



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

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

www.Jacksonville.gov

February 8, 2024

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

RE: Planning Commission Advisory Report / Ordinance No. 2024-009/Application No. L-5878-23C

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

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2024-009 on February 8, 2024.

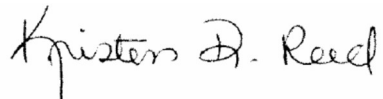
P&DD Recommendation APPROVE
PC Issues: None
PC Vote: 7-0 APPROVE

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

Planning Commission Report
February 8, 2024
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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 style with a light gray background behind it.

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 – February 2, 2024

Ordinance/Application No.: 2024-009 / L-5878-23C

Property Location: 6315 Old Wesconnett Blvd, between 118th Street and Wesconnett Boulevard.

Real Estate Number(s): 097881 0000

Property Acreage: 3.04 Acres

Planning District: District 4, Southwest

City Council District: District 14

Applicant: Curtis Hart

Current Land Use: Low Density Residential (LDR)

Development Area: Urban Development Area

Proposed Land Use: Medium Density Residential (MDR)

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

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: *Approve*

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Property is surrounded by land uses of CGC, LDR and MDR close by. The proposed change from LDR to MDR would be compatible with the surrounding area.

BACKGROUND

The 3.04-acre subject site is located at 6315 Old Wesconnett Blvd, between 118th Street and Wesconnett Boulevard. According to the City’s Functional Highway Classification Map, Wesconnett Boulevard and 118th Street are collector roadways.

The subject site includes single-family residential and vacant land. The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from Low Density Residential (LDR) to Medium Density Residential (MDR). A companion rezoning has been filed and is pending concurrently with the land use amendment, via Ordinance 2024-010, to change the zoning district of the site from Rural Residential-Acre (RR-Acre) to Planned Unit

Development (PUD). The subject site abuts the CGC land use category to the east and is in close proximity to land in the MDR land use category to the north, west and south. The change to MDR will be a logical transition of density in the area.

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

North: Land Use: Medium Density Residential (MDR) and Low Density Residential (LDR) and Community/General Commercial (CGC)
 Zoning: Planned Unit Development (PUD), Residential Low Density-60 (RLD-60), Commercial Community/General-2 CCG-2) and Rural Residential-Acre (RR-Acre)
 Property Use: Single-Family, Vacant, Lounge/Hall, Retail Store, Used Vehicle Sales, Service Garage, Warehouse and Open Storage

South: Land Use: LDR, CGC and MDR.
 Zoning: RR-Acre, PUD and CCG-2
 Property Use: Single-Family, Multi-Family, Vacant, Service Garage, Shopping Center, and New Vehicle Sales

East: Land Use: CGC and LDR
 Zoning: PUD and RR-Acre
 Property Use: Single-Family and Vacant

West: Land Use: MDR and CGC
 Zoning: PUD, CCG-2 and RMD-A
 Property Use: Used Vehicle Sales, Office, Service Garage, Retail Store and Medical Office

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 potential as shown in this section.

Land Use Amendment Impact Assessment - Application Number L-5878-23C

Development Analysis	3.04 Acres	
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Old Wesconnett Blvd./Collector Roadway	
Plans and/or Studies	Southwest Vision Plan	
Site Utilization	Current:	Proposed:

Development Analysis	3.04 Acres	
	Residential	Residential
Land Use / Zoning	Current: LDR/RR-Acre	Proposed: MDR/PUD
Development Standards for Impact Assessment	Current: 5 DU/Acre	Proposed: 15 DU/Acre
Development Potential	Current: 15 SF DUs	Proposed: 45 MF DUs
Net Increase or Decrease in Maximum Density	Increase of 30 DUs	
Net Increase or Decrease in Potential Floor Area	N/A	
Population Potential	Current: 39 People	Proposed: 105 People
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	Zone D	
Airport Environment Zone	300' Height Restriction Zone for NAS Jax and 500' Height Restriction Zone for Cecil Field	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	High sensitivity	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	162 net new daily trips	
Potential Public School Impact	10 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 6,585 gpd Scenario 2: N/A	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 4,938 gpd Scenario 2: N/A	
Potential Solid Waste Impact	Scenario 1: Increase of 78 tpy Scenario 2: N/A	
Drainage Basin/Sub-basin	Ortega River/Fishing Creek	
Recreation and Parks	No	
Mass Transit Access	JTA Route 31, Stop 2458	
Natural Features		
Elevations	16 to 21 feet above mean sea level	

Development Analysis	3.04 Acres
Land Cover	1100: Residential, low density, 4340: Upland mixed coniferous/hardwood
Soils	63: Sapelo Fine Sand, 67: Surrency Loamy Fine Sand
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report 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. The method of calculating water and sewer flows to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document.

The applicant indicated in the application that the site would be served by JEA water and sewer. According to a JEA Availability Letter dated August 28, 2023, there is an existing 16-inch water main and an existing 8-inch gravity sewer mail along Wesconnett Blvd.

Infrastructure Element

Sanitary Sewer Sub-Element

Policy 1.1.1 JEA shall provide for regional wastewater facilities associated with development within the Urban Area as defined in the Future Land Use and Capital Improvements Element, excluding improvements within the service area of an investor-owned public utility company of regional status.

Future Land Use Element

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

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

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.

3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 3.04 acres and is accessible from Old Wesconnett Blvd, a local facility. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 7. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Medium Density Residential (MDR).

Comprehensive Plan Consistency:

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

Transportation Element

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

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

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

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use may result in 141 daily trips. If the land use is amended to allow for this proposed MDR development, this could result in 303 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in 162 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 and FDOT to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Existing Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LDR	210	15 MF DUs	T = 9.43(X)	141	0	141
<i>Existing Scenario</i>						141
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	45 MF DUs	T = 6.74(X)	303	0	303
Proposed Scenario						303
Difference in Daily Trips						162

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 3.04 acre proposed land use map amendment has a development potential of 45 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:

<p>Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5878-23C Weaconnett Blvd Requested By: Sam Roberts Reviewed By: W. Randall Gallup Due: 12/19/2023</p>							
<p>Analysis based on maximum dwelling units: <u>45</u></p>							
School Type	CSA ¹	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/Development ²	5-Year Utilization (%)	Available Seats - CSA ³	Available Seats - Adjacent CSA 1&7
Elementary	2	5,833	71%	5	69%	2,661	7,641
Middle	2	2,581	68%	2	65%	98	1,936
High	2	3,136	80%	3	82%	895	2,014
				Total New Students	10		

NOTES:

¹ Proposed Development's Concurrently Service Area (CSA)

² Student Distribution Rate

ES--125

MS--051

HS--074

0.250

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

³ Available CSA seats include current reservations

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

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

Public School Facilities Element

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

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

Objective 3.1 Adopted Level of Service (LOS) Standards
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

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

Supplemental School Information:

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 EE space requirements.

<p>Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5878-23C Wescomnett Blvd Requested By: Sam Roberts Reviewed By: W. Randall Gallup Due: 12/19/2023</p> <p>Analysis based on maximum dwelling units: <u>45</u></p>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ²	SCHOOL CAPACITY ³ (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2023/24)	% OCCUPIED	4 YEAR PROJECTION
Cedar Hills #97	2	5	647	428	66%	65%
Westside Middle #207	2	2	1029	591	57%	59%
Westside High #241	2	3	1786	1587	89%	90%
		10				

NOTES:

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

² Student Distribution Rate

ES-.125
MS-.051
HS-.074
0.250

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

³ Does not include ESE & room exclusions

Airport Environment Zone

The site is located within the 300' Height Restriction Zone for Naval Air Station Jax and 500' Height Restriction Zone for Cecil Field. Zoning will limit development to a maximum height of 300' or 500', unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration. Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.1005.1(d).

Future Land Use Element

Objective 2.6 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities in accordance with the requirements of Section 163.3177, F.S.

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

Evacuation Zone

The subject site is within Evacuation Zone D. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD's attached memo, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their complete analysis is provided below.

The proposed property in land use amendment L-5878-23C will be in close proximity to Blanding Boulevard, indicating sufficient access to I-295 (2.43 road miles) and I-10 (7.72 road miles), primary evacuation routes.

In consideration of the surrounding evacuation zones (Zone D and Zone A), nearest evacuation routes, and the estimate of 162 additional daily trips the development of the proposed property could create a localized impact to the traffic flow on I-295 and I-10 during an emergency evacuation scenario. The changes proposed through land use amendment application L-5878-23C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts on the floodplain.

Archaeological Sensitivity

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

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

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

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on January 12, 2024, the required notices of public hearing signs were posted. Twenty-Three (23) 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 16, 2024. One members of the public was in attendance to hear about the applicants plan for the property.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the city that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the UPA, the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as defined in this Plan.

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 1.1.7 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 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. 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.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use

need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

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

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

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

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

- Policy 3.1.5 The City shall provide opportunities for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.
- Policy 3.1.12 The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

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 Category Descriptions of the Future Land Use Element (FLUE), Low Density Residential (LDR) in the Urban Development Area is intended to provide for low-density residential development. The maximum gross density in the Urban and Suburban Areas shall be 7 units/acre when centralized potable water and wastewater services are available to the site.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this

category. MDR in the Urban Development Area permits residential densities at a minimum of 7 units per acre and up to 20 units per acre.

The applicant is proposing a change from LDR to MDR to allow for multi-family development for a site that is in the Urban Development Area, near commercial employment uses in the CGC land use category and multi-family residential uses to the south and west of the application site and abuts a collector road. The proposed land use amendment converting land from LDR to MDR will facilitate the development of a variety of housing options near existing residential areas and nearby commercial areas. The provision of multi-family housing near commercial areas is complementary to meeting the employment needs of the area while also meeting the goal of creating a land use pattern that minimizes vehicle miles traveled. Therefore, the amendment is consistent with FLUE Goals 1 and 3, Objective 1.1, and Policies 1.1.21, 1.1.22, 3.1.5 and 3.1.12.

The implementation of MDR on the subject site will create a gradual transition of density that is consistent with the land use pattern of the area. There is land in the LDR and MDR categories to the north of the site, land in the LDR and CGC categories to the east, land in the CGC category to the south and land in the CGC and MDR categories to the west. This transition is consistent with FLUE Policy 1.1.7

According to a JEA Availability Letter dated August 28, 2023, there is an existing 16-inch water main and an existing 8-inch gravity sewer main along Wesconnett Blvd. The applicant indicated in the application that the site would be served by JEA water and sewer. Therefore, the amendment complies with FLUE Policy 1.2.8.

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

Vision Plan

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan (2003). The Southwest Planning District of Jacksonville embraces a variety of new growth opportunities from the conversion of Cecil Field into a hub of aviation, high tech, and industrial activity to the creation of outstanding recreational and conservation resources and high-quality residential areas. Theme 1 of this vision plan is: Strengthen existing neighborhoods and create new neighborhoods. The proposed amendment to MDR will create an additional opportunity for residential development in this area.

Strategic Regional Policy Plan

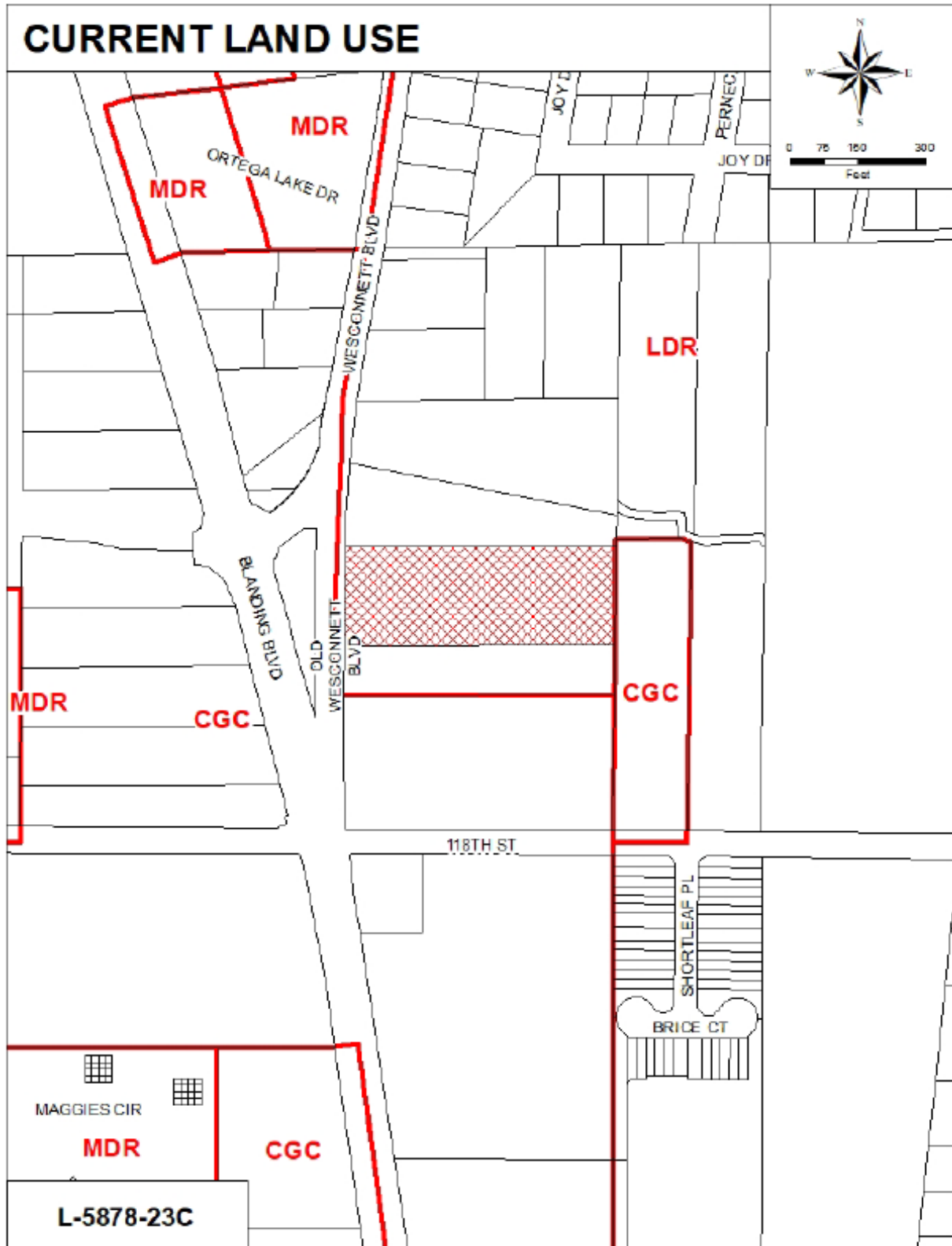
The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

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 in the southwest region and create a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

CURRENT LAND USE AMENDMENT MAP



LAND USE AMENDMENT LAND UTILIZATION MAP

