

# 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

April 8, 2021

The Honorable Tommy Hazouri, President  
The Honorable Michael Boylan, LUZ Chair  
And Members of the City Council  
117 West Duval Street  
Jacksonville, Florida 32202

**RE: Planning Commission Advisory Report / Ordinance No. 2021-134/Application No. L-5520-21A**

Dear Honorable Council President Hazouri, Honorable Council Member and LUZ Chairman Boylan 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 2021-134 on April 8, 2021.

P&DD Recommendation

**APPROVE**

PC Issues:

None

**PC Vote:**

**7-0 APPROVE**

Joshua Garrison, Chair

Aye

Dawn Motes, Vice-Chair

Absent

David Hacker, Secretary

Aye

Marshall Adkison

Aye

Daniel Blanchard

Aye

Ian Brown

Aye

Alexander Moldovan

Aye

Jason Porter

Aye

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

Sincerely,

*Kristen D. Reed*

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

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

**Large-Scale Future Land Use Map Amendment – April 2, 2021**

**Ordinance/Application No.:** 2021-134 / L-5520-21A

**Property Location:** On the west side of Main Street North between Pecan Park Road and Max Leggett Parkway

**Real Estate Number(s):** 108137-0000

**Property Acreage:** 92.20 Acres

**Planning District:** District 6, North

**City Council District:** District 7

**Applicant:** Paul Harden, Esquire

**Current Land Use:** LI

**Proposed Land Use:** MDR

**Development Area:** Suburban Area

**Current Zoning:** IL

**Proposed Zoning:** PUD

***RECOMMENDATION: APPROVE, subject to the wetlands on the property being placed in the CSV land use category for the Adoption Round of this large scale land use amendment.***

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

To develop for residential use.

**BACKGROUND**

The 92.20 acre subject site is located on the west side of Main Street, approximately 0.6 of a mile south of Pecan Park Road. The parcel is within Planning District 6, Council District 7 and within the boundary of the North Jacksonville Vision Plan. The applicant is proposing a future land use map amendment from Light Industrial (LI) to Medium Density Residential (MDR) and a companion rezoning from Industrial Light (IL) to Planned Unit Development (PUD). The rezoning application is not required for the transmittal round of

legislation and will be processed during the adoption round of this large-scale future land use map amendment.

The subject site is currently undeveloped with approximately 31 acres of Category III wetlands on site. This section of Main Street is two lanes without sidewalks and classified as a principal arterial roadway. The area east of the site across Main Street is in the Community General Commercial (CGC) and Low Density Residential (LDR) land use categories. While the commercial areas are mostly vacant, the residential areas include single-family residential neighborhoods. Abutting the property both to the north and south are lands in the LI land use category that include some vacant land and warehouse/distributions uses.

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

North: Land Use: L I  
Zoning: I L  
Property Use: Vacant/undeveloped, Warehousing

South: Land Use: L I  
Zoning: I L  
Property Use: Warehousing/ Distribution areas

East: Land Use: CGC and LDR  
Zoning: Commercial Community General-2 (CCG-2), PUD, Rural Residential-Acre (RR-Acre)  
Property Use: vacant commercial land, single-family residential neighborhoods

West: Land Use: L I  
Zoning: I L  
Property Use: Undeveloped land

## **IMPACT ASSESSMENT**

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

## Impact Assessment Baseline Review

<b>Development Analysis</b>		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Main Street (SR 5) / principal arterial	
Plans and/or Studies	Dunn Avenue & Main Street Corridor Redevelopment Plan / North Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Residential uses
Land Use / Zoning	Current: L I / I L	Proposed: MDR / PUD
Development Standards for Impact Assessment	Current: 0.40 FAR	Proposed: 15 DU / acre
Development Potential	Current: 1,606,492.8 square feet	Proposed: 1,383 Units
Net Increase or Decrease in Maximum Density	Increase of 1,383 Units	
Net Increase or Decrease in Potential Floor Area	Decrease of 1,606,492.8 square feet of L I uses	
Population Potential	Current: Not Applicable	Proposed: 3,250 people
<b>Special Designation Areas</b>		
Aquatic Preserve	Not applicable	
Septic Tank Failure Area	Not applicable	
Airport Environment Zone	150' Height Restriction Zone (Jacksonville International Airport)	
Industrial Preservation Area	Not applicable	
Cultural Resources	Not applicable	
Archaeological Sensitivity	Low Sensitivity	
Historic District	Not applicable	
Coastal High Hazard/Adaptation Action Area	Not applicable	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	Not applicable	
Boat Facility Siting Zone	Not applicable	
Brownfield	Not applicable	
<b>Public Facilities</b>		
Potential Roadway Impact	2,156 net new trips	
Potential Public School Impact	458 students	
Water Provider	JEA	
Potential Water Impact	Increase of 270,063 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 205,547 gpd	

<b>Development Analysis</b>	
Potential Solid Waste Impact	Decrease of 1,384.3 tons per year
Drainage Basin/Sub-basin	Broward River / Seaton Creek
Recreation and Parks	Seaton Creek Historic Preserve (northwest of site)
Mass Transit Access	Not served
<b>Natural Features</b>	
Elevations	24 to 34 feet
Land Cover	4110: Pine flatwoods
Soils	14: Boulogne fine sand, 0 to 2 percent slopes ; 32: Leon fine sand, 0 to 2 percent slopes ; 38: Mascotte fine sand, 0 to 2 percent slopes; 66: Surrency loamy fine sand, depressional, 0 to 2 percent slopes; 81: Stockade fine sandy loam, depressional, 0 to 2 percent slopes
Flood Zones	AO –inundated by 100-year flood; 1-3 feet flood depths, average depths determined
Wetlands	Freshwater Non-Forested Wetlands (FLUCFCS 2100); Mixed Scrub-Shrub Wetlands (FLUCFCS 2112); Slash Pine Swamp Forest (FLUCFCS 2224); Ditch/Artificial Intermittent Stream (FLUCFCS 4220)
Wildlife (applicable to sites greater than 50 acres)	See wildlife report on file with the Planning and Development Department

### 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 submitted a JEA letter of availability for the subject site dated January 14, 2021. According to the availability letter, there is a connection point for both water and sewer along the Main Street corridor.

### 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 (on file) and determined that the proposed amendment will result in 2,156 net new daily external trips. This analysis is based upon the comparison of what potentially could be built on that site versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office. A copy of the transportation analysis is on file with the Planning and Development Department.

### 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 located in Mobility Zone 4.

Subject site is accessible via Main Street North, a principal arterial roadway. The proposed project 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**

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 92.20 acre proposed land use map amendment has a development potential of 1,383 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.

The available seats in the CSA and adjacent CSAs include concurrency reservations.

In evaluating the proposed residential development for school concurrency, the following results were documented:

- **Elementary School**
  - Concurrency Service Area (CSA): 7
  - 2020/2021 enrollment: 2,938
  - Current utilization: 82%
  - New student development from amendment: 230
  - 5-year utilization: 67%
  - Available seats in CSA 7: 391
  - Available seats in adjacent CSAs 1 and 8: 8,778
  
- **Middle School**
  - CSA 1
  - 2020/2021 enrollment: 7,607
  - Current utilization: 89%



- New student development from amendment: 100
- 5-year utilization: 98%
- Available seats in CSA 1: 618
- Available seats in adjacent CSAs 2 and 7: 638
- High School
  - CSA 7
  - 2020/2021 enrollment: 2,168
  - Current utilization: 98%
  - New student development from amendment: 128
  - 5-year utilization: 89%
  - Available seats in CSA 7: 43
  - Available seats in adjacent CSAs 1 and 8: 1,584

Capacity issues will be reviewed and processed through the City's 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 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.

- Oceanway Elementary School (ES #270)
  - CSA 7
  - Amendment student generation: 230
  - School capacity including permanent spaces and portables: 680
  - Current enrollment 20 day count for 2020/2021: 572
  - Percent occupied: 84%
  - 4-year projection: 100%
- Oceanway Middle School (MS #62)
  - CSA 1

- Amendment student generation: 100
  - School capacity including permanent spaces and portables: 1009
  - Current enrollment 20 day count for 2020/2021: 1,053
  - Percent occupied: 104%
  - 4-year projection: 83%
- First Coast High School (HS #265)
    - CSA 7
    - Amendment student generation: 128
    - School capacity including permanent spaces and portables: 2,212
    - Current enrollment 20 day count for 2020/2021: 2,168
    - Percent occupied: 98%
    - 4-year projection: 103%

**Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.6 The Planning and Development Department shall maintain and update for planning and permitting purposes, a U.S.G.S. series of topographic maps upon which recorded archaeological sites are shown.

**Airport Environment Zone**

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

Future Land Use Element

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

**Flood Zones**

Approximately 30 acres of the subject site is located within the AO flood zone along the western portion of the site overlapping the wetlands. 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 AO flood zone is defined as areas of relatively shallow flooding within the 100-year floodplain or SFHA. Flood insurance is mandatory within the AO flood zone. 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.

**Wetlands**

Review of City data indicates the potential existence of wetlands on the subject site and as such, a wetlands survey has been provided by the applicant that indicates the 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 is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 31.11 Acres

General Location(s): Category III wetlands throughout the western half of the site. See Wetland Delineation Map provided by the applicant

Quality/Functional

**Value:** The wetland has a medium functional value for water filtration attenuation and flood water capacity due to its isolation, size and having an indirect impact on the City's waterways.

**Soil Types/  
Characteristics:** Surrency loamy fine sand, depressional (66) – This soil series consists of poorly drained soils and has a parent material of sandy and loamy marine deposits. The water table is usually 6 to 18 inches below the surface. Slopes range from 0 to 2 percent.

Stockade fine sandy loam, depressional (81) – This soil series consists of very poorly drained soils and has a parent material of loamy marine deposits. The water table is usually at the surface. Slopes range from 0 to 2 percent.

**Wetland Category:** Category III

**Consistency of  
Permitted Uses:** All permitted uses. Must meet CCME Policies 4.1.3 and 4.1.6

**Environmental Resource  
Permit (ERP):** Not provided by the applicant

**Wetlands Impact:** The companion PUD and site plan will be evaluated for compliance with wetlands policies at the adoption round of this land use amendment.

**Associated Impacts:** AO flood zone is found within the western half of the property and appears to be associated with the Category III wetlands on site.

**Relevant Policies:** CCME Policies 4.1.3 and 4.1.6

**CCME 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.

### **CCME Policy 4.1.6**

The permitted uses within Category III 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) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

(a) Silvicultural uses, 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.

(b) Agricultural uses, provided the following standards are met:

**Best Management Practices: Agriculture**

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

(2) Any use that 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.

### **Wildlife**

The applicant submitted a Listed Wildlife and Habitat Assessment Report identifying habitat types and wildlife survey results of the site.

According to the report, no sensitive species were observed during the site reconnaissance. However, the report outlines that in the review of online databases and potential suitable habitats within the subject area, there were several sensitive wildlife species likely or potentially expected to inhabit the surrounding area. These species may include the Wood Stork, the Eastern Indigo Snake, the Florida Burrowing Owl, the Gopher Tortoise, the Red-cockaded Woodpecker, the Eastern Black Rail, the Frosted Flatwoods Salamander and the Bald Eagle.

Additional information and details are included in the Listed Wildlife and Habitat Assessment Report on file with the Planning and Development Department.

Conservation Coastal Management Element

Policy 3.5.5 The City shall maintain a land development review process for the assessment and protection of listed species and their habitat, which shall apply to issuance of development permits and land clearing, excluding bona fide silvicultural and agricultural activities. Projects which contain areas identified for protection shall be required to incorporate creative project designs through utilization of such measures as clustering, mixed land use designations and transfer of development rights programs. For purposes of Policy 3.5.5, the term listed species shall be limited to listed animal species as defined in the Definitions Section of this Element.

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on March 8, 2021 the eight (8) required notices of public hearing signs were posted. Thirty-nine (39) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on March 15, 2021. One member of the public attended the meeting and did not voice any concerns with the proposed amendment.

## **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.

**Objective 1.1** Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination

- 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 1.1.24 The City will encourage new development to locate in the Urban Core, Southwest, North, and Northwest planning districts through such measures as economic incentives, greater marketing assistance, etc.

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.

Policy 1.5.14 In accordance with the Conservation and Coastal Management Element, the City shall encourage environmentally sensitive areas to be placed in a Conservation land use category, Conservation zoning district, and/or conservation easement.

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

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

Policy 3.1.6 The City shall provide for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

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

Objective 7.1 The City shall consider the impact on the St. John's River and its tributaries when reviewing development, land development

regulations, public infrastructure and investment, and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.

**Objective 7.2** The City shall implement strategies so as to encourage the preservation of environmentally sensitive lands, including lands managed by the Preservation Project Jacksonville (PPJ).

**Recreation and Open Space Element (ROSE):**

**Policy 2.2.2** The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

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

**Policy 2.2.5** All multiple-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development.

According to the Category Description of the Future Land Use Element (FLUE), the L I Future Land Use Category is intended to provide for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemicals and wastes. Generally, light assembly, manufacturing, packing, processing, and storage/warehousing are principal uses in this category.

The Medium Density Residential (MDR) land use category in the Suburban Area is intended to provide 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 subject undeveloped site is located in the North Planning District off of Main Street, a principal arterial roadway, and in an area with access to full urban services. Approximately one-third of the property, 31 acres, throughout the western portion of the site includes Category III wetlands. The environmentally sensitive wetlands are

associated with the AO flood zones and lie between mostly undeveloped light industrial land uses to the west with the I-95 corridor further west and the remainder of the site fronting the Main Street corridor. Placing the on-site wetlands in the Conservation (CSV) land use category would protect the wetlands and flood zone area from development and provide a buffer between the proposed residential uses and the current light industrial uses to the west. The proposed land use amendment, subject to the wetlands on the property being placed in the CSV land use category for the adoption round of the land use amendment, would preserve the existing natural resources and sustain the environment consistent with FLUE Objectives 7.1 and 7.2 and Policy 1.5.14.

The land development pattern of the immediate area includes light industrial composed of vacant land and warehouse/distributions uses abutting the property both to the north and south on the west side of Main Street. The east side of Main Street includes a mix of commercial uses and low density residential uses; while the commercial areas are mostly vacant, the residential areas include single-family residential neighborhoods. The subject site is less than one mile north from the Max Leggett Parkway commercial corridor and has close access to the mixed use River City Marketplace Town Center and surrounding area at the Max Leggett Parkway / I-95 interchange to serve future residents. The proposed MDR land use category creates a compatible land use pattern that provides a transition between the abutting LI uses and the mix of uses of the larger surrounding area. Given the location of the site along a principal arterial roadway, the combination and compatibility of uses in the area and the infrastructure, utilities and public facilities that serve the site, the proposed amendment is consistent with the MDR Future Land Use Category preference for new designations and with FLUE Goals 1 and 3, Objectives 1.1 and 6.3 and Policies 1.1.22 and 1.2.9.

The proposed land use amendment to the MDR category would allow for the development of residential units which would accommodate new residents to the area and supply additional housing prospects in the North Planning District, consistent with FLUE Objective 3.1 and Policies 1.1.5, 1.1.21, 1.1.24 and 3.1.6. The adoption round of this land use application will include the companion PUD rezoning which will fulfill FLUE Policies 1.1.10 and 1.1.12, and in doing so, provides for an opportunity for innovative site planning and development strategies that integrate the proposed residential development into this area.

Development of the site will be required to comply with ROSE Policies 2.2.2, 2.2.3 and 2.2.5 concerning the adequate provision of open space for residential developments in the Rural and Suburban Development Areas. The companion PUD rezoning will be consistent with these policies.

### **Dunn Avenue and Main Street Corridor Redevelopment Plan**

The amendment site is within the study area of the *North Jacksonville – Dunn Ave. & Main St. Corridor Revitalization Plan*. The site is located within District # 8 (Pecan Park District) of the Main Street segment of the plan. The plan states that this district serves as a transition between urbanizing districts to the south and more rural areas to the north.

The plan calls for the intersection of Pecan Park Road and North Main Street (SR 5) (US 17) to become a node for place-making development. The site is 0.6 of a mile south of the Pecan Park Road intersection. The site is also approximately one mile north of the Max-Leggett Parkway commercial corridor intersection. The land use amendment is consistent with the intent of the corridor plan.

### **North Jacksonville Shared Vision and Master Plan**

The application site lies within the North Jacksonville Shared Vision and Master Plan area. The plan does not identify specific recommendations in the vicinity of the subject site. However, the site is located on Main Street North, a principal arterial road, and is within one mile of Max Leggett Parkway. The area north of I-295 near Max Leggett Parkway and I-95 is identified within the Plan as a town center site. Since the adoption of the Vision Plan in 2003, this area has become a major commercial corridor and town center leading to the River City Marketplace. The proposed land use amendment for residential uses would have close access to the River City Marketplace commercial center at the Max Leggett Parkway / I-95 interchange to serve the future residents.

### **Future Land Use Element**

**Policy 4.1.8B** The City shall evaluate all proposed amendments to the Comprehensive Plan as to their compliance with the area's vision plan and any existing neighborhood plans and studies. Priority shall be given to those amendments with the greatest potential to further the goals and objectives of the vision plans and neighborhood plans and studies.

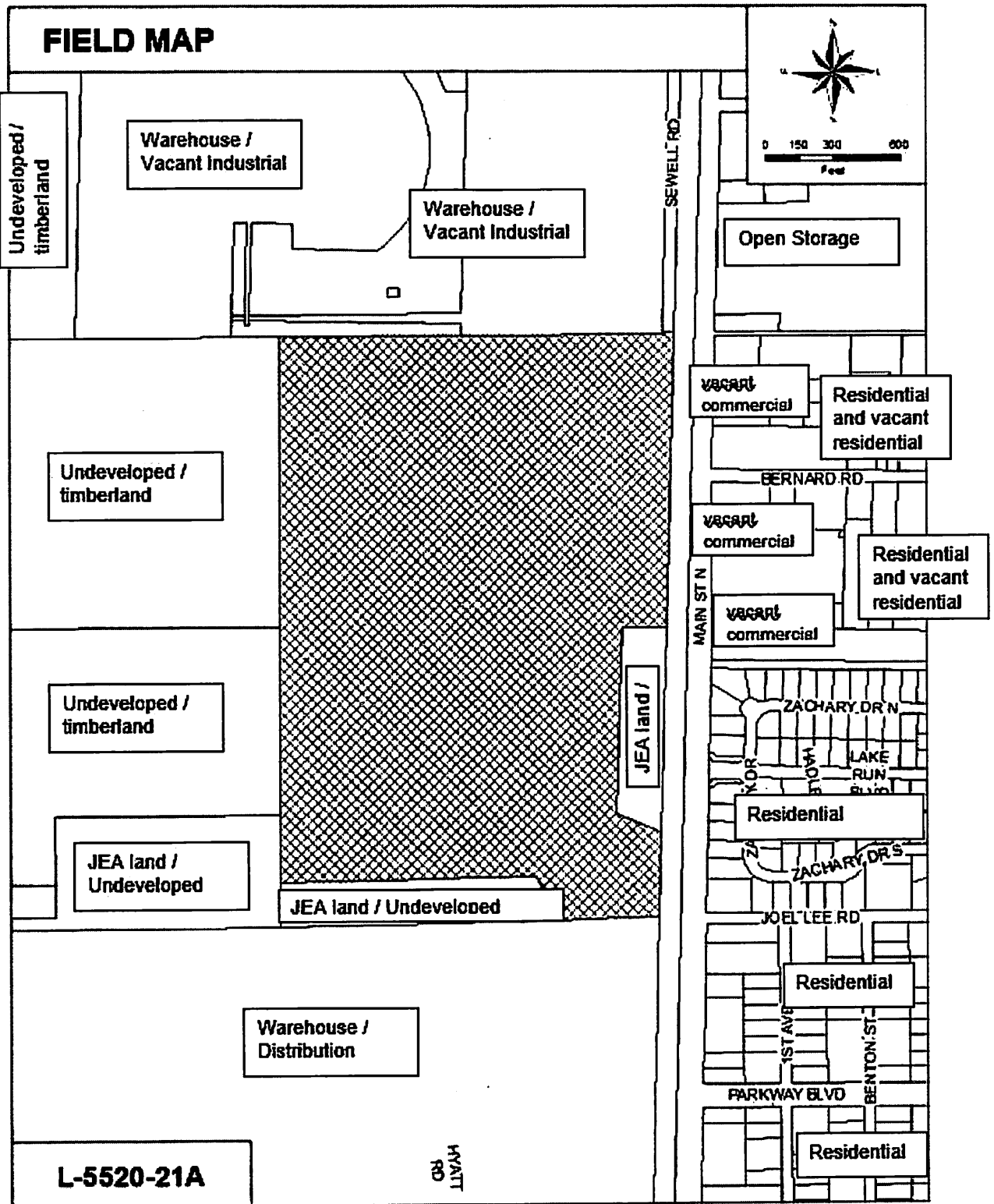
### **Strategic Regional Policy Plan**

The proposed amendment is consistent with the following policy of the Regional Health section of the Strategic Regional Policy Plan:

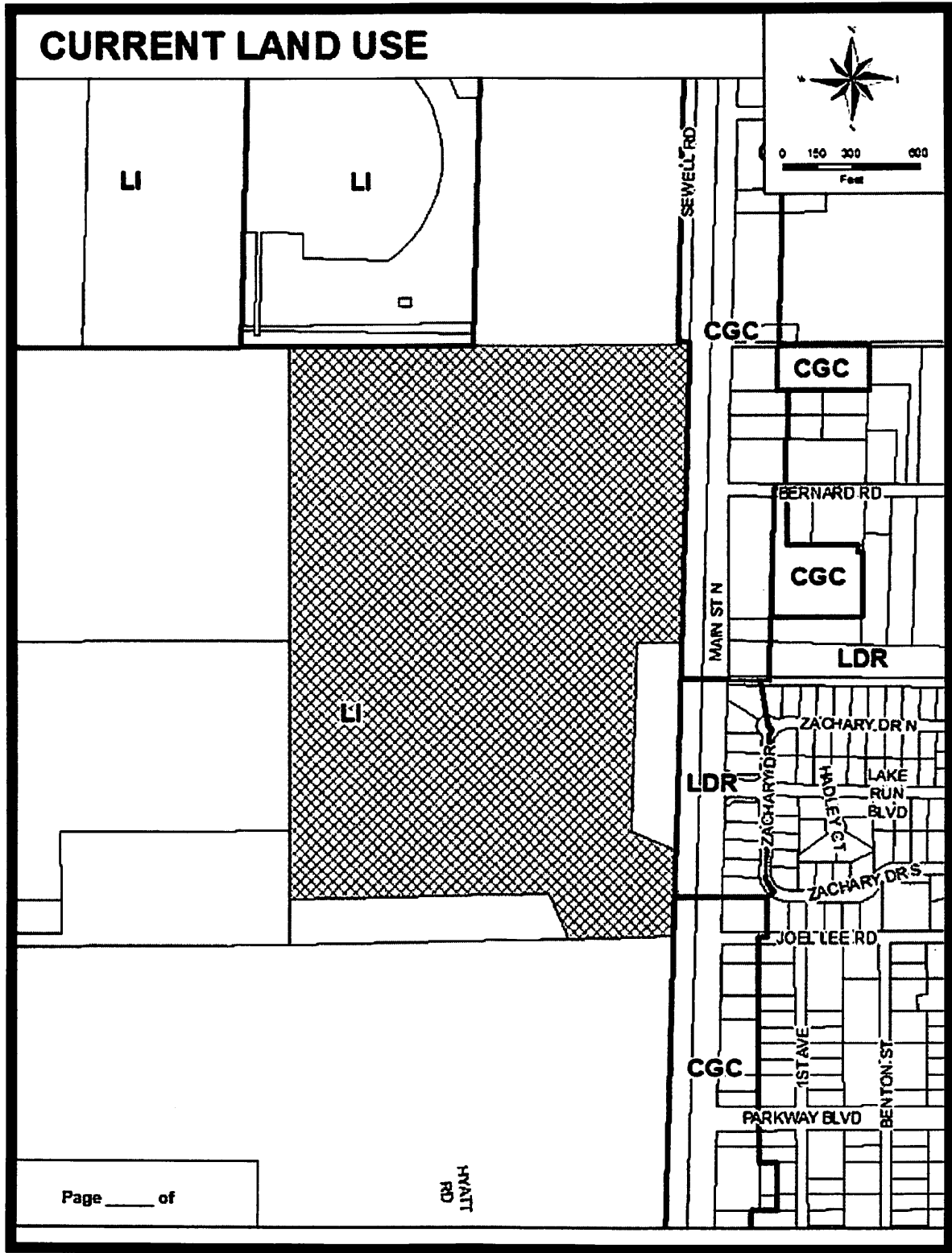
**Policy 21:** The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment is consistent with Policy 21 of the Regional Health section of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional housing choice in the area and would provide infill in an already developed area of the northeast Florida region.

# LAND UTILIZATION / FIELD MAP



**LOCATION AND CURRENT LAND USE MAP**



# WETLAND DELINEATION MAP

Provided by the Applicant

