



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

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Jacksonville, FL 32203
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November 7, 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. 2024-718/Application No. L-5952-24C

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 2024-718 on November 7, 2024.

P&DD Recommendation APPROVE

PC Issues: None

PC Vote: 6-0 APPROVE

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

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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
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – November 1, 2024

Ordinance/Application No.: 2024-0718 / L-5952-24C
Property Location: 12810 Normandy Blvd; 3727, 3821, and 3801 Alcoy Road
Real Estate Number(s): 002183-0050, 002183-0100, 002215-0000, 002215-0010
Property Acreage: 19.07 acres
Planning District: District 4, Southwest
City Council District: District 12
Applicant: Hayden Phillips, Esquire
Current Land Use: Rural Residential (RR)
Proposed Land Use: Medium Density Residential (MDR)
Current Zoning: Residential Rural-Acre (RR-Acre)
Proposed Zoning: Planned Unit Development (PUD)
Development Boundary: Suburban Development Area

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To allow for residential development consistent with the market.

BACKGROUND

The 19.07-acre subject site is located along the south side of Normandy Boulevard, between the southern terminus of Alcoy Road and Normandy Boulevard (SR-228), an FDOT Principal Arterial. The applicant is proposing a Future Land Use Map (FLUM) amendment from Rural Residential (RR) to Medium Density Residential (MDR) to allow for multi-family residential uses. The applicant is also proposing a companion rezoning from Residential Rural -Acre (RR-Acre) to Planned Unit Development (PUD), which is pending concurrently with this application, pursuant to Ordinance 2024-0719.

North and south of the site is property that is part of the Cecil Field Commerce Center in the Multi Use (MU) land use category. Just east of the site is a 14-acre property that is currently undeveloped and amended from CGC to MDR pursuant to ordinance 2023-223-E. West and south of the site is a mix of undeveloped land and warehouse uses.

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

North: Land Use: Rural Residential (RR), Multi Use (MU)
 Zoning: Rural Residential-Acre (RR-Acre), Planned Unit Development (PUD), Agriculture (AGR)
 Property Use: Single family residential, undeveloped, Cecil Commerce Center property

South: Land Use: MU
 Zoning: PUD
 Property Use: Undeveloped, warehouses, Cecil Commerce Center property

East: Land Use: Community General Commercial (CGC), Medium Density Residential (MDR) (pursuant to ORD 2023-0223-E), Light Industrial (LI), Business Park (BP), RR
 Zoning: Community Commercial General-1 (CCG-1), PUD, RR-Acre, Industrial Light (IL), Industrial Business Park (IBP), Commercial Office (CO)
 Property Use: Single family residential, junk car yard, semi truck open storage, church, undeveloped

West: Land Use: MU, RR, LI
 Zoning: RR-Acre, IL, PUD
 Property Use: Warehouse, single family residential, undeveloped, Cecil Commerce Center property

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 - Application Number L-5952-24C

Development Analysis	
Development Boundary	Suburban Area

Development Analysis		
Roadway Frontage Classification / State Road	Alcoy Road- Unclassified; Normandy Boulevard - Principal Arterial (SR-228)	
Plans and/or Studies	Southwest Vision Plan	
Site Utilization	Current: single family homes	Proposed: multifamily homes
Land Use / Zoning	Current: RR / RR-Acre	Proposed: MDR / PUD
Development Standards for Impact Assessment	Current: 2 DUs / Acre	Proposed: 15 DUs / Acre
Development Potential	Current: 38 DUs	Proposed: 286 DUs
Net Increase or Decrease in Maximum Density	Increase of 248 DUs	
Net Increase or Decrease in Potential Floor Area	No change	
Population Potential	Current: 101 People	Proposed: 672 People
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	No	
Airport Environment Zone	50-foot Height and Hazard for Cecil Airport, 60-65db noise zone, civilian notice zone	
Industrial Preservation Area	Industrial Sanctuary	
Cultural Resources	No	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	0-4 inches	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	1570 net new daily trips	
Potential Public School Impact	70 new students generated	
Water Provider	JEA	
Potential Water Impact	Increase of 57,102 gal/day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 42,826 gal/day	
Potential Solid Waste Impact	Increase of 644.8 tons/year	
Drainage Basin/Sub-basin	Brady / Yellow Branch / Sal Taylor Creek	
Recreation and Parks	No	

Development Analysis	
Mass Transit Access	No
Natural Features	
Elevations	80-85 feet
Land Cover	1100: Residential, low density 3200: Shrub and brushland 4410: Pine Plantation 6170: Mixed Wetland Hardwoods
Soils	22: Evergreen-Wesconnett complex
Flood Zones	No
Wetlands	Category III, see review
Wildlife (applicable to sites greater than 50 acres)	No

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 May 21, 2024, as part of the companion rezoning application. According to the letter, there is an existing 24-inch water main located along POW-MIA Memorial Parkway at the Normandy Boulevard intersection, and an 8-inch gravity sewer force main along Normandy Boulevard, 1500 feet west of the property.

Both the land use amendment application and the companion PUD application indicate that the site will be served by JEA water and sewer. The MDR land use category requires connection to centralized JEA and water and sewer to develop multi-family dwellings.

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 to the JEA Collection Systems available within a five (5) year period.

Transportation:

The subject site is 19.07 acres and is located at the intersection of Normandy Boulevard and Alcoy Road. This section of Normandy Boulevard (SR-228) is a 4-lane principal arterial roadway operating at 14% of capacity. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 6. The applicant proposes to change the existing land use from Rural Residential (RR) 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 RR land use would result in 358 trips. If the land use is amended to allow for this proposed MDR development, this will result in 1,570 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 1,570 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 Pass-By Trips	Daily Trips
RR	210	38 DUs	T= 9.43 (X)	358	0	358
				Total Trips for Existing Land Use- Scenario		358
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	286 DUs	T = 9.43 (X)	1928	0	1928
				Total Trips for Proposed Land Use- Scenario 1		1928
Scenario 1 Difference in Daily Trips						1570

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

School Capacity

The 19.07 acre proposed land use map amendment has a development potential of 286 dwelling units and 70 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-5952-24C Normandy Blvd
 Requested By: Sam Roberts
 Reviewed By: LeVonne Griggs
 Due: 9/23/2024

Analysis based on maximum dwelling units: **286**

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 & 2
Elementary	8	6,160	78%	35	79%	1,191	2,399
Middle	7	2,097	159%	14	64%	774	1,261
High	2	3,312	84%	21	82%	237	1,029
Total New Students				70			

NOTES:

¹ Proposed Developments Concurrent 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 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 EE space requirements.

Application Review Request: COJ PDD-Baseline Checklist Review

Proposed Name: L-5952-24C Normandy Blvd

Requested By: Sam Roberts

Reviewed By: Levenne Criggs

Due: 9/23/2024

Analysis based on maximum dwelling units: **286**

SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Normandy Village HS# 221	K	35	658	497	76%	72%
Chaffe Trail MS#140 (opened 2024)	J	14	1013	1195	118%	
Hd White HS# 248	Z	21	2077	1684	81%	75%
		70				

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.

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.

Airport Environment Zone

The application site is located within the 50-foot Height and Hazard Zone for Cecil Field Airport. Zoning will limit development to a maximum height of 50 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.

Airport Notice Zone

The site is also located in a Civilian Influence Zone for Cecil Field. Civilian Influence Zones - These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Notice Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on the Military and Civilian Influence Zones Map.

Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

Future Land Use Element

Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.

Airport Noise Zone

The amendment site is located within the 65db and 60db Day-Night Sound Level (DNL) zone for Cecil Field. Future Land Use Element Policy 2.6.8 and 2.6.9 includes requirements related to density, use, and noise level reduction in construction for sites within this noise zone.

Future Land Use Element

Policy 2.6.8 Within the 65 to 74.99 DNL noise zone as depicted on the Military and Civilian Influence Zones Map, the City does not permit mobile home parks. Single-family residential structures that are unable to achieve a 30dB noise level reduction are also not permitted. Again, as listed in the Instruction Manual, non-residential uses are allowed, subject to conditions regarding disclosure and noise attenuation in construction. Schools and most outdoor recreation uses are not allowed. All allowed development is subject to disclosure requirements.

Policy 2.6.9 Within the 60DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.

Industrial Sanctuary Overlay

The subject property is in an area identified on the Industrial Preservation Map as an Industrial Sanctuary. Industrial uses are crucial to the long-term economic well-being of the City and these areas are presumed to be appropriate for land use map amendments to industrial categories, subject to FLUE Objective 3.2 and supporting policies as well as other

applicable objectives and policies. The Industrial Sanctuary is defined as a distinct geographical area predominately consisting of industrial uses and zoning districts and strategically located for future expansion and economic development.

The land use amendment is not converting land from industrial land use and, the amendment to MDR will facilitate the provision of a variety of housing options near the Cecil Commerce Center industrial complex. The provision of multi-family housing near a major employment center is complementary to meeting the employment needs of the area while also meeting the goals of creating a land use pattern that minimizes vehicle mile traveled.

Future Land Use Element

Policy 3.2.18 The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.

Aquifer Recharge

The site is located within an area identified as being in the 0 to 4 inch per year aquifer recharge area. This range is below the threshold of 12 inches or more per year which would constitute a prime recharge area as defined in the Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR). Prime aquifer recharge areas are the primary focus of groundwater resource protection. However, development resulting from the proposed land use amendment will be reviewed during the site plan review and permitting process for compliance with the land development regulations that have been established to protect groundwater resources. Such regulations address issues such as drainage systems, septic systems, and landscape/irrigation regulations.

Infrastructure Element – Aquifer Recharge Sub-Element (IE-AR)

Policy 1.2.3 The City shall continue to coordinate with the SJRWMD and utilize the best available resources and information including the latest update of the Floridan Aquifer Recharge GIS grid coverage to protect the functions of the natural groundwater aquifer recharge areas and to discourage urban sprawl.

Policy 1.2.7 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridan Aquifer, the Planning and Development Department shall prepare maps of such designated areas showing the special zoning and land use consideration the City has established for such areas as designated by the latest update of the Floridan Aquifer Recharge GIS grid coverage.

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such, a wetlands survey has been provided by the City's GIS analysis that indicates the location, size, quality, and functional value of all wetlands located within the boundaries of

the application site. Based on the information noted below, the proposed amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 2.21 acres

General Location(s): The wetlands are an isolated pocket located in the northern portion of the application site bordering the City owned drainage easement the bisects the application site in half. Some of the wetlands drain south into the easement. Then the drainage easement drains west to a culvert under Alcoy Road near the cul-de-sac emptying into a large stormwater drainage lake west of Alcoy Road.

Quality/Functional Value:

The wetland has a medium functional value for water filtration attenuation and flood water capacity due to its isolation, size and having an indirect impact on the City's waterways.

Soil Types/
Characteristics:

(22) Evergreen-Wesconnett complex – The Evergreen and Wesconnett series consists of nearly level, very poorly drained, soils. The Evergreen soils formed in decomposed organic materials underlain by thick sandy marine sediments while the Wesconnett soils formed in thick sandy marine sediments. Both soils are in depressions and are moderately permeable and moderately slowly permeable. The high water table is at or above the soil surface for very long periods.

Wetland Category: Category III

Consistency of Permitted Uses:

Category III Wetlands: Uses permitted subject to the limitations of CCME Policy 4.1.6 shown below – conservation uses permitted.

Environmental Resource Permit (ERP):

Not provided by the applicant and none exists according to the St. Johns River Water Management District web site.

Wetlands Impact: None proposed at this time.

Associated Impacts: None.

Relevant Policies: CCME Policies 4.1.3 and 4.1.6

CCME Policy 4.1.3

The following performance standards shall apply to all development, except public utilities

and roadways, permitted within Category I, II, and III wetlands:

(a) Encroachment

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

(b) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i the habitat of fish, wildlife and threatened or endangered species,
- ii the abundance and diversity of fish, wildlife and threatened or endangered species,
- iii the food sources of fish and wildlife including those which are threatened or endangered,
- iv the water quality of the wetland, and
- v the flood storage and flood conveyance capabilities of the wetland; and

(c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

(d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
- ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

(e) Septic tanks

Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

(f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

CCME Policy 4.1.6

The permitted uses within Category III wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs)

(1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

(a) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

(b) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

(2) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 25, 2024, the required notices of public hearing signs were posted. Fifteen (15) 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 September 16, 2024. One member of the public attended to ask about water services for the site and what type of homes would be built.

CONSISTENCY EVALUATION

Consistency with 2045 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 defined in this Plan.

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.

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 1.2.8 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 to the JEA Collection Systems available within a five (5) year period.

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 residents. 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 Comprehensive Plan and Land Development Regulations.

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 and land use category descriptions, require higher density residential development and supporting commercial uses to locate on or near 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.

Policy 3.2.18 The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is

determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.

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.

Rural Residential (RR) is a category intended to provide rural estate residential opportunities in the Suburban and Rural Development Areas of the City. Generally, single-family detached housing will be the predominant development typology in this category. Development density and minimum lot size for sites not served by centralized potable water and/or wastewater shall comply with the more restrictive of the provisions provided below and Future Land Use Element Policies 1.2.8 and 1.2.9. However, development may proceed in accordance with zoning entitlements approved on or before adoption of the 2045 Comprehensive Plan so long as the gross density does not exceed the maximum gross density of the land use category and development complies with the Code of Subdivision Regulations.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and 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. MDR in the Suburban Development Area permits residential densities at a minimum of 7 units per acre and up to 20 units per acre, with water and sewer services.

The proposed amendment from RR to MDR will diversify the housing stock in the area by placing multifamily units proximal to job centers such as Cecil Commerce Center. The proposed amendment will redevelop and infill on underutilized parcels situated along Normandy Boulevard, an FDOT Principal Arterial roadway. An amendment to MDR was recently approved, pursuant to ordinance 2023-0223-E, just east of the site along Normandy Boulevard. While the land use amendment is within an Industrial Sanctuary, the amendment is not converting land from an industrial land use category. The amendment to MDR will facilitate a variety of housing options. The provision of multi-family housing near major employment centers is complementary to meeting the employment needs of the area while also meeting the goal of creating a land use pattern that minimizes vehicle miles traveled. Therefore, the amendment is consistent with the FLUE Goals 1 and 3, Objective 1.1, and Policies, 1.1.21, 1.1.22, 3.1.5, 3.1.12, and 3.2.18.

The applicant has provided a JEA Availability Letter, dated May 21, 2024, as part of the companion rezoning application. According to the letter, there is an existing 24-inch water main located along POW-MIA Memorial Pkwy at the Normandy Blvd intersection, and an 8-inch gravity sewer force main along Normandy Blvd, 1500 feet west of the property. Additionally, the PUD rezoning application indicates that the site will utilize JEA water and sewer services. Therefore, FLUE Policy 1.2.8 is satisfied.

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. While the plan does not provide specific recommendations for the subject site, redevelopment of the site supports Principle 2.1 of promoting greater density and diversity of land uses. Therefore, the proposed application is consistent with the goals outlined in the Southwest Vision Plan.

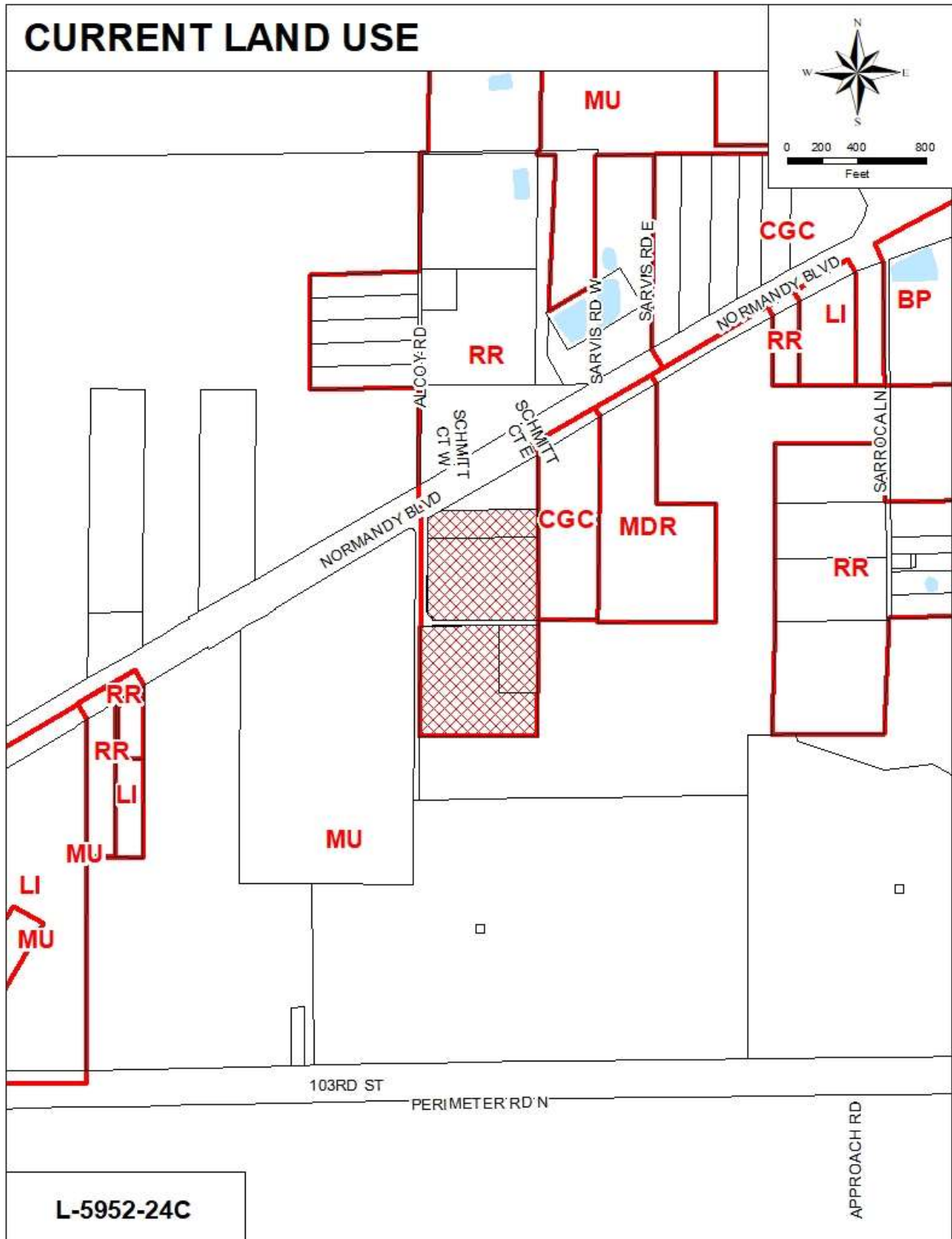
Strategic Regional Policy Plan

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 create a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

CURRENT LAND USE MAP



LAND UTILIZATION MAP

