



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

December 5, 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. 2024-859/Application No. L-5972-24C

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 2024-859 on December 5, 2024.

P&DD Recommendation APPROVE

PC Issues: None

PC Vote: 7-0 APPROVE

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

Planning Commission Report
December 5, 2024
Page 2

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

Sincerely,



Helena A. Parola, MAURP
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 – November 27, 2024

Ordinance/Application No.: 2024-859 / L-5972-24C

Property Location: 0 Lane Avenue South, in the northwest corner of the intersection of Lane Avenue and Lenox Avenue

Real Estate Number(s): 011778-0055 (portion of)

Property Acreage: 12.0 acres

Planning District: District 4, Southwest

City Council District: District 9

Applicant: Shalene Estes

Current Land Use: Community / General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Commercial Community General-1 (CCG-1) and Residential Medium Density-D (RMD-D)

Proposed Zoning: Planned Unit Development (PUD) – 14.0 acres

Development Boundary: Urban Priority Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The land use amendment request is to allow for residential development of the subject property. This property is in the Urban Priority Development Area, and the land use amendment will complement the surrounding area, which is a mix of MDR and RPI.

BACKGROUND

The 12.0-acre subject site is located in the northwest corner of the intersection of Lane Avenue South, which is classified as a minor arterial roadway, and Lenox Avenue, a collector roadway. The site is currently undeveloped, and the applicant is proposing a Future Land Use Map (FLUM) amendment from CGC to MDR to allow for residential development of the site. A companion rezoning application has been filed for the subject site, pursuant to Ordinance 2024-860. The applicant seeks to rezone 14 acres (only 12 acres are subject to the proposed land use amendment) from CCG-1 and RMD-D to PUD.

Land designated as CGC abuts the subject site to the north and extends to the Normandy Boulevard commercial corridor, approximately ¼ mile north of the subject site. Abutting the site on the west is land designated as MDR. Along this segment of Lenox Avenue are various mid-scale transitional land use designations, such as MDR, Residential-Professional-Institutional (RPI), and Neighborhood Commercial (NC). Isolated pockets of land designated as Light Industrial (LI) are also present.

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

North: Land Use: CGC

Zoning: CCG-1 and PUD

Property Use: Office, warehousing, and faith institutions

South (across Lenox Avenue): Land Use: CGC and Residential-Professional-Institutional (RPI)

Zoning: CCG-1, PUD, and Commercial Office (CO)

Property Use: Faith institutions and vacant commercial

East (across Lane Avenue): Land Use: CGC and Light Industrial (LI)

Zoning: CCG-1, CCG-2, and Industrial Light (IL)

Property Use: Gas station and strip commercial development

West: Land Use: CGC and MDR

Zoning: Public Buildings and Facilities-1 (PBF-1) and Residential Medium Density-D (RMD-D)

Property Use: Residential and faith institution

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.

Development Impact Analysis		12AC – land use
Development Boundary	Urban Priority Area	
Roadway Frontage Classification / State Road	Lane Ave (minor arterial / SR 103) and Lenox Ave (collector)	
Plans and/or Studies	SW Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Residential uses
Land Use / Zoning	Current: CGC/RMD-D and CCG-1	Proposed: MDR/PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 45 DU/Acre	Proposed: 15 DU/Acre
Development Potential	Current: Scenario 1: 182,952 sf Scenario 2: 540 units	Proposed: 180 units
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 180 units Scenario 2: Decrease of 360 units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 182,952 sf Scenario 2: N/A	
Population Potential	Current: 1,269 people	Proposed: 423 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	Zone C	
Airport Environment Zone	300' ht zone for Herlong	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low, Medium, and High	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	Yes (tiny bit at western property edge)	
Groundwater Aquifer Recharge Area	Discharge area	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: No new net daily trips Scenario 2: No new net daily trips	
Potential Public School Impact	44 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 33,152 gpd Scenario 2: Decrease of 84,600 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 24,864 gpd Scenario 2: Decrease of 63,450 gpd	
Potential Solid Waste Impact	Scenario 1: Increase of 175.28 tons per year Scenario 2: Decrease of 936 tons per year	

Development Impact Analysis		12AC – land use
Drainage Basin/Sub-basin	Ortega River / Cedar River (Stream)	
Recreation and Parks	John D. Liverman Park	
Mass Transit Access	Route 13, along Lane Ave.	
Natural Features		
Elevations	12-15 feet	
Land Cover	4340: Upland mixed coniferous/hardwood	
Soils	38 (Mascotte fine sand, 0-2% slopes) and 2 (Albany fine sand, 0-5% slopes)	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	NA	

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).

The applicant has provided a JEA Availability Letter dated April 26, 2024. According to the letter, the site has existing access to both potable water and centralized sewer services, along Lenox Avenue and Lane Avenue. An existing 16 inch water main is located along Lenox Avenue, and an existing 12 inch water main and 4 inch force main are located along Lane Avenue South.

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.

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 12.0 acre proposed land use map amendment has a development potential of 180 dwelling units. The proposed development was analyzed in accordance with the adopted levels 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 determine whether there is adequate school capacity for each school type (elementary, middle and high school) to accommodate a proposed development). The LOS (105 percent 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 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-5972-24C Lane Ave & Lennox Ave Requested By: Susan Kelly Reviewed By: LeVonne Griggs Due: 11/8/2024							
Analysis based on maximum dwelling units: 180							
School Type	CSA ¹	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1,7&8
Elementary	2	5,842	72%	22	69%	551	3,123
Middle	2	1,656	43%	9	64%	244	1,827
High	2	3,921	84%	13	82%	238	1,814
Total New Students				44			

NOTES:

¹ Proposed Development's Concurrency Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES--119

MS--050

HS--078

0.248

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 (102.110) by the number of total permitted housing units (411.541) for the same year, generating a yield of 0.248.

The available seats in the CSA and adjacent CSAs include concurrency reservations.

The analysis of the proposed 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 3.1 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 EE space requirements.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5972-24C Lane Ave & Lenox Ave Requested By: Susan Kelly Reviewed By: Levonne Griggs Due: 11/8/2024 Analysis based on maximum dwelling units: 180						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Ramona Blvd ES#79	2	22	509	298	59%	51%
Lake Shore MS#69	2	9	1341	759	57%	63%
Riverside HS#33	2	13	1844	1628	88%	96%
		44				

NOTES:

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

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.119

MS-.050

HS-.078

0.248

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 (102.110) by the number of total permitted housing units (411.541) for the same year, generating a yield of 0.248.

Transportation

The subject site is 12.00 acres and is located on the northwest corner of Lane Avenue (SR-103), a minor arterial roadway, and Lenox Avenue, a collector roadway. This segment of Lane Avenue between San Juan Avenue and Normandy Boulevard is operating at 48 percent of capacity. This segment of Lenox Avenue between Old Middleburg Road and Lane Avenue operates at 11 percent of capacity. The proposed land use amendment is located within the Urban Priority Development Area and Mobility Zone 7. The applicant proposes to change the existing land use from Community General Commercial (CGC) to Medium Density Residential (MDR).

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 3,318 or 2,452 trips depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 1,213 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has no net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer 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
CGC	820	182,952 SF	$T = 37.01(X) / 1000$	6,771	3,453	3,318
				<i>Total Trips for Existing Land Use- Scenario</i>		3,318
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
CGC	222	540 DUs	$T = 4.54 (X)$	2,452	2,452	2,452
				<i>Total Trips for Proposed Land Use- Scenario 1</i>		2,452
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
MDR	220	17,424 SF	$T = 4.87 (X) / 1000$	1,213	0	1,213
				<i>Total Trips for Proposed Land Use- Scenario 2</i>		1,213
				Scenario 1 Difference in Daily Trips		(2,105)
				Scenario 2 Difference in Daily Trips		(1,239)

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, medium, and 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 on the portion of the site that is in a high sensitivity area. 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 Zone

The site is located within the 300-foot Height and Hazard Zones for the Herlong Recreational Airport. 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).

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.

Adaptation Action Area (AAA)

Approximately 0.07 of an acre located at the southwest area of 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.

PROCEDURAL COMPLIANCE

Upon submitting the sign posting affidavit and photos of the posted signs on November 11, 2024, it was determined that the required notices of public hearing signs were posted. Twenty-four (24) 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 November 18, 2024. Aside from the applicant, no members of the public were present for this application.

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 the Comprehensive 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.

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.

Policy 3.1.5 The City shall provide opportunities for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

Policy 3.1.12 The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

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 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. Development within the category should be compact and connected and should support multi-modal transportation. All uses should be designed in a manner which emphasizes the use of transit, bicycle, and pedestrian mobility, ease of access between neighboring uses, and compatibility with adjacent residential neighborhoods.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and can serve as transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Development within the category should be compact and connected and should support multi-modal transportation. The maximum gross density for MDR in the UPA is 30 units per acre when the site does not abut land in Low Density Residential (LDR) or Rural Residential (RR); except for sites within the

Coastal High Hazard Area (CHHA) where the maximum gross density shall be 20 units per acre, unless appropriate mitigation is provided consistent with the City's CHHA policies.

The applicant is proposing a change from CGC to MDR to allow for residential development. As previously mentioned, the site is located in the northwest corner of the intersection of Lane Avenue South, which is classified as a minor arterial roadway, and Lenox Avenue, a collector roadway.

The subject site lies just within the boundary of the Urban Priority Area. This location signals that the site is appropriate for 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.

Land designated as CGC abuts the subject site to the north and extends to the Normandy Boulevard commercial corridor, approximately ¼ mile north of the subject site, along Lane Avenue. Abutting the site on the west, along Lenox Avenue, is land designated as MDR. Additionally, this segment of Lenox Avenue is served by various mid-scale transitional land use designations, such as MDR, Residential-Professional-Institutional (RPI), and Neighborhood Commercial (NC). Isolated pockets of land designated as Light Industrial (LI) are also present. This mix of uses approximately ¼ mile south of the Normandy Boulevard commercial corridor suggests that uses along Lenox Avenue provide a transition between the commercial along Normandy Boulevard and the residential uses to the south of the proposed amendment site.

Given the adjacent mix of uses and the transportation connectivity in the surrounding area, the proposed land use amendment to MDR furthers a compact and compatible land use pattern, consistent with FLUE Goals 1 and 3 and Policies 1.1.22 and 3.1.12.

The applicant has provided a JEA Availability Letter dated April 26, 2024. According to the letter, the site has existing access to both potable water and centralized sewer services, along Lenox Avenue and Lane Avenue. An existing 16 inch water main is located along Lenox Avenue, and an existing 12 inch water main and 4 inch force main are located along Lane Avenue South. In accordance with FLUE Policy 1.2.8, the site will be required to connect to JEA services.

The proposed small-scale amendment would increase the amount of land designated for multi-family uses, accommodating anticipated growth and providing opportunities for a variety of housing types. Thus, the proposed amendment is consistent with FLUE Policies 1.1.21 and 3.1.5.

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 Southwest Vision Plan (2010). The Plan offers no specific recommendations for the location of the subject site. However, the Plan notes the importance of having a mix of housing types with rehabilitation of existing structures and compatible new infill development at various densities. The proposed amendment would allow for the development of additional housing stock on an underutilized property. Therefore, the proposed land use change is consistent with the Southwest Vision Plan.

Strategic Regional Policy Plan

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

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing in the northeast Florida region and creating a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

