

City of Jacksonville, Florida

Lenny Curry, Mayor

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March 4, 2021

The Honorable Tommy Hazouri, President
The Honorable Michael Boylan, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, Florida 32202

RE: Planning Commission Advisory Report / Ordinance No. 2021-068/Application No. L-5490-20C

Dear Honorable Council President Hazouri, Honorable Council Member and LUZ Chairman Boylan 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 2021-068 on March 4, 2021.

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

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

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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 – February 26, 2021

Ordinance/Application No.: 2021-068 / L-5490-20C

Property Location: 0 Broward Road, on the west side of Broward Road between Island Point Drive and Clark Road

Real Estate Number(s): 022159-0000 (portion of)

Development Area: Suburban

Property Acreage: 5.04 acres

Planning District: District 6, North

City Council District: District 8

Applicant: Lara Hipps

Current Land Use: Community / General Commercial (CGC)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Planned Unit Development (PUD)

Proposed Zoning: Residential Medium Density-D (RMD-D)

RECOMMENDATION: APPROVE

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

This land use amendment is being sought to add the option for apartments which are a needed housing option in the area.

BACKGROUND

The 5.04 acre subject property is located on the west side of Broward Road, east of the Trout River and about a ½ mile northwest of the intersection of I-95 and Zoo Parkway. The property fronts Broward Road, which is classified as a collector roadway. The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from CGC to MDR, with a companion rezoning application from PUD to Residential Medium Density-D (RMD-D). The companion rezoning, Ordinance 2021-069 is pending concurrently with this application. The applicant seeks to develop the site with multifamily residential units.

The subject property is a portion of a larger parcel, and approximately 15.59 acres of this larger parcel is subject to a large scale land use amendment (Application L-5515-21A, Ordinance 2021-067) which seeks to amend the FLUM from Low Density Residential (LDR), MDR, and CGC to Conservation (CSV) in order to preserve the wetlands on that portion of the parcel. The existing PUD zoning that regulates the entire property (Ordinance 2005-414-E) was approved to allow for 85 townhome dwelling units.

The property is currently undeveloped with marshes to the north and west of the property. A gas station and Broward Road abut the site to the east. Marshes are also located to the south, along with some uplands. The companion rezoning integrates the subject property with the uplands to the south, which are already designated as MDR. Property across Broward Road from the subject site is designated as CGC, and property to the north is designated as LDR. MDR designations are abutting and adjacent to the south of the subject site. The area in the immediate vicinity of the subject site is largely undeveloped, but single-family residences are about ¼ mile to the north and multi-family about 1/3 mile to the south. A convenience store and a small scale boating dealer is located to the east across Broward Road.

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

North: Land Use: LDR
Zoning: Residential Low Density-60 (RLD-60)
Property Use: Undeveloped and single-family

South: Land Use: MDR
Zoning: PUD
Property Use: Undeveloped

East: Land Use: CGC and LDR
Zoning: Commercial Community General-1 (CCG-1), RLD-60, and PUD
Property Use: Undeveloped, convenience store, service garage

West: Land Use: CGC, MDR
Zoning: Commercial Office (CO), PUD, Residential Medium Density-B (RMD-B), Residential Medium Density-A (RMD-A)
Property Use: Marsh, wetlands, Trout River

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy

1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

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

Land Use Amendment Impact Assessment - Application Number L-5490-20C

Development Analysis		
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	Broward Road (collector)	
Plans and/or Studies	North Vision Plan	
Site Utilization	Current: Undeveloped	Proposed: Multi-family
Land Use / Zoning	Current: CGC / PUD	Proposed: MDR / RMD-D
Development Standards for Impact Assessment	Current: Non-residential: 0.35 FAR Residential: 15 DU/Acre	Proposed: 15 DU/Acre
Development Potential	Current: Scenario 1 – 76,839.8 square feet Scenario 2 – 15,368 square feet and 60 multi-family dwelling units	Proposed: 75 multi-family dwelling units
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 75 multi-family units Scenario 2: Increase of 15 multi-family units	
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 76,839.8 square feet Scenario 2: Decrease of 15,368 square feet	
Population Potential	Current: Scenario 1 – Not applicable Scenario 2 - 141 people	Proposed: 176 people
Special Designation Areas		
Aquatic Preserve	No	
Septic Tank Failure Area	No	
Airport Environment Zone	No	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Medium and High	
Historic District	No	
Coastal High Hazard/Adaptation Action Area	Yes	
Groundwater Aquifer Recharge Area	No – discharge	
Wellhead Protection Zone	No	
Boat Facility Siting Zone	No	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	Scenarios 1 and 2: No new net trips	
Potential Public School Impact	Scenarios 1 and 2: 23 students	

Development Analysis	
Water Provider	JEA
Potential Water Impact	Scenario 1: Increase of 13,783 gpd Scenario 2: Increase of 2,756.6 gpd
Sewer Provider	JEA
Potential Sewer Impact	Scenario 1: Increase of 10,337 gpd Scenario 2: Increase of 2,067.5 gpd
Potential Solid Waste Impact	Scenario 1: Increase of 72.06 tons per year Scenario 2: Increase of 14.4 tons per year
Drainage Basin/Sub-basin	Trout River / Trout River
Recreation and Parks	Concord Park, Marion Park and Bert Maxwell Boat Ramp
Mass Transit Access	Route 1
Natural Features	
Elevations	2-7 feet
Land Cover	6300 (wetland forested mixed) and 1400 (commercial and services)
Soils	2 (Albany fine sand, 0-5% slopes) and 68 (Tisonia mucky peat, 0-1% slopes, very frequently flooded)
Flood Zones	AE and 0.2% annual chance flood hazard flood zone
Wetlands	6300 (wetland forested mixed)
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 established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

A JEA letter of service availability has been provided and is on file with the Planning and Development Department. The letter, dated October 21, 2020, identifies two (2) potable water connection points, along Broward Road and Island Point Drive. One (1) force sewer main exists along Broward Road. Connection to the JEA-owned sewer system will require the design and construction of an onsite, privately owned and maintained pump station, and a JEA dedicated force main.

Transportation

The Planning and Development Department completed a transportation analysis, which is on file with the Planning and Development Department. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, the first existing scenario for CGC non-residential land use has a development potential of 76,839.8 square feet of commercial space (ITE Land Use Code 820), which could generate 3,870 average daily trips. The second existing scenario for CGC with 20 percent non-residential and 80 percent residential land use category development impact assessment results in a development potential of 15,368 square feet of commercial space (ITE Land Use Code 820), which could generate 667 average daily

trips. The residential component has a development potential of 60 multi-family residential units, which could generate 439 average daily trips. The proposed MDR land use category development impact assessment (per FLUE Policy 1.2.16) has a development potential of 75 multi-family dwelling units (ITE Land Use Code 220), which could generate 549 average daily trips. As such, the trip generation comparison between the current development potential and the proposed development potential under both scenarios will result in no new net trips. This analysis is based upon the comparison of what potentially could be built on that site versus the maximum development potential. Trips generated by the new development will be processed through the Concurrency and Mobility Management System Office.

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.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

Objective 2.4 of the Transportation Element (TE) of the 2030 Comprehensive Plan requires that 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 of the TE of the 2030 Comprehensive Plan requires that 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.

These two Comprehensive Plan policies ensure that the transportation impact related to land use amendments are captured in the Long Range Transportation Plan (LRTP) that is conducted every 5 years. This analysis includes the cumulative effect of all land use amendments that were approved within this time period. This plan identifies the future transportation needs and is used to create cost feasible roadway needs that can be funded by the City's Mobility Strategy Plan.

Mobility needs vary throughout the city and in order to quantify these needs, the city was divided into 10 Mobility Zones. The Mobility Strategy Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 4.

The subject site is accessible via Broward Road, a collector roadway and Island Point Drive, an unclassified roadway. Although there is zero net external trips the project is generating significant daily trips and the Transportation Planning Division recommends ongoing coordinating efforts with the 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.

School Capacity

The Planning and Development Department determined that the proposed amendment from CGC to MDR has the current development potential under scenario 1 as 100 percent non-residential and under scenario 2 as 80 percent residential and 20 percent non-residential. Under both scenarios, the proposed amendment could result in development of 75 multi-family 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:

- Elementary School
 - Concurrency Service Area (CSA) 1
 - 2020/2021 enrollment: 11,133
 - Current utilization: 60%
 - New student development from amendment: 12
 - 5-year utilization: 67%
 - Available seats in CSA 1: 6,180
 - Available seats in adjacent CSA(s): 7 and 8 is 2,989

- Middle School
 - CSA 1

- 2020/2021 enrollment: 7,607
 - Current utilization: 89%
 - New student development from amendment: 5
 - 5-year utilization: 98%
 - Available seats in CSA 1: 618
 - Available seats in adjacent CSA(s): 7 and 2 is 642
- High School
 - CSA 1
 - 2020/2021 enrollment: 8,520
 - Current utilization: 84%
 - New student development from amendment: 6
 - 5-year utilization: 76%
 - Available seats in CSA 1: 1,410
 - Available seats in adjacent CSA(s): 7 and 8 is 217

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.

- Highland Elementary School #99
 - CSA 1
 - Amendment student generation: 12
 - School Capacity including permanent spaces and portables: 536
 - Current enrollment 20 day county for 2020/2021: 422
 - Percent Occupied: 79%
 - 4-year projection: 110%

- Highland Middle School #244
 - CSA 1
 - Amendment student generation: 5
 - School Capacity including permanent spaces and portables: 1,071
 - Current enrollment 20 day county for 2020/2021: 751
 - Percent Occupied: 70%
 - 4-year projection: 77%

- Jean Ribault High School #96
 - CSA 1
 - Amendment student generation: 6
 - School Capacity including permanent spaces and portables: 1,683
 - Current enrollment 20 day county for 2020/2021: 1,415
 - Percent Occupied: 84%
 - 4-year projection: 85%

Note: The 4-year projections include current concurrency reservations.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of medium 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.

Coastal High Hazard Area (CHHA) / Adaptation Action Area (AAA)

Approximately 0.77 of an acre of the subject site is located within the Coastal High Hazard Area (CHHA) and Adaptation Action Area (AAA), as defined by Sections 163.3178(2)(h) and 163.3164(1), Florida Statutes. The amendment request for the subject site is to change the land use designation from CGC to MDR.

Conservation/Coastal Management Element

Objective 7.4 Limit development density and intensity within the Coastal High Hazard Area (CHHA) and direct it outside of the CHHA, and mitigate the impact of natural hazards in the area.

Policy 7.4.8 The City shall promote, in instances where a proposed project is located within the CHHA, the clustering of uses. Such clustering will be used to limit the acreage within the CHHA that will be affected by the proposed

development, and will serve to limit the amount of infrastructure provided within the CHHA. To demonstrate compliance with the clustering concept identified in this policy, proposed site plans may be required to include conditions that restrict future development on any other portion of the site within the CHHA and /or place a conservation easement on any remaining wetlands within the CHHA not already proposed for impacts.

Policy 11.5.1 The City of Jacksonville shall recognize the Coastal High Hazard Area (CHHA) identified in Map C-18 as also encompassing the Adaptation Action Area (AAA) for those low-lying coastal zones that may experience coastal flooding due to extreme high tides and storm surge and are vulnerable to the impacts of rising sea level. (§163.3177(6)(g)(10), F.S.) Land within the AAA is subject to potential high tide inundation under a horizon 2060 two foot sea level rise scenario.

Policy 11.5.2 The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

Additionally, the application was routed to the City's Emergency Preparedness Division for review. No measurable impacts are expected to countywide evacuation times due to the scenarios in the proposed amendment. Unimpeded access to the primary evacuation routes (I-95 and US 17) was the primary factor in this determination. The Emergency Preparedness Division recommends that new construction in proximity to a water source be consistent with local ordinances and best practices (regarding nearby Trout River and its tributaries). Site design techniques that minimize disruption to the existing local traffic flow are encouraged.

Flood Zones

The majority of the subject site is located within the AE and 0.2 PCT Annual Chance Flood Hazard 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 0.2 PCT Annual Chance Flood Hazard flood zone is defined as an area within the 500-year floodplain and outside of the SFHA. Flood insurance is not mandatory within these flood zones. The areas are deemed to be subject to moderate flood hazards. The AE flood zone is an area within the 100-year flood plain 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 1.4.4 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.

- 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.

Wetlands

Review of City data indicates the potential existence of wetlands on the subject site and as such, the Planning and Development Department has determined the general location, type(s), size, quality and functional value of all wetlands located within the boundaries of the application site based on the City's geographic information data. Based on the information noted below, the proposed amendment is consistent with the Conservation/Coastal Management Element (CCME) wetlands policies. The wetland map is attached at the end of this report.

Wetlands Characteristics:

- Approximate Size: 2.36 Acres

- General Location(s): Approximately half of the site in the northwestern section of the property.

- Quality/Functional Value:
 - The Category I wetland is a salt marsh which has an extremely high functional value due to its water filtration attenuation of coastal waters and reduction of storm surge in coastal high hazard areas during cataclysmic coastal storms.

 - The Category II wetland has an extremely high functional value for water filtration attenuation and flood water capacity, is located within the 100 year flood zone, and has a direct impact on the City's waterways.

Soil Types/

Characteristics:

(2) Albany fine sand – consists of nearly level and gently sloping, somewhat poorly drained, sandy soils. These soils formed in thick deposits of sandy and loamy marine sediments. The soils are moderately permeable and moderately slowly permeable. Generally, the high water table is at a depth of 12 to 30 inches.

(68) Tisonia mucky peat – consists of nearly level, very poorly drained, organic soils. These soils formed from nonwoody, halophytic plant remains underlain by fine textured sediments. They are in tidal marshes. The soils are very slowly permeable. The high water table generally is at or near the surface, and areas are flooded twice daily by fluctuating tides for very brief periods.

Wetland Category:

Category I and II

**Consistency of
Permitted Uses:**

Residential uses are permitted subject to the limitations of CCME Policy 4.1.5 shown below.

**Environmental Resource
Permit (ERP):**

Not provided by the applicant

Wetlands Impact:

Insufficient information to determine impacts.

Associated Impacts:

The wetland area coincides with the AE and 0.2 PCT Annual Chance Flood Hazard flood zone. The Category I wetlands appear to coincide with the CHHA.

Relevant Policies:

Conservation /Coastal Management Element (CCME)

Policy 4.1.3

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

(a) Encroachment

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

(b) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i the habitat of fish, wildlife and threatened or endangered species,
- ii the abundance and diversity of fish, wildlife and threatened or endangered species,

- iii the food sources of fish and wildlife including those which are threatened or endangered,
 - iv the water quality of the wetland, and
 - v the flood storage and flood conveyance capabilities of the wetland;
- (c) Floodplain protection
Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and
- (d) Stormwater quality
In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:
- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
 - ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems
- (e) Septic tanks
Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and
- (f) Hydrology
The design of the fill shall include measures to maintain the wetlands hydrology of the site.

Policy 4.1.5

The permitted uses within Category I and II wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs):

(1) Conservation uses, provided the following standards are met:

- (a) Dredge and fill
Dredging or filling of the Category I and II wetlands shall not exceed

more than 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(2) Residential uses, provided the following standards are met:

(a) Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

- i density shall not exceed one (1) dwelling unit per five (5) acres; and
- ii buildings shall be clustered together to the maximum extent practicable; and
- iii dredging or filling shall not exceed 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(3) Water-dependent and water-related uses, provided the following standards are met:

(a) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(b) Boat facilities siting and operation
Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

- (4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- (5) Any use which can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- (6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on February 5, 2021, the required notices of public hearing signs were not posted. Pictures of the posted signs were provided on February 12, 2021. Seventeen (17) 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 February 16, 2021. No members of the public were present.

CONSISTENCY EVALUATION

Consistency with 2030 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Suburban Area (SA): The SA is the third tier Development Area and generally corresponds with the urbanizing portions of the City in areas that have usually been developed after consolidation. Development should generally continue at low densities with medium density development at major corridor intersections and transit stations. Development at these locations should promote a compact and interconnected land

development form and is therefore encouraged to employ urban development characteristics as further described in each land use plan category.

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 1.2.9 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.

Recreation and Open Space Element (ROSE)

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

Policy 2.2.5 All multi-family developments of 100 units or more shall provide 150 square feet of active recreation area per dwelling unit. There may be one area for each 100 units, or the areas may be combined, subject to approval by the Planning and Development Department.

Conservation/Coastal Management Element

Policy 7.4.8 The City shall promote, in instances where a proposed project is located within the CHHA, the clustering of uses. Such clustering will be used to limit the acreage within the CHHA that will be affected by the proposed development, and will serve to limit the amount of infrastructure provided within the CHHA. To demonstrate compliance with the clustering concept identified in this policy, proposed site plans may be required to include conditions that restrict future development on any other portion of the site within the CHHA and /or place a conservation easement on any remaining wetlands within the CHHA not already proposed for impacts.

According to the Category Descriptions within the Future Land Use Element (FLUE), the CGC land use category in the Suburban Area is intended to provide development in a nodal development pattern. Principal uses in the CGC category include, but are not limited to, commercial retail sales and service establishments including auto sales; restaurants; hotels and motels; offices; and multi-family dwelling units at a density of up to 20 dwelling units per acre.

MDR in the Suburban Area is intended to provide compact low to medium density mixed use development. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Multi-family and single-family dwellings are the predominant development typology in this category. The maximum

gross density in the Suburban Area shall be 20 units per acre, and the minimum gross density shall generally be greater than seven (7) units per acre.

The subject site is located on Broward Road, which is classified as a collector road. The site is served by public water and sewer services, per the JEA availability letter and consistent with FLUE Policy 1.2.9. The site also has access to an efficient transportation network as it is located approximately ¼ of a mile northwest of the I-95 interchange with Zoo Parkway. A gas station, with a CGC land use designation, abuts the subject site to the east. Beyond that, properties south are designated as MDR, and single-family residential uses are north of the subject site. Across Broward Road, properties are designated as CGC. The proposed land use amendment promotes a balanced land development pattern consistent with FLUE Goal 3 because of the mix of uses in the area and because the site is served by a convenient transportation network.

The 5.04 acre subject site will have a negligible impact on the amount of land needed to accommodate commercial uses or multi-family residential 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 proposed amendment to MDR would allow for increased housing options within the Suburban Area of the North Planning District, and as such, it is consistent with FLUE Objective 3.1 and Policy 3.1.6.

As previously mentioned, approximately 0.77 of an acre of the subject site is within the CHHA/AAA, and wetlands are located on a portion of the subject site as well. Consistent with CCME Policy 7.4.8, proposed development will be reviewed for clustering out of the CHHA during site plan review. Ordinance 2021-067 seeks to amend the FLUM from LDR, MDR, and CGC to CSV for a large portion of the property and as such would preserve environmentally sensitive areas of the property while allowing for clustered development on the uplands.

Additionally, multi-family development on the site will be required to be consistent with ROSE Policies 2.2.2 and 2.2.5, as applicable, concerning the provision of recreation and open space. The subject site has existing entitlements for multi-family development under the current PUD zoning district (Ordinance 2005-414-E).

Vision Plan

The subject property is located within the boundaries of the North Jacksonville Shared Vision and Master Plan (2003). The Plan offers no specific recommendations for the location of the subject site. However, the Plan does recommend clustering new development in order to provide greater environmental protection and public benefit. The proposed land use amendment would cluster development out of the environmentally sensitive areas.

Strategic Regional Policy Plan

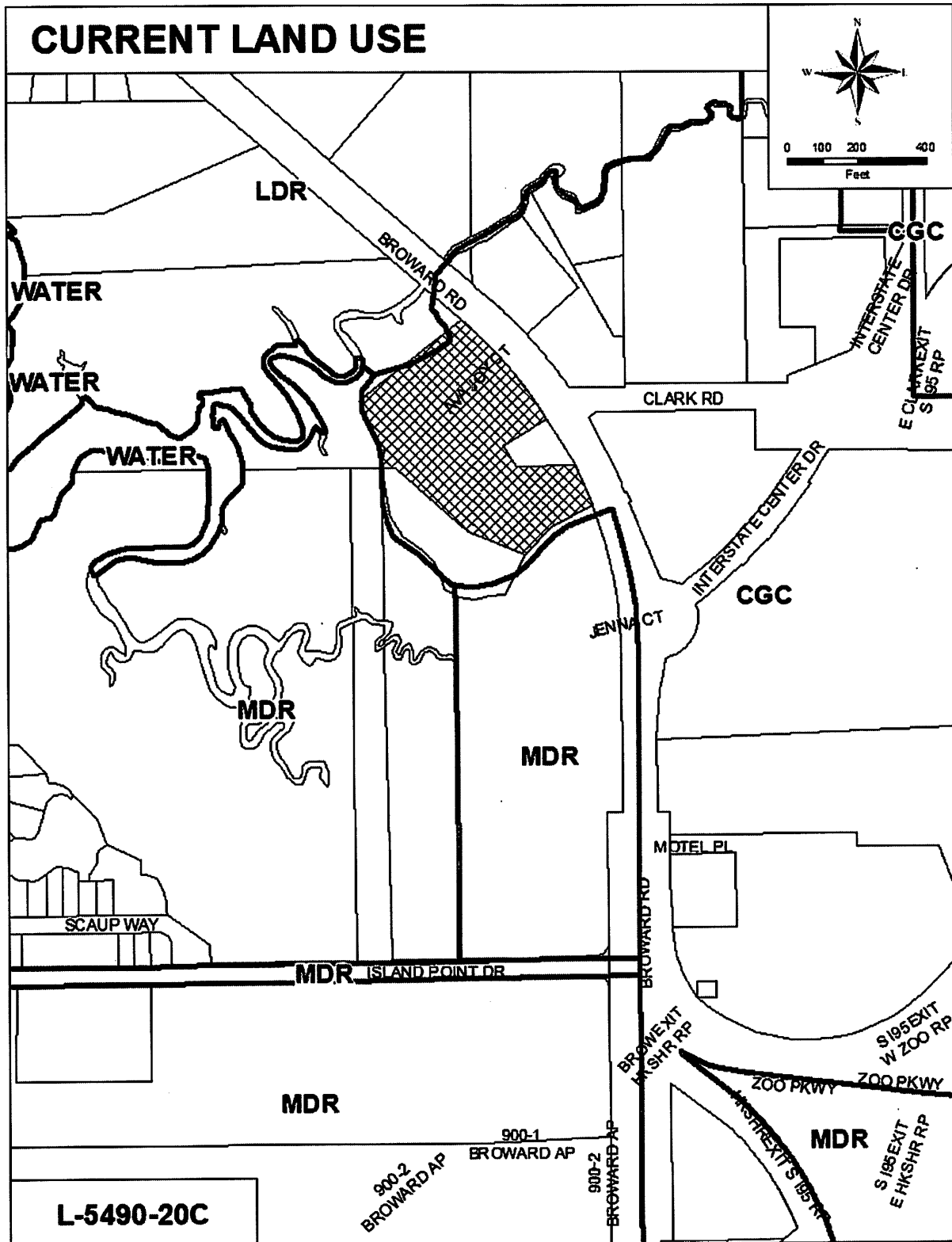
The proposed amendment is consistent with the following Objective and Policy of the Strategic Regional Policy Plan, Regional Health Subject Area:

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.

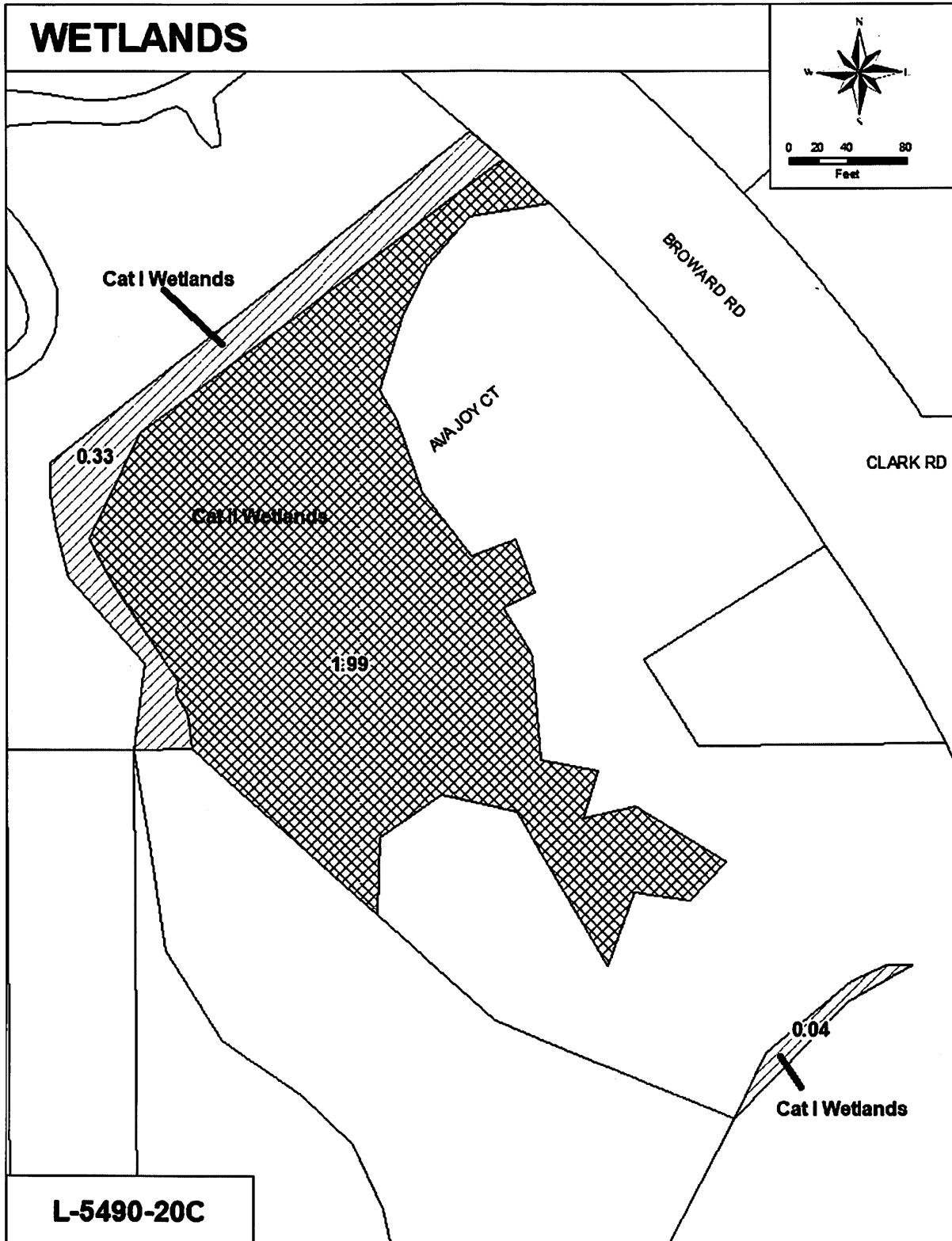
Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.

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 North Planning District.

LAND USE AMENDMENT LOCATION AND CURRENT LAND USE MAP



WETLANDS MAP



LAND USE AMENDMENT SITE LAND UTILIZATION MAP

