



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32203
(904) 630-CITY
www.Jacksonville.gov

March 20, 2025

The Honorable Randy White
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2025-128/Application No. L-6015-25C

Dear Honorable Council President White, 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 2025-128 on March 20, 2025.

P&DD Recommendation

APPROVE

PC Issues:

A neighboring property owner raised concerns about the eroding privacy of the neighbors due to the height of the structures. Commissioners discussed potential design modifications including additional screening and fencing, a lower allowed height to the structures and the elimination of windows on the rear side of the buildings that face a single-family home.

PC Vote:

6-0 APPROVE

Michael McGowan, Chair

Aye

Lamonte Carter

Aye

Amy Yimin Fu

Aye

Charles Garrison

Aye

Julius Harden

Aye

Moné Holder

Absent

Ali Marar

Absent

Tina Meskel

Aye

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

Sincerely,



Helena A. Parola, MAURP
Chief of Community Planning
City of Jacksonville - Planning and Development Department
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Jacksonville, FL 32202
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Report of the Jacksonville Planning Department

Small-Scale Future Land Use Map Amendment – March 14, 2025

Ordinance/Application No.: 2025-128 / L-6015-25C

Property Location: 0 Pecan Park Road and 0 Mason Lakes Drive,
between Pecan Park Road and Mason Lakes Drive

Real Estate Number(s): 108114 0060; 108114 0110; 108116 0500

Property Acreage: 4.20 acres

Planning District: District 6, North

City Council District: District 8

Applicant: Nilay Patel

Current Land Use: Agriculture (AGR) – 3.00 acres
Low Density Residential (LDR) – 1.20 acres

Proposed Land Use: Medium Density Residential (MDR)

Development Area: Suburban Development Area

Current Zoning: Agriculture (AGR) – 3.00 acres
Planned Unit Development (PUD) – 1.20 acres

Proposed Zoning: Planned Unit Development (PUD)

RECOMMENDATION: ***APPROVE***

APPLICANT'S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

High demand for multi-family homes.

BACKGROUND

The 4.20-acre subject property includes a shed on the north side of the property and undeveloped land. The subject site is located on the north side of Pecan Park Road, a collector road, between Pecan Park Road and Mason Lakes Drive, a local road. The site is approximately 500 feet east of the corner of Pecan Park Road and International Airport Road (a minor arterial road). The applicant is proposing an amendment to the Future Land Use Map series (FLUMs) from Agriculture (AGR) and Low Density Residential (LDR) to Medium Density Residential (MDR) in the Suburban Area, with a companion rezoning application from Agriculture (AGR) and Planned Unit Development (PUD) to PUD to build a multi-family residential development. The companion rezoning, Ordinance 2025-129, is pending concurrently with this application.

Development on this portion of Pecan Park Road includes a mix of LDR and MDR residential developments along with some large lot residential properties in the AGR category. Single-family residential units abut the site to the north and west and there are single-family subdivisions farther west of the site as well. Additionally, west of the site are multi-family units along Pecan Park Road in the MDR category. The site is approximately 1.5 miles northeast of Jacksonville International Airport (JIA) and abuts the JIA Development of Regional Impact (DRI). The border of the DRI is directly across Pecan Park Road to the south.

The land use was changed from AGR to LDR on the 1.2-acre portion of the site as part of a larger land use change of approximately 222.0 acres in 2003, pursuant to Ordinance 2003-1217-E.

More specific uses along with the zoning and land use categories are listed below.

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

North: Land Use: LDR

Zoning: PUD (2003-1218-E), PUD (2022-478-E)

Property Use: Single-family residential and undeveloped

South: Land Use: Public Buildings and Facilities (PBF) and AGR

Zoning: PUD (2020-658-E) and AGR

Property Use: Undeveloped and a Stormwater pond that is part of the JIA DRI

East: Land Use: AGR, LDR, MDR, Community / General Commercial (CGC), and Light Industrial (pursuant to Land Use Amendment 2024-970-E)

Zoning: AGR, Commercial Community / General - 1 (CCG-1), PUD (2007-1069-E), PUD (2008-247-E), PUD (2018-285-E), PUD (2022-478-E), and PUD (2024-971-E)

Property Use: Single-family residential, undeveloped, RV Park (on south side of Pecan Park Road), I-95

West: Land Use: PBF, AGR, LDR, and MDR

Zoning: Residential Low Density – 60 (RLD-60), AGR, PUD (2003-1218-E), PUD (2006-1169-E) PUD (2020-658-E), and PUD (2021-746-E)

Property Use: Single-family residential, Multi-family residential, and undeveloped

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.

Land Use Amendment Impact Assessment - Application Number L-6015-25C

Development Analysis		4.2 acres / 182,952 sq. ft.
Development Boundary	Suburban Development Area	
Roadway Frontage Classification / State Road	Pecan Park – collector Mason Lakes Drive – Local road	
Plans and/or Studies	North Vision Plan, bordering the JIA DRI	
Site Utilization	Current: Cleared and undeveloped except for a shed in the northwest corner of the site.	Proposed: Multi-family
Land Use / Zoning	Current: AGR (3.0 acres) and LDR (1.2 Acres) / AGR	Proposed: MDR (4.2 acres) / PUD
Development Standards for Impact Assessment	Current: AGR: 1 DU / 2.5 acres LDR: 5 DU / acre	Proposed: 15 DU / acre
Development Potential	Current: 7 DU	Proposed: 63 DU
Net Increase or Decrease in Maximum Density	Increase 56 DU	
Net Increase or Decrease in Potential Floor Area	N/A	
Population Potential	Current: 18 people	Proposed: 148 people
Special Designation Areas		
Aquatic Preserve	No	
Evacuation Zone	Zone E	
Airport Environment Zone	50' for JIA, 60 db noise contour, Civilian notice zone	
Industrial Preservation Area	No	
Cultural Resources	No	
Archaeological Sensitivity	Low	
Historic District	No	
Coastal High Hazard	No	
Adaptation Action Area	No	
Groundwater Aquifer Recharge Area	Discharge	

Development Analysis		4.2 acres / 182,952 sq. ft.
Wellhead Protection Zone	No	
Boat Facility Siting Zone	N/A	
Brownfield	No	
Public Facilities		
Potential Roadway Impact	359 net new daily trips	
Potential Public-School Impact	14 students	
Water Provider	JEA	
Potential Water Impact	Increase of 12,943 gpd	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 9,707 gpd	
Potential Solid Waste Impact	Increase of 145 tpy	
Drainage Basin/Sub-basin	Nassau River / Seaton Creek	
Recreation and Parks	Seaton Creek Historic Preserve	
Mass Transit Access	None	
Natural Features		
Elevations	20' to 24'	
Land Cover	4110: Pine Flatwoods 1100: Residential, low density - less than 2 dwelling units/acre	
Soils	51: Pelham Fine Sand: 0%-2% slopes	
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 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).

According to the JEA infrastructure map, there is a 6-inch sewer main on the Pecan Park Road right-of-way (ROW). There is a 16-inch water main, also on the Pecan Park ROW. The land use application and the companion PUD written description identifies that JEA will provide central water and sewer services to the development.

The maximum gross density in the Suburban Area shall be 20 units per acre when full urban services are available to the site and there shall be no minimum density; except as provided in the FLUE of the 2045 Comp Plan.

Future Land Use Element

Policy 1.2.8

Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

Transportation

The subject site is 4.20 acres and is located on Pecan Park Road, an FDOT collector facility, just west of Interstate 95 (I-95), an FDOT Interstate facility. The proposed land use amendment is located within the Suburban Development Area and Mobility Zone 4. The applicant proposes to change the existing land use from Agriculture (AGR) and Low Density Residential (LDR) to Medium Density Residential (MDR).

Comprehensive Plan Consistency:

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

Transportation Element

Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.

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 AGR and LDR land use would result in 66 daily trips depending on the scenario. If the land use is amended to allow for this proposed MDR development, this will result in 425 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment is 359 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 and FDOT to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
AGR & LDR	210	7 DUs	T = 9.43 (X)	66	0	66
				Total Trips for Existing Land Use- Scenario 1		66
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
MDR	220	63 DUs	T = 6.74 (X)	425	0	425
				Total Trips for Proposed Land Use- Scenario 1		425
Scenario Difference in Daily Trips						359

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

School Impacts

The 4.20-acre proposed land use map amendment has a development potential of 63 dwelling units and 14 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

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

In evaluating the proposed residential development for school concurrency, the following results were documented:

Application Review Request:		COJ PDD: School Impact Analysis					
Proposed Name:		L-6015-25C Pecan Park Rd					
Requested By:		Eric Hinton					
Reviewed By:		Levonne Griggs					
Due:		3/5/2025					
Analysis based on maximum dwelling units:		63					
School Type	CSA ¹	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/ Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 2,7&8
Elementary	1	10,763	78%	7	79%	7,057	2,617
Middle	1	6,288	70%	3	81%	1,862	101
High	7	2,103	95%	4	73%	618	2,496
				14	64		

NOTES:

¹ Proposed Development's Concurrent Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.119

MS-.050

HS-.078

0.248

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 (102,110) by the number of total permitted housing units (411,541) for the same year, generating a yield of 0.248.

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

Public School Facilities Element

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

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

Objective 3.1 Adopted Level of Service (LOS) Standards
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

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

Supplemental School Information:

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

Application Review Request: **COJ PDD: Baseline Checklist Review**
Proposed Name: L-6015-25C Pecan Park Rd
Requested By: Eric Hinton
Reviewed By: Levoine Griggs
Due: 3/5/2025
Analysis based on maximum dwelling units: 63

SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Biscayne ES#269	1	7	667	814	122%	100%
Highlands MS#244	1	3	1148	664	58%	58%
First Coast HS#265	7	4	2207	2103	95%	85%
		14				

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-.119
MS-.050
HS-.078

0.248

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 (102,110) by the number of total permitted housing units (411,541) for the same year, generating a yield of 0.248.

EVACUATION ZONE

The subject site is within Evacuation Zone E. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change. Per EPD's attached memo, it was determined that the impact of the subject small scale land use amendment on countywide evacuation timing would be negligible. Their complete analysis is provided below.

EPD Response:

The proposed properties in land use amendment L-6015-25C will be next to I-95 (1.2 road miles), a primary evacuation route, with access via Pecan Park Road.

In consideration of all the surrounding evacuation zones (Zone A, Zone C, and Zone E), nearest evacuation routes, the estimate of 359 new daily trips, and the changes proposed through land use amendment application L-6015-25C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

Airport Environment Zones

Height Restriction Zone for Jacksonville International Airport (JIA)

The site is in the 50' height restriction zone for JIA. Zoning will limit development to a maximum height of 50 feet, depending on the location of development, 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 2.6 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 in accordance with the requirements of Section 163.3177, F.S.

Policy 2.6.16 Airport Height and Hazard zones (HH) exist around all military and civilian airports within the city limits of Jacksonville. The horizontal limits of the zones and limitations on heights of obstructions within these zones are defined for each military airport in Naval Facilities Engineering Command (NAVFAC) P-80.3 01/82, on file with the Planning and Development Department, and for each civilian airport in Title 14, Code of Federal Regulations (CFR), Part 77 guidelines, on file with the Planning and Development Department. In order to assure that Title 14, CFR, Part 77 guidelines and NAVFAC P-80.3 01/82 guidelines are not exceeded and that no structure or obstruction is permitted that would raise a minimal obstruction clearance altitude, a minimum vectoring descent altitude or a decision height, all cell towers and any structure or obstruction that would extend into an Airport (HH) requires, in writing, comment from the U.S. Navy. Although written documentation from the U.S. Navy for military HH and from the FAA or JAA for civilian HH is not required for proposed structure heights below the listed height, United States Code (USC) Title 14, CFR Part 77 still applies.

Civilian Notice Zone for JIA

Approximately 3.5 acres of the site is also located in a Civilian Influence Zone for JIA. These zones encompass all lands within the 60-64.99 DNL noise contour range, also known as Airport Notice Zones within the Land Development Regulations, as well as the 65-74.99 and 75 and greater DNL noise contour ranges. They apply to Jacksonville International Airport, Herlong Recreational Airport, Jacksonville Executive at Craig Airport and Cecil Airport and are depicted on the Military and Civilian Influence Zones Map.

Execution of an Airport Notice Zone Acknowledgement for properties located within these zones is required pursuant to Section 656.1010, Ordinance Code.

Future Land Use Element

Policy 2.6.14 To ensure safety and education of citizens occupying properties that are located near military and civilian airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military and Civilian Influence Zones depicted on the Military and Civilian Influence Zones Map.

Noise Zones

A portion of the site, which overlaps the Civilian Notice Zone, is in the 60-64.99 Day Night Sound Level (DNL) zone for JIA.

Future Land Use Element Policies 2.6.9, 2.6.10, and 2.6.13 include requirements related to density, use, and noise level reduction for areas of the subject site with those noise zones.

Future Land Use Element

- Policy 2.6.9 Within the 60 DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses may be allowed when scheduled with the U.S. Navy. As listed in the Instruction Manual, all other uses are allowed subject to disclosure requirements.
- Policy 2.6.10 The Civilian Airport Influence Zones are identified in the Military and Civilian Influence Zones Map. The following policies refer to the City's Land Development Regulations.
- Policy 2.6.13 Within the 60 DNL or higher area as depicted on the Military and Civilian Influence Zones Map, entertainment assembly uses are only permitted in PUD developments or pursuant to preliminary site development reviews in accordance with Section 656.1003 that were approved prior to March 27, 2007, or those uses meeting the nonconforming uses definition in Section 656.1008 of the City of Jacksonville Zoning Code. All other uses are allowed subject to disclosure requirements.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low sensitivity for the presence of archaeological resources. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

- Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.
- Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

PROCEDURAL COMPLIANCE

Upon inspection by the Planning Department on March 3, 2025, the required notice of public hearing sign was posted. Fifty-one (51) 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 3, 2025. There was one person from the public who had questions about ingress and egress from the project.

CONSISTENCY EVALUATION

Consistency with 2045 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 defined in this Plan.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit, enjoyment, wellness and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

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 1.1.9 Promote the use of Planned Unit Developments (PUD) zoning districts, cluster developments, and other innovative site planning and smart growth techniques in order to allow for appropriate combinations of complementary land uses, densities and intensities consistent with the underlying land use category or site specific policy, and innovation in site planning and design, subject to the standards of this element and all applicable local, regional, State and federal regulations. These techniques should consider the following criteria in determining uses, densities, intensities, and site design:

- Potential for the development of blighting or other negative influences on abutting properties
- Traffic Impacts
- Site Access
- Transition of densities and comparison of percentage increase in density above average density of abutting developed properties
- Configuration and orientation of the property
- Natural or man-made buffers and boundaries
- Height of development
- Bulk and scale of development

- Building orientation
- Site layout
- Parking layout
- Opportunities for physical activity, active living, social connection, and access to healthy food

Policy 1.1.21

Rezoning and 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 and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide 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.

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 1.2.8

Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized

wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections the JEA Collection Systems available within a five (5) year period.

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.
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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 residents. 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 Comprehensive Plan and Land Development Regulations.
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Policy 3.1.5	The City shall provide opportunities 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.
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Recreation and Open Space Element (ROSE)

- Policy 2.2.1 The City shall require that all new non-residential land uses provide a minimum of 10% of the property in open space
- Policy 2.2.2 The City shall require that 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 2.2.4 A residential subdivision development of 25 lots to 99 lots shall pay a recreation and open space fee of two-hundred-fifty (\$250) dollars per lot, or provide at least four hundred thirty-five (435) square feet of useable uplands for each lot (and any fraction thereof), to be dedicated as common area and set aside for active recreation. The City shall use recreation and open space fees collected pursuant to this subsection to improve, enhance, expand, or acquire recreation areas within the same Planning District in which the fees are paid.

Property Rights Element

- 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:
- The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- 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.
- The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

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), Agriculture (AGR) is intended to provide for agricultural uses and to preserve the existing rural character of outlying areas of the City. Most AGR lands are located in the Rural Area of the City where full urban services and facilities will not be provided by the City during the planning time frame.

According to the FLUE, Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. MDR in the Suburban Development Area permits residential densities at a minimum of 7 units per acre and up to 20 units per acre.

According to the JEA infrastructure map, there is a 6-inch sewer main on the Pecan Park Road right-of-way (ROW). There is a 16-inch water main, also on the Pecan Park ROW. The land use application and the companion PUD written description identifies that JEA will provide central water and sewer services to the development. Therefore, the amendment is compliant with FLUE Policy 1.2.8.

The applicant is proposing a land use change from AGR and LDR to MDR in the Suburban Development Area. The area includes a mix of uses with mostly single-family residential uses and some multi-family residential uses to the west of the site in the MDR land use category that was amended to the MDR land use in 2006. The proposed amendment to MDR results in a compatible development pattern and will be congruent with the existing single-family and multi-family typology of nearby neighborhoods to the north and west. The proposed amendment to MDR would also allow for the development of an undeveloped and underutilized property for additional housing options in the North Planning District. The proposal adds to the total amount of residential designated land for development needed to accommodate future growth through the planning timeframe of the 2045 Comprehensive Plan. The PUD allows up to 72 multi-family dwelling units, providing consistency with the density limitations of the MDR land use category. The PUD also provides recreational area consistent with the ROSE of the 2045 Comprehensive Plan. Therefore, the amendment is consistent with FLUE Goal 1, Goal 3, Objective 1.1, Objective 3.1, and Policies 1.1.21, 1.1.22 and 3.1.5 as well as ROSE Policies 2.2.1, 2.2.2, and 2.2.4.

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.

North Jacksonville Vision Plan (2003)

The application site lies within the North Jacksonville Shared Vision and Master Plan area. The plan does not identify specific recommendations in the vicinity of the subject site. However, the proposed land use amendment offers infill development with residential uses that will increase housing options in this region. The North Jacksonville Vision Plan emphasizes the importance of diversifying housing opportunities and redirecting growth from more favored regions in Jacksonville. Therefore, the proposed land use amendment encourages and fulfills the goals of this Vision Plan.

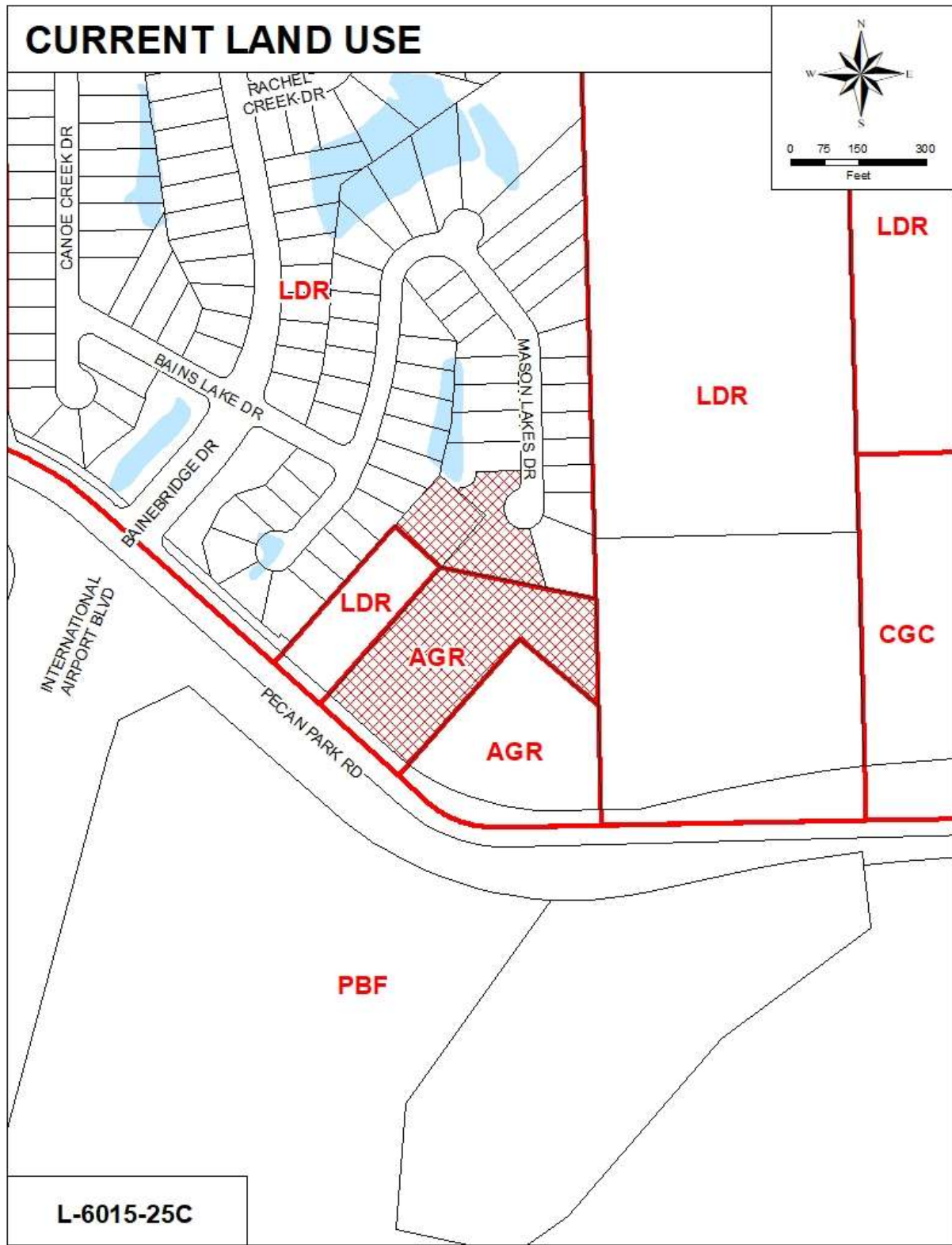
Strategic Regional Policy Plan

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

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

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

Current Land Use Map



Land Utilization Map

