



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32203
(904) 630-CITY

www.Jacksonville.gov

November 9, 2023

The Honorable Ronald B. Salem, Pharm. D., President
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2023-702/Application No. L-5855-23C

Dear Honorable Council President Salem, Honorable Council Member and LUZ Chairman Carrico 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 2023-702 on November 9, 2023.

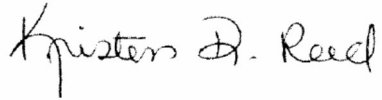
P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	9-0 APPROVE

Charles Garrison, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Julius Harden	Aye
Moné Holder	Aye
Ali Marar	Aye
Michael McGowan	Aye
Jack Meeks	Aye
Tina Meskel	Aye

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

Planning Commission Report
November 9, 2023
Page 2

Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive style with a loop at the end of the last name.

Kristen D. Reed, AICP

Chief of Community Planning Division

City of Jacksonville - Planning and Development Department

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Jacksonville, FL 32202

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – November 3, 2023

Ordinance/Application No.: 2023-702 / L-5855-23C

Property Location: 14255 Duval Road, between Higate Road and Duval Place West

Real Estate Number(s): 019365 0000

Property Acreage: 2.56 Acres

Planning District: District 6, North

City Council District: District 8

Applicant: Fred Atwill, Atwill LLC

Current Land Use: Low Density Residential (LDR)

Proposed Land Use: Business Park (BP)

Development Area: Suburban Development Area

Current Zoning: Residential Rural – Acre (RR-Acre)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The justification for this request is based upon the continuing land development trend in this area of the city being close to Jax International Airport and its related and supporting non-residential uses. Light industrial and business park development already exists to the immediate west of the subject site, making this location a logical, well-connected extension of these uses.

BACKGROUND

The 2.56-acre subject site is located on the west corner of Duval Road and Higate Road. According to the City’s Functional Highways Classification Map, Duval Road is a Collector roadway.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Low Density Residential (LDR) to Business Park (BP) in order to permit office and warehouse development. The owner currently plans to construct a 25,000 sq. ft. enclosed office warehouse. A companion rezoning application with the land use application pursuant to Ordinance 2023-703, which seeks to change the zoning district from Rural Residential – Acre (RR-Acre) to Planned Unit Development (PUD). Currently the site contains a single-family dwelling.

There is a large warehouse immediately west of the site. There is an apartment complex directly across Duval Road to the east. There are a mix of residential and light industrial uses to the north and south of the site.

North: Land Use: Low Density Residential (LDR) and Business Park (BP)
 Zoning: Residential Low Density – 60 (RLD-60), Industrial Business Park (IBP), Public Buildings and Facilities – 1 (PBF-1), and Planned Unit Development (PUD)
 Property Use: Warehousing and light industrial

South: Land Use: Residential Professional Industrial (RPI), LDR, and BP
 Zoning: Commercial Residential Office (CRO), Rural Residential – Acre (RR-Acre), IBP, and RLD-60
 Property Use: Multi- and single-family residences

East: Land Use: LDR, RPI, and BP
 Zoning: RLD-60, CRO, and PUD
 Property Use: Multi-family residential and undeveloped

West: Land Use: BP
 Zoning: IBP
 Property Use: Warehousing and light industrial

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

Development Analysis	2.56 Acres / 111,514 sq. ft.
Development Boundary	Suburban Development Area
Roadway Frontage Classification / State Road	Duval Road – Collector

Development Analysis		2.56 Acres / 111,514 sq. ft.	
Plans and/or Studies	North Vision Plan		
Site Utilization	Current: 1 abandoned single-family residence	Proposed: Office/Warehouse	
Land Use / Zoning	Current: LDR / RR-Acre	Proposed: BP / PUD	
Development Standards for Impact Assessment	Current: 5 DU / Acre	Proposed: Scenario 1: 0.35 FAR Scenario 2: 15 DU / Acre	
Development Potential	Current: 12 SF DU	Proposed: Scenario 1: 39,030 sq. ft. Scenario 2: 38 DU	
Net Increase or Decrease in Maximum Density	Scenario 1: Decrease of 12 DU Scenario 2: Increase of 26 DU		
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 39,030 sq. ft. Scenario 2: No change		
Population Potential	Current: 31 People	Proposed: Scenario 1: 0 Scenario 2: 101 People	
Special Designation Areas			
Aquatic Preserve	No		
Evacuation Zone	Zone E		
Airport Environment Zone	150' JIA		
Industrial Preservation Area	Situational Compatibility		
Cultural Resources	None		
Archaeological Sensitivity	High		
Historic District	No		
Coastal High Hazard	No		
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	Scenario 1: 373 Net new daily trips Scenario 2: 143 Net new daily trips		
Potential Public School Impact	Increase of 7 Students		
Water Provider	JEA		
Potential Water Impact	Scenario 1: Decrease of 453 gpd Scenario 2: Increase of 3,388 gpd		
Sewer Provider	JEA		
Potential Sewer Impact	Scenario 1: Decrease of 340 gpd Scenario 2: Increase of 2,541 gpd		

Development Analysis	2.56 Acres / 111,514 sq. ft.
Potential Solid Waste Impact	Scenario 1: Increase of 31.25 tons per year Scenario 2: Increase of 41.6 tons per year
Drainage Basin/Sub-basin	Broward River / Little Cedar Creek
Recreation and Parks	Oceanway Center and Park
Mass Transit Access	No
Natural Features	
Elevations	24' to 27'
Land Cover	1100: Residential, low density - less than 2 dwelling units/acre 4340: Upland mixed coniferous/hardwood
Soils	2: Albany fine sand, 0 to 5% slopes 63: Sapelo fine sand, 0 to 2% slopes
Flood Zones	No
Wetlands	None
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 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 established shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

According to a JEA letter dated March 6, 2023:

Water: No water main abuts the property. A water main extension will be required from the existing 8-inch water main within Duval Pl. W. right-of-way, approximately 320 feet east of the property.

Sewer: No sewer main abuts the property. A sewer main extension will be required from the existing 4-inch FM approximately 290 feet east of the property within the Duval Pl. W. right-of-way.

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 (minimum 4-inch diameter).

According to the land use amendment application and from the companion PUD, water and sewer will be provided by JEA.

Future Land Use Element

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban

Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 2.56 acres and is accessible from Duval Rd, a collector facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Business Park (BP).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

Transportation Element

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

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

- Policy 2.4.2 The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation

model and study and facilitate the implementation of the study recommendations.

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 113 daily trips. If the land use is amended to allow for this proposed BP development, this will result in 486 or 256 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 373 or 143 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LDR	210	12 SF DUs	T = 9.43 (X)	113	0	113
				Existing Scenario Total		113
Proposed Land Use Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	770	39,030 SF	T = 12.44 (X) /1000	486	0	486
				Proposed Scenario-1 Total		486
BP	770	38 DUs	T = 9.43 (X)	256	0	256
				Proposed Scenario-2 Total		256
				Scenario 1 Difference in Daily Trips		373
				Scenario 2 Difference in Daily Trips		143

Source: Trip Generation Manual, 11th Edition, Institute of Engineers

School Impacts

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 2.56 acre proposed land use map amendment has a development potential of 38 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 as shown in "Attachment A".

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

The analysis of the proposed residential development reveals no deficiency for school capacity within the CSA and adjacent CSAs. Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office.

Public School Facilities Element

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

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S.

Objective 3.1 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

Additional information regarding the capacity of the assigned neighborhood schools was 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 as shown in "Attachment B".

Evacuation Zone E

The Emergency Preparedness Division evaluated the land use change and provided the following comment:

The proposed property in land use amendment L-5855-23C will be in close proximity to the Duval Road, indicating sufficient access to I-295 (2.27 road miles) and I-95 (1.04 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone E), nearest evacuation routes, and the estimate of 143-373 additional daily trips, the development of the proposed property could create a localized impact to the traffic flow on I-295 and I-95 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5855-23C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Airport Environmental Zone

The site is located within the 150-foot Height and Hazard Zone for Jacksonville International Airport. Zoning will limit development to a maximum height of 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 2.6 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 in accordance with the requirements of Section 163.3177, F.S.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of 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. 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 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Industrial Situational Compatibility Overlay

The subject property is in an area identified on the Industrial Preservation Map as an Industrial Situational Compatibility Zone. Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map as areas that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements. Industrial uses are crucial to the long-term economic well-being of the City and these areas are presumed to be appropriate for land use map amendments to industrial categories, subject to FLUE Objective 3.2 and supporting policies as well as other applicable objectives and policies.

Future Land Use Element

- Policy 3.2.18 The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.
- Policy 3.2.22 The area shown on the Industrial Preservation Map as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.
- 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on October 18, 2023, the required notices of public hearing signs were posted. Twenty (20) 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 16, 2023, for the adoption of the small-scale land use amendment. No members of the public were present.

CONSISTENCY EVALUATION

Consistency with 2045 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, enjoyment, wellness 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 proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

Policy 1.1.9 Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development

- Bulk and scale of development
- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

Policy 1.1.21 Rezoning and 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 and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide 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.

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 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted

where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

- 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 3.2 Promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.
- Policy 3.2.1 The City shall encourage development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.
- Policy 3.2.6 The City shall apply the locational criteria in the land use categories and the operative provisions of this element when reviewing commercial and industrial development and redevelopment for consistency with the character of the areas served, the availability of public facilities, and market demands.
- Policy 3.2.22 The area shown on the Industrial Preservation Map as "Industrial Sanctuary" or "Areas of Situational Compatibility" are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.

Recreation and Open Space Element (ROSE)

- Policy 2.2.1 The City shall require that all new non-residential land uses provide a minimum of 10% of the property in open space.
- Policy 2.2.2 The City shall require that all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

Property Rights Element (PRE)

- Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.
- Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.
- Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.
- Policy 1.1.2 The following rights shall be considered in local decision making:
1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
 2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
 3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
 4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), LDR in the Suburban Area is intended to provide for low density residential development.

BP in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary.

Plan amendment requests for new BP designations are preferred in locations which are supplied with full urban services.

The applicant is proposing a land use change from LDR to BP to allow for the development of offices and warehouses. The areas north and west of the site contain warehouses/logistics and light manufacturing operations. The areas south and east of the

site contain single and multi-family residences and undeveloped land. There is an abandoned single-family residence on the site.

The property is adjacent to warehouses and light manufacturing businesses to the north and west, which are in the BP land use category. Also north of the site is a parcel of undeveloped land and a JEA utility transformer station in the LDR land use category. East of the site, across Duval Road, is an apartment complex and a small portion of undeveloped land in the RPI and LDR land use categories. The site is bordered to the north and south by stormwater retention ponds. While there are single family residences south of the site, they are buffered by a fence, the retention pond, and trees.

BP is a low intensity transitional land use category. Therefore, the amendment would maintain a compatible land use pattern along Duval Road and would not have a negative impact on the surrounding adjacent uses. According to the Industrial land use category's introduction, many industrial uses can exist in harmony with non-industrial neighbors through proper site design, arrangement of uses and the incorporation of effective buffers. The companion rezoning is a PUD which can include site design requirements to promote compatibility with surrounding uses. Therefore, the proposed amendment is consistent with FLUE Goal 1, Objective 1.1 and Policy 1.1.9.

The site is in the industrial situational compatibility overlay and is thus presumed to be an appropriate site for a change in land use to an industrial category in accordance with Policy 3.2.22.

The amendment provides compatible uses for the surrounding RPI, LDR and BP designated land. The proposed land use amendment is in the Suburban Development Area, has access to full urban services and discourages urban sprawl. The designation of BP land use category for the property promotes compatible uses in the immediate vicinity and therefore is consistent with the intent of the Suburban Development Area and FLUE Goal 3, Objective 3.2, Policies 1.1.21, 1.1.22, 3.2.1 and 3.2.6.

According to a JEA letter dated March 6, 2023:

Water: No water main abuts the property. A water main extension will be required from the existing 8-inch water main within Duval Pl. W. right-of-way, approximately 320 feet east of the property.

Sewer: No sewer main abuts the property. A sewer main extension will be required from the existing 4-inch FM approximately 290 feet east of the property within the Duval Pl. W. right-of-way.

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 (minimum 4-inch diameter). The applicant provides that the site will be served by centralized sewer and water. Therefore, the application is consistent with FLUE Policy 1.2.8.

Although the site is planned for an office and warehouse, multi-family development is a potential possibility for development on the site. Therefore, the subject site will be required to be consistent with ROSE Policies 2.2.1 and 2.2.2, as applicable, concerning the provision of recreation and open space.

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.

North Jacksonville Shared Vision and Master Plan

The subject property is located within the boundaries of the 2003 North Jacksonville Shared Vision and Master Plan. This proposed development is located in the Tradeport Center District. Businesses and operations in this area are generally supportive of economically focused activities related to JIA, thus the land use change from residential to an industrial land use category supports the economic development centered around JIA.

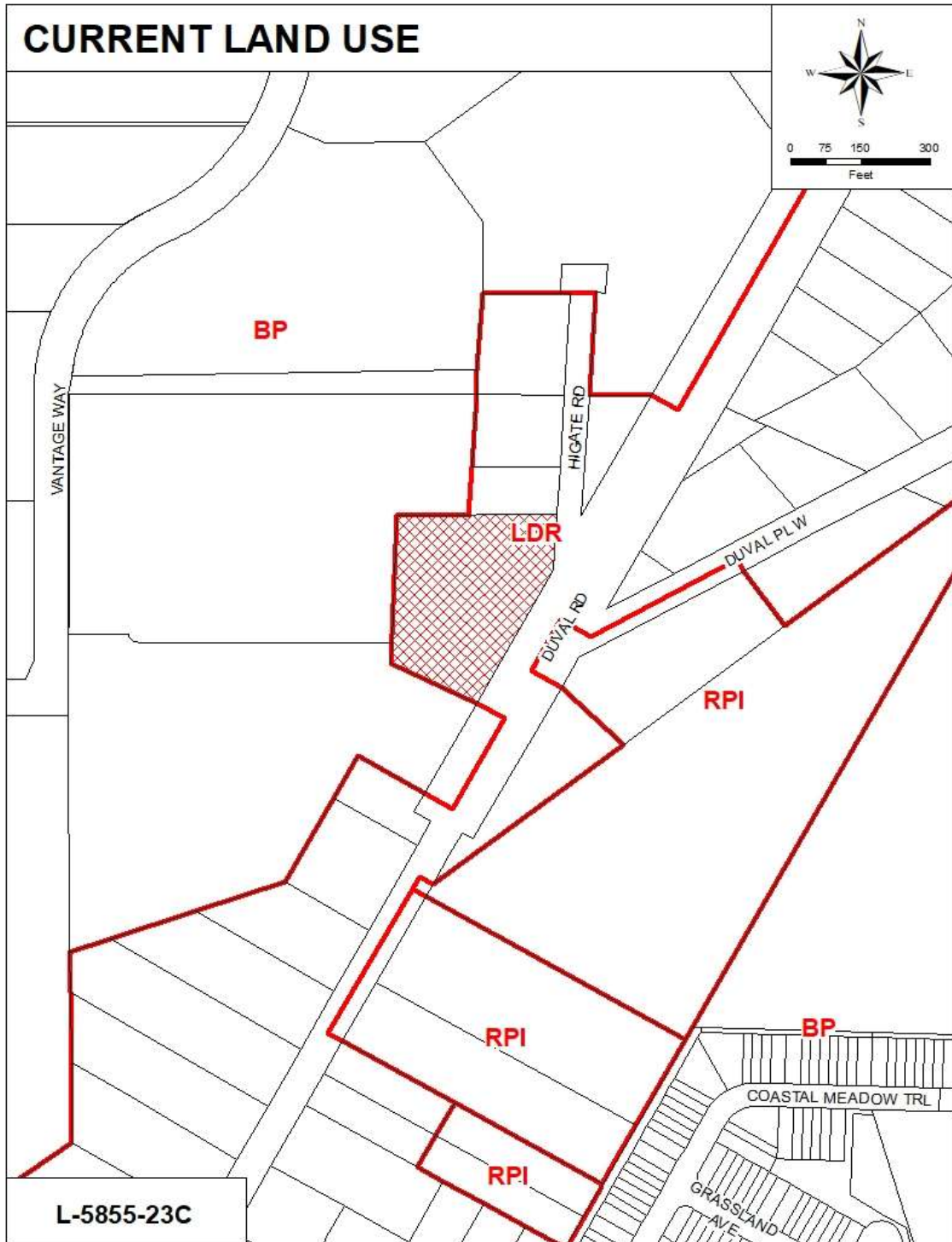
Strategic Regional Policy Plan

The proposed amendment is consistent with the following Policy of the Northeast Florida Regional Council (NEFRC) Strategic Regional Policy Plan (March, 2021), Regional Transportation Element Goal, Objective, and portions of Policy 4:

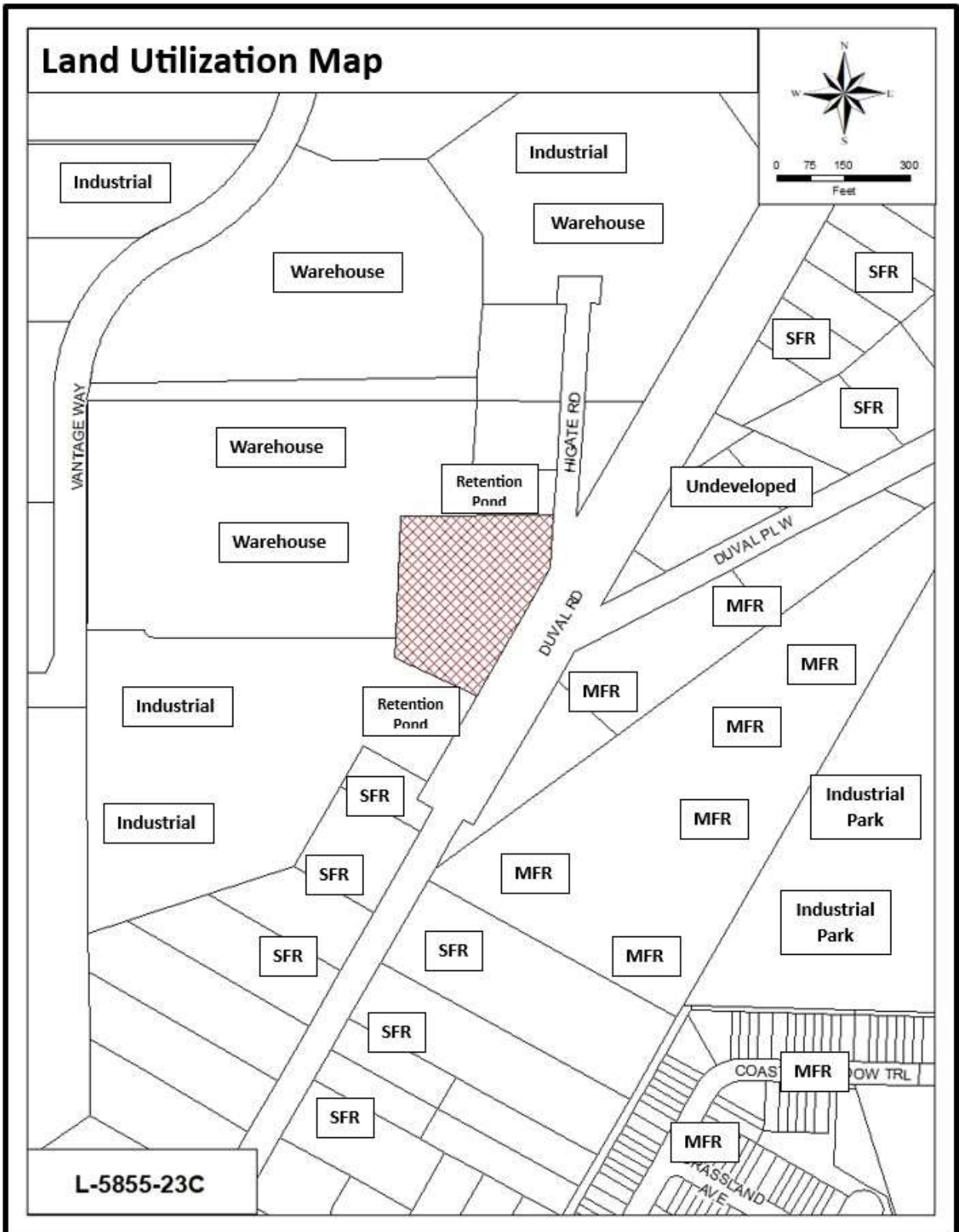
- | | |
|-----------|---|
| Goal | Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose. |
| Objective | Integrated Planning: The link between land use, resources and mobility. |
| Policy 4 | The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including: <ul style="list-style-type: none">• Incentives for dense and/or mixed use development.• Maintenance of a diversity of land use in the region.• Infill and redevelopment. |

The proposed land use amendment to BP promotes an environment that is conducive to the potential creation of a dense and/or mixed use development as well as providing infill and redevelopment for economic growth. Therefore, the proposed amendment is consistent with Transportation Element Goal, Objective and Policy 4 of the Strategic Regional Policy Plan.

LOCATION AND CURRENT LAND USE MAP



LAND UTILIZATION MAP



Attachment A – School Impact Analysis

Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5855-23C Requested By: Sam Roberts Reviewed By: W. Randall Galup Due: 10/13/2023							
Analysis based on maximum dwelling units: 38							
School Type	CSA ¹	2022-23 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 2, 7&8
Elementary	1	11,216	56%	4	57%	7,199	4,805
Middle	1	6,876	80%	1	86%	335	98
High	1	7,054	72%	2	56%	284	2,260
Total New Students				7			

NOTES:

¹ Proposed Development's Concurrent Service Area (CSA)

² Student Distribution Rate

ES-125

MS-051

HS-074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (164,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

³ Available CSA seats include current reservations

Attachment B

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5855-23C Duval Road Requested By: Sami Roberts Reviewed By: W. Randall Gallup Date: 10/13/2023 Analysis based on maximum dwelling units: 38						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ³ (Permanent/Portables)	CURRENT ENROLLMENT 20-Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Fiskeayne #269	1	4	668	808	121%	110%
Highlands #244	1	1	1148	682	59%	61%
First Coast #265	1	2	2207	2147	97%	98%
		7				

NOTES:

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

² Student Distribution Rate

ES-125

MS-051

HS-074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (418,708) for the same year, generating a yield of 0.250.

³ Does not include ESE & room exclusions