

City of Jacksonville, Florida

Lenny Curry, Mayor

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

November 18, 2021

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. 2021-776/Application No. L-5603-21C

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 2021-776 on November 18, 2021.

| | |
|---------------------|--------------------|
| P&DD Recommendation | APPROVE |
| PC Issues: | None |
| PC Vote: | 6-0 APPROVE |

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

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

Sincerely,

Kristen D. Reed

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

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – November 12, 2021

Ordinance/Application No.: 2021-776 / L-5603-21C

Property Location: On the East Side of Ricker Road between Old Middleburg Road North and Wendell Drive

Real Estate Number(s): 012507-0020

Development Area: Urban

Property Acreage: 2.82 acres

Planning District: District 4, Southwest

City Council District: District 10

Applicant: Curtis Hart

Current Land Use: Community / General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Commercial Community / General-1 (CCG-1)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The property is surrounded by CGC, LDR and PBF land use designations. The requested land use change from CGC to MDR would be a good transition between the varying land uses in the surrounding area and would be compatible with surrounding neighborhood.

BACKGROUND

The 2.82 acre subject property is located on the east side of Ricker Road, south of the intersection with Old Middleburg Road and west of Wendell Drive. The property fronts Ricker Road, which is classified as a collector roadway. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from CGC to MDR, with a companion rezoning application from CCG-1 to PUD. The companion rezoning, Ordinance 2021-777 is pending concurrently with this application. The applicant seeks to develop the site with multifamily residential units.

The property is currently undeveloped with a retention pond to the north of the property. The Willow Ridge Condominiums are just east of the site in the CGC land use category. Across Ricker Road and west of the site is a mix of uses with mini-storage, a church and residential. Southwest of the site is single family residential in the Low Density Residential (LDR) land use category. Just south of the property is open land and a pond owned by Duval County Public Schools and part of the Frank H. Peterson Academy; further east, just southeast of the subject site are the school buildings and facilities in the Public Buildings and Facilities (PBF) land use category.

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

North: Land Use: CGC
Zoning: CCG-1
Property Use: Undeveloped land and ponds

South: Land Use: PBF, LDR, MDR
Zoning: Public Buildings and Facilities-1 (PBF-1), Residential Rural-Acre (RR-Acre), PUD
Property Use: Undeveloped land and a pond that is part of the Frank H. Peterson Academy public school and the school buildings and facilities, single family residential, undeveloped.

East: Land Use: CGC
Zoning: CCG-1 and PUD
Property Use: Undeveloped, the Willow Ridge Condominiums-multi-family

West: Land Use: CGC, Residential Professional Institutional (RPI), LDR
Zoning: Commercial Community/ General-2 (CCG-2), PUD, Commercial, Residential and Office (CRO), RR-Acre
Property Use: Mini-storage, church, service garage, single-family residential

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 - Application Number L-5603-21C

| | | |
|--|---|----------------------------|
| Development Analysis 2.82 acres (122,839.2 sq. ft.) | | |
| Development Boundary | Urban Area | |
| Roadway Frontage Classification / State Road | Ricker Road – Collector Roadway | |
| Plans and/or Studies | Southwest Vision Plan | |
| Site Utilization | Current: Vacant /Undeveloped | Proposed: Residential |
| Land Use / Zoning | Current: CGC/CGC-1 | Proposed: MDR/PUD |
| Development Standards for Impact Assessment | Current: Scenario 1: 0.35 FAR Scenario 2: 0.35 FAR (20%), 30 units/acre (80%) | Proposed: 15 units/acre |
| Development Potential | Current: Scenario 1: 42,933.7 sq. ft. Scenario 2: 8,598.7 sq. ft. / 67 units | Proposed: 42 units |
| Net Increase or Decrease in Maximum Density | Scenario 1: increase of 42 units Scenario 2: decrease of 25 units | |
| Net Increase or Decrease in Potential Floor Area | Scenario 1: decrease of 42,933.7 sq. ft. Scenario 2: decrease of 8,598.7 sq. ft. | |
| Population Potential | Current: Scenario 1: N/A Scenario 2: 157 people | Proposed: 98 people |
| Special Designation Areas | | |
| Aquatic Preserve | NO | |
| Septic Tank Failure Area | NO | |
| Airport Environment Zone | Height Restriction Zone 150 feet for Herlong Recreational Airport | |
| Industrial Preservation Area | NO | |
| Cultural Resources | NO | |
| Archaeological Sensitivity | High and Low Sensitivity | |
| Historic District | NO | |

| | |
|--|--|
| Development Analysis 2.82 acres (122,839.2 sq. ft.) | |
| Coastal High Hazard/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 | Zero Net New Trips |
| Potential Public School Impact | 10 New Students |
| Water Provider | JEA |
| Potential Water Impact | Scenario 1: increase of 7,723.3 gallons per day Scenario 2: decrease of 6,304.9 gallons per day |
| Sewer Provider | JEA |
| Potential Sewer Impact | Scenario 1: increase of 5,792.5 gallons per day Scenario 2: decrease of 4,728.7 gallons per day |
| Potential Solid Waste Impact | Scenario 1: increase of 40.50 tons per year Scenario 2: decrease of 78.75 tons per year |
| Drainage Basin/Sub-basin | Basin: Ortega River Sub-Basin: Normandy Village Run |
| Recreation and Parks | Sweetwater Playground |
| Mass Transit Access | JTA Bus Route 16 (Stop 2654) |
| Natural Features | |
| Elevations | 64-69 ft. |
| Land Cover | 4110: Pine Flatwoods |
| Soils | SIN: 32 (Leon fine sand, 0 to 2 percent slopes) |
| Flood Zones | AE |
| Wetlands | NO |
| Wildlife (applicable to sites greater than 50 acres) | Not Applicable |

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for 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).

A JEA letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated March 17, 2021, explains that no water main abuts the site. An existing water main and gravity sewer main are identified on Ricker Road approximately 1000 feet south of the property. Special conditions are required for connection to potable water. The lot will require water main construction in the right-of-way and individual services. Connection to the JEA-owned sewer system will require approval from the JEA Alternative Connection team and each lot will require sewer main construction in the right-of-way and individual laterals.

According to the JEA Availability letter, the site will require a water main extension and sewer main construction from the Ricker Road right-of-way in order to connect to centralized potable water and wastewater. Pursuant to the MDR land use category description, residential density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available. The maximum gross density shall be 4 units/acre and the minimum lot size shall be ¼ of an acre if either one of centralized potable water or wastewater services are not available.

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Planning and Development Department. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the first existing scenario for CGC non-residential land use has a development potential of 42,933 square feet of commercial space (ITE Land Use Code 820), which could generate 1,863 average daily trips. The second existing scenario for CGC with 20 percent non-residential and 80 percent residential land use category development impact assessment results in a development potential of 8,598 square feet of commercial space (ITE Land Use Code 820), which could generate 373 average daily trips. The residential component has a development potential of 67 multi-family residential units, which could generate 490 average daily trips. The proposed MDR land use category development impact assessment (per FLUE Policy 1.2.16) has a development potential of 42 multi-family dwelling units (ITE Land Use Code 220), which could generate 307 average daily trips. As such, the trip generation comparison between the current development potential and the proposed development potential under both scenarios will result in no new net trips. This analysis is based upon the comparison of what potentially could be built on that site versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

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.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that 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 of the TE of the 2030 Comprehensive Plan requires that 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.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is in Mobility Zone 6.

The subject site is accessible via Ricker Road, a collector facility. The proposed MDR development will generate approximately 307 daily trips and should not have any significant impacts on the external roadway network.

School Capacity

The Planning and Development Department determined that the proposed amendment from CGC to MDR has the current development potential of 42 multi-family 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:

- Elementary School
 - Concurrency Service Area (CSA) 8
 - 2021/2022 enrollment: 5,659
 - Current utilization: 78%
 - New student development from amendment: 5
 - 5-year utilization: 85%
 - Available seats in CSA 8: 2,414
 - Available seats in adjacent CSA(s): 1 and 2 is 10,649

- Middle School
 - CSA 7
 - 2021/2022 enrollment: 1,109
 - Current utilization: 67%
 - New student development from amendment: 2
 - 5-year utilization: 68%
 - Available seats in CSA 7: 729
 - Available seats in adjacent CSA(s): 1 and 2 is 938

- High School
 - CSA 8
 - 2021/2022 enrollment: 2,633
 - Current utilization: 87%
 - New student development from amendment: 3
 - 5-year utilization: 64%
 - Available seats in CSA 8: 406
 - Available seats in adjacent CSA(s): 1 and 2 is 2,210

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

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.

- **Gregory Drive Elementary School #243**
 - CSA 8
 - Amendment student generation: 5
 - School Capacity including permanent spaces and portables: 852
 - Current enrollment 20 day county for 2021/2022: 543
 - Percent Occupied: 64%
 - 4-year projection: 71%

- **Charger Academy Middle School #216**
 - CSA 2
 - Amendment student generation: 2
 - School Capacity including permanent spaces and portables: 1,438
 - Current enrollment 20 day county for 2021/2022: 921
 - Percent Occupied: 64%
 - 4-year projection: 65%

- **Westside High School #241**
 - CSA 8
 - Amendment student generation: 3
 - School Capacity including permanent spaces and portables: 1,786
 - Current enrollment 20 day county for 2021/2022: 1,464
 - Percent Occupied: 82%
 - 4-year projection: 91%

Note: The 4-year projections include current concurrency reservations.

Airport Environment Zone

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

Future Land Use Element

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

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.6 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.

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 protections. 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.

IE-AR Policy 1.2.8

Policy 1.2.8 Within two years of establishment by the SJRWMD and the Water Resources Management Plan of prime recharge areas for the Floridian 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 Floridian Aquifer Recharge GIS grid coverage.

Flood Zones

A very small portion at the northeast boundary of the subject site is located within the AE flood zone. Flood zone designations are assigned by the Federal Emergency Management Agency (FEMA). FEMA defines the various flooding characteristics of different lands based on a 100-year storm. The 100-year storm or Special Flood Hazard Area (SFHA) refers to a flood occurring from a storm event that happens an average of every 100 years. This does not mean that a storm of this type will happen every 100-years. There is a 1-percent chance that a storm of this magnitude will occur in any given year.

The AE flood zone is an area within the 100-year flood plain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

Conservation /Coastal Management Element (CCME)

Policy 1.4.4 The City shall require all development within the 100-year flood plain to be in strict conformance with all applicable federal, State, regional and local development regulations.

Policy 2.7.1 The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

Policy 2.7.3 The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:
A. Land acquisition or conservation easement acquisition;
B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
C. Incentives, including tax benefits and transfer of development rights.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 11, 2021, the required notices of public hearing signs were posted. Two hundred and sixteen (216) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on November 1, 2021. 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

Urban Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as further described in each land use plan category.

- 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 1.1.21 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 1.2.9 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.

Recreation and Open Space Element (ROSE)

Policy 2.2.2 The City shall require the 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.

Pending Property Rights Element (PRE) (Transmittal Ordinance 2021-334-E)

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 Descriptions within the Future Land Use Element (FLUE), the CGC land use category in the Urban Area is intended to provide compact development in a nodal and corridor development patterns. Principal uses in the CGC category include, but are not limited to, commercial retail sales and service establishments including auto sales; restaurants; hotels and motels; offices; and multi-family dwelling units at a density of up to 20 dwelling units per acre.

MDR in the Urban Area is intended to provide compact medium density residential development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Multi-family dwellings are the predominant development typology in this category. The maximum gross density in the Urban Area shall be 20 units per acre, and the minimum gross density shall generally be greater than seven (7) units per acre. Except residential density shall be 2 units/acre and the minimum lot size shall be half an acre when both centralized potable water and wastewater are not available. The maximum gross density shall be 4 units/acre and the minimum lot size shall be $\frac{1}{4}$ of an acre if either one of centralized potable water or wastewater services are not available.

To provide consistency with FLUE Policy 1.2.9, the site must meet special conditions in order to be served by public water and sewer services, per the JEA availability letter.

The subject site is located on Ricker Road, which is classified as a collector road, and has access to an efficient transportation network as it is located just south of the intersection of Ricker Road and Old Middleburg Road, both collector roadways; this intersection is just southwest of the intersection of Old Middleburg Road with Wilson Boulevard, a collector roadway and approximately $\frac{1}{4}$ of a mile west of the I-295 interchange with Wilson Boulevard. Mini-storage, a service garage and a church are west of the site across Ricker Road, with a CGC land use designation. Abutting the property to the east are multi-family condominiums in the CGC land use category. There are single-family residential units to the northwest and southwest further out from the site in the LDR and RPI land use categories. The proposed land use amendment promotes a compatible and balanced land development pattern consistent with FLUE Goal 3 because of the mix of uses in the area and the site is served by a convenient transportation network.

The 2.82 acre subject site will have a negligible impact on the amount of land needed to accommodate commercial uses or multi-family residential uses, and the proposed

amendment from CGC to MDR maintains a balance of uses and increases the variety of housing options in the area. For these reasons the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The proposed amendment to MDR would allow for increased housing options within the Suburban Area of the Northwest Planning District, and as such, it is consistent with FLUE Objective 3.1 and Policy 3.1.6.

Additionally, multi-family development on the site will be required to be consistent with ROSE Policies 2.2.2 concerning the provision of recreation and open space. According to the companion PUD rezoning (Ordinance 2021-777), the applicant is proposing a maximum of 48 units.

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.

Southwest Jacksonville Vision Plan

The subject property is located within the boundaries of the *Southwest Vision Plan*. The subject site is located within the area of the plan called the Suburban Area, Jacksonville Heights Character Area. While the Plan offers no specific recommendations for the location of the subject site, an implementation option listed under the guiding theme of "Strengthen existing neighborhoods and create new neighborhoods," states: "In the Suburban Areas plan new communities, not subdivisions." The proposed amendment to MDR would result in additional housing options creating a more complete range of land uses in the area while strengthening the existing residential area and immediate neighborhood. The proposed amendment provides consistency with the Southwest Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Health Subject Area:

Objective: Housing Options That Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure that Our Communities are Viable and Interesting Places for the Long Term.

Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment is consistent with Policy 21 of the Regional Health Subject Area as it encourages providing more housing options in the North Planning District.

LAND USE AMENDMENT FIELD, LOCATION AND CURRENT LAND USE MAP

