

City of Jacksonville, Florida

Lenny Curry, Mayor

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January 20, 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. 2021-739/Application No. L-5608-21C

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 2021-739 on January 20, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	5-0 APPROVE

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

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
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – October 29, 2021

Ordinance/Application No.: 2021-739 / L-5608-21C
Property Location: 5902 Seaboard Avenue
Real Estate Number(s): 103147 0000
Development Area: Urban Area
Property Acreage: 4.91 Acres
Planning District: District 4, Southwest
City Council District: District 9
Applicant: Wyman Duggan, Esquire
Current Land Use: Low Density Residential (LDR)
Proposed Land Use: Medium Density Residential (MDR)
Current Zoning: Residential Low Density-60 (RLD-60)
Proposed Zoning: Residential Medium Density-D (RMD-D)

RECOMMENDATION: APPROVE

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To permit the development of quadplex residential units on individually platted lots.

BACKGROUND

The subject property is located at 5902 Seaboard Avenue between Talton Lane and 110th Street. The applicant is proposing an amendment to Future Land Use Map series (FLUMs) from Low Density Residential (LDR) to Medium Density Residential (MDR), with a companion rezoning application from Residential Low Density-60 (RLD-60) to Residential Medium Density-D (RMD-D). The applicant seeks to develop the site with multi-family residential units.

The subject site is approximately 4.91 acres of vacant land and a church. A mobile home park, with a land use designation of LDR, abuts the subject site to the north. Abutting the site to the east is Seaboard Avenue, a local roadway. Across Seaboard Avenue consists

of a church and undeveloped residential land with a land use designation of MDR. Single-family residential uses, multi-family residential, and vacant land, designated as LDR, are south of the site. Directly west of the site are single-family residential uses and Fishing Creek, which runs through the bottom southwest corner of the parcel.

The subject site is located *near* the Accident Potential Zone 2 (APZ 2) and resides in a 150 Foot Height Restriction Zone, associated with Naval Air Station Jacksonville (NAS JAX). Due to the site's proximity to the Naval Air Station, this land use amendment was routed to the Navy for further evaluation; further information related to land development within this designation is provided below:

This land use amendment is recommended for approval. Due to the site residing in a Military Notice Zone, the Navy asks that the applicant be fully aware of the need for disclosure requirements.

Land Use Amendment L-5412-19C Ordinance 2020-49-E, located east of the proposed development site, sought to permit single-family and multi-family residential development with a land use category change from LDR to MDR. The site is also located within the 150 foot Height and Hazard Zone and is in the Accident Potential Zone-2. Because approximately 4.05 acres of the subject site is located within the APZ 2 for NAS JAX, development on this portion of the site will be limited to a maximum of two (2) single-family dwelling units per acre, consistent with FLUE Policy 2.5.4B.

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

North: Land Use: LDR
Zoning: RLD-60
Property Use: Mobile Home Park and single-family residential

South: Land Use: LDR
Zoning: RLD-60
Property Use: Single-family and multi-family residential

East: Land Use: MDR, LDR
Zoning: RMD-D, RLD-60
Property Use: Single-family and undeveloped (across Seaboard Avenue)

West: Land Use: LDR
Zoning: RLD-60
Property Use: Fishing Creek and 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.

Land Use Amendment Impact Assessment - Application Number L-5412-19C

Development Analysis		<u>4.91 Acres</u>
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Seaboard Ave – Local Roadway	
Plans and/or Studies	Southwest Vision Plan	
Site Utilization	Current: Church	Proposed: Multi-Family Residential
Land Use / Zoning	Current: LDR	Proposed: MDR
Development Standards for Impact Assessment	Current: 5 DU per Acre	Proposed: 15 DU per Acre
Development Potential	Current: 24 DU	Proposed: 73 DU
Net Increase or Decrease in Maximum Density	Increase of 49 DU	
Net Increase or Decrease in Potential Floor Area	Not Applicable	
Population Potential	Current: 63 people	Proposed: 171 people
Special Designation Areas		
Aquatic Preserve	NO	
Septic Tank Failure Area	YES	

Development Analysis		<u>4.91 Acres</u>
Airport Environment Zone	150 ft. Height Restriction Zone for NAS Jax	
Industrial Preservation Area	NO	
Cultural Resources	NO	
Archaeological Sensitivity	High and Low	
Historic District	NO	
Coastal High Hazard/Adaptation Action Area	NO	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	NO	
Boat Facility Siting Zone	NO	
Brownfield	NO	
Public Facilities		
Potential Roadway Impact	307 Net New Trips	
Potential Public School Impact	17 New Students	
Water Provider	JEA	
Potential Water Impact	Increase of 10,771.0 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 8,078.3 gallons per day	
Potential Solid Waste Impact	Increase of 127.40 tons per year	
Drainage Basin/Sub-basin	Ortega River / Fishing Creek	
Recreation and Parks	Wesconnett Park	
Mass Transit Access	JTA Route 53 (Stop 2451)	
Natural Features		
Elevations	3 – 20 ft.	
Land Cover	1200: Residential, medium density – 2-5 DU/Acre	

Development Analysis		<u>4.91 Acres</u>
Soils	75: Urban land-Hurricane-Albany complex, 2: Albany fine sand, and 67: Surrency loamy fine sand	
Flood Zones	AE Flood Zone	
Wetlands	6170: Mixed Wetland Hardwoods	
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 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 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 JEA Availability Letter, dated August 27, 2021, identifies one (1) potable water connection point located on Seaboard Avenue. Each lot will require water main construction in the right-of-way and individual water services. Connection to the proposed point of connection is contingent upon inspection and acceptance of the mains by JEA; JEA must approve construction and accept the lines prior to meter issuance.

One (1) existing gravity sewer main connection point is also located 300 feet north of the subject site. If gravity flow cannot be achieved, then Connection to the JEA-owned sewer system for the project will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main.

Transportation

The Planning and Development Department completed a transportation analysis (memo on file) and determined that the proposed amendment has the potential to increase 307 net new daily vehicular trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) 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. 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 located in Mobility Zone 7.

The subject site is accessible via Seaboard Avenue, an unclassified facility. The proposed MDR development will generate approximately 307 net new daily trips and should not have any significant impacts on the external roadway network.

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 4.91 acre proposed land use map amendment has a development potential of 73 multi-family dwelling units. The proposed development was analyzed per 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 outlined 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) 2
 - 2021/2022 enrollment: 5,958
 - Current Utilization: 73%
 - New Student Development from Amendment: 9
 - 5-year Utilization: 76%
 - Available seats in CSA 2: 2,231
 - Available seats in adjacent CSA(s): 1 and 8 is 9,612

- Middle School
 - CSA 2
 - 2021/2022 enrollment: 2,640
 - Current Utilization: 70%
 - New Student Development from Amendment: 3
 - 5-year Utilization: 82%
 - Available seats in CSA 2: 85
 - Available seats in adjacent CSA(s): 1 and 7 is 1,309

- High School
 - CSA 2
 - 2021/2022 enrollment: 3,122
 - Current Utilization: 80%
 - New Student Development from Amendment: 5
 - 5-year Utilization: 91%
 - Available seats in CSA 2: 671
 - Available seats in adjacent CSA(s): 1 and 8 is 1,057

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.

- **Timucuan Elementary School #98**
 - CSA 2
 - Amendment Student Generation: 9
 - School Capacity including permanent spaces and portables: 639
 - Current Enrollment 20-day county for 2021/2022: 487
 - Percent Occupied: 76%
 - 4-year Projection: 91%

- **Westside Middle School #207**
 - CSA 2
 - Amendment Student Generation: 3
 - School Capacity including permanent spaces and portables: 1,029
 - Current Enrollment 20-day county for 2021/2022: 604
 - Percent Occupied: 59%
 - 4-year Projection: 58%

- **Westside High School #241**
 - CSA 8
 - Amendment Student Generation: 5
 - 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%

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.

Airport Environment Zone

The site is located within the 150 foot Height and Hazard Zone for the Naval Air Station Jacksonville (NAS JAX). 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 the safe navigation of aircraft as required by Section 656.1005.1(d). This land use amendment was reviewed by the Navy and recommended approval. The applicant is required to disclose requirements when the property is within the Military Notice Zone.

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.

This land use amendment was routed to the Navy for further review. After analysis, this amendment is recommended for approval. Due to the site residing in a Military Notice Zone, the Navy asks that the applicant be fully aware of the need for disclosure requirements.

Septic Tank Failure Area

The property is located in an identified septic tank failure area. The City shall continue the effort to phase out septic tanks in defined failure areas in order to comply with Chapter 751, Jacksonville Ordinance Code. See policies of the Infrastructure Element below:

Infrastructure Element, Sanitary Sewer Sub-Element

Policy 1.2.4 Existing septic tanks for estimated wastewater flows of 600 or less gallons per day (gpd) shall connect to the collection system of a regional

- utility company provided that gravity service is available via a facility within a right-of-way or easement, which abuts the property.
- Policy 1.2.5 Existing septic tanks for estimated wastewater flows exceeding 600 gallons per day (gpd) shall connect to the collection system of a regional utility company provided that a facility abuts or is within 50 feet of the property.
- Policy 1.2.8 The City shall continue the effort to phase out septic tanks in defined failure areas in conformance with Chapter 751, Ordinance Code (Septic Tank Superfund).

This proposed development site has access to JEA water and sewer pursuant to JEA Availability Letter.

Flood Zones

Approximately 0.39 acres 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 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.

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such, based upon the city’s geographic information data, the Planning and

Development Department has determined the general location, type(s), size, quality, and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies. *The category II wetlands identified on the site are scheduled to be reviewed by the Jacksonville Waterways Commission on November 10, 2021.*

Wetlands Characteristics:

Approximate Size: 0.31 Acres

General Location(s): The wetlands are located towards the southwestern corner of the site along Fishing Creek

Quality/Functional Value: The wetland has a high functional value for water filtration attenuation and floodwater capacity and is located in flood zones, yet has an indirect impact on the City's waterways.

Soil Types/ Characteristics: Urban Land-Hurricane-Albany Complex (75) – somewhat poorly drained soil type. This soil forms in sandy and loamy sediments in lower coastal plains.

Albany Fine Sand (2) – nearly level and gently sloping, somewhat poorly drained sandy soil type. This soils forms in thick deposits of sandy and loamy marine sediments.

Surrency Loamy Fine Sand (67) – nearly level, very poorly drained soil type. It is formed in thick sandy and loamy marine sediments. It occurs on flood plains and in depressions.

Wetland Category: Category II

Consistency of Permitted Uses: Uses consistent with CCME Policy 4.1.5

Environmental Resource Permit (ERP): ERP not provided by the applicant.

Wetlands Impact: There is insufficient information to determine impacts.

Associated Impacts: The wetlands are located within the AE Flood Zone.

Relevant Policies:

2030 Conservation Coastal Management Element

Objective 4.1 The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes. In order to achieve this objective and its associated policies, the City shall continue to work with the applicable regional, state, and federal agencies charged with these regulatory responsibilities.

- Policy 4.1.1 The City of Jacksonville has identified three categories of wetlands, as more specifically depicted on Maps C-3 and L-5:
- Category I wetlands shall mean those wetlands classified as Saltwater Marshes;
 - Category II wetlands shall mean those wetlands classified as Riverine/Estuarine; and
 - Category III wetlands shall mean those wetlands not classified as Category I or II wetlands.

Policy 4.1.3

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

(a) Encroachment

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

(b) No net loss

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

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

(c) Floodplain protection

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

(d) Stormwater quality

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

- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
 - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) **Septic tanks**
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and
- (f) **Hydrology**
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

Policy 4.1.5

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

(1) Conservation uses, provided the following standards are met:

(a) Dredge and fill

Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(2) Residential uses, provided the following standards are met:

(a) Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

- i density shall not exceed one (1) dwelling unit per five (5) acres; and
- ii buildings shall be clustered together to the maximum extent practicable; and
- iii dredging or filling shall not exceed 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(3) Water-dependent and water-related uses, provided the following standards are met:

(a) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(b) Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

(4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

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

(6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

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

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 11, 2021, the required notices of public hearing signs were posted. Fifty-two (52) 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 October 18, 2021. No one from the public attended the meeting.

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 Urban Priority Area (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 intends 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 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 development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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 (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 LDR land use category in the Urban Area is intended to provide for low density residential development. Single-family residential uses are the predominant development typology in this category. The maximum gross density in the Urban Area shall be seven (7) units per acre when full urban services are available to the site, and there shall generally be no minimum density.

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 that are supplied with full urban services and in locations that serve as a transition between commercial and residential land uses. Multi-family and single-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.

The subject site is located at 5902 Seaboard Avenue, between Talton Lane, a private road, and 110th Street, a local roadway and is approximately ¼ of a mile south of Timuquana Road, a minor arterial roadway. The JEA Letter indicates that under special conditions the site can be served by public water and sewer services consistent with FLUE Policy 1.2.9. A mobile home park, with an LDR land use designation, abuts the subject site to the north. To the east of the site and across Seaboard Avenue, properties are designated as MDR. Single-family residential uses are south of the subject site, with a land use category of LDR. Therefore, the proposed land use amendment promotes a compact, compatible, and balanced land development pattern consistent with FLUE Goal 3 and Policy 1.1.22.

The subject site is currently underutilized given that the majority of the site is vacant land and is located in the Urban Area with access to full urban services. The proposed amendment to MDR would allow for increased housing options on an underutilized property within the Urban Area, and as such, it is consistent with FLUE Objectives 3.1 and 6.3 and Policy 3.1.6. The site will have a negligible impact on the amount of land needed to accommodate single-family or multi-family residential uses. The proposed amendment to MDR maintains a balance in the area. Therefore, the 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 "Traditional Building Area" and Cedar River Character Area of the Southwest Jacksonville Vision Plan (September 2003). 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 traditional building area, spur in-town development." The proposed land use amendment would allow for additional housing options on an underutilized property, thereby spurring in-town development. Given this, the proposed amendment is consistent 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:

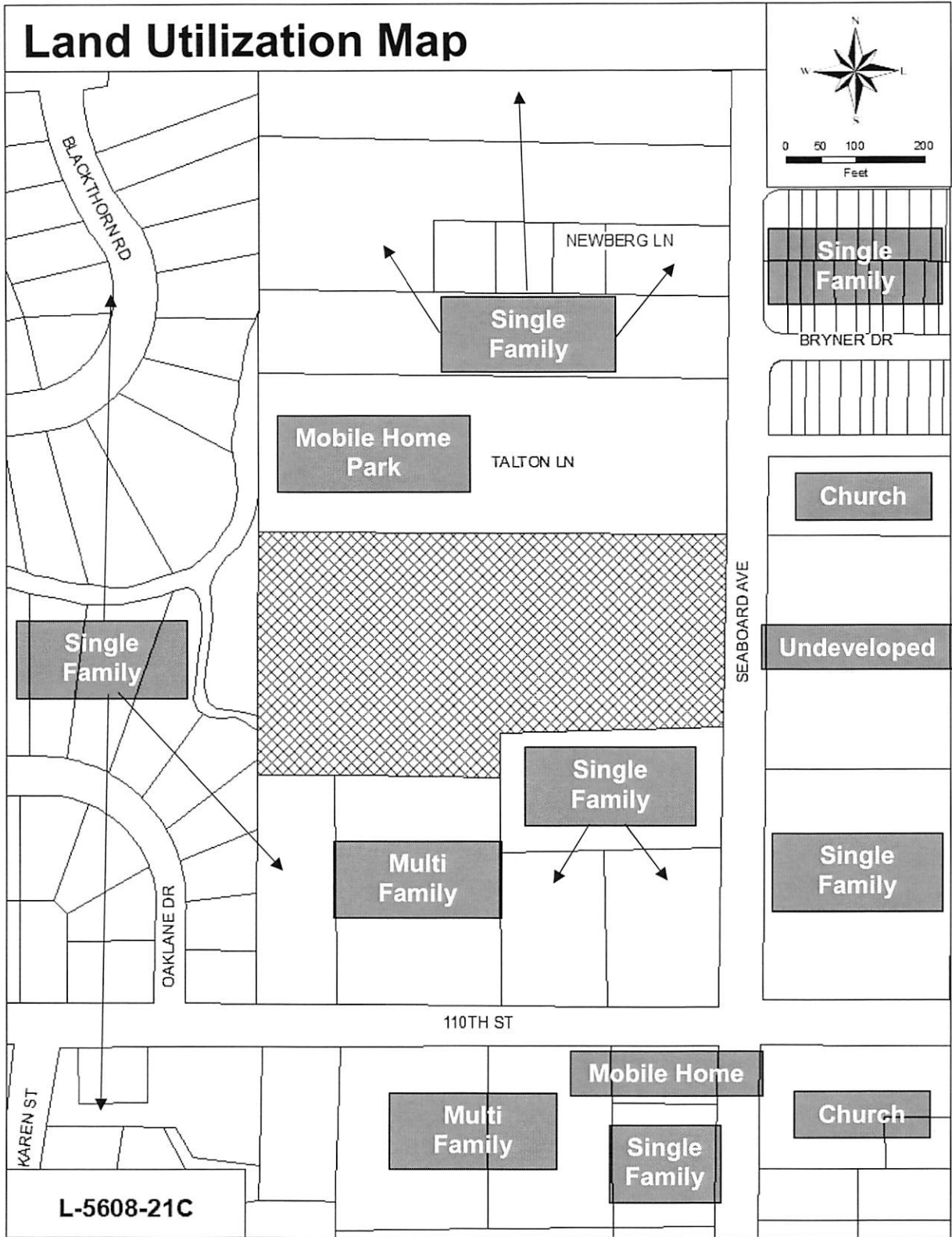
Objective: Housing Options That Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure

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 Southwest Planning District.

LAND USE AMENDMENT SITE LAND UTILIZATION MAP



LAND USE AMENDMENT SITE LOCATION AND
CURRENT LAND USE MAP

