

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

February 3, 2022

The Honorable Samuel Newby, President
The Honorable Rory Diamond, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2022-011/Application No. L-5631-21C

Dear Honorable Council President Newby, Honorable Council Member and LUZ Chairman Diamond 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 2022-011 on February 3, 2022.

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

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

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

Sincerely,

Kristen D. Reed

Kristen D. Reed, AICP
Chief of Community Planning Division
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7837
KReed@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – January 28, 2022

Ordinance/Application No.: 2022-011 / L-5631-21C

Property Location: 4130, 4138 and 0 Salisbury Road and 0 Sleiman Parkway, northeast of the JTB and I-95 interchange

Real Estate Number(s): 152794-0000, 152795-0000, 152803-0000, 152804-010, and 152804-0020

Property Acreage: 10.30 Acres

Planning District: District 3, Southeast

City Council District: District 4

Applicant: Evin M. Herzberg

Current Land Use: 8.66 acres of Business Park (BP) and 1.64 acres of Community/General Commercial (CGC)

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: APPROVE

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

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

BACKGROUND

The 10.3 Acre subject site is located on the east side of Salisbury Road and just northeast of the JTB/I-95 interchange. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from Business Park (BP) and Community General Commercial (CGC) to High Density Residential (HDR), with a companion rezoning application from Industrial Business Park (IBP) to Residential High Density-B (RHD-B). The applicant seeks to develop the site with multi-family residential units.

The site is undeveloped land that is located in close proximity to major transportation corridors and a variety of residential, office and commercial uses in the BP and CGC land use categories.

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

- North: Land Use: BP
Zoning: Planned Unit Development (PUD)
Property Use: Multi-family, Offices
- South: Land Use: CGC and BP
Zoning: CCG-1 and Industrial Business Park (IBP)
Property Use: Motel, Vacant Land and Offices
- East: Land Use: BP
Zoning: IBP
Property Use: Offices, Medical Facilities and Vacant Land
- West: Land Use: CGC and BP
Zoning: CCG-1, IBP and PUD
Property Use: Offices and I-95

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	BP: 8.66 Acres / CGC: 1.64 Acres (Total: <u>10.30 Acres</u>)
Development Boundary	Urban Priority Area
Roadway Frontage Classification / State Road	Salisbury Road – Unclassified Roadway Corporate Center Parkway – Local Roadway Sleiman Parkway – Local Roadway
Plans and/or Studies	Southeast Vision Plan

Development Analysis		BP: 8.66 Acres / CGC: 1.64 Acres (Total: <u>10.30 Acres</u>)
Site Utilization	Current: Vacant Industrial and an Office	Proposed: Residential
Land Use / Zoning	Current: BP (8.67 Acres) and CGC (1.60 Acres) / IBP	Proposed: HDR / RHD-B
Development Standards for Impact Assessment	Current: <u>Scenario 1:</u> 0.35 FAR non-residential (<i>for BP</i>) 0.35 FAR non-residential (<i>for CGC</i>) <u>Scenario 2:</u> 20% non-residential at 0.35 FAR and 80% residential at 30 Multi-Family DUs per Acre (<i>for BP</i>) 20% non-residential at 0.35 FAR and 80% residential at 45 Multi-Family DUs per Acre (<i>for CGC</i>)	Proposed: 45 DU per Acre
Development Potential	Current: <u>Scenario 1:</u> 132,030 Sq. Ft. (<i>for BP</i>) 25,003 Sq. Ft. (<i>for CGC</i>) <u>Scenario 2:</u> 26,406 Sq. Ft. of non-residential and 207 Multi-Family DUs (<i>for BP</i>) 5,000 Sq. Ft. of non-residential and 59 Multi-Family DUs (<i>for CGC</i>)	Proposed: 463 Multi-Family DUs
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 463 Multi-Family DU Scenario 2: Increase of 197 Multi-Family DUs	

Development Analysis		BP: 8.66 Acres / CGC: 1.64 Acres (Total: 10.30 Acres)
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 157,033 sq. ft. of commercial and business space Scenario 2: Decrease of 31,406 sq. ft. of commercial and business space	
Population Potential	Current: Scenario 1: Not Applicable Scenario 2: 625 people	Proposed: 1,088 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	No	
Industrial Preservation Area	Situational Compatibility	
Cultural Resources	No	
Archaeological Sensitivity	High and Low	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenario 1: 0 Net New Trips Scenario 2: 0 Net New Trips	
Potential Public School Impact	114 New Students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 98,289 gallons per day Scenario 2: Increase of 44,191 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 73,717 gallons per day Scenario 2: Increase of 33,144 gallons per day	
Potential Solid Waste Impact	Scenario 1: Increase of 952 tons per year Scenario 2: Increase of 461 tons per year	
Drainage Basin/Sub-basin	Arlington River / Bennett Branch	
Recreation and Parks	Baker-Skinner Park	
Mass Transit Access	JTA Routes 27 & 107 (Stop 5188 & 5219) / Philips Park & Ride southbound (the site is within the ReadIRide Zone)	
Natural Features		
Elevations	22-27 feet	

Development Analysis		BP: 8.66 Acres / CGC: 1.64 Acres (Total: <u>10.30 Acres</u>)
Land Cover	1400: Commercial and Services 4110: Pine Flatwoods	
Soils	(32) Leon Fine Sand, 0 to 2 percent slopes	
Flood Zones	No	
Wetlands	No	
Wildlife (applicable to sites greater than 50 acres)	Not applicable	

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 17, 2021, was filed with the companion zoning application. According to the JEA availability letter, both potable water and sanitary sewer facilities are available to serve development at this application site.

Transportation

The subject site is 10.30 acres and is accessible from Salisbury Road and Sleiman Parkway, both unclassified facilities. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 8. The applicant proposes to change the existing land use from Business Park (BP) and Community General Commercial (CGC) 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

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 existing land uses results in either 3,003 or 2,393 daily trips, depending on the scenario. If the land uses are amended to allow for the proposed HDR development, this will result in 875 daily trips.

Transportation Planning Division RECOMMENDS the following:

As shown in Table A, the trip generation comparison between the current and proposed comprehensive plan land uses will result in zero net new trips on the roadway network. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.

Table A						
Trip Generation Estimation Scenarios						
Current Land Use- Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	770	132,030 SF	T= 12.44 (X) / 1000	158	0	1,642
CGC	822	25,003 SF	T = 54.45 (X) / 1000	693	0	1,361
				Total Trips for Existing Land Use- Scenario 1		3,003
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	26,406 SF	T = 12.44 (X) / 1000	328	0	328
BP- R	220	207 MF DUs	T = 6.74 (X)	1,395	0	1,395
CGC- N	822	5,000 SF	T = 54.45 (X) / 1000	272	0	272
CGC- R	220	59 MF DUs	T = 6.74 (X)	398	0	398
				Total Trips for Existing Land Use- Scenario 2		2,393
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
HDR	222	463 MF DUs	T = 1.89 (X)	875	0	875
				Total Trips for Proposed Land Use		875
				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

Based on the impact assessment standards detailed in FLUE Policy 1.2.16, the 10.30 acre proposed land use map amendment has a development potential of 463 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-5631-21C Sleiman Pkwy Requested By: Ed *Luke: Lukacovic / Abigail Trout Reviewed By: Shalene B. Estes Due: 1/18/2022							
Analysis based on maximum dwelling units: 463							
School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/ Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 4 & 5
Elementary	3	7,493	72%	57	75%	1,347	1,683
Middle	3	2,086	74%	23	56%	347	728
High	3	4,311	85%	34	85%	286	422
				Total New Students	114		

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.

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-5631-21C Sleiman Pkwy Requested By: Ed "Luke" Lukacovic / Abigail Trout Reviewed By: Shalene B. Estes Due: 1/18/2022 Analysis based on maximum dwelling units: 463						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Greenfield ES #222	3	57	592	546	92%	113%
Southside MS #211	3	23	977	851	87%	78%
Englewood HS #90	3	34	1864	1800	97%	99%
		114				

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.

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 current designated under the BP and CGC land use categories, 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 20, 2022, the required notices of public hearing signs were posted. Twenty-five (25) notices were mailed out to adjoining property owners informing them of the proposed land-use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on January 18, 2022, for the adoption of the small-scale land use amendment. The applicant was present. No one from the public attended to discuss the application.

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), Community/General Commercial (CGC) is a category intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Nodes are generally located at major roadway intersections and corridor development should provide continuity between the nodes and serve adjacent neighborhoods in order to reduce the number of Vehicle Miles Traveled. CGC also allows for multi-family residential at densities up to 60 units per acre in the Urban Priority Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of development.

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 located 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 located in close proximity to roads classified as arterial or higher. Further, the amendment site is located 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 Policy 1.1.20 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 in close proximity to retail, hospitality and business office employment uses and mass transit. The resulting mix of uses optimizes the combined potentials for economic benefit, and 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 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 CGC and 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. Therefore, the amendment is consistent with this principle of 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

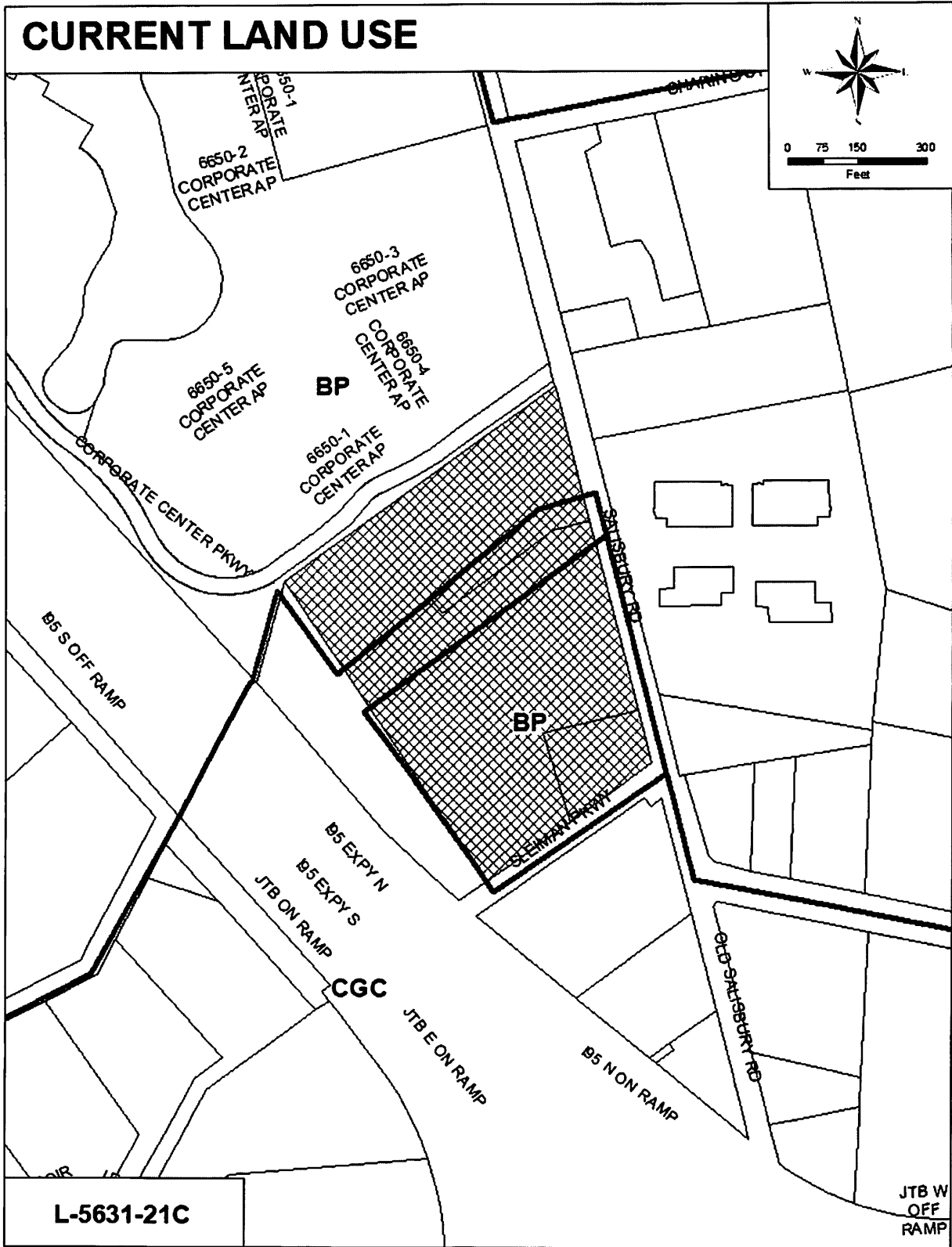


support quality development there that will appreciate in value and achieve multiple community and economic goals.

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



FIELD UTILIZATION MAP

