary
Roadway Frontage Classification / State Road	Beaver Street- minor arterial; Jones Road- collector
Plans and/or Studies	Northwest Jacksonville Vision Plan

Development Analysis 1.70 acres/ 74,052 sq. ft.		
Site Utilization	Current: Vacant/single-family	Proposed: Light industrial uses
Land Use / Zoning	Current: CGC / CCG-1 & CCG-2	Proposed: LI / IL
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 30 units/acre	Proposed: 0.40 FAR
Development Potential	Current: Scenario 1: 25,918.2 sq. ft. Scenario 2: 51 units	Proposed: 29,620.8 sq. ft.
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Decrease of 51 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 3,702.6 sq. ft. Scenario 2: Increase of 29,620.8 sq. ft.	
Population Potential	Current: Scenario 1: N/A Scenario 2: 119 people	Proposed: N/A
Special Designation Areas		
Aquatic Preserve	NO	
Evacuation Zone	Zone F – No residential uses/ no impact	
Airport Environment Zone	300’ Height Restriction Zone, Noise Contour Zone and Notice Zone for Whitehouse and Herlong Airports. Lighting Regulation Zone for Whitehouse.	
Industrial Preservation Area	NO	
Cultural Resources	NO	
Archaeological Sensitivity	Low Sensitivity	
Historic District	NO	
Coastal High Hazard	NO	
Adaptation Action Area	NO	
Groundwater Aquifer Recharge Area	0-4 inches	
Wellhead Protection Zone	NO	
Boat Facility Siting Zone	NO	
Brownfield	NO	
Public Facilities		
Potential Roadway Impact	Scenario 1: No net new daily trips Scenario 2: No net new daily trips	
Potential Public School Impact	N/A	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Decrease of 223.64 gallons per day Scenario 2: Decrease of 10,913 gallons per day	
Sewer Provider	JEA	

Development Analysis 1.70 acres/ 74,052 sq. ft.	
Potential Sewer Impact	Scenario 1: Decrease of 167.73 gallons per day Scenario 2: Decrease of 8,184.5 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 50.3 tons per year Scenario 2: Decrease of 40.7 tons per year
Drainage Basin/Sub-basin	Ortega River / Cedar River
Recreation and Parks	NO
Mass Transit Access	NO
Natural Features	
Elevations	83-84 feet
Land Cover	1400: Commercial and services
Soils	32: Leon fine sand, 0 to 2 percent 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. The applicant has provided a JEA Availability Letter, dated March 27, 2024, as part of the companion rezoning application. According to the letter, the site has access to an existing 12-inch water main abutting the property within the Jones Road right-of-way. However, there is no sewer main abutting the property. A sewer main extension would be required from the existing 6-inch force main approximately 500 feet southwest of the property within the Beaver Street right-of-way.

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 1.67 acres and is located at 9061 Beaver Street West (US 90) between Jones Road and Devoe Street/Hammond Boulevard. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 5. 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 593 and 344 trips depending on the scenario. If the land use is amended to allow for this proposed LI development, this will result in 144 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 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
	822	25,918 SF	$T = 54.45(X) / 1000$	1411	818	593
<i>Total Trips for Existing Land Use- Scenario</i>						593
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
	220	51 MF Dus	$T = 6.74 (X)$	344	0	344
<i>Total Trips for Proposed Land Use- Scenario 1</i>						344
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	29,621 SF	$T = 4.87 (X) / 1000$	144	0	144
<i>Total Trips for Proposed Land Use- Scenario 2</i>						144
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 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.

Airport Environment Zones

Height and Hazard Zone

The site is located within the 300-foot Height and Hazard Zone for the Herlong Recreational Airport and for Outlying Field- Whitehouse (OLF-Whitehouse). 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).

Airport Notice Zone

The site is also located in a Military Influence Zone for OLF Whitehouse. Known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the one hundred fifty (150) foot Height and Hazard Zone or inner horizontal and conical surface zones as shown on the Military and Civilian Influence Zones. They apply to NAS Jacksonville, NS Mayport and OLF Whitehouse.

Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

The amendment site is located within the 60 Day-Night Sound Level (DNL) zone for OLF Whitehouse. Future Land Use Element Policy 2.6.9 and 2.6.13 includes requirements related to density, use, and noise level reduction in construction for sites within this noise zone.

OLF Lighting Regulation Zone

This site is in the Lighting Regulation Zone for OLF Whitehouse. In accordance with 656.1005.2(d)(6), all artificial lighting equipment, including but not limited to flood lights and search lights, whether temporary or permanent installations, shall have positive optical controls so that no light is emitted above the horizontal plane. No building permit shall be granted in this zone unless this requirement has been met.

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 2.6.9 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.
- Policy 2.6.13 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.
- Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.
- Policy 2.6.15 In cooperation with the US Military and to preserve the utility of the field for simulated night carrier landings or related missions, the City has designated, through the land development regulations, a lighting regulation zone around Outlying Field (OLF) Whitehouse, requiring that all artificial lighting equipment have positive optical control so that no light is emitted above the horizontal plane. The United States Military has requested this special designation for OLF Whitehouse because of its special fleet carrier landing practice mission.
- 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.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protection. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR)

Policy 1.2.3 The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridan Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

Policy 1.2.7 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridan Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridan Aquifer Recharge GIS grid coverage.

PROCEDURAL COMPLIANCE

Upon site submittal of the sign posting affidavit and accompanying photos, the required notices of public hearing signs were posted on April 29, 2024. Twenty-three (23) 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 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.

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

40 units per acre in the Urban 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 30 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 an arterial road, West Beaver Street (US-90) on the south and the site abuts a collector road, Jones Road, on the west making this a preferred location for light industrial uses. East of the subject site, fronting West Beaver Street, is an area of commercially and industrially designated land. While west of the site, across Jones Road, includes some residential uses in the RPI land use category, with additional commercial uses abutting Beaver Street. Additionally, the railroad line and a large warehousing and distribution center are directly south of the site in the LI land use category. The proposed amendment would allow for development of industrial use along an arterial road, promoting a well-balanced and organized combination of uses in the area. Additionally, it would be complimentary to the existing commercial and industrial uses on West Beaver Street, 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, and 3.2.1.

According to the application, the site will use JEA water and sewer services. The applicant has provided a JEA Availability Letter, dated March 27, 2024, as part of the companion rezoning application. According to the letter, the site has access to an existing 12-inch water main abutting the property within the Jones Road right-of-way. However, there is no sewer main abutting the property. A sewer main extension would be required from the existing 6-inch force main approximately 500 feet southwest of the property within the Beaver Street right-of-way. 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.

Vision Plan

The subject property is located within the boundaries of the Northwest Jacksonville Vision Plan. While the plan does not specifically mention the location of the subject site, the amendment to LI would allow for the redevelopment of an underutilized parcel, in lieu of developing on undeveloped land. Theme 2 of the Vision Plan is to protect the rural character and open spaces in the western area of the planning district. The redevelopment of an infill site instead of developing on undeveloped land helps protect the rural character and open space in the area.

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.

Location, Current Land Use and Field Map

