

# City of Jacksonville, Florida

*Lenny Curry, Mayor*

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April 21, 2022

The Honorable Samuel Newby, President  
The Honorable Rory Diamond, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2022-0197/Application No. L-5656-22C**

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond 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 2022-0197 on April 21, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
<b>PC Vote:</b>	<b>7-0 APPROVE</b>

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

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

Sincerely,

*Kristen D. Reed*

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**Report of the Jacksonville Planning and Development Department**

**Small-Scale Future Land Use Map Amendment – April 15, 2022**

**Ordinance/Application No.:** 2022-197 / L-5656-22C

**Property Location:** On the east side of Main Street North (US-17), south of Yellow Bluff Road at an address of 0 Main Street North

**Real Estate Number(s):** 108096-0000; 108195-0000; 108415-0200

**Property Acreage:** 30.11 Acres

**Planning District:** District 6, North

**City Council District:** District 2

**Applicant:** Paul M. Harden, Esquire

**Current Land Use:** Rural Residential (RR)

**Proposed Land Use:** Low Density Residential (LDR)

**Current Development Area:** Rural Development Area

**Proposed Development Area:** Suburban Development Area

**Current Zoning:** Residential Rural-Acre (RR-Acre)

**Proposed Zoning:** Planned Unit Development (PUD)

***RECOMMENDATION: APPROVE***

**APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

This Land Use Amendment is seeking to develop single-family residential uses.

**BACKGROUND**

The 30.11 acre subject site is located at 0 Main Street North (US-17), between Yellow Bluff Road and Satsuma Street. According to the City’s Functional Highways Classification Map, Main Street North (US-17) is a major arterial roadway, Yellow Bluff Road is classified as a collector road, and Satsuma Street is an unclassified private road. The current subject site is a undeveloped residential land.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan from Rural Residential (RR) to Low Density Residential (LDR) in order to permit development of single-family housing. The property is located within the Rural Development Area and the applicant is requesting an extension of the Suburban Development Area to include the subject site. Expansion of the Suburban Development Area would result in development that is compatible with its surroundings. The Suburban Development Area will allow for LDR land use with densities that are more consistent with the immediately adjacent properties to the north, east, and south. A companion rezoning application is pending concurrently with the land use application via Ordinance 2022-198, which seeks to change the zoning district from Residential Rural-Acre (RR-Acre) to Planned Unit Development (PUD).

Currently, the dominant adjacent use to the north, east, and south of the application site is single-family residential. West of the site, is undeveloped land. More specific adjacent land use categories, zoning districts and property uses are as follows:

North:           **Land Use:** Rural Residential (RR)  
                          **Zoning:** Residential Rural-Acre (RR-Acre)  
                          **Property Use:** Single-family residential homes

South:           **Land Use:** Low Density Residential (LDR)  
                          **Zoning:** Planned Unit Development (PUD) and RR-Acre  
                          **Property Use:** Single-family residential homes

East:             **Land Use:** LDR  
                          **Zoning:** PUD and RR-Acre  
                          **Property Use:** Single-family residential homes

West:            **Land Use:** Agriculture-IV (AGR-IV), Multi-Use (MU) and Light  
                          Industrial (LI)  
                          **Zoning:** Agriculture (AGR) and PUD  
                          **Property Use:** Undeveloped and pasture land

## **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.

Where there is not an associated site specific policy or note on the Annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts.

Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

### **Land Use Amendment Impact Assessment**

<b>Development Analysis</b>		<b>30.11 Acres</b>
Development Boundary		Rural Development Area <i>*This Land Use Amendment is requesting a boundary extension from Rural to Suburban Development Area* (Refer to Extension Exhibit)</i>
Roadway Frontage Classification / State Road		Main Street North (US-17)/ Major Arterial Roadway
Plans and/or Studies		Planning District 6 - North
Site Utilization	Current: Vacant Residential and Undeveloped Land	Proposed: Single-Family Residential
Land Use / Zoning	Current: Rural Residential (RR) in the Rural Development Area	Proposed: Low Density Residential (LDR) in the Suburban Development Area
Development Standards for Impact Assessment	Current: 2 Dwelling Units per Acre	Proposed: 5 Dwelling Units per Acre
Development Potential	Current: 60 Single-Family Dwelling Units	Proposed: 150 Single-Family Dwelling Units
Net Increase or Decrease in Maximum Density		Increase of 90 Dwelling Units
Net Increase or Decrease in Potential Floor Area		N/A
Population Potential	Current: 159 people	Proposed: 399 people
<b>Special Designation Areas</b>		
Aquatic Preserve		NO
Septic Tank Failure Area		NO
Evacuation Zone		Zone D and E
Airport Environment Zone		300' Height Restriction Zone for the Jacksonville International Airport
Industrial Preservation Area		NO
Cultural Resources		NO
Archaeological Sensitivity		High and Low
Historic District		NO
Coastal High Hazard		NO
Adaptation Action Area		NO

Groundwater Aquifer Recharge Area	NO
Wellhead Protection Zone	NO
Boat Facility Siting Zone	NO
Brownfield	NO
<b>Public Facilities</b>	
Potential Roadway Impact	849 Net New Daily Trips
Potential Public School Impact	36 New Students
Water Provider	JEA
Potential Water Impact	Increase of 23,940 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Increase of 17,955 gallons per day
Potential Solid Waste Impact	Increase of 234 tons per year
Drainage Basin/Sub-basin	Dunn Creek/Nassau River and Deese Creek
Recreation and Parks	Half Moon Island Park
Mass Transit Access	No Mass Transit Access Nearby
<b>Natural Features</b>	
Elevations	19 Ft. to 29 Ft.

### Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure established shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

According to the JEA letter dated January 13, 2022, there is an existing 12-inch water main and an existing 10-inch sewer force main along Main Street North approximately 300 feet south of the subject property. The sewer connection will require the design and construction of an onsite JEA owned and maintained pump station.

### Transportation

The subject site is 30.11 acres and is accessible from Main Street North (US 17), a major arterial facility. The proposed land use amendment is located within the Rural Development Area and Mobility Zone 3. The applicant proposes to change the existing land use from Rural Residential (RR) to Low Density Residential (LDR).

### 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

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 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.

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 566 daily trips. If the land use is amended to allow for this proposed LDR development, this will result in 1,415 daily trips.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment will result in 849 net new daily trips when compared to the existing land use. US 17 is subject to FDOT review and access management requirements. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and the City of Jacksonville Traffic Engineer to ensure that a traffic operational analysis is provided to address the specific external impacts 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
RR	210	60 SF DUs	T = 9.43 (X)	566	0	566
				<b>Existing Scenario Total</b>		<b>566</b>
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LDR	210	150 SF DUs	T = 9.43 (X)	1,415	0	1,415
				<b>Proposed Scenario Total</b>		<b>1,415</b>
				<b>Proposed Net New Daily Total</b>		<b>849</b>

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

**School Capacity**

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 30.11 acre proposed land use map amendment has a development potential of 150 dwelling

units. 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-5656-22C Main Street Requested By: Ed "Luke" Lukacovic / Abigail Trout Reviewed By: Shalene B. Estes Due: 4/4/2022							
Analysis based on maximum dwelling units: <b>150</b>							
School Type	CSA <sup>1</sup>	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/ Development <sup>3</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 1&2 MS 2&7
Elementary	7	2,979	83%	18	70%	689	10,737
Middle	1	7,527	88%	7	86%	801	756
High	7	2,194	99%	11	73%	757	1,866
<b>Total New Students</b>				<b>36</b>			

**NOTES:**  
<sup>1</sup> Proposed Development's Concurrently Service Area (CSA)  
<sup>2</sup> Available CSA seats include current reservations  
<sup>3</sup> 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 reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

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 is provided by the Duval County School Board. This information 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-5656-22C Main Street Requested By: Ed "Luke" Lukacovic / Abigail Trout Reviewed By: Shalene B. Estes Due: 4/4/2022  Analysis based on maximum dwelling units: <u>150</u>						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Oceanway ES #270	7	18	680	558	82%	102%
Oceanway MS #62	1	7	1009	1038	103%	81%
First Coast HS #265	7	11	2212	2194	99%	101%
		36				

**NOTES:**

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

<sup>2</sup> Does not include ESE & room exclusions

<sup>3</sup> Student Distribution Rate

ES-.125

MS-.051

HS-.074

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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.

## **Evacuation Zone**

The subject site is within Evacuation Zones D and 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 and the development potential of the proposed land use amendment change. Per EPD's attached memo, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their complete analysis is included below.

## **Emergency Preparedness and Homeland Security Division RECOMMENDS the following:**

*The proposed property in land use amendment L-5656-22C will be in close proximity to North Main Street, indicating sufficient access to I-95 (2.40 road miles) and I-295 (6.50 road miles), primary evacuation routes.*

*In consideration of the surrounding evacuation zones (Zone A , Zone C, and Zone E), nearest evacuation routes, and the increase of 849 additional daily trips, the development of the proposed property could create a localized impact to the traffic flow on I-295 and I-95 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5656-22C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.*

## **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.

## **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of high and 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.

## **Airport Environment Zone**

The site is located within the 300 foot Height and Hazard Zone for the Jacksonville International Airport Zoning will limit development to a maximum height of 300', 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 April 12, 2022, the required notices of public hearing signs were posted. One hundred and eight (108) 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 March 28, 2022 for the adoption of the small-scale land use amendment. Other than the applicant, no members of the public were present.

## **CONSISTENCY EVALUATION**

### **Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies**

#### **Future Land Use Element (FLUE)**

##### *Development Area*

*Rural Area (RA):* The RA consists of all lands outside of the Suburban Area (SA) and corresponds with predominantly undeveloped portions of the City with land uses such as Agriculture, Recreation, Conservation, or Public Buildings Facilities. Development should occur at very low densities which create little demand for new infrastructure and community serving supporting uses, unless development occurs under the Multi-Use Category, as a Rural Village or as a Master Planned Community as defined in this element. Development may occur within the Rural Area provided that it is consistent with the Operational Provisions and the Land Use category descriptions. Otherwise, development beyond such boundaries is considered urban sprawl and is to be discouraged.

##### *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 for 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 1.1.20** Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.

**Policy 1.1.20A** Extensions of the Development Areas will be noted in each land use amendment where an extension is needed or requested concurrent with a Future Land Use Map Amendment. In addition, plan amendments shall meet the requirements as set forth in Policy 1.1.21 and 1.1.22.

**Policy 1.1.20B** Expansion of the Development Areas shall result in development that would be compatible with its surroundings. When considering land areas to add to the Development Areas, after demonstrating that a

need exists in accordance with Policy 1.1.21, inclusion of the following areas is discouraged;

1. Preservation Project Lands
2. Conservation Lands
3. Agricultural Lands, except when development proposals include Master Planned Communities or developments within the Multi-Use Future Land Use Category, as defined in this element

The following areas are deemed generally appropriate for inclusion in Development Areas subject to conformance with Policy 1.1.21:

1. Land contiguous with the Development Area and which would be a logical extension of an existing urban scale and/or has a functional relationship to development within the Development Area.
2. Locations within one mile of a planned node with urban development characteristics.
3. Locations within one-half mile of the existing or planned JTA RTS.
4. Locations having projected surplus service capacity where necessary facilities and services can be readily extended.
5. Public water and sewer service exists within one-half mile of the site.
6. Large Scale Multi-Use developments and Master Planned Communities which are designed to provide for the internal capture of daily trips for work, shopping and recreational activities.
7. Low density residential development at locations up to three miles from the inward boundary of the preservation project lands. Inward is measured from that part of the preservation project lands closest to the existing Suburban Area such that the preservation lands serves to separate suburban from rural. The development shall be a logical extension of residential growth, which furthers the intent of the Preservation Project to provide passive recreation and low intensity land use buffers around protected areas. Such sites should be located within one-half mile of existing water and sewer, or within JEA plans for expansion.

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.

**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.

**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 2.2.3 A residential subdivision development of 100 lots or more shall provide at least one acre of useable uplands for every 100 lots (and any fraction thereof), or 5% of the total useable uplands area to be platted, whichever is less, to be dedicated as common area and set aside for active recreation. There may be up to two areas for each 100 lots, and the areas shall be a minimum of 0.5 acres in size, unless otherwise approved by the Planning and Development Department, or by the City Council as part of a Planned Unit Development Zoning District.

## 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 Category Description within the Future Land Use Element (FLUE), Rural Residential (RR) in the Rural Development Area is intended to provide rural estate residential opportunities in the suburban and rural areas of the City. The principal use in RR in Rural Development Areas is single-family dwellings. The maximum gross density is two (2) units/acre when both centralized potable water and wastewater are available to

the site; the maximum gross density is one (1) unit per acre when served with on-site potable water and wastewater. There is no minimum density.

According to the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Suburban Area is intended to provide for low density residential development. The maximum gross density in the Suburban Area shall be seven (7) units/acre when full urban services are available to the site and there shall be no minimum density. Development that includes single-family dwellings are a principle use of this land use category. Principal uses in the LDR land use category include, but are not limited to, single family and multi-family dwellings; commercial retail sales and service establishments when incorporated into mixed use developments which utilize the Traditional Neighborhood Development (TND) concept and such uses are limited to 25 percent of the TND site area; and Other uses associated with and developed as an integral component of TND.

The proposed land use amendment is located within the North Planning District and is currently in the Rural Development Area requesting to extend the Suburban Development Area boundary to include the subject site. Currently, the subject site is undeveloped residential land. The request to amend the current RR land use category to LDR provides an opportunity for new development. The applicant proposes to utilize the subject property site for 108 single-family residential homes. Located on the east side of Main Street North, this land use amendment application site, like the adjacent single-family residential uses, will have access to full urban services according to the JEA Letter of Availability Dated January 13, 2022. The proposed land use amendment will maintain the character of the area and the current land use pattern satisfying FLUE Policy 1.1.22. The proposed amendment encourages use of an underutilized property, which has access to centralized services and sustains the viability of the surrounding residential area satisfying FLUE Goals 1 and 3, FLUE Policy 1.2.9, and Objective 6.3 of the FLUE.

The proposed amendment from RR to LDR with the boundary extension of the Suburban Development Area would ensure compatibility and consistency of land use category and Development Boundary Area with the surrounding uses to the east and south of the subject site. The proposed infill development of the subject site can provide additional housing options within the North Planning District. Therefore, the proposed land use amendment development is consistent with FLUE Policies 1.1.5, 1.1.20, 1.1.20A, 1.1.20B, 1.1.21 as well as Objective 3.1 and Policy 3.1.6.

The 30.11 acre subject site for residential development will have a supportive positive impact on the housing options available. In addition, the proposed amendment from RR to LDR and companion PUD rezoning to from RR-Acre to PUD maintains a balance of uses in the area. For these reasons the proposed amendment is consistent with FLUE Policy 1.1.12.

Additionally, this land use amendment is proposing 108 single-family dwelling units. Single-family residential development on the site will be required to be consistent with

ROSE Policy 2.2.2 and 2.2.3, as applicable, concerning the provision of recreation and open space.

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.

### **North Jacksonville Shared Vision and Master 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 proposed land use amendment offers infill development with residential uses that will cater to increasing quality housing options in this region. The North Jacksonville Vision Plan emphasizes the importance of diversifying housing opportunities and redirect growth from more favored regions in Jacksonville. Therefore, the proposed land use amendment encourages and fulfills the goals of this Vision Plan.

### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March, 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

**Goal** Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

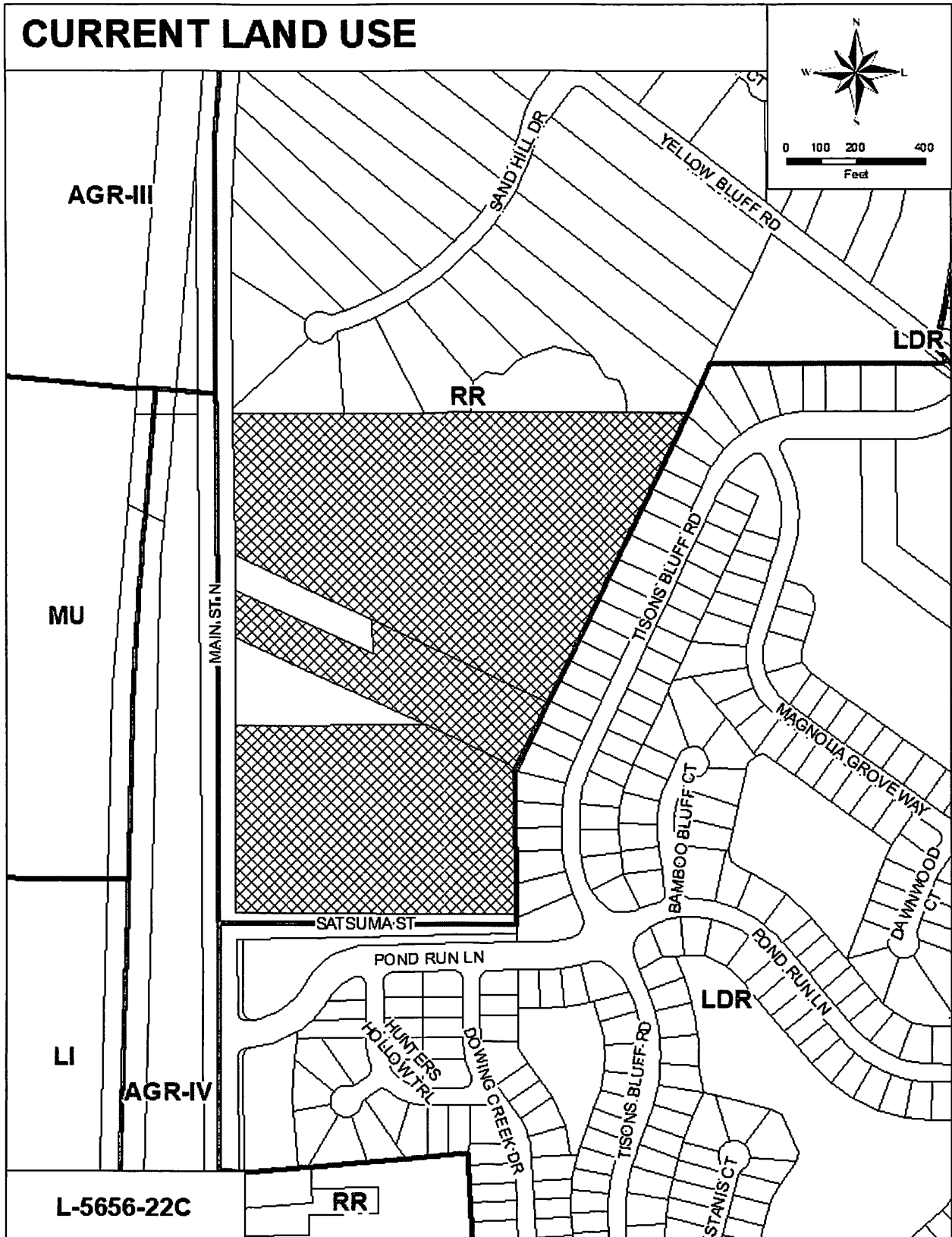
**Objective** Integrated Planning: The link between land use, resources and mobility.

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

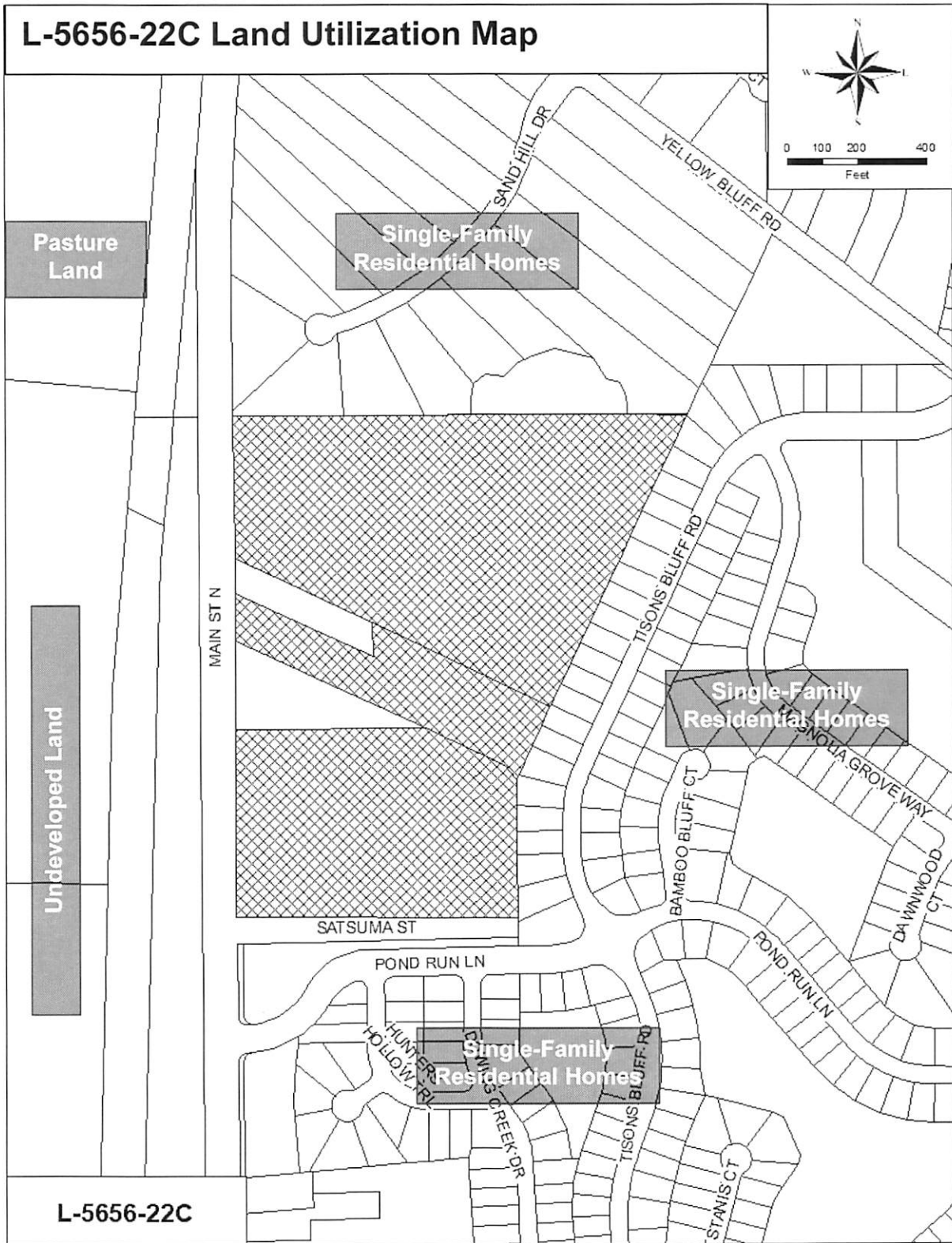
- Incentives for dense and/or mixed use development.
- Maintenance of a diversity of land use in the region.
- Infill and redevelopment.

The proposed land use amendment to LDR promotes an environment that is conducive to the potential creation of a dense development as well as providing infill and redevelopment for economic growth. As the predominant surrounding uses are single-family residential and the current subject site is vacant residential and undeveloped land, the proposed amendment is consistent with Transportation Element Goal, Objective and Policy 4 of the Strategic Regional Policy Plan.

**LOCATION AND CURRENT LAND USE MAP**



# LAND UTILIZATION MAP



# BOUNDARY EXTENSION MAP

