



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

August 22, 2024

The Honorable Randy White
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. 2024-526/Application No. L-5943-24C

Dear Honorable Council President White, 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 2024-526 on August 22, 2024.

P&DD Recommendation	Approve
PC Issues:	None
PC Vote:	6-0 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	Absent
Tina Meskel	Aye

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

Planning Commission Report
August 22, 2024
Page 2

Sincerely,



Helena A. Parola, MAURP
Acting Chief of Community Planning
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7842
HParola@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – August 16, 2024

Ordinance/Application No.: 2024-526 / L-5943-24C

Property Location: 3319 Lenox Avenue, between Nelson Street and Summer Street

Real Estate Number(s): 056893 0010

Property Acreage: 0.99 Acres

Planning District: District 5, Northwest

City Council District: Districts 9

Applicant: Cyndy Trimmer, Esquire

Current Land Use: Residential-Professional-Institutional (RPI)

Proposed Land Use: Business Park (BP)

Development Area: Urban Priority Development Area

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

Proposed Zoning: Industrial Business Park (IBP)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The proposed Land Use Amendment allows applicant to utilize the property consistent with its operations on the adjacent parcel at 3333 Lenox Avenue. The proposed amendment is consistent with surrounding land uses and is compatible with uses along Lenox Avenue.

BACKGROUND

The 0.99-acre subject site is located on the north side of Lenox Avenue and between Summer Street and Nelson Street. According to the City’s Functional Highways Classification Map, Lenox Avenue is a collector roadway.

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 Residential-

Professional-Institutional (RPI) to Business Park (BP) in order to permit a warehouse that will be an expansion of the existing business abutting the property to the west. Both properties are owned by the same entity. A companion rezoning application is pending concurrently with the land use application via Ordinance 2024-527, which seeks to change the zoning district from Residential Low Density-60 (RLD-60) to Industrial Business Park (IBP). In addition to the rezoning, the applicant has also filed for a zoning exception via Ordinance 2024-528, which would allow for screened outside storage. Currently the site is vacant.

The dominant use in the surrounding area is residential, but abutting the site to the west is warehouse use, a church and some vacant lots. South of the site along Lenox Avenue is a mix of residential, west is commercial uses in the CGC land use category. More specific adjacent land use categories, zoning districts and property uses are as follows:

North: Land Use: Low Density Residential (LDR)
Zoning: Residential Low Density-60 (RLD-60)
Property Use: Vacant, Single-Family

South: Land Use: Community/General Commercial (CGC) and Medium Density Residential (MDR)(across I-10)
Zoning: Commercial Community.General-2 (CCG-2), Commercial Office (CO), Residential Medium Density-A (RMD-A), Residential Medium Density-B (RMD-B)
Property Use: Warehouse, Office, Single-Family, Multi-Family, Day Care, Vacant, Church, Service Garage, Light Manufacturing

East: Land Use: Residential Profesional Institutional (RPI), LDR, Recreation and Open Space (ROS)
Zoning: RLD-60, Commercial Residential and Office (CRO), Commercial Community General-1 (CCG-1), Public Building and Facilities-1 (PBF-1)
Property Use: Single-Family, Vacant, School, Mallison Park and Center, Convenient Store

West: Land Use: Business Park (BP), LDR, CGC
Zoning: RLD-60, Industrial Business Park (IBP), CCG-2
Property Use: Warehouse, Church, Vacant, Single-Family

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

Land Use Amendment Impact Assessment - Application Number L-5943-24C

Development Analysis		
Development Boundary	Urban Priority Area	
Roadway Frontage Classification / State Road	Lenox Avenue/Collector Roadway	
Plans and/or Studies	Northwest Vision Plan	
Site Utilization	Current: Vacant	Proposed: Storage/Warehousing
Land Use / Zoning	Current: RPI/RLD-60	Proposed: BP/IBP
Development Standards for Impact Assessment	Current: Scenario 1: 0.5 FAR Scenario 2: 30 DU/Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 30 DU/Acre
Development Potential	Current: Scenario 1: 21,562 Sq. Ft. Scenario 2: 29 DUs	Proposed: Scenario 1: 15,093 Sq. Ft. Scenario 2: 29 DUs
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: No change	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 6,469 Sq. Ft. Scenario 2: N/A	
Population Potential	Current: 68 People	Proposed: 68 People
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	500' Height Restriction Zone for Herlong Recreational Airport	
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	No	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	Study Area	

Development Analysis	
Public Facilities	
Potential Roadway Impact	46 or 0 net new daily trips
Potential Public School Impact	6 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: Decrease of 454 gpd Scenario 2: Decrease of 899 gpd
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Decrease of 340 gpd Scenario 2: Decrease of 674 gpd
Potential Solid Waste Impact	Scenario 1: Decrease of 10 tpy Scenario 2: No change
Drainage Basin/Sub-basin	Upstream of Trout River/McCoy Creek
Recreation and Parks	Mallison Park and Center
Mass Transit Access	JTA Bus Route 14, Stop 3274
Natural Features	
Elevations	25 to 27 feet above mean sea level
Land Cover	1200: Residential, medium density
Soils	73: Urban Land Mascotte Sapelo 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).

The applicant has not provided a JEA availability letter with their rezoning application. According to the City Infrastructure map there is an existing 12-inch water main and a 16-inch force sewer main along Lenox Avenue. According to the application, the applicant intends to use JEA central water and sewer services.

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 0.99 acres and is accessible from Lenox Avenue, a collector facility. The proposed land use amendment is located within the Urban Priority Development Area and Mobility Zone 9. The applicant proposes to change the existing land use from Residential Professional Institutional (RPI) 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 <i>Trip Generation Manual</i> , 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 RPI land use would result in 234 or 132 daily trips depending on the scenario. If the land use is amended to allow for this proposed BP development, this will result in 188 or 132 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 46 or 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 to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	710	21,562 SF	T = 10.84 (X)/ 1000	234	0	234
<i>Total Trips for Existing Land Use- Scenario</i>						<i>234</i>
Existing Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	221	29 DUs	T = 6.74 (X)	620	0	132
<i>Total Trips for Existing Land Use- Scenario 2</i>						<i>132</i>
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass- By Trips	Daily Trips
BP	770	15,093 SF	T = 12.44 (X)/1000	1165	0	188
<i>Total Trips for Proposed Land Use- Scenario 2</i>						<i>188</i>
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	221	29 DUs	T = 6.74 (X)	620	0	132
<i>Total Trips for Proposed Land Use- Scenario 2</i>						<i>132</i>
Scenario 1 Difference in Daily Trips						46
Scenario 2 Difference in Daily Trips						0

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

School Impacts

The 0.99 acre proposed land use map amendment has a development potential of 29 dwelling units and 6 new students. 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-5943-24C
 Requested By: Marcus Salley
 Reviewed By: LeYonne Giggis
 Date: 8/5/2024

Analysis based on maximum dwelling units: 29

School Type	CSA ¹	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA ²
Elementary	1	11,216	56%	3	57%	1,822	1,801
Middle	2	3,795	68%	1	65%	235	1,691
High	2	3,915	80%	2	82%	226	1,634
Total New Students							

NOTES:

¹ Proposed Development's Concurrent Service Area (CSA)

² 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.

³ Available CSA seats include current reservations

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

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 was provided by the Duval County School Board. This 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-5943-24C
 Requested By: Marcus Sallee
 Reviewed By: LeVonne Griggs
 Date: 8/5/2024

Analysis based on maximum dwelling units: 29

SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ³ (Permanent/Portables)	CURRENT ENROLLMENT 20-Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Pinedale Elementary #93	1	3	828	438	53%	46%
Lake Shore MS #69	2	1	1328	1029	77%	67%
Riverside HS #33	2	2	1844	1562	85%	96%
		6				

NOTES:

¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA).

² 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.

³ Does not include ESE & room exclusions

Airport Environmental Zone

The site is located within the 500-foot Height and Hazard Zone for Herlong Recreational Airport. Zoning will limit development to a maximum height of 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 2.6 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 2.6.16 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.

Brownfield Study Area

This site is located within a Brownfields Study Area designated by Resolution 2011-383-A, and as defined in Section 376.79(5), F.S. Since the property is located within a Brownfields Study Area, the owner may request that the property be designated as a Brownfield Site. Not all properties located within the Brownfield Study Area are contaminated. A Brownfield Site is property where the expansion, redevelopment, or reuse of the property may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Tax credits may be available for properties designated as a Brownfield Site.

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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on July 26, 2024, the required notices of public hearing signs were posted. Sixty-Seven (67) 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 July 29, 2024, for the adoption of the small-scale land use amendment. One member of the public was present. They wanted to get information on the proposed project.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Priority Area (UPA): The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as defined in this Plan. The UPA does not include the Central Business District Land Use Category boundaries.

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 1.1.21 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.

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), RPI in the Urban Priority Area is intended to provide compact medium to high density residential development and office uses. Development which includes medium to high density residential and office uses is preferred. Limited neighborhood commercial retail and service establishments which serve a diverse set of neighborhoods are also encouraged in order to reduce the number of Vehicles Miles Traveled. Vertical integration of a mix of uses is encouraged.

BP in the Urban Priority Area is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred for 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 0.99 acre subject site is currently vacant land. The applicant is proposing a land use change from RPI to BP to allow for the development of a warehouse use. The adjacent property to the west is owned by the same property owner and he plans to unify the amendment site to match the warehouse use on the western property. This addition will be a logical extension of the BP to the west. RPI and BP are both low intensity transitional land use categories to abut residential areas. The amendment would maintain a compatible land use pattern along this portion of Lenox Avenue. 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 proposed amendment is consistent with FLUE Goal 1 and Goal 3, Objective 1.1 and policies 1.1.21, 1.1.22, 3.21 and 3.2.6.

According to the application, the subject site will be served by sanitary sewer and water lines. The applicant has not provided a JEA availability letter with their rezoning application. According to the City Infrastructure map there is an existing 12-inch water main and a 16-inch force sewer main along Lenox Avenue. 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.

The distribution of uses between the properties to the west, the south, and the residential properties to the east allow for a compatible trend of uses in the immediate area. Additionally, the amendment is compatible with the commercial and industrial character of the Lenox Avenue corridor.

Northwest Vision Plan

The subject property is located within the boundaries of what is identified as of the Northwest Vision Plan (September 2003). 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 compatible with the Northwest Jacksonville Vision Plan.

Strategic Regional Policy Plan

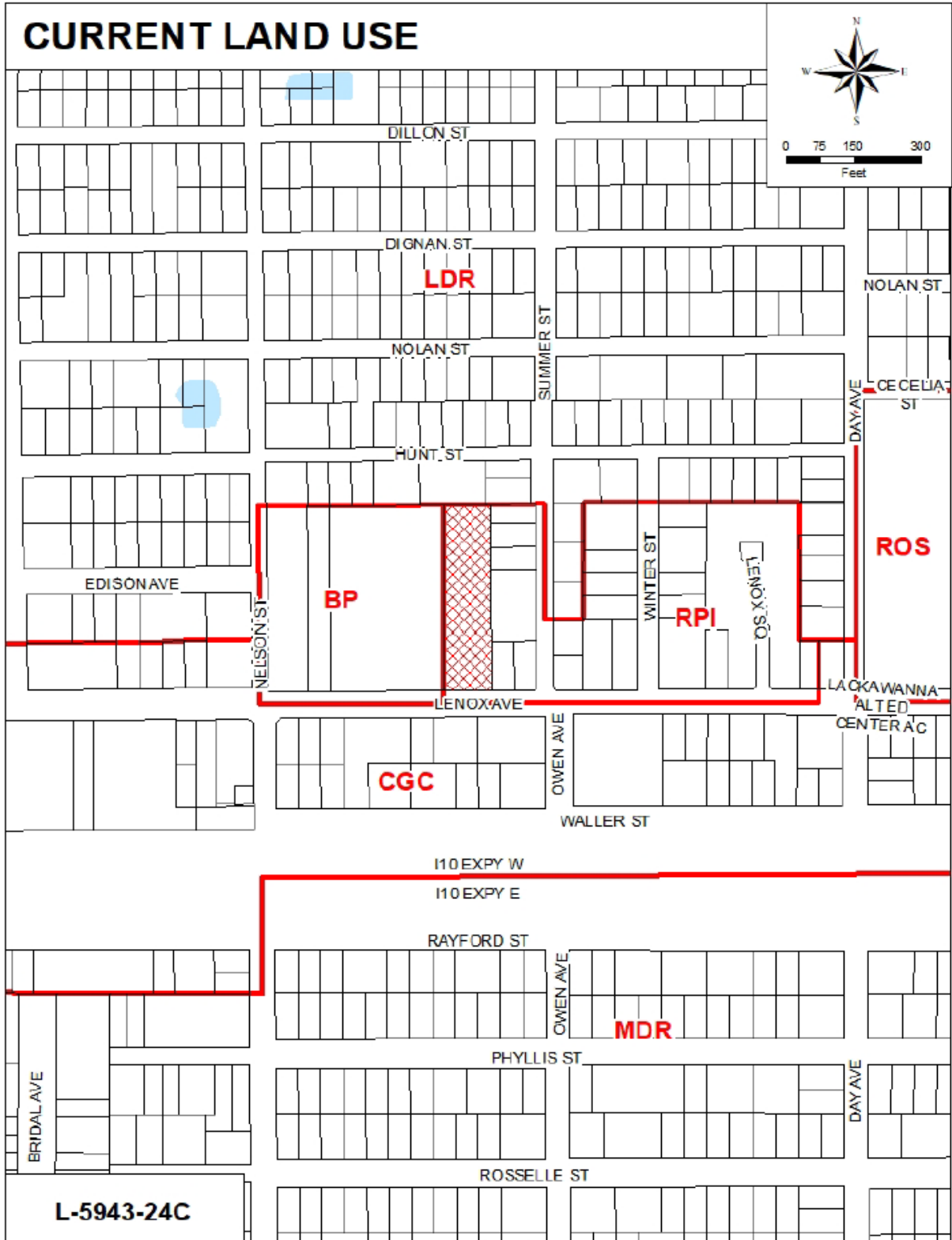
The proposed amendment is consistent with the following Policy of the Strategic Regional Policy Plan:

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

- Infill and redevelopment.

The proposed amendment would allow for the re-development of a property, and therefore, allow for an additional infill development opportunity, consistent with Policy 4 of the Strategic Regional Policy Plan.

CURRENT LAND USE MAP



LAND UTILIZATION MAP

