

City of Jacksonville, Florida

Lenny Curry, Mayor

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

August 19, 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. 2021-415/Application No. L-5563-21C

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 2021-415 on August 19, 2021.

P&DD Recommendation

APPROVE

PC Issues:

Planning Commissioner Adkison asked if the amendment had been presented to or scheduled for consideration by the Waterways Commission. The applicant clarified that the amendment site does not contain wetlands and is not scheduled to be heard by the Waterways Commission.

PC Vote:

6-0 APPROVE

Joshua Garrison, Chair

Aye

Dawn Motes, Vice-Chair

Absent

David Hacker, Secretary

Aye

Marshall Adkison

Aye

Daniel Blanchard

Aye

Ian Brown

Absent

Alexander Moldovan

Aye

Jason Porter

Aye

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 – August 13, 2021

Ordinance/Application No.: 2021-415 / L-5563-21C

Property Location: 0 San Pablo Road, on the east side of San Pablo Parkway at the terminus of Crosswater Boulevard

Real Estate Number(s): a portion of 167452 0510

Property Acreage: 6.38 acres

Planning District: District 3, Southeast

City Council District: District 3

Applicant: Paul Harden, Esquire

Current Land Use: Residential-Professional-Institutional (RPI)

Proposed Land Use: Medium Density Residential (MDR) with site specific Future Land Use Element (FLUE) Policy 4.4.22

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Suburban Area

RECOMMENDATION: **APPROVE**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop for multi-family use.

BACKGROUND

The 6.38 acre subject site is a landlocked portion of a larger parcel, located between San Pablo Road South, an unclassified road, and San Pablo Parkway, a minor arterial road. The applicant is proposing a Future Land Use Map (FLUM) amendment from Residential-Professional-Institutional (RPI) to Medium Density Residential (MDR) with site specific FLUE Policy 4.4.22 (detailed below and included as Exhibit 3, dated July 12, 2021, to Ordinance 2021-415) to allow for the development of multi-family residential uses. The applicant is also proposing a companion rezoning from Planned Unit Development (PUD) to Planned Unit Development (PUD) which is slightly larger than the land use subject site

at 7.17 acres and includes land to the west of the land use amendment. The companion rezoning is pending concurrently with this amendment, pursuant to Ordinance 2021-416.

There have been a number of proximate land use amendments, including one on the subject site. In 2002, the subject site, along with land to the west and southwest totalling 8.8 acres, was amended from LDR to RPI, pursuant to Ordinance 2002-923-E. In 2019, a 2.92 acre site, located west of the subject site along the east side of San Pablo Parkway, that included land from the 2002 amendment was amended from RPI to CGC, pursuant to Ordinance 2019-365-E.

Northwest of the subject site, along the east side of San Pablo Parkway, a presently undeveloped 14.3 acre site was amended from MDR to RPI, pursuant to Ordinance 2002-921-E. West of the subject site, on the west side of San Pablo Parkway, an 8.96 acre site was amended from BP to CGC, pursuant to Ordinance 2012-325-E. Development on this site includes an assisted living facility and an independent living facility.

A wetland system surrounds the amendment site to the south and east and a retention pond abuts the northern boundary of the site.

Proposed site specific FLUE Policy 4.4.22

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-415 for a Small-Scale Amendment is approved subject to the following site specific conditions:

- o Residential development will be allowed up to one hundred and seventy-five (175) dwelling units.

The amendment site is located in an area that allows for a broad mix of commercial and residential uses. The amendment allowing multifamily at up to 175 dwelling units enhances the existing mix of uses in a manner that further the intent of FLUE Policy 1.1.25.

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

North: Land Use: LDR, RPI
 Zoning: RR-Acre, PUD
 Property Use: Undeveloped, Open Creek, Retention pond

South: Land Use: LDR, RPI
 Zoning: RR-Acre, CO
 Property Use: Undeveloped, Office, Wetlands

East: Land Use: LDR
 Zoning: RR-Acre, RLD-60
 Property Use: Undeveloped, Single-family residential (across San Pablo Parkway), Wetlands

West: Land Use: RPI, CGC, LDR

Zoning: RR-Acre, PUD

Property Use: Undeveloped, Assisted living facility (across San Pablo Parkway), Independent living facility (across San Pablo Parkway)

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.

Impact Assessment Baseline Review

Development Analysis		
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	No frontage	
Plans and/or Studies	Southeast Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Multi-family
Land Use / Zoning	Current: RPI / PUD	Proposed: MDR with Site Specific Policy / PUD
Development Standards for Impact Assessment	Current: Non-residential : 0.5 FAR Residential: 15 DU/Acre	Proposed: Site Specific Policy 4.4.22
Development Potential	Current: Scenario 1: 138,956 Sq. Ft. Scenario 2: 13,896 Sq. Ft. and 86 Dwelling Units	Proposed: 175 Dwelling Units

Development Analysis		
Net Increase/Decrease in Maximum Density	Scenario 1: Increase of 175 Dwelling Units Scenario 2: Increase of 89 Dwelling units	
Net Increase/Decrease in Potential Floor Area	Scenario 1: Decrease of 138,956 Sq. Ft. Scenario 2: Decrease of 13,896 Sq. Ft.	
Population Potential	Current: Scenario 1: not applicable Scenario 2: 202 people	Proposed: 411 People
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	500' Height Zone – Craig Municipal Airport	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low and Medium	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	No	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: no net new daily trips Scenario 2: 516 net new daily trips	
Potential Public School Impact	57 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 31,374 gallons per day Scenario 2: Increase of 19,940 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 23,530 gallons per day Scenario 2: Increase of 14,955 gallons per day	

Development Analysis	
Potential Solid Waste Impact	Scenario 1: Increase of 233 tons per year Scenario 2: Increase of 209 tons per year
Drainage Basin/Sub-basin	Intracoastal Waterway / Open Creek
Recreation and Parks	Isle of Palms Park
Mass Transit Access	No
Natural Features	
Elevations	3-13 feet
Land Cover	6170: Mixed wetland hardwoods ; 8370 : Surface water collection basins
Soils	32 Leon fine sand
Flood Zones	0.2 Percent Annual Chance Flood Hazard and AE Flood Zones
Wetlands	None
Wildlife (applicable to sites greater than 50 acres)	None

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 April 27, 2021, as part of the companion rezoning application. According to the letter, the site has access to both water and sewer connection points. In order to connect to the sewer system, the proposed project will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main.

Future Land Use Element

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

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Department, and determined that the proposed amendment from Residential Professional Institutional (RPI) to Medium Density Residential (MDR) with site specific Policy 4.4.22 has an existing development potential as 100% non-residential or 90% non-residential and 10% residential. If the land use is amended to MDR with site specific Policy 4.4.22, development could result in no net new daily trips under scenario 1 or 516 net new daily trips under scenario 2. 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 in order 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 2.

Subject site is accessible via San Pablo Road South, a minor arterial facility. The proposed MDR development is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with the 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.

School Capacity

The 6.38 acre proposed land use map amendment has a development potential of 175 dwelling units and 57 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:

- **Elementary School**
 - Concurrency Service Area (CSA) 5
 - 2020/2021 enrollment: 8,312
 - Current utilization: 85%
 - New student development from amendment: 29
 - 5-year utilization: 94%
 - Available seats in CSA 5: 632
 - Available seats in adjacent CSA(s): 3 and 4 is 1,672

- **Middle School**
 - CSA 5
 - 2020/2021 enrollment: 2,343
 - Current utilization: 83%
 - New student development from amendment: 12
 - 5-year utilization: 88%
 - Available seats in CSA 5: 43
 - Available seats in adjacent CSA(s): 3 and 4 is 523

- High School
 - CSA 5
 - 2020/2021 enrollment: 7,615
 - Current utilization: 98%
 - New student development from amendment: 16
 - 5-year utilization: 98%
 - Available seats in CSA 5: 1
 - Available seats in adjacent CSA(s): 3 and 4 is 92

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

Public School Facilities Element

Policy 2.3.2 The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

Objective 3.2 **Adopted Level of Service (LOS) Standards**
 Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

- Seabreeze Elementary School
 - CSA 6
 - Amendment student generation: 29
 - School Capacity including permanent spaces and portables: 588
 - Current enrollment 20 day county for 2020/2021: 468
 - Percent Occupied: 80%
 - 4-year projection: 104%

- Duncan U. Fletcher Middle School
 - CSA 6
 - Amendment student generation: 12
 - School Capacity including permanent spaces and portables: 1,241
 - Current enrollment 20 day county for 2020/2021: 1,260
 - Percent Occupied: 102%
 - 4-year projection: 97%

- Duncan U. Fletcher High School
 - CSA 6
 - Amendment student generation: 16
 - School Capacity including permanent spaces and portables: 2,051
 - Current enrollment 20 day county for 2020/2021: 2,019
 - Percent Occupied: 98%
 - 4-year projection: 108%

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low and medium 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 500 foot Height and Hazard Zone for the Craig Municipal Airport. Zoning will limit development to a maximum height of less than 500 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.

Flood Zones

Approximately 0.70 of an acre of the subject site is located within either the 0.2 Percent Annual Chance Flood Hazard or AE flood zone. The majority of the flood zones on site are in the 0.2 Percent Annual Chance Flood Hazard 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 0.2 Percent Annual Chance Flood Hazard flood zone is defined as an area within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. The AE flood zone is defined as an area within the 100-year floodplain 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.

Evacuation Zone

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

Summary of EPD Response:

The proposed property at 0 San Pablo Rd. S. will be directly adjacent to Beach Boulevard and J. Turner Butler Boulevard, secondary evacuation routes that provides road access to primary evacuation routes I-295 (6.4 road miles) and I-95 (10.7 road miles).

In consideration of the evacuation zone, nearest evacuation routes, and the estimate of 175 multi-family dwelling units, the development of the proposed property at 0 San Pablo Rd. S. could create a localized impact to the traffic flow westward on Beach Boulevard and J. Turner Butler Boulevard during an emergency evacuation scenario. Beach Boulevard and J. Turner Butler Boulevard are two of four arteries (Wonderwood Drive, Beach Boulevard, Atlantic Boulevard, and J. Turner Butler Boulevard) utilized to evacuate the beach communities. One important factor to consider is that nearly the entirety of the county located Westward of the proposed development is located within Evacuation Zones A, B, and C, and would potentially be evacuated simultaneously. An evacuation order for Zones A, B, and C may heighten the localized impact to traffic on Beach Boulevard and J. Turner Boulevard. The changes proposed through land use Amendment application L-5563-21C would have a minimal impact on countywide evacuation clearance time within Duval County, and a potential localized impact to traffic flow on Beach Boulevard and J. Turner Boulevard. Site design techniques that minimize disruption to existing traffic flow are encouraged.

The Emergency Preparedness Division notes that this site is surrounded by land that is located in the Special Flood Hazard Area. 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.

Policy 7.1.8 The Emergency Preparedness Division shall review all development orders for projects located within Hurricane Evacuation Zones and recommend development conditions where necessary. The City shall develop a process to allow the adequate review of impacts of development orders by the Emergency Preparedness Division.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on July 27, 2021, the required notices of public hearing signs were posted. Eighteen (18) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on August 3, 2021. No members of the public attended to speak on the proposed amendment.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

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

- Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.
- Policy 1.1.5 The amount of land designated for future development should provide for a balance of uses that:
- A. Fosters vibrant, viable communities and economic development opportunities;
 - B. Addresses outdated development patterns;
 - C. Provides sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.
- Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.
- Policy 1.1.12 Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories,

in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

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

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

Policy 1.1.25 The City will encourage the use of such smart growth practices as:

1. Interconnectivity of transportation modes and recreation and open space areas;
2. A range of densities and types of residential developments;
3. A mix of uses including office, commercial, and residential which encourage internal capture of trips;
4. Use of the Development Areas;
5. Revitalization of older areas and the downtown, and
6. Purchase of land through the Preservation Project to remove it from development and preserve it as open space, recreation or conservation use.

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

facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens. Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet all applicable requirements described in the Development Areas and the Plan Category Descriptions of the Operative Provisions of the 2030 Comprehensive Plan and Land Development Regulations.

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

Pending Property Rights Element (Ordinance 2021-334)

Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.

Policy 1.1.2 The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Residential Professional Institutional (RPI) is a category intended to provide for low to medium density development. Development which includes medium density residential development and professional office uses is preferred. RPI allows for residential development at densities up to 20 units per acre in the Suburban Area.

Medium Density Residential (MDR) is a category intended to provide for compact low to medium density mixed use 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.

The applicant is proposing a change from RPI to MDR with site specific Future Land Use Element (FLUE) Policy 4.4.22 to allow for residential development. The proposed MDR designation is consistent and compatible with the existing and entitled mix of uses along San Pablo Road consistent with FLUE Goal 1 and Policies 1.1.5, 1.1.25 and 1.1.22. Further, the site offers an infill development opportunity on a site that has existing infrastructure consistent with FLUE Objective 6.3 and Policy 1.1.21.

The proposed use of the site as a residential development under the MDR land use category with a site specific policy would allow for a wider mix of uses along the San Pablo Road and San Pablo Parkway corridors, consistent with Goal 3 of the FLUE, and ensure adequate land is designated for residential uses, while maintaining compatibility with the surrounding area and providing a wider variety of housing choices, consistent with FLUE Objective 3.1 and Policy 1.1.21. Additionally, the proposed companion PUD rezoning allows for an opportunity to offer innovative site design techniques, consistent with FLUE Policies 1.1.12 and 1.1.25.

The applicant has provided a JEA Availability Letter, dated April 27, 2021, as part of the companion rezoning application. According to the letter, the site has access to both water and sewer connection points, consistent with FLUE Policy 1.2.9. However, in order to connect to the sewer system, the proposed project will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main.

Additionally, the site located within the Suburban Development Area, in an area that contains a mix of uses, including the nearby assisted and independent living facilities and the Mayo Clinic, which is located approximately 0.30 of a mile south of the subject site. The proposed amendment facilitating use of the site as residential will broaden the mix of uses in the area. As such, the proposed amendment is consistent with FLUE Policies 1.1.22 and 1.1.25.

The wetland system located to the east of the subject site provides a buffer from the residential development to the east, across San Pablo Road. Therefore, the proposed

amendment will maintain a gradual transition of land use densities and intensities, consistent with

The proposed small scale amendment would have a negligible impact on the amount of RPI and MDR designated land throughout the City. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

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 *Southeast Vision Plan*. While the Plan makes no specific recommendations for the subject site, Guiding Principle 2.1 states "Provide For and Promote Compatible Mixed-Use Development, Infill, and Redevelopment In Stable and Declining Areas and Create a Range of Housing Opportunities and Choices, Where Appropriate" . The proposed amendment would provide an infill development opportunity on a site that is located within the Suburban Development Area. Additionally, the proposed multi-family residential use would allow for a wider range of housing choices in the area. Therefore, the proposed amendment is consistent with the Southeast Vision Plan.

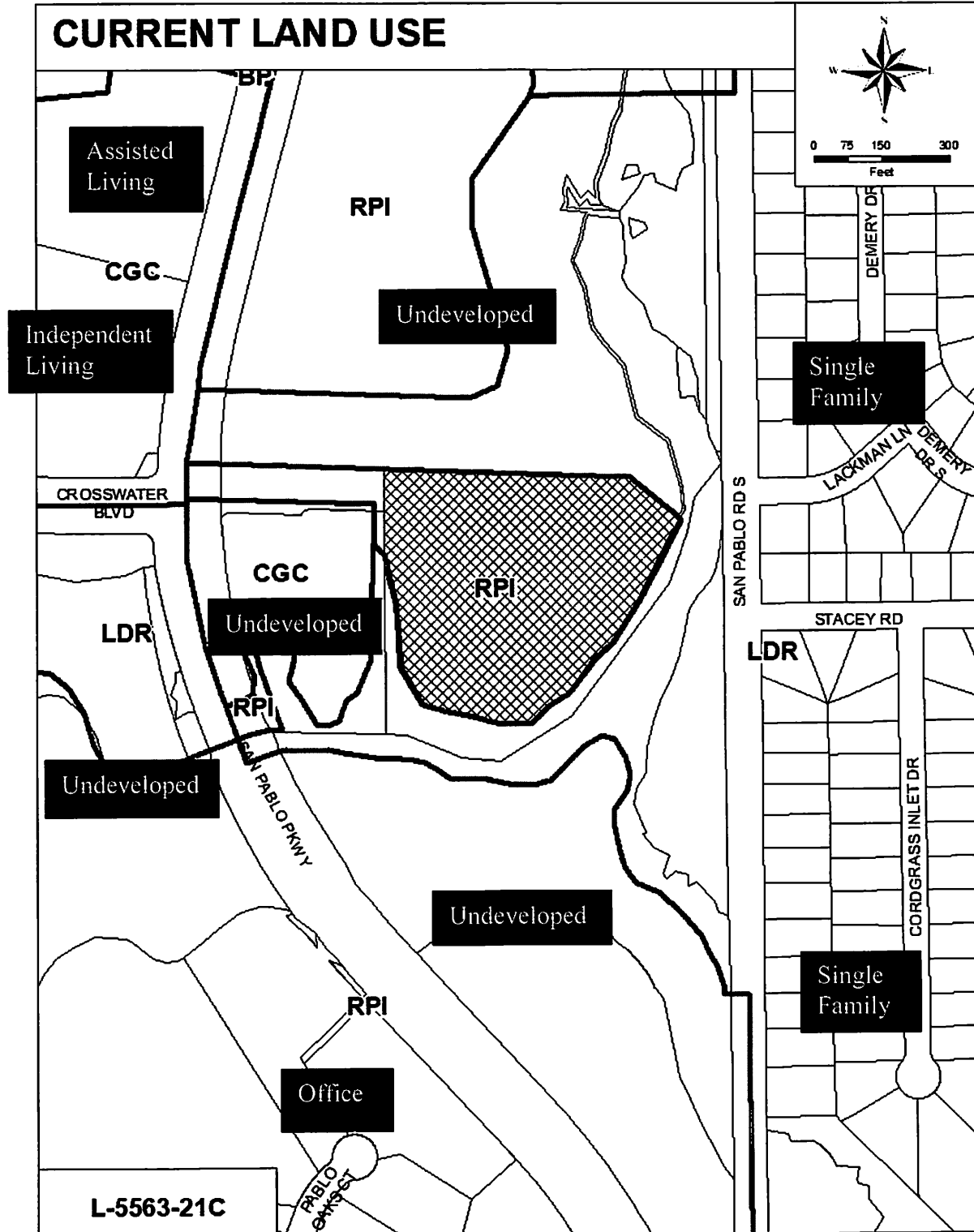
Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

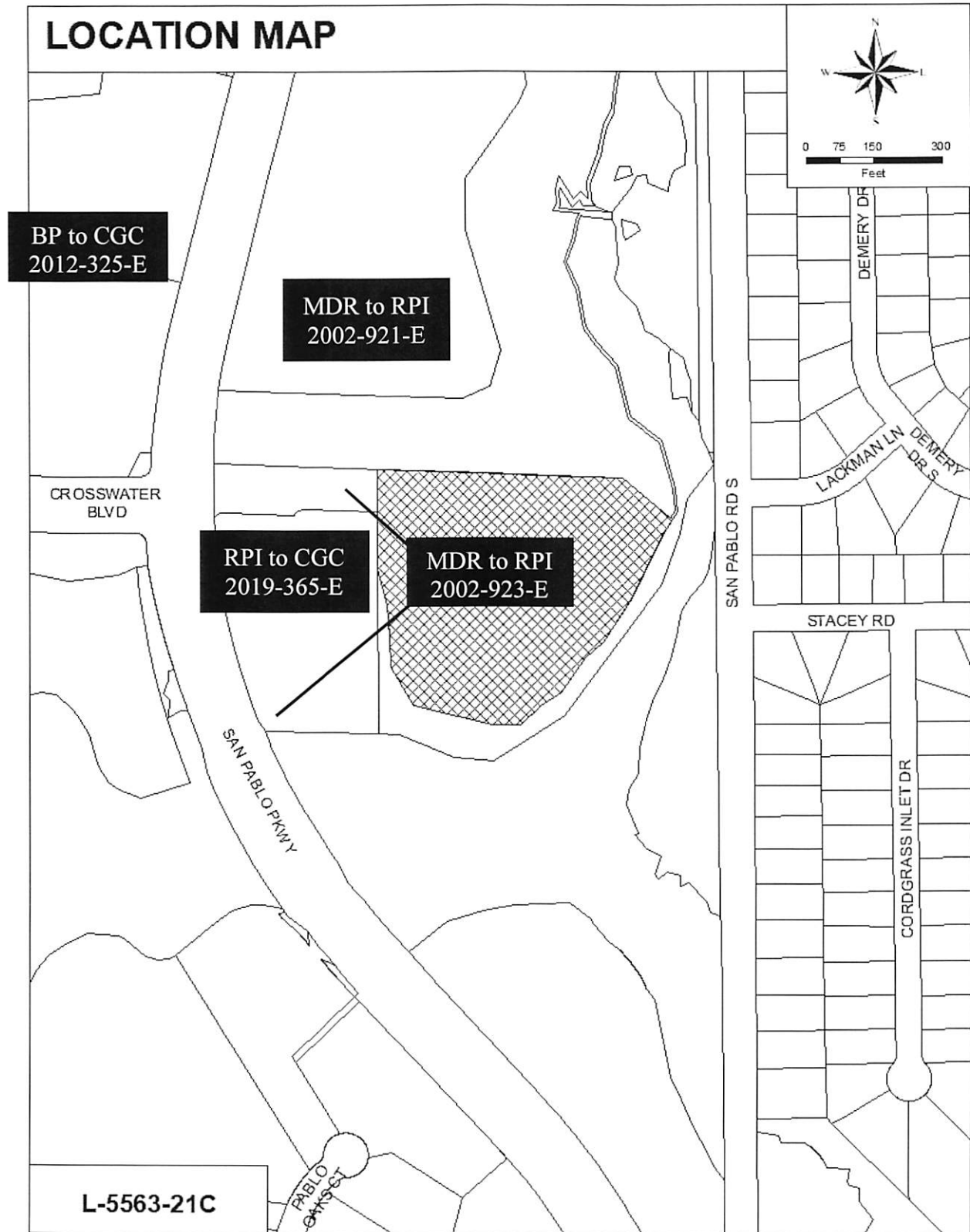
Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing in the northeast Florida region and creating a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with Policy 21 of the Strategic Regional Policy Plan.

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP



PROXIMATE LAND USE AMENDMENTS MAP



FUTURE LAND USE ELEMENT

4.4.22

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-415 for a Small-Scale Amendment is approved subject to the following site specific conditions:

- Residential development will be allowed up to one hundred and seventy-five (175) dwelling units.

The amendment site is located in an area that allows for a broad mix of commercial and residential uses. The amendment allowing multifamily at up to 175 dwelling units enhances the existing mix of uses in a manner that further the intent of FLUE Policy 1.1.25.