

# City of Jacksonville, Florida

*Lenny Curry, Mayor*

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April 7, 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. 2022-0141/Application No. L-5655-22C**

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 2022-0141 on April 7, 2022.

P&DD Recommendation	APPROVE
PC Issues:	None
<b>PC Vote:</b>	<b>7-0 APPROVE</b>

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
Jordan Elsbury	Aye

Planning Commission Report  
April 7, 2022  
Page 2

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

Sincerely,

*Kristen D. Reed*

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Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – April 1, 2022

**Ordinance/Application No.:** 2022-141 / L-5655-22C

**Property Location:** 0 and 7311 Baymeadows Way West between Baymeadows Way and Interstate-95

**Real Estate Number(s):** 152578 2020 and 152578 2040

**Property Acreage:** 12.95 Acres

**Planning District:** District 3, Southeast

**City Council District:** District 11

**Applicant:** Cyndy Trimmer, Esquire

**Current Land Use:** Business Park (BP)

**Proposed Land Use:** Residential-Professional-Institutional (RPI) pursuant to FLUE Site Specific Policy 4.4.27

**Development Area:** Urban Priority Development Area

**Current Zoning:** Planned Unit Development (PUD)

**Proposed Zoning:** Planned Unit Development (PUD)

***RECOMMENDATION: APPROVE***

**APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT**

Applicant seeks this land use amendment to develop a multi-family residential complex that will provide for a better mix of uses and infill density resulting in an overall reduction of vehicle miles traveled.

**BACKGROUND**

The 12.95 acre undeveloped subject site is located on the east side of Baymeadows Way, an unclassified roadway, with Interstate-95 abutting the property on the eastern boundary. The site is located within the boundaries of the Belfort Station Development of Regional Impact (DRI). The Belfort Station DRI is approximately 101 acres in size and includes a mix of office, warehouse and light industrial uses located southeast of the intersection with Philips Highway (US 1) and J. Turner Butler Boulevard (JTB) (SR 202).

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2030 Comprehensive Plan from BP to RPI subject to FLUE Site Specific Policy 4.4.27 to allow for single-use residential development for up to 331 multi-family residential units. Companion Application for Change to a DRI Ordinance 2022-142 amends the Belfort Station DRI to allow multi-family development on the subject property. Additionally, a companion rezoning has been filed, Ordinance 2022-143 for a change from PUD to PUD.

#### Proposed FLUE Site Specific Policy 4.4.27

Pursuant to the authority granted by Sec. 163.3187(1)(b), Florida Statutes, Ordinance 2022-141 for a Small-Scale Amendment is approved subject to the following:

- o Single use residential development will be allowed up to three hundred and thirty-one (331) multi-family dwelling units.

The amendment site is located in an area that allows for a mix of office, light industrial and residential uses. The amendment allowing the option of single use multifamily residential at up to 331 dwelling units enhances the existing mix of uses in a manner that furthers the intent of FLUE Policy 1.1.25.

A multi-family development of 331 units on the subject site has a density of approximately 26 units/acre. The site is located in an area that can support a development at this density along Baymeadows Way with direct connections to Philips Highway (US 1), a major arterial roadway, and Baymeadows Road (SR 152), a minor arterial roadway. This is an established area with a mix of office, warehouse, schools and multi-family.

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

North: Land Use: BP  
Zoning: PUD  
Property Use: Offices, Interstate-95

South: Land Use: BP  
Zoning: PUD  
Property Use: undeveloped, surface parking lot

East: Land Use: BP, Light Industrial (LI)  
Zoning: Industrial Business Park (IBP), Industrial Light (IL)  
Property Use: Interstate-95; warehouse uses east of I-95

West: Land Use: BP, LI  
Zoning: PUD, IL  
Property Use: offices, undeveloped land, open storage

## **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**

<b>Development Analysis 12.95 acres (564,102 sq. ft.)</b>		
Development Boundary	Urban Priority Area	
Roadway Frontage Classification / State Road	Baymeadows Way – unclassified roadway	
Plans and/or Studies	Southeast Jacksonville Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Multi-family residential
Land Use / Zoning	Current: BP	Proposed: RPI
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 80% residential at 30 units/acre and 20% non-residential at 0.35 FAR	Proposed: Scenario 1: 0.5 FAR Scenario 2: 90% Residential at 30 units/acre and 10% Non-Residential at 0.5 FAR
Development Potential	Current: Scenario 1: 197,435 sq. ft. Scenario 2: 310 dwelling units and 39,487 sq. ft.	Proposed: Scenario 1: 282,051 sq. ft. Scenario 2: 349 dwelling units and 28,205 sq. ft.
Net Increase or Decrease in Maximum Density	Scenario 1: N/A Scenario 2: Increase of 39 dwelling units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 84,616 sq. ft. Scenario 2: Decrease of 11,282 sq. ft.	
Population Potential	Current: Scenario 1: N/A	Proposed: Scenario 1: N/A

<b>Development Analysis 12.95 acres (564,102 sq. ft.)</b>		
	Scenario 2: 728 people	Scenario 2: 820 people
<b>Special Designation Areas</b>		
Aquatic Preserve	NO	
Septic Tank Failure Area	NO	
Airport Environment Zone	300 and 500 foot Height Restriction Zone for NAS Jacksonville	
Industrial Preservation Area	Industrial Situational Compatibility Zone	
Cultural Resources	NO	
Archaeological Sensitivity	Low Sensitivity	
Historic District	NO	
Coastal High Hazard Area	NO	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	NO	
Boat Facility Siting Zone	NO	
Brownfield	NO	
<b>Public Facilities</b>		
Potential Roadway Impact	Scenario 1: 601 net new daily trips Scenario 2: 78 net new daily trips	
Potential Public School Impact	85 new students	
Water Provider	JEA	
Potential Water Impact	Scenario 1: Increase of 13,041 gallons per day Scenario 2: Increase of 9,793.8 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Scenario 1: Increase of 9,780.6 gallons per day Scenario 2: Increase of 7,345.4 gallons per day	
Potential Solid Waste Impact	Scenario 1: Decrease of 160.7 tons per year Scenario 2: Increase of 24.1 tons per year	
Drainage Basin/Sub-basin	Arlington River / Goodbys Creek	
Recreation and Parks	NO	
Mass Transit Access	Fixed Route 27	
<b>Natural Features</b>		
Elevations	21-26 feet	
Land Cover	4340: Upland mixed coniferous/hardwood	
Soils	9: Arents, sanitary landfill; 32: Leon fine sand, 0 to 2 percent slopes	
Flood Zones	A Flood Zone along the northern boundary	
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 have been by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure established shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant provided a JEA Availability letter dated 10/15/21. Water and sewer connections for the subject site are available along Baymeadows Way.

### **Transportation**

The subject site is 12.95 acres and is accessible from Baymeadows Way, an unclassified facility. The proposed land use amendment is located within the Urban Priority Development Area and Mobility Zone 1. The applicant proposes to change the existing land use from Business Park (BP) to Residential Professional Institutional (RPI).

### **Comprehensive Plan Consistency:**

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

#### **Transportation Element**

**Objective 2.4** The City shall coordinate the mobility circulation system with the future land uses shown on the Future Land Use Map series 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 1.2.1** The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

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

### **Trip Generation Estimation:**

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current land use would result in 2,456 or 2,580 daily trips depending on the

scenario. If the land use is amended to allow for this proposed RPI development, this will result in 3,057 or 2,658 daily trips depending on the scenario.

**Transportation Planning Division RECOMMENDS the following:**

The difference in daily trips for the proposed land use amendment is an increase of 601 or 78 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 ensure that a traffic operational analysis is provided to address the specific external impacts as a result of this land use amendment.

**Table A**  
**Trip Generation Estimation Scenarios**

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
BP	770	197,435 SF	T= 12.44 (X) / 1000	2,456	0	2,456
<b>Total Trips for Existing Land Use- Scenario 1</b>						<b>2,456</b>
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	39,487 SF	T = 12.44 (X) / 1000	491	0	491
BP- R	220	310 MF DUs	T = 6.74 (X)	2,089	0	2,089
<b>Total Trips for Existing Land Use- Scenario 2</b>						<b>2,580</b>
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI	710	282,051 SF	T = 10.84 (X) / 1000	3,057	0	3,057
<b>Total Trips for Proposed Land Use- Scenario 1</b>						<b>3,057</b>
Proposed Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
RPI- N	710	28,205 SF	T = 10.84 (X) / 1000	306	0	306
RPI- R	220	349 MF DUs	T = 6.74 (X)	2,352	0	2,352
<b>Total Trips for Proposed Land Use- Scenario 2</b>						<b>2,658</b>
<b>Scenario 1 Difference in Daily Trips</b>						<b>601</b>
<b>Scenario 2 Difference in Daily Trips</b>						<b>78</b>

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

**School Capacity**

The Planning and Development Department determined that the proposed amendment from BP to RPI has the development potential under scenario 1 as 100% non-residential and under scenario 2 as 90% residential. Under scenario 2, the proposed amendment could result in development of 349 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-5655-22C Baymeadows Lake  
 Requested By: Ed "Luke" Lukacovic / Helena Parola  
 Reviewed By: Shalene B. Estes  
 Due: 3/4/2022

Analysis based on maximum dwelling units: **349**

School Type	CSA <sup>1</sup>	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development <sup>1</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 3&5
Elementary	4	5,363	79%	43	89%	867	2,245
Middle	4	3,915	80%	17	71%	601	497
High	4	924	72%	25	74%	112	624
				<b>Total New Students</b>	<b>85</b>		

**NOTES:**

<sup>1</sup> Proposed Development's Concurrently Service Area (CSA)

<sup>2</sup> Available CSA seats include current reservations

<sup>3</sup> 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

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.

<b>Application Review Request:</b> COJ PDD: Baseline Checklist Review <b>Proposed Name:</b> L-5655-22C Baymeadows Lake <b>Requested By:</b> Ed "Luke" Lukacovic / Helena Parola <b>Reviewed By:</b> Shalene B. Estes <b>Due:</b> 3/4/2022 <b>Analysis based on maximum dwelling units:</b> <u>349</u>						
SCHOOL <sup>1</sup>	CSA	STUDENTS GENERATED (Rounded) <sup>3</sup>	SCHOOL CAPACITY <sup>2</sup> (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Beauleuc ES #230	4	43	1041	660	63%	75%
Southside MS #211	3	17	977	851	87%	78%
Atlantic Coast HS #268	5	25	2443	2388	98%	95%
		85				

**NOTES:**

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

<sup>2</sup> Does not include ESE & room exclusions

<sup>3</sup> Student Distribution Rate

ES-.125

MS-.051

HS-.074

0.250

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

### **Airport Environment Zone**

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

### **Future Land Use Element**

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

### **Industrial Zones**

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. While Future Land Use Element Policy 3.2.33 addresses the protection of Light Industrial (LI) and Heavy Industrial (HI) designated lands, the policy does not address the protection of Business Park (BP) designated lands.

### **Future Land Use Element**

**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.

## **Flood Zones**

Approximately 0.44 of an acre along the northern boundary of the subject site is located within the A 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 A flood zone is defined as areas within the 100-year floodplain or SFHA where flood insurance is mandatory. Any development within the floodplain will be required to comply with Chapter 652, the Floodplain Management Ordinance.

### **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.

## **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on March 11, 2022, the required notices of public hearing signs were not posted. Fourteen (14) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on March 14, 2022 via a virtual Zoom meeting. No members of the public attended to discuss the proposed amendment.

## **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.

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 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 1.1.10      Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

Policy 1.1.12      Promote the use of Planned Unit Developments (PUDs), cluster developments, and other innovative site planning and smart growth techniques in all commercial, industrial and residential plan categories, in order to allow for appropriate combinations of complementary land uses, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations.

Policy 1.1.21      Future amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or

exceeding the amount of land required to accommodate anticipated growth and the projected population of the area and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business consistent with FLUE Policy 1.1.5. The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22 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 maybe 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 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 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new 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.

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 Description within the Future Land Use Element (FLUE), BP in the Urban Priority Area is intended to provide compact medium to high intensity office development and light industrial uses. Residential uses are also permitted in appropriate areas and shall be for workforce housing.

RPI in the Urban Priority Area is intended to provide compact medium to high density development. Development which includes medium to high density residential and professional office uses is preferred. The maximum gross density in the Urban Priority Area is 40 units/acre for a mixed use development. A single-use residential development has a maximum gross density of 20 units/acre in the Urban Priority Development Area. Plan amendment requests for new RPI 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.

The 12.95 acre subject amendment site is intended to provide for the development of additional housing options in the area. Consistent with the proposed land use change, companion Ordinance 2022-142 would change the Master Plan Map H to the DRI at this location from “Commercial” uses to “Residential / Office” uses. The development of the property with additional housing options would further the goal to provide sufficient land for residential choices in the City. Therefore, the proposed land use amendment is consistent with FLUE Policies 1.1.5 and 1.1.21. Additionally, companion Ordinance 2022-143 would rezone the site to PUD limiting the allowed uses to those consistent with the RPI land use category and the DRI.

The proposed FLUE Site Specific Policy 4.4.27 included with this amendment allows for single-use residential development for up to 331 multi-family residential units, approximately 26 units/acre. The site is located along Baymeadows Way in an area that can support a development at this density with direct connections to Philips Highway (US 1), a major arterial roadway, and Baymeadows Road (SR 152), a minor arterial roadway. This is an established area with a mix of office, warehouse, schools and multi-family. Consistent with the Urban Priority Development Area, the development will provide medium to high density residential development encouraging revitalization through infill development at urban densities.

The site has access to full urban services and would facilitate infill development. The proposed RPI designation would be compatible as it allows both the development of commercial and residential uses consistent with the current land use pattern and the character of this surrounding area providing consistency with FLUE Goal 3, Objectives 3.1 and 3.2 and Policies 1.1.10, 1.1.22 and 3.1.6. The proposed amendment encourages use of an underutilized property, which has access to centralized services and sustains the viability of the surrounding area satisfying Objective 1.1, Policy 1.2.9, and Objective 6.3 of the FLUE.

A companion rezoning application is pending concurrently with the land use application which seeks to change the zoning District from PUD to PUD. The use of a PUD allows for appropriate and innovative site design consistent with Policy 1.1.12.

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 site is located within the boundaries of the Southeast Jacksonville Vision Plan located in an area the plan identifies as an Activity Center for office and mixed uses along a Major

Transportation Corridor, Philips Highway. Guiding Principle Two describes redevelopment in this area as one of the greatest opportunities to support growth in the District. Additionally, the proposed changes are consistent with the Vision Plan's Guiding Principle Four to "provide for economic growth". This principle focuses on integrating and coordinating this area of the district into an area-wide plan of commercial, industrial, and residential and therefore, contributes to economic growth as encouraged under Guiding Principle Four.

**Strategic Regional Policy Plan**

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

Objective: Improve Quality of Life and Provide Quality Places in Northeast Florida

Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.

The proposed land use amendment would create opportunities for housing choice while providing for redevelopment of an infill site in an area compatible with residential uses. Therefore, the proposed amendment is consistent with Policy 3 of the Strategic Regional Policy Plan, Communities and Affordable Housing Element.

# LOCATION, CURRENT LAND USE AND FIELD MAP

