

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

October 20, 2022

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. 2022-667/Application No. L-5735-22C

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 2022-667 on October 20, 2022.

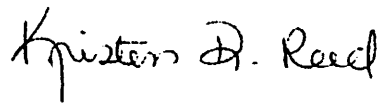
P&DD Recommendation	APPROVE
PC Issues:	None
PC Vote:	5-0 APPROVE

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

Planning Commission Report
October 20, 2022
Page 2

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

Sincerely,



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 – September 30, 2022

Ordinance/Application No.: 2022-667 / L-5735-22C

Property Location: 6133 Blanding Boulevard, between Wesconnett Boulevard and Blanding Boulevard

Real Estate Number(s): 097727 0100

Property Acreage: 1.63 Acres

Planning District: District 4, Southwest

City Council District: District 9

Applicant: Elizabeth M. Rothenberg, Esquire

Current Land Use: Community/General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Development Area: Urban Area

Current Zoning: Commercial Community/General-2 (CCG-2) & Residential Medium Density-A (RMD-A)

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: APPROVE

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The proposed small-scale amendment would make the future land use consistent across the property from both CGC and MDR to the entire property designated MDR and allow for rezoning to PUD for a proposed townhome development.

BACKGROUND

The 1.63 Acre subject site is located on the east side of Blanding Boulevard between Blanding Boulevard, a major arterial roadway and Wesconnett Boulevard, a collector roadway. The subject site is a portion of a 4.06 Acre site, that is designated as MDR along the frontage on Wesconnett. The amendment will unify under MDR. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from Community General Commercial (CGC) to Medium Density Residential (MDR), with a companion

rezoning application from Commercial Community/General-2 (CCG-2) and Residential Medium Density-A (RMD-A) to Planned Unit Development (PUD). The applicant seeks to develop the site with townhomes.

The site is currently vacant and was previously used for storage shed sales. MDR land use abuts the property on the east.

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

North: Land Use: MDR, CGC, BP, and LDR

Zoning: Planned Unit Development (PUD), Residential Medium Density-A (RMD-A), Commercial Neighborhood (CN), Commercial, Residential, and Office (CRO), Commercial Office (CO), Commercial Community/General-2 (CCG-2), and Residential Low Density-60 (RLD-60)

Property Use: Single-family, undeveloped land, retail store, vehicle service garage, used vehicle sales, vacant, warehouse, theatre/drive in, and nursing home

South: Land Use: CGC, MDR, and LDR

Zoning: PUD, CCG-2, Rural Residential-Acre (RR-Acre), RMD-A, and RLD-60.

Property Use: Vacant, vehicle service garage, open storage, single-family, vehicle used sales, new car sales, shopping center, and office

East: Land Use: CGC, LDR, and MDR

Zoning: RMD-A and RLD-60

Property Use: Single-family and open storage

West: Land Use: CGC and LDR

Zoning: PUD, RR-Acre, CCG-2, RLD-60, and Public Buildings and Facilities-2 (PBF-2)

Property Use: Single-family, club, and parking lot

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		
Development Boundary	Urban Development Area	
Roadway Frontage Classification / State Road	Blanding Boulevard / Major arterial roadway	
Plans and/or Studies	Southwest Vision Plan	
Site Utilization	Current: Storage shed sales	Proposed: Townhome development
Land Use / Zoning	Current: CGC	Proposed: MDR
Development Standards for Impact Assessment	Current: Scenario 1: 0.35 FAR Scenario 2: 20% commercial at 0.35 FAR and 80% residential at 30 units/acre	Proposed: 15 units / acre
Development Potential	Current: Scenario 1: 24,850 sq. ft. Scenario 2: 4,970 sq. ft and 39 units	Proposed: 24 units
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 24 dwelling units Scenario 2: Decrease of 15 dwelling units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Increase of 24,850 Sq. Ft. Scenario 2: Increase of 4,970 Sq. Ft.	
Population Potential	Current: 91 people	Proposed: 56 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	

Development Analysis	
Evacuation Zone	No
Airport Environment Zone	Yes, 500' Height Restriction Zone for Cecil Field Airport and 300' Height Restriction Zone for Naval Air Station Jacksonville
Industrial Preservation Area	No
Cultural Resources	No
Archaeological Sensitivity	Yes, Low and high sensitivity
Historic District	No
Coastal High Hazard	No
Adaptation Action Area	No
Groundwater Aquifer Recharge Area	No
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	5 new students
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 4,397 gallons per day Scenario 2: Decrease of 3,774 gallons per day
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 3,298 gallons per day Scenario 2: Decrease of 2,830 gallons per day
Potential Solid Waste Impact	Scenario 1: Increase of 22.64 tons per year Scenario 2: Decrease of 46.95 tons per year
Drainage Basin/Sub-basin	Ortega River/Fishing Creek
Recreation and Parks	Jammes Road Park & Wesconnett Park

Development Analysis	
Mass Transit Access	JTA Bus Route 31
Natural Features	
Elevations	22 to 24 feet above mean sea level
Land Cover	1400: Commercial and services, 4340: Upland mixed coniferous/hardwood
Soils	63: Sapelo Fine Sand
Flood Zones	No
Wetlands	No
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

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

The applicant has provided a JEA letter of service availability dated June 1, 2022, which was submitted with the companion PUD rezoning application. The letter indicates that there is an existing 16-inch water main along Wesconnett Boulevard and an existing 10-inch gravity sewer main along Wesconnett Boulevard.

Future Land Use Element

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.

Transportation

The subject site is 1.63 acres and is accessible from Blanding Blvd (SR 21), a major arterial facility. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 7. The applicant proposes to change the existing land use from Community General Commercial (CGC) 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 812 or 426 daily trips, depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 162 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. SR 21 is subject to FDOT review and access management requirements. The Transportation Planning Division recommends ongoing coordinating efforts with FDOT and 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	822	24,850 SF	T = 54.45 (X) / 1000	1,353	541	812
Total Trips for Existing Scenario 1 Land Use						812
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	822	4,970 SF	T = 54.45 (X) / 1000	271	108	163
CGC- R	220	39 MF DUs	T = 6.74 (X)	263	0	263
Total Trips for Existing Scenario 2 Land Use						426
Proposed Land Use	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	24 MF DUs	T= 6.74 (X)	162	0	162
Total Trips for Proposed Land Use						162
<i>Scenario 1 Difference in Daily Trips</i>						0
<i>Scenario 2 Difference in Daily Trips</i>						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 1.63 acre proposed land use map amendment has a development potential of 24 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.

Evaluation of the proposed residential development for school concurrency as shown in "Attachment A".

Potential school capacity impacts will be addressed through the Concurrency and Mobility Management System Office. The analysis does not reveal a deficiency in school capacity.

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:

Attachment "B" shows 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.

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.

Airport Environment Zone

The site is located within the 300-foot Height and Hazard Zone for Naval Air Station Jacksonville and the 500-foot Height and Hazard Zone for Cecil Field Airport. Zoning will limit development to a maximum height of less than 300 and 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 the 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.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on September 16, 2022, the required notices of public hearing signs were not posted. There is reason to believe the signs were stolen or removed from the property. A new sign was made, and the applicant agreed to post another one. 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 September 19, 2022, for the adoption of the small-scale land use amendment. The applicant was present. No one from the public attended to discuss.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives, and Policies

Future Land Use Element (FLUE)

Development Area

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

- 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 1.1.21** 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 40 units per acre in the Urban Area, subject to the provision that residential uses shall not be the sole use and shall not exceed 80 percent of development.

The MDR land use category in the Urban Development Area is a category intended to provide compact medium-density residential development. Plan amendment requests for new MDR designations are preferred in locations which are supplied by full urban services and in locations which serve as a transition between commercial and residential land uses. Residential uses are permitted at up to 20 dwelling units per acre. *However, the maximum gross density shall be 4 units per acre and the minimum lot size shall be ¼ of an acre if either one of the centralized potable water or wastewater services are not available.*

The site is currently used as an outside storage yard selling sheds and is surrounded by a mix of uses in the CGC, BP, LDR, and MDR land use categories. This site has access to all urban services. Access to mass transit is through the Jacksonville Transportation Authority bus route 31. The infill development resulting from this amendment will continue the development trends in an area. The proposed amendment to MDR maintains a balance of uses in the area and is a logical and compatible extension of the abutting MDR land use to the east. Therefore, the amendment is consistent with FLUE Policies 1.1.22 and Goal 3.

The proposed amendment to MDR would allow for increased housing options within the Urban Development Area of the Southwest Planning District, and as such, it is consistent with FLUE Objective 3.1 and Policy 3.1.6.

The 1.63 Acre subject site will have a negligible impact on the amount of land needed to accommodate commercial uses, and the proposed amendment from CGC to MDR maintains a balance of uses in the area. For these reasons the proposed amendment is consistent with FLUE Policies 1.1.5 and 1.1.21.

The amendment site can be served by sanitary sewer and water lines. The applicant has provided a JEA letter of service availability dated June 1, 2022, which was submitted with the companion PUD rezoning application. The letter indicates that there is an existing 16-inch water main along Wesconnett Boulevard and an existing 10-inch gravity sewer main along Wesconnett Boulevard. Therefore, the amendment is consistent with FLUE Policy 1.2.9, with the MDR land use category density requirements.

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

Vision Plan

The subject property is located within the boundaries of the Southwest Jacksonville Vision Plan (2003). The Southwest Planning District of Jacksonville embraces a variety of new growth opportunities from the conversion of Cecil Field into a hub of aviation, high tech, and industrial activity to the creation of outstanding recreational and conservation

resources and high-quality residential areas. Theme 1 of this vision plan is: Strengthen existing neighborhoods and create new neighborhoods. The proposed amendment to MDR will create an additional opportunity for residential development in the Cecil Field area.

Strategic Regional Policy Plan

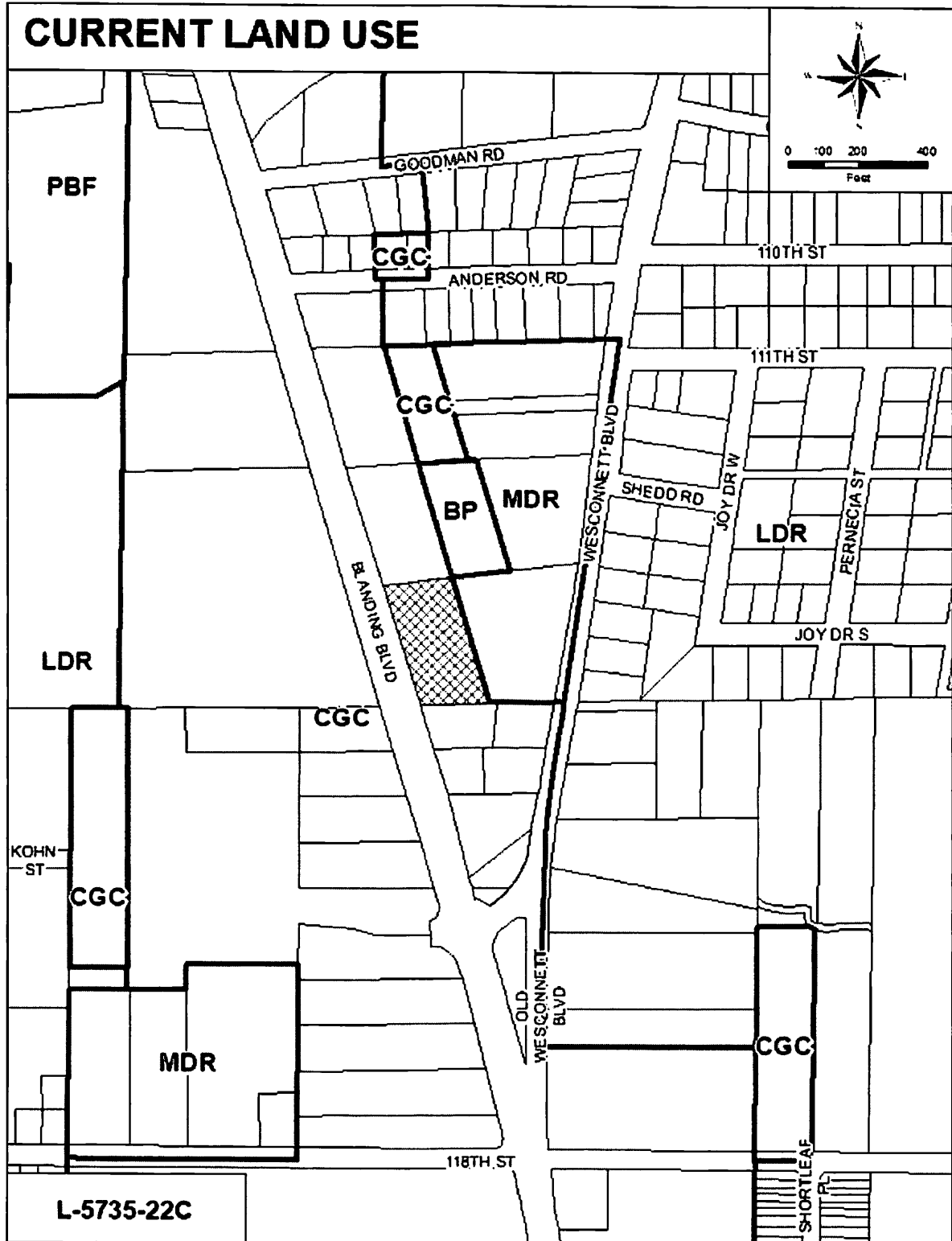
The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Health Subject Area:

Objective: Housing Options That Provide Choices to All of Our Residents and Promote Demographic and Economic Diversity as One Way to Ensure that Our Communities are Viable and Interesting Places for the Long Term.

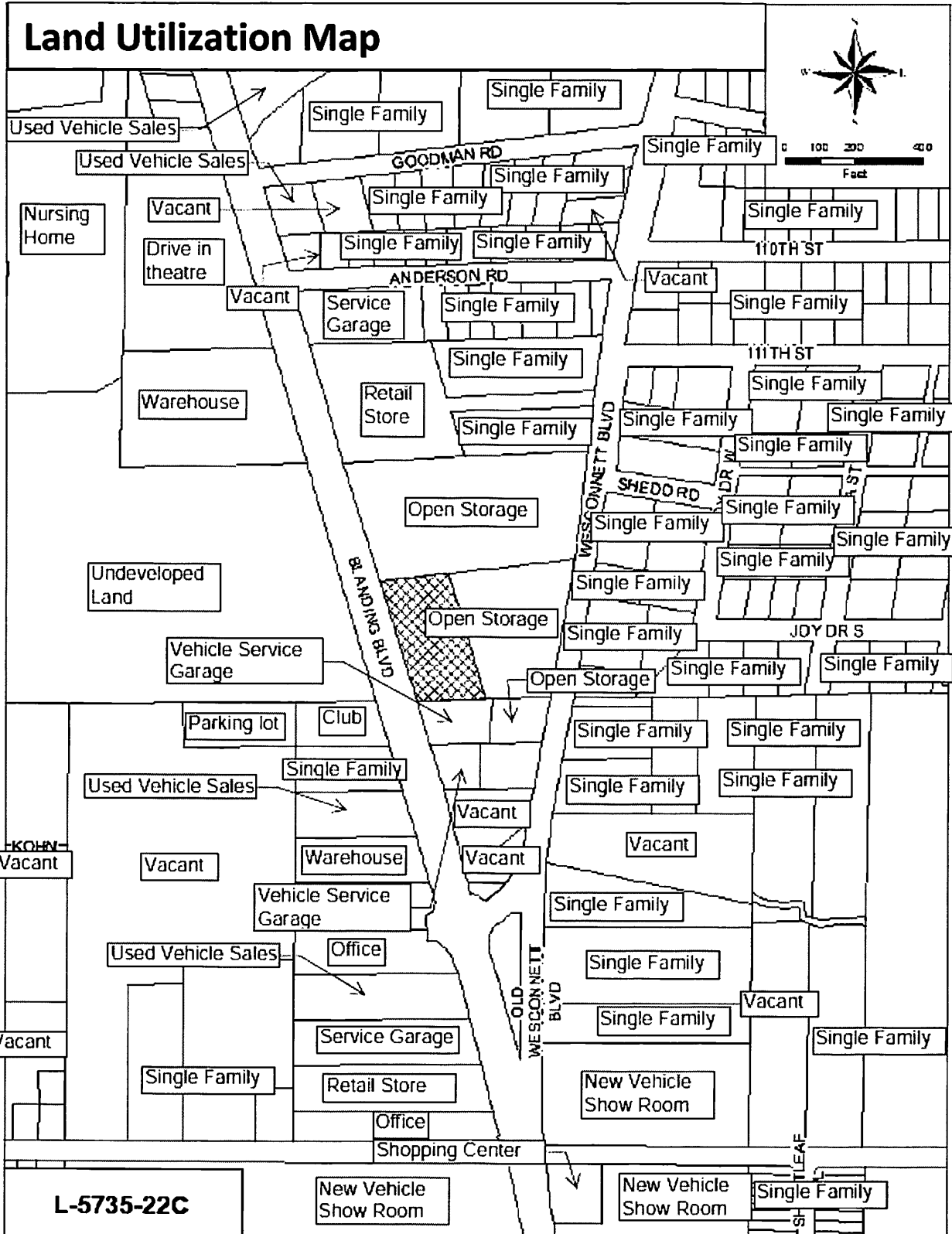
Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

The proposed land use amendment is consistent with Policy 21 of the Regional Health Subject Area as it encourages providing more housing options in the Southwest Planning District.

LOCATION AND CURRENT LAND USE MAP



LAND UTILIZATION MAP



Application Review Request: COJ PDD: School Impact Analysis Proposed Name: L-5735-22C Blanding Blvd Requested By: Ed "Luke" Lukacovic / Marcus Salley Reviewed By: Shalene B. Estes Due: 8/19/2022							
Analysis based on maximum dwelling units: 24							
School Type	CSA ¹	2021-22 Enrollment/CSA	Current Utilization (%)	New Student/Development ⁴	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 1& 7
Elementary	2	5,958	73%	3	69%	2,684	9,003
Middle	2	2,640	70%	1	65%	84	1,514
High	2	3,122	80%	1	82%	1,021	1,873
Total New Students				5			

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: <u>COJ PDD: Baseline Checklist Review</u> Proposed Name: <u>L-5735-22C Blanding Blvd</u> Requested By: <u>Ed "Luke" Lukacovic / Marcus Salley</u> Reviewed By: <u>Shalene B. Estes</u> Due: <u>8/19/2022</u> Analysis based on maximum dwelling units: <u>24</u>						
SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ¹	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2021/22)	% OCCUPIED	4 YEAR PROJECTION
Cedar Hill ES # 97	2	3	647	428	66%	86%
Westside MS #207	2	1	1029	604	59%	58%
Westside HS #241	8	1	1786	1464	82%	91%
		5				

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.