

City of Jacksonville, Florida

Lenny Curry, Mayor

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

March 23, 2023

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. 2023-117/Application No. L-5781-22C

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 2023-117 on March 23, 2023.

P&DD Recommendation

DENY

PC Issues:

There were no speakers in opposition to the amendment. Commission member discussion focused on the following topics:

- Parking will be provided on-site pursuant to code requirements.
- The need for housing to meet demand.
- The need for transit is based on demand and residential density creates demand.

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

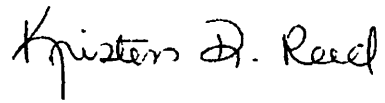
David Hacker

Aye

Planning Commission Report
March 23, 2023

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

Sincerely,

Handwritten signature of Kristen D. Reed in cursive script.

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 – March 17, 2023

Ordinance/Application No.: 2023-117 / L-5781-22C

Property Location: 0 Salisbury Road, between Sleiman Parkway and Corporate Center Parkway

Real Estate Number(s): 152850-0000 and 152850-0020

Property Acreage: 2.97 Acres

Planning District: District 3, Southeast

City Council District: District 4

Applicant: Jorge Suazo

Current Land Use: Business Park (BP)

Proposed Land Use: High Density Residential (HDR)

Development Area: Urban Priority Area

Current Zoning: Industrial Business Park (IBP)

Proposed Zoning: Residential High Density-B (RHD-B)

RECOMMENDATION: DENY

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To permit infill residential zoning within the Salisbury Office Park, reducing Vehicle Miles Travelled (VMT) and promoting shared use of existing infrastructure.

BACKGROUND

The 2.97-acre subject site is located on the southeast corner of Salisbury Road and Charing Street, north of the JTB/I-95 interchange. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from Business Park (BP) to High Density Residential (HDR), with a companion rezoning application from Industrial Business Park (IBP) to Residential High Density-B (RHD-B). The applicant requests the change to permit infill residential development.

The site is undeveloped land in proximity to major transportation corridors and a variety of residential, office and commercial uses in the BP, Community/General Commercial (CGC), and HDR land use categories. In 2022, a 5-parcel, 10.3-acre site just south of the application site was changed from BP and CGC to HDR, pursuant to Ordinance 2022-011-E.

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

North: Land Use: CGC
 Zoning: Planned Unit Development (PUD) and Industrial Business Park (IBP)
 Property Use: Offices, Physical Rehabilitation Center, College Campus (Nova Southeastern University)

South: Land Use: BP and HDR
 Zoning: PUD, IBP, and Residential High Density – B (RHD-B)
 Property Use: Commercial, Offices, and Undeveloped land

East: Land Use: BP
 Zoning: IBP
 Property Use: Commercial and Offices

West: Land Use: BP
 Zoning: PUD and IBP
 Property Use: Multi-family, Offices

IMPACT ASSESSMENT

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

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

Land Use Amendment Impact Assessment

Development Analysis	2.97 Acres – 129,373.2 sq. ft.
Development Boundary	Urban Priority Area
Roadway Frontage Classification / State Road	Salisbury Road – Local Road

Development Analysis		2.97 Acres – 129,373.2 sq. ft.	
	Charing Street – Local Road		
Plans and/or Studies	Southeast Vision Plan		
Site Utilization	Current: Vacant - Undeveloped	Proposed: Residential	
Land Use / Zoning	Current: Business Park (BP) / Industrial Business Park (IBP)	Proposed: High Density Residential (HDR) / Residential High Density – B (RHD-B)	
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 0.35 FAR (20%) and 30 DU/Acre (80%)	Proposed: 45 DU/Acre	
Development Potential	Current: Scenario 1: 45,280.6 sq. ft. Scenario 2: 9,056.1 sq. ft. and 71 MF DU	Proposed: 133 MF DU	
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 133 DU Scenario 2: Increase of 62 DU		
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 45,280.6 sq. ft. Scenario 2: Decrease of 9,056.1 sq. ft.		
Population Potential	Current: Scenario 1: 0 Scenario 2: 166 People	Proposed: 312 People	
Special Designation Areas			
Aquatic Preserve	No		
Septic Tank Failure Area	No		
Evacuation Zone	No		
Airport Environment Zone	300' zone for Jacksonville Naval Air Station		
Industrial Preservation Area	Situational Compatibility		
Cultural Resources	None		
Archaeological Sensitivity	High (small portion) and Low		
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		

Development Analysis		2.97 Acres – 129,373.2 sq. ft.
Public Facilities		
Potential Roadway Impact	Scenario 1: 41 net new daily trips Scenario 2: 0 net new daily trips	
Potential Public-School Impact	Increase of 31 students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 28,077 gpd Scenario 2: Increase of 13,935 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 21,058 gpd Scenario 2: Increase of 10,451 gpd	
Potential Solid Waste Impact	Scenario 1: Increase of 273.35 tons per year Scenario 2: Increase of 146.71 tons per year	
Drainage Basin/Sub-basin	Basin: Arlington River Sub-basin: Bennett Branch	
Recreation and Parks	Victoria Park	
Mass Transit Access	Within the JTA University ReadIRide Zone within 2 miles of JTA Philips Highway Park n' Ride, the First Coast Flyer Blue Line and bus routes 27 and 107.	
Natural Features		
Elevations	25' to 27'	
Land Cover	4340: Upland mixed coniferous/hardwood	
Soils	32: Leon Fine Sand – 0 to 2% slopes	
Flood Zones	None	
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 has been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely to prepare 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).

A JEA service letter, dated December 28, 2022, was filed with the companion rezoning application. According to the JEA availability letter, there are two available potable water connections – one 8-inch water main along Charing Street and another 8-inch water main along Salisbury Road and there are corresponding 8-inch gravity sewer mains along both roads.

Transportation

The subject site is 2.97 acres and is accessible from Salisbury Road and Charing Street, both unclassified roadways. The proposed land use amendment is located within the Urban Priority Development Area and Mobility Zone 8. The applicant proposes to change the existing land use from Business Park (BP) to High Density Residential (HDR).

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

Objective 2.4 The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series 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 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.

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 563 or 612 daily trips depending on the scenario. If the land use is amended to allow for this proposed HDR development, this will result in 604 daily trips depending on the scenario.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 41 or 0 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 because of this land use amendment.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	770	45,281 SF	T = 12.44 (X) / 1000	563	0	563
Total Trips for Existing Land Use- Scenario 1						563
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP- N	770	9,056 SF	T = 12.44 (X) / 1000	133	0	133
BP- R	220	71 MF DUs	T = 6.74 (X)	479	0	479
Total Trips for Existing Land Use- Scenario 2						612
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
HDR	222	133 MF DU	T = 4.54 (X)	604	0	604
Total Trips for Proposed Land Use						604
Scenario 1 Difference in Daily Trips						41
Scenario 2 Difference in Daily Trips						0

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

School Capacity

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 2.97 acre proposed land use map amendment has a development potential of 133 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-5781-22C Salisbury Road Requested By: Ed "Luke" Lukacovic / Eric Hinton Reviewed By: Shalene B. Estes Due: 2/17/2023							
Analysis based on maximum dwelling units: 133							
School Type	CSA ¹	2022-23 Enrollment/CSA	Current Utilization (%)	New Student/ Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 4 & 5
Elementary	3	7,334	71%	16	75%	1,349	2,368
Middle	3	2,062	73%	6	56%	612	1,114
High	3	4,155	82%	9	85%	293	673
Total New Students				31			

NOTES:

¹ Proposed Development's Concurrency 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 housing units (418,708) for the same year, generating a yield of 0.250.

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

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

Supplemental School Information

The following additional information regarding the capacity of the assigned neighborhood schools is 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.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5781-22C Salisbury Road Requested By: Ed "Luke" Lukacovic / Eric Hinton Reviewed By: Shalene B. Estes Due: 2/17/2023 Analysis based on maximum dwelling units: 133						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20-Day Count (2022/23)	% OCCUPIED	4 YEAR PROJECTION
Greenfield ES #222	3	16	592	582	98%	93%
Southside MS #211	3	6	977	848	87%	80%
Englewood HS #90	3	9	1864	1726	93%	94%
		31				

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-.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.

Airport Environment Zone

The site is located within the 300-foot Height and Hazard Zone for the Jacksonville Naval Air Station. Zoning will limit development to a maximum height of 300', unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

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

Industrial Preservation Area

The subject property is located within the "Industrial Situational Compatibility" Zone. "Industrial Sanctuary" and "Industrial Situational Compatibility" Zones are areas identified on the Industrial Preservation Map (Map L-23) of the Future Land Use Map series of the Future Land Use Element of the 2030 Comprehensive Plan as strategically located industrial lands for future industrial expansion and economic development.

The Industrial Situational Compatibility zone related policies discourage conversion of Light Industrial and Heavy Industrial properties to non-industrial land uses. Since the site is currently designated under the BP land use category, the proposed amendment is not in conflict with the Industrial Situational Compatibility zone.

Future Land Use Element

Policy 3.2.29 The City shall continue to update its comprehensive inventory and mapping of Industrial lands to identify and protect existing strategically located industrial lands for future expansion and economic development. These areas are crucial to the long term economic well-being of the City and are identified on the Industrial Preservation Map (Map L-23) as "Industrial Sanctuary" or "Areas of Situational Compatibility".

Policy 3.2.33 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 (Map L-23), lands designated Heavy Industrial or Light Industrial 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 construction of mixed use development consistent with the requirements for job creation as defined by Policy 3.2.34.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 28, 2023, the required notices of public hearing signs were posted. Eighteen (18) notices were mailed out to adjoining property owners informing them of the proposed land-use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on March 6, 2023, for the adoption of the small-scale land use amendment. The applicant was present. There was one person from the public present who expressed concerns with the lack of available public transportation to the site.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives, and Policies

Future Land Use Element (FLUE)

Development Area

Urban Priority Area (UPA): The UPA is the first tier Development Area and generally includes the historic core of the City and major connecting corridors. The intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is expected to employ urban development characteristics as further described in each land use plan category. The UPA does not include the Central Business District Land Use Category boundaries.

- Goal 1** To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.
- Policy 1.1.5** 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 for 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 1.1.20** Development uses and densities shall be determined by the Development Areas described in the Operational Provisions for the Central Business District (CBD); Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA) as identified in the 2030 Comprehensive Plan, in order to prevent urban sprawl, protect agricultural lands, conserve natural open space, and to minimize the cost of public facilities and services.
- Policy 1.1.21** Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.
- Policy 1.1.22** Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.2.9 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 may be permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

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 the 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.

According to the Future Land Use Element (FLUE), the BP land use category in the Urban Priority Area is intended to provide compact medium to high intensity office and light industrial development. Development which includes medium to high density residential uses is preferred for site located outside of areas identified as an Industrial Sanctuary. Commercial offices should comprise the majority of the category land area, while service, major institutional and light industrial uses constitute the remaining land area. Limited commercial retail sales and service establishments, hotels and motels may also be permitted. Residential uses are permitted as part of mixed use developments at up to 40 units per acre in the Urban Priority Area, subject to the provision that residential uses shall be for workforce persons and shall not exceed 80 percent of development.

The HDR land use in the Urban Priority Area is intended to provide compact high-density mixed-use development at densities up to 80 units per acre. The development characteristics for HDR in the Urban Priority Area requires a mix of uses for densities above 25 dwelling units per acre. High density residential development which includes limited commercial uses which serve the residential component of HDR developments as well as adjacent neighborhoods is preferred to reduce the number of Vehicles Miles Traveled. A combination of compatible mixed uses should be organized vertically within a multistory building. HDR designations shall be in locations which are supplied with full urban services; which are in close proximity to a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located within one-half mile distance from an existing or planned Jacksonville Transit Authority (JTA) Rapid Transit System (RTS) or other mass transit system station. Locations which serve as a transition between commercial and medium density residential land uses are preferred. Sites which are abutting Low Density Residential (LDR) or Rural Residential (RR) are discouraged.

Consistent with the locational requirements of the HDR land use category and FLUE Policy 1.2.9, the site has access to full urban services and infrastructure and is in close proximity to roads classified as arterial or higher. However, the site is not within ½ mile of a mass transit station. The site is within the University JTA ReadIRide Zone. ReadIRide is on-demand and provides curb-to-curb service within the zone providing access to the JTA Philips Highway Park n' Ride, the First Coast Flyer Blue Line and bus routes 27 and 107. According to the JTA, the University ReadIRide zone has the highest ridership amongst all ReadIRide zones in the system, with 728 passengers in January 2023.

The amendment site is in the Urban Priority Development Area and the intent of the UPA is to encourage revitalization and the use of existing infrastructure through redevelopment

and infill development at urban densities which are highly supportive of transit and result in the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Therefore, the amendment is also consistent with FLUE Policies 1.1.20 and 1.1.22, and the intent of the Urban Priority Development Area.

The amendment to HDR enhances the mix of uses in this section of the Urban Priority Area by adding residential development opportunities that place housing near retail, hospitality, Nova Southeastern – Jacksonville Campus, Brooks Rehabilitation, and other business and office uses and mass transit. The resulting mix of uses optimizes the combined potentials for economic benefit, enjoyment, and protection of natural resources as called for in FLUE Goal 1, Goal 3, Objective 3.1, and Policies 1.1.5, 1.1.20, 1.1.21, and 3.1.6.

The residential densities permitted in the HDR land use are compatible with the established character of the area which includes a broad mix of office, commercial, educational, residential, and hospitality uses and that is located at the confluence of three major transportation corridors. Therefore, the amendment results in a compatible land use pattern that serves to promote infill residential development at high densities in an area that has the capacity to serve and support such development. As such, the amendment is consistent with the HDR land use category description, the Urban Priority Development Area Description and the FLUE Goals, Objectives and Policies listed in this consistency evaluation section of the report.

The small-scale amendment from BP to HDR will have a negligible impact on the provision of commercial and industrial land, while providing for additional housing to allow the operation of real estate markets to provide adequate choices for permanent and seasonal residents. For these reasons the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

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

Vision Plan

The subject site is located within the boundaries of the Southeast Vision Plan. Sub-Principle 2.1 of the Vision Plan calls for the provision and promotion of compatible mixed-use development, infill and redevelopment in stable and declining areas and the creation of a range of housing opportunities and choices, where appropriate. As established in the Comprehensive Plan consistency review section of this report, the amendment enhances the mix of uses in the area and promotes infill in the Urban Priority Development Area where there is access to full urban services and facilities. Additionally, the vision plan, under action items for sub-principle 3.1, envisions the potential for the expansion of BRT

/ light rail in the area. Therefore, the amendment is consistent with the Southeast Vision Plan.

Strategic Regional Policy Plan

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

Goal: Each local government is encouraged to take the lessons learned from visioning, the public preference for multiple growth centers, the opportunities and challenges raised by resources of regional significance and the desires of their residents and determine where new growth should go, ideally in locations allowing it to take advantage of existing infrastructure, be mixed use, compact and connected to other centers. These mixed use growth and redevelopment centers are supported in all seven Counties and have the potential to increase transit ridership, reduce car dependency, maintain water and air quality and conserve water. Once these locations are chosen, governments should do all they can to support quality development there that will appreciate in value and achieve multiple community and economic goals.

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 create a location for the development housing stock in a mixed-used, urban setting that has access to full urban services and facilities. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan, Communities and Affordable Housing Element.

LOCATION AND CURRENT LAND USE MAP

