

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY

November 3, 2022

The Honorable Terrance Freeman, President
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2022-747/Application No. L-5610-21A

Dear Honorable Council President Freeman, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

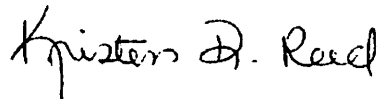
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-747 on November 3, 2022.

P&DD Recommendation APPROVE
PC Issues: None
PC Vote: 7-0 APPROVE

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

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

Sincerely,

A handwritten signature in black ink that reads "Kristen D. Reed". The signature is written in a cursive, flowing style.

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

Report of the Jacksonville Planning and Development Department

Large-Scale Future Land Use Map Amendment – October 28, 2022

Ordinance/Application No.: 2022-747 / L-5610-21A

Property Location: 0 Parete Road S; 0 Braddock Road; 14400 Braddock Road; 0 Lem Turner Road; 15170 Lem Turner Road; 0 W Younis Road; and 0 Gerald Road. The area is east, north, south and west of the intersection of Braddock Road and Lem Turner Road

Real Estate Number(s): 002474 0100; 002475 0000, 002476 0000, 002477 0010, 002477 0100, 002480 0000, 002480 0500, 019233 0000, 019234 0000, 019234 0100, 019234 0210, 019234 0250, 019235 0000, 019236 0010, 019241 0010, 019241 0020, 019245 0000, 019246 0000, 019247 0100, 019247 0200, 019247 0300, 019248 0000, 019250 0000, 019250 0500, 019252 0000, 019254 0000, 019254 1000, 019254 2000, 019254 3000, 019254 4000, 019254 5000, 019255 0005, 019437 0010

Property Acreage: 2,235 Acres

Planning District: District 6, North

City Council District: Districts 7 and 8

Applicant: Wyman Duggan, Esquire

Current Land Use: Multi-Use (MU) with Site Specific Future Land Use Element (FLUE) Policy 4.3.18

Development Area: Suburban Area

Proposed Land Use: Multi-Use (MU) with REVISED Site Specific Future Land Use Element (FLUE) Policy 4.3.18

Current Zoning: Agriculture (AGR)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: **APPROVE**

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To modify FLUE Policy 4.3.18

BACKGROUND

The 2,235 acre subject site is currently mostly undeveloped land with some silviculture uses located east, north, south and west of the intersection with Braddock Road and Lem Turner Road. The site is located in the North Planning District and within the boundaries of both Council Districts 7 and 8. Lem Turner Road is classified as a minor arterial roadway; Braddock Road is classified as a collector roadway.

In 2010, the site was designated the Braddock Family Parcel Multi-Use (MU) Area (Ordinance 2010-390-E) pursuant to Future Land Use Element (FLUE) Policy 4.3.18. The Braddock Family Parcel MU Area was approved with Ordinance 2010-390-E subject to the uses and limitations of FLUE Policy 4.3.18 which allows a mix of uses including those uses within the Agriculture (AGR), Low Density Residential (LDR), Medium Density Residential (MDR), Community/General Commercial (CGC), Public Buildings and Facilities (PBF), Recreation and Open Space (ROS) and Conservation (CSV) land use categories.

Ordinance 2020-471-E removed a 102 acre parcel from the Braddock Family Parcel MU Area with a land use change to LDR. FLUE Policy 4.3.18 was amended with the removal of the 102 acre parcel to address the provisions regarding maximum allowed density and maximum allowed external transportation impacts at the buildout of the Braddock Family Parcel MU Area.

The applicant seeks an amendment from MU pursuant to FLUE Policy 4.3.18 to MU pursuant to revised FLUE Policy 4.3.18. The revisions to FLUE Policy 4.3.18 include changes to the percent distribution of uses including residential densities. The existing allowed uses and the existing entitlements within the MU Area will not change. Existing entitlements include a maximum allowed residential density of 2,350 dwelling units and a maximum allowed non-residential intensity of 700,000 square feet. Additional changes to FLUE Policy 4.3.18 include a refinement to the total acreage of the site, the removal of the recommendation for non-impacted wetlands to be placed into conservation easements, a requirement that the companion PUD rezoning will not be filed prior to review and approval of the corresponding traffic study and a requirement that the PUD ordinance implementing the MU land use designation will include conditions agreed upon between the applicant and FDOT to address impacts to transportation resources and facilities of state importance.

The proposed changes to FLUE Policy 4.3.18 as described are shown below in strike-through/underline and are included as Exhibit 3 to the subject legislation.

FLUE Policy 4.3.18

The Braddock Family Parcel which is a ~~2,210~~2,235 acre Multi-Use Area on the Future Land Use Map, as approved with Ordinance 2010-390-E and amended by Ordinance 2020-1, and 2022-747 shall include the following provisions consistent with the Multi-Use land use category:

1. The types of land uses permitted in the MU land use category at the Property consist of those land uses permitted in the AGR, LDR, MDR, CGC, PBF, ROS and CSV land use categories.
2. The percentage (by gross acreage) distribution among the mix of uses in the MU land use category at the Property shall consist of:
 - ~~50-70~~25-40% acres residential;
 - 1-5~~15~~% acres non-residential uses;
 - ~~40-30~~70% parks and green/open space; and
 - ~~3%-5~~10% public uses, including the right-of-way for the future extension of Braddock Road described below.
3. There shall be a mix of residential densities in the MU land use category at the Property, with the following applicable maximums (in percentage of gross acres devoted to residential uses):
 - Up to ~~90~~95% a maximum of four (4) units/acre;
 - Up to ~~20~~30% a maximum of eight (8) units/acre; and
 - Up to 10% a maximum of ~~fifteen~~~~(15~~twenty ~~)~~ (20) units/acre.
4. The maximum number of residential units shall be 2,350 units. The maximum non-residential (CGC) intensity is 700,000 sq. ft., generally located at the intersection of Braddock Road and Lem Turner Road.
5. Uses on the Property other than those permitted in the AGR land use category and AGR zoning district may be permitted only by a Planned Unit Development rezoning, which shall be consistent with these MU policies and the policies set forth in the Future Land Use Element's description of the Multi-Use land use category. Such PUD shall provide for connectivity and functional relationship among uses and phasing to address the provision of supporting uses and services. Within the portion of the Property which lies south of Braddock Road and west of Lem Turner Road, the PUD (i) will not permit multifamily uses and (ii) will provide an appropriate buffer

and visual screen between any new non-residential use and any existing residential uses, including either a minimum 50-foot buffer and wall or a minimum 100-foot buffer and landscaping (to achieve the visual screen).

6. Prior to or contemporaneous with the PUD rezoning sought within the Property under this MU land use category, one or more development agreements shall be entered into with the City providing for: (i) a reservation of the right-of-way described below, and (ii) the provision of central water and sewer.
7. The development agreement(s) described above shall provide for a reservation of right-of-way for the future extension of Braddock Road east to the eastern boundary of the Property (providing for the potential of an extension east to Pecan Park Road). The right-of-way width, alignment and term shall be as mutually agreed to and specified in the development agreement(s). The reservation shall provide that conveyance of the right-of-way for anything less than fair market value entitles the landowner to credit against transportation- related fees, including proportionate share fees and mobility fees.
8. The mix of uses at build-out within the property shall not be projected to exceed 4,304 p.m. peak hour external trips.
9. Development of the property will avoid and minimize wetland impacts consistent with the regulations of the State and Federal regulatory agencies and will address buffers around, and the conservation of, non-impacted wetlands through the permitting and mitigation processes with these regulatory agencies. Pursuant to those processes and where practicable, (i) wetland impacts will be limited to road and utility crossings at narrow portions of wetland systems or along existing trail systems, and (ii) development will provide an average buffer of 25-feet, with a minimum buffer of 15-feet, around wetlands (not including wetlands which, pursuant to permits from the regulatory agencies, may be impacted or created). ~~Generally, non-impacted wetlands will be placed into conservation easements, pursuant to permits from the regulatory agencies.~~
10. Passive parks, green/open space, and conservation areas should be located so as to connect wetland areas and buffers as much as possible and provide viable habitat and wildlife corridors. The Master PUD shall include any such wildlife corridors and provisions for the ability of the wildlife to traverse.
11. The provisions identified within this policy must also be included in the accompanying Master PUD application.

12. The Planned Unit Development (PUD) zoning to implement this MU land use designation shall not be filed prior to review and approval of the traffic study by the Chief of the Transportation Planning Division, the Chief of the Traffic Engineering Division, and the Florida Department of Transportation (FDOT).
13. The PUD ordinance implementing this MU land use designation shall include conditions as agreed upon between the applicant and the FDOT to address impacts to transportation resources and facilities of state importance. These conditions shall be included in the adoption transmittal book to the Florida Department of Economic Opportunity for amendment package No. 22-02ESR.

Currently the entire subject site is undeveloped. The area surrounding the subject site includes areas of undeveloped land and large lot single-family residential areas mostly north of the site with some west and south of the site. Ordinance 2021-731-E approved the transmittal to the State departments of a large scale land use amendment to LDR for a 497 acre parcel contiguous with the northeast boundary of subject MU Area. The Villages of Westport RAC Multi-Use Area pursuant to FLUE Policy 4.3.4 (Ordinance 2001-255-E) is southwest of the site and is over 1,700 acres. This MU Area is currently undeveloped with entitlements for light industrial, office, commercial residential and recreation and open space uses. The Thomas Creek Multi-Use Area pursuant to proposed FLUE Policy 4.3.21 (Transmittal Ordinance 2021-301-E) is south of the site and is over 1,000 acres in size. This MU Area is currently undeveloped with proposed entitlements for commercial and residential development with conservation areas. The Jacksonville International Airport (JIA) is east of the site and agricultural uses and Kings Road Historic Preserve are west of the site.

The adjacent land use categories, zoning districts and property uses of the land use amendment site are as follows:

North: Land Use: Rural Residential (RR), Agriculture-4 (AGR-4), LDR, Agriculture -3 (AGR-3)

Zoning: Residential Rural- Acre (RR-Acre), Agriculture (AGR), Planned Unit Development (PUD)

Property Use: Large lot single-family residential, Agricultural uses, undeveloped land

South: Land Use: MU (Thomas Creek MU Area and Villages of Westport MU Area), AGR-III, LDR

Zoning: PUD, AGR

Property Use: single family residential, undeveloped land, undeveloped land in the Villages of Westport MU Area and in the Thomas Creek MU Area

East: Land Use: Light Industrial (LI) pending an amendment to LDR (Ord. 2021-731), Public Buildings and Facilities (PBF), AGR-III, AGR-IV
Zoning: PUD, Public Buildings and Facilities-3 (PBF-3), AGR
Property Use: large lot single family residential, undeveloped land, Jacksonville International Airport (JIA)

West: Land Use: AGR-4, AGR-3, LDR, Conservation (CSV)
Zoning: AGR, PUD, CSV
Property Use: Agricultural Uses, undeveloped land, large lot single family residential, Kings Road Historic Preserve

The Field Map at the end of this report provides a detailed picture of the existing development pattern for the immediate area.

Due to the site's close proximity to the Jacksonville International Airport (JIA) along the eastern boundary, the application was routed to the Jacksonville Aviation Authority (JAA) for review. Comments were provided and are included below:

This site is located west of the Jacksonville International Airport and adjacent to airport property and Runway 8/26. One of the parcels (019255-0005) falls within the 65 DNL noise contour of the future south runway. The Federal Aviation Administration (FAA) considers noise sensitive land uses, which includes residential, within the 65 DNL to be significantly impacted. A larger portion of several parcels fall within the 60 DNL contour. Although the FAA does not consider this area to be significantly impacted, aircraft noise is present and may be an annoyance to noise sensitive land uses.

The FAA requires all airports to protect approach, departure, and circling airspace up to five miles from the air operations area including mitigating potential wildlife attractants. Guidance is provided in Advisory Circular 150/5200-33C *Hazardous Wildlife Attractants on or near Airports*. Stormwater and/or aesthetic ponds are known to attract birds. It is recommended in the Advisory Circular that stormwater detention be designed with a maximum 48-hour detention period. Other best practices to reduce wildlife attractants are listed below:

- Keep all trash contained in a proper place
- Eliminate the use of any fruit or berry producing vegetation in landscaping
- Eliminate the use of water features (fountains, ponds, etc.) for aesthetic value
- Do not feed the wildlife (e.g. bird seed, cat food, etc.)
- Report significant wildlife observations to JAA

The parcels also fall within the Airport's FAR Part 77 Surfaces. Development heights should remain below these Surfaces to prevent creating an airspace obstruction for the existing airfield

configuration and the future south runway. Airport staff are available to discuss Part 77 limitations in further detail. A 7460-1 Notice of Proposed Construction should be submitted through the FAA's website at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> prior to construction. The FAA will conduct an airspace analysis to determine if the final structures or construction activities, such as the use of a crane, will interfere with flight operations. A Notice to Airmen may be required during construction.

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.

The current land use is associated with site specific FLUE Policy 4.3.18. The land use amendment is associated with revised site specific FLUE Policy 4.3.18. While the allowed maximum density and intensity of the site will not change with the revised policy, the percent distribution of uses will be modified. The impact assessment analysis incorporates the existing and proposed distribution of uses and the maximum allowed intensity/density as identified in the site specific policy.

Impact Assessment Baseline Review

Development Analysis 2,235 acres		
Development Boundary	Suburban Area	
Roadway Frontage Classification / State Road	Lem Turner Road- Minor Arterial Roadway; Braddock Road- Collector Roadway	
Plans and/or Studies	North Vision Plan	
Site Utilization	Current: Undeveloped Multi-Use Area with entitlements for a mix of residential and non-residential uses pursuant to FLUE SSP 4.3.18	Proposed: A revision to the density and intensity of the existing Multi-Use Area pursuant to Revised FLUE SSP 4.3.18
Land Use / Zoning	Current: MU, subject to FLUE SSP 4.3.18 / AGR	Proposed: MU, subject to REVISED FLUE SSP 4.3.18/ PUD
Development Standards for Impact Assessment	Current: MU (2,235 acres): Per Development	Proposed: MU (2,235 acres): Per Development Potential pursuant

Development Analysis 2,235 acres		
	Potential pursuant to MU SSP 4.3.18	to proposed revisions to MU SSP 4.3.18
Development Potential	<p>Current: Allows AGR, LDR, MDR, CGC, PBF, ROS and CSV land uses: Residential: 50-70% acres with a max of 2,350 units Non-Residential: 5-15% acres with a maximum non-residential (CGC) intensity of 700,000 sq. ft. Parks and green/open space: 10-30% Public Uses (including right-of-way): 3-5%</p>	<p>Proposed: Allows AGR, LDR, MDR, CGC, PBF, ROS and CSV land uses: Residential: 25-40% acres with a max of 2,350 units Non-Residential: 1-5% acres with a maximum non-residential (CGC) intensity of 700,000 sq. ft. Parks and green/open space: 30-70% Public Uses (including right-of-way): 3-10%</p>
Net Increase or Decrease in Maximum Density	None	
Net Increase or Decrease in Potential Floor Area	None	
Population Potential	Current: 6,251	Proposed: 6,251
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	150' , 300' and 500' Height Restriction Zones; 60 and 65 db Noise Contour Zone; Notice Zone (Jacksonville International Airport)	
Industrial Preservation Area	No	
Cultural Resources	FMSF DU 17755 (non-contributing structure)	
Archaeological Sensitivity	Mostly low, some medium and high sensitivity	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	

Development Analysis 2,235 acres	
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	Zero new daily trips
Potential Public School Impact	585 total new students
Water Provider	JEA
Potential Water Impact	No change
Sewer Provider	JEA
Potential Sewer Impact	No change
Potential Solid Waste Impact	No change
Drainage Basin/Sub-basin	Nassau River / Thomas Creek
Recreation and Parks	Kings Road Historic Preserve
Mass Transit Access	Not served
Natural Features	
Elevations	9' to 18'
Land Cover	See Environmental Assessment Report on file with the Planning and Development Department
Soils	See Environmental Assessment Report on file with the Planning and Development Department
Flood Zones	AO; AE; 0.2% Annual Chance Flood Hazard
Wetlands	Category III Wetlands- see Wetland Map
Wildlife (applicable to sites greater than 50 acres)	See Environmental Assessment 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).

According to the applicant, the site will utilize JEA central water and sewer services. According to the City's GIS Infrastructure layer, there are currently no water or sewer mains identified in the nearby vicinity of the amendment site. However, the developer has been in contact with JEA and they are working through how the project will be served over time. A JEA Letter of Availability will be required to be submitted with the companion PUD rezoning.

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 subject site is 2,235 acres and is accessible from Lem Turner Road (SR 115), a minor arterial 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 Mixed-Use (MU) to Mixed-Use (MU).

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. If the land use is amended to allow for this MU development, this will result in zero new daily trips, when compared to the existing land use.

Transportation Planning Division RECOMMENDS the following:

As shown in Table A, the trip generation comparison between the current and proposed comprehensive plan land uses will result in zero net new trips on the roadway network. A trip generation comparison was provided and is on file with the Transportation Division

of the Planning Department. SR 115 is subject to FDOT review and access management requirements.

Table A
Daily Trip Generation Estimation Scenarios

Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	820	700,000 SF	T = 37.01 (X) / 1000	25,907	5,959	19,948
LDR	210	2,350 SF DUs	T = 9.43 (X)	22,161	0	22,161
				Total Trips for Existing Land Use		42,109
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	820	700,000 SF	T = 37.01 (X) / 1000	25,907	5,959	19,948
LDR	210	2,350 SF DUs	T = 9.43 (X)	22,161	0	22,161
				Total Trips for Proposed Land Use		42,109
<i>Difference in Daily Trips</i>						0

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

School Capacity

The Planning and Development Department determined the development potential of the proposed amendment to MU pursuant to site specific FLUE Policy 4.3.18. Given this, the proposed amendment could result in the development of 2,350 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:

Application Review Request: **COJ PDD: School Impact Analysis**
 Proposed Name: **L-5610-21A Braddock Road**
 Requested By: **Helen Azula Parula**
 Reviewed By: **Chalene R. Felix**
 Date: **1/14/2022**

Analysis based on maximum dwelling units: **2,150**

School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ¹	5-Year Utilization (%)	Available Seats - (CSA) ²	Available Seats - Adjacent CSA 2.8.7
Elementary	1	10,651	54%	293	59%	7,810	3,364
Middle	1	7,527	88%	119	86%	801	756
High	1	6,087	80%	173	72%	1,109	1,766
Total New Students				585			

NOTES:
¹ Proposed Development's Concurrently Service Area (CSA)
² Available CSA seats include current reservations

³ 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 dwelling units (4 in 708) for the same year, resulting a yield of 0.250.

Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office. The analysis does not reveal a deficiency in school capacity.

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.

Application Review Request: COJ FDD: Baseline Checklist Review Proposed Name: L-5610-21A Eraddock Road Requested By: Helena Atalla Parola Reviewed By: Shalene B. Estes Due: 1/14/2022 Analysis based on maximum dwelling units: <u>2,350</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ² (Permanent/Portable)	CURRENT ENROLLMENT 7.0 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Biscayne ES #269	1	293	667	703	105%	100%
Highlands MS #244	1	119	1071	697	65%	73%
Jean Ribault HS #96	1	173	1683	1378	82%	84%
		585				

NOTES:

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

² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-125
MS-051
HS-076
<hr/>
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.

Airport Environment Zone

The site is located within the 150-foot, 300-foot and 500-foot Height and Hazard Zone for Jacksonville International Airport. Zoning will limit development to a maximum height of less than 150 feet, 300 feet or 500 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).

The southern and eastern boundaries of the amendment site are within the 60-64.99 Day-Night Sound Level (DNL) noise contour range with small areas in the 65-74.99 noise contour range. As such this area is within the Civilian Influence Zone for Jacksonville International Airport. In accordance with Section 656.1010, the plat for a subdivision shall indicate which lots are located within a Civilian Influence Zone. No person shall sell, transfer, or lease land within a Civilian Influence Zone, unless the prospective owner, transferee or lessee has been given a disclosure of airport proximity in writing, at the time of contract of sale, transfer, or lease.

The site is also located in a Civilian Notice Zone requiring execution of an Airport Notice Zone Acknowledgement, as required in Section 656.1010, Ordinance Code. The Airport Notice zones are areas for which the limits are represented by the 60 DNL to 64.99 DNL noise contour range.

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.

Policy 2.5.5B Within the 65 to 74.99 DNL noise zone as depicted on Map L-22, the City does not permit mobile home parks and single-family residential structures that are unable to achieve a 30 dBA noise level reduction. Non-residential uses are allowed, subject to conditions regarding disclosure and noise attenuation in construction. Schools and most outdoor recreation uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All allowed development is subject to disclosure requirements.

Policy 2.5.5C Within the 60DNL or higher area as depicted on Map L-22, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007 or those

uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.

Policy 2.5.6 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on Map L-22.

Parks

The subject site abuts the Kings Road Historic Preserve on portions of the western boundary. As such, the land use application was routed to the City's Parks, Recreation and Community Services Department for review and comment. The land use application could accommodate a maximum of 2,350 residential dwelling units. Site design techniques can be further addressed in the companion rezoning application at the adoption round of this large scale land use amendment. The Parks, Recreation and Community Services Department complete review is attached with a summary of the review below:

Parks, Recreation and Community Services Department Summary of Review

The applicant intends to improve access from Braddock Road. The proposed changes to the percent distribution of uses increase park/open space with development more densely concentrated on other portions of the property. Development areas should be located away from the Preserve boundary and avoid wetland impacts. The Department would like to understand the recreational facilities planned for the development as there are few existing, active parks in the area.

Cultural Resources

The subject site includes a Florida Master Site File (FMSF) surveyed structure at 15170 Lem Turner Road and as such, the Historic Preservation Section provided a review. The FMSF survey for this structure was completed in 2005 dating the built date of the single-family residence to 1920 that has been un-inhabited since 2003 due to a fire. The survey describes the structure as not eligible as a contributing structure to a district and the structure does not display sufficient original distinguishing features to make it eligible for the National Register of Historic Places. There are no requirements prohibiting demolition of the structure. The Historic Preservation Section's full review is on file with the Planning and Development Department.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of mostly low with some medium and high sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

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

Evacuation Zone

The subject site is within Evacuation Zones B, C, D and E. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. The land use application can accommodate up to 2,350 dwelling units.

EPD Response:

The proposed property, Braddock Family Multi-Use Area, is directly adjacent to Lem Turner Road indicating sufficient access to I-295 (3.73 road miles) and I-95 (7.21 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone B, Zone C, Zone D, and Zone E), nearest evacuation routes, and revisions to distributions of use on site, the development of the proposed property could create a localized impact to the traffic flow on Lem Turner Road and I-295 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5610-21A 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.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

Flood Zones

Approximately 1,176 acres of the subject site are located within the AO, AE and 0.2 percent chance flood hazard flood zones. 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. The AE flood zone is defined as areas within the 100-year floodplain or SFHA where flood insurance is

mandatory. The 0.2 PCT Annual Chance Flood Hazard is defined as areas within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. 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 the applicant’s environmental assessment report (March 31, 2021) and the City’s GIS data indicates the existence of wetlands on the 2,235.00 acre subject site and as such, a low intensity wetlands survey has been provided by the applicant that indicates the location, size, quality and functional value of all wetlands located within the boundaries of the application site. According to the environmental assessment provided by the applicant, most all the wetlands of the site are Wetland Forested Mixed (1,539.46 acres). There are minor amounts of other wetland types such as; Mixed Wetland Hardwoods, Bay Swamps and a few other areas related to wetlands but are not classified as wetlands according to the Florida Land Use Classification System.

Based on the information noted below, the proposed amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 1,551.76 Acres

General Location(s): Wetlands are located in different areas throughout the amendment site.

Quality/Functional The Category III wetlands have a high functional value for water filtration attenuation and flood water capacity and is

located in flood zones, yet has an indirect impact on the City's waterways.

**Soil Types/
Characteristics:**

Pelham fine sand, depressional (82) – This soil series consists of nearly level, poorly drained soils formed in thick deposits of sandy and loamy marine sediments. They are located on flats and are moderately permeable and moderately slowly permeable. The water table is at a depth of 12 inches on flats and at or above the surface in depressions. Slopes range from 0 to 2 percent. Wetland vegetation for this soil grows when the water table is close or at the soil surface; generally in depressions.

Surrency loamy fine sand, depressional (66) – This soil series consists of nearly level, very poorly drained soils and are formed in thick sandy and loamy marine sediments. The soils occur in depressions and are subject to frequent flooding for brief periods. The soils are moderately permeable and moderately slowly permeable. The water table is usually at or above the soil surface for very long periods. Slopes are concave and range from 0 to 2 percent.

Yulee Clay, depressional (86) – This soil series consists of nearly level, very poorly drained soils. These soils formed in thick clayey marine sediments. They are on floodplains and in depressions. The soils are very slowly permeable. In areas in depressions, the high water table generally is at or above the surface for very long periods. In areas on floodplains, the high water table generally is at or near the surface and the areas are subject to frequent flooding for long periods. The Yulee soils are fine-loamy, mixed, thermic Typic Endoaquolls.

Wetland Category:

Category III

**Consistency of
Permitted Uses:**

Category III Wetlands: 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:

Any future development impacting wetlands will require permits and mitigation by the St. Johns River Water Management District.

Associated Impacts: The AE, AO and 0.2 percent annual chance flood hazard are in most areas of wetlands of the site.

Relevant Policies: CCME Policies 4.1.3 and 4.1.6 – see below

Conservation/Coastal Management Element

Policy 4.1.3

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

- (a) Encroachment
Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and
- (b) No net loss
Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:
 - i the habitat of fish, wildlife and threatened or endangered species,
 - ii the abundance and diversity of fish, wildlife and threatened or endangered species,
 - iii the food sources of fish and wildlife including those which are threatened or endangered,
 - iv the water quality of the wetland, and
 - v the flood storage and flood conveyance capabilities of the wetland; and
- (c) Floodplain protection
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and
- (d) Stormwater quality
In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:
 - i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
 - ii Regular monitoring and maintenance program on an annual basis for

the performance of stormwater treatment systems

- (e) **Septic tanks**
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and
- (f) **Hydrology**
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

Policy 4.1.6

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 an Environmental Assessment Report (on file with the Planning and Development Department). According to the assessment, species that are identified on the FWC's official list – Florida's Endangered Species and Species of Special Concern (May 2017) were not identified during the evaluation of the site. The review also indicated

that no Bald Eagle nests were found on the property. Additionally, no wood storks were observed on the subject site; mitigation for Wood Stork habitat may require mitigation if ditches and wetlands are impacted. The site lies within the boundaries of the USFWS Red-Cockaded Woodpecker Consultation Area; no Red-Cockaded Woodpeckers were observed on site. The wildlife surveys conducted within the subject property boundaries do not preclude the potential for all listed species currently or in the future.

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 January 18, 2022, the required notices of public hearing signs were posted. Ninety-eight (98) 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 January 18, 2022. Several members of the public were in attendance with concerns regarding the future site plan of the project. It was explained that the site plan with the location of uses will be included with the companion rezoning at the adoption round of the land use amendment. Additional concerns included current and future maintenance of surrounding ditches and an increase in flooding due to the proposed development.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Areas

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 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 1.1.24 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.

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.

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.

The Braddock Family Parcel MU Area is subject to the FLUE MU land use category description as amended pursuant to Ordinance 2010-400-E. The MU land use category pursuant to Ordinance 2010-400-E is intended to accommodate the progress of large scale projects allowing some flexibility of intensities and densities during the development phase. A mix of residential and non-residential uses is encouraged within the MU land use category. The proposed development potential of the subject land use amendment includes a maximum of 2,350 residential dwelling units and a maximum of 700,000 square feet of non-residential uses. In order to allow some flexibility of the density and intensity of these uses, each use includes a proposed percentage distribution that allows for a change in the density and intensity that would not exceed the maximum number of p.m. peak hour trips as indicated in FLUE Policy 4.3.18. The proposed amendment includes a revision to FLUE Policy 4.3.18 to revise the percentage distribution for each allowed use. The changes in the percentage distribution for each use do not exceed the maximum of 4,304 p.m. peak hour trips that is a provision of FLUE Policy 4.3.18.

The subject site is located at the intersection of Braddock Road and Lem Turner Road. South of the site, the Villages of Westport Multi-Use Area (Ordinance 2001-255-E) is over 1,700 acres and entitled for a mix of uses including light industrial, office, commercial, residential, and recreation and open space uses. The Thomas Creek Multi-Use Area (Transmittal Land Use Amendment Ordinance 2021-301-E) is also south of the site and is over 1,000 acres in size with proposed entitlements for commercial and residential development with conservation areas. The eastern boundary of the site abuts the Jacksonville International Airport property; this economic driver provides employment opportunities. Development under the proposed land use amendment provides additional residential uses for employment providing consistency with Goal 1 and Policy 1.1.5.

Given the mix of uses currently developed and entitled for property surrounding the amendment site, development of the subject site would be compatible with the surrounding entitled development providing a balanced mix of uses for the area, consistent with FLUE Goal 1. The distribution of the allowed uses proposed in the revised FLUE Policy 4.3.18 continues to provide consistency with the MU land use category (Pursuant to Ordinance 2010-400-E) and does not exceed the allowed maximum number of p.m. peak hour trips for the subject MU Area. The revisions are consistent with the development trends in the area, the MU land use category description and the intent of the Suburban Development Area as called for in FLUE Objective 1.1 and 3.1 and Policy 1.1.24.

The proposed Multi-Use Area is consistent with the future development trends and land use patterns in the area while continuing to provide the available acreage for commercial and residential development to accommodate anticipated growth. The proposed amendment increases housing opportunities to support growth and fosters a well-balanced and organized combination of residential and non-residential uses in the North Planning District called for in FLUE Goal 3 and Policies 1.1.5, 1.1.21 and 3.1.6.

The applicant intends to submit a companion rezoning application to Planned Unit Development (PUD). As with any PUD rezoning, the companion PUD should provide for buffers and site design techniques to promote compatibility with the surrounding areas of the amendment site and a gradation of uses and scale transition. The companion PUD must also address design elements, location of uses, internal roads and access points and protection of the wetland basins on the site. The companion PUD rezoning will be reviewed for consistency with the MU designation and for consistency with FLUE Policies 1.1.10, 1.1.12 and 4.3.18.

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 Consistency

The site is within North Jacksonville Vision and Master Plan. The area is in a Master Planned Community (MPC) area of the Vision Plan. The proposed uses are consistent with the Vision Plan's goal of encouraging large-scale master planned communities. The MPC areas should form a sustainable development pattern allowing for people to live and work. The subject site promotes the combination of uses and the mixed use Master Planned Communities within the North Jacksonville Vision Plan.

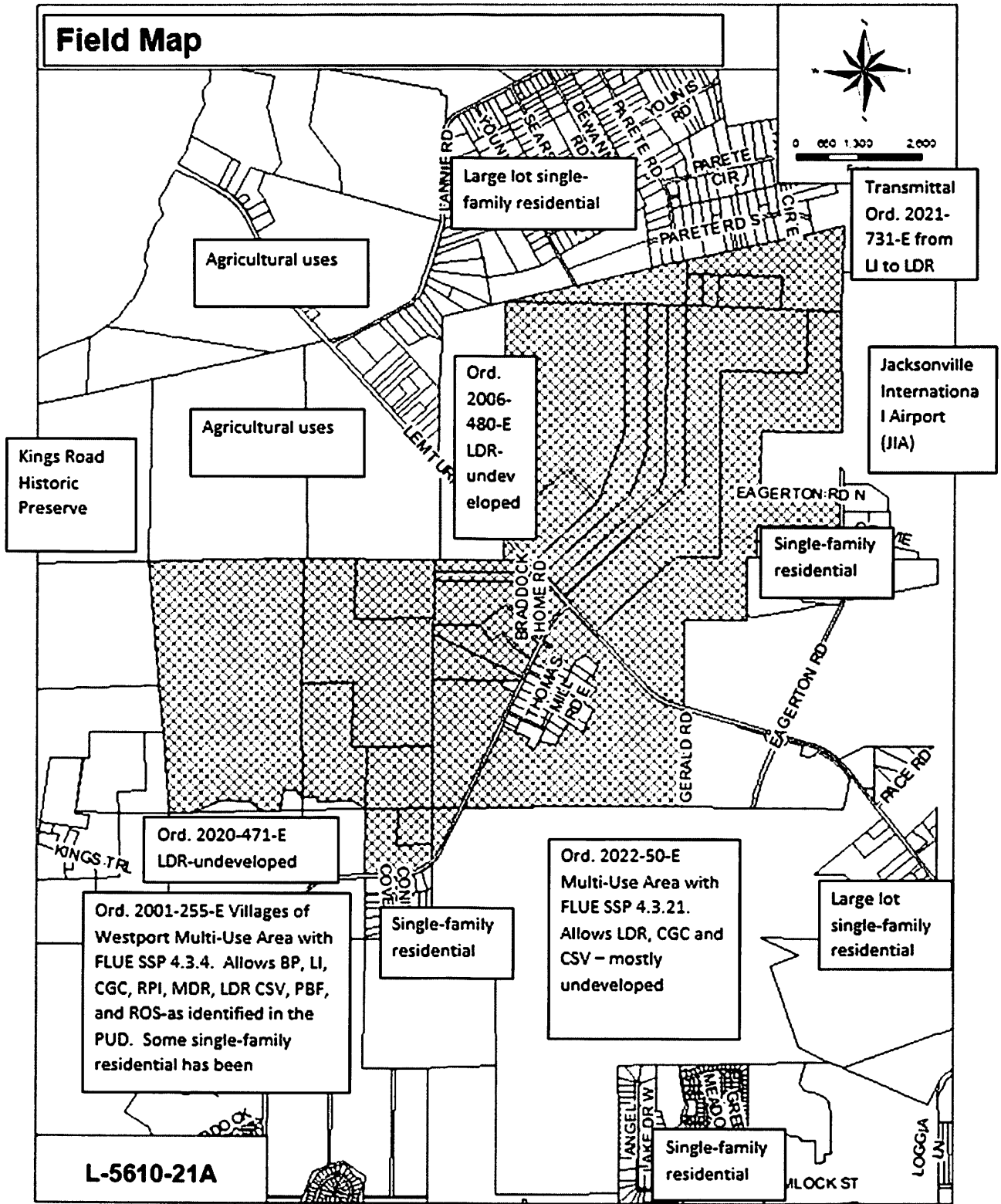
Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Communities and Affordable Housing component of the Strategic Regional Policy Plan:

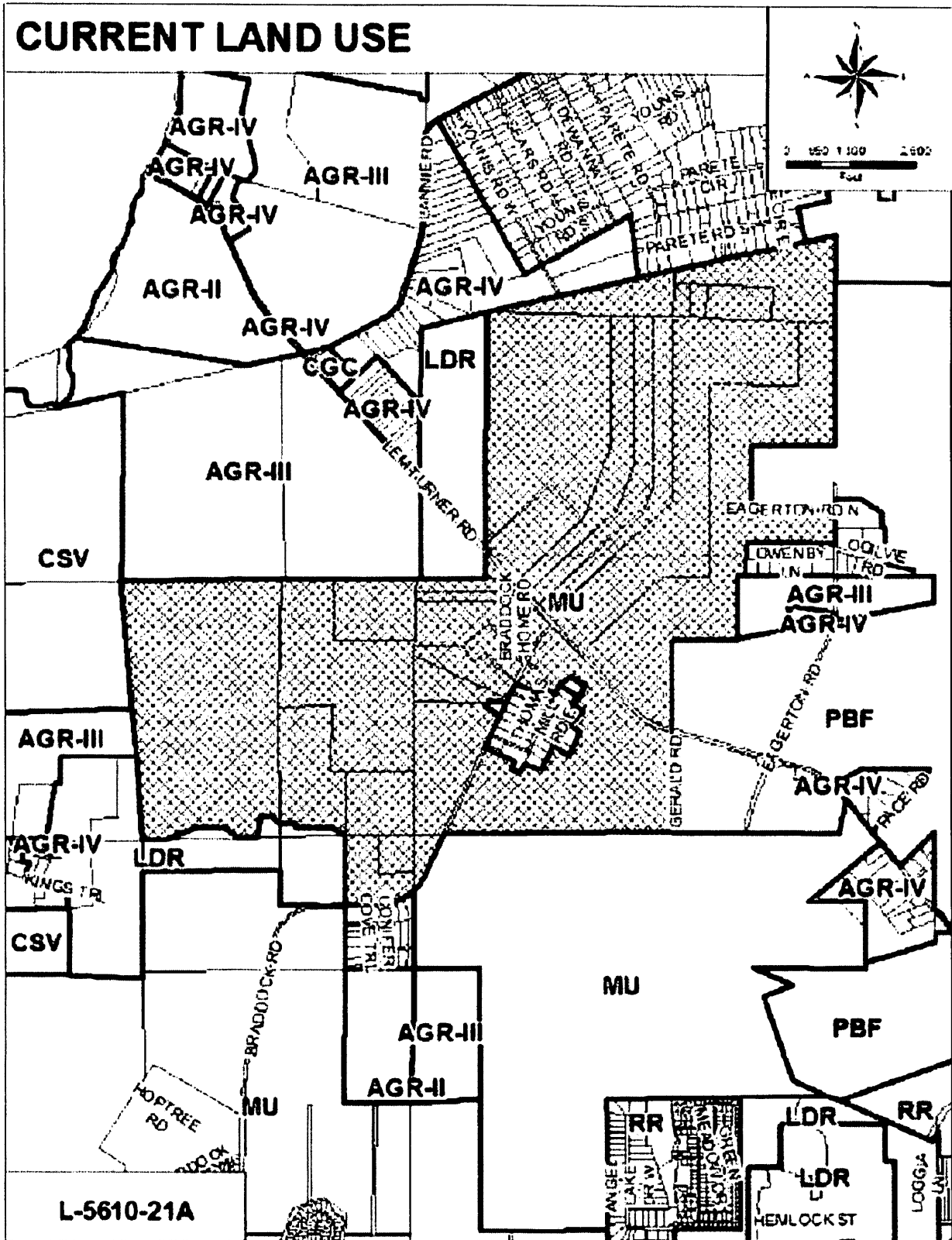
Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing to provide lifestyle choice and options to meet the needs in northeast Florida and creating additional space for the development of housing in the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

LOCATION AND FIELD MAP



LAND USE MAP



PARKS, RECREATION AND COMMUNITY SERVICES DEPARTMENT
REVIEW

Parola, Helena

From: Burket, Brian
Sent: Tuesday, January 4, 2022 12:53 PM
To: Parola, Helena
Cc: Joseph, Daryl; Enz, Jill
Subject: RE: L-5610-21A- Multi-Use Area (2.235 acres) in proximity to the Kings Road Historic Preserve
Attachments: 5610 Impacts Assessment Form.pdf

Thanks Helena. This is different from and immediately north of the Villages of Westport PUD, correct? Late last year, I sent the following concerns about this proposed development:

The St. Johns River Water Management District and City of Jacksonville co-own and co-manage Kings Road Historical Park which is a component of the Thomas Creek Conservation Area and is adjacent to the proposed Blyler Land Use Amendment. It is also important to note that the Florida Fish and Wildlife Conservation Commission manages seasonal hunts on the property. Part of the management of this publicly owned site may include timber harvesting and prescribed burning for resource enhancement and to reduce the potential impacts of wildfires. Prescribed burning will create smoke, which may temporarily impact the neighborhood and surrounding areas. However, such efforts are necessary to the management of these lands for wildlife, resource protection and recreational uses. All homeowners are strongly encouraged to review and implement "Firewise" management and design techniques, to the extent that these are consistent with water conservation and Florida Friendly landscaping requirements in the Jacksonville Zoning Code. In particular, landscaping should be maintained to prevent the accumulation of flammable brush, dead leaves or landscaping near homes where such homes are adjacent to forest areas. Please consult the Florida Forest Service's and Florida Division of Emergency Management's latest guidance on home and landscaping maintenance near forested lands.

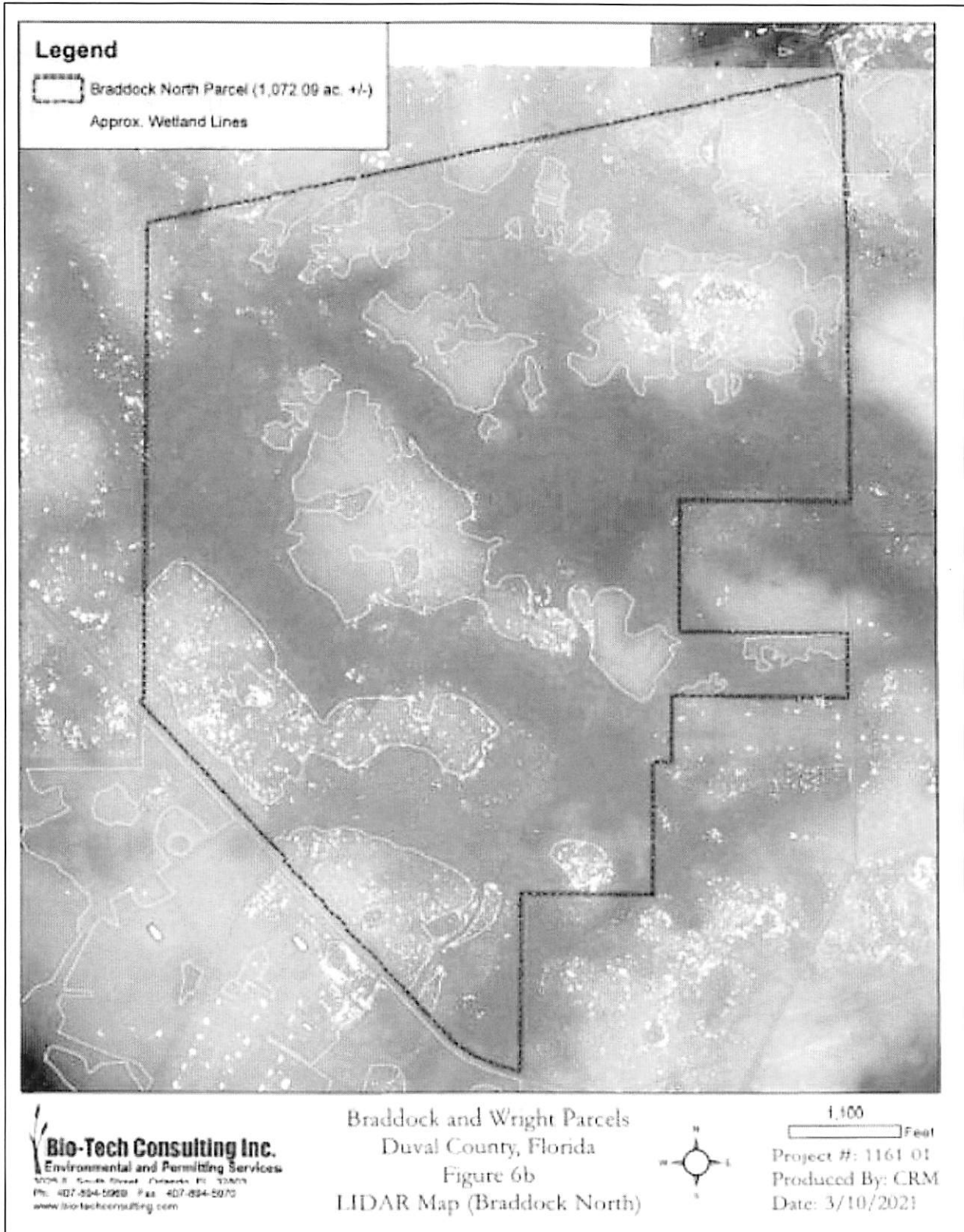
Also, the current access road to the Blyler property is an unpaved service road for the preserve which receives minimal maintenance. Where is vehicle access to the property proposed? If the plan is to widen and pave the preserve's service road, this would require permission from SJRWMD and would negatively impact the natural resources (i.e. wildlife mortality on road, fragmentation of habitat, noise pollution, increase littering and poaching, etc.) and decrease the acreage of this conservation property. They tend not to give permission for those types of requests because it goes against their mission. An alternative access may be possible from Braddock Road, but it's a much longer road and would require crossing other privately owned properties.

Following sending these comments, I recall receiving a call from the applicant to discuss some of these concerns and I believe he stated that improved access would be from Braddock Rd. From what you sent to day (attached), it seems that the biggest change is the % distribution of uses which greatly increase park/open space which seems to imply the development will be more densely concentrated on other portions of the property. As long as the development areas are located away from Preserve boundary and avoids wetland impacts, I think this would be a positive change, but I don't recall seeing a site plan yet to confirm. I'd also want to know more about their proposed recreational facilities planned given the large number of new residences in an area that has few existing, active parks. Perhaps, the owner would be willing to develop and donate park land such as the Villages of Westport PUD.

Brian Burket
Waterfront Project Manager
City of Jacksonville | Parks, Recreation and Community Services
214 N. Hogan Street, 4th Floor, Room 473
Jacksonville, FL 32202
(904) 255-7935

WETLANDS MAPS

SUBMITTED BY THE APPLICANT



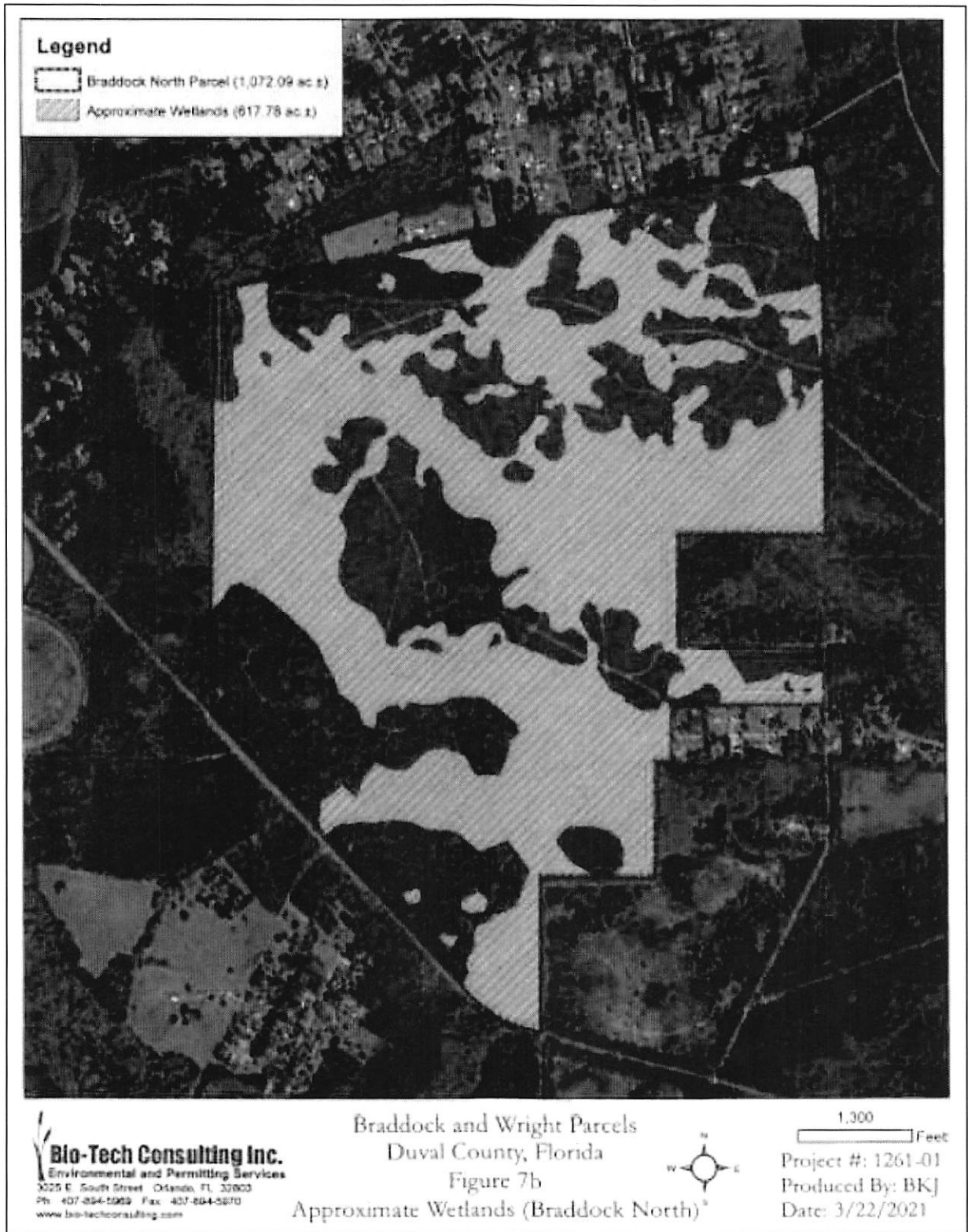
WETLANDS MAPS (CONTINUED)

SUBMITTED BY THE APPLICANT



WETLANDS MAPS (CONTINUED)

SUBMITTED BY THE APPLICANT



WETLANDS MAPS (CONTINUED)

SUBMITTED BY THE APPLICANT

