

City of Jacksonville, Florida

Lenny Curry, Mayor

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Jacksonville, FL 32202
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July 22, 2021

The Honorable Samuel Newby, President
The Honorable Rory Diamond, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2021-341/Application No. L-5492-20C

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 2021-341 on July 22, 2021.

P&DD Recommendation

APPROVE

PC Issues:

None

PC Vote:

6-0 APPROVE

Joshua Garrison, Chair

Aye

Dawn Motes, Vice-Chair

Absent

David Hacker, Secretary

Aye

Marshall Adkison

Aye

Daniel Blanchard

Aye

Ian Brown

Aye

Alexander Moldovan

Absent

Jason Porter

Aye

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

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment
REVISED July 23, 2021

Ordinance/Application No.: 2021-341/ L-5492-20C

Property Location: In the southwest corner of the intersection of Starratt Road and Airport Center Drive

Real Estate Number(s): 106936 7000

Property Acreage: 7.80 acres

Planning District: District 6, North

City Council District: District 7

Applicant: Paul Harden, Esquire

Current Land Use: Low Density Residential (LDR) – 3.9 acres and Community/General Commercial (CGC) – 3.9 acres

Proposed Land Use: Medium Density Residential (MDR) with site specific FLUE Policy 4.4.21

Current Zoning: Commercial Community/General - 1 (CCG-1)
Residential Rural – Acre (RR-Acre)

Proposed Zoning: Planned Unit Development (PUD)

Development Boundary: Suburban Area

RECOMMENDATION: **APPROVE**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To develop multi-family residential.

BACKGROUND

The 7.80 acre subject site is located on the west side of Starratt Road, a collector road, between Airport Center Drive, an unclassified four-lane divided road, and Perdue Road, a local road. The applicant is proposing a Future Land Use Map (FLUM) amendment from Low Density Residential (LDR) and Community/General Commercial (CGC) to Medium Density Residential (MDR) with site specific FLUE Policy 4.4.21 (detailed below

and included as Exhibit 3, dated May 25, 2021, to Ordinance 2021-341) and a companion rezoning from Commercial Community/General-1 (CCG-1) and Residential Rural-Acre (RR-Acre) to Planned Unit Development (PUD) to allow for the development of multi-family residential uses.

In 2008 the eastern 3.9 acres of the subject site was changed from LDR to CGC, pursuant to Ordinance 2008-549-E. In addition to this change on the subject site, there have been several other proximate land use amendments throughout the years including, Ordinance 2010-486-E, which changed the land use of a 5.97 acre site located to the northwest of the subject site from LDR to Residential Professional Institutional (RPI). Southwest of the subject site, a 0.57 of an acre site was changed from LDR to RPI to allow for office uses pursuant to Ordinance 2016-388-E. Southeast of the subject site, two land use amendments occurred in 2000. Ordinance 2000-1133-E amended the land use of a 7.3 acre site from LDR to CGC. This site has remained undeveloped. Ordinance 2000-1135-E amended a 7.3 acre subject site from CGC to LDR to allow for the development of single-family residential uses.

Proposed site specific FLUE Policy 4.4.21

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-341 for a Small-Scale Amendment is approved subject to the following site specific condition:

- Residential development will be allowed at up to two hundred (200) dwelling units.

The site's location on the Starratt Road corridor provides a mix of commercial uses, supportive of a multi-family development. The allowable increase in density of the residential development supports FLUE Policy 1.1.25 as it encourages a range of densities and types of residential developments in the area.

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

North: Land Use: LDR, RPI
Zoning: PUD
Property Use: Single-family, utility

South: Land Use: RPI, CGC, LDR
Zoning: CO, PUD, RR-Acre
Property Use: Utility, undeveloped, single-family,

East: Land Use: CGC, LDR
Zoning: PUD
Property Use: Single-family, undeveloped

West: Land Use: LDR
Zoning: RR-Acre, RLD-120
Property Use: Utility, retention pond, single-family

IMPACT ASSESSMENT

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

Where there is not an associated site specific policy or note on the annotated FLUM, the impact assessment incorporates supplemental information for non-residential land use categories that permit residential uses in order to assess the potential impacts. Supplemental information related to these impacts are depicted as scenario 2 in the Impact Assessment Baseline Review Table and, as relevant, in the analysis following the table.

Impact Assessment Baseline Review

Development Analysis		
Development Boundary	Suburban	
Roadway Frontage Classification / State Road	Collector	
Plans and/or Studies	North vision Plan	
Site Utilization	Current: Timber	Proposed: Multi-family residential
Land Use / Zoning	Current: LDR and CGC/RR-Acre and CCG-1	Proposed: MDR/PUD
Development Standards for Impact Assessment	Current: Scenario 1: LDR- 5 Dwelling Units per acre CGC - 100% 0.35 FAR Scenario 2: LDR- 5 Dwelling Units Per acre CGC - 80% residential at 15 Dwelling Units per acre and 20% non- residential at 0.35 FAR	Proposed: Site Specific Policy 4.4.21: Up to 200 Dwelling Units.
Development Potential	Current: Scenario 1: 19 Dwelling Units and 59,459.4 sq. ft. Scenario 2: 65 Dwelling units and 11,891.8 sq. ft.	Proposed: Site Specific Policy 4.4.21: 200 DU Dwelling Units
Net Increase/Decrease in Maximum Density	Scenario 1: Increase of 181 Dwelling Units Scenario 2: Increase of 135 Dwelling Units	
Net Increase/Decrease in Potential Floor Area	Scenario 1: Decrease of 59,459.4 sq. ft. Scenario 2: Decrease of 11,891.8 sq. ft.	
Population Potential	Current: Scenario 1: 50 people	Proposed: 470 people

Development Analysis	
	Scenario 2: 172 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	Low
Historic District	No
Coastal High Hazard/Adaptation Action Area	No
Groundwater Aquifer Recharge Area	No- Discharge
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	Scenario 1: no net new daily trips Scenario 2: 432 net new daily trips
Potential Public School Impact	65 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 38,973 gallons per day Scenario 2: Increase of 31,130.41gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 29,229.77 gallons per day Scenario 2: Increase of 23,347.8 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 375.46 tons per year Scenario 2: Increase of 331.97 tons per year
Drainage Basin/Sub-basin	Dunn Creek
Recreation and Parks	Tom Marshall Park
Mass Transit Access	No
Natural Features	
Elevations	20 feet
Land Cover	6250- Hydric pine flatwoods
Soils	38 Mascotte-fine sand
Flood Zones	No

Development Analysis	
Wetlands	No
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 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).

According to the application, development resulting from the amendment will be connected to JEA water and sewer facilities.

Future Land Use Element

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

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Department, and determined that the proposed amendment from Low Density Residential (LDR) and Community/General Commercial (CGC) has an existing development potential as 100% residential and a proposed development potential under scenario 1 as 100% commercial and under scenario 2 as 80% residential with 20% non-residential uses. If the land use is amended to Medium Density Residential (MDR), development could result in no net new daily trips under scenario 1 or 432 net new daily trips under scenario 2. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

Transportation Element

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

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the

landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that the City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads, road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policy 2.4.2 of the TE of the 2030 Comprehensive Plan requires that the City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 3.

Subject site is accessible via Starratt Road, a collector facility and Airport Center Drive East. The proposed development is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with the Traffic Engineer to ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment.

School Capacity

The 7.8 acre proposed land use map amendment has a development potential of 200 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:

- Elementary School
 - Concurrency Service Area (CSA) 7
 - 2020/2021 enrollment: 2,938
 - Current utilization: 82%
 - New student development from amendment: 33
 - 5-year utilization: 84%
 - Available seats in CSA 7: 469
 - Available seats in adjacent CSA(s): 1 and 8 is 8,736

- Middle School
 - CSA 1
 - 2020/2021 enrollment: 7,607
 - Current utilization: 89%
 - New student development from amendment: 14
 - 5-year utilization: 98%
 - Available seats in CSA 1: 625
 - Available seats in adjacent CSA(s): 2 and 7 is 604

- High School
 - CSA 7
 - 2020/2021 enrollment: 2,168
 - Current utilization: 98%
 - New student development from amendment: 18
 - 5-year utilization: 89%
 - Available seats in CSA 7: 496
 - Available seats in adjacent CSA(s): 1 and 8 is 1,107

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

Public School Facilities Element

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

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as

provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

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

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

Supplemental School Information:

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

- Oceanway Elementary School
 - CSA 7
 - Amendment student generation: 33
 - School Capacity including permanent spaces and portables: 680
 - Current enrollment 20 day county for 2020/2021: 572
 - Percent Occupied: 84%
 - 4-year projection: 101%

- Oceanway Middle School
 - CSA 1
 - Amendment student generation: 14
 - School Capacity including permanent spaces and portables: 1,009
 - Current enrollment 20 day county for 2020/2021: 1,052
 - Percent Occupied: 104%
 - 4-year projection: 83%

- First Coast High School

- CSA 7
- Amendment student generation: 18
- School Capacity including permanent spaces and portables: 2,212
- Current enrollment 20 day county 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on June 9, 2021, the required notices of public hearing signs were posted. Forty-three (43) 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 June 14, 2021. Two members of the public attended to find out more information about 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.

Policy 1.1.2 As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.

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.

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.

Recreation and Open Space Element (ROSE)

Policy 2.2.2 The City shall require the 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 2.2.5 All multi-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 Department.

Pending Property Rights Element (Ordinance 2021-334)

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

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

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

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

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

According to the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Suburban Area is intended to provide for low density residential development. LDR allows for a maximum gross density of 7 units per acre.

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 DU 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 a development.

Medium Density Residential (MDR) in the Suburban Area is intended to provide compact medium to high density mixed use development. The maximum gross density in the MDR category is 20 units per acre and the minimum gross density shall be greater than 7 units per acre. The MDR is intended to provide medium to high density residential development and transitional uses between low density residential and higher density residential, commercial uses and public and semi-public uses.

The amendment site is located at the signalized intersection of Airport Center Drive and Starratt Road, where the land uses along Starratt Road begin to transition from commercial to residential. The location of the proposed amendment to MDR facilitates that gradual transition and promotes a compatible land use pattern consistent with FLUE Goals 1 and 3, Objective 3.1 and Policy 1.1.10. Furthermore, the density proposed in the associated site specific policy enables a development pattern that includes a range of residential densities and types while also enhancing the existing mix of uses along Starratt Road. Therefore, the amendment is consistent with FLUE Goal 3, Objective 3.1 and Policies 1.1.5, 1.1.12, 1.1.25, and 3.1.6

The amendment site is located in close proximity to major employment, shopping and entertainment centers, including the River City Marketplace, a regional commercial center, the UF Health North hospital and the Jacksonville International Airport. New housing opportunities created by the amendment will continue to support these growing economic centers in a manner that fulfills the intent of FLUE Goals 1 and 3, Objective 3.1 and Policies 1.1.5, 1.1.21 and 3.1.6.

The applicant has proposed a companion Planned Unit Development rezoning, which provides the opportunity to allow innovation in site planning and design, consistent with FLUE Policy 1.1.12. The companion PUD shows the provision of active recreation and open space meeting the requirements of Policy 2.2.2 and 2.2.5 of the Recreation and Open Space Element.

The proposed small scale amendment would have a negligible impact on the amount of CGC designated land throughout the City and it would increase the amount of land available for residential growth. Thus, the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

Vision Plan

The subject property is located within the boundaries of the North Jacksonville Shared Vision and Master Plan (2003). While the plan does not specifically address the area encompassing the subject site, the site is located approximately one mile east of the River City Marketplace, which is an area designated by the plan as the North Jacksonville Town Center. Themes of the Vision Plan include creating economic development and employment opportunities near the Jacksonville International Airport and establishing town centers as mixed-use development focal points. The Marketplace and surrounding development has stimulated efforts to create residential communities and promotes supportive commercial businesses in the surrounding area. One of the main themes identified in the Vision Plan is to establish best development practices that result in the creation of valuable neighborhoods connected to village centers, such as the nearby River City Marketplace.

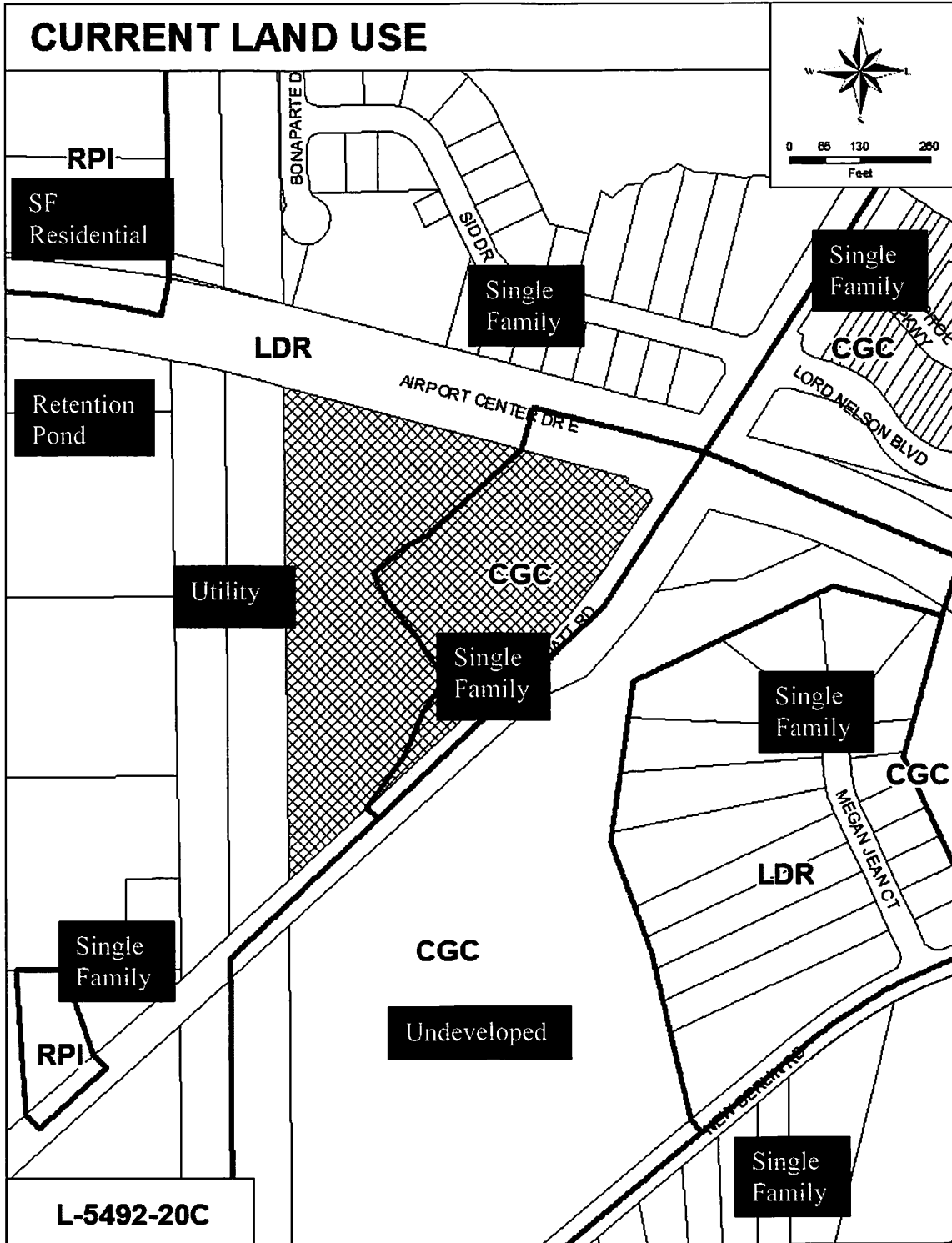
Strategic Regional Policy Plan

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

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

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

LAND USE AMENDMENT
FIELD / LOCATION / CURRENT LAND USE MAP



Site Specific Policy with L-5492-20C / Ordinance 2021-341

FUTURE LAND USE ELEMENT

Policy 4.4.21

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2021-341 for a Small-Scale Amendment is approved subject to the following site specific condition:

- o Residential development will be allowed at up to two hundred (200) dwelling units.

The site's location on the Starratt Road corridor provides a mix of commercial uses, supportive of a multi-family development. The allowable increase in density of the residential development supports FLUE Policy 1.1.25 as it encourages a range of densities and types of residential developments in the area.