

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
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Jacksonville, FL 32202
(904) 630-CITY
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January 5, 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. 2022-853/Application No. L-5764-22C

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

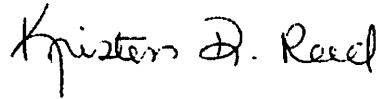
Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2022-853 on January 5, 2023.

P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	6-0 APPROVE

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

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 – December 30, 2022

Ordinance/Application No.: 2022-853 / L-5764-22C

Property Location: 0 Phillips Highway between Phillips Highway and Brookwater Drive.

Real Estate Number(s): 168090 0040, a portion of

Development Area: Suburban

Property Acreage: 29.55 acres

Planning District: District 3, Southeast

City Council District: District 11

Applicant: Marshall Phillips, Esquire

Current Land Use: Community/General Commercial (CGC) 9 Acres & Low Density residential (LDR) 20.55 Acres

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Planned Unit Development (PUD) 31.20 Acres

Proposed Zoning: Planned Unit Development (PUD) 31.20 Acres

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

To allow for commercial and multi-family development of the property consistent with the market.

BACKGROUND

The 29.55-acre subject property is located on the east side of Phillips Highway, between Phillips Highway and Brookwater Drive. According to the City’s Functional Highways Classification Map Phillips Highway is a major arterial roadway and Brookwater Drive is a local roadway. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from CGC and LDR to MDR, with a companion rezoning application from PUD to PUD to allow for commercial and multi-family development of the property consistent with the market. The companion rezoning, Ordinance 2022-854 is pending concurrently with this application.

Properties adjacent to the subject site are located in the LDR, AGR-IV, CGC, and RPI land use. The land use amendment site is currently undeveloped and surrounded by a mix of residential uses. More specific uses along with the zoning and land use categories are listed below.

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

North: Land Use: CGC and LDR
Zoning: Planned Unit Development (PUD)
Property Use: Vacant land and Single-Family Residential

South: Land Use: CGC, Residential-Professional-Institutional (RPI), Agriculture-IV (AGR-IV) and Multi-Use (MU)
Zoning: Commercial Community/General-1 (CCG-1), PUD, Commercial Residential and Office (CRO), and Public Buildings and Facilities-1 (PBF-1)
Property Use: Open storage, Multi-Family Residential, Vacant land, and Single-Family Residential

East: Land Use: LDR
Zoning: PUD
Property Use: Vacant land and Single-Family Residential

West: Land Use: LDR, AGR-IV, and Conservaton (CSV)
Zoning: Rural Residential-Acre (RR-Acre) and PUD
Property Use: Vacant land and Single-Family Residential

IMPACT ASSESSMENT

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

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

Land Use Amendment Impact Assessment - Application Number L-5764-22C

Development Analysis	9 Acres of CGC/20.55 Acres of LDR
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Development Analysis		9 Acres of CGC/20.55 Acres of LDR	
Development Boundary	Suburban Development Area		
Roadway Frontage Classification / State Road	Phillips Highway/Major Arterial Roadway		
Plans and/or Studies	Southeast Vision Plan & US-1 Corridor NAP		
Site Utilization	Current: Undeveloped	Proposed: Apartments	
Land Use / Zoning	Current: CGC (9 acres) & LDR (20.55 acres)	Proposed: MDR (29.55 acres)	
Development Standards for Impact Assessment	Current: CGC Scenario 1: 0.35 FAR Non-Residential Scenario 2: 20% Non-Residential at 0.35 FAR and 80% Residential at 15 Multi-Family Dwelling Units per Acre LDR 5 Single-Family DU/Acre	Proposed: 15 DU/Acre	
Development Potential	Current: Scenario 1: 137,214 Sq. Ft. of CGC Uses 102 Single-Family DUs Scenario 2: 27,442 Sq. Ft. and 108 Multi-Family Units of CGC Uses 102 Single-Family DUs	Proposed: 443 Multi-Family DUs	
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 341 DUs Scenario 2: Increase of 233 DUs		
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 127,214 Sq. Ft. Scenario 2: Increase of 27,442 Sq. Ft.		
Population Potential	Current: Scenario 1: 271 People Scenario 2: 524 People	Proposed: 1,041 People	
Special Designation Areas			
Aquatic Preserve	No		
Septic Tank Failure Area	No		
Evacuation Zone	Zone E		
Airport Environment Zone	No		

Development Analysis	9 Acres of CGC/20.55 Acres of LDR
Industrial Preservation Area	No
Cultural Resources	No
Archaeological Sensitivity	Low Sensitivity
Historic District	No
Coastal High Hazard	No
Adaptation Action Area	No
Groundwater Aquifer Recharge Area	Discharge Area
Wellhead Protection Zone	No
Boat Facility Siting Zone	No
Brownfield	No
Public Facilities	
Potential Roadway Impact	No net new daily trips
Potential Public School Impact	109 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 70,112 gallons per day Scenario 2: Increase of 50,221 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 52,584 gallons per day Scenario 2: Increase of 37,666 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 667 tons per year Scenario 2: Increase of 561 tons per year
Drainage Basin/Sub-basin	Julington Creek/Powers Bay
Recreation and Parks	Genovar Park
Mass Transit Access	No
Natural Features	
Elevations	19 to 24 feet above means sea level
Land Cover	3200: Shrub and brushland 4110: Pine flatwoods 5300: Reservoirs 6300: Wetland forested mixed 6430: Wet prairies 6460: Mixed scrub-shrub wetland
Soils	22: Evergreen-Wesconnett Complex, depressional 32: Leon Fine Sand 35: Lynn Haven Fine Sand
Flood Zones	0.36 of an Acre in AE Floodzone
Wetlands	Yes
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for 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).

A JEA letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated July 6, 2022, identifies an existing 24-inch water main along Phillips Hwy. In addition, there is a 20-inch force main and associated studs along Phillips Hwy.

Transportation

Background Information:

The subject site is 29.55 acres and is accessible from Phillips Hwy, a major arterial facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 1. The applicant proposes to change the existing land use from Community General Commercial (CGC) and 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 would result in 14,435 or 7,529 daily trips, depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 3,026 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment will result in no net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

**Table A
Daily Trip Generation Estimation Scenarios**

Existing Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC	820	457,227 SF	T = 37.01 (X) / 1000	16,922	3,892	13,030
LDR	210	149 SF DUs	T = 9.43 (X)	1,405	0	1,405
Total Trips for Existing Scenario 1 Land Use						14,435
Existing Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
CGC- N	821	91,445 SF	T = 67.52 (X) / 1000	6,174	2,470	3,704
CGC- R	220	359 MF DUs	T = 6.74 (X)	2,420	0	2,420
LDR	210	149 SF DUs	T = 9.43 (X)	1,405	0	1,405
Total Trips for Existing Scenario 2 Land Use						7,529
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	449 MF DUs	T = 6.74 (X)	3,026	0	3,026
Total Trips for Proposed Land Use						3,026
Scenario 1 Difference in Daily Trips						0
Scenario 2 Difference in Daily Trips						0

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

School Capacity

The 29.55 acre proposed land use map amendment has a development potential of 449 dwelling units and 109 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency as shown in "Attachment A".

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

Public School Facilities Element

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

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

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

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

Supplemental School Information:

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

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If

archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

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

Evacuation Zone

The subject site is within Evacuation Zone E. 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 proposed properties in land use amendment L-5764-22C will be in close proximity to Phillips Highway (US-1), indicating sufficient access to I-295 (4.75 road miles) and I-95 (5.85 road miles), primary evacuation routes. No impacts to countywide evacuation times are anticipated from the amendment proposed in L-5764-22C. 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 0.36 of an acres of the subject site is located within the AE flood zone. 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 AE flood zone is defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory.

Conservation /Coastal Management Element (CCME)

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.

Policy 11.3.18 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.

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such, based upon the city's geographic information data, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed rezoning may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 11 acres

General Location(s): Along majority of the north, east, and southern border.

Quality/Functional Value: The wetland has a low functional value for water filtration attenuation and flood water storage capacity due to its isolation, size and/or the lowering of the hydro-period due to nearby site grading or drainage/retention improvements. In addition, the wetland has no clear or significant impact on the City's waterways.

Soil Types/ Characteristics: (22) Evergreen-Wesconnett Complex – Very poorly drained, (35) Lynn Haven Fine Sand – somewhat poorly drained.

Wetland Category: Category III

Consistency of

Permitted Uses: Uses permitted within Category III wetlands are subject to CCME Policies 4.1.3 and 4.1.6.

Environmental Resource Permit (ERP): Not provided by applicant or on record with the St. Johns River Water Management District.

Wetlands Impact: The companion PUD site plan shows that development will be clustered to limit wetland impacts.

Associated Impacts: No impact to city waterways.

Conservation/Coastal Management Element

CCME 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;
- (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.

CCME 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.

PROCEDURAL COMPLIANCE

The required notices of public hearing signs were posted on the property. Twenty-Two (22) 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 November 28, 2022. Three members of the public were present. One member was concerned with being able to see the new structure from her property to the north of the subject sight.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

- 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 1.1.21 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 1.2.9 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.

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.

Policies 3.1.1 The City shall develop through the Planning and Development Department an incentive program to promote infilling of residential development on vacant land designated for residential use on the Future Land Use Map series. These incentives will be reflected in the Zoning Code of the City's Land Development Regulations.

Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Land Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements.

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.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have

infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Recreation and Open Space Element (ROSE)

Policy 2.2.2 The City shall require the all new single family and multi-family developments (residential developments) dedicate land for public parkland (active recreation parks) or provide monetary contribution to the appropriate department.

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 FLUE, Community/General Commercial (CGC) land use category in the Suburban Area is intended to provide development in a nodal development pattern. Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Nodal sites with two or more boundaries on a transportation right-of-way shall be considered preferred locations for these uses. Residential uses are permitted at up to twenty (20) dwelling units per acre as part of mixed-use developments so long as they do not exceed 80 percent of a development.

According to the Category Descriptions of the Future Land Use Element (FLUE), LDR in the Suburban Development Area is intended to provide for low density residential development. Residential development is permitted at up to seven (7) dwelling units per acre where centralized water and sewer is available.

MDR in the Suburban Area is intended to provide compact low to medium density mixed use development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Multi-family and single-family dwellings are the predominant development typology in this category. The maximum gross density in the Suburban Area shall be 20 units per acre, and the minimum gross density shall generally be greater than seven (7) units per acre.

The subject site is located on Phillips Highway and is served by public water and sewer services as per the JEA letter dated July 6, 2022. This letter identifies an existing 24-inch water main along Phillips Hwy. In addition, there is a 20-inch force main and associated studs along Phillips Hwy. Therefore, the proposed amendment is consistent with FLUE Policy 1.2.9.

The subject site has access to centralized water and sewer facilities and the proposed amendment to MDR would allow for development of additional housing options in the Southeast Planning District to accommodate future growth and development through the planning timeframe of the 2030 Comprehensive Plan. The property is undeveloped land in the Suburban Development Area and development of this site is considered infill development. Therefore, the amendment is consistent with FLUE Objectives 1.1 and 3.1, and Policies 1.1.5, 1.1.21, 1.1.24, 3.1.1 and 3.1.6.

The amendment to MDR to provide multi-family results in a compatible development pattern with the existing mix of land uses in the area and provides a transition from the LDR land use category north, east, and west of the subject site. The application site is also vacant undeveloped land. Therefore the proposed land use amendment to MDR is consistent with FLUE Objective 6.3 and Policies 1.1.10 and 3.1.3.

Additionally, multi-family development on the site will be subject to the requirements of ROSE Policy 2.2.2, as applicable, concerning the provision of recreation and open space.

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

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 availability of housing opportunities in the Suburban Development Area where there is access to full urban services and facilities. Therefore, the amendment is consistent with this principle of the Southeast Vision Plan.

US-1 Corridor Study

The purpose of the U.S. 1 Corridor Study is to analyze the existing uses and development opportunities along the Corridor, as well as the transportation and design issues affecting the Corridor businesses, and to develop a guide for existing and future development. According to the study, this corridor has a significant deficiency in infrastructure. With the addition of more housing in this area more infrastructure will be developed allowing the corridor to grow. Therefore, the amendment supports the needs of this corridor.

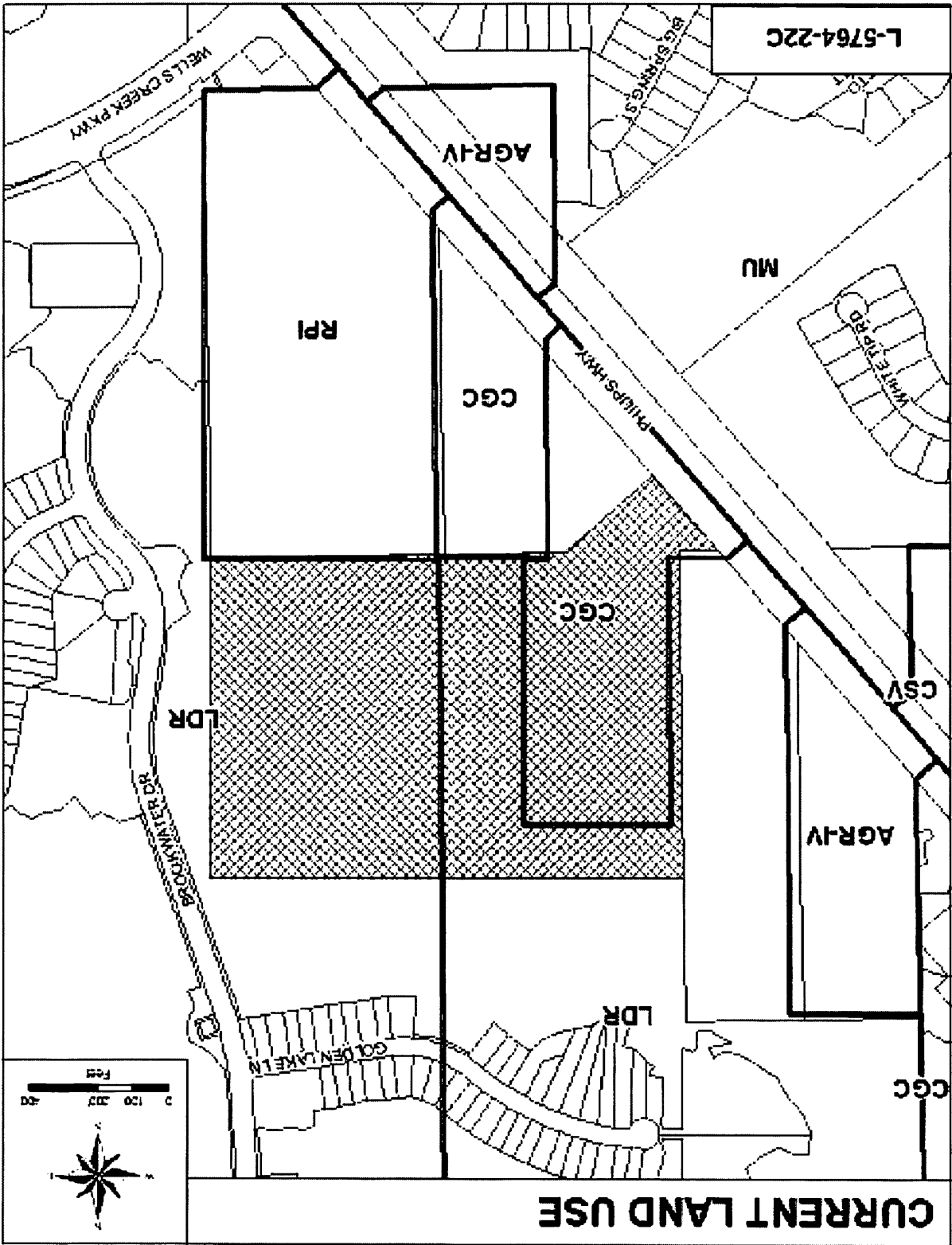
Strategic Regional Policy Plan

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

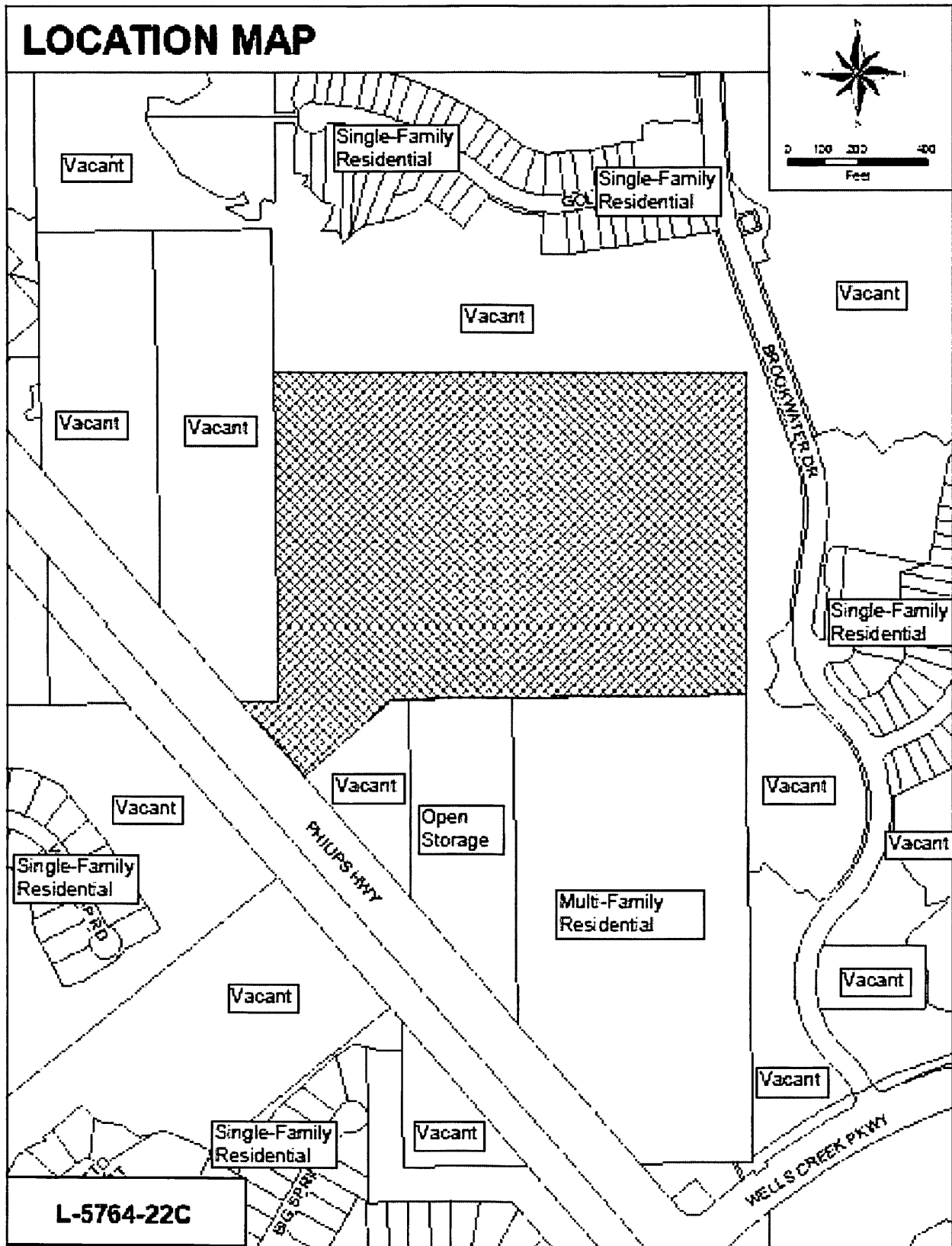
Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

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

LAND USE AMENDMENT USE MAP



LAND UTILIZATION MAP



Application Review Request: **COJ PDD: School Impact Analysis**
 Proposed Name: **L-5764-22C Ellis Cove PUD**
 Requested By: **Marcus Salley**
 Reviewed By: **Shalene B. Estes**
 Due: **12/22/2022**

Analysis based on maximum dwelling units: **443**

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 3 & 4
Elementary	5	8,254	84%	55	88%	1,007	2,110
Middle	5	2,210	78%	22	69%	366	1,360
High	5	7,718	99%	32	92%	527	439
Total New Students				109			

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 housing units (418,708) for the same year, generating a yield of 0.250.

Application Review Request: COJ PDD: Baseline Checklist Review Proposed Name: L-5764-22C Ellis Cove PUD Requested By: Marcus Salley Reviewed By: Shalene B. Estes Due: 12/22/2022 Analysis based on maximum dwelling units: <u>443</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2022/23)	% OCCUPIED	4 YEAR PROJECTION
Bartram Springs ES #161	5	55	964	1188	123%	139%
Twin Lakes Academy MS #253	4	22	1462	1056	72%	67%
Atlantic Coast HS #268	5	32	2443	2532	104%	90%
		109				

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.