

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
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May 5, 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. 2022-009/Application No. L-5624-21C

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 2022-009 on May 5, 2022.

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
Jason Porter	Absent
Jordan Elsbury	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

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – April 29, 2022

Ordinance/Application No.: 2022-009 / L-5624-21C

Property Location: 0 Interstate Center Drive, west of Interstate 95 and north of Clark Road

Real Estate Number(s): 020703-0010

Property Acreage: 1.89 Acres

Planning District: District 6, North

City Council District: District 8

Applicant: Paul M. Harden, Esquire

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Development Area: Suburban Area

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop the parcel adjoining Interstate Center Drive with medium density residential uses, like the adjacent uses to the north.

BACKGROUND

The 1.89 Acre subject site is located along the west side of Interstate-95 and north of Clark Road at Interstate Center Drive. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from Community General Commercial (CGC) to Medium Density Residential (MDR), with a companion rezoning application, Ordinance 2022-0010, from Planned Unit Development (PUD) to PUD. The applicant seeks to develop the site with medium density multi-family duplex consisting of 22 dwelling units.

The subject site is currently vacant commercial land and has road frontage and access to the site along Interstate Center Drive, a local roadway. North of the site are single-family homes. East of the site is office space abutting I-95. Directly abutting the southern and western perimeter of the site are mixed wetland forest and communities with cypress wetlands further south.

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

North: Land Use: CGC and MDR
Zoning: Planned Unit Development (PUD)
Property Use: Retention pond and single-family residential

South: Land Use: Business park (BP) and CGC
Zoning: PUD and Industrial Business Park (IBP)
Property Use: Warehouse, industrial uses, vacant commercial, and wetlands

East: Land Use: CGC
Zoning: PUD
Property Use: Office and I-95

West: Land Use: CGC and Low Density Residential (LDR)
Zoning: PUD and Residential Low Density-60 (RLD-60)
Property Use: Single-family residential and retention pond

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 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

Development Analysis		1.89 Acres
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Interstate Center Drive – Local Road	
Plans and/or Studies	North Vision Plan	
Site Utilization	Current: Vacant Commercial	Proposed: Multi-Family Residential
Land Use / Zoning	Current: CGC / PUD	Proposed: MDR / PUD
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR (non-residential) Scenario 2: 0.35 FAR (20%), 15 DU per Acre (80%)	Proposed: 15 DU per Acre
Development Potential	Current: Scenario 1: 28,814 sq. ft. Scenario 2: 5,762 sq. ft. and 22 DU	Proposed: 28 DU
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 28 Multi-Family DU Scenario 2: Increase of 6 Multi-Family DU	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 28,814 sq. ft. Scenario 2: Decrease of 5,762 sq. ft.	
Population Potential	Current: Scenario 1: N/A Scenario 2: 51 people	Proposed: 65 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	No	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Medium and High	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	

Development Analysis		1.89 Acres
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	0 Net New Trips	
Potential Public School Impact	6 New Students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 5,139 gallons per day Scenario 2: Increase of 1,121 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 3,854 gallons per day Scenario 2: Increase of 841 gallons per day	
Potential Solid Waste Impact	Scenario 1: Increase of 26 tons per year Scenario 2: Increase of 6 tons per year	
Drainage Basin/Sub-basin	Trout River / Trout River	
Recreation and Parks	Bert Maxwell Boat Ramp	
Mass Transit Access	JTA Bus Route 1 (Stops 3231 and 3232)	
Natural Features		
Elevations	6 to 10 feet	
Land Cover	6300: Wetland Forested Mixed	
Soils	(58) Pottsburg Fine Sand, High, 0-3 Percent Slopes (32) Leon Fine Sand, 0 to 3 percent Slopes	
Flood Zones	AE Flood Zone and 0.2 PCT Annual Chance Flood Hazard	
Wetlands	N/A	
Wildlife (applicable to sites greater than 50 acres)	N/A	

Utility Capacity

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

A JEA service availability letter, dated October 5, 2021, was provided by the applicant as part of the companion rezoning. The letter identifies a potable water connection adjacent

to the amendment site and a sewer connection 50 feet south of the property within the Interstate Center Drive right-of-way. The letter also identifies special conditions which will need to be met in order to connect to sewer service. A copy of the letter is on file with the Planning and Development Department.

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 subject site is 1.89 acres and is accessible from Interstate Center Drive, an unclassified facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Community General Commercial (CGC) to Medium Density Residential (MDR).

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

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Objective 2.4 The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway

network. If the land use is amended to allow for this MDR development, this will result in a decrease of 1,107 or 1,380 daily trips, when compared to the existing land use.

Transportation Planning Division RECOMMENDS the following:

As shown in Table A, the proposed land use is expected to generate between 189 to 462 daily trips depending on the scenario. The trip generation comparison between the current and proposed comprehensive plan land uses will result in zero net new trips on the roadway network. Since the subject site is an existing green field, it currently has zero traffic impacts and therefore the Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

**Table A
Daily Trip Generation Estimation Scenarios**

Existing Land Use- Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	821	28,814 SF	T = 54.45 (X) / 1000	1,569	0	1,569
				Total Trips for Existing Scenario 1 Land Use		1,569
Existing Land Use- Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- N	822	5,762 SF	T = 54.45 (X) / 1000	314	0	314
CGC- R	220	22 MF DUs	T = 6.74 (X)	148	0	148
				Total Trips for Existing Scenario 2 Land Use		462
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	210	28 SF DUs	T = 6.74 (X)	189	0	189
				Total Trips for Proposed Land Use		189
				Scenario 1 Difference in Daily Trips		0
				Scenario 2 Difference in Daily Trips		0

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 28 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-5624-21C Interstate Center Requested By: Ed Luke: Lukacovic / Abigail Trout Reviewed By: Shalene B. Estes Due: 1/18/2022							
Analysis based on maximum dwelling units: <u>28</u>							
School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/ Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 2&7
Elementary	1	10,651	54%	3	59%	7,810	3,364
Middle	1	7,527	88%	1	86%	801	756
High	1	8,087	80%	2	72%	1,109	1,766
Total New Students				6			

NOTES:

¹ Proposed Development's Concurrently Service Area (CSA)

² Available CSA seats include current reservations

³ 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-5624-21C Interstate Center Requested By: Ed "Luke" Lukacovic / Abigail Trout Reviewed By: Shalene B. Estes Due: 1/18/2022						
Analysis based on maximum dwelling units: <u>28</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Highlands ES #99	1	3	536	445	83%	111%
Highlands MS #244	1	1	1071	697	65%	75%
First Coast HS #265	7	2	2212	2194	99%	101%
		6				

NOTES:

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

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.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.

Evacuation Zone

The subject site is within Evacuation Zone A and bordering Zone B. 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. Staff informed EPD that the applicant is planning to develop 1.89 acres with a 24 unit duplex but that the proposed amendment would allow for a maximum of 28 multi-family units. The complete analysis is on file with the Planning and Development Department.

EPD Response:

The proposed property at 0 Interstate Center Drive will be directly adjacent to I-95 (0.46 road miles), a primary evacuation route. In consideration of the evacuation zone (Zone A) and nearest evacuation routes (Zone B and Zone D), the development of the proposed property at 0 Interstate Center Drive could create a localized impact to the traffic flow on I-95 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5624-21C 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.

Archaeological Sensitivity

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

Flood Zones

Approximately 0.58 of an acre of the subject site is located within the 0.2 PCT Annual Chance Flood Hazard and 0.12 of an acre is within the AE 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 PCT Annual Chance Flood Hazard is defined as areas 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. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

The AE Flood Zone is defined as areas 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 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.

Policy 11.3.18 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 04, 2022, the required notices of public hearing signs were posted. Twenty-seven (27) 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 January 18, 2022, for the adoption of the small-scale land use amendment. The applicant was present. No one from the public attended to discuss the application.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives, and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities

with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as 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 1.1.21 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 may be 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 the 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)

GOAL 2 To establish an active/passive park system in the suburban and rural areas of the City which assist in providing identity, form and a visual framework to the City and its communities.

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.

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 Future Land Use Element (FLUE), Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 20 units per acre in the Suburban Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of development.

The MDR land use category in the Suburban Development Area is a category intended to provide compact low to medium density mixed use development. Plan amendment requests for new MDR designations are preferred in locations that are supplied with full urban services and in locations that serve as a transition between commercial and residential land uses. Residential uses are permitted at up to 20 dwelling units per acre with a minimum density of greater than 7 units per acre; except as provided herein. In the absence of the availability of centralized water and sewer, the gross density of development permitted in this category shall be the same as allowed in Low Density Residential (LDR) without such services. There shall be no minimum density for single-family dwellings when the predominant surrounding development typology within the MDR category is single family or when single-family dwellings are permitted as a secondary use.

The site is currently vacant and surrounded by a broad mix of uses in the CGC, LDR, MDR, and BP land use categories. Single-family residential land uses are north of the site. Wetlands, warehouse/storage, and vacant commercial land are located south of the site. To the east are open storage and office land uses and to the west is the Seaside Charter School's north campus, which was previously Saint Patrick's Catholic School. This site's access to urban services is subject to water main extensions. Access to mass transit is through the Jacksonville Transportation Authority bus route 1 (Stops 3231 and 3232). The proposed land use amendment will continue the development trends in an area that has access to existing infrastructure and urban services. Additionally, the proposed amendment to MDR maintains a logical and compatible balance of uses in the

area. Therefore, the amendment is consistent with FLUE Policies 1.1.22, Goal 1, and Goal 3.

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

The amendment from CGC to MDR on 1.89 acres will have a negligible impact on the amount of commercial and residential land needed to accommodate the commercial and residential needs of the City, and the proposed amendment maintains a balance of uses in the area. For these reasons the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

Since water and sewer facilities are available to serve the site, the application is consistent with FLUE Policy 1.2.9 and the density requirements of the MDR land use category.

The proposed amendment is located in the Suburban Development Area, and as such, will be required to comply with recreation and open space requirements provided in ROSE Goal 2 and Policies 2.2.2 and 2.2.5.

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 site is located within the boundaries of the North Jacksonville Vision and Master Plan. There are no specific recommendations for this area within the Plan. However, the proposed residential development providing a variety of housing alternatives will encourage economic growth in the area and is promoted within the boundaries of the Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goals of the Strategic Regional Policy Plan Communities and Affordable Housing Element:

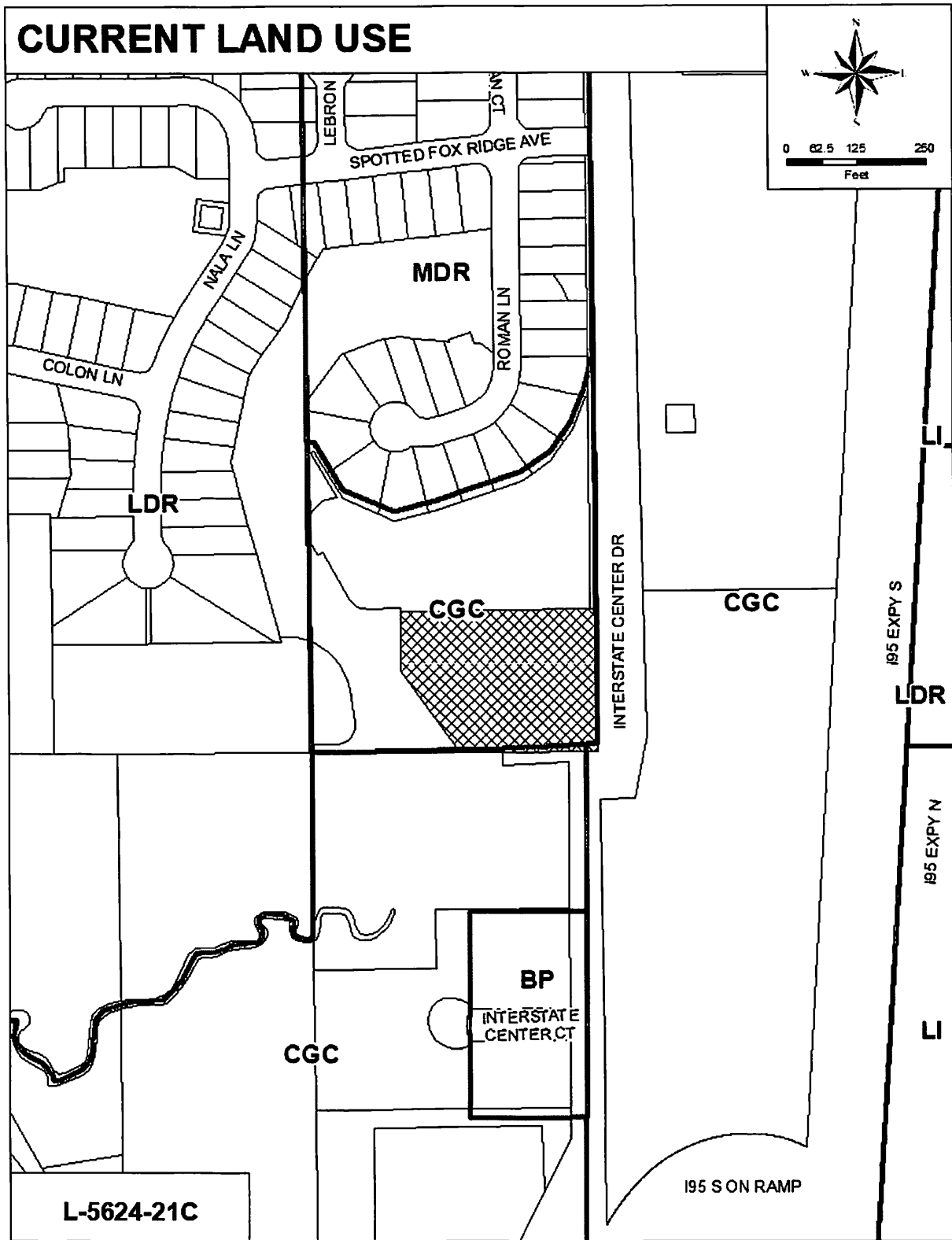
Goal: Each local government is encouraged to take the lessons learned from visioning, the public preference for multiple growth centers, the opportunities and challenges raised by resources of regional significance and the desires of their residents and determine where new growth should go, ideally in locations allowing it to take advantage of existing infrastructure, be mixed use, compact and connected to other centers. These mixed use growth and redevelopment centers

are supported in all seven Counties and have the potential to increase transit ridership, reduce car dependency, maintain water and air quality and conserve water. Once these locations are chosen, governments should do all they can to support quality development there that will appreciate in value and achieve multiple community and economic goals.

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would create a location for the development housing stock in a mixed-used, urban setting that has access to full urban services and facilities. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan, Communities and Affordable Housing Element.

LOCATION AND CURRENT LAND USE MAP



FIELD UTILIZATION MAP

