

City of Jacksonville, Florida

Lenny Curry, Mayor

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

August 18, 2022

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

RE: Planning Commission Advisory Report / Ordinance No. 2022-539/Application No. L-5734-22C

Dear Honorable Council President Freeman, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

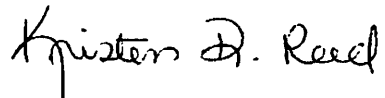
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-539 on August 18, 2022.

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

David Hacker, Chair	Aye
Alexander Moldovan, Vice-Chair	Aye
Ian Brown, Secretary	Aye
Marshall Adkison	Aye
Daniel Blanchard	Aye
Joshua Garrison	Aye
Jason Porter	Aye
Jordan Elsbury	Absent

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

Sincerely,



Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
KReed@coj.net

Report of the Jacksonville Planning and Development Department

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

Ordinance/Application No.: 2022-539 / L-5734-22C

Property Location: 0 Hyatt Road and 0 Woodland Drive, between Max Leggett Parkway and Pecan Park Road

Real Estate Number(s): 107853 0000 and 107856 0000

Property Acreage: 14.35 acres

Planning District: District 6, North

City Council District: District 7

Applicant: Paul Harden, Esquire

Current Land Use: Light Industrial (LI) (14.1 acres) and Low Density Residential (LDR) (0.25 of an acre)

Proposed Land Use: Medium Density Residential (MDR) (14.35 acres)

Current Zoning: Industrial Light (IL) (14.1 acres) and Residential Low Density - 60 (RLD-60) (0.25 of an acre)

Proposed Zoning: Planned Unit Development (PUD) (14.35 acres)

Development Boundary: Suburban Area

RECOMMENDATION: **APPROVE**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop as multi-family residential.

BACKGROUND

The subject site is 14.35 acres and is located on the east side of Hyatt Road, an unclassified road, between Hyatt Road and Main Street North (US-17), a major arterial road. The site contains two parcels, one of which is primarily undeveloped, but was used at one time as industrial parking. The applicant is proposing a Future Land Use Map (FLUM) amendment from Light Industrial (LI) and Low Density Residential (LDR) to Medium Density Residential (MDR) to allow for use of the site as a single-use residential development. The applicant is also proposing a companion rezoning from Industrial Light

(IL) and Residential Low Density - 60 (RLD-60) to Planned Unit Development (PUD) which is pending concurrently with this amendment, pursuant to Ordinance 2022-540.

There have been two proximate land use amendments. Ordinance 2022-76-E is located approximately 450 feet south of the subject site, along the south side of Hyatt Lane. This ordinance changed the land use of a 11.04-acre site from LI to RPI (Residential-Professional-Institutional) to allow for a mixed-use development including a residential component. Ordinance 2021-633-E is located approximately 1,480 feet north of the subject site, along the east side of Main Street North. This ordinance changed a 92.4 acre site from LI to MDR and Conservation (CSV) to allow for the development of residential uses.

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

North: Land Use: LI
 Zoning: IL
 Property Use: Warehouse

South: Land Use: LDR, BP, LI
 Zoning: IBP, RLD-60, IL, PUD
 Property Use: Single Family Residential, Warehouse, Undeveloped

East: Land Use: CGC
 Zoning: CCG-2, PUD
 Property Use: Warehouse, CSX Railroad

West: Land Use: CGC
 Zoning: PUD
 Property Use: Undeveloped

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site’s existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Impact Assessment Baseline Review

Development Analysis	
Development Boundary	Suburban Area
Roadway Frontage Classification / State Road	Hyatt Road – Unclassified / No
Plans and/or Studies	North Jacksonville Vision Plan; Dunn and Main NAP

Development Analysis		
Site Utilization	Current: Industrial, Vacant	Proposed: Residential
Land Use / Zoning	Current: LI(14.1 acres) and LDR (0.25 of an acre)/ IL (14.1 acres) and RLD-60 (0.25 of an acre)	Proposed: MDR (14.35 acres)/ PUD (14.35 acres)
Development Standards for Impact Assessment	Current: LI- 0.40 FAR LDR- 5 DUs/ Acre	Proposed: 15 DU/ Acre
Development Potential	Current: 245,678 Sq. Ft. 1 DU	Proposed: 215 DUs
Net Increase/Decrease in Maximum Density	Increase of 214 DUs	
Net Increase/Decrease in Potential Floor Area	Decrease of 245,678 Sq. Ft.	
Population Potential	Current: 2 People	Proposed: 505 People
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Evacuation Zone	Zone E	
Airport Environment Zone	150' Height and Hazard Zone for Jacksonville International Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard Area	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	No	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	244 net new daily trips	
Potential Public School Impact	51 new students	

Development Analysis	
Water Provider	JEA
Potential Water Impact	Increase of 41,857 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Increase of 31,393 gallons per day
Potential Solid Waste Impact	Decrease of 205 tons per year
Drainage Basin/Sub-basin	Broward River/Little Cedar Creek
Recreation and Parks	Tom Marshall Park
Mass Transit Access	No
Natural Features	
Elevations	28-36 feet
Land Cover	4410: Pine Plantation
Soils	32:Leon fine sand
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	Not Applicable

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 letter of service availability dated June 24, 2022, which was submitted with the companion PUD rezoning application identifying the closest access points to both water and sewer connections. An 8 inch water main is proposed along Hyatt Road, approximately 200 feet south of Hyatt Lane and there is an existing water main along Main Street North. The closest existing sewer connection point is a force main along Main Street North. The letter also identified special conditions that need to be met in order to obtain sewer service, including the design and construction of a pump station and dedicated force main. Additionally, the companion PUD indicates that water and sewer will be provided by JEA.

Future Land Use Element

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Transportation

The subject site is 14.35 acres and is accessible from Hyatt Road, an unclassified facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Light Industrial (LI) and Light Density Residential (LDR) to Medium Density Residential (MDR).

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 1,205 daily trips, depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 1,449 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is an increase of 244 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 as a result of this land use amendment.

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
LI	110	245,678 SF	$T = 4.87 (X) / 1000$	1,196	0	1,196
LDR	215	1 DU	$T = 9.43 (x)$	9	0	9
				Existing Total		1,205
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	215 MF DUs	$T = 6.74 (X)$	1,449	0	1,449
				Proposed Total		1,449
			Proposed Net New Daily Total			244

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

School Capacity

The 14.35 acre proposed land use map amendment has a development potential of 215 dwelling units and 51 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-5734-22C Hyatt Road
Requested By: Ed "Luke" Lukacovic / Krista Fogarty
Reviewed By: Shalene B. Estes
Due: 7/15/2022

Analysis based on maximum dwelling units: **215**

School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1&2 MS 2&7
Elementary	7	2,979	83%	26	70%	689	10,998
Middle	1	7,527	88%	10	86%	807	791
High	7	2,194	99%	15	73%	757	2,137
Total New Students				51			

NOTES:

¹ Proposed Development's Concurrently Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

The analysis of the proposed residential development 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-5734-22C Hyatt Road Requested By: Ed "Luke" Lukacovic Reviewed By: Shalene B. Estes Due: 7/26/2022 Analysis based on maximum dwelling units: 215						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Oceanway ES #270	7	26	680	558	82%	102%
Oceanway MS #62	1	10	1009	1038	103%	81%
First Coast HS #265	7	15	2212	2194	99%	101%
		51				

NOTES:

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

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

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

Evacuation Zone

The subject site is within Evacuation Zone E. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application. Their complete analysis is below.

EPD Response:

No impacts to countywide evacuation times are anticipated from the amendment proposed in L-5734-22C. Proximity to Main Street North and Max Leggett Parkway indicate sufficient access to evacuation routes (I-295 and I-95). Site design techniques that minimize disruption to existing traffic flow are encouraged.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Jacksonville International Airport. Zoning will limit development to a maximum height of 150 feet, unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on August 2, 2022, the required notices of public hearing signs were posted. Twenty-five (25) 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 August 1, 2022. No members of the public attended to speak on the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Policy 1.1.5 The amount of land designated for future development should provide for a balance of uses that:

- A. Fosters vibrant, viable communities and economic development opportunities;
- B. Addresses outdated development patterns;
- C. Provides sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land

uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

Policy 1.1.21 Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

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 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan

Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Recreation and Open Space Element (ROSE)

Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

Policy 2.2.5 All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development.

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), Light Industrial (LI) is a category that provides for the location of industrial uses which have fewer objectionable impacts than

Heavy Industrial (HI) on residential areas, such as noise, odor, toxic chemicals and wastes.

Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. The maximum gross density for LDR in the suburban area is 7 units per acre when full urban services are available to the site.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and transitional uses between low density and residential uses and higher density residential uses, commercial uses and public and semi-public use area. Multi-family housing should be the predominant development typology in this category. The maximum gross density in the Suburban Area shall be 20 units per acre and the minimum gross density shall be greater than 7 units per acre, when full urban services are available. In the absence of the availability of centralized water and sewer, the gross density of development permitted shall be the same as allowed within the Low Density Residential (LDR) land use category without such services. In the LDR land use category, the maximum density shall be 2 units per acre and minimum lot size shall be half an acre when both centralized water and sewer are not available. When either one of centralized water or sewer services are not available, the maximum gross density shall be 4 units per acre and the minimum lot size shall be ¼ of an acre.

Consistent with FLUE Policy 1.2.9, the applicant has provided a JEA letter of service availability dated June 24, 2022, which was submitted with the companion PUD rezoning application identifying the closest access points to both water and sewer connections. An 8 inch water main is proposed along Hyatt Road, approximately 200 feet south of Hyatt Lane and there is an existing water main along Main Street North. The closest existing sewer connection point is a force main along Main Street North. The letter also identified special conditions that need to be met in order to obtain sewer service, including the design and construction of a pump station and dedicated force main. Additionally, the companion PUD indicates that water and sewer will be provided by JEA.

The applicant is proposing a change from LI and LDR to MDR to allow for the development of multi-family residential. The proposed land use designation would allow for compact development and ensure adequate land is designated for residential uses, while maintaining compatibility with the surrounding area, which has been experiencing a recent trend of shifting away from industrially designated land, demonstrated by the recent proximate land use changes 2021-633-E to the north and 2022-76-E to the south, and offering a wider mix of residential uses in the area, consistent with FLUE Goals 1 and 3, Objective 3.1, and Policy 1.1.22.

The proposed amendment from LDR to MDR would allow for the development of additional housing to provide adequate housing choices for residents. The property is underutilized land in the Suburban Development Area which has access to centralized water and sewer services. Development of this site is considered infill development.

Therefore, the proposed amendment is consistent with FLUE Objective 6.3 and Policies 1.1.5 and 1.1.21.

The companion PUD rezoning provides an opportunity to limit density in a manner that promotes compatibility and an appropriate transition to surrounding uses and fulfill the recreation and open space required outlined within the Comprehensive Plan, Consistent with FLUE Policy 1.1.12 and ROSE Policies 2.2.2 and 2.2.5.

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.

Jacksonville International Airport (JIA) CRA

The application site lies within the Jacksonville International Airport JIA CRA. Therefore, the application was routed to the City's Office of Economic Development (OED) for review. According to OED, applications do not require review from the JIA CRA Advisory Board. They are informational items only. Therefore, no recommendations were made for the proposed land use amendment.

Dunn and Main Corridor Study

The subject site is within the Dunn Avenue and Main Street Corridor Redevelopment Plan. The site is west of Main Street North and is currently a mix of vacant land and residential uses. Establishing new commercial and residential uses will eradicate the outdated and unappealing aesthetic along major streets and protect the corridors as emphasized within the plan. Introducing a multi-family residential use offers a sense of community and may establish great neighborhoods that enhance connections to the places along the corridor. This subject property is located in District 7 of the corridor study– Duval Station District, it is noted that there are substantial vacant parcels and older residences. The implementation of new development will create a revitalized character within the district. Therefore, the proposed Land Use Amendment is consistent with the goals of this plan.

Vision Plan

The application site lies within the North Jacksonville Shared Vision and Master Plan area. The plan does not identify specific recommendations in the vicinity of the subject site. However, the site is located adjacent to Main Street North, a principal arterial road, and is within a half mile of Max Leggett Parkway. The area north of I-295 near Max Leggett Parkway and I-95 is identified within the Plan as a town center site. Since the adoption of the Vision Plan in 2003, this area has become a major commercial corridor and town center leading to the River City Marketplace. The proposed land use amendment for residential uses would have close access to the River City Marketplace commercial center at the Max Leggett Parkway / I-95 interchange to serve the future residents.

Future Land Use Element

Policy 4.1.8B The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area’s vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

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.

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP

