

Report of the Jacksonville Planning and Development Department

**Application for Change to the
Belfort Station Development of Regional Impact (DRI) – September 13, 2024**

Ordinance: 2024-662

General Location of DRI: The DRI is located on Philips Highway (US 1), southeast of the intersection with Philips Highway (US 1) and J. Turner Butler Boulevard (SR 202).

Planning District: District 3, Southeast

City Council District: District 11

Applicant: Cyndy Trimmer, Esquire

RE# of Site Specific Changes: 152578-2080

Requested Action: Remove a 2.93 acre site from the DRI located along the southern boundary of the DRI. There are no proposed changes to the language of the development order and no changes to the development rights/entitlements of the DRI.

RECOMMENDATION: ***APPROVE***

BACKGROUND/SUMMARY

The Belfort Station Development of Regional Impact (DRI) is approximately 101 acres in size; DRI approval was received from the City of Jacksonville in 1974 with DRI Development Order Resolution 74-690-243. As originally approved, the Belfort Station DRI permitted regional shopping center, commercial, warehouse, light industrial, and office uses. In 1988, Substantial Deviation Resolution 88-358-165 identified acreage within the DRI that was re-designated as the Galleria DRI. The Galleria DRI is now separate from the Belfort Station DRI. The Belfort Station DRI includes a mix of office, warehouse and light industrial uses and is located southeast of the intersection with Philips Highway (US 1) and J. Turner Butler Boulevard (JTB) (SR 202). Just north of the DRI at the southeast quadrant of the JTB and Philips Highway intersection is the Galleria DRI which encompasses 63.43 acres of retail, office and commercial uses. To the south of the DRI along Philips Highway, are offices and showrooms. West of the DRI is a mix of commercial and industrial uses.

The change to the DRI includes the removal of a 2.93 acre site (RE# 152578-2080) located along the southern boundary of the DRI. The Master Plan Map H to the DRI would be modified with the subject site removed.

Due to the age of the DRI and Development Order (1974), a build-out and termination date for the DRI was overlooked and never included in the DRI. While the Belfort Station DRI is now close to build-out, with little land left for development and few development rights remaining, one of the entities that held remaining development rights is now defunct with no path for other entities to obtain the rights. With no Master Developer to force an expiration date to the DRI, the removal of the subject parcel will allow for development of a vacant and underutilized site in the Urban Priority Area where infill development is encouraged at urban densities.

The proposed removal of the parcel from the boundaries of the DRI requires an application adopted through local legislation. Companion changes to the Land Use Category from Business Park (BP) to High Density Residential (HDR) (Ordinance 2024-660) and Planned Unit Development (PUD) zoning (Ordinance 2024-661) are being processed concurrent with the subject application. The subject 2.93 acre site will be used for the development of high density multi-family residential with approximately 160 dwelling units.

The removal of the site from the Belfort Station DRI will require the proposed development to be subject to the Mobility Fee System for impacts to the surrounding area. No vested mitigation efforts from the Belfort Station DRI would be used for the development of the subject property.

See attached location, land use and Map H maps for further clarification.

Review and Analysis

Vision Plan

The site is located within the boundaries of the Southeast Jacksonville Vision Plan located in an area the plan identifies as an Activity Center for office and mixed uses along a Major Transportation Corridor, Philips Highway. Guiding Principle Two describes redevelopment in this area as one of the greatest opportunities to support growth in the District. Additionally, the proposed changes are consistent with the Vision Plan's Guiding Principle Four to "provide for economic growth". This principle focuses on integrating and coordinating this area of the district into an area-wide plan of commercial, industrial, and residential and therefore, contributes to economic growth as encouraged under Guiding Principle Four.

Industrial Zones

The Belfort Station DRI is located within the "Industrial Situational Compatibility" Zone. Industrial Sanctuary and Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Element of the 2045 Comprehensive Plan as strategically located industrial lands that may be suitable

for future industrial expansion and economic development. While Future Land Use Element Policy 3.2.24 addresses the protection of Light Industrial (LI) and Heavy Industrial (HI) designated lands, the policy does not address the protection of Business Park (BP) designated lands.

Future Land Use Element

Policy 3.2.24 Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map, lands designated Heavy Industrial, Light Industrial or Water Dependent/Water Related on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for development that supports and is compatible with nearby industrial uses.

Land Use Categories

The Business Park (BP) land use category of the Future Land Use Element of the 2045 Comprehensive Plan is intended to provide compact medium to high intensity office development. Development which includes medium to high density residential uses is preferred. The applicant intends to utilize the property for multi-family residential uses associated with the High Density Residential (HDR) land use category. HDR in the Urban Priority Area is intended to provide compact high density residential development and transitional uses between lower density residential uses and commercial or office uses and public and semi-public use areas. High rise multi-family and mixed use developments should be the predominant development typology in this category. In order to allow for residential uses on the subject site, a companion land use change to HDR has been submitted with Application L-5970-24C, Ordinance 2024-660.

2045 Comprehensive Plan

The proposed Application for Change to the DRI is consistent with the following Objective and Policies of the **Future Land Use Element** of the 2045 Comprehensive Plan.

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.

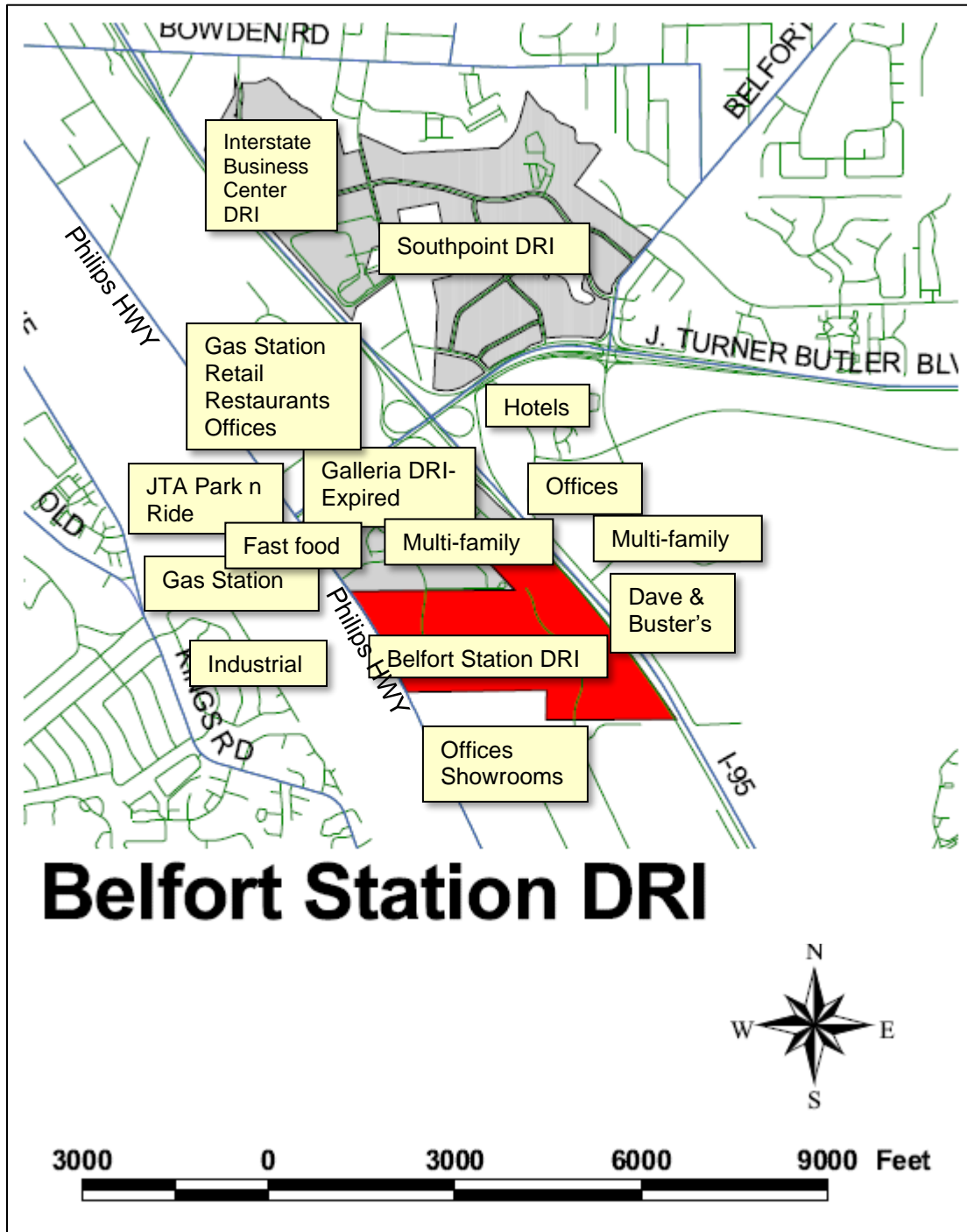
Objective 3.1 Continue to maintain adequate land designated for residential uses which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for residents. Protect single-family residential neighborhoods by requiring that any other land uses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

Policy 3.1.5 The City shall provide opportunities 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.

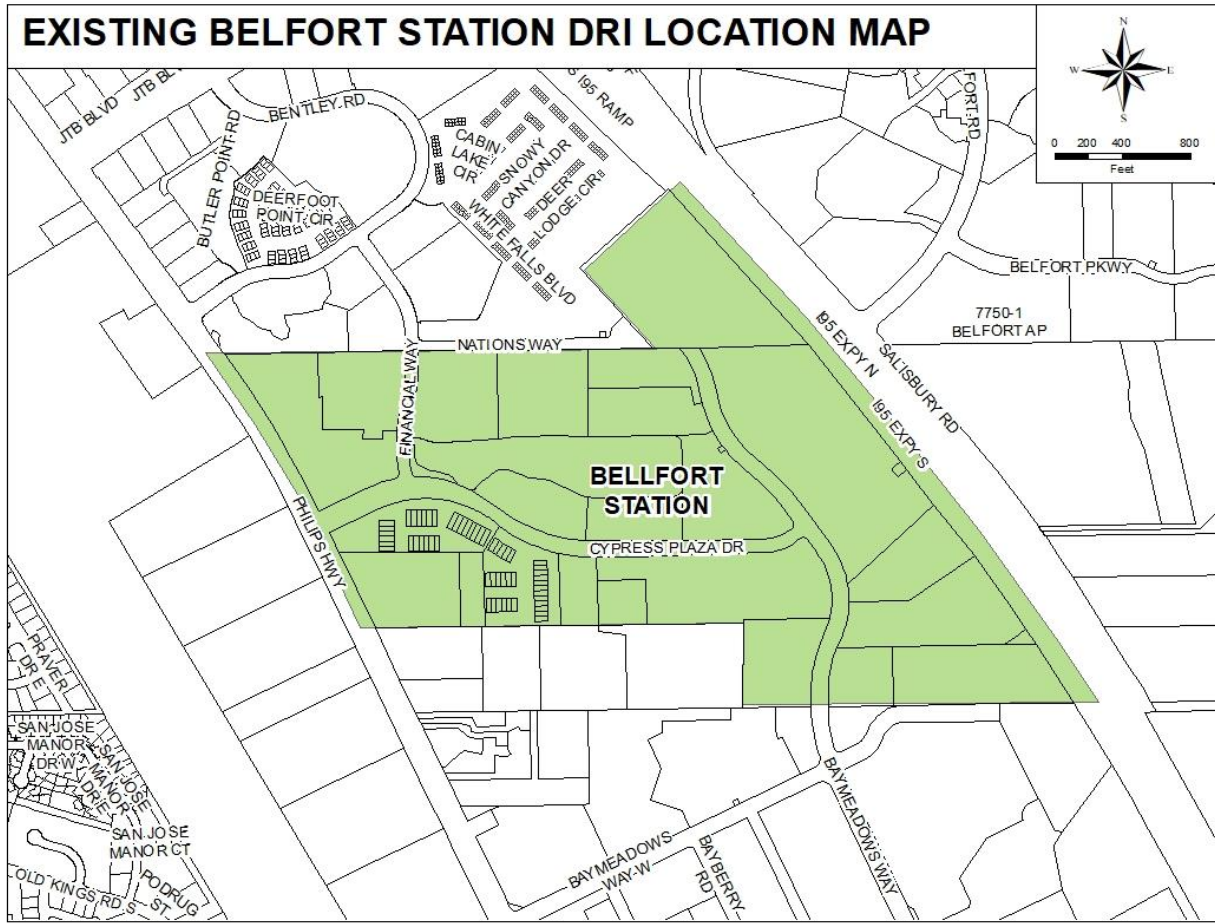
Policy 3.1.12 The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

The proposed change facilitates the original plan to allow for a mix of uses in the larger area as intended in the development of the multi-use DRI by removing the parcel from the DRI to allow an additional location for residential uses furthering the project's consistency with Goal 3, Objective 3.1, and Policy 3.1.6 of the Future Land Use Element.

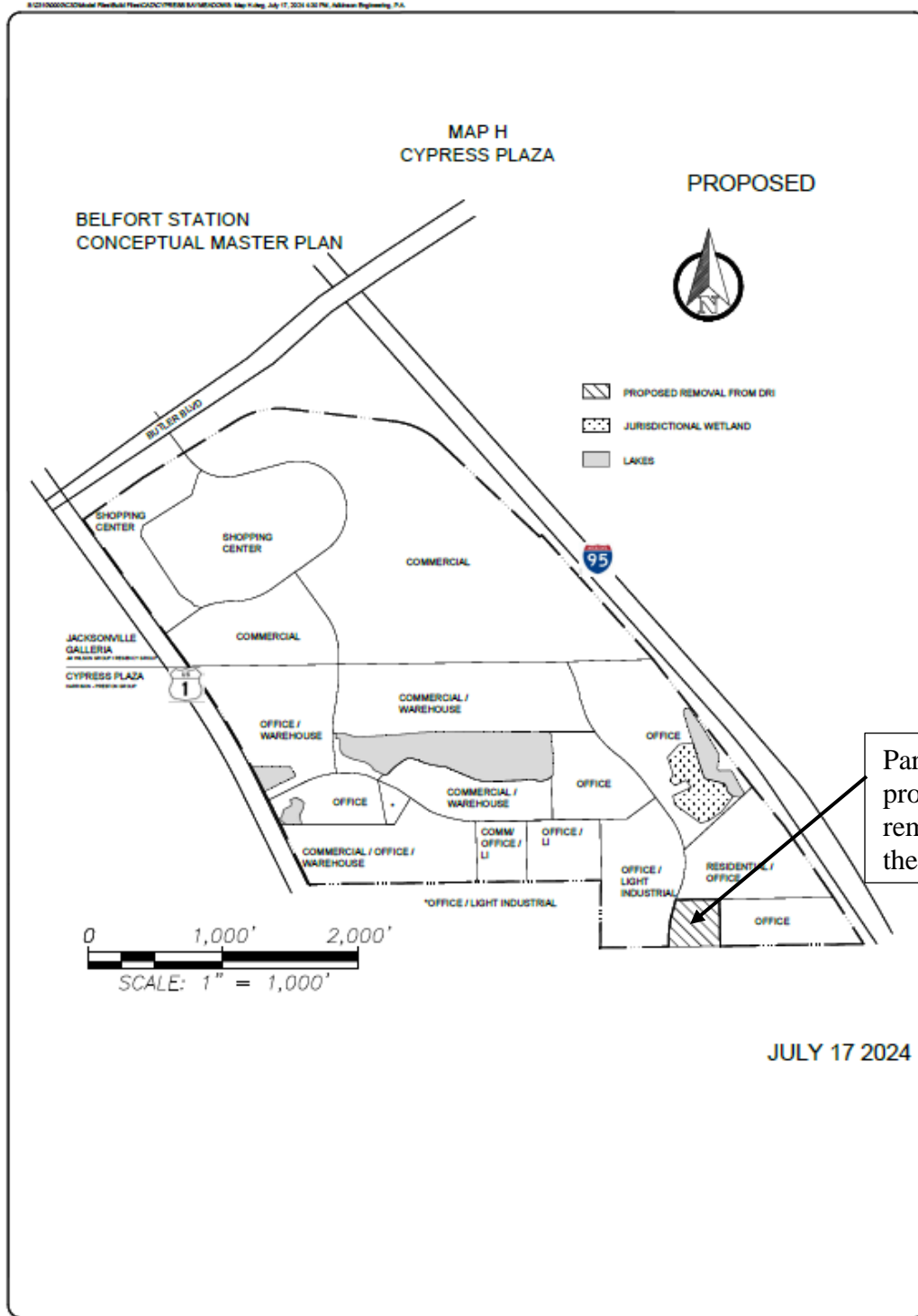
Location/Field Map to the Belfort Station DRI



Existing Boundaries of Belfort Station DRI



Proposed Belfort Station DRI Master Plan Map H
Parcel to be removed is identified



Parcel proposed for removal from the DRI

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Current Land Use Map to the Belfort Station DRI
with Proposed Parcel Removed

