



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

January 4, 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. 2023-822/Application No. L-5824-23C

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 2023-822 on January 4, 2024.

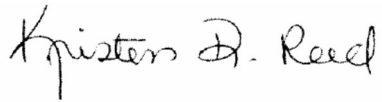
P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	7-0 APPROVE

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

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

Planning Commission Report
January 4, 2024
Page 2

Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive style with a large initial 'K'.

Kristen D. Reed, AICP

Chief of Community Planning Division

City of Jacksonville - Planning and Development Department

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Jacksonville, FL 32202

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – December 29, 2023

Ordinance/Application No.: 2023-822 / L-5824-23C

Property Location: 8835 Washington Avenue, between Elm Street and Prospect Street

Real Estate Number(s): 037382 0000

Property Acreage: 0.49 acres

Planning District: District 5, Northwest

City Council District: District 8

Applicant: Jennifer Goodman

Current Land Use: Low Density Residential (LDR)

Proposed Land Use: Business Park (BP)

Development Area: Urban Development Area

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

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The property was once a commercial property and upon purchasing the property in 2021. I was given documentation showing commercial land. There was conflicting information with the property appraiser office. Research revealed the land was initially commercial but changed to residential in 2008. I am requesting the property be converted back to commercial in order to use the property to conduct business such as having an automobile sales business, a professional office, etc.

BACKGROUND

The 0.49-acre subject site is located on the southeast corner of Washington Avenue and Elm Street. The site is one block east of Lem Turner Road. According to the City’s Functional Highways Classification Map, Washington Avenue and Elm Street are both local roadways.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Low Density Residential (LDR) to Business Park (BP). The companion rezoning application, pursuant to Ordinance 2023-823, seeks to change the zoning district from RLD-60 to PUD. According to the companion rezoning application, the owner seeks the land use change and rezoning to permit the development of a 25,000 square foot enclosed warehouse and business office. Formerly, the site contained a small fire station (Station # 24) that was abandoned sometime prior to 2011 and was demolished sometime after January 2017. All that remains is the slab it was built on.

The land use designation of the subject site has been residential since the adoption of the City's 2010 Comprehensive Plan in 1990. The 2022 Property Record Card mistakenly indicated the use of the property was Vacant Commercial, although it indicates the property is in the RLD-60 zoning district. The 2023 Property Record Card indicates the use of the property is Vacant Residential, < 20 Acres, which is consistent with the current LDR land use category.

The land use of the 1.69-acre property abutting the subject site to the south was changed from BP to LDR in 2007 pursuant to Ordinance 2007-146-E and the zoning district was changed from IBP-2 to RLD-G pursuant to Ordinance 2007-147-E. That property was changed back to BP in 2021 pursuant to Ordinance 2021-635-E and was rezoned from RLD-60 to PUD pursuant to Ordinance 2021-636-E. The allowed uses under the adopted PUD for the neighboring site are the same as the uses under the subject proposed PUD. The neighboring site has not been developed and remains vacant.

The area surrounding the site is a mix of residential and commercial uses. There are single family residences north and east of the site. There are commercial uses on the block west of the site, which abuts Lem Turner Road.

North: Land Use: Low Density Residential (LDR)
Zoning: Residential Low Density – 60 (RLD-60)
Property Use: Single-family residential

South: Land Use: Business Park (BP) and Community/General Commercial (CGC)
Zoning: PUD, Industrial Business Park (IBP), and Commercial Community/General – 2 (CCG-2)
Property Use: Undeveloped and Commercial uses (in CGC portion)

East: Land Use: LDR and BP
Zoning: RLD-60 and PUD
Property Use: Single-family residential and undeveloped

West: Land Use: CGC

Zoning: CCG-2
 Property Use: Commercial uses

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.

Land Use Amendment Impact Assessment

Development Analysis	0.49 Acre – 17,424 sq. ft.	
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	Washington Ave. and Elm St. – Both unclassified roadways	
Plans and/or Studies	Northwest Vision Plan (5)	
Site Utilization	Current: Vacant	Proposed: Warehouse and Office
Land Use / Zoning	Current: LDR / RLD-60	Proposed: BP / PUD
Development Standards for Impact Assessment	Current: 5 DU/Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 30 DU/Acre
Development Potential	Current: 2 DU	Proposed: Scenario 1: 7,470 sq.ft. Scenario 2: 14 DU
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Increase of 12 DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 7,470 sq.ft. Scenario 2: N/A	
Population Potential	Current: 5 People	Proposed: Scenario 1: N/A Scenario 2: 32 People
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	Zone A	
Airport Environment Zone	No	
Industrial Preservation Area	No	
Cultural Resources	None	
Archaeological Sensitivity	High	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	Yes (entire site)	

Development Analysis	0.49 Acre – 17,424 sq. ft.
Groundwater Aquifer Recharge Area	Discharge
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	Scenario 1: 74 net new daily trips Scenario 2: 75 net new daily trips
Potential Public-School Impact	De minimis (less than 20 DU)
Water Provider	JEA
Potential Water Impact	Scenario 1: Decrease of 7.8 gpd Scenario 2: Increase of 2,758 gpd
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 5.8 gpd Scenario 2: Increase of 2,068 gpd
Potential Solid Waste Impact	Scenario 1: Increase of 6.75 tons per year Scenario 2: Increase of 31.2 tons per year
Drainage Basin/Sub-basin	Trout River/ Ribault River
Recreation and Parks	T.K. Stokes Boat Ramp
Mass Transit Access	Route 12, Stops 3071 and 3072
Natural Features	
Elevations	1' to 7'
Land Cover	1200: Residential, medium density – 2-5 dwelling units/acre
Soils	71: Urban Land-Leon-Boulogne complex, 0-2% slopes
Flood Zones	AE: 0.21 acres 0.2% Annual Chance Flood Hazard: 0.28 acres
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).

According to a JEA letter dated June 1, 2022, there is an available 1-inch water service line that can be used if in good condition and not in conflict with proposed construction. There is also an existing 8-inch water main within the Washington Avenue right-of-way. There is an existing 4-inch sewer force main within the Washington Avenue right-of-way.

Connection to the JEA-owned sewer system for the project will require the design and construction of an onsite, privately owned and maintained pump station and a JEA dedicated force main (minimum 4-inch diameter).

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 1/2 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 0.49 of an acre and is accessible from Washington Ave, a local facility. 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 Low Density Residential (LDR) to Business Park (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).

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 19 daily trips. If the land use is amended to allow for this proposed BP development, this will result in 93 or 94 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 74 or 75 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 Pass-By Trips	Daily Trips
LDR	210	2 SF DUs	T = 9.43 (X)	19	0	19
Existing Scenario Total						19
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	770	7,470 SF	T = 12.44 (X) /1000	93	0	93
Proposed Scenario-1 Total						93
BP	770	14 MF DUs	T = 6.74 (X)	94	0	94
Proposed Scenario-2 Total						94
Scenario 1 Difference in Daily Trips						74
Scenario 2 Difference in Daily Trips						75

Source: Trip Generation Manual, 11th Edition, Institute of Engineers

School Impacts

While the proposed amendment includes a residential component, the site will generate less than 20 units. Therefore, the proposed development will have a de minimis impact on school capacity.

Evacuation Zone A

The Emergency Preparedness Division evaluated the land use change and provided the following comment:

The proposed property in land use amendment L-5824-23C will be in close proximity to Lem Turner Road , indicating sufficient access to I-95 (1.89 road miles) and I-295 (4.36 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone A, Zone C, and Zone E), nearest evacuation routes, and the estimate of 74 - 75 additional daily trips the development of the proposed property could create a localized impact to the traffic flow on I-95 and I-295 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5824-23C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Please note that the proposed property is located west of the Trout River, which frequently causes flooding in nearby areas. Any development should incorporate appropriate **mitigation techniques to reduce flood vulnerability** and minimize impacts on the floodplain.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey. 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.

Adaptation Action Area (AAA)

The amendment site is within the AAA. The AAA boundary is a designation in the City's 2045 Comprehensive Plan which identifies areas that experience coastal flooding due to extreme high tides and storm surge, and that is vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. The AAA is defined as those areas within the projected limit of the Category 3 storm surge zone, those connected areas of the 100-year and 500-year Flood Zone, and additional areas determined through detailed flood analysis.

The applicant is encouraged to consider site design measures, such as clustering development away from the AAA, to protect development from the impacts of flooding.

Conservation/Coastal Management Element

- Policy 13.1.2 The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.
- Policy 13.3.1 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.
- Policy 13.3.6 In order to guide development away from the Adaptation Action Area (AAA) towards areas that are already high, dry, and connected, the Planning and Development Department shall explore the feasibility of offering density bonuses, transfers of development rights, clustering development entitlements, or other strategies to limit new development within the AAA or environmentally sensitive or special flood hazard areas, or as an incentive for a development's use of low impact development stormwater solutions.

Flood Zones (Attachment A)

Approximately 0.21 of an acre of the subject site is located within the AE flood zone and approximately 0.28 of an acre of the site is located in the 0.2% Annual Chance Flood Hazard area. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-

years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The AE flood zone is defined as areas within the 100-year floodplain, or SFHA, where flood insurance is mandatory. The 0.2% Annual Chance Flood Hazard area are areas within the 500-year floodplain, outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards.

Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

Conservation /Coastal Management Element (CCME)

Policy 2.6.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.6.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

Policy 13.7.10 The City has adopted and shall maintain a floodplain management ordinance that establishes engineering requirements to safeguard the public health, safety, and general welfare and minimizes public and private losses due to flooding through regulation and development of flood hazard areas. The ordinance shall include development and redevelopment regulations that:

- A. Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- B. Require the use of construction practices that will prevent or minimize future flood damage;
- C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;
- D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- E. Minimize damage to public and private facilities and utilities;
- F. Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;

- G. Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- H. Meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on November 30, 2023, the required notices of public hearing signs were posted. Thirty-eight (38) 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 December 11, 2023, for the adoption of the small-scale land use amendment. No members of the public were present.

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 Urban Priority Area (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.

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 1.1.9 Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:
- Potential for the development of blighting or other negative influences on abutting properties
 - Traffic Impacts
 - Site Access
 - Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
 - Configuration and orientation of the property
 - Natural or man-made buffers and boundaries
 - Height of development
 - Bulk and scale of development
 - Building orientation
 - Site layout
 - Parking layout
 - Opportunities for physical activity, active living, social connection, and access to healthy food

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 1/2 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.

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 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.

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), LDR in the Urban Development Area is intended to provide for low density residential development.

BP in the Urban Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary.

Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services.

The applicant is proposing a land use change from LDR to BP to allow for the development of offices and warehouses. The areas north and east of the site contain

single family residences and undeveloped land. The parcel abutting the south side of the subject site is undeveloped. Beyond that parcel further south are single-family residences. West of the site are commercial businesses that face Lem Turner Road, a minor arterial roadway.

The area across Washington Avenue to the west is in the CGC land use category and the CCG-2 zoning district, which are the most intense commercial designations. The property abutting the site to the south is in the BP land use category. BP is a low intensity transitional land use category. The amendment to BP is a transitional use between the intense commercial uses west of the site and the single-family residential uses surrounding the site to the north and east.

The amendment would maintain a compatible land use pattern along Washington Avenue and would not have a negative impact on the surrounding adjacent uses. According to the Industrial land use category's introduction, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. The companion rezoning is a PUD which can include site design requirements to promote compatibility with surrounding uses. Therefore, the proposed amendment is consistent with FLUE Goal 1, Objective 1.1 and Policy 1.1.9.

The amendment provides compatible uses for the surrounding CGC, LDR and BP designated land. The proposed land use amendment is in the Urban Development Area, has access to full urban services including convenient access to public transportation and discourages urban sprawl. The proposed amendment to BP land use category for the property promotes compatible uses in the immediate vicinity and therefore is consistent with FLUE Goal 3, Objective 3.2, Policies 1.1.21, 1.1.22, 3.2.1 and 3.2.6.

According to a JEA letter dated June 1, 2022, there is an available 1-inch water service line that can be used if in good condition and not in conflict with proposed construction. There is also an existing 8-inch water main within the Washington Avenue right-of-way. There is an existing 4-inch sewer force main within the Washington Avenue right-of-way.

Connection to the JEA-owned sewer system for the project will require the design and construction of an onsite, privately owned and maintained pump station and a JEA dedicated force main (minimum 4-inch diameter). The applicant provides that the site will be served by centralized sewer and water. Therefore, the application is consistent with FLUE Policy 1.2.8.

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 Jacksonville Vision Plan (2003)

The subject property is located within the boundaries of the Northwest Jacksonville Vision Plan. The Northwest Planning District of Jacksonville embraces a variety of new growth opportunities. The plan does not identify specific recommendations for the subject site. The focus of the plan is to create centers to increase development and redevelopment within the district while protecting existing neighborhoods. Changing the land use category from LDR to BP will provide a transitional use between the commercial uses to the west and the neighboring residential uses and thus will protect the residential character of the surrounding area and thus conforms with the intent of the Northwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March, 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

Goal Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

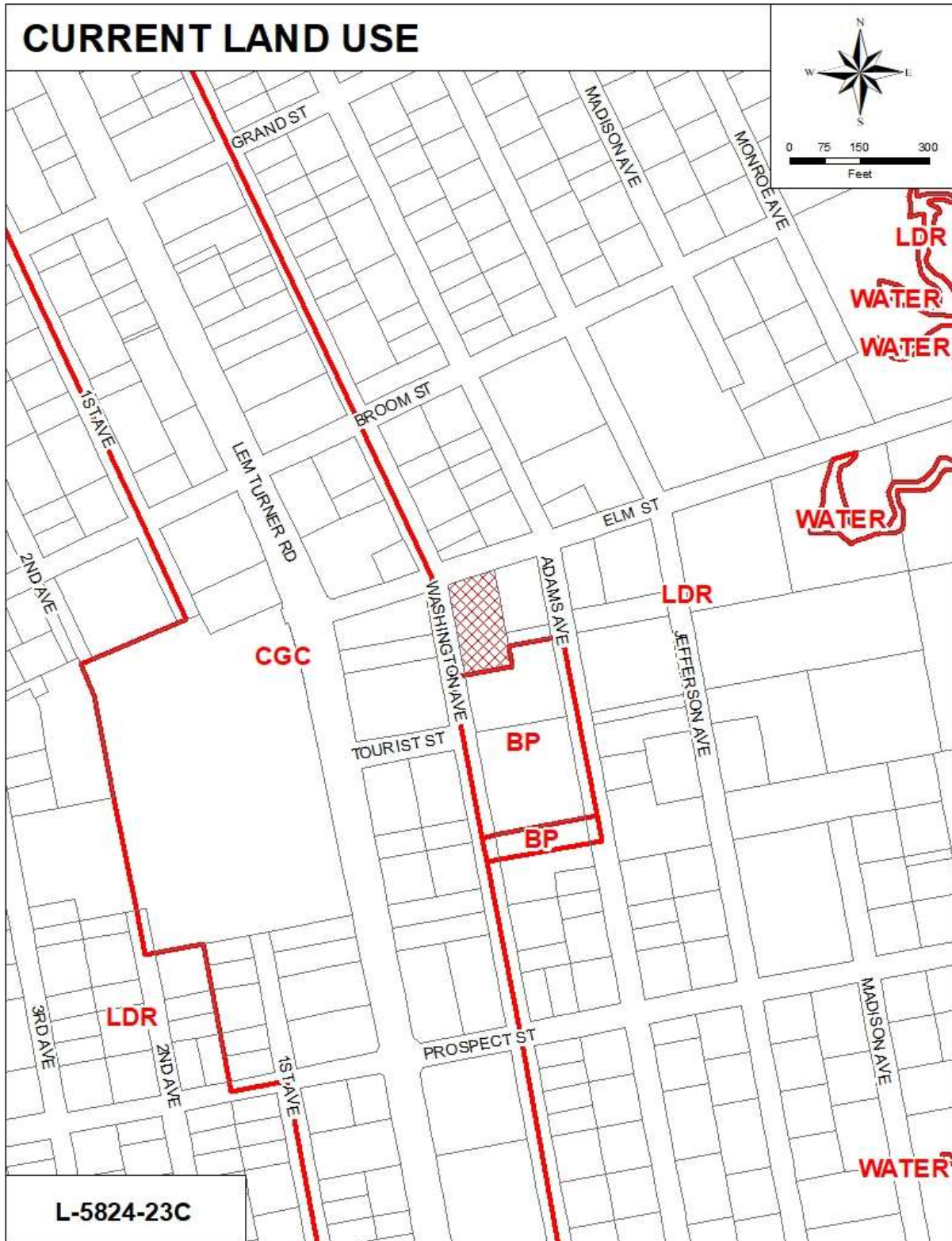
Objective Integrated Planning: The link between land use, resources and mobility.

Policy 4 The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

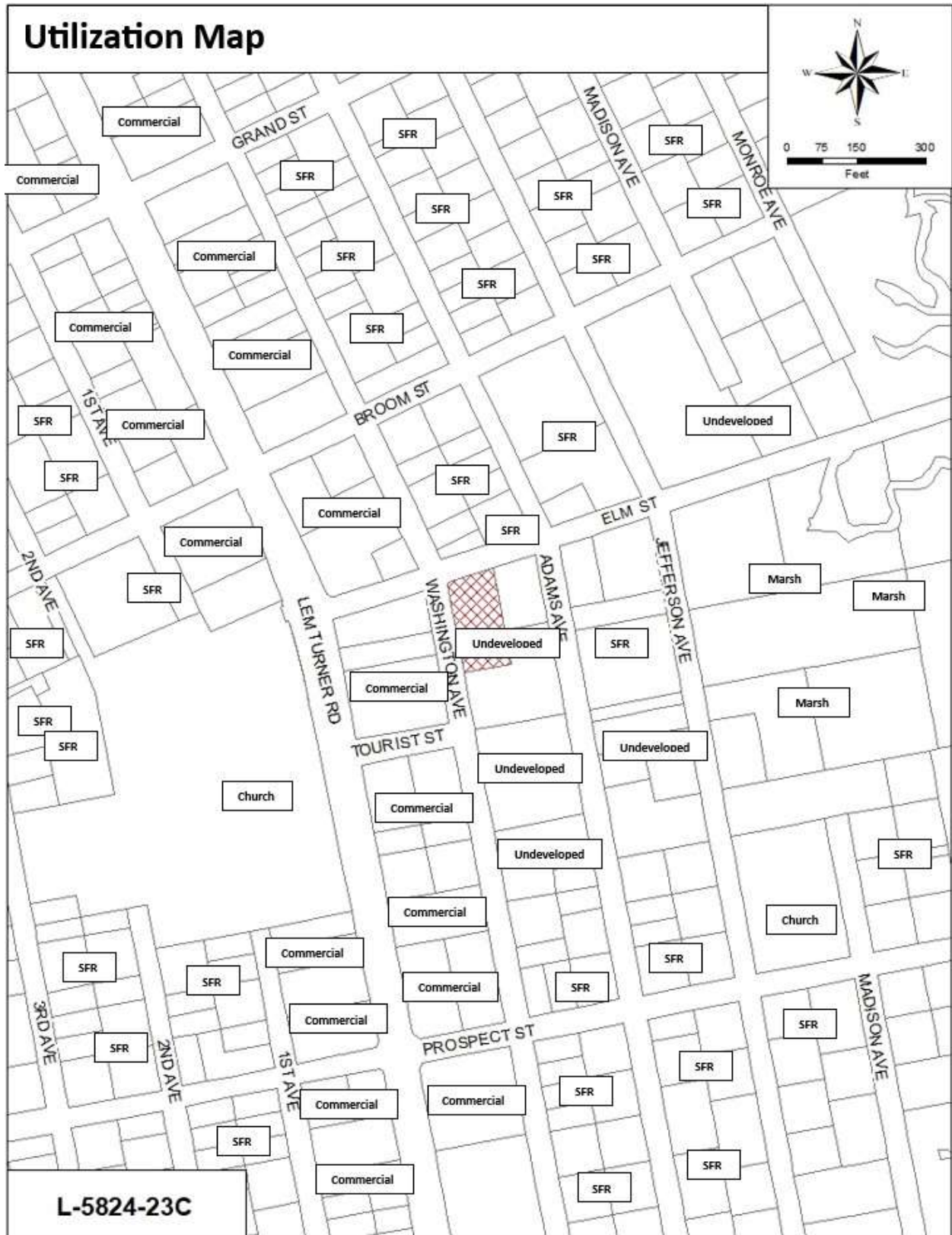
- Incentives for dense and/or mixed use development.
- Maintenance of a diversity of land use in the region.
- Infill and redevelopment.

The proposed land use amendment to BP promotes an environment that is conducive providing infill and redevelopment for economic growth. Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective and Policy 4 of the Strategic Regional Policy Plan.

LOCATION AND CURRENT LAND USE MAP



LAND UTILIZATION MAP



Attachment A
FLOOD ZONES MAP

