

Report of the Jacksonville Planning and Development Department

**Application for Change to the
Belfort Station Development of Regional Impact (DRI) – April 1, 2022**

Ordinance: 2022-142

General Location of DRI: The DRI is located on Philips Highway (US 1), southeast of the intersection with Philips Highway (US 1) and J. Turner Butler Boulevard (SR 202).

Planning District: District 3, Southeast

City Council District: District 11

Applicant: City of Jacksonville

Requested Action: This request would permit multi-family residential use within the DRI. The Map H would be modified to allow Residential and Office uses on a site at the eastern boundary of the DRI and office development rights would be converted to residential development rights.

RECOMMENDATION: APPROVE

BACKGROUND/SUMMARY

The Belfort Station Development of Regional Impact (DRI) is approximately 101 acres in size; DRI approval was received from the City of Jacksonville in 1974 with DRI Development Order Resolution 74-690-243. As originally approved, the Belfort Station DRI permitted regional shopping center, commercial, warehouse, light industrial, and office uses. In 1988, Substantial Deviation Resolution 88-358-165 identified acreage within the DRI that was re-designated as the Galleria DRI. The Galleria DRI is now separate from the Belfort Station DRI. The Belfort Station DRI includes a mix of office, warehouse and light industrial uses and is located southeast of the intersection with Philips Highway (US 1) and J. Turner Butler Boulevard (JTB) (SR 202). Just north of the DRI at the southeast quadrant of the JTB and Philips Highway intersection is the Galleria DRI which encompasses 63.43 acres of retail, office and commercial uses. To the south of the DRI along Philips Highway, are offices and showrooms. West of the DRI is a mix of commercial and industrial uses.

Likely due to the timing of the DRI approval (1974), the development order to the DRI did not include phasing or build out dates, nor a conversion of uses table. The Belfort Station

DRI is mostly in the Business Park (BP) land use category with one parcel in the Light Industrial land use category and Urban Priority Development Boundary. The proposed amendment to the DRI would allow multi-family residential uses within the DRI. A companion land use change from BP to Residential-Professional-Institutional (RPI) to allow for residential development at this site has been filed with Ordinance 2022-141. Additionally, a companion rezoning has been filed, Ordinance 2022-143 for a change from PUD to PUD.

The proposed modifications to the City's Belfort Station DRI Development Order include the following:

Addition of Multi-Family Residential Use

The proposed amendment to the DRI would allow multi-family residential uses within the DRI.

Master Plan Map H Modification

The Master Plan Map H for the DRI would be amended to include an area for residential and/or office development in the southeast portion of the DRI on the eastern boundary. Ordinance 2017-179-E amended the DRI Map H identifying this parcel for "commercial" use. The proposed Map H would amend the map to allow "residential/office" uses.

Conversion of Existing Office Development Rights to Multi-Family Residential Development Rights

As previously stated, the Belfort Station DRI development order does not include a conversion of uses table. Therefore, the applicant provided a traffic study to calculate the trip ratio for an equivalent conversion of office to multi-family residential development rights. The application includes the conversion of 47,000 square feet of office development rights to allow for 331 multi-family residential dwelling units. The trip generation report provided by the applicant demonstrates the proposed multi-family residential use will generate the same or less traffic than the converted office use would generate. The report has been further reviewed by the Transportation Division for accuracy.

See attached location, land use and Map H maps for further clarification.

Review and Analysis

Transportation Division

The Planning and Development Department's Transportation Division reviewed the proposed modification and has no objection to the changes to Map H of Belfort Station DRI. The proposed land use amendment to RPI associated with the site has the development potential of 282,051 square feet of RPI uses generating 601 net new daily trips or the development potential of 28,205 square feet of RPI uses with 349 residential dwelling units generating 78 net new daily trips. The subject site is 12.95 acres and is accessible from Baymeadows Way, an unclassified facility. 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). The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to ensure that a traffic operational analysis is provided to address the specific external impacts.

Vision Plan

The site is located within the boundaries of the Southeast Jacksonville Vision Plan. This DRI is located in an area the plan identifies as an Activity Center for office and mixed uses along a Major Transportation Corridor, Philips Highway. The Vision Plan encourages redevelopment in this area of existing commercial and industrial uses; Guiding Principle Two describes redevelopment in this area as one of the greatest opportunities to support growth in the District. Additionally, the proposed changes are consistent with the Vision Plan's Guiding Principle Four to "provide for economic growth". This principle focuses on integrating and coordinating this area of the district into an area-wide plan of commercial, industrial, and residential and therefore, contributes to economic growth as encouraged under Guiding Principle Four.

Industrial Zones

The Belfort Station DRI is located within the "Industrial Situational Compatibility" Zone. Industrial Sanctuary and Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands that may be suitable for future industrial expansion and economic development. While Future Land Use Element Policy 3.2.33 addresses the protection of Light Industrial (LI) and Heavy Industrial (HI) designated lands, the policy does not address the protection of Business Park (BP) designated lands.

Future Land Use Element

Policy 3.2.33 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the "Area of Situational Compatibility", as shown on the Industrial Preservation Map (Map L-23), lands designated Heavy Industrial or Light Industrial on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: Access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for construction of mixed use development consistent with the requirements for job creation as defined by Policy 3.2.34.

Land Use Categories

The Business Park (BP) land use category of the Future Land Use Element of the 2030 Comprehensive Plan is intended to accommodate commercial office and light industrial uses. However, the applicant intends to utilize the property for multi-family residential uses associated with the Residential-Professional-Institutional (RPI) land use category. RPI in the Urban Priority Area is intended to provide compact medium to high density development. Development which includes medium to high density residential and professional office uses is preferred. In order to allow for residential uses on the subject site, a companion land use change to RPI has been submitted with Application L-5655-22C, Ordinance 2022-141.

2030 Comprehensive Plan

The proposed Application for Change to the DRI is consistent with the following Objective and Policies of the **Future Land Use Element** of the 2030 Comprehensive Plan.

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.

Policy 3.1.6 The City shall provide 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 3.4.2 The City will evaluate opportunities to promote and encourage development and redevelopment opportunities for mixed and multi-use projects. The Land Development Regulations should be amended, as appropriate, to incorporate such incentives.

The proposed change to DRI is consistent with the following Policy of the **Transportation Element** of the 2030 Comprehensive Plan.

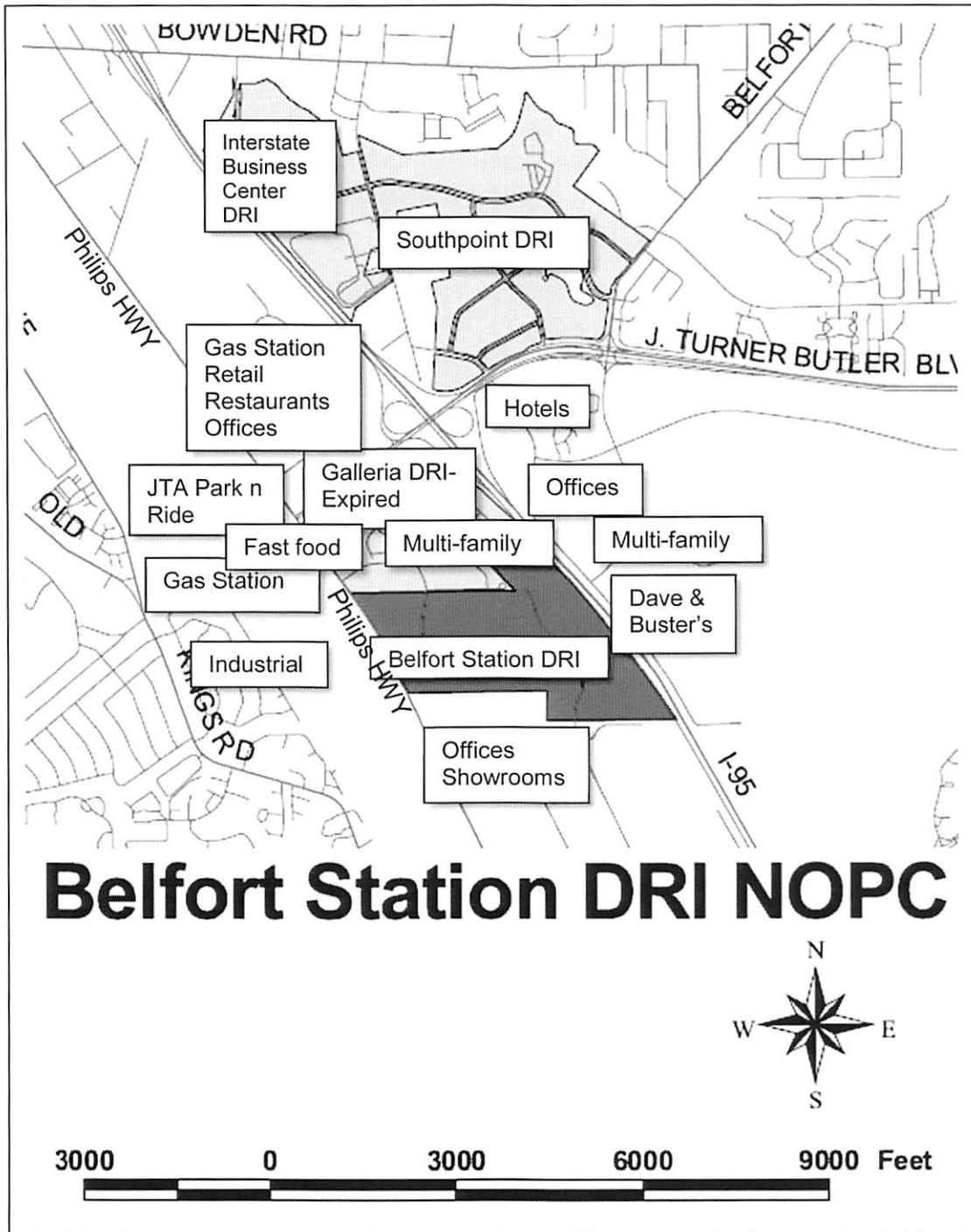
Policy 2.3.8 The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as

interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

The proposed change facilitates continued development of the multi-use DRI by including an allowable location for residential uses within the DRI furthering the project's consistency with Goal 3, Objective 3.1, and Policies 3.1.6 and 3.4.2 of the Future Land Use Element.

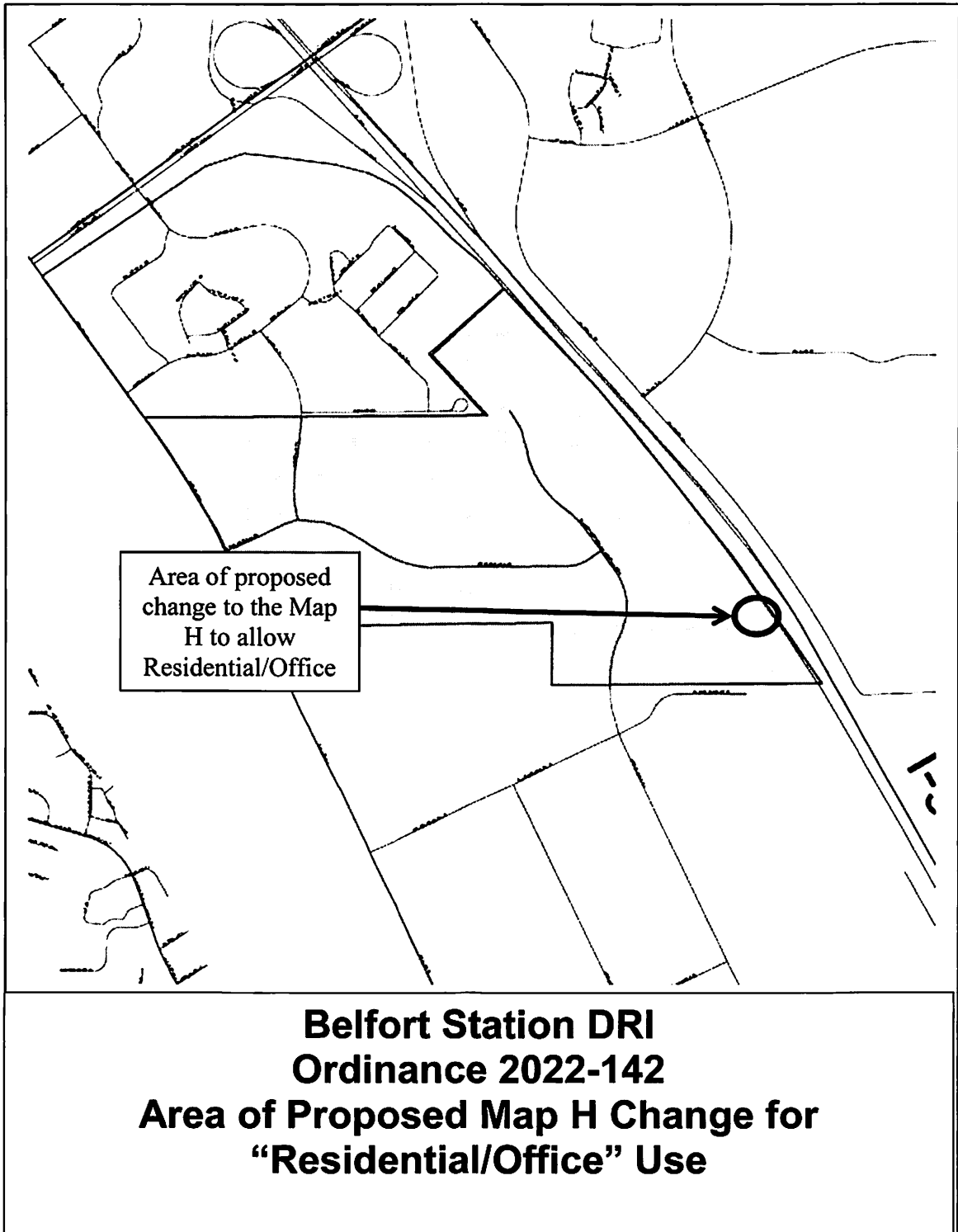
The conversion from office to multi-family residential development rights in the DRI requires a compensation of uses based on the traffic study provided in the application. The conversion of uses based on the traffic studies creates a net effect of zero traffic impacts; the multi-family residential development rights are accompanied by a proportional decrease in office development rights. Additionally, the change to allow residential use within the DRI continues the original plan to provide a mix of uses to serve the area. The proposed change would not result in any significant impact on the roadway network. Therefore, the proposed DRI amendment is consistent with Policy 2.3.8 of the Transportation Element.

Location/Field Map to the Belfort Station DRI



Belfort Station DRI NOPC

Area of Proposed Change to the Belfort Station DRI



Current Land Use Map to the Belfort Station DRI



