



A NEW DAY.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

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117 W. Duval St.  
Jacksonville, FL 32203  
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August 22, 2024

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. 2024-518/Application No. L-5946-24C**

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 2024-518 on August 22, 2024.

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

Charles Garrison, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Julius Harden	Absent
Moné Holder	Aye
Ali Marar	Aye
Michael McGowan	Aye
Jack Meeks	Absent
Tina Meskel	Aye

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

Planning Commission Report  
August 22, 2024  
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Sincerely,



**Helena A. Parola, MAURP**  
***Acting 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 and Development Department

Small-Scale Future Land Use Map Amendment – August 16, 2024

**Ordinance/Application No.:** 2024-518 / L-5946-24C

**Property Location:** 0 Palm Lake Drive between Noah Road and Eastport Road

**Real Estate Number(s):** 109453-0015 and 109490-0040

**Property Acreage:** 23.70 Acres

**Planning District:** District 6, North

**City Council District:** District 2

**Applicant:** John Gislason

**Current Land Use:** Light Industrial (LI) 21.24 acres and Business Park (BP) 2.46 acres

**Proposed Land Use:** Medium Density Residential (MDR)

**Development Area:** Urban and Suburban Development Areas

**Current Zoning:** Industrial Light (IL) and Industrial Business Park (IBP)

**Proposed Zoning:** Residential Medium Density-A (RMD-A) and Residential Medium Density-D (RMD-D)

***RECOMMENDATION: APPROVE***

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

Property is immediately adjacent to existing MDR land uses with residential PUDs for multi-family units.

**BACKGROUND**

The 23.70 acre subject site is located on the east and west side of Palm Lake Drive and between Noah Road and Eastport Road, a collector roadway in the North Planning District. The site is also located in Council District 2. According to the City’s Functional Highways Classification Map, Palm Lake Drive is a local (unclassified) roadway.

The applicant seeks an amendment to the Future Land Use Map series (FLUMs) of the Future Land Use Element (FLUE) of the 2045 Comprehensive Plan from LI and BP to MDR in order to develop the site for multi-family housing. A companion rezoning application is pending concurrently with the land use application via Ordinance 2024-519, which seeks to change the zoning district from IL and IBP to RMD-A and RMD-D. Currently the site is undeveloped and has road frontage on both sides of Palm Drive. Access to the site can only be gained from Palm Lake Drive.

The previous land use of the site was MDR. Ordinance 2010-391-E, changed the land use of the site from MDR to LI and IBP land use. Additionally, the site to the northwest, Ordinance 2021-576-E amended 19 acres from LI and CGC to MDR.

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

North: Land Use: Public Buildings and Facilities (PBF) and Light Industrial (LI)  
Zoning: Public Buildings and Facilities-1 (PBF-1), and Industrial Light (IL)  
Property Use: JEA Utility Electric Substation, Open Storage, Warehouses, Vacant, Single-Family

South: Land Use: LI, Medium Density Residential (MDR), Low Density Residential (LDR), and PBF  
Zoning: IL, Planned Unit Development (PUD), Residential Low Density-60 (RLD-60), PBF-1, and Commercial/Community General-1 (CCG-1)  
Property Use: Light Manufacturing, Vacant, Single-Family, Multi-Family, Park

East: Land Use: MDR, LDR, Business Park (BP), Residential Professional Institutional (RPI), and Neighborhood Commercial (NC)  
Zoning: PUD, IL, RLD-60, Residential Office (RO), and Commercial Neighborhood (CN)  
Property Use: Warehouse, Single-Family, Multi-Family, Light Manufacturing, Vacant, Open Storage, Church

West: Land Use: MDR, LI, Community/General Commercial (CGC), and Heavy Industrial (HI)  
Zoning: PUD, IL, CCG-1, Commercial/Community General-2 (CCG-2)  
Property Use: Warehouse, Retail Store, AT&T Utilities, Vacant, Open Storage, busch Brewing Property (across Main Street)

## **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

<b>Development Analysis</b>	<b>LI – 21.24 Acres</b>	<b>BP – 2.46 Acres</b>	<b>23.70Acres</b>
Development Boundary	Urban and Suburban Development Area		
Roadway Frontage Classification / State Road	Palm Lake Drive – Local Road (unclassified)		
Plans and/or Studies	North Jacksonville Planned Vision and Master Plan		
Site Utilization	Current: Vacant undeveloped	Proposed: Multi-family residential	
Land Use / Zoning	Current: LI & BP/IL & IBP	Proposed: MDR	
Development Standards for Impact Assessment	Current: Scenario 1: LI - 0.4 FAR BP 0.35 FAR Scenario 2: LI - 0.4 FAR BP - 15 DUs/Acre	Proposed: 15 DUs per acre	
Development Potential	Current: Scenario 1: LI: 370,085 Sq. Ft. BP: 37,505 Sq. Ft.  Scenario 2: LI – 370,085 Sq. Ft. BP - 36 DUs	Proposed: 355 DUs	
Net Increase or Decrease in Maximum Density	Scenario 1: Increase of 355 DUs Scenario 2: Increase of 319 DUs		
Net Increase or Decrease in Potential Floor Area	Scenario 1: Decrease of 407,590 Sq. Ft. of industrial space Scenario 2: Decrease of 370,085 Sq. Ft.		
Population Potential	Current: Scenario 1: 0 people Scenario 2: 84 people	Proposed: 834 people	
<b>Special Designation Areas</b>			
Aquatic Preserve	No		
Septic Tank Failure Area	No		
Airport Environment Zone	300' Height Restriction Zone for Jacksonville International Airport		

<b>Development Analysis</b>		<b>LI – 21.24 Acres</b>	<b>BP – 2.46 Acres</b>	<b>23.70Acres</b>
Industrial Preservation Area	Industrial Situational Compatibility west side of Palm Lake Drive in the Urban Development Area			
Cultural Resources	No			
Archaeological Sensitivity	Low, Medium and High Sensitivity			
Historic District	No			
Coastal High Hazard/Adaptation Action Area	No			
Groundwater Aquifer Recharge Area	No – Discharge area			
Evacuation Zone	Zone D			
Wellhead Protection Zone	No			
Boat Facility Siting Zone	No			
Brownfield	No			
<b>Public Facilities</b>				
Potential Roadway Impact	Scenario 1: Increase of 124 new net daily trips Scenario 2: Increase of 339 new net daily trips			
Potential Public School Impact	Increase of 88 new students			
Water Provider	JEA			
Potential Water Impact	Scenario 1: Increase of 68,136 gpd Scenario 2: Increase of 74,965 gpd			
Sewer Provider	JEA			
Potential Sewer Impact	Scenario 1: Increase of 51,102 gpd Scenario 2: Increase of 56,224 gpd			
Potential Solid Waste Impact	Scenario 1: Decrease of 284 tons per year Scenario 2: Increase of 829 tons per year			
Drainage Basin/Sub-basin	Drainage Basin – Broward River Sub-drainage Basin – Broward River			
Recreation and Parks	San Mateo Neighborhood Park			
Mass Transit Access	No bus service at this location			
<b>Natural Features</b>				
Elevations	18 to 32 feet above mean sea level			
Land Cover	(4340) Upland mixed coniferous/hardwood and (4110) Pine flatwoods			
Soils	5% (69) Urban land 75% (32) Leon fine sand 20% (66) Surrency loamy fine sand, depressional			
Flood Zones	No			
Wetlands	Category III			
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 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 (latest edition).

The applicant has provided a JEA Availability Letter, dated May 20, 2024, as part of the companion rezoning application. According to the letter, there is an existing 10-inch water main and a 12-inch gravity sewer mains along Palm Lake Drive. The application indicates that the owner will use central JEA water and sewer services.

## 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

### Background Information:

The subject site is 23.70 acres located on Palm Lake Drive, a local facility, which is accessible from Eastport Road, a collector facility. The proposed land use amendment is located within the Urban and Suburban Development Area and Mobility Zone 3. The applicant proposes to change the existing land use from Light Industrial (LI) and Business Park (BP) 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 LI and BP land use would result in 2,269 or 339 daily trips. If the land use is amended to allow for this proposed MDR development, this will result in 2,393 daily trips.

### Transportation Planning Division **RECOMMENDS** the following:

The difference in daily trips for the proposed land use amendment has 124 or 339 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer to determine if a traffic operational analysis is needed.



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

Current Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
LI	110	370,085 SF	$T = 4.87 (X) / 1000$	1802	0	1802
BP	770	37,505 SF	$T = 12.44 (X) / 1000$	467	0	467
				<i>Total Trips for Existing Land Use- Scenario 1</i>		<i>2,269</i>
Current Land Use-Scenario 2	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
BP	210	36 DUs	$T = 9.43 (X)$	339	0	339
				<i>Total Trips for Current Land Use- Scenario 2</i>		<i>339</i>
Proposed Land Use-Scenario 1	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Diverted & Pass-By Trips	Daily Trips
MDR	220	355 MFDUs	$T = 6.74 (X)$	2,393	0	2,393
				<i>Total Trips for Proposed Land Use- Scenario</i>		<i>2,393</i>
				<b>Scenario 1 Difference in Daily Trips</b>		<b>124</b>
				<b>Scenario 2 Difference in Daily Trips</b>		<b>339</b>

Source: Trip Generation Manual, 11<sup>th</sup> Edition, Institute of Engineers

### School Capacity

The 23.70 acre proposed land use map amendment has a development potential of 355 dwelling units and 88 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-5946-24C  
 Requested By: Marcus Salley  
 Reviewed By: LeVonne Gtiggs  
 Due: 8/5/2024

Analysis based on maximum dwelling units: 355

School Type	CSA <sup>1</sup>	2023-24 Enrollment/CSA	Current Utilization (%)	New Student/Development <sup>3</sup>	5-Year Utilization (%)	Available Seats - CSA <sup>2</sup>	Available Seats - Adjacent CSA 1 & 3
Elementary	7	3,585	87%	44	64%	831	2,587
Middle	1	6,876	80%	18	86%	992	934
High	7	2,095	95%	26	73%	205	1,071
<b>Total New Students</b>				<b>88</b>			

**NOTES:**

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

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

<sup>3</sup> Student Distribution Rate

ES--.125

MS-.051

HS-.074

0.250

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (104,757) by the number of total permitted housing units (416,708) for the same year, generating a yield of 0.250.

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 3.2 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.

#### **Airport Environment Zone**

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

#### Future Land Use Element

- Objective 2.6 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.

### **Archaeological Sensitivity**

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of low, 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 1.2.2 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.

## **Industrial Zones**

The subject property located on the west side of Palm Lakes Drive is within the Industrial Situational Compatibility Zone. Industrial Situational Compatibility Zones are areas identified on the Industrial Preservation Map as areas that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements. Industrial uses are crucial to the long-term economic well-being of the City and these areas are presumed to be appropriate for land use map amendments to industrial categories, subject to FLUE Objective 3.2 and supporting policies as well as other applicable objectives and policies.

### Future Land Use Element

- Policy 3.2.18      The City shall prohibit expansion or new development of non-industrially designated land uses in industrially designated areas unless the use is determined to be an accessory and complementary use to the industrial area, unless otherwise provided for herein. The Land Development Regulations include standards and/or criteria for location and intensity of these types of non-industrial uses.
- Policy 3.2.22      The area shown on the Industrial Preservation Map as “Industrial Sanctuary” or “Areas of Situational Compatibility” are presumed to be appropriate for land use map amendments to industrial categories, subject to a case-by-case review of consistency with State and regional plans and the Comprehensive Plan.
- Policy 3.2.24      Where there is not an adopted neighborhood plan and/or study recommending the contrary, within the “Area of Situational Compatibility”, as shown on the Industrial Preservation Map, lands designated Heavy Industrial, Light Industrial or Water Dependent/Water Related on the Future Land Use Map that are strategically located to provide access to rail facilities or trucking routes; serve ports; or serve airport multi-modal requirements, shall not be converted to a non-industrial land use category unless the applicant demonstrates to the satisfaction of the City that the site cannot be reasonably used for any of industrial uses. Reasonable demonstration for suitability of industrial uses may include but is not limited to the following: access to arterial road network, access to rail, proximity to existing residential, industrial vacancy rates in the vicinity, size of parcel and potential for redevelopment. Conversion of these lands shall only be permitted for development that supports and is compatible with nearby industrial uses.

## Wetlands

Review of City data and the applicant’s site plan indicates the existence of wetlands on the subject site and as such based upon the city’s geographic information data, 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 information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies.

Wetlands Characteristics:

Approximate Size: 10.95 Acres

General Location(s): Wetlands are located throughout the application site.

Quality/Functional Value: The wetland has a medium functional value for water filtration attenuation and flood water capacity due to its isolation, size and having an indirect impact on the City’s waterways.

Soil Types/ Characteristics: Surrency loamy fine sand, depressional (66) – The Surrency series consists of nearly level, very poorly drained soils that occur in depressions. These soils formed in thick sandy and loamy marine sediments. The soils are moderately permeable moderately slowly permeable. Generally, the high water table is at or above the surface.

Wetland Category: Category III

Environmental Resource Permit (ERP): ERP #96172-3 Wetlands Boundary Determination; Expired March 23, 2015.

Wetlands Impact: Site plan shows encroachment into wetlands for housing and stormwater management; approximately 3.0 acres.

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; and

(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.

### **CCME Policy 4.1.6**

The permitted uses within Category III 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) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met:

(a) Silvicultural uses, 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.

(b) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

(2) Any use that 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.

### **PROCEDURAL COMPLIANCE**

Upon site inspection by the Planning and Development Department on July 30, 2024, the required notices of public hearing signs were posted. Forty (40) 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 July 29, 2024, for the adoption of the small-scale land use amendment. Other than the applicant, no one showed up to hear about this application.

### **CONSISTENCY EVALUATION**

#### **Consistency with 2045 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 defined in this Plan.

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 and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Policy 1.1.21 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 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.

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.

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.

Policy 3.1.12 The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

#### 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), Light Industrial (LI) land use category provides for the location of industrial uses which have fewer objectionable impacts than Heavy Industrial (HI) on residential areas such as noise, odor, toxic chemical and wastes. Site access to industrial areas is preferred from roads classified as collector or higher on the Highway Functional Classification Map is preferred.

BP in the Suburban Area is intended to provide compact low to medium intensity office development. Development which includes low to medium density residential uses is preferred on sites located outside of areas identified as an Industrial Sanctuary. Plan

amendment requests for new BP designations are preferred in locations which are supplied with full urban services.

Medium Density Residential (MDR) in the Urban Development Area and Suburban 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 with 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.

The property is an undeveloped parcel surrounded by uses in the MDR, LDR and LI land use categories. Multi-family dwellings are located south and east of application site on Palm Lake Drive. This site has access to urban services but not to mass transit. The proposed infill development will continue the development trends in an area with existing infrastructure. The proposed amendment expands the boundaries of the abutting MDR land use and promotes a pattern of compatible land uses with a well-organized combination of residential and industrial uses as recommended in FLUE Goal 1 and 3 and Policies 1.1.21 and 1.1.22.

The subject site is in close proximity to Eastport Road, a collector roadway and just east of Main Street, a principal arterial roadway, which is a preferred location for higher density residential development, such as MDR. The proposed amendment to MDR would allow for a wider variety of housing types in the City, while maintaining the existing well-balanced and organized combination of uses in the area, consistent with FLUE Goal 3 and Policies 3.1.5 and 3.1.12.

The proposed small-scale amendment would increase the amount of residentially designated land available to further meet the goal of meeting or exceeding the amount of land required to accommodate anticipated growth. Additionally, the property is underutilized vacant land and is considered infill redevelopment. Thus, the proposed amendment is consistent with FLUE Policy 1.1.21.

The land use application for a proposed multi-family development will be served by sanitary sewer and water lines. The applicant has provided a JEA Availability Letter, dated May 20, 2024, as part of the companion rezoning application. According to the letter, there is an existing 10-inch water main and a 12-inch gravity sewer mains along Palm Lake Drive. Therefore, the application is consistent with FLUE Policy 1.2.8.

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 Shared Vision and Master Plan**

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 site has access to Main Street North, a principal arterial road, and is adjacent to the I-295 Interchange that is near the I-95 / I-295 Interchange and within two miles of Max Leggett Parkway. The area north of I-295 near Max Leggett Parkway and I-95 is identified within the Plan as a town center site. Since the adoption of the Vision Plan in 2003, this area has become a major commercial corridor and town center leading to the River City Marketplace. The proposed land use amendment for residential uses would have close access to the River City Marketplace commercial center at the Max Leggett Parkway / I-95 interchange to serve the future residents.

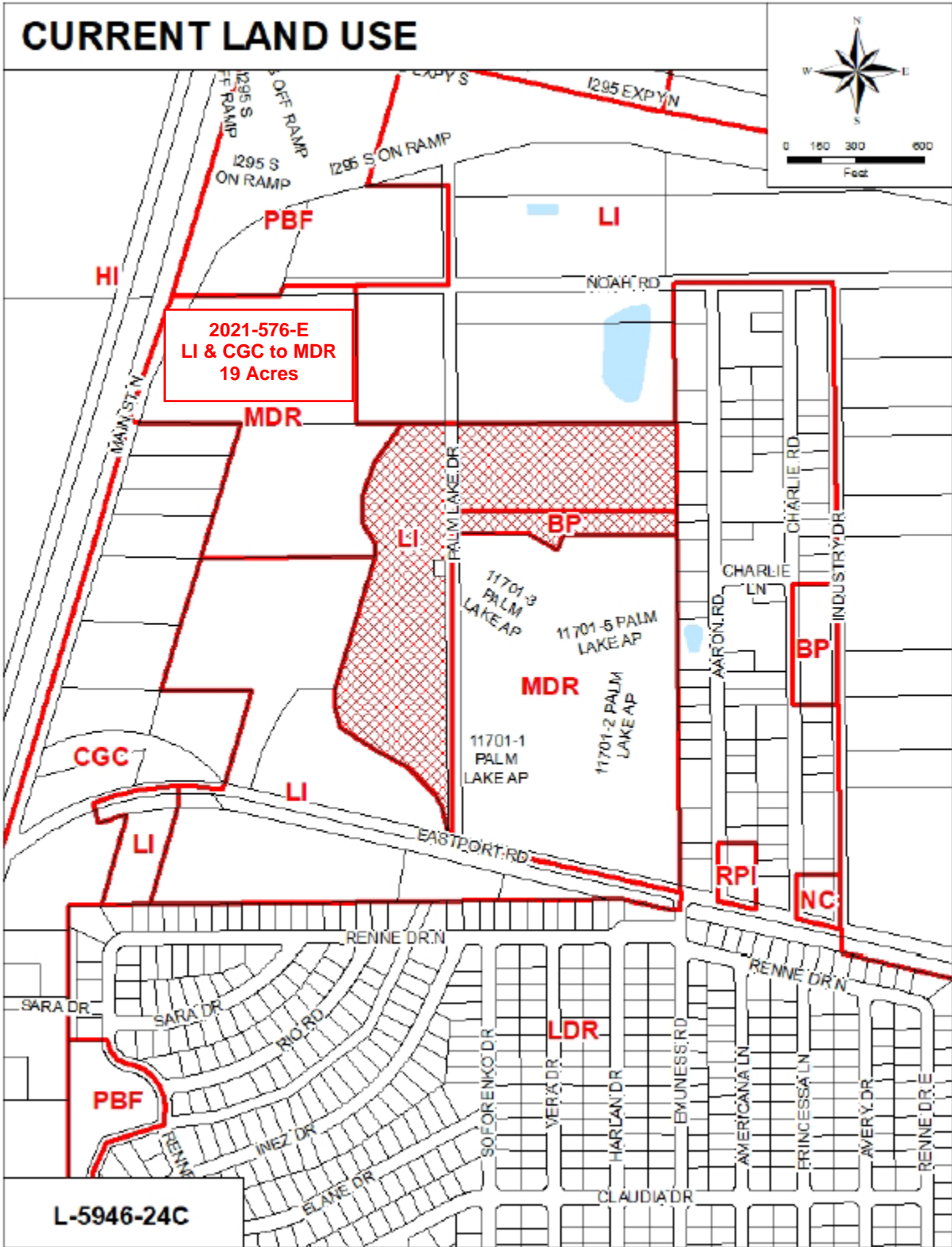
### **Strategic Regional Policy Plan**

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



# FIELD UTILIZATION MAP

